



Ferry Ports Passenger Survey 2023 Report

Transport Modelling Section

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1 Introduction

This report presents the results of the National Transport Authority’s first Ferry Port Survey undertaken in April and May 2023. The survey covered passengers departing from Dublin, Rosslare, and Cork Ferry Ports. This survey is the first iteration of the NTA’s port survey data collection process and is a primary data input for the calibration of Special Zones models the Regional Modelling System.

The report is structured in the following manner:

1. Overview of data collection methods
2. Description of overall sample
3. Statistical analysis by passenger type (Residents and Visitors)
4. Summary of findings

2 Overview of Data Collection

This report outlines the results of the first ferry port survey undertaken by the Transport Modelling team within the NTA. Data was collected via passenger interviews of departing foot and car passengers at Dublin, Cork, and Rosslare ferry ports, conducted by Customer Perceptions for the NTA. Interviews were voluntary in nature and results are mainly self-reported by trip makers. The survey was carried out in late April and early May 2023. This report was undertaken primarily for the purposes of transport modelling and its structure reflects this; however results may be of interest to other stakeholders.

2.1 Overall Sample

Table 1 outlines the survey sample sizes by ferry port and passenger type. Residents and visitors are modelling categories within the RMS, and therefore the survey required roughly equal samples of each for model estimation purposes. The ratio of residents to visitors at each ferry port should be understood as a sampling choice made by the NTA modelling team, rather than a revealed statistic – it does not indicate the ratio of residents to visitors at the respective ports. The sample was designed to be both reflective of the relative passenger traffic at each of the ports, while also creating samples large enough to facilitate segmented modelling in line with RMS requirements. Initial samples of 500, 300, and 200 responses distributed evenly across residents and visitors were specified by the NTA for Dublin, Rosslare, and Cork respectively. In implementation, a slightly larger sample was collected, with the original sample size exceeded by roughly 10% with the required quotas being met. All responses are retained for the purposes of this analysis and information presented as supplied to survey staff by passengers.

Table 1: Total Sample by Residents and Visitors

Location	Number of Passengers
Cork Residents	111
Dublin Residents	300
Rosslare Residents	166
Total Residents	577
Cork Visitors	122
Dublin Visitors	242
Rosslare Visitors	190
Total Visitors	554

Note: The survey is based upon passenger interviews and contains self-reported data. Data is presented as provided by passengers.

Note: Passenger type (car or foot) is the result of sampling, due to car and foot passengers being located at different waiting areas within ferry terminals, and therefore these results can't be used as a revealed mode share.

3 Results

3.1 Residents Overview

This section presents an overview of the sample of departing passengers who were resident on the island of Ireland (both Ireland and Northern Ireland). Analysis is also presented by ferry port.

3.1.1 Residents Sample Overview

Table 2 presents the breakdown of passengers by passenger type and port. As noted previously, the composition of both of these variables are the results of the sampling strategy, and therefore should not be treated as representative statistics for ferry port passengers. It should be noted that percentages may not sum to 100% due to rounding to one decimal place (this applies to all tables where percentages are displayed throughout the report).

Table 2: Residents by Port and Passenger Type

Location	Foot	Car	Total	Foot %	Car %
Cork	18	93	111	16.2%	83.8%
Dublin	114	186	300	38.0%	62.0%
Rosslare	66	100	166	39.8%	60.2%
Total	198	379	577	34.3%	65.7%

Table 3 presents a breakdown of the residential sample by gender and port. Results show a higher level of males than females at each port, with this being more pronounced for Dublin and Rosslare than Cork, where males and females are nearly equally present.

Table 3: Residents by Gender and Port

Location	Male	Female	Other
Cork	57	54	0
Dublin	180	120	0
Rosslare	115	51	0
Total	352	225	0

Due to GDPR concerns, information on exact respondent age was not collected, rather interview staff were asked to estimate an approximate age distribution for the respondents. Table 4 displays the mean estimated ages, however due to the approximate nature of the variable, and the close values, there is no evidence that the samples actually varied by passenger age across the three ports, with a mean age of approximately 45-50 years old being estimated.

Table 4: Residents' Mean Approximated Average Age

Location	Mean Approximate Age
Cork	48.1
Dublin	46.3
Rosslare	46.7

Table 5 presents a breakdown of the primary purpose for travel for residents departing from each of the ports. Considerable differences can be observed between Cork port and Dublin and Rosslare, with a much larger share of passengers departing Cork for holiday and leisure, with this purpose accounting for nearly 84% of journeys departing from Cork. Dublin and Rosslare display a more even distribution across trip purposes, with visiting friends and relatives accounting for approximately one third of trips departing from both of these ports. Business/Work trips make up a larger proportion of trips departing Rosslare than the other two ports, and this category is observed to be very small for Cork, where it accounts for only 3.6% of trips.

Table 5: Residents' Main Trip Purpose by Port

Location	Holiday/ Leisure	Visit Friends/ Relatives	Business/ Work	Emigrate	Other/Non Specified
Cork	83.8%	9.9%	3.6%	1.8%	0.9%
Dublin	41.0%	36.3%	15.3%	1.3%	6.0%
Rosslare	27.1%	38.6%	23.5%	1.2%	9.6%

Table 6 presents the results of the respondents' stated travel time to the respective ports, including mean time, minimum, and maximum stated travel times. While results must be treated as estimates, with a tendency seen in the data to round to the nearest 5 minutes, it is still clear that Dublin port has the lowest mean stated access travel time with 71 minutes, followed by Rosslare with 109 minutes (or nearly 2 hours), and finally Cork with 169 minutes (or nearly 3 hours).

Table 6: Stated Access Journey Time in Minutes

Location	Mean	Standard Deviation	Minimum	Maximum
All ports	100.9	91.7	5	450
Cork	169.9	110.5	20	420
Dublin	71.0	59.5	5	450
Rosslare	108.9	99.5	5	420

Table 7 displays the number of visitors survey for each of the destinations served by the respective ports. Blank cells represent where no service exists between the respective ports. These figures should be treated as sampling characteristics of the survey, rather than revealed data.

Table 7: Visitor Destination by Port

Location	Cherbourg	Fishguard	Holyhead	Pembroke	Roscoff
Cork					111
Dublin			300		
Rosslare	13	69		84	

3.1.2 Port Catchment Analysis: Residents

The following figures provide a visual representation of the Census Small Areas trips from where departing each of the ports originate. It should be noted that these are not scaled to the number of trips starting from CSAs (due to the distorting effect of groups travelling or tour buses) but do provide clear outlines of the catchments of the respective ports.

Figure 1 presents the stated origins of residents within the State departing from Dublin port (aggregated to the Census Small Area). It is clear that a large number of residents travelling via Dublin port begin their journeys in the Greater Dublin Area, with residents accessing Dublin port from most of Ireland, albeit with perhaps lower numbers of trips originating in Munster and the North West.

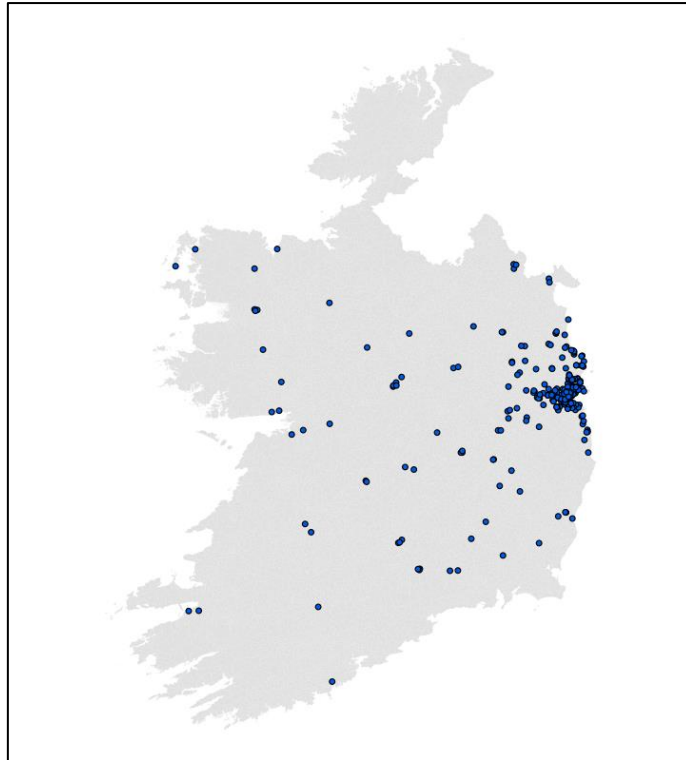


Figure 1: Dublin Port Residents Origin

Figure 2 presents the stated origins of residents departing from Cork port. In comparison to Dublin port, a large number of residents who depart Cork begin their journeys in the South West of the country. However, Cork's catchment appears to also include both the West of Ireland and the East Coast, though in smaller numbers.

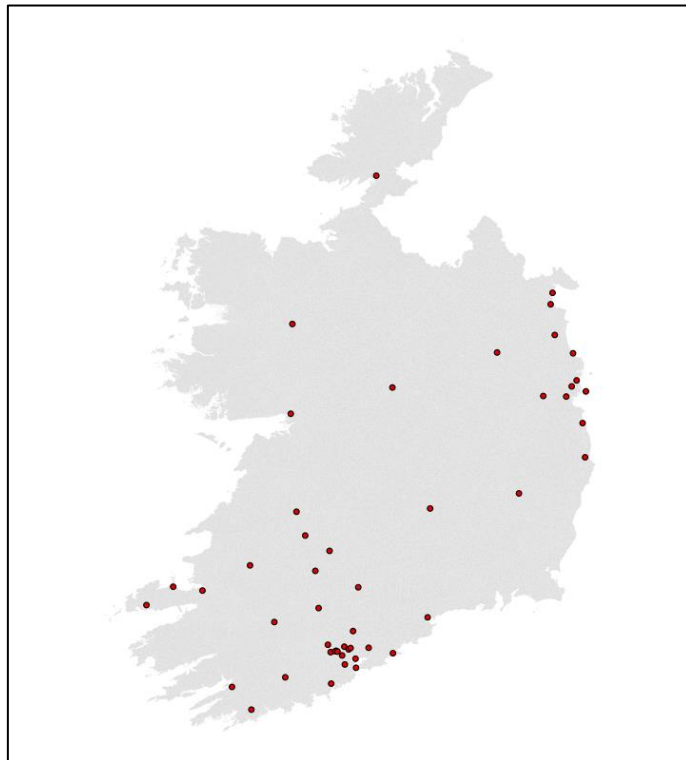


Figure 2: Cork Port Residents Origins

Figure 3 presents the stated origins of residents departing from Rosslare port. As with the other ports, a large number of trips originate in the locality of the port, in this case county Wexford. However, Rosslare displays a relatively large catchment, attracting trip makers from as far away as Mayo, Donegal, the South West, and the North East of Ireland.

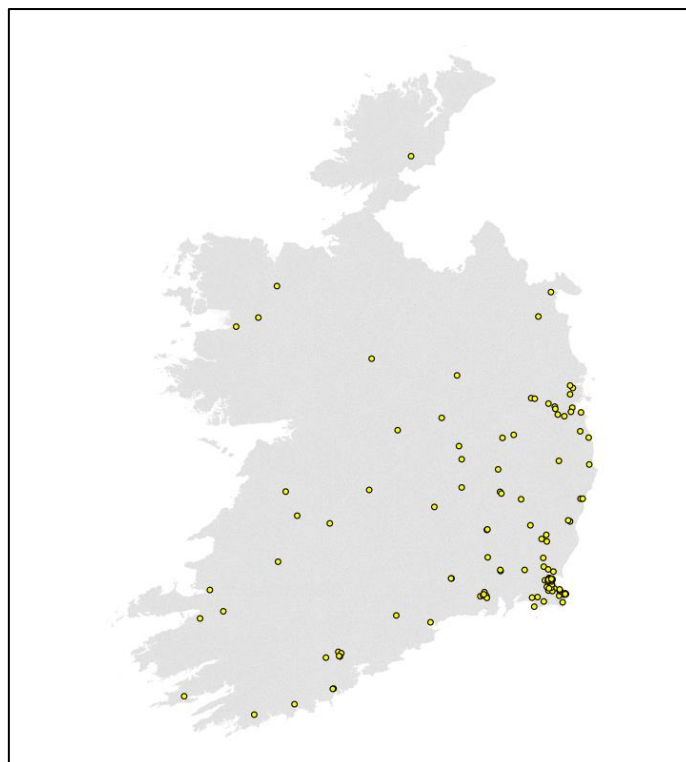


Figure 3: Rosslare Port Residents Origins

Table 8 outlines the number and percentage of residents who completed some part of their trip to the port by rail. The results show the vast majority of residents did not use rail to access the ports. It should be noted that a direct rail link to the terminal is only present at Rosslare Europort.

Table 8: Use of rail to access ferry port

	Respondents	% of Sample
No	554	96.0
Yes	23	4.0

Table 9 outlines the number and percentage of residents who stated that they had a car available for their trip, with 83% of respondents stating they had a car available.

Table 9: Residents Car Availability

	Respondents	% of Sample
No	98	17.0
Yes	479	83.0

Table 10 outlines the number and percentage of residents from Ireland and Northern Ireland and indicates that the vast majority of respondents departing the ports are from Ireland, accounting for 93.8% of the sample.

Table 10: Residents Car Availability

Country	Respondents	% of Sample
Ireland	541	93.8
Northern Ireland	36	6.2

Table 11 displays the mode share for car and foot passengers across the three ferry ports for residents. It must again be noted that as foot and car passengers are separated in the terminals, and are therefore essentially different sub-samples, the overall mode shares cannot claim to be representative (as foot or car passengers may be oversampled). It is therefore best to compare within the two respective passenger types, rather than between them.

A wider variety of access modes can be seen for foot passengers, with over 20% driving their own car or van. It should be noted that long-term parking is available at the ferry terminals, so arriving by car and travelling as a foot passenger is possible.

Table 11: Residents Port Access Mode by Passenger Type

Access Mode	Foot	Car	Total	% of Foot	% of Car	% of Total
Bus	31	1	32	15.7%	0.3%	5.6%
Taxi	36	0	36	18.2%	0.0%	6.2%
Drove Own Car/Van	41	340	381	20.7%	89.7%	66.0%
Passenger in Car	69	24	93	34.9%	6.3%	16.1%
Hotel Shuttle Bus	1	0	1	0.5%	0.0%	0.2%
Motorcycle	3	5	8	1.5%	1.3%	1.4%
Bicycle	4	0	4	2.0%	0.0%	0.7%
On Foot	3	1	4	1.5%	0.3%	0.7%
Rail	10	0	10	5.1%	0.0%	1.7%
Other	0	8	8	0.0%	2.1%	1.4%
Total	198	379	577	100%	100%	100%

3.2 Visitors Overview

This section presents an overview of the sample of departing passengers who were non-resident on the island of Ireland (both Ireland and Northern Ireland) and are classified as “visitors”. Analysis is also presented by ferry port.

3.2.1 Residents Sample Overview

Table 12 presents the breakdown of passengers by passenger type and port. As noted previously, both of these variables are the results of the sampling strategy, and therefore should not be treated as representative transport mode shares for ferry port passengers.

Table 12: Visitors by Port and Passenger Type

Location	Foot	Car	Total	Foot % of Sample	Car % of Sample
Cork	57	65	122	46.7%	53.3%
Dublin	43	199	242	17.8%	82.2%
Rosslare	67	123	190	35.3%	64.7%
Total	167	387	554	30.1%	69.9%

Table 13 presents a breakdown of the residential sample by gender and port. Near gender parity is observed at Cork port, whereas males outnumber females at a ratio of more than two to one in Dublin and Rosslare ports.

Table 13: Visitors by Gender and Port

Location	Male	Female	Other
Cork	60	62	0
Dublin	171	71	0
Rosslare	129	61	0
Total	360	194	0

Due to GDPR concerns, information on exact respondent age was not collected, rather interview staff were asked to estimate an approximate age distribution for the respondents. Table 14 displays the mean estimated ages, however due to the approximate nature of the variable, and the close values, there is no evidence that the samples actually varied by passenger age.

Table 14: Visitors' Mean Approximated Average Age

Location	Mean Approximate Age
Cork	45.4
Dublin	50.4
Rosslare	46.0

Table 15 presents a breakdown of the primary purpose for travel for visitors departing from each of the ports. Considerable differences can be observed between Cork port and Dublin and Rosslare, with a much larger share of passengers departing Cork for holiday and leisure with this purpose accounting for nearly 84% of journeys. Dublin and Rosslare display a more even distribution across trip purposes.

Table 15: Visitors' Main Trip Purpose by Port

Location	Holiday/Leisure	Visit Friends/Relatives	Business/Work	Emigrate	Other/Non Specified
Cork	83.6%	9.0%	0.8%	0	6.6%
Dublin	39.3%	32.6%	21.5%	0.4%	6.2%
Rosslare	33.2%	29.5%	26.8%	0.5%	10.0%

Table 16 presents the results of the respondents' stated travel time in minutes to the respective ports, including mean time, minimum, and maximum stated travel times. Results indicate higher times for Cork and Rosslare with 143 minutes and 131 minutes respectively, than Dublin with 95 minutes.

Table 16: Stated Access Journey Time

Location	Mean	Standard Deviation	Minimum	Maximum
All ports	118.2	86.7	5	345
Cork	143.2	78.8	30	300
Dublin	95.2	82.5	5	345
Rosslare	131.3	89.9	5	330

Table 17 displays the number of visitors surveyed for each of the destinations served by the respective ports. Blank cells represent where no service exists between the respective ports. These statistics are characteristics of the sample and sampling strategy and should not be treated as survey outcomes.

Table 17: Visitor Destination by Port

Location	Cherbourg	Fishguard	Holyhead	Pembroke	Roscoff
Cork					121
Dublin			240		
Rosslare	17	76		97	

3.2.2 Port Catchment Analysis: Visitors

The following figures provide a visual representation of the Census Small Areas where trips departing from each of the ports originate. It should be noted that these are not scaled to the number of trips starting from CSAs (due to the distorting effect of groups travelling or tour buses).

Figure 4 presents the stated origins of visitors departing from Dublin port (aggregated to the Census Small Area). A large number of visitors accessed the port from locations in Dublin, however the catchment for visitors may be considered slightly wider than for residents using Dublin port.

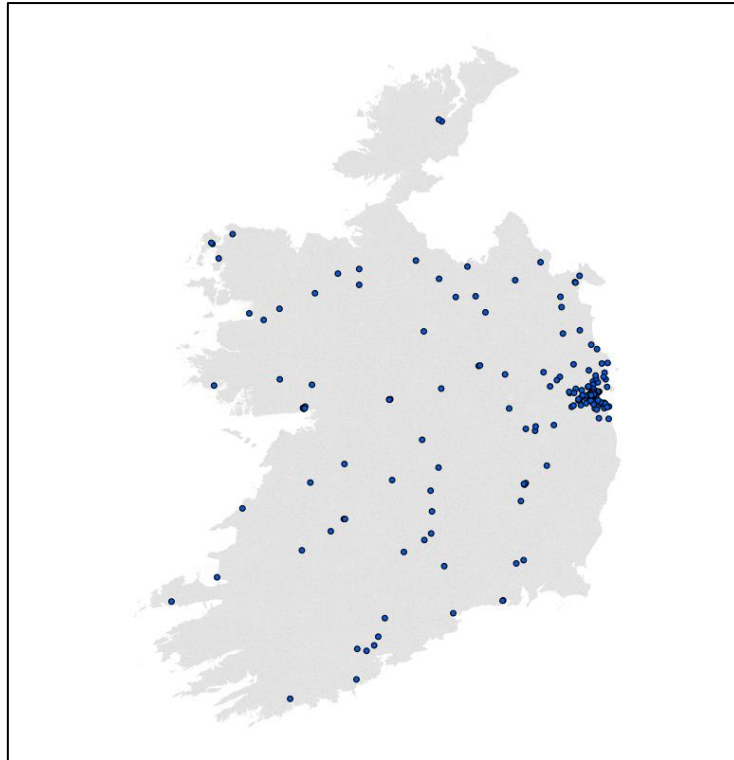


Figure 4: Dublin Port Visitors Origin

Figure 5 presents the stated origins of visitors departing from Cork port. As with the residents, the majority of visitors travelled from locations in the South and West of Ireland when departing Cork.

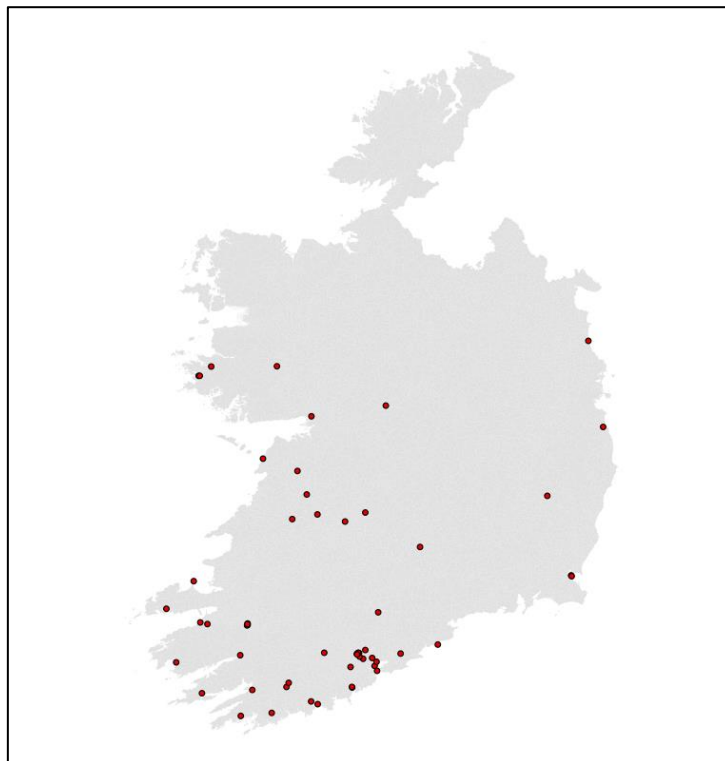


Figure 5: Cork Port Visitors Origin

Figure 6 presents the stated origins of visitors departing from Rosslare port. A catchment very similar to that for residents is observed, with a significant concentration close to the port and across the South and east of the state.

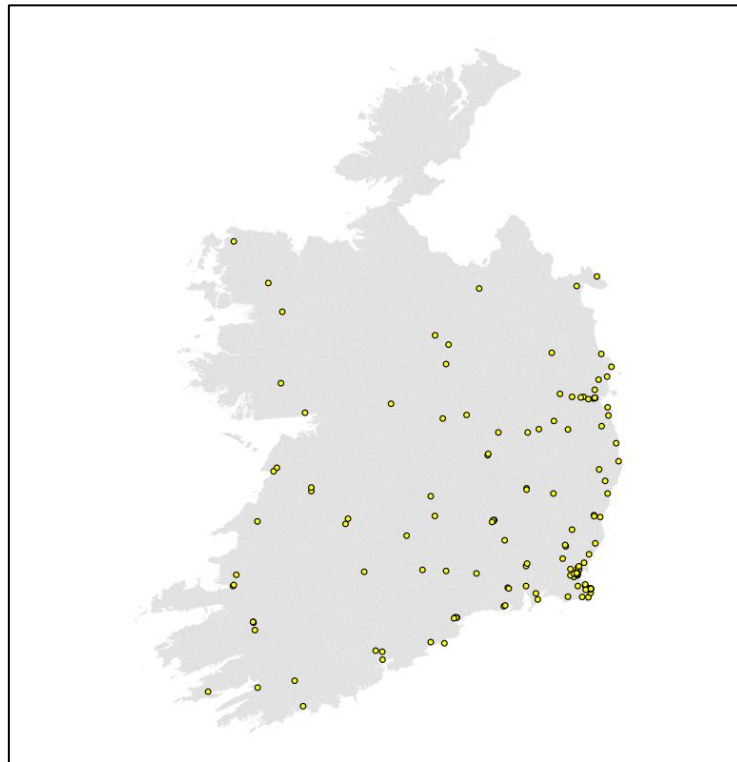


Figure 6: Rosslare Port Visitors Origin

Table 18 outlines the number and percentage of visitors who completed some part of their trip to the port by rail. The results show the vast majority of visitors did not use rail to access the ports, with only 14 out of the 554 surveyed responding positively.

Table 19: Use of rail to access ferry port

	Respondents	% of Sample
No	540	97.5%
Yes	14	2.55%

Table 19 outlines the number and percentage of visitors who stated they had a car available for their trip. This demonstrates that the majority of respondents had a car available for their trips, however the proportion of trip makers without access to a car is rough twice what is observed for residents.

Table 19: Visitors Car Availability

	Respondents	% of Sample
No	165	29.8%
Yes	389	70.2%

Table 20 outlines the number and percentage of visitors by country of residence. Results show the majority of visitors using the ferry ports are from the UK, accounting for 65.7% of all visitors surveyed. This is followed by France with 21.1%. These results can be considered to be as expected, due to these

two nations accounting for all the ferry destinations from the ports surveyed (at time of survey). The rest of visitors surveyed are spread across a range of nations, though in much smaller numbers, for example Germany with 2.9% of visitors is the third most represented nation.

Table 20: Visitors' Country of Residence

Country	Respondents	% of Sample
Australia	2	0.36%
Austria	1	0.18%
Belgium	10	1.8%
Canada	1	0.18%
China	1	0.18%
Czech Republic	1	0.18%
France	117	21.12%
Germany	16	2.89%
Lithuania	2	0.36%
Mauritius	1	0.18%
Moldova	3	0.54%
New Zealand	1	0.18%
Norway	1	0.18%
Poland	9	1.62%
Portugal	2	0.36%
Romania	1	0.18%
Spain	5	0.9%
Sweden	1	0.18%
Switzerland	2	0.36%
The Netherlands	4	0.72%
Turkey	1	0.18%
UK	364	65.7%
USA	5	0.9%
Ukraine	3	0.54%

Table 21 displays the mode share for car and foot passengers across the three ferry ports for visitors. It must again be noted that as foot and car passengers are separated in the terminals, and are therefore essentially different sub-samples, the overall mode shares cannot claim to be representative (as foot or car passengers may be oversampled). It is therefore best to compare the two respective passenger types.

A wider variety of access modes can be seen for foot passengers, with over 20% driving their own car or van. It should be noted that long-term parking is available at the ferry terminals, so arriving by car and travelling as a foot passenger is possible.

Table 21: Visitors Port Access Mode by Passenger Type

Mode	Foot	Car	Total	% of Foot	% of Car	% of Total
Bus	60	2	62	35.9%	0.5%	11.2%
Taxi	40	0	40	24.0%	0%	7.2%
Drove Own Car/Van	5	342	347	3.0%	88.4%	62.6%
Passenger in Car	19	21	40	11.4%	5.4%	7.2%
Rental Car/Van	3	4	7	1.8%	1.0%	1.3%
Hotel Shuttle Bus	3	0	3	1.8%	0%	0.5%
Motorcycle	16	2	18	9.6%	0.5%	3.3%
Bicycle	7	0	7	4.2%	0%	1.3%
On Foot	9	1	10	5.4%	0.3%	1.8%
Rail	5	0	5	3.0%	0%	0.9%
Other	0	15	15	0%	3.9%	2.7%
Total	167	387	554	100%	100%	100%

4 Summary

This report presents the results of the National Transport Authority’s first survey of Irish ferry ports. This survey contains six distinct sub-samples composed of 577 residents and 554 visitors across Cork, Dublin, and Rosslare ferry ports. The main findings of the survey are summarised in the following section.

4.1 Main Findings

- Dublin and Rosslare ports display similar trip making characteristics by purpose with a wide variety of purposes observed, whereas Cork primarily serves holiday/leisure trips.
- Each of the ports have distinct catchment areas centred upon their locations, but also attract trips from across the state.
- Access modes vary across foot and car passengers, but responses indicate that some foot passengers may have driven, and some car passengers did not arrive by car, perhaps indicating the presence of carpooling.
- Car trips represent the majority of access mode share, but a wide number of modes/options are observed.
- Rail represents less than 5% (approximately 2-4% by passenger type) of trips accessing the ferry ports.
- Access journey time varies across the ports, with the lowest average time being observed for Dublin and the highest for Cork.
- Gender parity is observed for trip makers departing Cork, but males outnumber females at a rate of roughly two to one for Rosslare and Dublin ports.
- Most non-residents departing Ireland are resident in the UK, with France representing the second largest contribution.
- Most trip makers had a car available for their journey, but this was observed to be higher for residents than visitors.

5 Appendix 1

5.1 Residents Form

DRAFT NTA DUBLIN Ferry port Passenger Survey 2022		Resident of Ireland / NI		0000	
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(A) What is your Country of Residence? _____

(1) What is your Sailing Number?

(2) How many passengers are travelling in your group (including you)?

(3) Did you "overnight" at a hotel / B&B en route to this Ferryport? No 1 Yes 2

(4) From which town did you begin your journey to this Ferryport today?
Street / Road _____
City / Town / Village _____
(Townland) _____
County _____
Post Code (if known) _____

Or, from which Hotel / B&B?
Hotel Name: _____
Street / Road _____
City / Town / Village _____
County _____
Post Code (if known) _____

(5) What time did you arrive at this Ferryport today?

(6) What time did you begin your journey to this Ferryport?

Journey time to this Ferryport (interviewer calculate)

(7) What is / was the main purpose of your journey? please mark just one box
Holiday/Leisure 1 Visit Friends/Relatives 2 Business / work 3 Emigrate 4 Other 99

(8) How did you get (most of the way) to this Ferryport? please mark just one box
Bus 1 Passenger in car 4 Motorcycle 7 Flight 10
Taxi 2 Rental Car / Van 5 Bicycle 8 Other (specify) 99
Drove own Car / Van 3 Hotel shuttle bus 6 On Foot 9

(9) Did you travel by **rail** at any part of your trip to this Ferryport? No 1 Rail 2 Luas 3

(10) If you arrived by **BUS** (i.e. Code 1 in Q.8 above) what bus company provided the service?
If yes, please specify _____ Or, Don't Know 99

(11) If you were driven to the Ferryport as a **PASSENGER** did the person with you: please mark just one box
Drive away after dropping you? 1 Park the car and accompany you into the terminal? 2 Not Applicable 99

(12) If you arrived by **CAR** (i.e. Codes 3, 4 or 5 at Q.8 above) where did you **PARK** the car?
Hotel 1 DAA Long term 2 Private Long term 3 DAA Short Term 4 Other 99

SKIP question 12

(13) Did you have a car / van available to drive yourself to the Ferryport today? No 1 Yes 2

(14) When did you last use a ferry **out of** Ireland or Northern Ireland?
 Y Y M M Or, never / first time 1

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DRAFT NTA Ferryport Passenger Survey 2022 Residents of Ireland / NI

For your Future / Return Journey through this Ferryport

(15) On what date will you return to this Ferryport? Please enter 9999 if N/A

(16) What time will you arrive at this Ferryport? Please enter 9999 if N/A

(17) How do you intend to get (most of the way) back to your final destination from this Ferryport (when you return)?

Bus	<input type="text" value="1"/>	Passenger in car	<input type="text" value="4"/>	Motorcycle	<input type="text" value="7"/>	Another Ferry	<input type="text" value="10"/>
Taxi	<input type="text" value="2"/>	Rental Car / Van	<input type="text" value="5"/>	Bicycle	<input type="text" value="8"/>	Other (specify)	<input type="text" value="99"/>
Drive own Car / Van	<input type="text" value="3"/>	Hotel shuttle bus	<input type="text" value="6"/>	On Foot	<input type="text" value="9"/>	-----	

(18) Do you intend to travel by **rail in Ireland** at any part of your trip home on your return?

No	<input type="text" value="1"/>	Rail	<input type="text" value="2"/>	Luas	<input type="text" value="3"/>
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(19) If your final destination will be other than that given in Q4— **Please provide the full address:**

Street / Road -----

City / Town / Village -----

(Townland) -----

County -----

Post Code (if known) -----

(20) How long will the journey take you to get to the address above (approximately)?

H	H	M	M
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(21) Last Question: May I ask you why you have chosen to use a car ferry, instead of flying, for example? Tick all that apply:

Don't like airport security	<input type="text" value="1"/>	Need car to drive at destination	<input type="text" value="4"/>	Pet or pets	<input type="text" value="7"/>
Don't like to fly	<input type="text" value="2"/>	Self-drive cheaper than Rental Car / Van	<input type="text" value="5"/>	Need car to bring back personal cargo.	<input type="text" value="8"/>
Too much luggage	<input type="text" value="3"/>	Ferry Cheaper at short notice (than flying)	<input type="text" value="6"/>	Other (please specify)	<input type="text" value="99"/>

Thank Passenger(s) and End Interview

5.2 Visitors Form

DRAFT NTA Ferry Port Passenger Survey 2023

Non-Resident of Ireland / NI

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(A) What is your Country of Residence? _____

(1) What is your Sailing Number?

(2) How many passengers are travelling in your group (including you)?

(3) Did you "overnight" at a hotel / B&B en route to this Ferryport? No 1 Yes 2

(4) From which town did you begin your journey to this Ferryport today?
Street / Road _____
City / Town / Village _____
(Townland) _____
County _____
Post Code (if known) _____

Or, from which Hotel / B&B?

Hotel Name: _____
Street / Road _____
City / Town / Village _____
County _____
Post Code (if known) _____

(5) What time did you arrive at this Ferryport today? (1 Mon, 2 Tues,...)

(6) What time did you begin your journey to this Ferryport?

Journey time to this Ferryport (interviewer calculate)

(7) What is / was the main purpose of your journey? please mark just one box
 Holiday/Leisure 1 Visit Friends/Relatives 2 Business / work 3 Emigrate 4 Other 99

(8) How did you get (most of the way) to this Ferryport? please mark just one box
 Bus 1 Passenger in car 4 Motorcycle 7 Flight 10
 Taxi 2 Rental Car / Van 5 Bicycle 8 Other (specify) 99
 Drove own Car / Van 3 Hotel shuttle bus 6 On Foot 9

(9) Did you travel by rail at any part of your trip to this Ferryport? No 1 Rail 2 Luas 3

(10) If you arrived by **BUS** (i.e. Code 1 in Q.8 above) what bus company provided the service?
 If yes, please specify _____ Or, Don't Know 99

(11) If you were driven to the Ferryport as a **PASSENGER** did the person with you: please mark just one box
 Drive away after dropping you? 1 Park the car and accompany you into the terminal? 2 Not Applicable 99

(12) If you arrived by **CAR** (i.e. Codes 3, 4 or 5 at Q.8 above) where did you **PARK** the car?
 Hotel 1 Long term 2 Private Long term 3 Short Term 4 Other 99

SKIP question 12

(13) Did you have a car / van available to drive yourself to the Ferryport today? No 1 Yes 2

(14) When did you last use a ferry **out of** Ireland or Northern Ireland?
 Y Y M M Or, never / first time 1

PTO

DRAFT NTA Ferryport Passenger Survey 2023 NON-Residents of Ireland / NI

**For your Incoming Journey to Ireland or Northern Ireland
(Thinking back to your arrival)**

(B) If your port of Entry of Entry different to [Rosslare, Dublin or Cork], then which was it? (Cld be airport too)

(15) On what date DID you arrive into Ireland? Please enter 9999 if N/A

(16) What time DID you leave your Port of Entry? Please enter 9999 if N/A

(17) How did you get (most of the way) to your FIRST destination from Port of Entry?

Bus	<input type="text" value="1"/>	Passenger in car	<input type="text" value="4"/>	Motorcycle	<input type="text" value="7"/>	Another Ferry	<input type="text" value="10"/>
Taxi	<input type="text" value="2"/>	Rental Car / Van	<input type="text" value="5"/>	Bicycle	<input type="text" value="8"/>	Other (specify)	<input type="text" value="99"/>
Drive own Car / Van	<input type="text" value="3"/>	Hotel shuttle bus	<input type="text" value="6"/>	On Foot	<input type="text" value="9"/>		

(18) Did you travel by rail in Ireland for any part of this first trip?

(19) When you arrived in Ireland / NI what was your first destination? — **Please provide the full address:**

Street / Road

City / Town / Village

(Townland)

County

Post Code (if known)

(20) Can you remember how long did the journey take you to get to the address above?

(21) Last Question: May I ask you why you have chosen to use a car ferry, instead of flying, for example?
Tick all that apply:

Don't like airport security	<input type="text" value="1"/>	Need car to drive at destination	<input type="text" value="4"/>	Pet or pets	<input type="text" value="7"/>
Don't like to fly	<input type="text" value="2"/>	Self-drive cheaper than Rental Car / Van	<input type="text" value="5"/>	Need car to bring back personal cargo.	<input type="text" value="8"/>
Too much luggage	<input type="text" value="3"/>	Ferry Cheaper at short notice (than flying)	<input type="text" value="6"/>	Other (please specify)	<input type="text" value="99"/>

Thank Passenger(s) and End Interview