



24th December 2021

[Redacted]

[Redacted]

Re: FOI request IE_FOI_536

Dear [Redacted],

I refer to your request dated 28th November 2021 made under the Freedom of Information Act 2014, which was received by my office on that date, for records held by Iarnród Éireann.

Request:

The minutes of Irish Rail board meetings between June and November 2021

Response:

I, Mr. Dave McCabe, Decision Maker have now made a final decision to grant your request on 24th December 2021.

Please find response document and schedule of records attached.

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. 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 [Redacted] or by email at foi@irishrail.ie

Yours sincerely,

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Mr. Dave McCabe, FOI Decision Maker, Company Secretary, Iarnród Éireann

Freedom of Information Request:
Schedule of Records for **IE_FOI_536** : Summary for Decision Making

Record No.	Date of Record	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
1	19.10 2021	IÉ Minutes 20210628	11	Part Grant		
		Page 4 - 5072.4 / 5072.10			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 6 - 5074.1 - 5074.7			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 7 - 5074.10 - 5074.13			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 7 - 5075.2			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 8 - 5075.3 - 5076.9			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 9 - 5076.10			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 10 - Appendix 1			Section 37 - Personal Information	Personal Information relating to others
		Page 11 - Appendix 2			Section 37 - Personal Information	Personal Information relating to others
2	31.08 2021	IÉ Minutes 20210831	11			
		Page 2 - 5085.1			Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 3 - 5085.6 - 5085.8			Schedule 1 Part 1 (p) - Partially Included agencies	larnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort
		Page 3 - 5085.9 - 5086.11			Section 29 - Deliberations of Public Bodies	Information relating to the deliberative process so that an ongoing activity of formulating, considering, weighing up, advising and deciding on issues is not interfered with.

		Page 3 - 5086.12		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 4 - 5087.5 - 5087.6		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 5 - 5088.2		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 5 - 5088.9			CIÉ does not fall within the FOI legislation
		Page 6 - 5089.1 - 5090.2		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 7 - 5090.2 - 5090.12		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 8 - 5091.2			
		Page 9 Appendix 1		Section 37 - Personal Information	Personal Information relating to others
		Page 10 - Appendix 2		Section 37 - Personal Information	Personal Information relating to others
		Page 11 - Appendix 3		Section 37 - Personal Information	Personal Information relating to others
3	19.10 2021	IE Minutes 20210119	12		
		Page 3 - 5099.7		Schedule 1 Part 1 (p) - Partially Included agencies	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort
		Page 4 - 5100.4		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 5 - 5105.6		Schedule 1 Part 1 (p) - Partially Included agencies	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort
		Page 5 - 5105.7 - 5105.8			CIÉ does not fall within the FOI legislation
		Page 6 - 5102.1 - 5102.5		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations
		Page 7 - 5102.5 5103.7		Section 36(1)(c) - Commercially Sensitive Information	Commercially sensitive information which could prejudice the conduct of negotiations

		Page 8 - 5103.8 - 5103.13 Page 10 - Appendix 1 Page 11 - Appendix 2 Page 12 - Appendix 3			Section 36(1)(c) - Commercially Sensitive Information Section 37 - Personal Information Section 37 - Personal Information Section 37 - Personal Information	Commercially sensitive information which could prejudice the conduct of negotiations Personal Information relating to others Personal Information relating to others Personal Information relating to others
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Signed:
Sue Stanley
Freedom of Information / Data Protection Office

STRICTLY PRIVATE AND CONFIDENTIAL

**IN ACCORDANCE WITH THE TERMS OF SECTION 22 OF THE TRANSPORT
(RE-ORGANISATION OF CÓRAS IOMPAIR ÉIREANN) ACT, 1986**

**IARNRÓD ÉIREANN - IRISH RAIL
(the “COMPANY”)**

**MINUTES OF THE THREE HUNDRED AND FIFTY-FIRST
BOARD MEETING HELD ON TUESDAY 28th JUNE 2021
AT 9.30AM VIA MICROSOFT TEAMS
(the “MEETING”)**

PRESENT:	Mr. Frank Allen	Chair
	Ms. Suzy Byrne	Director
	Ms. Carolyn Griffiths	Director
	Ms. Denise Guinan	Director
	Ms. Valerie Little	Director
	Mr. Mal McGreevy	Director
	Mr. Peter Mulholland	Director
	Ms. Sarah Roarty	Director
	Mr. Tommy Wynne	Director
	(collectively referred to as the “board and/or “Directors”)	
	Mr Dave McCabe	Company Secretary
IN ATTENDANCE:	Mr. Aidan Cronin	Chief Finance Officer
	Mr. Gerry Culligan	Commercial Director
	Mr. Don Cunningham	Outgoing Director Infrastructure Management
	Mr. Éamonn Ballance	Incoming Director Infrastructure Management
	Mr. Billy Gilpin	Director Railway Undertaking
	Ms. Qian Li	Acting Chief Procurement Officer*
	Mr. Jim Meade	Chief Executive
	Mr. Peter Muldoon	Director Capital Investments
	Mr. Lorcan O’Connor	Chief Executive, CIÉ
	Ms. Sharon Daly	Health & Wellbeing Programme Manager*
	Mr. Barry Kenny	Corporate Communications Manager*

**for part of the Meeting*

MIN NO.

5066 CONSTITUTION OF THE MEETING

- 5066.1** It was noted that notice of the Meeting had been given to all Directors, that a quorum was present and that the Meeting was validly constituted in accordance with the Company's Constitution and that Mr Allen would act as Chair.
- 5066.2** It was further noted that due to the pandemic, the Meeting was to take place virtually via Microsoft Teams. Each participant of the Meeting confirmed that they could hear each other.

5067 DIRECTORS’ INTERESTS

- 5067.1** It was noted that no Director had any conflicts of interest to declare as pursuant to Section 231, 261, 262 and 263 of the Companies Act, 2014.

5068 MINUTES

- 5057.1 The Chair presented to the Meeting for consideration and, if thought fit, approval of the minutes of the board meeting of the Company held on 18th May 2021 which had been circulated in advance of the Meeting (the “**Previous Minutes**”). **IT WAS RESOLVED** that the Previous Minutes be and are hereby approved and that the signing of same by the Chair of the meeting be and is hereby approved.

5069 ACTION POINTS OF PREVIOUS BOARD MEETINGS

- 5069.1 The board reviewed the updated schedule of action points which had been circulated by the Company Secretary in advance of the Meeting. The board noted that the majority of the action points were closed or would be discussed during the Meeting.

5070 CHAIR’S COMMENTS

- 5070.1 The Chair advised that a Western rail corridor appraisal report drafted by Dr John Bradley had been circulated and noted that this report had provided significantly different financial estimations than the previously issued EY report. The Chair noted that the Programme for Government commitment that led to the EY Report said that the review should be independent and the people who commissioned the Bradley report had not spoken to Iarnrod Éireann when preparing their alternative analysis. He suggested the Company should take a more active role to ensure that such reports are being prepared to a high quality. The Chair further advised that one reason why the Bradley analysis was more favourable was that it had proposed a substantially lower capital cost estimate to implement the project. The Company would need to review this estimate to see if the basis for the lower estimate had substance.

- 5070.2 Ms Roarty noted that these reports, and the public reaction, highlighted a broader issue, that people were more engaged with the evaluations of railway lines and it was imperative that the Company was clear on the evaluation process for the reopening or construction of new railway lines. Mr McGreevy noted that the Company should identify potential housing and commercial developments, and the probability of their finalisation, and factor these into the evaluation process. Mr Meade added that the Company needed have clear and precise terms of reference for the upcoming all-island rail review.

Ms Daly joined the Meeting

5071 STRATEGY

Health & Wellbeing

- 5071.1 Ms Daly reported that the World Health Organisation had identified that workplaces directly influence the physical, mental, economic and social wellbeing of workers and in turn, the health of their families, communities and society. Ms Daly advised that it was important that health and wellbeing (“**HWB**”) was integrated into the organisation and that internal and external partners were utilised for this integration. Ms Daly noted that HWB needed to be staff focused and advised that every single person had a story to tell, and the organisation needed to be guided by staff and their stories.
- 5071.2 Ms Daly noted that HWB needed to align with the Company’s values and link in with performance reviews. She further noted the Company needed to benchmark against HWB best practice. Ms Daly advised that HWB initiatives and content were communicated via the Company’s internal communication channels such as e-mail, staff meetings, CME TV, Work Vivo and posters at Depots. Ms Daly explained that a virtual HWB programme had run from March to June 2021 and a survey had shown that staff had increased physical activity, had improved sleep and had ate healthier. Ms Daly noted that the survey had also noted that many staff have caring responsibilities such as tending to elderly parents. Ms Daly advised that staff input into HWB was very important to such programmes.

5071.3 In response to a query from the Chair, Ms Daly advised that prior to joining the Company, she had begun her career in marketing and then moved into health promotion. Ms Daly advised that she had developed skills in behavioural change and development at the NTA. Ms Griffiths queried if the Company had compared its programme to that of its peers. Ms Daly replied that it was difficult to compare the rail industry to other industries but advised that the Company had joined a working group that aimed to share best practice and experience throughout the industry.

5071.4 Ms Roarty queried if the Company's HWB included staff stress management. Ms Daly advised that 2020 had seen a increase worldwide in stress levels, especially seeing a difficulty in people being able to switch off from work and noted that the rail industry can see increased stress due to the safety critical nature of the work. Ms Daly explained that it was imperative to understand the issues and the cause of stress to staff in order to ensure that staff stress was managed effectively. Mr Wynne noted that it was important to get the HWB message across to the Company's frontline staff and it was important to identify HWB champions on the frontline. Ms Daly agreed and noted that champions provided a personal side to promoting HWB and noted that the Company was developing a Company HWB working group which sought to have trade union participation. Ms Byrne queried the response rate to the HWB survey. Ms Daly responded that there had been a high participation in the HWB surveys. Ms Byrne added that it was important to support staff that have caring responsibilities and review flexibility and support that the Company can provide staff.

Ms Daly left the Meeting

Mr Kenny entered the Meeting

Communications Presentation

5071.5 Mr Kenny reported that the Company's communication department managed the Company's reputation and had a proactive engagement with media and stakeholders, in addition to providing support to other departments to raise awareness of the Company's strategy. He noted that the Company provided reactive responses to queries to address positive and negative issues raised.

5071.6 Mr Kenny advised that much of the Company's social media video content was produced internally and that Work Vivo and social media was central to the Company's external and internal communications strategy and the Company had real-time customer support with its in-house social media team.

5071.7 Mr Kenny reported that the Corporate Communications team ensured that the Company adhered to its obligations under data protection, freedom of information and Official Languages legislation. Mr Kenny advised that under the company's Corporate Social Responsibility activities, the Company had been working with several school and arts organisations, in addition to organisations such as the Dublin Bay Biosphere.

5071.8 Mr Kenny advised that the Company had seen a boost in its public reputation with its response to COVID-19, as measured by RepTrak, a benchmark study for corporate reputation. Mr Kenny explained that the Company had placed a focus on communicating its responses to anti-social behaviour. Ms Griffiths noted that 2011, in RepTrak statistics, had seen an increase in the Company's public reputation and queried why this had occurred. Mr Kenny replied that this was due to the Company's response to the 'Big Snow' and advised that this was the first time in which the Company had significantly utilised social media for communication.

Mr Kenny left the Meeting

5072 CHIEF EXECUTIVE'S REPORT

5072.1 Mr Meade presented the Chief Executive's report ("**CEO Report**") and KPI Dashboard for the Company's reporting period seven ("**P7 and/or Period**") that had been included in the board pack.

5072.2 Mr Meade reported that there had been six level crossing incidents during the Period which had been caused by negligent driving. Mr Meade advised that there had been increased trespass incidents which it was thought had been due to lockdown restrictions being in place.

- 5072.3 Mr Meade noted that the Company was advised by Dublin Port in early June that rail operations into the Port would cease with immediate effect with Dublin Port claiming that they no longer had the space at Ocean Pier for trains due to the increased volumes resulting from Brexit, additional ships into the area, health and safety concerns and the amount of land that had to be given to the OPW for border controls at the Port. Mr Meade advised that this cessation notice had been totally out of the blue and, together with IWT, the Company had expressed disappointment at how this situation has been handled and communicated. Mr Meade further advised that the Company had raised concerns with the highest levels of the Government and had noted that the strategy being adopted by Dublin Port was contrary to Government policy regarding transport sustainability and the increasing of rail freight services to ports. The Chair noted that it was key to resolve this issue with Dublin Port, as it would harm the Company's efforts to grow its freight services and advised that the Company should ensure that this issue was highlighted publicly.

Financial Report

- 5072.4 Mr Cronin reported that the overall result for the Period was a net surplus of [REDACTED] million and was [REDACTED] million favourable to forecast. He noted that the variance was comprised of higher operating revenue [REDACTED] million, lower net Infrastructure MAC activities of [REDACTED] and lower operating costs [REDACTED] offset by lower PSO funding ([REDACTED]), lower net other funding ([REDACTED]) and higher exceptional items ([REDACTED]). He advised that total Passenger revenue of [REDACTED] was [REDACTED] favourable to forecast in the Period, which was a 200% increase on the same period in 2020. The board requested that 2019 figures be added to contract against the current figures on the forecast table. **Action Point - CFO**

Train Operations ("TO") Report

- 5072.5 The board noted the contents of the TO Report included in the board pack. Mr Gilpin advised that the data breach which had occurred with regards to the anti-social behaviour incident at Howth Junction had been reported to the Data Protection Commissioner.

Commercial Report

- 5072.6 The board noted the contents of the Commercial Report included in the board pack.

Infrastructure Manager Report (the "IM Report")

- 5072.9 The Chair noted that it was last meeting in which Mr Cunningham, the outgoing DIM, would be in attendance and behalf of the board wished to acknowledge Mr Cunningham's tremendous contribution to the Company. Mr Wynne noted that Mr Cunningham had an excellent reputation in the Company. Ms Griffiths added that Mr Cunningham was very responsive to queries from the board.
- 5072.10 Mr Ballance reported that it was announced on the 28th May 2021 that an additional [REDACTED] million would be made available to the IM for 2021 and advised that it was intended that the money would be principally used for the completion of the full Cork Line Relaying Project (CLRP) programme for 2021.
- 5072.11 Ms Byrne noted that there had been a lift entrapment during the Period and queried additional details as to the response to this incident. **Action Point**
- 5072.12 The board noted the advisory paper regarding a rail-road vehicle ("RRV") which had occurred on 19th May 2021. Mr Meade advised that the contractor involved in the incident was suspended from all sites pending investigation which demonstrated to all the Company, and its contractors, that the seriousness in which safety incidents were treated by the Company. Mr Meade added that the advisory paper was a preliminary report and noted that a full investigation was underway. That investigation would review the role of Company staff in the incident, as well as the breach of procedure by contractors.

Capital Investments Report

- 5072.13 The board noted the contents of the Capital Investments Report included in the board pack. The Chair noted that capital projects worldwide had seen increased costs and noted that any cost escalations must be accounted for and informed to the board and the Company's funders in a timely manner.

5073 ADVISORY/POLICY PAPERS

Train Protection System ("TPS") - on status of Test Stage 0

- 5073.1 The board noted the contents of the advisory paper. Mr Muldoon noted that in April 2021, Alstom had told the Company of its intention to move away from their Type B solution, that would render this solution obsolete within ten years. This is the TPS system that the Company had contracted with Alstom to provide in December 2011. He advised that Alstom had proposed to provide the Company with an updated Type F solution for the TPS onboard equipment. Mr Muldoon advised that the Type F onboard equipment was similar to the Type B onboard equipment but was more expensive and would have to be developed.

Train Protection System – Alternative Assessment Study conclusions

- 5073.2 Mr Muldoon provided the board with a summary of the results of the alternative TPS assessment study which had appraised the on the cost and programme implications should the Company decide to pursue the recommended alternative, the European Train Control System (ETCS) Level 1. The board requested that a board Capital Investment Advisory Group meeting be scheduled in the coming weeks to provide detailed presentations on the TPS options available to the Company in advance of the next board meeting. **Action Point – Secretary**

Cork Area Commuter Rail ("CACR") - EU Resilience and Recovery Funding

- 5073.3 The board noted the contents of the CACR funding advisory paper. The Chair noted the importance of meeting each target and milestone within the timeframes detailed in the advisory paper.

Advisory Note: East Coast Railway Infrastructure Protection Projects ("ECRIPP")

- 5073.4 The board noted that contents of the ECRIPP paper and noted that the project had been renamed from the Coastal Infrastructure Protection Programme

ECRIPP Approval Paper

- 5073.5 It was noted that the approval of the board was sought to approve the submission of the ECRIPP Strategic Assessment Report ("SAR"), a copy of which had been appended to the board pack, to the Department of Transport ("DoT"). **IT WAS RESOLVED** that the SAR be submitted to the DoT in the form presented to the Meeting.

Forecast 2021 5 Year Plan 2022 – 2026 (the "5-year Plan")

- 5073.6 The board noted that a detailed presentation on the 5-year Plan had been provided to the board at the last board meeting and had been subsequently been reviewed by the DoT and NTA in advance of the Meeting. **IT WAS RESOLVED** that the 5-year Plan be approved in the form presented to the Meeting.

VAT refund project, Cork Re-signalling (the "VAT Note")

- 5073.7 The board **HEREBY NOTED** the VAT Note.

Millvale Solar Farm, Rathnew, Co. Wicklow ("Solar Farm")

- 5073.8 The board **HEREBY NOTED** that approval was to be sought at the CIÉ Board meeting to grant a license for the Solar Farm to Millvale Ltd and for the novation of a licence to ESB Networks, once

the works had been commissioned. Ms Griffiths queried if any electromagnetic compatibility problems had arisen with regards to this project, or any projects of a similar nature. The DIM undertook to review this query and provide an advisory note at the next board meeting. **Action Point - DIM**

5074 CAPITAL EXPENDITURE

Capital Expenditure Proposals

- 5074.1** The board noted that the approval was sought for the expenditure of [REDACTED] for the renovation and refurbishment of a disused and protected structure at Portarlington Station, Co Laois which would be used for the Infrastructure Maintenance staff offices and facilities. (**“Portarlington Station Proposal”**) It noted that it would be funded by the Infrastructure Manager Multi-Annual Contract (**“MAC”**). **IT WAS RESOLVED** that the Portarlington Station Proposal be and is hereby approved.
- 5074.2** The board noted that the approval was sought for the expenditure of [REDACTED], inclusive of VAT, of which [REDACTED] was ineligible for NTA funding, for the development of a Strategic Assessment Report (SAR) for the Customer Information Systems (**“CIS”**) programme and to update the CIS strategy report following the NTA’s formal review, and lastly, to prepare and issue tender documents for preliminary design of Station CIS Services and the new Customer Communications Centre (Phases 1, 2 and 3 of the Project Management Procedures). It was noted that this work was part of the overall CIS programme and would increase total Board approved expenditure for the CIS programme to €2.39 million. (**“CIS Proposal”**) It noted that it was funded by the NTA. **IT WAS RESOLVED** that the CIS Proposal be and is hereby approved.
- 5074.3** The board noted that the approval was sought for the expenditure of [REDACTED] million to complete the Construction and Close Out phases (Phases 6 & 7 of the Project Management Procedures) of the redevelopment of the Vaults premises in Connolly station. It was noted that the proposed redevelopment would facilitate the relocation of the CIÉ Occupational Health Unit from their existing premises on Marlborough Street to Connolly Station (the **“Connolly Vaults Proposal”**). It was further noted that this sum would increase the overall approved project budget to €5.35 million and would be funded by CIÉ Own Resources. **IT WAS RESOLVED** that the Connolly Vaults Proposal be and is hereby approved.
- 5074.4** The board noted that the approval was sought for the expenditure of [REDACTED] to complete Phase 1 - Project Scope and Approvals and Phase 2 Project Concept, Feasibility & Option Selection - for the Heuston Station Masterplan Enabling Works project. It was noted that this sum would increase the total expenditure approved to date to €1 million. (**“Heuston Station Masterplan Proposal”**) It noted that it was funded by the Company’s own resources. **IT WAS RESOLVED** that the Heuston Station Masterplan be and is hereby approved.
- 5074.5** The board noted that the approval was sought for the expenditure of €1 million (of which [REDACTED] was ineligible for NTA funding) for the Construction and Close Out phases (Phases 6 & 7 of the Project Management Procedures) for Ballybrophy Car Park. The scope of the project comprises the reconfiguration and upgrade of the existing car park to meet current standards and provision of additional car parking spaces to address capacity issues. (**“Ballybrophy Proposal”**) It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Ballybrophy Proposal be and is hereby approved.
- 5074.6** The board noted that the approval was sought for the expenditure of [REDACTED] (of which [REDACTED] was ineligible for NTA funding) to complete the preliminary design, statutory processes, detailed design and tender process (Phases 3 to 5 of the Project Management Procedures) for the redesign of Kishoge Station to meet current stakeholder and statutory requirements (the **“Kishoge Proposal”**). It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Kishoge Proposal be and is hereby approved.
- 5074.7** The board noted that the approval was sought for the expenditure €2.4 million (of which [REDACTED] was ineligible for NTA funding) to complete the Construction and Close Out phases (Phase 6 & 7 of the Project Management Procedures) for a full station accessibility upgrade of Ennis Station, including substantial platform remodelling. It was noted that this sum would bring the total board approved expenditure for the project to €2.64 million. (**“Ennis Station Proposal”**) It noted that it

was funded by the NTA. **IT WAS RESOLVED** that the Ennis Station Proposal be and is hereby approved.

- 5074.8** The board noted that the approval was sought for the expenditure of [REDACTED] million (of which €200,000 is ineligible for NTA funding) to complete the Construction and Closeout stages for 'Package A1' full accessibility upgrade works, including footbridges with lifts, at Dalkey station and Gormanston station (Phases 6 & 7 of the Project Management Procedures). This sum will bring the total board approved expenditure for the project to [REDACTED] million. ("**Dalkey and Gormanston Stations Proposal**") It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Dalkey and Gormanston Stations Proposal be and is hereby approved.
- 5074.9** The board noted that the approval was sought for the following in relation to the Accessibility Programme 2018 which was closed out at the March 2020 Board meeting: (i) Increase the budget from [REDACTED]; and (ii) Amend the closeout paper to note the [REDACTED] overspend. (the "**Accessibility Programme 2018 Proposals**") It was noted that the additional expenditure would be funded by NTA in 2021. **IT WAS RESOLVED** that the Accessibility Programme 2018 Proposals be and is hereby approved.
- 5074.10** The board noted that the approval was sought for the expenditure of [REDACTED] for the Feasibility and Preliminary Design phase of the Fleet Replacement project to support the delivery of the Rail Freight Strategy (Phases 2 to 3 of the Project Management Procedures). ("**Freight Proposal**") It noted that it was funded by the Company's own resources. **IT WAS RESOLVED** that the Freight Proposal be and is hereby approved.
- 5074.10** The board noted that the approval was sought for the expenditure [REDACTED] (including VAT) to undertake the feasibility study and development work (part of Phases 1-3) for the replacement of the Enterprise fleet in support of the proposed Special EU Programmes Body (SEUPB) Peace Plus funding application. It was noted that an outline funding application had been submitted to the Special EU Programmes Body (SEUPB) who have published the proposal for public consultation. A detailed application for funding will be submitted in Q4 2021. This study is required to inform that application and would be funded by the Company ([REDACTED]) and Translink ([REDACTED]). In response to a query, Mr Meade advised that it was intended for the line to improve the line speed and modernise the fleet. **IT WAS RESOLVED** that the proposal be and is hereby approved.
- 5074.11** The board noted that the approval was sought for the expenditure of [REDACTED] (including non-recoverable VAT) for the construction and close out phases (Phases 6 & 7 of the Project Management Procedures) for the replacement of the CNC Boring machine in the Inchicore Wheel Shop. ("**Wheel Boring Machine Proposal**") It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Wheel Boring Machine Proposal be and is hereby approved.
- 5074.12** The board noted that the approval was sought for the expenditure of [REDACTED] (including non-recoverable VAT) for the construction and close out phases (Phases 6 & 7 of the Project Management Procedures) for the replacement of three main overhead cranes in the Inchicore Works Bogie shop. ("**Bogie Shop Crane Proposal**") It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Bogie Shop Crane Proposal be and is hereby approved.
- 5074.13** The board noted that the approval was sought for the expenditure of [REDACTED] (including non-recoverable VAT) for the construction and close out phases (Phases 6 & 7 of the Project Management Procedures) for the application of vinyl wrapping livery on 12 complete trains on the Class 29000 Commuter DMU Fleet. ("**DMU Fleet Proposal**") It noted that it was funded by the NTA. **IT WAS RESOLVED** that the DMU Fleet Proposal be and is hereby approved.

Ms Li entered the Meeting

5075 PROCUREMENT

- 5075.1** Ms Li presented the Procurement Report and KPI dashboards included in the Board pack circulated in advance of the Meeting.

Procurement Proposals

- 5075.2** Ms Li noted that it was proposed that the board grant delegated authority to the CEO to approve the award of a contract for the construction of footbridges with lifts and associated works at Dalkey station and Gormanston station (Phases 6 & 7). The estimated contract value was anticipated to be [REDACTED] excluding VAT, subject to the conclusion of the tender evaluation process and agreement

of contractual terms. (the “**Footbridges Proposal**”). **IT WAS RESOLVED** that the Footbridges Proposal be and is hereby approved in the form presented to the Meeting.

5075.3 Ms Li presented the procurement proposal for sought to award a contract to Stewart Construction for the Construction of the new Medical Centre in the Connolly Vaults at an estimated cost of [REDACTED] million (excl. VAT). (the “**Medical Centre Proposal**”). **IT WAS RESOLVED** that the Medical Centre Proposal be and is hereby approved in the form presented to the Meeting.

5076.4 Ms Li presented the procurement proposal for proceed with the buyout charge to National Oil Reserves Agency for a total cost of [REDACTED] (the “**Biocert Proposal**”). **IT WAS RESOLVED** that the Biocert Proposal be and is hereby approved.

5076.5 Ms Li presented the procurement proposal for the selection and award criteria, set out in sections 3 and 4 below, for the establishment of a Qualification system for Civil Engineering Works for contract values from [REDACTED] million. She noted that the Qualification System would operate for a period of four years with an option to extend for a further year. The estimated value of works to be awarded under the Qualification System over the five year period is [REDACTED] million. (the “**Qualification System Proposal**”). **IT WAS RESOLVED** that the Qualification System Proposal be and is hereby approved.

5076.6 Ms Li presented the procurement proposal paper for the selection and award criteria, set out in sections 3 and 4 below, in order to facilitate the running of a tender process to award a contract for the mid-life refurbishments of the following five On Track Machines (OTM): (i) Tampers 742,743,744 and 751 (ii) Ballast Cleaner 781 The estimated value of this contract is [REDACTED] ex. VAT. The proposed duration of the contract is four years. The funding source for this contract will be the IMMAC. (the “**OTM Proposal**”). **IT WAS RESOLVED** that the Friction Products Proposal be and is hereby approved.

5076.7 Ms Li presented the procurement proposal paper for the award criteria as set out in section 3 to establish a single supplier framework agreement for the supply and support of a technical solution to increase the capabilities of the existing telecommunications network. The term of the agreement is eight years. The estimate value over the term of the framework agreement is [REDACTED] (excl. VAT). The primary funding source for this contract will be the National Train Control Centre (NTCC) Project and SET Multi-Annual Contract. (the “**HCI Proposal**”). **IT WAS RESOLVED** that the HCI V Proposal be and is hereby approved.

5076.8 Ms Li presented the procurement proposal paper for award criteria set out in section 3 below for the Supply of Pressure Vessels to Iarnród Éireann. The proposed duration of the contract is estimated to be 3 years with an estimated value of this contract is approximately [REDACTED] million (ex. VAT.) The funding source for this contract will be the respective CME Heavy Maintenance budget (the “**Pressure Vessels Proposal**”). **IT WAS RESOLVED** that the Pressure Vessels Proposal be and is hereby approved.

5076.9 Ms Li presented the procurement proposal paper for award criteria, set out in section 3 below, in order to facilitate the running of a tender process for the provision of Coupler Overhauls for multiple fleets. The proposed contract duration will be for an initial period of 5 years with an option to extend the term by up to a further 3 years giving a maximum contract duration of 8 years to coincide with the IÉ fleet overhaul schedule. The anticipated contract value will be in the order of €500k per annum giving an anticipated total contract value of [REDACTED] excl. VAT). The funding source for this contract will be the CME Heavy Maintenance budget. (the “**Coupler Overhauls Proposal**”). **IT WAS RESOLVED** that the Coupler Overhauls Proposal be and is hereby approved.

5076.10 Ms Li presented the procurement proposal paper for award criteria, set out in below, for procurement of consultancy services to undertake the services listed below, for the Glounthaune to Midleton twin track element of the Cork Area Commuter Rail programme:

- a. Prepare the preliminary design
- b. Undertake the environmental impact assessment
- c. Manage the Planning process
- d. Tender preparation and participate in tender evaluation
- e. Option to be included for design support and supervision during the construction stage

It was noted that activities a – d would be delivered in the first phase of the contract and will operate for a period of approximately 1 year. The contract would contain an option for an additional 3 years to cover the design support and Construction Supervision if exercised. The estimated spend under this contract for the potential full term is approximately ■ million including VAT. The funding source for this contract will be the National Transport Authority under the EU Recovery and Resilience and Facility, for which an Advisory Paper has also been issued to this Board. (the “**Glounthaune- Midleton Twin Tracking Proposal**”). **IT WAS RESOLVED** that the Glounthaune- Midleton Twin Tracking Proposal be and is hereby approved.

Procurement Schedule for 2021

- 5076.11** The Board noted the updated Procurement Schedule for 2021 which had been circulated in advance of the Meeting.

Ms Li left the Meeting

Mr Glynn entered the Meeting

5077 RISK REPORT

- 5077.1** Mr Glynn presented the quarterly risk report to the board. The board **HEREBY NOTED** the Risk Report. The Chair requested that the risk of project cost escalations be reviewed, and an advisory note be provided to the board at its next meeting. **Action Point CRO**

Mr Glynn left the Meeting

5078 ADMINISTRATIVE ITEMS

Transactions for Approval, Sealing and Signing

- 5078.1** Mr McCabe presented the transactions that were required to be approved, executed and sealed (details of such had been appended to the Meeting minutes at appendix I and appendix II together being the “**Transactions**”) to the Meeting. **IT WAS RESOLVED** that the Transactions be and are hereby approved and that the Transactions be executed and sealed as soon as was practicable.

5079 APPENDICES FOR NOTING

- 5079.1** The board **HEREBY NOTED** the 2021 Forward Agenda and the SRA as appended to the board pack.

- 5079.2** The Chair noted that his letter of appointment dated 21st June 2021 and CIÉ Shareholder Expectation Letter dated 19th May 2021 (the “**Shareholder Letter**”) had been included in the board pack. The Chair advised that Shareholder Letter provided an overview of the Minister’s expectations and Financial Performance Measures Matrix for the CIÉ Group. The CFO advised that the Company had reviewed the role of New Era and noted that the metrics were not applicable to the Company.

5080 ANY OTHER BUSINESS

- 5080.1** It was noted that the next board meeting is scheduled to be held on Tuesday, 31st August 2021 at 9:30am in Connolly Station and via Microsoft Teams.

- 5080.2** There being no further business, the Chair called the Meeting to a close.

Chair _____

Date _____

TRANSACTION FOR APPROVAL AND SIGNING

Approval for signing and sealing

1. Supplemental Vending Machine Licence, 5 copies, with Coca Cola HBC Ireland Ltd., for an extension to the existing contract by a further 12 months from 1st October, 2020 until 30th September 2021 for a licence fee of [REDACTED] per quarter or [REDACTED] of Gross Turnover per quarter whichever is greater.
2. Bridge Agreement in duplicate with Tipperary County Council to permit them to demolish an existing overbridge OBN77 at 41 miles 1,315 yards on the Ballybrophy to Killonan Junction Railway Line and to construct a new bridge and other works for a consideration of [REDACTED].
3. Collateral Warranty in triplicate with CWGS Investments Ltd., Knapton Engineering Services Ltd., and CIÉ in relation to an underground car park premises at the Waterways, Sallins, Naas, Co. Kildare.
4. Collateral Warranty in triplicate with Elevate Engineering Ltd., McKelan Construction Ltd., and CIÉ in relation to an underground car park premises at the Waterways, Sallins Naas, Co. Kildare.
5. Collateral Warranty in triplicate with Ian Kelly General Maintenance Services Ltd., McKelan Construction Ltd., and CIÉ in relation to an underground car park premises at Waterways, Sallins, Naas, Co. Kildare.
6. Collateral Warranty in triplicate with CWGS Investments Ltd., Patrick Ryan trading as Eastern Region Consultancy Services and CIÉ in relation to an underground car park premises at Waterways, Sallins, Naas, Co. Kildare.
7. Licence in duplicate and Deed of Renunciation in duplicate with St. Laurence O'Toole Diocesan Trust (Licensor) and [REDACTED] for a compound and access via Raheny Church Car Park to facilitate construction works on the railway line. The licence period is for 12 months from 1st January, 2021 at a licence fee of [REDACTED]

Company Secretary
Iarnród Éireann
29th June 2021.

APPENDIX II

TRANSACTIONS FOR APPROVAL AND SEALING

Signing only

1. Licence in duplicate with John Sisk & Son (Holdings) Ltd. and Seagullpoint Ltd., for access to 0.25 hectares of land at Ceannt Railway Station, Galway, for a licence period of 8 months and 13 days, from 19th September, 2020 until 31st May, 2021, for a licence fee of [REDACTED]
2. Licence in duplicate with [REDACTED] to allow IÉ access a portion of his lands at Grange, Donohill, Co. Tipperary, for a works compound in relation to the ongoing maintenance of the main Dublin to Cork Railway Line, for a licence period of 24 months, for a licence fee of [REDACTED] per annum.
3. Licence in duplicate with [REDACTED], in respect of two plots of land located at Ballycullane Railway Station, for farming purposes, for a licence period of 10 years, for a licence fee of [REDACTED] per annum.
4. Licence in duplicate with Brambles Deli Café Ltd., for a retail unit at Heuston Station, Dublin 8, for a licence period from 1st March, 2021 to 12th May, 2029, for an outdoor seating area to the front of Heuston Station for a licence fee of [REDACTED] per annum. This licence will co-terminus with their lease for the café.
5. Licence in duplicate with [REDACTED] T/A The Koffee Kart, for a mobile kiosk at Drogheda Railway Station, for a licence period of 2 years, for a licence fee of [REDACTED] per annum.

Company Secretary
Iarnród Éireann
29th June 2021.

STRICTLY PRIVATE AND CONFIDENTIAL

**IN ACCORDANCE WITH THE TERMS OF SECTION 22 OF THE TRANSPORT
(RE-ORGANISATION OF CÓRAS IOMPAIR ÉIREANN) ACT, 1986**

**IARNRÓD ÉIREANN - IRISH RAIL
(the “COMPANY”)**

**MINUTES OF THE THREE HUNDRED AND FIFTY-SECOND
BOARD MEETING HELD ON TUESDAY 31st AUGUST 2021
AT 9.30AM VIA MICROSOFT TEAMS
(the “MEETING”)**

PRESENT:	Mr. Frank Allen	Chair
	Ms. Suzy Byrne	Director
	Ms. Carolyn Griffiths	Director
	Ms. Denise Guinan	Director
	Ms. Valerie Little	Director
	Mr. Mal McGreevy	Director
	Mr. Peter Mulholland	Director
	Ms. Sarah Roarty	Director
	Mr. Tommy Wynne	Director
	(collectively referred to as the “board and/or “Directors”)	
	Mr. Dave McCabe	Company Secretary
IN ATTENDANCE:	Mr. Aidan Cronin	Chief Finance Officer
	Mr. Gerry Culligan	Commercial Director
	Mr. Éamonn Ballance	Director Infrastructure Manager
	Mr. Billy Gilpin	Director Railway Undertaking
	Ms. Sinead Leonard	Chief Procurement Officer*
	Mr. Jim Meade	Chief Executive
	Mr. Peter Muldoon	Director Capital Investments
	Mr. Lorcan O’Connor	Chief Executive, CIÉ
	Mr John Kennedy	Head of HR Organisational Development*
	Mr Aidan Reid	Chief Security Officer*
	Mr Paul Hendrick	AD Programme Integrator*

**for part of the Meeting*

MIN NO.

5081 CONSTITUTION OF THE MEETING

- 5081.1** It was noted that notice of the Meeting had been given to all Directors, that a quorum was present and that the Meeting was validly constituted in accordance with the Company's Constitution and that Mr Allen would act as Chairperson.
- 5081.2** It was further noted that due to the pandemic, the Meeting was to take place virtually via Microsoft Teams. Each participant of the Meeting confirmed that they could hear each other.

5082 DIRECTORS’ INTERESTS

- 5082.1** It was noted that no Director had any conflicts of interest to declare as pursuant to Section 231, 261, 262 and 263 of the Companies Act, 2014.

5083 MINUTES

- 5083.1** The Chair presented to the Meeting for consideration and, if thought fit, approval of the minutes of

the board meeting of the Company held on 28th June 2021 which had been circulated in advance of the Meeting (the “**Previous Minutes**”). **IT WAS RESOLVED** that the Previous Minutes be and are hereby approved and that the signing of same by the Chair of the meeting be and is hereby approved.

5084 ACTION POINTS OF PREVIOUS BOARD MEETINGS

- 5084.1** The board reviewed the updated schedule of action points which had been circulated by the Company Secretary in advance of the Meeting. The board noted that most of the action points were closed or would be discussed during the Meeting.

Mr Kennedy joined the Meeting

5085 STRATEGY

Executive management grading

- 5085.1** Mr Kennedy reported that the collective bargaining ceiling was set at [REDACTED]. He noted that Willis Towers Watson had performed the external review in which they had used worldwide management grading structures as comparisons to the Company’s grading structure. Mr Kennedy advised that over 50 executive positions had been evaluated and the new structure would now have a total of nine grades, resulting in an 84% reduction of the number of management grades. He noted that this new structure would be imbedded into the Human Capital Management system. Mr Meade added that the new executive management grading system would introduce clear and identifiable grade structures that would bring clarity and transparency to the organisation.

Mr Kennedy left the Meeting

Mr Reid joined the Meeting

Chief Security Advisor Presentation

- 5085.2** Mr Reid presented the Security Strategy Presentation, which had been circulated in advance of the Meeting, which detailed the increased security operations and co-operation between An Garda Síochána and the Company to combat anti-social behaviour (“**ASB**”). Mr Reid noted that this included a Security Monitoring Centre Howth Junction, the upgrading of CCTV systems from analogue to I.P. and a comprehensive database on graffiti attacks being established by the Company.
- 5085.3** Mr Reid reported that the Company, through the issuance of fixed payment notices and prohibition orders, had seen increased compliance being experienced. Mr Reid advised that the National Transport Authority’s (“**NTA**”) Working Group on ASB had accepted the Company’s new categories of ASB as the standard and had recommended that all transport providers mirror the Company’s template.
- 5085.4** The Chairperson noted that the Company had introduced great initiatives to combat ASB and advised that the Company needed to ensure that the initiatives were communicated to the public transport consumers. Ms Byrne queried how the prohibition orders were used by the Company. Mr Reid advised that the individual would be thoroughly warned before a prohibition order was issued. He noted that prohibition orders would be issued for serious incidents such as assaults and advised that the Company worked with CIÉ Group solicitors to issue warning letters and noted that where ASB was continued by the person, a prohibition notice would then be issued. Mr Reid added that the Courts had been very supportive with regards the issuance of prohibition orders and noted that the Company had only one appeal thus far.
- 5085.5** Ms Byrne queried if the ASB Working Group intended to recommend the introduction of ASB legislation. Mr Reid advised that the Working Group intended to work towards a common understanding of ASB as it was not defined currently under legislation.
- Mr Reid left the Meeting*

Rosslare update

5085.6

[REDACTED]

5085.7

[REDACTED]

Mr Hendrick entered the Meeting

Train Protection System (“TPS”) Update

5085.8

Mr Hendrick presented the Advisory Papers on the alternative TPS assessment study conclusions and the Feasibility of IÉHS vs ETCS Level 1 (together being the “**TPS Papers**”) which had been circulated in advance of the Meeting.

5085.9

The Board noted that the Company had been notified by Alstom in April 2021 that the TPS Type B solution which had been awarded via tender to Alstom in 2011, for the supply of a TPS solution for the IÉ network, would become obsolete in 2031 and therefore would now not be a viable TPS solution for the IÉ network. Mr Hendrick advised that following a review by Arup with regards to alternative solutions, ETCS Level 1 had emerged as the preferred solution for the Company.

[REDACTED]

5086.10

[REDACTED]

5086.11

[REDACTED]

5086.12

Mr Wynne noted that the new technical TPS solution would require an increased budget approval and queried whether the increased costs had been discussed with the Department of Transport (“**DoT**”) and the NTA. Mr Muldoon noted that the Company had been provided with a high-level estimated cost of [REDACTED] million for ETCS Level 1, which was a [REDACTED] million increase to the original estimated cost and confirmed that this estimation had been provided to the NTA and DoT.

5086.13

With regards to the new fleet, Mr McGreevy noted that the number of battery electric multiple units requested on the first call off order from the approved new fleet framework agreement would need to be reviewed, once the revised timeline for the TPS project had been finalised.

Mr Hendrick left the Meeting

5087 CHIEF EXECUTIVE’S REPORT

5087.1 Mr Meade presented the Chief Executive’s report (“**CEO Report**”) and KPI Dashboard for the Company’s reporting period seven (“**P8 and/or Period**”) that had been included in the board pack.

5087.2 Mr Meade reported that there had been five level crossing incidents during the Period which had been caused by negligent driving. Mr Meade advised that there had been over 1,000 trespass incidents year to date, which had occurred mostly when lockdown restrictions had been in place.

5087.3 Ms Griffiths noted that there was an overspeed instance during the Period. Mr Gilpin advised that an advance warning system had fallen due to high winds and noted that the incident was self-reported and noted that no damage had been caused.

5087.4 Mr Griffiths requested that further information on the red light for recurring contracts being renewed on the KPI Dashboard. **Action Point**

Financial Report

5087.5 Mr Cronin reported that the overall result for the period was a net surplus of [REDACTED] million, [REDACTED] million favourable to forecast. He reported that the variance was comprised of higher operating revenue of [REDACTED] million, higher other funding ([REDACTED]), lower net Infrastructure MAC activities of [REDACTED] million, higher third-party income ([REDACTED]), lower operating costs ([REDACTED]) and lower Capital Investment expenditure [REDACTED], offset by lower net PSO funding of [REDACTED] million and higher third-party expenditure [REDACTED]. Mr Cronin noted that section two of the CFO report now included a comparison to 2019 figures, as per a request by the board.

5087.6 Mr Cronin advised that funded capital enhancement work of [REDACTED] million was ([REDACTED]) adverse to forecast in the Period due to the timing of expenditure on several Capital Enhancement works. Other Funding of [REDACTED] was [REDACTED] favourable to forecast in the period due to Employment Wage Subsidy Scheme funding, which was assumed to cease in June, this has been extended until December 2021. Mr Cronin further advised that there had been an underspend of [REDACTED] million for Infrastructure Management projects.

Train Operations (“TO”) Report

5087.7 The board noted the contents of the TO Report included in the board pack. Mr Gilpin advised that there had been an increase in fixed penalty notices issued by the Revenue Protection Unit. Mr Gilpin noted that Pelletstown station was due to open on 26th September 2021.

Commercial Report

5087.8 The board noted the contents of the Commercial Report included in the board pack.

Infrastructure Manager Report (the “IM Report”)

5087.09 Mr Ballance reported that works were progressing to continue the renewal of equipment in the Bray to Greystones and Howth Junction to Malahide areas following on from the initial disruptive possession renewals works in April and May 2021.

Capital Investments Report

5087.10 The board noted the contents of the Capital Investments Report included in the board pack.

5088 ADVISORY/POLICY PAPERS

Board Safety Committee (“BSC”) Report

- 5088.1 Ms Griffiths presented the BSC Report and reported that there had been a safety breach during the Period and following a review, two recommendations had been advised, and noted that a new Safety Policy was to be drafted in response, which would detail the response and procedure to be followed in the event of a safety breach incident by an employee.
- 5088.2 Ms Griffiths noted that BSC had been provided with a presentation from the Company's Head of Building/Facilities, who had advised that the Company had been underfunded since 2008 for the maintenance of its building and facilities assets which had created long term liability for more expensive renewals, increased inspections, and loss of facilities. The Directors noted that circa [REDACTED] million per annum was needed for the medium term and although funding had been increased in 2021, there was still a [REDACTED] million (over 25%) shortfall. The Directors requested that the CEO continue to seek further funding and that a KPI be developed so that the Directors could monitor progress.
- 5088.3 Mr Ballance advised that even though the Company remained underfunded, the Company ensured that all buildings and facilities were inspected regulatory and were compliant with safety standards. The Directors requested that the Company review possible grants which related to the restoration of historical buildings. Mr O'Connor advised that a CIÉ Group project were reviewing third party grants/funding for historical buildings renewal/maintenance.

Capital Investment Advisory Group ("CIAG") Report

- 5088.4 The Directors noted the CIAG Report and that Jaspers had raised issues regarding the relocation of the Docklands station and whether it represented value for money.

Service Delivery Advisory Group ("SDAG") Report

- 5088.5 The board noted the contents of SDAG Report.

Human Resources Advisory Group ("HRAG") Report

- 5088.6 The board noted that contents of the HRAG Report.

Iarnród Éireann half yearly report 2021

- 5088.7 The Directors noted the Iarnród Éireann half yearly report 2021 (the "Report") circulated in advance of the Meeting. **IT WAS RESOLVED** that the Report be and is hereby approved.

Strategic Assessment Report ("SAR") Cork Area Commuter Rail programme ("CACR")

- 5088.8 The board noted the SAR Stage represented the first decision gate of the updated Public Spending Code lifecycle and decision gate process, with which the CACR Programme Business Case must comply. **IT WAS RESOLVED** that the CACR SAR be submitted to the NTA to gain 'Approval to Develop the Proposal' in Stage 2.

CIÉ Property Advisory Papers

- 5088.9

[REDACTED]

5089 CAPITAL EXPENDITURE

Capital Expenditure Proposals

- 5089.1** The board noted that approval was sought for the expenditure of [REDACTED] million, inclusive of VAT, of which [REDACTED] was ineligible for NTA funding, for the design, statutory processes, manufacture, installation, and commissioning (Phases 1 – 7 of the Project Management procedures) of new customer information systems at eight stations on the Cork / Cobh and Glounthaune / Midleton railway lines. (“**CIS Proposal**”) It noted that it would be funded by the NTA. **IT WAS RESOLVED** that the CIS Proposal be and is hereby approved.
- 5089.2** The board noted that approval was sought for the expenditure of [REDACTED] million for additional funding to progress Enabling Works (Phase 6 of the Project Management Procedures) and to complete Detailed Design and Tender Action (Phase 5 of the Project Management Procedures) for a new DART station at Woodbrook, located between Shankill and Bray DART Stations. (“**Woodbrook Proposal**”) which would bring the total approved budget for the project to [REDACTED] million. It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Woodbrook Proposal be and is hereby approved.
- 5089.3** The board noted that approval was sought to increase the scope and budget of the Ceannt Station Galway Redevelopment Project. It was noted that the increase in scope relates to the provision of additional accommodation in Ceannt Station Galway for Bus Éireann drivers. It was noted that the additional cost for the detail design and tender process (Phase 5 of the Project Management Procedures) was [REDACTED] inclusive of VAT, and would increase the total approved expenditure for the Ceannt Station Galway Redevelopment Project to [REDACTED] million (the “**Ceannt Station Proposal**”). It was noted that it would be funded by the NTA and Urban Regeneration and Development Fund. **IT WAS RESOLVED** that the Ceannt Station Proposal be and is hereby approved.
- 5089.4** The board noted that approval was sought for the expenditure of [REDACTED] (including non-recoverable VAT) for the procurement of specialist consultancy services and tender preparation for a Sustainable Energy Provider for four CME Depot locations. (“**Sustainable Energy Purchase Agreement Proposal**”) It noted that it was funded by the Company’s own resources. **IT WAS RESOLVED** that the Sustainable Energy Purchase Agreement Proposal be and is hereby approved. The Chair noted that bespoke agreements should be avoided and suggested that the Company should review standard market practice for such agreements rather than developing new models.
- 5089.5** The board noted that approval was sought for the expenditure of [REDACTED] (incl. VAT) subject to NTA approval to replace the printer cutter boards in 330 ticket vending machines due to life expiration and a fire safety risk. (“**TVM Proposal**”) It noted that it was funded by the NTA. **IT WAS RESOLVED** that the TVM Proposal be and is hereby approved.

Ms Leonard entered the Meeting

5090 PROCUREMENT

- 5090.1** Ms Leonard presented the Procurement Report and KPI dashboards included in the Board pack circulated in advance of the Meeting.

Procurement Proposals

- 5090.2** Ms Leonard noted that it was proposed that the Company award a contract to a consortium consisting of System 7 Rail Technology GmbH, System 7 Group GmbH, System7 Metal Technology GmbH, System 7 Rail Support GmbH and STMG GmbH for the purchase of an on-track ballast regulator at a cost of [REDACTED] million (the “**Ballast Proposal**”) It was noted that it would be funded by the Infrastructure Manager Multi-Annual Contract (“**MAC**”). **IT WAS RESOLVED** that the Ballast Proposal be and is hereby approved in the form presented to the Meeting.
- 5090.3** Ms Leonard presented the procurement proposal that sought to award a contract to Triur Construction Ltd for the supply and installation of micro-piles to stabilise the track bed at Lisduff,

Co. Tipperary at an estimated cost of [REDACTED] million which was to be funded by the DoT. (the “**Lisduff Proposal**”). **IT WAS RESOLVED** that the Lisduff Proposal be and is hereby approved in the form presented to the Meeting.

- 5090.4 Ms Leonard presented the procurement proposal to grant delegated authority to the CEO to approve the award of a contract, and to place an initial order, for the supply of four bogie ballast plough wagons and approval to place a future final order during the term of the contract for the two remaining ballast plough wagons (the “**Wagon Proposal**”). It was noted that the funding source was the CCE multi-annual infrastructure maintenance budget. **IT WAS RESOLVED** that the Wagon Proposal be and is hereby approved.
- 5090.5 Ms Leonard presented the procurement proposal that sought to grant delegated authority to the CEO to approve the award of a contract to Global Rail Services Ltd for the provision of electrical systems testing, maintenance and replacement services with the initial term of the contract being three years with an option to extend for up to two additional years. It was noted that the estimated contract value over the maximum term was [REDACTED] million and would be funded by the MAC. (the “**Electrical Systems Proposal**”). **IT WAS RESOLVED** that the Electrical Systems Proposal be and is hereby approved.
- 5090.6 Ms Leonard presented the procurement proposal paper that sought authority to enter into a multi-party multi-lot framework agreement for the provision of Lot 1 Electrical Services for low voltage equipment located on the Company and CIÉ property. It was proposed to appoint the three companies listed in Section 7 to the framework agreement and to award a contract to Global Rail Services Ltd for a value of [REDACTED]. It was advised that the framework agreement would operate for a period of four years with an option to extend for a further year and that the estimated value of works to be awarded under this framework agreement over the five-year period was approximately [REDACTED] million (the “**Framework Agreement Proposal**”). **IT WAS RESOLVED** that the Framework Agreement Proposal be and is hereby approved.
- 5090.7 Ms Leonard presented the procurement proposal paper that sought to award a contract to Trimble–Nexala, without a call for competition, for the continued supply and support of the remote condition monitoring solution. It was noted that the current spend since 2016 under derogation was [REDACTED] million (excl. VAT) and the expected spend for the next 5 years until 2026 would be [REDACTED] million. (the “**R2M Proposal**”). **IT WAS RESOLVED** that the R2M Proposal be and is hereby approved.
- 5090.8 Ms Leonard presented the procurement proposal paper that sought to increase the estimated value of the contract for safety assurance and systems integrator services with Ricardo Rail Ltd. to [REDACTED] million. It was noted that the term of the contract would be six years and was to be funded by the NTA (the “**TMS Proposal**”). **IT WAS RESOLVED** that the TMS Proposal be and is hereby approved.
- 5090.9 Ms Leonard presented the procurement proposal paper that sought approval for the selection and award criteria, for the proposed pre-qualification and tender process for the establishment of a Framework Agreement for Plant Hire Services. It was noted that this Framework Agreement would operate for a period of four years and the estimated annual value of expenditure under this Framework Agreement was [REDACTED] million and would be funded by the MAC. (the “**Plant Hire Proposal**”). **IT WAS RESOLVED** that the Plant Hire Proposal be and is hereby approved.
- 5090.10 Ms Leonard presented the procurement proposal that sought approval to dispose of three redundant BGM Class locomotives Nos 147, 171 & 177 stored at Inchicore Works to the Railway Preservation Society of Ireland for a total value of [REDACTED]. (the “**BGM Proposal**”). **IT WAS RESOLVED** that the BGM Proposal be and is hereby approved.
- 5090.11 Ms Leonard presented the procurement proposal that sought approval to dispose by the scrapping of several redundant rail vehicles, including 2 x locomotives and 3 x MK3 carriages, all in storage at Inchicore Works with a nil net book value. (the “**Disposal Proposal**”). **IT WAS RESOLVED** that the Disposal Proposal be and is hereby approved.
- 5090.12 Ms Leonard presented the advisory paper with regards to the supply and delivery of rail which had been circulated in advance of the Meeting. The Directors **HEREBY NOTED** the increase in the total anticipated value of the current contract for the Supply and Delivery of Rail from [REDACTED] million to approximately [REDACTED] million over the maximum 5-year term of the agreement.

Procurement Schedule for 2021

5090.13 The Board noted the updated Procurement Schedule for 2021 which had been circulated in advance of the Meeting.

Ms Leonard left the Meeting

5091 ADMINISTRATIVE ITEMS

Transactions for Approval, Sealing and Signing

5091.1 Mr McCabe presented the transactions that were required to be approved, executed and sealed (details of such had been appended to the Meeting minutes at appendix I, II and III together being the “**Transactions**”) to the Meeting. **IT WAS RESOLVED** that the Transactions be and are hereby approved and that the Transactions be executed and sealed as soon as was practicable.

Reappointment of Auditors

5091.2 **IT WAS RESOLVED** that, subject to the consent of the Minister for Transport, that Mazars Ireland LLP, Chartered Accountants and Registered Auditors, be and are hereby reappointed Auditors for the year ended 31st December 2021 and that the remuneration of the auditors be fixed at no more than [REDACTED] plus VAT for the 2021 audit, and [REDACTED] plus VAT for tax compliance services.

5092 APPENDICES FOR NOTING

5092.1 The board **HEREBY NOTED** the 2021 Forward Agenda and the SRA as appended to the board pack.

5093 ANY OTHER BUSINESS

5093.1 It was noted that the next board meeting was scheduled to be held on Tuesday, 19th October 2021 at 9:30am in Limerick and each Director and board meeting attendee would be invited to attend in person. The Secretary noted that video conferencing via Microsoft Teams would be available for attendees that wished to attend virtually.

5093.2 There being no further business, the Chair called the Meeting to a close.

Chair _____

Date _____

TRANSACTION FOR APPROVAL AND SIGNING

Approval for signing and sealing

1. Rental Guarantee in triplicate and Deed of Variation of Lease in triplicate with Eason & Son Ltd. and Eason Ltd. Eason & Son Ltd are in the process of assigning some of their property interests to a specially created entity, Eason Ltd. CIÉ agreed to vary the original lease to allow for this option.
2. Agreement in duplicate and Closure Agreement in duplicate with [REDACTED] for the sale of land to CIÉ at [REDACTED] Longford, Co. Longford, in relation to the closure of Level Crossing [REDACTED] at 75 miles 780 yards, for a consideration of [REDACTED].
3. Agreement in duplicate and Closure Agreement in duplicate with [REDACTED], for the sale of land to him at [REDACTED] Longford, Co. Longford, in relation to the closure of Level Crossing [REDACTED] at 75 miles 780 yards on the Mullingar to Sligo Railway Line, in consideration for [REDACTED] agreement to the closure of the crossing and the transfer of land to him.

Company Secretary
Iarnród Éireann
31st August 2021.

TRANSACTIONS FOR APPROVAL AND SEALING

Signing only

1. Licence in duplicate with [REDACTED] for a mobile kiosk at Clongriffin Railway Station, for a licence period of 1 year, for a licence fee of [REDACTED] per annum.
2. Licence in duplicate with [REDACTED], for a mobile kiosk at Salthill & Monkstown Railway Station, Co. Dublin, for a licence period of 1 year, for a licence fee of [REDACTED] per annum.
3. Licence in duplicate with Westmeath County Council to allow access to the Board's property to facilitate Works in the construction of the proposed Athlone Link Road, on the Dublin to Galway Railway Line, for a licence period of 6 months, for a licence fee of [REDACTED] if demanded.
4. Licence in duplicate with [REDACTED], to allow them access to 41 acres of land at Level Crossing XA026 at 50 miles 1,480 yards, Ballyavill, Co. Offaly on the Portarlinton to Athlone Railway Line, for grazing of livestock and tillage, for a licence period of 5 years at a licence fee of [REDACTED] per annum.
5. Ground Anchor Licence with Collen Construction Ltd., for the installation and operation of 56 high level temporary ground anchors and 45 low level temporary ground anchors adjacent to the DART Railway Line at Boston Sidings, Dublin 2, work commencing 21st July, 2021 to 11th August, 2021 for High Level Ground Anchors and 9th December, 2021 to 22nd December, 2021 for Low Level Ground Anchors, for a licence fee of [REDACTED]
6. Crane Licence in duplicate with Collen Construction Ltd., to place 2 cranes adjacent to the DART Railway Line at Boston Sidings, Dublin 2, commencing 27th January, 2022 until 21st April, 2023 for crane No. 1 and 10th February until 23rd March, 2023 for crane No. 2, for a consideration of [REDACTED]
7. Supplemental Licence in duplicate with Galway City Innovation District Co. Ltd., to extend their Original Licence by 3 calendar months, from 1st June, 2021 until 31st August, 2021, the licence fee shall be reduced from [REDACTED] per month to [REDACTED] from 1st July, 2020 until 31st August, 2021. In all other respects the Licence remains the same.
8. Licence in duplicate with OnTower Ireland Ltd., to allow them to place their telecoms equipment on a monopole tower at Killester, Dublin, for a licence period of 5 years, for a licence of [REDACTED] per annum with a Consumer Price Index increase after 5 years.
9. Licence in duplicate with Cregg Wind Farm Ltd., for the installation, testing, maintenance and use of 1 x 350mm borehole containing 4 ducts containing electrical cables at Level Crossing XK093 at 50 miles 502 yards on the Navan to Kingscourt Railway Line, in the Townland of Corgarry, Enniskeen, Co. Cavan, for a licence period of 250 years, for a licence fee of [REDACTED].

Company Secretary
Iarnród Éireann
31st August 2021.

TRANSACTIONS FOR APPROVAL AND SEALING

Items for Ratification that were signed and/or sealed since previous Iarnród Éireann board meeting

1. Bridge Agreement with Kildare Co. Co., for the demolition of an existing bridge, OBW40 at 45 miles 149 yards on the Dublin to Waterford Railway and construction of new bridge at this location for a consideration of [REDACTED]

**Company Secretary
Iarnród Éireann
31st August 2021.**

STRICTLY PRIVATE AND CONFIDENTIAL

**IN ACCORDANCE WITH THE TERMS OF SECTION 22 OF THE TRANSPORT
(RE-ORGANISATION OF CÓRAS IOMPAIR ÉIREANN) ACT, 1986**

**IARNRÓD ÉIREANN - IRISH RAIL
(the “COMPANY”)**

**MINUTES OF THE THREE HUNDRED AND FIFTY-THIRD BOARD MEETING HELD ON
TUESDAY 18th OCTOBER 2021 AT THE LIMERICK STRAND HOTEL,
ENNIS RD, LIMERICK, V94 03F2, AT 9.00AM
(the “MEETING”)**

PRESENT:	Mr. Frank Allen	Chair
	Ms. Suzy Byrne	Director
	Ms. Carolyn Griffiths	Director
	Ms. Denise Guinan	Director
	Ms. Valerie Little	Director
	Mr. Mal McGreevy	Director
	Mr. Peter Mulholland	Director
	Ms. Sarah Roarty	Director
	Mr. Tommy Wynne	Director
	(collectively referred to as the “board and/or “Directors”)	
	Mr. Dave McCabe	Company Secretary
IN ATTENDANCE:	Mr. Aidan Cronin	Chief Finance Officer
	Mr. Gerry Culligan	Commercial Director
	Mr. Éamonn Ballance	Director Infrastructure Manager
	Mr. Billy Gilpin	Director Railway Undertaking
	Ms. Sinead Leonard	Chief Procurement Office**
	Mr. Jim Meade	Chief Executive
	Mr. Peter Muldoon	Director Capital Investments
	Mr. Lorcan O’Connor	Chief Executive, CIÉ
	Ms Kay Doyle	Safety Director**
	Mr Peter Tuohy	IM Safety Manager*/**
	Mr Joseph Sullivan	Train Operations - Head of Health & Safety*/**
	Mr Paul Hendrick	AD Programme Integrator*/**
	Mr Peter Smyth	Chief Mechanical Engineer**

**via Microsoft Team*

***for part of the Meeting*

MIN NO.

5094 CONSTITUTION OF THE MEETING

5094.1 It was noted that notice of the Meeting had been given to all Directors, that a quorum was present and that the Meeting was validly constituted in accordance with the Company's Constitution and that Mr Allen would act as Chairperson.

5095 DIRECTORS’ INTERESTS

5095.1 It was noted that no Director had any conflicts of interest to declare as pursuant to Section 231, 261, 262 and 263 of the Companies Act, 2014.

5096 PRIVATE SESSION

- 5096.1 A private session took place, during which Board member discussed matters to be focused on during the full meeting.

Mr. Cronin, Mr. Culligan, Mr. Ballance, Mr. Gilpin, Mr. Meade, Mr. Muldoon and Mr. O'Connor entered the Meeting.

5097 MINUTES

- 5097.1 The Chair presented to the Meeting for consideration and, if thought fit, approval of the minutes of the board meeting of the Company held on 31st August 2021 which had been circulated in advance of the Meeting (the “**Previous Minutes**”). **IT WAS RESOLVED** that the Previous Minutes be and are hereby approved and that the signing of same by the Chair of the meeting be and is hereby approved.

5098 ACTION POINTS OF PREVIOUS BOARD MEETINGS

- 5098.1 The board reviewed the updated schedule of action points which had been circulated by the Company Secretary in advance of the Meeting. The board noted that most of the action points were closed or would be discussed during the Meeting.

Mr Smyth joined the Meeting


5099 STRATEGY

New Fleet Presentation

- 5099.1 Mr Smyth reported that the 10-year framework agreement allowed for a maximum of 750 vehicles to be ordered over a 10-year period and noted that there was no minimum order. Mr Smyth advised that the Alstom X'Trapolis had been in service for over 20 years and had a top speed of 145kph and would have a 10% faster acceleration than the current DART fleet and noted that the max axle load was 16.5 tons which was heavier than the DART. Mr Smyth explained that the new fleet could move short distances with the AUX battery and its body shell was made of aluminium and were articulated vehicles. Mr Smyth advised that the vehicles had a wide gangway, an integrated passenger information system, CCTV and charging for e-bikes. He noted that the car body would be assembled in Poland and the Bogie manufactured in France. Mr Smyth provided the Directors with an overview of the design plans and layout of the new fleet and noted that each door would have a ramp deploy to the platform prior to opening. Mr Smyth reported that the new fleet would have a driver alertness system
- 5099.2 Mr Smyth reported that the New Fleet Research, Consultation and Concept Testing was a five-stage process that included different representative groups and noted that the driver group included both DART and diesel fleet drivers. The Directors requested that an additional representative group of people aged over 55 be added to the research and consultations for the new fleet. **Action Point**
- 5099.3 Mr Smyth reported that that ETCS trackside equipment had been approved and that GSM-R Radio trackside was completed and fitted to the DART area and approved for the new fleet. He noted that the first fleet order would have maintenance performed at Drogheda and Fairview and that any subsequent orders was dependant on DART+ West and DART+ South West and the completion of the new Depot. The Chair queried if the new fleet batteries would be charged at Drogheda. Mr Smyth advised that there would be two charging stations at Drogheda and would also recharge whilst braking. Mr McGreevy queried if the warranty cover for the new fleet would see Alstom liable for defects to vehicles. Mr Smyth replied that there would be a warranty period under the contract and noted that a Technical Support and Spares Supply Agreement with Alstom had been approved by the board. Mr Mulholland queried if the old fleet would be sold, once the new fleet was put into service. Mr Smyth noted that the current DART fleet was 40 years old and thus would be sold for scrap, as it had reached end of life and would be difficult to ship to another country for further usage.

Ms Doyle joined the meeting. Mr Sullivan and Mr Tuohy entered the Meeting through MS Teams.

Safety Plan

- 5099.4 The Chair noted that a serious safety incident had occurred 28th August 2021 and advised that it was key that a strong commitment to safety should inform every aspect of the Company's activities and should be communicated and promoted to all staff and contractors. He added that the Directors held safety as a priority for the Company and that the Company had a very low risk appetite in relation to safety risks. Mr Meade note that the executive management had taken a strong view towards the incident and had stepped down those involved, even the Supervisor who had not been at the scene of the incident, until a full review of the incident had been finalised. He advised that the Company had instigated an independent review of the incident that would provide a full report, including recommendations, to the Company. He noted that a strong message of the importance of safety had been communicated to staff following the incident and advised that the independent review would not just review the incident but the overall Company safety procedures and processes. Ms Little queried if random inspections were carried out for track possessions. Mr Ballance advised that inspections were carried out and a review of processes and supervision of track possessions were also undertaken. He explained that this incident had seen the supervisor verify that they had track possession which was contrary to the procedure in place by the Company. Ms Doyle added that the Company was in the process of introducing the 'Just Culture' which would see an increase of safety inspections and safety briefings and advised that a preliminary report from the external investigation would be available for the upcoming board safety committee meeting. Mr Mulholland queried if the incident had been reported. Ms Doyle confirmed that the Commission for Railway Regulation and Railway Accident Investigation Unit had been notified.
- 5099.5 Mr McGreevy queried if the process of finishing a shift prior to contracted hours, should work be finalised ahead of schedule, be terminated. **Action Point**
- 5099.6 Ms Griffiths requested that the Company review technical solutions, such as text alerts and QR codes, for possession sign-offs. **Action Point**
- 5099.7  **Action Point**

Ms Doyle, Mr Sullivan and Mr Tuohy left the Meeting

Ms Leonard and Mr Hendrick entered the Meeting

Train Protection System ("TPS") Advisory Papers

- 5099.8 Mr Muldoon reported that in March 2021 the board approved the contract award for the Framework Contract for the new DART+ Fleet and at the same time the board had also approved the CAPEX for the expenditure to support the initial call-off order of the DART+ Fleet Framework Agreement. He noted that the approvals remained subject to government approval and the satisfactory resolution of a TPS for the new fleet and advised that it was proposed that the DART+ fleet project would now proceed to contract execution with an ETCS Level 1 system, that would be incorporated into the new fleet framework contract and noted that the cost of this system was within the authorised spend approved by the board as outlined in the March 2021 CAPEX paper.
- 5099.9 Mr Muldoon presented the advisory note which sought the approval of the board to progress the development of the TPS project as an ETCS Level 1 solution via negotiated variations to the Alstom TPS Contracts (the "**TPS Approval**"). Mr Muldoon noted that the Company had reached an agreement in principle with Alstom for a TPS ETCS Level 1 Supplemental Agreement (the "**Agreement**"). Mr McGreevy advised that the Maynooth line should be noted as a key milestone in the Agreement, in addition to the Greystones to Drogheda line. Ms Griffiths queried if the

Agreement intended to share risk between the Company and Alstom. Mr Muldoon advised that the Agreement would contain incentives for Alstom to reach milestones, as set out in the Agreement.

- 5099.10 Mr Wynne questioned if the TPS would reduce the speed of the train or bring the train to a complete stop before a red (stop) signal. Mr Hendrick advised that the TPS would reduce the train's speed to 15kph prior to the balise located immediately (15m) before the red signal and if the front of the train went beyond this balise signal, the TPS would automatically halt the train to a complete stop. Mr Wynne queried if this would still be recorded as a SPAD to which Mr Hendrick confirmed that it would in the event that the front of the train stops beyond the red signal.
- 5099.10 Ms Leonard presented the TPS Project Procurement Advisory Paper and advised that the Company, having considered the advice received from legal Counsel, had determined that it could rely on the provisions in the EU Directives to implement the necessary variations to the Alstom TPS Contracts to complete the development and nationwide rollout of an ETCS Level 1 solution in lieu of Alstom's originally proposed IÉHS solution. Ms Leonard advised that the Company needed to be determine whether the final Agreement would require a publication of a modification notice. After due and careful consideration, **IT WAS RESOLVED** that the TPS Approval be and is hereby approved.
- 5099.11 The Directors requested that the Company review the governance surrounding the award of the original TPS, and the continuation with IÉHS over an extended period, and present a report to the board on its findings. **Action Point**

Ms Leonard and Mr Hendrick left the Meeting

5100 CHIEF EXECUTIVE'S REPORT

- 5100.1 Mr Meade presented the Chief Executive's report ("**CEO Report**") and KPI Dashboard for the Company's reporting period ten ("**P10 and/or Period**") that had been included in the board pack.
- 5100.2 Ms Byrne noted that the recently-constructed Pelletstown station had no lift installed and had a total of 14 ramps and two bridges. She advised that the height and length of these ramps/bridges would prove difficult for mobility-impaired persons and queried if the installation of a lift would be more appropriate. Ms Byrne asked if it is now policy for Iarnród Éireann not to provide lifts at remote railway stations. Mr Muldoon noted that Dublin City Council and the NTA had requested that the Pelletstown station bridge should afford public access over both the canal and the railway, to reduce severance in the wider community. This wider scope accounted for the additional lifts and bridges. The omission of a lift from the project scope was agreed with NTA and was due to concerns about maintaining operating lifts at remote stations, particularly due to vandalism. Mr Meade said that it would be very difficult to change the design of Pelletstown Station. A similar design is likely to be proposed for Ashtown Station. The Chair agreed to consider this policy and revert to the board for further consideration.

Financial Report

- 5100.3 The board noted the contents of the Financial Report included in the board pack.
- 5100.4 Mr Cronin presented the Company Budget 2022 (the "**Budget**") as included in the pack. Ms Little noted that Audit and Risk Committee ("**ARC**") had reviewed the Budget and was recommending its approval by the board. Mr Cronin noted that diesel fuel was 100% hedged and that the headcount was to be increased, with most hires being train drivers and capital investments team members. He advised that there was an expectation that Taxsaver would be transferred to the NTA in mid-2022. Ms Griffiths queried if property maintenance remained underfunded. Mr Cronin advised that [REDACTED] had been allocated to the RU budget for property maintenance and noted that CIÉ Group was conducting a review of underfunding for property maintenance across the Group. **IT WAS RESOLVED** that the Budget be and is hereby approved.

Train Operations ("TO") Report

- 5100.05 The board noted the contents of the TO Report included in the board pack.

Commercial Report

5100.06 The board noted the contents of the Commercial Report included in the board pack.

Infrastructure Manager Report (the “IM Report”)

5100.07 The board noted the contents of the IM Report included in the board pack.

Capital Investments Report

5100.08 The board noted the contents of the Capital Investments Report included in the board pack.

5101 ADVISORY/POLICY PAPERS

Audit and Risk Committee Report

5101.1 Ms Little noted that CIÉ Group procure insurance for the Company and that since the HSE cyber-attack, cyber security insurance had doubled in price and it was very difficult to obtain the same level of coverage as previous years. Ms Little further noted that the Directors and Officers insurance policy had been amended from a lifetime indemnity for decisions made by non-executive Directors and executive management, to offering an indemnity for 6 years after cessation from their office.

Capital Investment Advisory Group (“CIAG”) Report

5101.2 The board noted the contents of CIAG Report. The Chair noted that Mr O’Donoghue, the chair of CIAG would be invited to present to the board. **Action Point**

Service Delivery Advisory Group (“SDAG”) Report

5101.3 The board noted the contents of SDAG Report.

Human Resources Advisory Group (“HRAG”) Report

5101.4 The board noted that contents of the HRAG Report.

PAS BAS approval process

5101.5 The Directors noted that the approval was sought to revise the Project Approval Sheet (“PAS”) and Budget Amendment Sheet (“BAS”) approval process for capital expenditure. (“**the PAS/BAS Approval**”) Mr Cronin the revised approval process sought to streamline the procedure while continuing to address the fundamental requirement of capturing all capital expenditure approvals. **IT WAS RESOLVED** that the PAS/BAS Approval be and is hereby approved.

Rosslare Europort Berth 3

5101.6

[REDACTED]

CIÉ Property Advisory Papers

5101.7

[REDACTED]

[REDACTED]

[REDACTED]

5102 CAPITAL EXPENDITURE

Capital Expenditure Proposals

5102.1 The board noted that approval was sought for the expenditure of [REDACTED] for the Construction and Close Out phases (Phases 6 & 7 of the Project Management Procedures) for Colbert Station upgrade. The scope of the project comprises the relocation and increase in the number of bus bays from 12 to 21 with new extended external canopy, improvements in the connectivity between bus bays and the existing station building concourse, and new public facilities including new accessible ticket offices, retail units and toilets and that the scope included the relocation of the car park from the north of the station to a new car park on the south of the station. It was noted that this sum would bring the total board approved expenditure for the project to [REDACTED] (“**Colbert Station Proposal**”) It was noted that it would be funded by the NTA. **IT WAS RESOLVED** that the Colbert Station Proposal be and is hereby approved.

5102.2 The board noted that approval was sought for the expenditure of additional expenditure of [REDACTED] in total to progress Work Packages 1, 2 & 3 (see Section 3.1 below) of the Cork Area Commuter Rail Programme (the “**CACRP Approval**”) as follows:

- Expenditure of [REDACTED] for the Preliminary Design, Planning & Statutory Process and Detailed Design & Tender Action Stages (Phases 3, 4 & 5 of the Project Management Procedures) for the Kent Station Through Platform project.
- Expenditure of [REDACTED] for the Preliminary Design and Planning & Statutory Process (Phases 3 & 4 of the Project Management Procedures), including tender action for the follow-on Phases of the Re-Signalling project.
- Expenditure of [REDACTED] for the Preliminary Design, Planning & Statutory Process and Detailed Design & Tender Action Stages (Phases 3, 4 & 5 of the Project Management Procedures) for the Glounthaune to Midleton Twin Track project.

It was noted that these sums would bring the total board approved expenditure on the Cork Area Commuter Rail programme to [REDACTED]. It was further noted that it was also proposed to combine the two earlier commenced projects Kent Station Through Platform and North Esk Study under this overall CACRP going forward. It noted that it was funded by the NTA. **IT WAS RESOLVED** that the CACRP Approval be and is hereby approved.

5102.3

[REDACTED]

5102.4 The board noted that approval was sought to continue the progression of the Heuston West Station beyond its current approval of preliminary design, Phase 3, to provide for its inclusion in the DART+ South West Railway Order submission, Phase 4, and to detailed design and tender preparation, Phase 5 (a). It was noted that the additional cost of progressing the station to phase 5 (a) was [REDACTED] and the estimated total cost for the delivery of the station was [REDACTED] (“**Heuston West Proposal**”) It noted that it was funded by the NTA. **IT WAS RESOLVED** that the Heuston West Proposal be and is hereby approved.

5102.5 The board noted that approval was sought for the planned capital expenditure of [REDACTED] million for planned Heavy Maintenance on the Iarnród Éireann fleet during 2022. (“**HME Proposal**”) It noted that it was funded by the NTA. **IT WAS RESOLVED** that the HME Proposal be and is hereby approved.

5102.5 The board noted that approval was sought for the capital expenditure of [REDACTED], subject to NTA approval of funds, to integrate the TMS with ICT Systems and thereby realising the full benefits of the NTCC TMS project. (“**TMS Proposal**”). **IT WAS RESOLVED** that the TMS Proposal be and is hereby approved.

- 5102.5 The board noted that approval was sought for the planned capital expenditure of [REDACTED] (inclusive of non-recoverable VAT) over a 15-year period to support the DART+ Fleet, ordered under the first order of the DART+ Fleet Framework Agreement, through a Technical Support and Spares Supply Agreement (“TSSSA”). It was noted that under the agreement the DART+ Fleet manufacturer would provide ongoing technical support, software support for the fleet and will also supply and manage all planned spare parts and overhaul parts required to maintain the fleet over that 15-year period. The award of the TSSSA contract to Alstom was approved at the March 2021 board meeting and was proposed to be executed at the same time as the new Fleet contract. It was advised that this was subject to agreement with the NTA and that funding for the TSSSA for the DART+ Fleet would be provided by the NTA. (“TSSSA Proposal”). **IT WAS RESOLVED** that the TSSSA Proposal be and is hereby approved.

Ms Leonard entered the Meeting

5103 PROCUREMENT

- 5103.1 Ms Leonard presented the Procurement Report and KPI dashboards included in the Board pack circulated in advance of the Meeting.

Procurement Proposals

- 5103.2 Ms Leonard noted that it was proposed that the Company award a contract to Mott MacDonald for the provision of consultancy services to undertake the services listed in the paper, for the Glounthaune to Midleton twin track element of the CACRP at a total estimated cost of (the “**Glounthaune to Midleton Proposal**”) It was noted that it would be funded by the NTA. **IT WAS RESOLVED** that the Glounthaune to Midleton Proposal be and is hereby approved in the form presented to the Meeting.
- 5103.3 Ms Leonard presented the procurement proposal that sought to contract with Bridgestone and Rail PSV, without a call for competition for the continued supply of airbags for the fleet (the “**Airbag Proposal**”) and that the funding source for this contract be from the CME heavy maintenance budget. **IT WAS RESOLVED** that the Airbag Proposal be and is hereby approved in the form presented to the Meeting.
- 5103.4 Ms Leonard presented the procurement proposal to award a contract to Conack Construction Ltd. for the redevelopment of Colbert Station at a cost of [REDACTED] (excl. VAT). (the “**Colbert Station Proposal**”). It was noted that the funding source was NTA. **IT WAS RESOLVED** that the Colbert Station Proposal be and is hereby approved.
- 5103.5 Ms Leonard presented the procurement proposal that sought to contract with Diacom Computer Telephony, without a call for competition for the continued supply & support of Hewlett Packard Enterprise Equipment and associated software, hardware, maintenance and spare parts. (the “**Diacom Proposal**”). **IT WAS RESOLVED** that the Diacom Proposal be and is hereby approved.
- 5103.6 Ms Leonard presented the procurement proposal paper that sought the approval to enter into a further framework agreement with Kontron (formerly Kapsch Carrier Com) for the continued supply, technical support, and maintenance of the IE GSM-R network for five years and for the future award of all individual call off contracts under this framework agreement which may exceed [REDACTED]. It was noted that the total value of awards under the extended framework agreement between 2022 and 2026 was estimated at [REDACTED] (the “**GSM-R Network Proposal**”). **IT WAS RESOLVED** that the GSM-R Network Proposal be and is hereby approved.
- 5103.7 Ms Leonard presented the procurement proposal paper that sought to award a contract to KeTech, without a call for competition for the continued supply of KeTech Long Line Public Address (“LLPA”) Equipment and associated software, hardware, maintenance and spare parts at an estimated cost of approximately [REDACTED] per annum over 8 years and the integration of the LLPA equipment with the Traffic Management System in the new National Train Control Centre at a total estimated cost of c [REDACTED]. It was noted that the current maintenance and support agreement was due to expire in April 2022 and it was proposed to enter into a further 8-year agreement at a total estimated cost of [REDACTED] (the “**KeTech Proposal**”). **IT WAS RESOLVED** that the KeTech Proposal be and is hereby approved.

5103.8



5103.9 Ms Leonard presented the procurement proposal paper that sought approval to contract with Siemens Rail Automation, for a further 8 years, without a call for competition, for the continued supply of signalling interlocking equipment. It was noted that the aggregated cost under derogation since January 2015 had reached [REDACTED], with a further €8.7m expected until December 2029. It was noted that it would be funded by the Infrastructure Manager Multi-Annual Contract (“MAC”). (the “**Siemens Proposal**”). **IT WAS RESOLVED** that the Siemens Proposal be and is hereby approved.

5103.10 Ms Leonard presented the procurement proposal that sought approval to contract with Diacom Computer Telephony, without a call for competition for the continued supply and technical support of Tadiran Telecom equipment and associated software and hardware and spare parts. It was noted that the current agreement was due to expire in early 2022 and it was proposed to enter into a further 8 year agreement with Diacom Computer Telephony at an estimated annual cost of [REDACTED] to cover maintenance and renewals and that the scope of the agreement would also include the integration of the Tadiran Telecom equipment with the new TMS to be delivered under the NTCC Project at an estimated cost of [REDACTED] and the total estimate cost of requirements under the proposed agreement being [REDACTED]. (the “**Tadiran Proposal**”). **IT WAS RESOLVED** that the Tadiran Proposal be and is hereby approved.

5103.11 Ms Leonard presented the procurement proposal that sought approval for the selection and award criteria, for the proposed pre-qualification and tender process for the award of a contract for the supply of Brake Discs for the 22000 DMU/8500 EMU and the 29000 DMU fleets with a total estimated contract value over the 7 years being €7m and to be funded from the respective CME fleet budgets. (the “**Brake Proposal**”). **IT WAS RESOLVED** that the Brake Proposal be and is hereby approved.

5103.12 Ms Leonard presented the procurement proposal that sought approval for the selection and award criteria, for the proposed pre-qualification and tender process for the award of a contract for the provision of Fire Detection, Alarm Monitoring and CCTV Maintenance Services. It was proposed to award a contract for an initial period of three years with an option to extend for up to two additional years with a total estimated value of the contract, including the extension option, was anticipated to be in excess of [REDACTED] (the “**Maintenance Proposal**”). **IT WAS RESOLVED** that the Maintenance Proposal be and is hereby approved.

5103.13 Ms Leonard presented the procurement proposal that sought approval for the selection and award criteria, for the provision of Mechanical Services and Systems. It was proposed to award a contract for an initial period of three years with an option to extend for up to two additional years with a total estimated contract value, including the two-year extension option, being in excess of [REDACTED] (the “**Mechanical Proposal**”). **IT WAS RESOLVED** that the Mechanical Proposal be and is hereby approved.

5103.14 Ms Leonard presented the procurement proposal that sought approval for the selection and award criteria, for procurement of support consultancy services to undertake the range of essential engineering support services for the successful introduction of the new DART+ Rail Fleets. It was noted that the contract would be for an initial 4-year period with a two-year extension option (1 +1) and the total estimated value of the proposed contract for the maximum 6-year term was €4m excluding VAT. (the “**DART+ Rail Fleet Consultancy Proposal**”). **IT WAS RESOLVED** that the DART+ Rail Fleet Consultancy Proposal be and is hereby approved.

Procurement Schedule for 2021

5103.15 The Board noted the updated Procurement Schedule for 2021 which had been circulated in advance of the Meeting.

Ms Leonard left the Meeting

5104 **RISK REPORT**

- 5104.1** Mr Glynn presented the Quarterly Risk Report as included in the board pack. The Board requested that the executive ensure that all risks associated with recent safety incidents had been identified and, if considered appropriate, categorised as a principal risk. **Action Point**
- 5104.2** Ms Griffiths queried the procedure in which safety incidents would be escalated to the CRO and be added to the risk register. Mr Glynn explained that the IM and RU Safety Management Systems are the primary means by which safety risks are identified, managed and reported. He advised that these systems require that significant safety incidents and risks be reported to the monthly meetings of the IM and RU Safety Review Groups, at which point, the DIM or DRU would decide whether any specific risk should be escalated for the attention of the Executive team, who may in turn categorise a risk as a Principal Risk.
- 5104.3 Mr Glynn reported that a summary of the annual internal audit review of the risk management framework performed by BDO had been included in the board pack and advised that that BDO had found a high level of compliance by the Company of the framework.

5105 ADMINISTRATIVE ITEMS

Transactions for Approval, Sealing and Signing

- 5105.1** Mr McCabe presented the transactions that were required to be approved, executed and sealed (details of such had been appended to the Meeting minutes at appendix I, II and III together being the “**Transactions**”) to the Meeting. **IT WAS RESOLVED** that the Transactions be and are hereby approved and that the Transactions be executed and sealed as soon as was practicable.

5106 APPENDICES FOR NOTING

- 5106.1** The board **HEREBY NOTED** the 2021 Forward Agenda

5107 ANY OTHER BUSINESS

- 5107.1** The Chair noted that it would be the final board meeting for Mr McGreevy and Ms Griffiths and wished to thank both Directors for their assistance and knowledge over the course of the previous six years. Mr Meade added that Mr McGreevy and Ms Griffiths had brought a depth of experience and knowledge to the organisation and had made positive contributions during their tenure. Ms Griffiths noted that she was honoured to have served on the board and Mr McGreevy advised that the Company had made great progress over the past six years and noted that the Company had an excellent executive in place that would see the Company continue to progress.
- 5107.2** It was noted that the next board meeting was scheduled to be held on Tuesday, 30th November 2021 at 9:30am via Microsoft Teams.
- 5107.2** There being no further business, the Chair called the Meeting to a close.

Chair _____

Date _____

TRANSACTION FOR APPROVAL AND SIGNING

Approval for signing and sealing

1. Licence in duplicate with Irish Water for the installation of a 750mm sewer pipe in the road surface at Underbridge UBC341, Ballydahin, Mallow, Co. Cork, known as Mallow Viaduct at 145 miles 50 yards on the Dublin to Cork Railway Line, for a licence period of 250 years, for a licence fee of [REDACTED]
2. Licence in duplicate with Irish Water for the installation of a 1,500mm sewer pipe at an under-track crossing at 95 miles 1,320 yards, Slevinagee, Roscommon, on the Athlone to Westport Railway Line, for a licence period of 250 years, for a licence fee of [REDACTED]
3. Licence in duplicate with BNRGN Millvale Ltd., for the installation of a 125mm HDPE duct to carry a power cable at Overbridge OBR169 at 30 miles 430 yards on the Dublin to Wexford Railway Line in the Townland of Ballybeg, Rathnew, Co. Wicklow, for a licence period of 250 years, for a licence fee of [REDACTED]
4. Licence in duplicate with Fingal Co. Co. for the installation of a flood lighting scheme to the masonry arch of UBB56 Balbriggan Viaduct on the Dublin to Belfast Railway Line for a licence period of 10 years, for a licence fee of [REDACTED]

Company Secretary
Iarnród Éireann
19th October 2021.

APPENDIX II

TRANSACTIONS FOR APPROVAL AND SEALING

Signing only

1. Licence in duplicate with The County Council of the County of Wicklow to allow them access to the Board's property to carry out works for cycle and pedestrian access at Railway Underbridge UBR138 at 11 miles 1,320 yards on the Dublin to Wicklow Railway Line, for a licence period of 40 years, for a licence fee of [REDACTED] demanded.
2. Licence in triplicate with Clare Lake Development Committee, to carry out works to develop the licensed lands as a recreational walkway, at Mayfield Lake, Claremorris, Co. Mayo, on the Dublin to Westport Railway Line, for a licence period of 10 years, for a licence fee of [REDACTED]
3. Licence in duplicate with Power Plant & Groundworks Ltd. This licence is to effect a change of name from Peter Power Plant Hire Ltd., in relation to the use of a compound area in Kent Railway Station, Cork. All other aspects of the original licence dated 18th December, 2020 remain unchanged.
4. Licence in duplicate with Newline Homes Ltd., for the installation of a tower crane adjacent to the Clonsilla to Pace Railway Line at 7 miles 1,320 yards, in relation to the Hansfield Housing Development, Clonsilla, Dublin 15, for a licence period of 12 months, for a licence fee of [REDACTED]
5. Licence with Vodafone Ireland Ltd., for the installation, operation, upgrade and maintenance of their equipment on the Iarnród Éireann signal mast at Dalkey DART Station, Co. Dublin, for a licence period of 5 years, for a licence fee of [REDACTED] per annum.

Company Secretary
Iarnród Éireann
19th October 2021.

TRANSACTIONS FOR APPROVAL AND SEALING

Items for Ratification that were signed and/or sealed since previous Iarnród Éireann board meeting

1. Licence in duplicate with [REDACTED] to allow Iarnród Éireann access to his land at Hopes Bridge, Portarlinton, Co. Laois, for the clearing of lineside vegetation and to replace end of life fencing on the Dublin to Cork Railway Line, for a licence period from 7th September, 2021 to 24th September, 2021, for a licence fee of [REDACTED]

**Company Secretary
Iarnród Éireann
19th October 2021.**