

[REDACTED]  
[REDACTED]

08<sup>th</sup> February 2019

**Re: FOI Request Acknowledgement [IE FOI 216]**

Dear [REDACTED]

I refer to the request which you made under the Freedom of Information Act 2014 for records held by this body:

**Request**

***A copy of all the replies that Irish Rail sent to TDs in respect to Parliamentary Questions that were referred from the Department of Transport, Tourism and Sport to Irish Rail for direct reply in the year 2018.***

I Heidi Reardon, Decision Maker for the Chief Executive, Iarnród Éireann have now made a final decision to part grant your request on 08<sup>th</sup> February 2019.

You have sought access to the records above and I consider this an appropriate form of access in this case. Accordingly, a copy of the records is now enclosed including a copy of the schedule to these records.

**Rights of appeal**

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to [foi@irishrail.ie](mailto:foi@irishrail.ie). You should make your appeal within 4 weeks (20 working days) from the date of this notification, where a day is defined as a working day excluding, the weekend and public holidays, however, the making of a late appeal may be permitted in appropriate circumstances.

The appeal will involve a complete reconsideration of the matter by a more senior member of the staff of this body.

Should you have any questions or concerns regarding the above, please contact the FOI Officer on 01, 7034293.



Heidi Reardon

**PA to Chief Executive, Iarnród Éireann**

James Lawless TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> March 2018

Dear Deputy Lawless,

I refer to your recent **Parliamentary Questions 52172 DN 223/222/221** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly. I also understand a meeting took place regarding this with [REDACTED] on 16<sup>th</sup> January 2018.

**Parliamentary Question 52172 DN 223**

**To ask the Minister for Transport; Tourism and Sport if consideration has been given to reserving a particular set of parking spaces for holders of annual parking permits within each high demand commuter railway station as a means to ensure spaces for those persons that have invested in and paid up front for such a space; and if he will make a statement on the matter.**

Spaces within car parks are on a first come first serve basis. Iarnród Éireann have no plans to introduce dedicated spaces for annual tax saver customers.

**Parliamentary Question 52172 DN 222**

**To ask the Minister for Transport; Tourism and Sport if the purchase of an annual parking permit at the commuter railway stations includes an implicit guarantee of spaces being available; if not, if there is compensation or a redress mechanism in place if a person with such a ticket is unable to use it due to a lack of capacity; and if he will make a statement on the matter.**

Iarnród Éireann have no plans to introduce dedicated spaces for annual tax saver customers. The terms and conditions of the annual tax saver scheme state that spaces within car parks are on a first come first serve basis. The T&Cs also state that there is a no refund policy. However, each case is reviewed where a customer has been unable to obtain a space within a car park.

**Parliamentary Question 52172 DN 221**

To ask the Minister for Transport; Tourism and Sport the number of parking spaces available; the number of annual parking permits being made available for sale for each station; the carpark occupancy rates at each station, for each of the train stations in north County Kildare (details supplied), in tabular form; and if he will make a statement on the matter.

Details Supplied: in particular Sallins & Naas, Hazelhatch & Celbridge, Leixlip Louisa Bridge, Leixlip Confey, Maynooth and Kilcock, if the figures can be provided in tabulated form

<b>STATION</b>	<b>TOTAL SPACES</b>	<b>AVERAGE OCCUPANCY 2017</b>	<b>TAX SAVER CUSTOMERS</b>
Hazelhatch Train Station	250	90.40%	104
Leixlip Confey Station	30	96.47%	5
Leixlip Louisa Bridge Station	312	54.69%	106
Maynooth Train Station	165	136.36%	66
Sallins Train Station	200	159.67%	169

Yours sincerely,



David Franks

**Chief Executive**

Robert Troy TD  
 Dáil Éireann,  
 Leinster House,  
 Kildare Street,  
 Dublin 2

20<sup>th</sup> January 2018

Dear Deputy Troy,

I refer to your recent Parliamentary Question **PQ 54093 DN 627** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the estimated number of persons that avail of parking at park and ride facilities at all rail stations on a daily basis.**

Site name :	Total Spaces:	Managed By:	Uptake
Arklow station	139	NCPS	5.58%
Athenry station	202	NCPS	16.68%
Athlone station	104	NCPS	94.00%
Athy station	94	NCPS	28.01%
Bagenalstown	112	NCPS	11.16%
Balbriggan station	98	NCPS	91.40%
Ballinasloe station	112	NCPS	22.52%
Boosterstown station	108	NCPS	97.46%
Boyle station	62	NCPS	15.73%
Bray	112	NCPS	126.87%
Carlow station	148	NCPS	64.19%
Castlebar station	117	NCPS	17.95%
Charleville station	47	NCPS	61.70%
Clara station	34	NCPS	18.38%
Clongriffin	400	Local management company	
Clontarf station	105	NCPS	89.70%
Collooney station	210	NCPS	7.38%
Connolly Train Station	248	NCPS	59.24%
Coolmine station	196	NCPS	54.24%
Dalkey	55	NCPS	120.45%
Donabate Train Station	351	NCPS	38.06%
Drogheda station	386	NCPS	56.25%
Dunboyne	300	Free Parking	
Dundalk station	254	NCPS	30.02%
Edgewardstown station	67	NCPS	38.81%
Enfield station	156	NCPS	39.00%
Ennis station	168	NCPS	33.33%

Site name :	Total Spaces:	Managed By:	Uptake
Farronfore station	18	NCPS	93.33%
Galway station	182	NCPS	95.81%
Gorey station	152	NCPS	8.55%
Gormanstown station	116	NCPS	12.59%
Hazelhatch Train Station	250	NCPS	78.00%
Heuston train station	405	NCPS	85.15%
Kent	396	NCPS	97.43%
Killarney station	104	NCPS	43.75%
Kildare Train station	281	NCPS	46.98%
Kilkenny	142	NCPS	50.70%
Killester station	43	NCPS	22.67%
Laytown station	24	NCPS	55.83%
Leixlip Confey station	30	NCPS	14.44%
Leixlip Louisa bridge station	312	NCPS	67.60%
Limerick junction station	288	NCPS	41.67%
Limerick Colbert Station		NCPS	22.32%
Longford station	31	NCPS	12.26%
M3 Parkway	1200	Free Parking	
Malahide Dart Station	89	NCPS	107.85%
Maynooth station	165	NCPS	115.25%
Monstervin	44	NCPS	23.30%
Mullingar station	161	NCPS	17.60%
Newbridge Train Station	469	NCPS	43.32%
Portarlinton station	509	NCPS	20.09%
Portlaoise station	98	NCPS	106.46%
Portmarnock station	283	NCPS	91.34%
Rathdrum station	21	NCPS	23.81%
Rosslare station	17	NCPS	5.88%
Rush & Lusk station	432	NCPS	68.83%
Sallins Train Station	181	NCPS	115.00%
Skerries	125	NCPS	98.03%
Sligo station	45	NCPS	71.11%
Sutton station	101	NCPS	41.03%
Templemore station	107	NCPS	7.48%
Thurles	175	NCPS	71.43%
Tralee station	113	NCPS	53.54%
Tullamore station	404	NCPS	11.01%
Waterford station	152	NCPS	78.68%
Westport station	48	NCPS	34.38%
Wicklow station	73	NCPS	31.85%

Yours Sincerely



David Franks

**Chief Executive**

Lisa Chambers TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

16<sup>th</sup> January 2018

Dear Deputy Chambers,

I refer to your recent Parliamentary Questions **PQ 53608 DN 620 621 622** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

#### **Dail Question No: 620**

**To ask the Minister for Transport; Tourism and Sport if Castlebar train station is to become an unmanned station; and if so, the date of same.**

Iarnród Éireann is currently carrying out an organisation change programme in order to respond to evolving customer behaviour and preferences, it is intended to shift focus slightly to on board customer assistance e.g. providing specific travel information, using TVMs, accessibility assistance. During the course of this change it is intended to have a mix of manned and self-service stations throughout the network, discussions are currently taking place with all the relevant stakeholders in order to devise local implementation plan for each location.

#### **Dail Question No: 621**

**To ask the Minister for Transport; Tourism and Sport the staffing levels at Castlebar train station; his plans to reduce staff numbers; and the staff positions that will be made redundant.**

During implementation of the change programme (Customer First) there will be greater flexibility between roles and locations in response to customer demands and non-core station requirements (cleaning, security, cash management) will be addressed through contract agreements as we do today, as part of this project there is currently no plans for redundancies in Castlebar.

**Dail Question No: 622**

**To ask the Minister for Transport; Tourism and Sport his plans to remove the station manager from Castlebar train station.**

Castlebar is nominated as a 'Halt', in that structure a number of halts fall under the management supervision of a Station Manager. The Station Manager in this case for Castlebar is currently located in Westport who is remote from the station but has the responsibility for safety, cash and staffing elements at the location, this has been the way for several years. Currently there is no plan to remove this role.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line underneath.

David Franks

**Chief Executive**

Margaret Murphy O' Mahony TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

19<sup>th</sup> February 2018

Dear Deputy Murphy O' Mahony,

I refer to your recent Parliamentary Questions **PQ 1865 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the proportion of employees in his department or in organisations under its remit registered disabled.**

Each year Iarnród Éireann is required to report on to the National Disability Authority (NDA) on its compliance with and part 5 of the Disability Act 2005 regarding the target of 3%.

The most recent census of the organisation occurred for the 2016 and was reported to the NDA in March 2017. The number of people with a disability in census year 2016 as at 31st December was 114 this equated to 3.02% of Iarnród Éireann's workforce.

Yours sincerely



David Franks  
**Chief Executive**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

22nd January 2018

Dear Deputy Murphy,

I refer to your recent **Parliamentary Question 1713/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of new train engines and carriages purchased in the past five years; the amount of stock that provided new and or extended services; the number that replaced old stock; the anticipated delivery of new stock in 2018, 2019 and 2020; and if he will make a statement on the matter.**

Iarnród Éireann has not purchased any new trains or carriages in the last five years. We have not received funding for orders with manufacturers, and therefore there will not be any deliveries of new trains or carriages in 2018, 2019 or 2020. However, we anticipate the refurbishment of 28 carriages which have been out of service for a number of years will be completed in 2019 - 2020.

Yours Sincerely



David Franks  
**Chief Executive**

Dara Calleary TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> February 2018

Dear Deputy Calleary,

I refer to your recent Parliamentary Questions **PQ 2523 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the allocation from the exchequer and from other sources under the capital plan to the DART underground project; the amount that has been spent to date; the original timeframe for the completion of the project; the timeframe for the completion of the project; the estimated capital cost to finishing the project; and if he will make a statement on the matter.**

The total costs for DART Underground, from 2002 to present amount to ██████████, of which ██████████ has been funded by the exchequer.

At the time of announcement of Transport 21 Infrastructure Plan in November 2005, it was envisaged that DART Underground would be operational by 2016, subject to design and planning requirements. However, given the significant design and pre-planning stakeholder engagement requirements, by the time the Railway Order Application was made in 2010, the earliest commissioning for DART Underground was 2019. Since the making of the Railway Order, by An Bord Pleanála, the Government has tasked Iarnród Éireann with developing a lower cost technical solution for DART Underground. This work is currently ongoing in association with the National Transport Authority. At the present time, the earliest completion of the project will be 2025-2030 (construction timeframe for DART Underground is 6.5 years).

DART Underground is the underground city centre element of the larger DART Expansion Programme, which seeks to expand and increase the rail capacity from Drogheda, Maynooth, Hazelhatch/Celbridge and Bray/Greystone into and across Dublin City Centre. The 2015 Business Case for DART Expansion capital cost for the overall DART Expansion Scheme as ██████████, of which the DART Underground Project capital cost was ██████████ (2014 values, including VAT, excluding escalation).

Yours sincerely



David Franks

**Chief Executive**

Peter Burke TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

20<sup>th</sup> February 2018

Dear Deputy Burke,

I refer to your recent Parliamentary Questions **PQ 2794 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the confirmed arrival and departure times for commuter trains to and from Mullingar rail station in the morning and evening over weekdays in the past three months; and if he will make a statement on the matter.**

I've looked at 20<sup>th</sup> November 2017 to 19<sup>th</sup> January 2018 as the date range. There were 2 timetables in operation during this period. These are the commuter services which serve Mullingar and are the punctuality statistics as measured under NTA PSO contracts:

**05:35 Longford/Pearse**

**20<sup>th</sup> Nov to 8<sup>th</sup> Dec:**

Service arrived into Pearse within 10 mins 100%.

**11<sup>th</sup> Dec to 19<sup>th</sup> Jan:**

Arrived into Pearse within 10 mins 100%.

**06:15 Longford/Pearse**

**20<sup>th</sup> Nov to 8<sup>th</sup> Dec:**

Service arrived into Pearse within 10 mins 94%.

**11<sup>th</sup> Dec to 19<sup>th</sup> Jan:**

Within 10 minutes 96%.

**17:17 Connolly/Longford**

**20<sup>th</sup> Nov to 8<sup>th</sup> Dec:**

Service arrived Mullingar within 10 mins 87%. It was between 11 and 30 mins late 13% (Waiting for line clearance due to a train failure on 8<sup>th</sup> Dec & waiting for line clearance due to an ESB Power Failure on 20<sup>th</sup> Nov).

**11<sup>th</sup> Dec to 19<sup>th</sup> Jan:**

Service arrived Mullingar within 10 mins 100%

**18:05 Connolly/Longford**

**20<sup>th</sup> Nov to 8<sup>th</sup> Dec:**

Service arrived Mullingar within 10 mins 87%. It was between 11 and 30 mins late 13% (same reasons as above service).

**11<sup>th</sup> Dec: 19<sup>th</sup> Jan:**

Service arrived Mullingar within 10 mins 96%. It was 15 mins late on 12<sup>th</sup> Dec due to an ESB Power Failure.

Yours sincerely,



David Franks

**Chief Executive**

Nial Collins TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

24<sup>th</sup> January 2018

Dear Deputy Collins,

I refer to your recent **Parliamentary Question 3154/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the contracts his department or agencies under his remit has with a company [REDACTED]; the status of these contracts; the contingency plans that may now be required; and if he will make a statement on the matter.**

I can confirm that Iarnród Éireann did not have any contracts with [REDACTED].

Yours Sincerely



David Franks  
**Chief Executive**

Niall Collins TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

20<sup>th</sup> February 2018

Dear Deputy Collins,

I refer to your recent Parliamentary Questions **PQ 5264 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of persons enrolled in apprenticeships in his department and State agencies under his remit, by gender, in tabular form; and if he will list each such apprenticeship.**

Please find attached as requested below.

<b>Apprentices Railway Undertaking</b>	<b>No.</b>	<b>Apprentices Infrastructure Manager</b>	<b>No.</b>
Females	2	Females	0
Males	17	Males	20
<b>Total</b>	<b>19</b>	<b>Total</b>	<b>20</b>

Yours sincerely



David Franks  
**Chief Executive**

Clare Daly TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

16<sup>th</sup> March 2018

Dear Deputy Daly,

I refer to your recent Parliamentary Question 5842/18 to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of secondees from companies [REDACTED] that are working in his department.**

There are no secondees from any of the above companies in Iarnród Éireann.

Yours sincerely,



Jim Meade  
**Chief Executive (Acting)**

Maurice Quinlivan TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

20<sup>th</sup> February 2017

Dear Deputy Quinlivan,

I refer to your recent Parliamentary Questions **PQ 5550/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of times the Limerick to Ennis train line was closed due to flooding in each of the years 2014 to 2017; and his plans to address the problem.**

Line closed on 2<sup>nd</sup> February, 2014 and reopened on 20<sup>th</sup> May, 2014.

Line closed on 15<sup>th</sup> December, 2015 and reopened on 17<sup>th</sup> May, 2016.

No flooding in 2017.

Line closed on 26<sup>th</sup> January, 2018. Water was 350 mm (13½ ") over the rails on 12<sup>th</sup> Feb.

The overall issue can only be solved through a general flood relief scheme in the area, under the direction of the Office of Public Works and Clare County Council. However, neither agency is willing to undertake such work.

In the meantime, a programme of track raising has been developed as a means of reducing the probability of the event causing line closures. The cost of this solution is of the order of [REDACTED] and involves raising of the track by [REDACTED]. The anticipated benefit from this scheme is to change a current 1 in 5 year event to a 1 in 25 year event. This work is not currently funded.

Yours sincerely



David Franks  
**Chief Executive**

Éamon Ó Cuív TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> February 2018

Dear Deputy Ó Cuív,

I refer to your recent Parliamentary Questions **PQ 6258 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his plans to request that all major upgrade capital works on the heavy rail network will in future be put out to public tender and an opportunity provided to private companies to tender for the work; and if he will make a statement on the matter.**

It is Iarnród Éireann's policy to tender all capital investment works where it is financially beneficial and viable for the private sector to implement. It is anticipated that the vast majority of capital investment works will be tendered.

Yours sincerely,



David Franks  
**Chief Executive**

Brendan Howlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> February 2018

Dear Minister Howlin,

I refer to your recent Parliamentary Questions **PQ 6330 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the additional budget for 2018 or other years, provided to his department and all agencies and bodies within his remit to plan or prepare for Brexit; the number of additional staff that have been recruited to work on this policy area in each body, agency and his department; the number of dedicated staff planning and working on Brexit matters in each; and if he will make a statement on the matter.**

Iarnród Éireann has not recruited any additional staff in relation to Brexit and our response is being managed within existing resources.

Yours sincerely



David Franks  
**Chief Executive**

Dara Calleary TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

17<sup>th</sup> April 2018

Dear Deputy Calleary,

I refer to your recent Parliamentary Questions **PQ 6756 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the amount spent by his department on photography by photographer and or agency, public relations or communications advice external to the media officers of his department, by agency; the use of public relations or communications advice by an agency fully funded by his department by agency and month, in tabular form since 1 January 2016; and if he will make a statement on the matter.**

Please find below spend on photography from 2016 onwards. Please note there was no spend on any other categories detailed in your PQ.

YEAR	PHOTOGRAPHER/AGENCY	SPEND
2016	██████████	██████████
	██████████	██████████
	████████████████████	██████████
	██████████████████	██████████
	██████████████████	██████████
	████████████████████	██████████
	██████████	██████████
2017	██████████	██████████
	██████████	██████████
	██████████████████	██████████
2018	██████████	██████████

Yours sincerely,



Jim Meade  
**Chief Executive (Acting)**

Bobby Aylward TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

8<sup>th</sup> March 2018

Dear Deputy Aylward,

I refer to your recent **Parliamentary Question 7663/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly. David Franks has now left Iarnród Éireann and your correspondence has been passed to me to respond to you directly.

**To ask the Minister for Transport; Tourism and Sport his plans to maintain vital rail infrastructure for the south east region; if matters (details supplied) will be reviewed; if additional funding to secure the future of services in the south County Kilkenny area will be investigated in advance of budget 2019; and if he will make a statement on the matter.**

Iarnród Éireann is committed to the on-going maintenance of the full operational rail network, including the south-east region as is provided for under the Multi-annual Contract (MAC) which provides for maintenance and renewal of the track infrastructure. Work has commenced on the development of the MAC for the period 2019 – 2023 with input from the key players including DTTAS, Iarnród Éireann, the NTA and the CRR. The funding requirements of the different parts of the network including south Kilkenny will be identified as part of this process. It is noted that the recently published National Development Plan has as an investment priority to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. The Steady State investment requirements for the existing road and rail network is expected to be substantially achieved by 2021.

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

James Lawless TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> March 2018

Dear Deputy Lawless,

I refer to your recent Parliamentary Question **PQ 8887/18** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of complaints received on an annual basis by Irish Rail, Dublin Bus and Bus Éireann in each of the years 2013 to 2017, in tabular form; the nature of these complaints; and if he will make a statement on the matter.**

Attached are Iarnród Éireann complaints in tabular form from 2015 - 2017

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

2015	
Case Type	Number
Incident on Line	1582
Train Failure	1021
Seat Reservation	875
Crowding	621
Unable to Book Tickets	606
Timekeeping	536
On-Line Tickets	522
Unused Tickets	419
Signal Fault	418
Unhelpful/Rude Staff	399
1st Class Issues	379
Lost Property	267
Station Facilities	255
Student Tickets	247
Disorderly Passengers	230
Ticket Prices	229
TVMs	225
Fare Structures	224
Positive	220
Station Condition	202
Heat / AC	195
Union Dispute	190
Car Parks	182
No Confirmation Email	181
Connections	163
Announcements	161
DSP Free Travel Passes	160
Timetable Changes	153
Cleanliness	149
Lost/Mislaid Tickets	136
Leap Cards	132
Catering	124
Incorrect Information	113
Timetable Suggestions	112
Tickets Unavailable On-line	106
Toilets	103
Planned Maintenance	103
Promotional Offers	102
Bus Transfers	101
RPU Fines	99
Bicycle Spaces	96
Complete Savings	81
Cancellations	73
Barriers	69
Early Departures	68
Doors	68
Family Tickets	61
Surcharges	60
Wi Fi	57
Track Fault	56
RPU Staff Issues	55
Intimidation	52
Booking Office Issues	51
Tag On/Off Issues	48
Lifts/Elevators	47
Annual Tickets	47
Vandalism	43
Special Events	40
Disability Issues	40
Disability Assistance/Ramps	37
Alcohol/Smoking Policy	31
Dogs	27
Theft	23
No Staff Available	21
Bicycles	15
Assault	14
Catering Staff Issues	12
No Response to Complaint	11
Waiting Rooms	9
Bridge Strike	4
Noise	3
Grand Total	13561

2016	
Case Type	Number
Timekeeping	1103
Seat Reservation	886
Unable to Book Tickets	573
Crowding	545
Unused Tickets	523
On-Line Tickets	425
Lost Property	388
Train Failure	387
1st Class Issues	383
TVMs	373
Unhelpful/Rude Staff	345
Station Facilities	324
Fare Structures	305
Student Tickets	293
Incident on Line	267
Station Condition	254
Ticket Prices	227
Positive	225
Heat / AC	209
No Confirmation Email	208
Bus Transfers	197
Car Parks	186
Announcements	169
Cleanliness	168
Lost/Mislaid Tickets	166
Disorderly Passengers	149
RPU Fines	149
DSP Free Travel Passes	148
Timetable Suggestions	124
Promotional Offers	121
Bicycle Spaces	116
Catering	115
Toilets	109
Cancellations	103
Timetable Changes	100
Signal Fault	95
Doors	89
Incorrect Information	85
Leap Cards	84
Wi Fi	74
Lifts/Elevators	71
Connections	70
Intimidation	66
Planned Maintenance	64
Barriers	58
Annual Tickets	56
Surcharges	54
Family Tickets	45
Tag On/Off Issues	43
Disability Issues	41
Early Departures	38
Disability Assistance/Ramp	36
RPU Staff Issues	31
Complete Savings	31
Tickets Unavailable On-line	30
Track Fault	29
Alcohol/Smoking Policy	27
Dogs	26
Vandalism	18
Bicycles	16
Catering Staff Issues	10
Assault	9
No Staff Available	7
Union Dispute	6
Booking Office Issues	6
Bridge Strike	6
Theft	6
No Response to Complaint	5
Special Events	2
General Queries	1
Waiting Rooms	1
Grand Total	11699

2017	
Case Type	Number
Train Failure	2128
On-Line Tickets	1322
Union Dispute	1090
Unable to Book Tickets	1073
Seat Reservation	1056
Unused Tickets	878
Storm Ophelia	748
Crowding	735
Timekeeping	689
Lost Property	490
TVMs	372
Unhelpful/Rude Staff	331
Fare Structures	314
Ticket Prices	303
1st Class Issues	232
General Queries	231
Student Tickets	221
Station Facilities	219
Disorderly Passengers	213
Station Condition	205
Car Parks	195
No Confirmation Email	187
Positive	185
Incident on Line	182
Lost/Mislaid Tickets	171
Heat / AC	166
Announcements	165
Charged in Error	151
DSP Free Travel Passes	145
Bus Transfers	144
Cleanliness	137
Intimidation	127
Promotional Offers	122
Timetable Suggestions	121
RPU Fines	120
Catering	117
Toilets	97
Train Information	96
Timetable Changes	95
Lifts/Elevators	88
Bicycle Spaces	85
Signal Fault	84
Incorrect Information	83
Doors	77
Vandalism	71
Leap Cards	70
Connections	65
Special Events	64
Cancellations	63
Wi Fi	58
Barriers	55
Early Departures	50
Planned Maintenance	48
Complete Savings	47
Positive	47
Annual Tickets	45
Noise	44
Station Posters	44
Dart Derailment	36
Change Contact Details	35
Disability Assistance/Ramps	34
Alcohol/Smoking Policy	31
Disability Issues	27
Dogs	26
Booking Office Issues	25
RPU Staff Issues	23
Surcharges	22
Bridge Strike	21
Tissue Traders	20
Catering Staff Issues	19
Track Fault	19
Tag On/Off Issues	14
Child Fares	13
Family Tickets	13
Tickets Unavailable On-line	12
Assault	11
Theft	8
Bicycles	8
No Staff Available	8
Special Event	8
No Response to Complaint	6
TV Ad	5
Smoking	2
Waiting Rooms	1
Security Staff	1
Bikes	1
Grand Total	17210

Ms Niamh Smyth TD  
Dail Eireann  
Leinster House  
Kildare Street  
Dublin 2

12<sup>th</sup> April 2018

Dear Deputy Smith,

I refer to your recent Parliamentary Question 9823/18 to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the reason for the low payment rate for a person (details supplied); and if he will make a statement on the matter.**

[Redacted content]

We are not at liberty to discuss individual cases in line with relevant Data Protection legislation. What I can tell you is that the following Iarnród Éireann Apprentice Scale applies to all apprentices:

Year 1 €205.74 Year 2 €308.59 Year 3 €443.58 Year 4 €545.94

Please note however the attached applies to apprentices within Iarnród Éireann before being called by Solas to complete their different phases of apprenticeship training. Therefore when an apprentice is called by Solas for Phase 2, 4 and 6 training the applicable Solas rate of pay and expenses will apply as opposed to the Iarnród Éireann rate of pay and expenses

If you require any further clarification please let me know.

Yours sincerely,



Jim Meade  
**Chief Executive (Acting)**

Róisín Shortall TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> March 2018

Dear Deputy Shortall,

I refer to your recent Parliamentary Question 10780/18 to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the details of each instance of advertorial content commissioned by his Department and agencies under its remit in the past 12 months; the date this content was published; the purpose of this content; the cost of its publication; the publication or platform on which it was published, in tabular form; and if he will make a statement on the matter.**

In 2017, Iarnród Éireann undertook two advertorial features as detailed below.

DATE	PURPOSE	COST	PUBLICATION
March 2017	Highlight infrastructure requirements for the strategic development of rail network and services.	██████	Eolas Magazine – infrastructure report
May 2017	Highlight shorter-term plans for the development and enhancement of rail services.	██████	Eolas Magazine – transport report

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Peter Burke TD  
Longford Westmeath Constituency  
Blackhall Court  
Mullingar  
Co. Westmeath

6<sup>th</sup> March 2018

Dear Deputy Burke,

Thank you for your email of 28<sup>th</sup> February regarding APCOA. David Franks has now left Iarnród Éireann and your correspondence has been passed to me to respond to you directly.

I have made enquiries with APCOA Parking Ireland and I am pleased to advise that APCOA Connect has been available at Edgeworthstown Station Car Park (and all others in the Irish Rail network) since 19th February. The APCOA Connect solution offers all the same features as Parkbytext, with the added benefits of:

- No requirement to top up an account
- No monthly transaction charges

Approximately 6,000 customers have used the APCOA Connect service for Iarnród Éireann since it was launched, including a number of daily payments at Edgeworthstown Station.

APCOA were informed on 21st February of a misspelling of “Edgeworthstown” in the APCOA Connect station list; this was corrected the same day. This may be why some customers had been unable to find the car park when searching in APCOA Connect.

If customers require any further help in registering or paying via APCOA Connect they will be happy to assist. Customers can contact APCOA on 0818 462888, or by email to [info@apcoa.ie](mailto:info@apcoa.ie)

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

16<sup>th</sup> March 2018

Dear Deputy Murphy,

I refer to your recent Parliamentary Question **11518/18** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of fines issued by the revenue protection unit at Irish Rail in the past three years; the number of fines that were appealed; the number of successful appeals; the way in which the moneys collected from fines is used by Irish rail; and if he will make a statement on the matter.**

Earliest data available regarding the number of appeals received and the number withdrawn following appeal is 1st September 2015. A new database was developed and introduced in September 2015 whose functionality allowed us to retrieve the number appeals received and the number withdrawn. Prior to this the old database did not have this function.

Money collected from the payment of Fixed Penalty Notices is not specifically allocated to a particular expenditure area and forms part of our overall resources for expenditure.

Year	Date	Total Number Appealed	Total Number Withdrawn following Appeal
2015	01/09/15 – 31/12/15	698	118
2016	01/01/16 – 31/12/16	3706	491
2017	01/01/17 – 31/12/17	4259	623
2018	01/01/18 – 25/02/18	679	51

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

27<sup>th</sup> March 2018

Dear Deputy Murphy,

I refer to your recent Parliamentary Question **11518/18** below and the request for further information.

**To ask the Minister for Transport; Tourism and Sport the number of fines issued by the revenue protection unit at Irish Rail in the past three years; the number of fines that were appealed; the number of successful appeals; the way in which the moneys collected from fines is used by Irish rail; and if he will make a statement on the matter.**

Earliest data available regarding the number of appeals received and the number withdrawn following appeal is 1st September 2015. A new database was developed and introduced in September 2015 whose functionality allowed us to retrieve the number appeals received and the number withdrawn. Prior to this the old database did not have this function.

Money collected from the payment of Fixed Penalty Notices is not specifically allocated to a particular expenditure area and forms part of our overall resources for expenditure.

Year	Date	Total No. of FPNs issued	Total number appealed	Total number withdrawn following appeal	Total sum collected
2015	01/09/15-31/12/15	2,135	698	118	189k
2016	01/01/16-31/12/16	10,901	3706	491	671k
2017	01/01/17-31/12/17	12,509	4259	623	797k
2018 *	01/01/18-25/02/18	2,418	762	57	146k

\* Information updated since previous correspondence of 16<sup>th</sup> March 2018

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Éamon Ó Cuív TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

27<sup>th</sup> March 2018

Dear Deputy Ó Cuív,

I refer to your recent Parliamentary Questions **PQ 11525 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of times that a cost benefit analysis was carried out on behalf of his Department on the re-opening of the railway line from Athenry to Ennis in view of the fact that this facilitates services from Galway to Limerick and beyond; the results of the cost benefit analysis each time; if these are available publicly; and if he will make a statement on the matter.**

**Minister For Transport, Tourism Sport - Answer**

*As the Deputy is aware, in 2006 the then Government approved capital funding for Phase 1 of the Western Rail corridor between Ennis and Athenry that opened in 2010 at a capital cost of [REDACTED]. This investment followed the Government approved Business Case prepared by Iarnród Éireann who conducted an economic cost-benefit analysis of the project. This analysis took into account the economic benefits of the project arising from the time savings, safety and environmental cost savings and that also considered the challenge to capture travel demand from the private car onto the railway in the context of improvements planned to the road network and competition from the bus sector which would benefit from these improvements (that have now been delivered).*

*The cost benefit analysis prepared by Irish Rail and submitted to Government indicated a negative Net Present Value (NPV) of minus [REDACTED] over 30 years and with a CBA ratio of [REDACTED], the value of the benefits was estimated to just [REDACTED] (or, roughly, one-twentieth) of the value of the costs. Subvention was estimated at [REDACTED] per passenger per journey in year 1 (based on approximately 100,000 new rail passengers in year 1) and falling to half of this (on the basis that patronage was projected to double over the first five years of operation).*

*In light of Iarnród Éireann's responsibility in the issues raised by the Deputy, I am referring his question to ÍÉ for further information. Please advise my private office if the Deputy does not receive a response within ten working days.*

*I would like to advise the Deputy that officials in my department are considering how best to progress the published NDP commitment in relation to an independent costing of Phase 2 of the Western Rail Corridor.*

I believe the Minister addressed the question in his answer above and I have nothing further to add.

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

David Cullinane TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

28th March 2018

Dear Deputy Cullinane,

I refer to your recent **Parliamentary Question 11883/18** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the directions provided to the payment of staff in the public sector and civil service that fall under the direction of his Department for the days during Storm Emma when staff were directed to stay at home; if deductions in pay and annual leave were made to staff in the public sector or civil service as a result of days lost during the storm; and if he will make a statement on the matter.**

Staff were directed to stay at home from midday on Thursday 1st March and on Friday 2nd March. All staff were paid for these 2 days.

Services resumed at midday on Saturday and those that could come in to ensure services would be provided made their way in, again all staff who were rostered to attend on Saturday were paid.

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Éamon Ó Cuív TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

4<sup>th</sup> May 2018

Dear Deputy Ó Cuív,

I refer to your recent Parliamentary Question **PQ 15798 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the amount of funding received from the EU in each year since 2000 to date for the purposes of specifically assisting the provision of transport infrastructure such as rail, ports, roads and airports; and if he will make a statement on the matter.**

Year	EU Funding Directly received by Iarnród Éireann
2000	[REDACTED]
2001	[REDACTED]
2002	[REDACTED]
2003	[REDACTED]
2004	[REDACTED]
2005	[REDACTED]
2006	[REDACTED]
2007	[REDACTED]
2008	[REDACTED]
2009	[REDACTED]
2010	[REDACTED]
2011	[REDACTED]
2012	[REDACTED]
2013	[REDACTED]
2014	[REDACTED]
2015	[REDACTED]
2016	[REDACTED]
2017	[REDACTED]
2018	[REDACTED]
<b>Total</b>	[REDACTED]

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

James Browne TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

25<sup>th</sup> May 2018

Dear Deputy Browne,

I refer to your recent Parliamentary Question **PQ 17600 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his plans to create a park and share facility near Gorey, County Wexford or close to the border of counties Wexford and Wicklow; and if he will make a statement on the matter.**

The National Development Plan identifies the development of Park and Ride facilities as an objective and in this respect the National Transport Authority are considering options on the Rosslare Line. The options for these facilities must take into account the service pattern for the DART Expansion (Existing Capacity Enhancement Phase) which is being finalised. It is anticipated that a Park and Ride strategy will be determined this year.

Yours sincerely,



Jim Meade  
**Chief Executive**

John BradyTD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

26<sup>th</sup> April 2018

Dear Deputy Brady,

I refer to your recent Parliamentary Question **PQ 18281 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the reason for the decision that has been made in relation to the unmanning of County Wicklow train station; and if he will make a statement on the matter.**

We have no plans to change manning levels at Wicklow Station whatsoever.

We are in the process of recruiting to introduce on board customer service personnel on all of our Intercity routes, to improve customer service. We already have a mix of fully staffed, partially staffed and self-service stations on the network, and while there may be some changes in levels within this, Wicklow will remain fully staffed.

I hope this clarifies the situation for you.

Yours sincerely,



Jim Meade

**Chief Executive (Acting)**

Mick Wallace TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

26<sup>th</sup> June 2018

Dear Deputy Wallace,

I refer to your recent Parliamentary Question **PQ 20319 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the contracts awarded by his Department or an agency under his remit to a company (Capita) since March 2011, by year in tabular form; the cost per contract; the basis for each contract; and if he will make a statement on the matter.**

Iarnród Éireann have one contract with “Capita Customer Solutions” relating to the Customer Service Call Centre and the cost from 2014 – 2018 was [REDACTED]

Yours sincerely,



Jim Meade  
**Chief Executive**

Jonathan O' Brien TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

25<sup>th</sup> May 2018

Dear Deputy O'Brien,

I refer to your recent Parliamentary Question **PQ 20492/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his Department's capital allocation in each of the years 2018 to 2022 disaggregated according to capital allocated to projects underway, projects contractually committed to and projects yet to be initiated.**

The NDP includes a €2 billion investment budget to deliver priority elements of the DART Expansion Programme. This will provide a high capacity public transport system into and out of Dublin from the Regions, to provide an attractive and sustainable alternative to private car transport mode.

The following elements will be delivered:

- Additional Rolling Stock & Depots
- City Centre Capacity Enhancements – Additional platform and other capacity enhancements
- Maynooth Line – Resignalling, electrification and level crossing elimination (Dublin to Maynooth).
- Kildare Line – 4 tracking Parkwest to Heuston and electrification Hazelhatch to Heuston.
- Northern Line – Resignalling and electrification Malahide to Drogheda
- South East Line – Additional turn-back at Dunlaoghaire or Bray
- New Stations – Potential stations at Cabra & Kylemore.

In addition the NDP identifies the following Iarnród Éireann related investments:

- Complete construction of the National Train Control Centre.
- Support rail station improvements and new station developments, to include customer requirements (passenger information, bicycle share schemes, accessibility enhancements, etc)
- Provide strategic park and ride sites and invest in existing parking facilities along the rail network.
- Regain and maintain steady-state funding for maintenance and rehabilitation of infrastructure and rolling stock. Steady state investment is expected to be substantially achieved by 2021. This will enable Iarnród Éireann to protect previous investment in the existing inter-urban network.
- Funding for steady state maintenance will increase as new projects and/or improvements to existing assets are delivered.
- Conduct a feasibility study of high speed rail between Dublin-Belfast and Dublin-Limerick Junction/Cork. This will assess the economic benefits of such a proposal and compare against improvements in existing line speeds.

The annual funding allocation for these projects has not been determined.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jim Meade', with a long horizontal flourish extending to the right.

Jim Meade

**Chief Executive**

Fiona O' Loughlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

25th May 2018

Dear Deputy O' Loughlin,

I refer to your recent Parliamentary Question **PQ 21589 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport if a parking infrastructure increase is planned for Portarlinton train station to match the increase in service; and if he will make a statement on the matter.**

Portarlinton station has one of the largest car parks on the Iarnród Éireann network with 509 spaces. Average occupancy in 2017 was 38%. Iarnród Éireann are not currently planning any further car park expansion at Portarlinton but will keep it under review.

Yours sincerely,



Jim Meade

**Chief Executive**

Pat Deering TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

25<sup>th</sup> May 2018

Dear Deputy Deering,

I refer to your recent Parliamentary Question **PQ 22371 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport when the proposed footbridge will be completed at Carlow train station; and if he will make a statement on the matter.**

Planning permission was granted for a new footbridge with lifts in Carlow station in October 2017.

There was no funding available from the National Transport Authority in 2018 to progress the scheme.

Yours sincerely,



Jim Meade

**Chief Executive**

Robert Troy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> June 2018

Dear Deputy Troy,

I refer to your recent Parliamentary Question **PQ 22619 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the status of the flood defences for the DART line.**

Flood defences on the DART line experience a number of specific challenges including proximity to the sea, sections of track in deep cutting and influences from the extensive number of businesses and residences directly adjacent to the track along the route. While the flood defences and drainage systems along the DART line are typically aged infrastructure, Iarnród Éireann/Irish Rail is meeting the challenges presented both on an on-going day to day level and on a strategic level.

From the day to day perspective, issues arising in this area are typically associated with maintenance and renewal of existing drainage systems as well as responding to adverse influences from adjacent businesses and residences. Funding is provided under the Infrastructure Manager Multi-Annual Contract (IMMAC) which, while less than what has been identified as an appropriate 'steady-state' level of funding, allows us to maintain and renew drainage systems such that they operate and function as required and this work is carried out on-going and prioritised basis. In terms of third party/adjacent influences, Iarnród Éireann/Irish Rail has developed productive working relationships with Irish Water and relevant Local Authorities for responding to, identifying root causes and responsibilities and resolving issues as they arise.

From a more strategic, longer term perspective, the impacts of climate change and an increase in sustained adverse weather events present particular challenges to the DART network, which has manifested in a number of ways such as through over topping of the sea at various points along the route as well as scouring and erosion of existing flood defences. While some remediation of existing defences is carried out and further works are being developed, specific reviews of key areas and modelling of existing flood defences and their capability are also being carried out in consultation and cooperation with relevant local authorities and other state agencies, with a view to determining the longer term needs for flood defences on the DART line into the future.

Yours sincerely,



Jim Meade

**Chief Executive**

Mattie McGrath TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

25<sup>th</sup> May 2018

Dear Deputy McGrath,

I refer to your recent Parliamentary Question **PQ 22738 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport if his attention has been drawn to the fact that in Limerick Junction railway station's waiting room there is a printed timetable for all services to Limerick, Cork and Dublin and no timetable for the two daily services which originate at the station for Tipperary town, Cahir, Clonmel, Carrick on Suir and Waterford; and if he will make a statement on the matter.**

I have arranged for the Station Manager responsible to arrange for a timetable to be put up the station today.

Yours sincerely,



Jim Meade

**Chief Executive**

Peter Burke TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

19th June 2018

Dear Deputy Burke,

I refer to your recent Parliamentary Question **PQ 23719 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the confirmed arrival and departure times for commuter trains to and from Mullingar rail station, specifically the 17:05 and 19:05 from Connolly to Sligo over weekdays in the past two months; and if he will make a statement on the matter.**

Between March 28<sup>th</sup> and May 28<sup>th</sup>, our train performance records indicates the following:

- **17:05 Connolly/Sligo** operated 42 times and arrived into Mullingar within 10 minutes (as per our Public Service Obligation (PSO) contract with the National Transport Authority (NTA) 41 times. On March 29<sup>th</sup>, it was 12 mins late due to a signal fault at Coolmine Level Crossing.
- **19:05 Connolly/Sligo** also operated 42 times and arrived into Mullingar within 10 minutes 42 times.

There were some occasions where the trains operated within 5 to 10 minutes late but in general timekeeping for those two services are reasonably good.

Yours sincerely,



Jim Meade

**Chief Executive**

Mick Wallace TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

26<sup>th</sup> June 2018

Dear Deputy Wallace,

I refer to your recent Parliamentary Question **PQ 21666 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his views on the number of contracts his Department and State agencies under his aegis hold with a company (details supplied) in view of its recent announcement regarding the need to raise an emergency €700 million; if contingency plans are in place if the company were to collapse; and if he will make a statement on the matter.**

Iarnród Éireann have one contract with “Capita Customer Solutions” relating to the Customer Service Call Centre, if the company were to collapse Iarnród Éireann would begin a tendering procurement process.

Yours sincerely,



Jim Meade

**Chief Executive**

John Lahart TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

22<sup>nd</sup> June 2018

Dear Deputy Lahart,

I refer to your recent Parliamentary Question **PQ 24334/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of anti-social incidents that have been recorded on the DART line in each of the years 2016, 2017 and to date in 2018.**

Please find attached as requested.

Year	Number of Anti-Social Incidents on DART Line
2016	210
2017	193
2018	81 – Year to Date

Yours sincerely,



Jim Meade

**Chief Executive**

Mick Wallace TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

26<sup>th</sup> June 2018

Dear Deputy Wallace,

I refer to your recent Parliamentary Question **24635/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his plans to invest in the Rosslare to Dublin rail line in order to improve line speed; and if he will make a statement on the matter.**

Iarnród Éireann currently has no plans to increase the line speed on the Dublin to Rosslare Harbour rail line. The priority is to maintain the current infrastructure in a safe and serviceable condition within the constraints of current budgetary funding.

Yours sincerely,



Jim Meade

**Chief Executive**

Imelda Munster TD  
 Dáil Éireann,  
 Leinster House,  
 Kildare Street,  
 Dublin 2

4<sup>th</sup> July 2018

Dear Deputy Munster,

I refer to your recent Parliamentary Question **PQ 25198 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of bicycles Iarnród Éireann trains can carry per journey on each of its routes in tabular form.**

Route	Train	No of Bikes Per Service
DART	DART	2 per service off peak only
Dublin – Dundalk Commuter	InterCity Railcar / Commuter Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR)
Dublin Connolly/Belfast Central	Locomotive & Carriages	15 bikes per service.
Dublin Heuston/Cork	Locomotive & Carriages / InterCity Railcar	15 bikes per service (operated by Locomotive & Carriages). Min 2 / Max 4 bikes per service depending on train size (ICR)
Dublin Heuston/Galway	InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size
Dublin Heuston/Limerick	InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size
Limerick Junction / Limerick / Ennis / Galway	Commuter Railcar	2 per service
Ballybrophy/Limerick via Nenagh	Commuter Railcar	2 per service
Dublin – Maynooth/Longford/M3 Parkway	Commuter Railcar / InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR) / 2 off peak (Commuter Railcar)
Dublin Connolly/Rosslare Europort	Commuter Railcar / InterCity Railcar	2 bikes per service (ICR)
Dublin Connolly/Sligo	Commuter Railcar / InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR)
Dublin/Mallow/Tralee	InterCity Railcar (Majority of services require a change at Mallow to/from Dublin/Cork services)	Min 2 / Max 4 bikes per service depending on train size (ICR)
Dublin/Waterford	InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR)
Dublin/Westport/Ballina	InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR). Commuter Railcar operates Manualla Jct./Ballina service 2 per service (Commuter Railcar)
Grand Canal Dock/Dublin Heuston/Portlaoise	InterCity Railcar	Min 2 / Max 4 bikes per service depending on train size (ICR)
Mallow/Cobh/Midleton	Commuter Railcar	2 off peak (Commuter Railcar)
Waterford/Clonmel/Limerick Junction	InterCity Railcar	2 bikes per service (ICR)

Iarnród Éireann works closely with a number of cyclist groups to ensure the best possible service to cyclists with the current fleet in operation.

All Intercity trains have bicycle carriage facilities. Iarnród Éireann services from Dublin to Cork and Dublin to Belfast trains are operated by locomotive train sets with a separate guards van which can hold up to 15 bikes per service.

All other Intercity trains are operated by Railcar train sets which do not have a guards van so the bicycle spaces are within the passenger compartment, with two spaces per train set. Iarnród Éireann do allow for fold up bikes on board all services, while bicycle racks and bicycle lockers are provided at many stations. Also, there are no charges for bicycles on any of our services.

To increase bicycle capacity would require the removal of seating at a time when our capacity experiences pressure at times. We will keep bicycle space provision under review, particularly in the context of future train orders, however, on existing trains we have no immediate plans to change the balance away from seating to increases bicycle capacity.

We are working with the National Transport Authority and Department of Transport, Tourism and Sport to secure funding for fleet investment.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jim Meade", with a long, sweeping underline.

Jim Meade

**Chief Executive**

Shane Cassells TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

16<sup>th</sup> August 2018

Dear Deputy Cassells,

I refer to your **Parliamentary Question 26469/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of public consultations held by his Department or by a State agency under the remit of his Department; the number of replies received per consultation; and the cost of each consultation in each of the years 2011 to 2017 and to date in 2018, in tabular form.**

Please find attached table below with details of public consultations held by Iarnród Éireann.

Year	Consultation	Comments Received	Cost
June 2011	New Connolly Timetable	593	Nil
September 2012	New Connolly Timetable	196	Nil
November 2012	New Heuston Timetable	444	Nil
December 2015	New Connolly Timetable	2340	Nil
September 2016	New Heuston Timetable	488	Nil

Yours sincerely,



Jim Meade

**Chief Executive**

Michael McGrath TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

22<sup>nd</sup> June 2018

Dear Deputy McGrath

I refer to your recent Parliamentary Question **PQ 27227/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the number of positions on the board in respect of the board of agencies and commercial State companies under his Department's aegis in tabular form; the quorum required for a board meeting; the number of ministerial appointee vacancies on the board to date; the length of time the ministerial appointee vacancy has been present for each vacancy; and if he will make a statement on the matter.**

Please find information below as requested regarding the Iarnród Éireann board:

<b>No. of positions</b>	9
<b>Quorum</b>	2
<b>No. Vacancies at 21/6/18</b>	3
<b>Vacancy 1</b>	Since 26/9/17
<b>Vacancy 2</b>	Since 6/12/17
<b>Vacancy 3</b>	Since 31/5/18 (Worker Director)

Yours sincerely,



Jim Meade  
**Chief Executive**

Micheál Martin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

17<sup>th</sup> July 2018

Dear Deputy Martin,

I refer to your **Parliamentary Question 29854/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the training his Department and agencies under its aegis will receive on GDPR legislation; when it will be completed; and if he will make a statement on the matter.**

Iarnród Éireann has engaged in comprehensive training of its data champions and is working with the CIÉ Group and bus companies to procure desktop training for all other employees so that all have a knowledge of GDPR.

To compliment this, the GDPR team has been liaising with all business units to assess if they have any particular training needs.

Yours sincerely,



Jim Meade

**Chief Executive**

Eamon Ryan TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> July 2018

Dear Deputy Ryan,

I refer to your **Parliamentary Question 32163/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

***To ask the Minister for Transport; Tourism and Sport the estimated cost to ensure each train is equipped with dedicated bike-holding facilities.***

I can advise that all Irish rail trains have capacity for conveying bicycles in line with our published rules and policies.

However only Intercity trains (operating all Intercity and Intercity commuter services) have dedicated bike holding facilities. To retrofit such facilities to other non-Intercity trains operating commuter and DART services would require the removal of seats or other capacity. The estimate cost to retro fit such a system is €10k per train fitted. This would cover the design, manufacture, seat removal and installation of bicycle racking.

We are in a situation with passenger capacity demands that the removal of existing seating capacity is not an option for us to consider. Note that any new trains procured in future will feature a requirement for dedicated bicycle storage if demanded by the specification.

Yours sincerely,



Jim Meade

**Chief Executive**

Billy Kelleher TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

12<sup>th</sup> July 2018

Dear Deputy Kelleher,

I refer to your **Parliamentary Question 32230/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

***To ask the Minister for Transport; Tourism and Sport the cost of implementing a living wage of €11.90 for all employees directly employed and or in agencies funded by his Department; and if he will make a statement on the matter.***

Our contracts require adherence to national legislative requirements. The Living Wage is voluntary and has no legislative basis and is therefore not a statutory entitlement and cannot be imposed on suppliers or contractors.

Yours sincerely,



Jim Meade  
**Chief Executive**

Robert Troy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

14<sup>th</sup> August 2018

Dear Deputy Troy,

I refer to your recent Parliamentary Question **PQ 34562 /18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the estimated cost of installing a dual rail line between Dublin and Mullingar; and the estimated cost of installing passing bays to enable an increase in trains to serve commuters and introduce an express service in mornings and evenings.**

The National Development Plan 2018-2027 includes for the implementation of the DART Expansion Programme as a cornerstone of a suite of infrastructure improvements to provide an integrated, high quality public transport network to the Greater Dublin Area (GDA) up to 2027 and beyond. The initial sequencing of investment will focus on delivery of non-underground tunnel elements of the programme using the recently opened rail link and existing connector tunnel under the Phoenix Park.

The Programme includes the purchasing of new rolling stock and enhancement of the Sligo line corridor between Dublin, Maynooth and M3 Parkway, increasing operational capacity through closure of level crossings, resignalling and electrification of the line. The planned additional services in operation between Maynooth & Dublin City Centre will provide options to longer distance services operating from Longford and Mullingar, such as not stopping at the inner commuter stations, which should improve journey times and create additional capacity on these services.

The distance between Dublin Connolly and Mullingar is approximately 84 km. The first 28 km is double track as far as Maynooth. Beyond Maynooth is single track, with short passing loops at Enfield and Killucan.

There are 18 overbridges and 16 under bridges on the 56km single track section. These would all need to be examined to determine what work is required to suit a double track arrangement.

There are 10 level crossings on the section west of Maynooth, 9 of which are on single track sections. These would all need to be examined to determine the extent of work required to suit a double track arrangement.

A second platform and fully accessible footbridge would be required at Enfield and Kilcock.

The order of magnitude infrastructure cost, bearing in mind the unknowns identified above, is in the cost range of €125m to €150m.

For passing loops, an operational analysis would be required to determine the optimum location and number of loops required, however we would estimate €6m-10m per passing loop, subject to survey, ground conditions and land availability. A minimum of one and possibly two loops of approximately 2km length each would be required.

It should be noted that we are currently operating at peak rolling stock capacity therefore, in addition to infrastructure capacity enhancement, additional rolling stock would be required to deliver an up lift in service level on the route. This should be delivered as part of the recently announced NDP.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jim Meade", with a long horizontal flourish extending to the right.

Jim Meade

**Chief Executive**

Thomas Broughan TD

[Thomas.broughan@oireachtas.ie](mailto:Thomas.broughan@oireachtas.ie)

20<sup>th</sup> September 2018

Dear Deputy Broughan,

I refer to your **Parliamentary Question 37562/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the estimated cost of upgrading signalling centres on the rail network; his plans to replace signalling centres in 2018 or 2019; and if he will make a statement on the matter.**

The National Train Control Centre will replace all existing Iarnród Éireann signalling centres (existing CTC at Connolly Station and outlying signal cabins) into one integrated centre located at Heuston Station, with a separate back-up centre at Connolly Station. This integrated centre will provide for signalling control, intelligent traffic management systems, an emergency strategic command centre, some level crossing control, Customer Information Systems (CIS), Network Management centre for fault reporting of assets and training facilities including a signalling simulator.

The facility will also provide for the co-location of a number of third parties including [REDACTED]. This will enable a more effective management of multimodal traffic for the country and the management of emergency situations as they occur.

Design works for this facility are ongoing and Iarnród Éireann are currently tendering for the supply of the traffic management and signalling control equipment. It is expected that the centre will be fully commissioned in 2023, with a back-up centre commissioned in 2024.

The estimated cost of this project, which includes the construction of the building, the procurement of the required systems, and all necessary enabling works to our existing legacy systems is [REDACTED].

Yours sincerely,



Jim Meade

**Chief Executive**

Willie Penrose TD  
Constituency Office  
Covent Lane  
Bishop Gate Street  
Mullingar  
Westmeath  
[Willie.penrose@oir.ie](mailto:Willie.penrose@oir.ie)

7<sup>th</sup> December 2018

Dear Deputy Penrose,

Thank you for your further letter of 6<sup>th</sup> November regarding Killucan Station.

In order to put our position in perspective, I note that the responsibility for developing the transport strategy for the Killucan and Kinnegad areas lies the Westmeath county council and that the re-opening of Killucan Railway Station, is a policy of that council. I would therefore suggest that, as a way forward, Westmeath County Council should consider submitting an application for funding for a new station at Killucan to the NDP Rural Regeneration and Development Fund. This fund supports ambitious collaborative projects in rural settlements of less than 10,000 people and outlying areas. The type of initiatives include improving public transport to and within towns and villages.

I believe that the local authority rather than Iarnród Éireann would be best placed to develop the application and supporting business case including setting out the grounds for investment to support its local development objectives.

Iarnród Éireann would lend its support to an application for funding on the basis of a positive business plan. However any proposed infrastructure including the issue of platforms will have to comply with Iarnród Éireann engineering, safety and operating standards. It will also be a matter for Westmeath County Council to source the matching funds.

Yours sincerely,



Jim Meade  
**Chief Executive**

Sean Sherlock TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

23<sup>rd</sup> October 2018

Dear Deputy O' Sherlock

I refer to your **Parliamentary Question 41148/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 449**

**To ask the Minister for Transport; Tourism and Sport the reason clamping is allowed by a private company on the grounds of Kent train station, Cork.**

The management of car parking at Kent Station, Cork is contracted to APCOA Parking who work on our behalf to enforce our parking polices.

Yours sincerely,



Jim Meade

**Chief Executive**

Jim O' Callaghan TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

27<sup>th</sup> November 2018

Dear Deputy O' Callaghan,

I refer to your **Parliamentary Question 41849/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 563**

**To ask the Minister for Transport; Tourism and Sport the number of staff in his Department and bodies under his aegis appointed to principal officer arising from internal competitions since 7 July 2015, by year.**

While there is no Principal Officer grade in Iarnród Éireann, the rate of Principal Officer has a Salary level of €105,552 at the top of the scale. We have no colleagues appointed over the years 2015-2018 at an equivalent level.

Yours sincerely,



Jim Meade

**Chief Executive**

Billy Kelleher TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> November 2018

Dear Deputy Kelleher,

I refer to your **Parliamentary Question 42838/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 258**

**To ask the Minister for Transport; Tourism and Sport the number of complaints made against Irish Rail in relation to Cork routes or stations; the nature of these complaints for 2017 and the first six months of 2018; and if he will make a statement on the matter.**

Attached information as requested. Please note that in 2017, a total of 4.6 million journeys were made on Cork routes including Cork/Dublin, Cork/Tralee and Cork Commuter services.

Complaints - Cork Services			
2017		2018 (6 Months)	
Category	Number	Category	Number
Service Disruption	1424	Service Disruption	942
Fares & Ticketing	1234	Fares & Ticketing	637
Onboard Issues	699	Onboard Issues	376
Website	574	Website	371
Station Issues	173	Station Issues	87
Staff Issues	133	Staff Issues	56
Timetabling	55	Antisocial Behaviour	28
Antisocial Behaviour	46	Timetabling	12
<b>Grand Total</b>	<b>4338</b>	<b>Grand Total</b>	<b>2509</b>

Yours sincerely,



Jim Meade

**Chief Executive**

Billy Kelleher TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

15<sup>th</sup> November 2018

Dear Deputy Kelleher,

I refer to your **Parliamentary Question 42839/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 259**

**To ask the Minister for Transport; Tourism and Sport the date when staff disability awareness training was last carried out at each train station in tabular form; and if he will make a statement on the matter.**

I attach a list of Iarnród Éireann staff trained to date in disability awareness.

Over the last number of years we have delivered an average of three disability awareness courses per year. Some staff who were trained have left the company and there are currently 383 staff on the payroll who have completed this training in the following grades.

56	Train Drivers
176	Station Operative
43	On Board Staff
8	Other Operatives
11	Signal Persons
17	Supervisor
20	Clerical
46	Executive
2	Infrastructure
4	Crossing Keeper
383	

Noting that the grades listed above are current grades and some staff will have been trained while in a previous role. This is separate to more general training, which all colleagues undertake, which includes the approach needed to operate ramps and provide wheelchair assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jim Meade", with a long horizontal flourish extending to the right.

Jim Meade

**Chief Executive**

Billy Kelleher TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

1st November 2018

Dear Deputy Kelleher,

I refer to your **Parliamentary Question 42840/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 260**

**To ask the Minister for Transport; Tourism and Sport if staffing levels in Irish Rail are reduced in the autumn; if so, the details by station in tabular form; the number of staff that have been let go; and if he will make a statement on the matter.**

In 2018 Irish Rail recruited Summer Staff on Short Fixed Term contracts into Customer Service roles to assist during the peak tourist season and due to a number special events including the Papal visit. These requirements are now complete and the Contracts are ending.

Yours sincerely,



Jim Meade  
**Chief Executive**

Robert Troy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

24th October 2018

Dear Deputy Troy,

I refer to your **Parliamentary Questions** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which have been passed to me to respond directly.

**Ref No. 43102/18 - Dail Question No: 271**

**To ask the Minister for Transport; Tourism and Sport the number of additional DART carriages that have been purchased in each year since 2000.**

Between 2000 - 2005 a total of 68 additional DART carriages forming 17 trainsets have been purchased.

**Ref No. 43103/18 - Dail Question No: 272**

**To ask the Minister for Transport; Tourism and Sport the number of DART carriages that are anticipated to be added to the DART fleet in each year to 2022.**

There are currently no orders placed with the supply chain for any new DART carriages as funding has not been provided in recent years. A new tender is commencing to support the DART expansion project detailed in the Greater Dublin Area Transport Strategy published by the National Transport Authority under the National Development Plan. This will require new DART trains for extra capacity and also the replacement of existing fleet.

**Ref No. 43104/18 - Dail Question No: 273**

**To ask the Minister for Transport; Tourism and Sport the status of his Department's tenders for new dual electric and diesel DART carriages; and the date by which this tender will be issued.**

The tender for new DART trains is expected to commence before the end of 2018 with contracts being awarded at the end of 2019 / early 2020 and new trains beginning to arrive from 2023.

Yours sincerely,



Jim Meade

**Chief Executive**

Thomas Broughan TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

24th October 2018

Dear Deputy Broughan

I refer to your **Parliamentary Question 43547/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 566**

**To ask the Minister for Transport; Tourism and Sport if he will seek assurances from the CEO of Iarnród Éireann that additional security personnel will be deployed at a station (Howth Junction) in the run up to Halloween; and if he will make a statement on the matter.**

Iarnród Éireann will have our Team of Security Agents (OCS) on site from 17.00 - 00.30hrs.

There will be two OCS Agents static in Kilbarrack Station from 14.00-00.30hrs.

There will be further teams operating in Howth Junction & Donaghmede and adjacent stations.

Yours sincerely,



Jim Meade  
**Chief Executive**

Peter Burke TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

6<sup>th</sup> November 2018

Dear Deputy Burke,

I refer to your **Parliamentary Question 44087/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 290**

**To ask the Minister for Transport; Tourism and Sport the scheduled arrival time and the actual arrival time of all evening train services serving Mullingar in the past two months in tabular form; if the delays experienced are considered normal for this time of year; the effect of recent timetable changes to the train schedules and arrival times; and if he will make a statement on the matter.**

I looked at 4 evening services that serve Mullingar for the last 2 months. The following is the punctuality performance based on our contract with the NTA.

- 17:10 Connolly/Sligo arrived in Mullingar 87% within 10 mins
- 17:17 Connolly/Longford arrived in Mullingar 95% within 5 mins
- 18:15 Connolly/Longford arrived in Mullingar 95% within 5 mins
- 19:15 Connolly/Sligo arrived in Mullingar 85% within 10 mins

The months of September and October to December are the most challenging period for all Northern European Railways due to the Low Rail Adhesion season and maximum passenger loadings. The leaf fall often causes poor rail head conditions and can affect train performance and punctuality in a number of ways.

When leaves fall on to the line, particularly in damp or wet weather, the rolling action of passing wheels compresses them, causing a greasy 'mulch' to cover the rail. This mulch is to rails what ice is to roads. It reduces the adhesion between wheel and rail - hence the phrase "low rail adhesion". The leaf mulch can also affect the operation of track circuits, which is a key element of train signalling. The contamination is very difficult to remove from both wheels and rails and is often compared to Teflon, being very difficult to remove and very slippery.

In order to comply with safety requirements Train Drivers adopt defensive driving techniques. This includes reducing speed to prevent slipping or over running platforms or signals, and as braking can be affected, braking distances are extended.

In relation to our timetable, we made some modifications to the schedule on 1<sup>st</sup> October address some punctuality issues. This, together with further changes in December which will include extra trains each way daily on the Connolly/Sligo line will also assist punctuality.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jim Meade", with a long horizontal flourish extending to the right.

Jim Meade

**Chief Executive**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

6<sup>th</sup> December 2018

Dear Deputy Murphy,

I refer to your **Parliamentary Question 45752/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 938**

**To ask the Minister for Transport; Tourism and Sport the resources available to Irish Rail in the context of onboard and in station security; the number of staff available to Irish Rail for security and preventing anti-social behaviour on its services and stations; the number of contracted security staff working within the Irish Rail system; the number of anti-social behaviour incidents reported to Irish Rail and An Garda Síochána in 2017 and to date in 2018; and if he will make a statement on the matter.**

Iarnród Éireann do not employ any security staff directly, all of this work is contracted to a 3rd party.

Our current contractor is OCS Security Ireland.

We currently have approximately 140 security officers working for Iarnród Éireann on a weekly basis.

These officers are working a total of 4,549 hours per week with some additional ad-hoc work on top of this depending on events happening and additional requirements.

The above number is broken down into 2,881 hours of static security and 1,668 hours of on-board security.

Yours sincerely,



Jim Meade

**Chief Executive**

Sean Sherlock TD

[sean.sherlock@oireachtas.ie](mailto:sean.sherlock@oireachtas.ie)

22nd November 2018

Dear Deputy Sherlock,

I refer to your **Parliamentary Question 47538/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the position regarding the proposed upgrade of a train station (Athy) in County Kildare.**

Athy Train Station was painted in mid 2018 with works completed in July 2018. Included in these works were the replastering of the entire chimney stacks.

Additionally accessibility works to facilitate persons of reduced mobility were also undertaken this year and included:

- new electric doors to the front and rear of the station
- safety enhancement works carried out on the mobility restricted ramp and double hand rails on the existing foot bridge.
- The waiting room was reconfigured to suit current needs and a lower ticket desk placed in the waiting room more suited to wheelchair users.

As and when other issues arise they will be attended to on a priority and risk basis.

No other works are planned for this location at the current time.

Yours sincerely,



Jim Meade

**Chief Executive**

Fiona O' Loughlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

28<sup>th</sup> November 2018

Dear Deputy O' Loughlin,

I refer to your **Parliamentary Question 47979/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which have been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport if Irish Rail has a timeline for when it will agree and sign off on a bridge (Kildangan Bridge, County Kildare) with Kildare County Council.**

Discussions between Iarnród Éireann and Kildare County Council are on-going and the necessary approvals for this are being put in place. It is planned that draft documents for the required bridge agreement will be with Kildare County Council within the next two weeks. The precise timeline can then be defined once KCC have had a chance to review and agree the documentation.

Yours sincerely,



Jim Meade  
**Chief Executive**

Robert Troy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

22<sup>nd</sup> November 2018

Dear Deputy Troy,

I refer to your **Parliamentary Question 47905/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which have been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport his plans to address the challenge of marine erosion along the Rosslare rail line; and if the line will be upgraded.**

Iarnród Éireann have an ongoing monitoring regime for railway lines adjacent to the sea. In response to the OPW report “*Irish Coastal Protection Strategy Study Phase 2-South East Coast*” which identified key erosion locations caused by climate change effects along the Dublin to Rosslare Railway and Iarnród Éireann’s history of this line, a study has been commissioned In August 2018. This study is a detailed coastal erosion study commissioned as a joint venture between Iarnród Éireann and Wicklow County Council which will identify critical areas of current and projected future coastal erosion between Dublin and the Wicklow – Wexford county boundary at key locations. This study will also put forward possible options to be considered to address erosion issues. This report is due in Q3 2019. Wexford County Council have also commissioned a Study which includes Rosslare Strand to Rosslare among other areas. Using these reports an erosion mitigation strategy may be developed to address the problem of erosion and climate change adjacent to the railway.

Iarnród Éireann have no current plans to upgrade this railway line. However, it will benefit from investment in our fleet under the National Development Plan and we will review with the NTA possibilities to expand services in future timetable reviews.

Yours sincerely,



Jim Meade  
**Chief Executive**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

21<sup>st</sup> December 2018

Dear Deputy Murphy,

I refer to your **Parliamentary Question 48723/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the amount expended by Irish Rail on private bus transfers when commuter train services were not fully available; the amount expended when DART services were not available in the past five years to date; and if he will make a statement on the matter.**

The table below includes the monetary amounts that have been spent on the provision of bus transfers over the previous five years in totality.

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	€000's	€000's	€000's	€000's	€000's
Bus Hire	143	501	284	668	174

Yours sincerely,



Jim Meade

**Chief Executive**

Peter Burke TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

17<sup>th</sup> December 2018

Dear Deputy Burke,

I refer to your **Parliamentary Question 48726/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 201**

**To ask the Minister for Transport; Tourism and Sport further to Parliamentary Question No. 290 of 24 October 2018, the scheduled arrival time and the actual arrival time of all evening train services serving Mullingar in the past two months in tabular form and not the percentage of on-time trains that was provided by the company; if the delays experienced compare to those experienced during the same period in 2016 and 2017; the effect of recent timetable changes to the train schedules and arrival times; and if he will make a statement on the matter.**

Please find attached as requested.

Yours sincerely,



Jim Meade  
**Chief Executive**

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-18</a>	18:23:30	<b>18:31:36</b>	8
<a href="#">23-Oct-18</a>	18:23:30	<b>18:24:30</b>	
<a href="#">22-Oct-18</a>	18:23:30	<b>18:28:06</b>	4
<a href="#">20-Oct-18</a>	18:23:30	<b>18:37:18</b>	
<a href="#">19-Oct-18</a>	18:23:30	<b>18:58:06</b>	34
<a href="#">18-Oct-18</a>	18:23:30	<b>18:25:24</b>	
<a href="#">17-Oct-18</a>	18:23:30	<b>18:26:36</b>	3
<a href="#">16-Oct-18</a>	18:23:30	<b>18:27:42</b>	
<a href="#">15-Oct-18</a>	18:23:30	<b>18:23:30</b>	0
<a href="#">13-Oct-18</a>	18:23:30	<b>18:31:30</b>	
<a href="#">12-Oct-18</a>	18:23:30	<b>18:33:00</b>	9
<a href="#">11-Oct-18</a>	18:23:30	<b>18:29:00</b>	
<a href="#">10-Oct-18</a>	18:23:30	<b>18:28:48</b>	5
<a href="#">09-Oct-18</a>	18:23:30	<b>18:35:00</b>	
<a href="#">08-Oct-18</a>	18:23:30	<b>18:28:42</b>	5
<a href="#">06-Oct-18</a>	18:23:30	<b>18:24:24</b>	
<a href="#">05-Oct-18</a>	18:23:30	<b>18:26:00</b>	2
<a href="#">04-Oct-18</a>	18:23:30	<b>18:26:24</b>	
<a href="#">03-Oct-18</a>	18:23:30	<b>18:22:30</b>	-1
<a href="#">02-Oct-18</a>	18:23:30	<b>18:35:36</b>	
<a href="#">01-Oct-18</a>	18:23:30	<b>18:23:06</b>	0
<a href="#">29-Sep-18</a>	18:23:30	<b>19:11:36</b>	
<a href="#">28-Sep-18</a>	18:23:30	18:25:30	-1
<a href="#">27-Sep-18</a>	18:23:30	<b>18:30:42</b>	
<a href="#">26-Sep-18</a>	18:23:30	<b>18:27:48</b>	4
<a href="#">25-Sep-18</a>	18:23:30	<b>18:28:18</b>	
<a href="#">24-Sep-18</a>	18:23:30	<b>18:27:06</b>	3
<a href="#">22-Sep-18</a>	18:23:30	<b>18:21:30</b>	
<a href="#">21-Sep-18</a>	18:23:30	<b>18:23:36</b>	0
<a href="#">20-Sep-18</a>	18:23:30	<b>18:29:48</b>	
<a href="#">19-Sep-18</a>	18:23:30	<b>18:39:00</b>	15
<a href="#">18-Sep-18</a>	18:23:30	<b>18:23:36</b>	
<a href="#">17-Sep-18</a>	18:23:30	<b>18:30:06</b>	6
<a href="#">15-Sep-18</a>	18:23:30	<b>18:24:00</b>	
<a href="#">14-Sep-18</a>	18:23:30	<b>18:31:54</b>	8
<a href="#">13-Sep-18</a>	18:23:30	<b>18:27:36</b>	
<a href="#">12-Sep-18</a>	18:23:30	<b>18:29:00</b>	5
<a href="#">11-Sep-18</a>	18:23:30	<b>18:27:24</b>	
<a href="#">10-Sep-18</a>	18:23:30	<b>18:26:48</b>	3
<a href="#">08-Sep-18</a>	18:22:30	<b>18:24:48</b>	
<a href="#">07-Sep-18</a>	18:22:30	<b>18:22:18</b>	0
<a href="#">06-Sep-18</a>	18:22:30	<b>18:24:42</b>	
<a href="#">05-Sep-18</a>	18:22:30	<b>18:25:30</b>	3
<a href="#">04-Sep-18</a>	18:22:30	<b>18:26:24</b>	
<a href="#">03-Sep-18</a>	18:22:30	<b>18:25:48</b>	3
<a href="#">01-Sep-18</a>	18:22:30	<b>18:27:24</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-18</a>	18:49:00	<b>18:50:06</b>	1
<a href="#">23-Oct-18</a>	18:49:00	<b>18:49:00</b>	
<a href="#">22-Oct-18</a>	18:49:00	<b>18:49:30</b>	0
<a href="#">19-Oct-18</a>	18:49:00	<b>19:05:36</b>	
<a href="#">18-Oct-18</a>	18:49:00	<b>18:42:00</b>	-7
<a href="#">17-Oct-18</a>	18:49:00	<b>18:42:18</b>	
<a href="#">16-Oct-18</a>	18:49:00	<b>18:42:42</b>	-6
<a href="#">15-Oct-18</a>	18:49:00	<b>18:41:06</b>	
<a href="#">12-Oct-18</a>	18:49:00	<b>18:49:48</b>	0
<a href="#">11-Oct-18</a>	18:49:00	<b>18:50:24</b>	
<a href="#">10-Oct-18</a>	18:49:00	<b>18:47:12</b>	-1
<a href="#">09-Oct-18</a>	18:49:00	<b>18:53:42</b>	
<a href="#">08-Oct-18</a>	18:49:00	<b>18:49:36</b>	0
<a href="#">05-Oct-18</a>	18:49:00	<b>18:47:24</b>	
<a href="#">04-Oct-18</a>	18:49:00	<b>18:49:30</b>	0
<a href="#">03-Oct-18</a>	18:49:00	<b>18:46:18</b>	
<a href="#">02-Oct-18</a>	18:49:00	<b>18:50:24</b>	1
<a href="#">01-Oct-18</a>	18:49:00	<b>18:43:42</b>	
<a href="#">28-Sep-18</a>	18:49:00	<b>18:45:24</b>	-3
<a href="#">27-Sep-18</a>	18:49:00	<b>18:49:06</b>	
<a href="#">26-Sep-18</a>	18:49:00	<b>18:45:36</b>	-3
<a href="#">25-Sep-18</a>	18:49:00	<b>18:47:18</b>	
<a href="#">24-Sep-18</a>	18:49:00	<b>18:46:36</b>	-2
<a href="#">21-Sep-18</a>	18:49:00	<b>18:46:42</b>	
<a href="#">20-Sep-18</a>	18:49:00	<b>18:48:54</b>	0
<a href="#">19-Sep-18</a>	18:49:00	<b>19:10:42</b>	
<a href="#">18-Sep-18</a>	18:49:00	<b>18:45:42</b>	-3
<a href="#">17-Sep-18</a>	18:49:00	<b>18:48:36</b>	
<a href="#">14-Sep-18</a>	18:49:00	<b>18:46:18</b>	-2
<a href="#">13-Sep-18</a>	18:49:00	<b>18:45:48</b>	
<a href="#">12-Sep-18</a>	18:49:00	<b>18:50:12</b>	1
<a href="#">11-Sep-18</a>	18:49:00	<b>18:49:48</b>	
<a href="#">10-Sep-18</a>	18:49:00	<b>18:53:00</b>	4
<a href="#">07-Sep-18</a>	18:49:30	<b>18:48:12</b>	
<a href="#">06-Sep-18</a>	18:49:30	<b>18:46:36</b>	-2
<a href="#">05-Sep-18</a>	18:49:30	<b>18:47:54</b>	
<a href="#">04-Sep-18</a>	18:49:30	<b>18:48:24</b>	-1
<a href="#">03-Sep-18</a>	18:49:30	<b>18:48:42</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-18</a>	19:30:30	<b>19:29:24</b>	-1
<a href="#">23-Oct-18</a>	19:30:30	<b>19:30:12</b>	
<a href="#">22-Oct-18</a>	19:30:30	<b>19:33:36</b>	3
<a href="#">19-Oct-18</a>	19:30:30	<b>19:47:30</b>	17
<a href="#">18-Oct-18</a>	19:30:30	<b>19:31:24</b>	
<a href="#">17-Oct-18</a>	19:30:30	<b>19:30:54</b>	0
<a href="#">16-Oct-18</a>	19:30:30	<b>19:39:30</b>	
<a href="#">15-Oct-18</a>	19:30:30	<b>19:30:48</b>	0
<a href="#">12-Oct-18</a>	19:30:30	<b>19:36:24</b>	5
<a href="#">11-Oct-18</a>	19:30:30	<b>19:26:30</b>	
<a href="#">10-Oct-18</a>	19:30:30	<b>19:28:18</b>	-2
<a href="#">09-Oct-18</a>	19:30:30	<b>19:34:30</b>	
<a href="#">08-Oct-18</a>	19:30:30	<b>19:31:54</b>	1
<a href="#">05-Oct-18</a>	19:30:30	<b>19:30:36</b>	0
<a href="#">04-Oct-18</a>	19:30:30	<b>19:30:06</b>	
<a href="#">03-Oct-18</a>	19:30:30	<b>19:29:36</b>	0
<a href="#">02-Oct-18</a>	19:30:30	<b>19:36:00</b>	
<a href="#">01-Oct-18</a>	19:30:30	<b>19:30:30</b>	0
<a href="#">28-Sep-18</a>	19:30:30	<b>19:26:24</b>	-4
<a href="#">27-Sep-18</a>	19:30:30	<b>19:30:06</b>	
<a href="#">26-Sep-18</a>	19:30:30	<b>19:27:36</b>	-2
<a href="#">25-Sep-18</a>	19:30:30	<b>19:36:12</b>	
<a href="#">24-Sep-18</a>	19:30:30	<b>19:27:24</b>	-3
<a href="#">21-Sep-18</a>	19:30:30	<b>19:30:06</b>	0
<a href="#">20-Sep-18</a>	19:30:30	<b>19:33:30</b>	
<a href="#">19-Sep-18</a>	19:30:30	<b>19:33:36</b>	3
<a href="#">18-Sep-18</a>	19:30:30	<b>19:27:36</b>	
<a href="#">17-Sep-18</a>	19:30:30	<b>19:29:48</b>	0
<a href="#">14-Sep-18</a>	19:30:30	<b>19:27:24</b>	-3
<a href="#">13-Sep-18</a>	19:30:30	<b>19:25:36</b>	
<a href="#">12-Sep-18</a>	19:30:30	<b>19:33:36</b>	3
<a href="#">11-Sep-18</a>	19:30:30	<b>19:32:06</b>	
<a href="#">10-Sep-18</a>	19:30:30	<b>19:33:36</b>	3
<a href="#">07-Sep-18</a>	19:26:00	<b>19:23:48</b>	
<a href="#">06-Sep-18</a>	19:26:00	<b>19:16:18</b>	-9
<a href="#">05-Sep-18</a>	19:26:00	<b>19:19:54</b>	
<a href="#">04-Sep-18</a>	19:26:00	<b>19:17:48</b>	-8
<a href="#">03-Sep-18</a>	19:26:00	<b>19:16:30</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-18</a>	20:34:00	<b>20:40:06</b>	6
<a href="#">23-Oct-18</a>	20:34:00	<b>20:37:12</b>	
<a href="#">22-Oct-18</a>	20:34:00	<b>20:41:36</b>	7
<a href="#">20-Oct-18</a>	20:34:00	<b>20:34:48</b>	
<a href="#">19-Oct-18</a>	20:34:00	<b>20:45:54</b>	11
<a href="#">18-Oct-18</a>	20:34:00	<b>20:40:12</b>	
<a href="#">17-Oct-18</a>	20:34:00	<b>20:44:12</b>	10
<a href="#">16-Oct-18</a>	20:34:00	<b>20:44:18</b>	
<a href="#">15-Oct-18</a>	20:34:00	<b>20:44:24</b>	10
<a href="#">13-Oct-18</a>	20:34:00	<b>20:36:18</b>	
<a href="#">12-Oct-18</a>	20:34:00	<b>20:43:54</b>	9
<a href="#">11-Oct-18</a>	20:34:00	<b>20:39:00</b>	
<a href="#">10-Oct-18</a>	20:34:00	<b>21:25:06</b>	51
<a href="#">09-Oct-18</a>	20:34:00	<b>20:42:48</b>	
<a href="#">08-Oct-18</a>	20:34:00	<b>20:43:12</b>	9
<a href="#">06-Oct-18</a>	20:34:00	<b>20:34:24</b>	
<a href="#">05-Oct-18</a>	20:34:00	<b>20:38:30</b>	4
<a href="#">04-Oct-18</a>	20:34:00	<b>20:39:24</b>	
<a href="#">03-Oct-18</a>	20:34:00	<b>20:41:24</b>	7
<a href="#">02-Oct-18</a>	20:34:00	<b>20:41:42</b>	
<a href="#">01-Oct-18</a>	20:34:00	<b>20:41:48</b>	7
<a href="#">29-Sep-18</a>	20:34:00	<b>20:34:42</b>	
<a href="#">28-Sep-18</a>	20:34:00	<b>20:42:18</b>	8
<a href="#">27-Sep-18</a>	20:34:00	<b>20:46:48</b>	
<a href="#">26-Sep-18</a>	20:34:00	<b>20:39:24</b>	5
<a href="#">25-Sep-18</a>	20:34:00	<b>20:42:18</b>	
<a href="#">24-Sep-18</a>	20:34:00	<b>20:37:42</b>	3
<a href="#">22-Sep-18</a>	20:34:00	<b>20:34:00</b>	
<a href="#">21-Sep-18</a>	20:34:00	<b>20:44:54</b>	10
<a href="#">20-Sep-18</a>	20:34:00	<b>20:43:54</b>	
<a href="#">19-Sep-18</a>	20:34:00	<b>20:49:00</b>	15
<a href="#">18-Sep-18</a>	20:34:00	<b>20:46:06</b>	
<a href="#">17-Sep-18</a>	20:34:00	<b>20:53:42</b>	19
<a href="#">15-Sep-18</a>	20:34:00	<b>20:36:06</b>	
<a href="#">14-Sep-18</a>	20:34:00	<b>20:38:36</b>	4
<a href="#">13-Sep-18</a>	20:34:00	<b>20:46:48</b>	
<a href="#">12-Sep-18</a>	20:34:00	<b>20:44:18</b>	10
<a href="#">11-Sep-18</a>	20:34:00	<b>20:40:24</b>	
<a href="#">10-Sep-18</a>	20:34:00	<b>20:40:00</b>	6
<a href="#">08-Sep-18</a>	20:29:30	<b>20:27:36</b>	
<a href="#">07-Sep-18</a>	20:29:30	<b>20:31:12</b>	1
<a href="#">06-Sep-18</a>	20:29:30	<b>20:26:36</b>	
<a href="#">05-Sep-18</a>	20:29:30	<b>20:28:30</b>	-1
<a href="#">04-Sep-18</a>	20:29:30	<b>20:27:30</b>	
<a href="#">03-Sep-18</a>	20:29:30	<b>20:28:06</b>	-1
<a href="#">01-Sep-18</a>	20:29:30	<b>20:27:30</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-17</a>	18:14:00	<b>18:17:24</b>	
<a href="#">23-Oct-17</a>	18:14:00	<b>18:16:54</b>	
<a href="#">21-Oct-17</a>	18:14:00	<b>18:20:06</b>	
<a href="#">20-Oct-17</a>	18:14:00	<b>18:30:36</b>	
<a href="#">19-Oct-17</a>	18:14:00	<b>18:39:30</b>	
<a href="#">18-Oct-17</a>	18:14:00	<b>18:27:42</b>	
<a href="#">17-Oct-17</a>	18:14:00	<b>18:24:54</b>	
<a href="#">14-Oct-17</a>	18:14:00	<b>18:27:00</b>	
<a href="#">13-Oct-17</a>	18:14:00	<b>18:27:00</b>	
<a href="#">12-Oct-17</a>	18:14:00	<b>18:33:30</b>	
<a href="#">11-Oct-17</a>	18:14:00	<b>18:22:48</b>	
<a href="#">10-Oct-17</a>	18:14:00	<b>18:23:12</b>	
<a href="#">09-Oct-17</a>	18:14:00	<b>18:32:54</b>	
<a href="#">07-Oct-17</a>	18:14:00	<b>18:25:18</b>	
<a href="#">06-Oct-17</a>	18:14:00	<b>18:26:54</b>	
<a href="#">05-Oct-17</a>	18:14:00	<b>18:25:30</b>	
<a href="#">04-Oct-17</a>	18:14:00	<b>18:32:54</b>	
<a href="#">03-Oct-17</a>	18:14:00	<b>18:28:30</b>	
<a href="#">02-Oct-17</a>	18:14:00	<b>18:22:42</b>	
<a href="#">30-Sep-17</a>	18:14:00	<b>18:24:00</b>	
<a href="#">29-Sep-17</a>	18:14:00	<b>18:18:30</b>	
<a href="#">28-Sep-17</a>	18:14:00	<b>18:29:06</b>	
<a href="#">27-Sep-17</a>	18:14:00	<b>18:29:06</b>	
<a href="#">26-Sep-17</a>	18:14:00	<b>18:17:48</b>	
<a href="#">25-Sep-17</a>	18:14:00	<b>18:18:18</b>	
<a href="#">23-Sep-17</a>	18:14:00	<b>18:19:42</b>	
<a href="#">22-Sep-17</a>	18:14:00	<b>18:13:48</b>	
<a href="#">21-Sep-17</a>	18:14:00	<b>18:18:24</b>	
<a href="#">20-Sep-17</a>	18:14:00	<b>18:28:06</b>	
<a href="#">19-Sep-17</a>	18:14:00	<b>18:15:48</b>	
<a href="#">18-Sep-17</a>	18:14:00	<b>18:17:00</b>	
<a href="#">16-Sep-17</a>	18:14:00	<b>18:18:54</b>	
<a href="#">15-Sep-17</a>	18:14:00	<b>18:21:30</b>	
<a href="#">14-Sep-17</a>	18:14:00	<b>18:19:18</b>	
<a href="#">13-Sep-17</a>	18:14:00	<b>18:14:36</b>	
<a href="#">12-Sep-17</a>	18:14:00	<b>18:24:00</b>	
<a href="#">11-Sep-17</a>	18:14:00	<b>18:16:24</b>	
<a href="#">09-Sep-17</a>	18:14:00	<b>18:23:12</b>	
<a href="#">08-Sep-17</a>	18:14:00	<b>18:21:18</b>	
<a href="#">07-Sep-17</a>	18:14:00	<b>18:16:54</b>	
<a href="#">06-Sep-17</a>	18:14:00	<b>18:34:12</b>	
<a href="#">05-Sep-17</a>	18:14:00	<b>18:17:24</b>	
<a href="#">04-Sep-17</a>	18:14:00	<b>18:16:12</b>	
<a href="#">02-Sep-17</a>	18:14:00	<b>18:18:36</b>	
<a href="#">01-Sep-17</a>	18:14:00	<b>18:17:48</b>	

		Scheduled Arr	Actual Arr	
<a href="#">24-Oct-17</a>	Longford	18:43:30	<b>18:44:00</b>	
<a href="#">23-Oct-17</a>	Longford	18:43:30	<b>18:43:18</b>	
<a href="#">20-Oct-17</a>	Longford	18:43:30	<b>18:52:06</b>	
<a href="#">19-Oct-17</a>	Longford	18:43:30	<b>18:54:18</b>	
<a href="#">18-Oct-17</a>	Longford	18:43:30	<b>18:43:36</b>	
<a href="#">17-Oct-17</a>	Longford	18:43:30	<b>19:07:48</b>	
<a href="#">13-Oct-17</a>	Longford	18:43:30	<b>18:50:00</b>	
<a href="#">12-Oct-17</a>	Longford	18:43:30	<b>18:49:48</b>	
<a href="#">11-Oct-17</a>	Longford	18:43:30	<b>18:44:06</b>	
<a href="#">10-Oct-17</a>	Longford	18:43:30	<b>18:44:36</b>	
<a href="#">09-Oct-17</a>	Longford	18:43:30	<b>18:48:48</b>	
<a href="#">06-Oct-17</a>	Longford	18:43:30	<b>18:43:12</b>	
<a href="#">05-Oct-17</a>	Longford	18:43:30	<b>18:40:54</b>	
<a href="#">04-Oct-17</a>	Longford	18:43:30	<b>18:46:54</b>	
<a href="#">03-Oct-17</a>	Longford	18:43:30	<b>18:43:24</b>	
<a href="#">02-Oct-17</a>	Longford	18:43:30	<b>18:42:06</b>	
<a href="#">29-Sep-17</a>	Longford	18:43:30	<b>18:37:36</b>	
<a href="#">28-Sep-17</a>	Longford	18:43:30	<b>18:42:36</b>	
<a href="#">27-Sep-17</a>	Longford	18:43:30	<b>18:44:18</b>	
<a href="#">26-Sep-17</a>	Longford	18:43:30	<b>18:37:48</b>	
<a href="#">25-Sep-17</a>	Longford	18:43:30	<b>18:38:06</b>	
<a href="#">22-Sep-17</a>	Longford	18:43:30	<b>18:42:48</b>	
<a href="#">21-Sep-17</a>	Longford	18:43:30	<b>18:41:18</b>	
<a href="#">20-Sep-17</a>	Longford	18:43:30	<b>18:43:06</b>	
<a href="#">19-Sep-17</a>	Longford	18:43:30	<b>19:04:24</b>	
<a href="#">18-Sep-17</a>	Longford	18:43:30	<b>18:41:36</b>	
<a href="#">15-Sep-17</a>	Longford	18:43:30	<b>18:41:48</b>	
<a href="#">14-Sep-17</a>	Longford	18:43:30	<b>18:42:30</b>	
<a href="#">13-Sep-17</a>	Longford	18:43:30	<b>18:41:54</b>	
<a href="#">12-Sep-17</a>	Longford	18:43:30	<b>18:42:18</b>	
<a href="#">11-Sep-17</a>	Longford	18:43:30	<b>18:41:36</b>	
<a href="#">08-Sep-17</a>	Longford	18:43:30	<b>18:41:30</b>	
<a href="#">07-Sep-17</a>	Longford	18:43:30	<b>18:43:42</b>	
<a href="#">06-Sep-17</a>	Longford	18:43:30	<b>18:50:06</b>	
<a href="#">05-Sep-17</a>	Longford	18:43:30	<b>18:42:00</b>	
<a href="#">04-Sep-17</a>	Longford	18:43:30	<b>18:42:30</b>	
<a href="#">01-Sep-17</a>	Longford	18:43:30	<b>18:39:12</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-17</a>	18:43:30	<b>18:44:00</b>	
<a href="#">23-Oct-17</a>	18:43:30	<b>18:43:18</b>	
<a href="#">20-Oct-17</a>	18:43:30	<b>18:52:06</b>	
<a href="#">19-Oct-17</a>	18:43:30	<b>18:54:18</b>	
<a href="#">18-Oct-17</a>	18:43:30	<b>18:43:36</b>	
<a href="#">17-Oct-17</a>	18:43:30	<b>19:07:48</b>	
<a href="#">13-Oct-17</a>	18:43:30	<b>18:50:00</b>	
<a href="#">12-Oct-17</a>	18:43:30	<b>18:49:48</b>	
<a href="#">11-Oct-17</a>	18:43:30	<b>18:44:06</b>	
<a href="#">10-Oct-17</a>	18:43:30	<b>18:44:36</b>	
<a href="#">09-Oct-17</a>	18:43:30	<b>18:48:48</b>	
<a href="#">06-Oct-17</a>	18:43:30	<b>18:43:12</b>	
<a href="#">05-Oct-17</a>	18:43:30	<b>18:40:54</b>	
<a href="#">04-Oct-17</a>	18:43:30	<b>18:46:54</b>	
<a href="#">03-Oct-17</a>	18:43:30	<b>18:43:24</b>	
<a href="#">02-Oct-17</a>	18:43:30	<b>18:42:06</b>	
<a href="#">29-Sep-17</a>	18:43:30	<b>18:37:36</b>	
<a href="#">28-Sep-17</a>	18:43:30	<b>18:42:36</b>	
<a href="#">27-Sep-17</a>	18:43:30	<b>18:44:18</b>	
<a href="#">26-Sep-17</a>	18:43:30	<b>18:37:48</b>	
<a href="#">25-Sep-17</a>	18:43:30	<b>18:38:06</b>	
<a href="#">22-Sep-17</a>	18:43:30	<b>18:42:48</b>	
<a href="#">21-Sep-17</a>	18:43:30	<b>18:41:18</b>	
<a href="#">20-Sep-17</a>	18:43:30	<b>18:43:06</b>	
<a href="#">19-Sep-17</a>	18:43:30	<b>19:04:24</b>	
<a href="#">18-Sep-17</a>	18:43:30	<b>18:41:36</b>	
<a href="#">15-Sep-17</a>	18:43:30	<b>18:41:48</b>	
<a href="#">14-Sep-17</a>	18:43:30	<b>18:42:30</b>	
<a href="#">13-Sep-17</a>	18:43:30	<b>18:41:54</b>	
<a href="#">12-Sep-17</a>	18:43:30	<b>18:42:18</b>	
<a href="#">11-Sep-17</a>	18:43:30	<b>18:41:36</b>	
<a href="#">08-Sep-17</a>	18:43:30	<b>18:41:30</b>	
<a href="#">07-Sep-17</a>	18:43:30	<b>18:43:42</b>	
<a href="#">06-Sep-17</a>	18:43:30	<b>18:50:06</b>	
<a href="#">05-Sep-17</a>	18:43:30	<b>18:42:00</b>	
<a href="#">04-Sep-17</a>	18:43:30	<b>18:42:30</b>	
<a href="#">01-Sep-17</a>	18:43:30	<b>18:39:12</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-17</a>	20:22:00	<b>20:31:42</b>	
<a href="#">23-Oct-17</a>	20:22:00	<b>20:30:06</b>	
<a href="#">21-Oct-17</a>	20:22:00	<b>20:20:48</b>	
<a href="#">20-Oct-17</a>	20:22:00	<b>20:39:18</b>	
<a href="#">19-Oct-17</a>	20:22:00	20:20:12	
<a href="#">18-Oct-17</a>	20:22:00	<b>20:43:12</b>	
<a href="#">17-Oct-17</a>	20:22:00	<b>20:19:24</b>	
<a href="#">14-Oct-17</a>	20:22:00	<b>20:28:00</b>	
<a href="#">13-Oct-17</a>	20:22:00	<b>20:35:18</b>	
<a href="#">12-Oct-17</a>	20:22:00	<b>20:34:48</b>	
<a href="#">11-Oct-17</a>	20:22:00	<b>20:30:30</b>	
<a href="#">10-Oct-17</a>	20:22:00	<b>20:31:12</b>	
<a href="#">09-Oct-17</a>	20:22:00	<b>20:42:06</b>	
<a href="#">07-Oct-17</a>	20:22:00	<b>21:26:30</b>	
<a href="#">06-Oct-17</a>	20:22:00	<b>20:32:12</b>	
<a href="#">05-Oct-17</a>	20:22:00	<b>20:16:00</b>	
<a href="#">04-Oct-17</a>	20:22:00	<b>20:33:42</b>	
<a href="#">03-Oct-17</a>	20:22:00	<b>20:29:36</b>	
<a href="#">02-Oct-17</a>	20:22:00	<b>20:29:12</b>	
<a href="#">30-Sep-17</a>	20:22:00	<b>20:27:54</b>	
<a href="#">29-Sep-17</a>	20:22:00	<b>20:33:00</b>	
<a href="#">28-Sep-17</a>	20:22:00	<b>20:27:54</b>	
<a href="#">27-Sep-17</a>	20:22:00	<b>20:16:06</b>	
<a href="#">26-Sep-17</a>	20:22:00	<b>20:26:00</b>	
<a href="#">25-Sep-17</a>	20:22:00	<b>20:25:12</b>	
<a href="#">23-Sep-17</a>	20:22:00	<b>20:24:06</b>	
<a href="#">22-Sep-17</a>	20:22:00	<b>20:24:12</b>	
<a href="#">21-Sep-17</a>	20:22:00	<b>20:26:42</b>	
<a href="#">20-Sep-17</a>	20:22:00	<b>20:23:00</b>	
<a href="#">19-Sep-17</a>	20:22:00	<b>20:16:48</b>	
<a href="#">18-Sep-17</a>	20:22:00	<b>20:24:42</b>	
<a href="#">16-Sep-17</a>	20:22:00	<b>20:19:42</b>	
<a href="#">15-Sep-17</a>	20:22:00	<b>20:22:36</b>	
<a href="#">14-Sep-17</a>	20:22:00	<b>20:21:30</b>	
<a href="#">13-Sep-17</a>	20:22:00	<b>20:24:12</b>	
<a href="#">12-Sep-17</a>	20:22:00	<b>20:22:30</b>	
<a href="#">11-Sep-17</a>	20:22:00	<b>20:22:54</b>	
<a href="#">09-Sep-17</a>	20:22:00	<b>20:24:48</b>	
<a href="#">08-Sep-17</a>	20:22:00	<b>20:28:24</b>	
<a href="#">07-Sep-17</a>	20:22:00	<b>20:23:42</b>	
<a href="#">06-Sep-17</a>	20:22:00	<b>20:25:42</b>	
<a href="#">05-Sep-17</a>	20:22:00	<b>20:23:06</b>	
<a href="#">04-Sep-17</a>	20:22:00	<b>20:24:54</b>	
<a href="#">02-Sep-17</a>	20:22:00	<b>20:19:48</b>	
<a href="#">01-Sep-17</a>	20:22:00	<b>20:21:54</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-16</a>	18:14:00	<b>18:27:36</b>	
<a href="#">22-Oct-16</a>	18:14:00	<b>18:19:06</b>	
<a href="#">21-Oct-16</a>	18:14:00	<b>18:19:12</b>	
<a href="#">20-Oct-16</a>	18:14:00	<b>18:23:00</b>	
<a href="#">19-Oct-16</a>	18:14:00	<b>18:18:12</b>	
<a href="#">18-Oct-16</a>	18:14:00	<b>18:22:24</b>	
<a href="#">17-Oct-16</a>	18:14:00	<b>18:23:18</b>	
<a href="#">15-Oct-16</a>	18:14:00	<b>18:21:30</b>	
<a href="#">14-Oct-16</a>	18:14:00	<b>18:21:30</b>	
<a href="#">13-Oct-16</a>	18:14:00	<b>18:17:18</b>	
<a href="#">12-Oct-16</a>	18:14:00	<b>18:25:18</b>	
<a href="#">11-Oct-16</a>	18:14:00	<b>18:16:36</b>	
<a href="#">10-Oct-16</a>	18:14:00	<b>18:16:36</b>	
<a href="#">08-Oct-16</a>	18:14:00	<b>18:24:42</b>	
<a href="#">07-Oct-16</a>	18:14:00	<b>18:17:06</b>	
<a href="#">06-Oct-16</a>	18:14:00	<b>18:19:24</b>	
<a href="#">05-Oct-16</a>	18:14:00	<b>18:24:00</b>	
<a href="#">04-Oct-16</a>	18:14:00	<b>18:14:30</b>	
<a href="#">03-Oct-16</a>	18:14:00	<b>18:20:06</b>	
<a href="#">01-Oct-16</a>	18:14:00	<b>18:31:48</b>	
<a href="#">30-Sep-16</a>	18:14:00	<b>18:15:36</b>	
<a href="#">29-Sep-16</a>	18:14:00	<b>18:21:48</b>	
<a href="#">28-Sep-16</a>	18:14:00	<b>18:20:54</b>	
<a href="#">27-Sep-16</a>	18:14:00	<b>18:18:30</b>	
<a href="#">26-Sep-16</a>	18:14:00	<b>18:18:06</b>	
<a href="#">24-Sep-16</a>	18:14:00	<b>18:21:24</b>	
<a href="#">23-Sep-16</a>	18:14:00	<b>18:19:42</b>	
<a href="#">22-Sep-16</a>	18:14:00	<b>18:16:00</b>	
<a href="#">21-Sep-16</a>	18:14:00	<b>18:23:12</b>	
<a href="#">20-Sep-16</a>	18:14:00	<b>18:20:36</b>	
<a href="#">19-Sep-16</a>	18:14:00	<b>18:29:18</b>	
<a href="#">17-Sep-16</a>	18:14:00	<b>18:21:12</b>	
<a href="#">16-Sep-16</a>	18:14:00	<b>18:22:06</b>	
<a href="#">15-Sep-16</a>	18:14:00	<b>18:24:36</b>	
<a href="#">14-Sep-16</a>	18:14:00	<b>18:16:42</b>	
<a href="#">13-Sep-16</a>	18:14:00	<b>18:21:18</b>	
<a href="#">12-Sep-16</a>	18:14:00	<b>18:16:30</b>	
<a href="#">10-Sep-16</a>	18:14:00	<b>18:21:54</b>	
<a href="#">09-Sep-16</a>	18:14:00	<b>18:23:00</b>	
<a href="#">08-Sep-16</a>	18:14:00	<b>18:19:36</b>	
<a href="#">07-Sep-16</a>	18:14:00	<b>18:16:06</b>	
<a href="#">06-Sep-16</a>	18:14:00	<b>18:18:06</b>	
<a href="#">05-Sep-16</a>	18:14:00	<b>18:21:54</b>	
<a href="#">03-Sep-16</a>	18:14:00	<b>18:17:18</b>	
<a href="#">02-Sep-16</a>	18:14:00	<b>18:16:24</b>	
<a href="#">01-Sep-16</a>	18:14:00	<b>18:27:12</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-16</a>	18:43:30	<b>18:44:24</b>	
<a href="#">21-Oct-16</a>	18:43:30	<b>18:39:54</b>	
<a href="#">20-Oct-16</a>	18:43:30	<b>18:40:48</b>	
<a href="#">19-Oct-16</a>	18:43:30	<b>18:36:12</b>	
<a href="#">18-Oct-16</a>	18:43:30	<b>18:40:36</b>	
<a href="#">17-Oct-16</a>	18:43:30	<b>18:40:24</b>	
<a href="#">14-Oct-16</a>	18:43:30	<b>18:40:00</b>	
<a href="#">13-Oct-16</a>	18:43:30	<b>18:40:12</b>	
<a href="#">12-Oct-16</a>	18:43:30	<b>18:41:30</b>	
<a href="#">11-Oct-16</a>	18:43:30	<b>18:41:48</b>	
<a href="#">10-Oct-16</a>	18:43:30	<b>18:40:36</b>	
<a href="#">07-Oct-16</a>	18:43:30	<b>18:41:24</b>	
<a href="#">06-Oct-16</a>	18:43:30	<b>18:43:24</b>	
<a href="#">05-Oct-16</a>	18:43:30	<b>18:41:42</b>	
<a href="#">04-Oct-16</a>	18:43:30	<b>18:43:06</b>	
<a href="#">03-Oct-16</a>	18:43:30	<b>18:41:48</b>	
<a href="#">30-Sep-16</a>	18:43:30	<b>18:44:30</b>	
<a href="#">29-Sep-16</a>	18:43:30	<b>18:43:42</b>	
<a href="#">28-Sep-16</a>	18:43:30	<b>18:42:54</b>	
<a href="#">27-Sep-16</a>	18:43:30	<b>18:40:48</b>	
<a href="#">26-Sep-16</a>	18:43:30	<b>18:42:00</b>	
<a href="#">23-Sep-16</a>	18:43:30	<b>18:39:00</b>	
<a href="#">22-Sep-16</a>	18:43:30	<b>18:38:12</b>	
<a href="#">21-Sep-16</a>	18:43:30	<b>18:43:00</b>	
<a href="#">20-Sep-16</a>	18:43:30	<b>18:39:48</b>	
<a href="#">19-Sep-16</a>	18:43:30	<b>18:44:30</b>	
<a href="#">16-Sep-16</a>	18:43:30	<b>18:41:42</b>	
<a href="#">15-Sep-16</a>	18:43:30	<b>18:45:24</b>	
<a href="#">14-Sep-16</a>	18:43:30	<b>18:43:48</b>	
<a href="#">13-Sep-16</a>	18:43:30	<b>18:44:00</b>	
<a href="#">12-Sep-16</a>	18:43:30	<b>18:42:54</b>	
<a href="#">09-Sep-16</a>	18:43:30	<b>18:46:12</b>	
<a href="#">08-Sep-16</a>	18:43:30	<b>18:43:00</b>	
<a href="#">07-Sep-16</a>	18:43:30	<b>18:44:30</b>	
<a href="#">06-Sep-16</a>	18:43:30	<b>18:43:12</b>	
<a href="#">05-Sep-16</a>	18:43:30	<b>18:44:54</b>	
<a href="#">02-Sep-16</a>	18:43:30	<b>18:38:54</b>	
<a href="#">01-Sep-16</a>	18:43:30	<b>18:42:06</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-16</a>	19:18:00	<b>19:15:42</b>	
<a href="#">21-Oct-16</a>	19:18:00	<b>19:18:30</b>	
<a href="#">20-Oct-16</a>	19:18:00	<b>19:17:30</b>	
<a href="#">19-Oct-16</a>	19:18:00	<b>19:19:30</b>	
<a href="#">18-Oct-16</a>	19:18:00	<b>19:17:54</b>	
<a href="#">17-Oct-16</a>	19:18:00	<b>19:12:24</b>	
<a href="#">14-Oct-16</a>	19:18:00	<b>19:15:54</b>	
<a href="#">13-Oct-16</a>	19:18:00	<b>19:14:18</b>	
<a href="#">12-Oct-16</a>	19:18:00	<b>19:14:42</b>	
<a href="#">11-Oct-16</a>	19:18:00	<b>19:15:42</b>	
<a href="#">10-Oct-16</a>	19:18:00	<b>19:20:48</b>	
<a href="#">07-Oct-16</a>	19:18:00	<b>19:16:06</b>	
<a href="#">06-Oct-16</a>	19:18:00	<b>19:15:36</b>	
<a href="#">05-Oct-16</a>	19:18:00	<b>19:16:18</b>	
<a href="#">04-Oct-16</a>	19:18:00	<b>19:14:00</b>	
<a href="#">03-Oct-16</a>	19:18:00	<b>19:20:54</b>	
<a href="#">30-Sep-16</a>	19:18:00	<b>19:16:24</b>	
<a href="#">29-Sep-16</a>	19:18:00	<b>19:13:18</b>	
<a href="#">28-Sep-16</a>	19:18:00	<b>19:14:48</b>	
<a href="#">27-Sep-16</a>	19:18:00	<b>19:14:42</b>	
<a href="#">26-Sep-16</a>	19:18:00	<b>19:18:48</b>	
<a href="#">23-Sep-16</a>	19:18:00	<b>19:16:54</b>	
<a href="#">22-Sep-16</a>	19:18:00	<b>19:20:24</b>	
<a href="#">21-Sep-16</a>	19:18:00	<b>19:18:06</b>	
<a href="#">20-Sep-16</a>	19:18:00	<b>19:13:24</b>	
<a href="#">19-Sep-16</a>	19:18:00	<b>19:14:18</b>	
<a href="#">16-Sep-16</a>	19:18:00	<b>19:18:36</b>	
<a href="#">15-Sep-16</a>	19:18:00	<b>19:22:00</b>	
<a href="#">14-Sep-16</a>	19:18:00	<b>19:14:54</b>	
<a href="#">13-Sep-16</a>	19:18:00	<b>19:15:00</b>	
<a href="#">12-Sep-16</a>	19:18:00	<b>19:14:00</b>	
<a href="#">09-Sep-16</a>	19:18:00	<b>19:19:30</b>	
<a href="#">08-Sep-16</a>	19:18:00	<b>19:15:24</b>	
<a href="#">07-Sep-16</a>	19:18:00	<b>19:15:42</b>	
<a href="#">06-Sep-16</a>	19:18:00	<b>19:15:12</b>	
<a href="#">05-Sep-16</a>	19:18:00	<b>19:15:18</b>	
<a href="#">02-Sep-16</a>	19:18:00	<b>19:13:24</b>	
<a href="#">01-Sep-16</a>	19:18:00	<b>19:15:48</b>	

	Scheduled Arr	Actual Arr	
<a href="#">24-Oct-16</a>	20:22:00	<b>20:23:00</b>	
<a href="#">22-Oct-16</a>	20:22:00	<b>20:25:30</b>	
<a href="#">21-Oct-16</a>	20:22:00	<b>20:25:48</b>	
<a href="#">20-Oct-16</a>	20:22:00	<b>20:29:24</b>	
<a href="#">19-Oct-16</a>	20:22:00	<b>20:23:06</b>	
<a href="#">18-Oct-16</a>	20:22:00	<b>20:31:30</b>	
<a href="#">17-Oct-16</a>	20:22:00	<b>20:25:42</b>	
<a href="#">15-Oct-16</a>	20:22:00	<b>20:22:30</b>	
<a href="#">14-Oct-16</a>	20:22:00	<b>20:30:18</b>	
<a href="#">13-Oct-16</a>	20:22:00	<b>20:14:36</b>	
<a href="#">12-Oct-16</a>	20:22:00	<b>20:24:18</b>	
<a href="#">11-Oct-16</a>	20:22:00	<b>20:22:18</b>	
<a href="#">10-Oct-16</a>	20:22:00	<b>20:33:48</b>	
<a href="#">08-Oct-16</a>	20:22:00	<b>20:20:54</b>	
<a href="#">07-Oct-16</a>	20:22:00	<b>20:32:30</b>	
<a href="#">06-Oct-16</a>	20:22:00	<b>20:22:42</b>	
<a href="#">05-Oct-16</a>	20:22:00	<b>20:24:24</b>	
<a href="#">04-Oct-16</a>	20:22:00	<b>20:26:00</b>	
<a href="#">03-Oct-16</a>	20:22:00	<b>20:25:42</b>	
<a href="#">01-Oct-16</a>	20:49:30	<b>21:03:24</b>	
<a href="#">30-Sep-16</a>	20:22:00	<b>20:25:06</b>	
<a href="#">29-Sep-16</a>	20:22:00	<b>20:25:06</b>	
<a href="#">28-Sep-16</a>	20:22:00	<b>20:26:54</b>	
<a href="#">27-Sep-16</a>	20:22:00	<b>20:25:06</b>	
<a href="#">26-Sep-16</a>	20:22:00	<b>20:27:12</b>	
<a href="#">24-Sep-16</a>	20:22:00	<b>20:20:00</b>	
<a href="#">23-Sep-16</a>	20:22:00	<b>20:25:06</b>	
<a href="#">22-Sep-16</a>	20:22:00	<b>20:28:42</b>	
<a href="#">21-Sep-16</a>	20:22:00	<b>20:28:12</b>	
<a href="#">20-Sep-16</a>	20:22:00	<b>20:24:30</b>	
<a href="#">19-Sep-16</a>	20:22:00	<b>20:28:12</b>	
<a href="#">17-Sep-16</a>	20:22:00	<b>20:22:06</b>	
<a href="#">16-Sep-16</a>	20:22:00	<b>20:26:00</b>	
<a href="#">15-Sep-16</a>	20:22:00	<b>20:25:48</b>	
<a href="#">14-Sep-16</a>	20:22:00	<b>20:23:12</b>	
<a href="#">13-Sep-16</a>	20:22:00	<b>20:30:06</b>	
<a href="#">12-Sep-16</a>	20:22:00	<b>20:28:00</b>	
<a href="#">10-Sep-16</a>	20:22:00	<b>20:21:12</b>	
<a href="#">09-Sep-16</a>	20:22:00	<b>20:24:12</b>	
<a href="#">08-Sep-16</a>	20:22:00	<b>20:21:12</b>	
<a href="#">07-Sep-16</a>	20:22:00	<b>20:22:48</b>	
<a href="#">06-Sep-16</a>	20:22:00	<b>20:21:30</b>	
<a href="#">05-Sep-16</a>	20:22:00	<b>20:25:06</b>	
<a href="#">03-Sep-16</a>	20:22:00	<b>20:18:30</b>	
<a href="#">02-Sep-16</a>	20:22:00	<b>20:25:12</b>	
<a href="#">01-Sep-16</a>	20:22:00	<b>20:25:12</b>	

Fiona O' Loughlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

27<sup>th</sup> November 2018

Dear Deputy O' Loughlin,

I refer to your **Parliamentary Question 49357/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the position regarding the proposed upgrade of a train station (Athy) in County Kildare.**

Athy Train Station was painted in mid 2018 with works completed in July 2018. Included in these works were the replastering of the entire chimney stacks.

Additionally accessibility works to facilitate persons of reduced mobility were also undertaken this year and included:

- new electric doors to the front and rear of the station
- safety enhancement works carried out on the mobility restricted ramp and double hand rails on the existing foot bridge.
- The waiting room was reconfigured to suit current needs and a lower ticket desk placed in the waiting room more suited to wheelchair users.

As and when other issues arise they will be attended to on a priority and risk basis.

No other works are planned for this location at the current time.

Yours sincerely,



Jim Meade

**Chief Executive**

Catherine Murphy TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

17<sup>th</sup> December 2018

Dear Deputy Murphy,

I refer to your **Parliamentary Question 49001/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the amount collected by Irish Rail from advertising revenue from advertisements onboard DART and commuter stock; the revenue from in station postering and or billboard locations for the past three years to date in tabular form; and if he will make a statement on the matter.**

Iarnród Éireann received the following revenue from advertising on-board its fleet and in stations over the past three years:

2016 Actual	██████
2017 Actual	██████
2018 Forecast	██████

Yours sincerely,



Jim Meade  
**Chief Executive**

James Browne TD

[James.browne@oireachtas.ie](mailto:James.browne@oireachtas.ie)

7<sup>th</sup> December 2018

Dear Deputy Browne,

I refer to your **Parliamentary Question 48850/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**Dail Question No: 503**

**To ask the Minister for Transport; Tourism and Sport his plans for new properties at a location (Rosslare Europort) County Wexford; and if he will make a statement on the matter.**

Yours sincerely,



Jim Meade

**Chief Executive**

Tony Mc Loughlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

21<sup>st</sup> December 2018

Dear Deputy Mc Loughlin,

I refer to your **Parliamentary Question 50402/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport if he will investigate with CIÉ and Irish Rail the reason there is not enough rail carriages in operation on the Sligo to Dublin line at peak times; the reason customers that pay for tickets are being forced to stand from Dublin to Carrick-on-Shannon and beyond; and if he will make a statement on the matter.**

Since 2015 there has been a steady and significant increase in passenger numbers on both Intercity & Commuter services, as a result of this increase in passenger numbers Iarnród Éireann are utilising 100% of its operational carriage fleet at peak times. The Dublin/Sligo route has a variation of 3 market segments 1. Commuter service between Dublin & Maynooth 2. Outer Commuter as far as Longford 3. Intercity to Sligo.

At peak time there are 12 Services which operate between the City Centre and Maynooth, 2 services which operate from Dublin to Longford and there are 3 Intercity services to Sligo at 16:00, 17:10 & 19:00. The busiest of the Intercity services to Sligo is the 17:10 service which operates as a 7 Carriage Train & this is the maximum size permissible which can operate on the route, the surrounding Commuter & Outer Commuter services operating on the route provide alternatives to customers in order to avoid them utilising the Sligo Intercity service however some customers still to choose to utilise this service.

The level of service and capacity provided on the route is now at its maximum due to no further additional rollingstock available to increase capacity however Iarnród Éireann in conjunction with the National Transport Authority are currently evaluating fleet purchase options to increase capacity on services in the short to medium term.

Yours sincerely,



Jim Meade

**Chief Executive**

John Lahart TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

21st December 2018

Dear Deputy Lahart,

I refer to your **Parliamentary Question 52063/18 – 464 - 466** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which have been passed to me to respond directly.

**Dail Question No: 464**

**To ask the Minister for Transport; Tourism and Sport the number of women and men, respectively employed in his Department and the agencies under remit of his Department in tabular form; and if he will make a statement on the matter.**

**Dail Question No: 466**

**To ask the Minister for Transport; Tourism and Sport the ratio of males to females employed in his Department; the agencies under the remit of his Department in tabular form; and if he will make a statement on the matter.**

As at 30<sup>th</sup> November 2018 the number of males to females employed in Iarnród Éireann is 3424:387, a ratio of 8.8:1.

The railway industry has historically been a male dominated one, and the recruitment embargo of recent years has prevented further progress in increasing the number of women employed.

We are however now recruiting for a number of roles and have been proactively encouraging women to apply.

Yours sincerely,



Jim Meade

**Chief Executive**

John Lahart TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

20<sup>th</sup> December 2018

Dear Deputy Lahart,

I refer to your **Parliamentary Question 52063/18 - 466** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which have been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport the ratio of males to females employed in his Department; the agencies under the remit of his Department in tabular form; and if he will make a statement on the matter.**

As at 30<sup>th</sup> November 2018, the ratio of males to females employed in Iarnród Éireann is 3424:387.

Yours sincerely,



Jim Meade  
**Chief Executive**

Fiona O Loughlin TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

17<sup>th</sup> December 2018

Dear Deputy O Loughlin,

I refer to your **Parliamentary Question 51938/18** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

**To ask the Minister for Transport; Tourism and Sport if security services will be provided on all night trains from Dublin to County Kildare; if so, the station the security will remain on board until; and if he will make a statement on the matter.**

Regarding evening commuter services on the Kildare line, we currently have a roving security patrol that travel on evening services on a hop on hop off basis.

Over the festive period we are operating special late night train services and security officers will be travelling on board services every Friday and Saturday night.

Yours sincerely,



Jim Meade  
**Chief Executive**

**Freedom of Information Request:  
Schedule of Records for IE\_FOI\_216 - Summary for Decision Making**

Record No.	Date of Record Received	Date of Record Returned	From	PQ No	Brief Description	Status	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identified/Deletions
65	10.12.18	17.12.18	Fiona O' Loughlin	51938/18	To ask the Minister for Transport, Tourism and Sport if security services will be provided on all night trains from Dublin to County Kildare; if so, how often the security will remain on board; and if he will make a statement on the matter.	1		Grant		
64	10.12.18	21.12.18	John Lahart	52063/18 - 466	To ask the Minister for Transport, Tourism and Sport the ratio of males to females employed in his Department; the agencies under the remit of his Department in tabular form; and if he will make a statement on the matter.	1		Grant		
63	10.12.18	21.12.18	John Lahart	52063/18 - 464 - 464	To ask the Minister for Transport, Tourism and Sport the number of women and men, respectively employed in his Department and the agencies under remit of his Department in tabular form; and if he will make a statement on the matter.	1		Grant		
62	04.12.18	21.12.18	Tony McLoughlin	50402/18	To ask the Minister for Transport, Tourism and Sport if he will investigate with CE and Irish Rail the reason there is not enough rail carriages in operation on the Sligo to Dublin line at peak times; the reason customers that pay for tickets are being forced to stand from Dublin to Carrick-on-Shannon and beyond; and if he will make a statement on the matter.	1		Grant		
61	27.11.18	07.12.18	James Browne	48850/18	To ask the Minister for Transport, Tourism and Sport his plans for new properties at a location (Rosslare Europort) County Wexford; and if he will make a statement on the matter.	1		Part Grant	Schedule 1 Part 1 (p) - Partially Included agencies	larrnóid Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort
60	27.11.18	17.12.18	Catherine Murphy	49001/1888	To ask the Minister for Transport, Tourism and Sport the amount collected by Irish Rail from advertising revenue from advertisements onboard DART and commuter stock; the revenue from in station posters and/or billboard locations for the past three years to date in tabular form; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
59	27.11.18	27.11.18	Fiona O' Loughlin	49357/18	To ask the Minister for Transport, Tourism and Sport the position regarding the proposed upgrade of a train station (Athy) in County Kildare.	1		Grant		
58	22.11.18	17.12.18	Peter Burke	48723/18	To ask the Minister for Transport, Tourism and Sport further to Parliamentary Question No. 290 of 24 October 2018, the scheduled arrival time and the actual arrival time of all evening train services serving Mullingar in the past two months in tabular form and not the percentage of on-time trains that was provided by the company; if the delays experienced compare to those experienced during the same period in 2016 and 2017; the effect of recent timetable changes to the train schedules and arrival times; and if he will make a statement on the matter.	13		Grant		
57	22.11.18	21.12.18	Catherine Murphy	48723/18	To ask the Minister for Transport, Tourism and Sport the amount expended by Irish Rail on private bus transfers when commuter train services were not fully available; the amount expended when DART services were not available in the past five years to date; and if he will make a statement on the matter.	1		Grant		
56	20.11.18	22.11.18	Robert Troy	47905/18	To ask the Minister for Transport, Tourism and Sport his plans to address the challenge of marine erosion along the Rosslare rail line; and if the line will be upgraded.	1		Grant		
55	20.11.18	28.11.18	Fiona O' Loughlin	47979/18	To ask the Minister for Transport, Tourism and Sport if Irish Rail has a timeline for when it will agree and sign off on a bridge (Kilnagrain Bridge, County Kildare) with Kildare County Council.	1		Grant		
54	19.11.18	22.11.18	Sean Sherlock	47538/18	To ask the Minister for Transport, Tourism and Sport the position regarding the proposed upgrade of a train station (Athy) in County Kildare.	1		Grant		
53	06.11.18	06.12.18	Catherine Murphy	45753/18	To ask the Minister for Transport, Tourism and Sport the resources available to Irish Rail in the context of onboard and in station security; the number of staff available to Irish Rail for security and preventing anti-social behaviour on its services and stations; the number of contracted security staff working within the Irish Rail system; the number of anti-social behaviour incidents reported to Irish Rail and An Garda Síochána in 2017 and to date in 2018; and if he will make a statement on the matter.	1		Grant		
52	24.10.18	06.11.18	Peter Burke	44087/18	To ask the Minister for Transport, Tourism and Sport the scheduled arrival time and the actual arrival time of all evening train services serving Mullingar in the past two months in tabular form; if the delays experienced are considered normal for this time of year; the effect of recent timetable changes to the train schedules and arrival times; and if he will make a statement on the matter.	1		Grant		
51	23.10.18	24.10.18	Thomas Broughan	43547/18	To ask the Minister for Transport, Tourism and Sport if he will seek assurances from the CEO of Iarnród Éireann that additional security personnel will be deployed at a station (Howth Junction) in the run up to Halloween; and if he will make a statement on the matter.	2		Grant		
50	18.10.18	24.10.18	Robert Troy	43102/18 - 273	To ask the Minister for Transport, Tourism and Sport the status of his Department's tenders for new dual electric and diesel DART carriages; and the date by which this tender will be issued.			Grant		
	18.10.18	24.10.18	Robert Troy	43102/18 - 272	To ask the Minister for Transport, Tourism and Sport the number of DART carriages that are anticipated to be added to the DART fleet in each year to 2022.	1		Grant		
	18.10.18	24.10.18	Robert Troy	43102/18 - 271	To ask the Minister for Transport, Tourism and Sport the number of additional DART carriages that have been purchased in each year since 2000.	1		Grant		
49	18.10.18	01.11.18	Billy Kelleher	42840/18	To ask the Minister for Transport, Tourism and Sport if staffing levels in Irish Rail are reduced in the autumn; if so, the details by station in tabular form; the number of staff that have been let go; and if he will make a statement on the matter.	1		Grant		
48	18.10.18	15.11.18	Billy Kelleher	42839/18	To ask the Minister for Transport, Tourism and Sport the date when staff disability awareness training was last carried out at each train station in tabular form; and if he will make a statement on the matter.	2		Grant		
47	18.10.18	05.11.18	Billy Kelleher	42838/18	To ask the Minister for Transport, Tourism and Sport the number of complaints made against Irish Rail in relation to Cork routes or stations; the nature of these complaints for 2017 and the first six months of 2018; and if he will make a statement on the matter.	1		Grant		
46	18.10.18	28.11.18	Jim O' Callaghan	41849/18	To ask the Minister for Transport, Tourism and Sport the number of staff in his Department and bodies under his aegis appointed to principal officer arising from internal competitions since 7 July 2015, by year.	1		Grant		
45	09.10.18	24.10.18	Sean Sherlock	41148/18	To ask the Minister for Transport, Tourism and Sport the reason camping is allowed by a private company on the grounds of Kent train station, Cork.	1		Grant		
44	20.09.18	26.10.18	Willie Penrose	38211/18	To ask the Minister for Transport, Tourism and Sport the steps he will take to liaise with Iarnród Éireann with a view to progressing the reopening of the train station at Thomastown, Kilkenny; his plans to visit the location to establish the position and the importance of same particularly in the provision of public transport; and if he will make a statement on the matter.	1		Grant		
43	18.09.18	20.09.18	Thomas P. Broughan	37562/18	To ask the Minister for Transport, Tourism and Sport the estimated cost of upgrading signalling centres on the rail network; his plans to replace signalling centres in 2018 or 2019; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
42	24.07.18	15.08.18	Robert Troy	34562/18	To ask the Minister for Transport, Tourism and Sport the estimated cost of installing a dual rail line between Dublin and Mullingar; and the estimated cost of installing passing bays to enable an increase in trains to serve commuters and introduce an express service in mornings and evenings.	2		Grant		
41	12.07.18	12.07.18	Billy Kelleher	32290/18	To ask the Minister for Transport, Tourism and Sport the cost of implementing a living wage of €11.90 for all employees directly employed and or in agencies funded by his Department; and if he will make a statement on the matter.	1		Grant		
40	12.07.18	12.07.18	Eamon Ryan	32162/18	To ask the Minister for Transport, Tourism and Sport the estimated cost to ensure each train is equipped with dedicated bike-holding facilities.	1		Grant		
39	05.07.17	17.07.18	Michael Martin	29854/18	To ask the Minister for Transport, Tourism and Sport the training his Department and agencies under its aegis will receive on GDPR legislation; when it will be completed; and if he will make a statement on the matter.	1		Grant		
38	21.06.18	22.06.18	Michael McGrath	27227/18	To ask the Minister for Transport, Tourism and Sport the number of positions on the board in respect of the board of agencies and commercial state companies under his Department's aegis in tabular form; the quorum required for a board meeting; the number of ministerial appointee vacancies on the board to date; the length of time the ministerial appointee vacancy has been present for each vacancy; and if he will make a statement on the matter.	1		Grant		
37	19.06.18	16.08.18	Shane Cassells	26469/18	To ask the Minister for Transport, Tourism and Sport the number of public consultations held by his Department or by a State agency under the remit of his Department; the number of replies received per consultation; and the cost of each consultation in each of the years 2011 to 2017 and to date in 2018, in tabular form.	1		Grant		
36	12.06.18	04.07.18	Imelda Morster	25198/18	To ask the Minister for Transport, Tourism and Sport the number of bicycles Iarnród Éireann trains can carry per journey on each of its routes in tabular form.	2		Grant		
35	12.06.18	26.06.18	Mick Wallace	24635/18	To ask the Minister for Transport, Tourism and Sport his plans to invest in the Rosslare to Dublin rail line in order to improve line speed; and if he will make a statement on the matter.	1		Grant		
34	12.06.18	22.06.18	John Lahart	24334/18	To ask the Minister for Transport, Tourism and Sport the number of anti-social incidents that have been recorded on the DART line in each of the years 2015, 2017 and to date in 2018.	1		Grant		
33	29.05.18	26.06.18	Mick Wallace	21666/18	To ask the Minister for Transport, Tourism and Sport his views on the number of contracts his Department and State agencies under his aegis hold with a company (details supplied) in view of its recent announcement regarding the need to raise an emergency €700 million; if contingency plans are in place if the company were to collapse; and if he will make a statement on the matter. Details Supplied: Capita	1		Grant		
32	28.06.18	20.06.18	Peter Burke	23719/18	To ask the Minister for Transport, Tourism and Sport the confirmed arrival and departure times for commuter trains to and from Mullingar rail station, specifically the 37:05 and 39:05 from Connolly to Sligo over weekdays in the past two months; and if he will make a statement on the matter.	1		Grant		
31	23.05.18	25.05.18	Mattie McGrath	22738/18	To ask the Minister for Transport, Tourism and Sport if his attention has been drawn to the fact that in Limerick Junction railway station's waiting room there is a printed timetable for all services to Limerick, Cork and Dublin and no timetable for the two daily services which originate at the station for Tipperary town, Caher, Clonmel, Carrick on Suir and Waterford; and if he will make a statement on the matter.	1		Grant		
30	22.05.18	12.06.18	Robert Troy	22619/18	To ask the Minister for Transport, Tourism and Sport the status of the flood defences for the DART line.	1		Grant		
29	22.05.18	25.05.18	Pat Deering	22373/18	To ask the Minister for Transport, Tourism and Sport when the proposed footbridge will be completed at Carlow train station; and if he will make a statement on the matter.	1		Grant		
28	16.05.18	25.05.18	Fiona O' Loughlin	21589/18	To ask the Minister for Transport, Tourism and Sport if a parking infrastructure increase is planned for Portlarnagh train station to match the increase in services; and if he will make a statement on the matter.	1		Grant		
27	10.05.18	25.05.18	Jonathan O'Brien	20492/18	To ask the Minister for Transport, Tourism and Sport his Department's capital allocation in each of the years 2018 to 2022 disaggregated according to capital allocated to projects underway, projects contractually committed to and projects yet to be initiated.	2		Grant		
26	09.05.18	26.06.18	Mick Wallace	20319/18	To ask the Minister for Transport, Tourism and Sport the contracts awarded by his Department or an agency under his remit to a company (details supplied) since March 2011, by year in tabular form; the cost per contract; the basis for each contract; and if he will make a statement on the matter. Details Supplied: Capita	1		Part Grant	S36	Commercially sensitive information
25	25.04.18	26.04.18	John Brady	18283/18	To ask the Minister for Transport, Tourism and Sport the reason for the decision that has been made in relation to the unmanaging of County Wicklow train station; and if he will make a statement on the matter.	1		Grant		
24	24.04.18	25.05.18	James Browne	17600/18	To ask the Minister for Transport, Tourism and Sport his plans to create a park and share facility near Gorey, County Wexford or close to the border of counties Wexford and Wicklow; and if he will make a statement on the matter.	1		Grant		
23	17.04.18	04.05.18	Eamon O' Cúil	15798/18	To ask the Minister for Transport, Tourism and Sport the amount of funding received from the EU in each year since 2000 to date for the purposes of specifically assisting the provision of transport infrastructure such as rail, ports, roads and airports; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
22	20.03.18	28.03.18	David Cullinan	11883/18	To ask the Minister for Transport, Tourism and Sport the directions provided to the payment of staff in the public sector and civil service that fall under the direction of his Department for the days during Storm Emma when staff were directed to stay at home; if deductions in pay and annual leave were made to staff in the public sector or civil service as a result of days lost during the storm; and if he will make a statement on the matter.	1		Grant		
21	09.03.18	28.03.18	Eamon O' Cúil	11525/18	To ask the Minister for Transport, Tourism and Sport the number of times that a cost benefit analysis was carried out on behalf of his Department on the re-opening of the railway line from Athlone to Ennis in view of the fact that this facilitates services from Galway to Limerick and beyond; the results of the cost benefit analysis each time; if these are available publicly; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
20	08.03.18	16.03.18	Catherine Murphy	11515/18	To ask the Minister for Transport, Tourism and Sport the number of fines issued by the revenue protection unit at Irish Rail in the past three years; the number of fines that were appealed; the number of successful appeals; the way in which the money collected from fines is used by Irish Rail; and if he will make a statement on the matter.	2	(Follow Up Letter)	Grant		
19	08.03.18	06.03.18	Peter Burke Already responded to vo letter	11387/18	Details Supplied: Details: Until this week there was an excellent system, ParkHybet, whereby customers paid parking in advance at Irish Rail stations up to a week or more. Customers maintained an account and when necessary, the system would debit your bank account by €20 to keep your ParkHybet account in credit. Irish Rail have switched to a new provider, Apcoa and as a result ParkHybet and Irish Rail customers have to changeover and open Apcoa accounts. Constituents have been experiencing extensive issues with this, as Apcoa has not registered or mapped Irish Rail stations on its system including Edgeworthstown station, Co. Longford. There is no indication when this will happen and as a result customers the system is devoid of any functionality.	1		Grant		
18	06.03.18	12.03.18	Róisín Shortall	10780/18	To ask the Minister for Transport, Tourism and Sport the details of each instance of advertorial content commissioned by his Department and agencies under its remit in the past 12 months; the date this content was published; the purpose of this content; the cost of its publication; the publication or platform on which it was published; in tabular form; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
17	27.02.18	12.04.18	Niamh Smyth	9823/18	To ask the Minister for Transport, Tourism and Sport the reason for the low payment rate for a person (details supplied); and if he will make a statement on the matter. Patrick Shalvey Kilmalmain Ballynagh Co. Cavan PPS No 8502720E. The details as requested @ Name David Shalvey @ PPS No 8502720E @ Employment: Iarnród Éireann Apprenticeship - at present he is on difference sites. But will be starting college in Sept 2018 which then his weekly wages will be reduced further. @ Wages € 200.72 weekly @ Rent € 400.00 monthly registered with RTB (Outgoing) @ Plus overheads are also covered by himself ( Outgoing). Is struggling to make ends meet living in Dublin while he is enjoying his apprenticeship its impossible to keep up with the cost of living. There is also worried about September when his wages will be reduced.	1		Part Grant	S37	Personal information
16	21.02.18	12.03.18	James Lawless	8887/18	To ask the Minister for Transport, Tourism and Sport the number of complaints received on an annual basis by Irish Rail, Dublin Bus and Bus Éireann in each of the years 2013 to 2017, in tabular form; the nature of these complaints; and if he will make a statement on the matter.	2		Grant		

15	14.02.18	08.03.18	Bobby Aylward	PQ 7663 DN 256	To ask the Minister for Transport, Tourism and Sport his plans to maintain vital rail infrastructure for the south east region; if matters (details supplied) will be reviewed; if additional funding to secure the future of services in the south County Kilkenny area will be investigated in advance of budget 2019; and if he will make a statement on the matter. Details Supplied: the existing timetable; the need for an adequate online booking reservation service for passengers; the need for promotional offers for bank holidays or major national sporting events; the increasing need for additional Sunday and Bank Holiday services; the efficiency of manned crossing gates at stations such as Carrick-On-Suir	1		Grant		
14	13.02.18	19.04.18	Dara Callery	6756/18	To ask the Minister for Transport, Tourism and Sport the amount spent by his department on photography by photographer and/or agency; public relations or communications advice external to the media officers of his department; by agency; the use of public relations or communications advice by an agency fully funded by his department by agency and month, in tabular form since 1 January 2016; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
13	07.02.18	12.02.18	Brendan Howlin	6330/18	To ask the Minister for Transport, Tourism and Sport the additional budget for 2018 or other years, provided to his department and all agencies and bodies within his remit to plan or prepare for Brexit; the number of additional staff that have been recruited to work on this policy area in each body, agency and his department; the number of dedicated staff planning and working on Brexit matters in each; and if he will make a statement on the matter.	1		Grant		
12	07.02.18	12.02.18	Eamon Ó Cuív	6258/18	To ask the Minister for Transport, Tourism and Sport his plans to request that all major upgrade capital works on the heavy rail network will in future be put out to public tender and an opportunity provided to private companies to tender for the work; and if he will make a statement on the matter.	1		Grant		
11	07.02.18	20.02.18	Maurice Quinlivan	5550/18	To ask the Minister for Transport, Tourism and Sport the number of times the Limerick to Ennis train line was closed due to flooding in each of the years 2014 to 2017; and his plans to address the problem.	1		Part Grant	S36	Commercially sensitive information
10	06.02.18	16.03.18	Clare Daly	5842/18	To ask the Minister for Transport, Tourism and Sport the number of secondees from companies (Deloitte; Price Water House Coopers - PwC; Ernst & Young - EY; KPMG) that are working in his department.	1		Part Grant	S36	Commercially sensitive information
9	02.02.18	20.02.18	Nail Collins	5264/18	To ask the Minister for Transport, Tourism and Sport the number of persons enrolled in apprenticeships in his department and State agencies under his remit, by gender, in tabular form; and if he will list each such apprenticeship.	1		Grant		
8	23.01.18	24.01.18	Nail Collins	3154/18	To ask the Minister for Transport, Tourism and Sport the contracts his department or agencies under his remit has with a company (Carillion); the status of these contracts; the contingency plans that may now be required; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
7	23.01.18	20.02.18	Peter Burke	2794/18	To ask the Minister for Transport, Tourism and Sport the confirmed arrival and departure times for commuter trains to and from Mullingar rail station in the morning and evening over weekdays in the past three months; and if he will make a statement on the matter.	2		Grant		
6	18.01.18	12.02.18	Dara Callery	3523/18	To ask the Minister for Transport, Tourism and Sport the allocation from the exchequer and from other sources under the capital plan to the DART underground project; the amount that has been spent to date; the original timeframe for the completion of the project; the timeframe for the completion of the project; the estimated capital cost to finishing the project; and if he will make a statement on the matter.	1		Part Grant	S36	Commercially sensitive information
5	17.01.18	22.01.18	Catherine Murphy	1713/18	To ask the Minister for Transport, Tourism and Sport the number of new train engines and carriages purchased in the past five years; the amount of stock that provided new and or extended services; the number that replaced old stock; the anticipated delivery of new stock in 2018, 2019 and 2020; and if he will make a statement on the matter.	1		Grant		
4	16.01.18	19.02.18	Margaret Murphy O'Mahony	1865/18	To ask the Minister for Transport, Tourism and Sport the proportion of employees in his department or in organisations under his remit registered disabled.	1		Grant		
3	14.12.17	17.01.18	Lisa Chambers	PQ 53608 DN 622	To ask the Minister for Transport, Tourism and Sport his plans to remove the station manager from Castlebar train station.	2		Grant		
	14.12.17	17.01.18	Lisa Chambers	PQ 53608 DN 621	To ask the Minister for Transport, Tourism and Sport the staffing levels at Castlebar train station; his plans to reduce staff numbers; and the staff positions that will be made redundant.		Grant			
	14.12.17	17.01.18	Lisa Chambers	PQ 53608 DN 620	To ask the Minister for Transport, Tourism and Sport if Castlebar train station is to become an unmanned station; and if so, the date of same.		Grant			
2	14.12.17	22.01.18	Robert Troy	PQ 54093 DN 627	To ask the Minister for Transport, Tourism and Sport the estimated number of persons that avail of parking at park and ride facilities at all rail stations on a daily basis.	2		Grant		
1	07.12.17	05.03.18	James Lawless	PQ 52172 DN 223	To ask the Minister for Transport, Tourism and Sport if consideration has been given to reserving a particular set of parking spaces for holders of annual parking permits within each high demand commuter railway station as a means to ensure spaces for those persons that have invested in and paid up front for such a space; and if he will make a statement on the matter.	2		Part Grant	S37	Personal information
	07.12.17	05.03.18	James Lawless	PQ 52172 DN 222	To ask the Minister for Transport, Tourism and Sport if the purchase of an annual parking permit at the commuter railway stations includes an implicit guarantee of spaces being available; if not, if there is compensation or a redress mechanism in place if a person with such a ticket is unable to use it due to a lack of capacity; and if he will make a statement on the matter.		Grant			
	07.12.17	05.03.18	James Lawless	PQ 52172 DN 221	To ask the Minister for Transport, Tourism and Sport the number of parking spaces available; the number of annual parking permits being made available for sale for each station; the carpark occupancy rates at each station, for each of the train stations in north County Kildare (details supplied); in tabular form; and if he will make a statement on the matter. Details Supplied: in particular Sallins & Naas, Hazelhatch & Celbridge, Leixlip Louisa Bridge, Leixlip Corley, Maynooth and Killock, if the figures can be provided in tabularized form		Grant			