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21st January 2022

**Re: FOI Request Acknowledgement [IE FOI 545]**

Dear ██████████,

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

**Request**

**Copies of the replies that Irish Rail issued in respect to Parliamentary Questions that have been forwarded to them by the Department of Transport. I'm looking for copies of the replies for the period of 1 July 2021 to 31 December 2021 inclusive.**

I Heidi Reardon, Decision Maker for the Chief Executive, Iarnród Éireann have now made a final decision to part grant your request on **19th January 2022**.

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

**Rights of appeal**

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

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

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

Yours sincerely,

*Heidi Reardon*

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Heidi Reardon

**PA to Chief Executive & FOI Decision Maker**

**Freedom of Information Request**  
**Schedule of Records for 545 Summary for Decision Making**

Record No.	Date of Record Received	Date of Record Returned	From	PQ No	Brief Description	Notes	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
					<b>Parliamentary Questions for the period of 1 July 2021 to 31 December 2021 inclusive</b>					
45	16.12.21	23.12.21	Bernard J. Durkan	62743/21	<p><b>Dail Question No: 212</b> To ask the Minister for Transport the extent to which he expects extra rail carriages to be made available throughout the north County Kildare commuter belt in the course of the next year; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 217</b> To ask the Minister for Transport the total expected investment in the rail service throughout County Kildare with particular reference to increasing the services to meet increased demand; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 228</b> To ask the Minister for Transport the extent to which rail carriages on all lines throughout the country have been upgraded or are in course to so be; and if he will make a statement on the matter.</p>		2			
44	07.12.21	22.10.21	Paul Donnelly	60370/21	<p><b>Dail Question No: 185</b> To ask the Minister for Transport if Irish Rail plans to run a campaign early in 2022 in the print media and on social media to remind drivers of the serious consequences such as fines and imprisonment and so on for striking level crossings and bridges.</p>		1	Grant		
43	24.11.21	29.11.21	Martin Kenny	57954/21	<p><b>Dail Question No: 47</b> To ask the Minister for Transport the expenditure by his Department on providing private security for public transport by year in tabular form; and if he will make a statement on the matter.</p>		1	Grant		
42	23.11.21	29.11.21	Violet-Anne Wynne	57457/21	<p><b>Dail Question No: 224</b> To ask the Minister for Transport if public servants were put on short-time during the Covid-19 period; and if he will make a statement on the matter.</p>		1	Grant		
41	18.11.21	22.11.21	Patricia Ryan	56648/21	<p><b>Dail Question No: 155</b> To ask the Minister for Transport if the number of trains serving Athy railway station will be improved; and if he will make a statement on the matter.</p>		1	Grant		
40	11.11.21	19.11.21	John Paul Phelan	55291/21	<p><b>Dail Question No: 228</b> To ask the Minister for Transport if a request has been received from the Decade of Centenaries committee of Carlow County Council to name the new footbridge at Carlow town train station after a person (details supplied) to mark the centenary of their execution; when a decision can be expected on same; and if he will make a statement on the matter.</p> <p><b>Details Supplied</b> Kevin Barry</p>		1	Grant		
39	11.11.21	17.11.21	Jennifer Carroll MacNeill	55278/21	<p><b>Dail Question No: 224</b> To ask the Minister for Transport the number of persons who are employed to provide security on DART services; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 225</b> To ask the Minister for Transport the number of instances of antisocial behaviour and violent attacks on DART trains and stations; the methods in place to monitor these incidents; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 226</b> To ask the Minister for Transport the measures that are being taken to prevent antisocial behaviour and violent attacks on DART services; and if he will make a statement on the matter.</p>		4	Part Grant - S32- Security relating to public safety		
38	10.11.21	22.11.21	Ivana Back	54660/21	<p><b>Dail Question No: 224</b> To ask the Minister for Transport if all public bodies under his aegis and all bodies publicly funded by his Department are in compliance with the Web Accessibility Directive (EU 2016/2102) with regard to web sites from 23 September 2020 and mobile apps from 23 June 2021; and if he will make a statement on the matter.</p>		1	Grant		
37	10.11.21	19.11.21	Ivana Back	54658/21	<p><b>Dail Question No: 222</b> To ask the Minister for Transport if public bodies under his aegis and bodies publicly funded by his Department have a procurement policy which includes consideration of obligations under section 27 of the Disability Act 2005; if such procurement is audited for compliance with section 27; and if he will make a statement on the matter.</p>		1	Grant		
36	04.11.21	17.11.21	Darren O'Rourke	53937/21	<p><b>Dail Question No: 247</b> To ask the Minister for Transport the amount that was spent by public transport companies on private security in 2018, 2019 and 2020; and if he will make a statement on the matter.</p>		1	Grant		
35	03.11.21	10.11.21	Martin Browne	53638/21	<p><b>Dail Question No: 113</b> To ask the Minister for Transport his views on whether the frequent closure of the Ballybrophy railway line for track renewal works is damaging to public confidence in the reliability of services on the line; his further views on whether carrying out all of the remaining track renewal works on the Ballybrophy railway line in one go would be more beneficial for this reason; if he will discuss the possibility with Irish Rail; the impact that frequent closures of the line has for the reputation of the rail line and public confidence in it; and if he will make a statement on the matter.</p>		2	Grant		
34	03.11.21	05.11.21	Patrick Costello	53241/21	<p><b>Dail Question No: 128</b> To ask the Minister for Transport if the use of trains (details supplied) for intercity services will cease given the inadequate luggage space available which makes such journeys unattractive and thus sees a decrease in the use of public transport and a correlating effect in terms of meeting climate change targets.</p> <p><b>Details Supplied:</b> 29000 commuter DMU Trains</p>		1	Grant		

**Freedom of Information Request**  
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					<b>Parliamentary Questions for the period of 1 July 2021 to 31 December 2021 inclusive</b>					
33	03.11.21	05.11.21	James O'Connor	53660/21	<p><b>Dail Question No: 108</b> To ask the Minister for Transport if he will consider making provision for free travel pass holders to guarantee them seats on Expressway and Intercity services especially for those persons who are not computer literate and would not be able to pre-book their seats; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 122</b> To ask the Minister for Transport his views on the requirement of free travel pass holders to pre-book their seats for Expressway and Intercity services for those persons who are not computer literate,; and if he will make a statement on the matter.</p>		1	Grant		
32	02.11.21	03.11.21	Richard Bruton	52194/21	<p><b>Dail Question No: 179</b> To ask the Minister for Transport if there have been adjustments made to ensure that the rail fleet is properly ventilated; if his attention has been drawn to the fact that customer monitors have shown that the air conditioning now in use is allowing excessively high CO2 concentrations to build up within carriages; and if he will make a statement on the matter.</p>		1	Grant		
31	02.11.21	09.12.21	Cormac Devlin	52170/21	<p><b>Dail Question No: 178</b> To ask the Minister for Transport the status of the expenditure and programme of construction and repair of the accessible elevators at all DART stations across Dublin by Iarnród Éireann; and if he will make a statement on the matter.</p>		3	Part Grant - S36-commercially sensitive information		
30	02.11.21	09.12.21	Darren O'Rourke	53032/21	<p><b>Dail Question No: 224</b> To ask the Minister for Transport the estimated cost of installing a minimum of one defibrillator at each major train station and the necessary staff trained in the use of the defibrillator.</p>		1	Grant		
29	02.11.21	03.11.21	Róisín Shortall	52024/21	<p><b>Dail Question No: 172</b> To ask the Minister for Transport when the Ballybrophy to Limerick continuous welded rail track renewal project will be completed; his plans to improve the frequency of the Ballybrophy to Limerick rail line; and if he will make a statement on the matter.</p>		1	Grant		
28	21.10.21	05.11.21	Cian O' Callaghan	51727/21	<p><b>Dail Question No: 161</b> To ask the Minister for Transport the reason information on the availability of DART lifts was not available online on the morning of 10 October 2021; the steps he is taking to ensure this information is always available; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 162</b> To ask the Minister for Transport the reason the recently upgraded lift at Seapoint station was out of service on the morning of 10 October 2021; the details of all replaced or upgraded DART station lifts which have been out of service within six months of these works taking place; the steps he will take to assist Irish Rail to ensure recently upgraded or replaced lifts are fully functional at all times; and if he will make a statement on the matter.</p>		2	Grant		
27	20.10.21	27.10.21	James Lawless	51460/21	<p><b>Dail Question No: 80</b> To ask the Minister for Transport if there are plans for the train station office in Sallins, County Kildare to be reopened and staffed; and if he will make a statement on the matter.</p>		1	Grant		
26	12.10.21	27.10.21	Joe Carey	49449/21	<p><b>Dail Question No: 84</b> To ask the Minister for Transport further to a question by this Deputy at the Oireachtas Select Committee on Transport and Communications of 29 September 2021 (details supplied), if he will ensure that the estimated capital cost of the preferred scheme of €16,592,240 is made available and that sanction is given without delay to expedite this project; and if he will make a statement on the matter.</p>		1	Part Grant - S36-commercially sensitive information		
25	12.10.21	29.10.21	Claire Kerrane	49366/21	<p><b>Dail Question No: 78</b> To ask the Minister for Transport if Irish Rail will increase the number of carriages from four to six on the 17 20 Galway to Dublin train.</p>		1	Grant		
24	05.10.21	05.11.21	Cian O' Callaghan	48162/21	<p><b>Dail Question No: 144</b> To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the 52 stations that are set for major investment up to 2024; the form this investment will take in each instance; the start and end dates of these works in tabular form; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 145</b> To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the full list of DART and commuter stations currently using the lift call system in tabular form; and if he will make a statement on the matter.</p> <p><b>Dail Question No: 146</b> To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the 15 DART and commuter stations that will introduce the lift call system in 2021; when the system will be introduced in each station in tabular form; and if he will make a statement on the matter.</p>		6	Grant		
23	05.10.21	20.10.21	Dara Calleary	48034/21	<p><b>Dail Question No: 138</b> To ask the Minister for Transport if his attention has been drawn to a settlement between a State agency (details supplied) and the Revenue Commissioners; if there are any agencies under his Department's remit that have had a similar issue or have made a settlement with the Revenue Commissioners in relation to any issue in the past five years; and if he will make a statement on the matter. Details Supplied Sea Fisheries Protection agency settlement with Revenue as per PAC Meeting September 28th 2021</p>		1	Part Grant - S36-commercially sensitive information		
22	05.10.21	29.11.21	Neale Richmond	48047/21	<p><b>Dail Question No: 141</b> To ask the Minister for Transport the number of public order incidents recorded on the DART in each of the years 2015 to 2020 and to date in 2021; and if he will make a statement on the matter.</p>		1	Grant		
21	29.09.21	03.11.21	Steven Matthews	47108/21	<p><b>Dail Question No: 76</b> To ask the Minister for Transport the position regarding the use of chemical pesticide weed killers to clear rail tracks; if he will investigate this policy and consider the use of alternative methods of weed removal; and if he will make a statement on the matter.</p>		1	Grant		

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20	28.09.21	29.09.21	Sorca Clarke	46811/21	<b>Dail Question No: 270</b> To ask the Minister for Transport the engagement there has been with Westmeath County Council, Irish Rail and other interested parties regarding the reopening of Killucan train station.		1	Grant		
19	22.09.21	20.10.21	Emer Higgins	45394/21	<b>Dail Question No: 18</b> To ask the Minister for Transport the steps taken by agencies under the remit of his Department to support the implementation of the national remote work strategy Making Remote Work; the approximate number or percentage of staff within these agencies who have access to cloud services for remote videoconferencing and the capacity to work remotely; if there are plans to increase this percentage; the framework under which procurement for this is managed; and if he will make a statement on the matter.		1	Grant		
18	21.09.21	24.09.21	Holly Cairns	44922/21	<b>Dail Question No: 149</b> To ask the Minister for Transport the locations of all offices and buildings either owned or used by his Department or by public bodies and agencies that operate under his remit which are usually open to the public to access services.		1	Grant		
17	15.09.21	28.09.21	Holly Cairns	44383/21	<b>Dail Question No: 184</b> To ask the Minister for Transport if he will ensure that all staff in his Department and public bodies and agencies that operate under his remit who, by necessity of their work have to come into close proximity with others, including other employees or members of the public are provided with medical grade masks in the EN14683 category; and if he will make a statement on the matter.			Grant		
16	15.09.21	23.09.21	Catherine Murphy	43400/21	<b>Dail Question No: 233</b> To ask the Minister for Transport if customer services officers are onboard all intercity trains; and if not, the estimated cost of ensuring at least one customer service officer is onboard each intercity train for each rail journey.			Grant		
15	15.09.21	23.09.21	Darren O'Rourke	43885/21	<b>Dail Question No: 247</b> To ask the Minister for Transport the frequency with which Irish Rail staff are trained to deal with major accidents onboard a train or within a station building.		2	Grant		
14	15.09.21	23.09.21	Catherine Murphy	44015/21	<b>Dail Question No: 251</b> To ask the Minister for Transport the amount paid in late interest payments and penalty payments in each of the years 2017 to 2020 and to date in 2021 made by Irish Rail, Dublin Bus, Luas, Bus Éireann and the NTA in respect of late payments being made to suppliers, service providers and contractors in tabular form; and the measures that each respective company and authority has put in place or are implementing to reduce late payment interest and or penalty payments.		1	Grant		
13	09.09.21	23.09.21	Sean Fleming	42034/21	<b>Dail Question No: 107</b> To ask the Minister for Transport the proposals for investing and upgrading a railway line (details supplied); and if he will make a statement on the matter. Details Supplied Ballybrophy/Roscrea/Limerick Line		1	Grant		
12	09.09.21	08.10.21	Denise Mitchell	41460/21	<b>Dail Question No: 89</b> To ask the Minister for Transport the amount Iarnród Éireann spent on maintenance on the Dublin to Sligo rail line in each of the years of 2019, 2020 and to date in 2021, in tabular form. <b>Dail Question No: 90</b> To ask the Minister for Transport the amount Iarnród Éireann spent on maintenance the Dublin to Waterford rail line in each of the years of 2019, 2020 and to date in 2021, in tabular form.		1	Grant		
11	09.09.21	23.09.21	Cian O' Callaghan	42845/21	<b>Dail Question No: 157</b> To ask the Minister for Transport if his attention has been drawn to the fact that the lift at Howth Junction and Donaghmede railway station which allows access for persons with limited mobility is out of order; the steps he is taking to address this and prevent this happening again; and if he will make a statement on the matter. <b>Dail Question No: 158</b> To ask the Minister for Transport if his attention has been drawn to the fact that the lift at Clontarf Road railway station which allows access for persons with limited mobility is out of order; the steps he is taking to address this and prevent this happening again; and if he will make a statement on the matter. <b>Dail Question No: 165</b> To ask the Minister for Transport if he will ensure that lifts at Irish Rail stations are operational given that there has been a number of instances of lifts being non-operational for weeks at a time, denying access to persons with limited mobility; and if he will make a statement on the matter.		1	Grant		
10	09.09.21	29.09.21	Holly Cairns	42766/21	<b>Dail Question No: 150</b> To ask the Minister for Transport the way in which his Department and public bodies and agencies under his remit are accommodating requests for persons to work from home.		1	Grant		
9	09.09.21	17.09.21	Réada Cronin	43045/21	<b>Dail Question No: 171</b> To ask the Minister for Transport the number of formal and informal roles held by a person (details supplied) in the name of his Department or associated agency in the lifetime of this Government; when they were appointed to same; and if he will make a statement on the matter. <b>Details Supplied:</b> Ms Katherine Zappone		1	Grant		
8	09.09.21	23.09.21	Fergus O' Dowd	41603/21	<b>Dail Question No: 97</b> To ask the Minister for Transport the current policy regarding the employment of persons with disabilities in his Department and in each State and semi-State body under the aegis of his Department; the disability quota of his Department at present; if there is an active campaign to increase the disability workforce from the current target of 3% to a minimum of 6% by 2024; if this quota has now been exceeded; if so, the details of same; if there has been an advertised competition in relation to the quota; and if he will make a statement on the matter.		1	Grant		
7	27.07.21	23.09.21	Jackie Cahill	40499/21	<b>Dail Question No: 240</b> To ask the Minister for Transport the funding that has been allocated by his Department for projects and initiatives in County Tipperary over the past 12 months; and if he will make a statement on the matter.		1	Part Grant - S36- commercially sensitive information		
6	27.07.21	04.08.21	Jennifer Murnane O'Connor	39067/21	<b>Dail Question No: 172</b> To ask the Minister for Transport the progress of accessibility refurbishment of Carlow railway station; when the new wheelchair accessible lift will be open for public use; and if he will make a statement on the matter.		1	Grant		
5	14.07.21	20.07.21	Sean Sherlock	38212/21	<b>Dail Question No: 53</b> To ask the Minister for Transport the engagement he or the agencies under his remit has had with the National Broadband Plan in the past two months.		1	Grant		

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4	14.07.21	14.07.21	Richard Boyd Barrett	31571/21	To ask the Minister for Transport his views on the fact that windows which cannot be opened on long journey trains are in effect a sealed off unit from fresh air and that recirculating air via air conditioning does not have sufficient filtration systems to deal with Covid-19 as noted by the European Railways Agency; and if he will make a statement on the matter.	Previously Answered Response PQ31192 re Issued again.	2	Grant		
3	13.07.21	20.07.21	Holly Cairns	37303/21	<b>Dail Question No: 227</b> To ask the Minister for Transport the details of the social impact assessments carried out by his Department and public bodies and agencies under his remit since 1 January 2016; and if he will make a statement on the matter.		1	Grant		
2	29.06.21	20.07.21	Catherine Connolly	34767/21	<b>Dail Question No: 128</b> To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter. <b>Dail Question No: 129</b> To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.		2	Grant		
1	06.07.21	12.07.21	Martin Browne	36095/21	<b>Dail Question No: 145</b> To ask the Minister for Transport when replacement lift work at Thurles train station will be completed; and the estimated cost of such work.		1	Part Grant - S36-commercially sensitive information		

**Signed** Heidi Reardon

**Date** 21st January 2022

**IE Decision Maker for Chief Executive**

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

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

12<sup>th</sup> July 2021

Dear Deputy Browne,

I refer to your **Parliamentary Question 36095/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport when replacement lift work at Thurles train station will be completed; and the estimated cost of such work.**

It is proposed to have the lifts back in service during the first week of August and the cost associated with the works is approximately [REDACTED]

Yours sincerely,



Jim Meade

**Chief Executive**

Catherine Connolly TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[catherineconnolly@oireachtas.ie](mailto:catherineconnolly@oireachtas.ie)

20<sup>th</sup> July 2021

Dear Deputy Connolly,

I refer to your **Parliamentary Question 34767/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 128**

**To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter.**

**Dail Question No: 129**

**To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.**

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IE as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IE safety approvals processes.

In addition, IE has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IE has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IE will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jim Meade", with a stylized flourish at the end.

Jim Meade

**Chief Executive**



Holly Cairns TD  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[holly.cairns@oireachtas.ie](mailto:holly.cairns@oireachtas.ie)

20<sup>th</sup> July 2021

Dear Deputy Cairns,

I refer to your **Parliamentary Question 37303/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the details of the social impact assessments carried out by his Department and public bodies and agencies under his remit since 1 January 2016; and if he will make a statement on the matter.**

Iarnród Éireann requires that all major investments in its infrastructure and services are appraised in accordance with the guidelines of the Common Appraisal Framework for Transport Projects and Programmes, the National Transport Authority Project Approval Guidelines and its own associated internal approval guidelines. Each of these require projects to be appraised for expected social impacts from the proposed transport investment. Our Iarnród Éireann Strategy 2027, which is informed by the National Development Plan 2020-2027 and Project Ireland 2040, guides all rail development programmes and shows how they will positively contribute to National Strategic Outcomes with the following related to social impact directly addressed;

- 2: Enhanced Regional Accessibility
- 3: Strengthened Rural Economies and Communities
- 5: A Strong Economy Supported by Enterprise, Innovation and Skills
- 10: Access to Quality Childcare, Education and Health

The key capital investment programme planned, DART+, for delivery under the National Development Plan will create a high frequency electrified network and services across all commuter lines in the Greater Dublin Area. In parallel it will add capacity and fleet to facilitate service frequency increases between all regions and Dublin. Other important programmes are the development of a new National Train Control Centre at Heuston and Accessibility Programme with these enhancing control and upgrading access for all users across the rail system respectively. These and other programmes being advanced by Iarnród Éireann have considerable positive social impact for current and future users across the rail network, and social impacts are assessed as part of business case and other approval processes.

Yours sincerely,



Jim Meade

**Chief Executive**

Richard Boyd Barrett TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

[richard.boydbarrett@oireachtas.ie](mailto:richard.boydbarrett@oireachtas.ie)

22nd June 2021

Dear Deputy Boyd Barrett,

I refer to your **Parliamentary Question 31192/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if he is concerned especially during the current pandemic that windows which cannot be opened on long journey trains are in effect a sealed off unit from fresh air and that recirculating air via air conditioning does not have sufficient filtration systems to deal with covid-19 as noted by the European Railways Agency; and if he will make a statement on the matter.**

Iarnród Éireann's (IÉ) COVID-19 measures are in place since March 2020 and have been managed through a dedicated IÉ COVID-19 Response Team. All the measures taken are in line with HSE/Government advice and have been constantly monitored and updated during, and in response to, the pandemic to mitigate the risks to customers and our staff and to maintain essential services on behalf of NTA/Government on our network.

In respect of COVID-19 measures on-board our trains, IÉ has ensured our services comply with the requirements for capacity constraints (currently 50%), social distancing, and enhanced cleaning with an emphasis on touch points.

It is mandatory to pre-book Intercity travel in advance, for travel on all dates until further notice. Pre-booking Intercity travel ensures the available capacity is effectively managed, providing rail customers with a safe and sanitary travelling environment. We welcome the move by Government to require customers - with the exception of specific exemptions - to wear face coverings while travelling on our services. Additionally, our employees are ensuring awareness amongst customers of the requirement to wear face coverings, and seeking support from Gardaí where enforcement issues arise. Compliance is continuously well in excess of 90%, and near total at peak times, remembering that there are a small number of customers who are exempt under Government regulations. The introduction of regulations to support this has seen a dramatic increase in the numbers wearing face coverings

IÉ is also aware of the ERA guidance note issued in 2020 regarding ventilation on trains and we review and action the applicable findings and recommendations on COVID-19 from a wide source of technical information and publications from expert groups or representative groups both within the rail industry and in a wider context.

IE has procured and affixed window decals in 2020 advising that openable windows should remain open on trains. The IE fleet is fitted with air conditioning systems that blend a mixture of fresh air and recirculated air and this is all filtered before return to the train carriage. The airflow rates in terms of air changes and fresh air delivery per person meets current EN and UIC standards.

IE will continue to monitor developments at home and internationally and will respond where additional measures to support the reduction of risk to COVID-19 is appropriate.

Yours sincerely,

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

Jim Meade

**Chief Executive**

Sean Sherlock TD  
Dáil Éireann,  
Leinster House,  
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Dublin 2  
[sean.sherlock@oireachtas.ie](mailto:sean.sherlock@oireachtas.ie)

20th July 2021

Dear Deputy Sherlock,

I refer to your **Parliamentary Question 38212/20** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the engagement he or the agencies under his remit has had with the National Broadband Plan in the past two months.**

Iarnród Éireann and CIÉ engineers are meeting fortnightly with National Broadband Ireland to progress any requirements of NBI to progress the National Broadband Plan, as they pertain to IÉ/CIÉ property.

Yours sincerely,



Jim Meade

**Chief Executive**

Jennifer Murnane O' Connor TD  
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Dublin 2

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4<sup>th</sup> August 2021

Dear Deputy Murnane O' Connor

I refer to your **Parliamentary Question 39067/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the progress of accessibility refurbishment of Carlow railway station; when the new wheelchair accessible lift will be open for public use; and if he will make a statement on the matter.**

The footbridge and lifts at Carlow Station are expected to open to the public in October 2021. The works will be significantly completed in August 2021 with final inspection, commissioning and approval activities due to be undertaken during September 2021.

Yours sincerely,



Jim Meade

**Chief Executive**

Jackie Cahill TD  
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23rd September 2021

Dear Deputy Cahill

I refer to your **Parliamentary Question 40499/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 240**

**To ask the Minister for Transport the funding that has been allocated by his Department for projects and initiatives in County Tipperary over the past 12 months; and if he will make a statement on the matter.**

The funding that has been allocated to Iarnród Éireann for projects and initiatives in County Tipperary over the past 12 months is ██████████ in total for infrastructure maintenance.

Yours sincerely,



Jim Meade

**Chief Executive**

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14<sup>th</sup> September 2021

Dear Deputy O'Dowd,

I refer to your **Parliamentary Question 41603/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 97**

**To ask the Minister for Transport the current policy regarding the employment of persons with disabilities in his Department and in each State and semi-State body under the aegis of his Department; the disability quota of his Department at present; if there is an active campaign to increase the disability workforce from the current target of 3% to a minimum of 6% by 2024; if this quota has now been exceeded; if so, the details of same; if there has been an advertised competition in relation to the quota; and if he will make a statement on the matter.**

Iarnród Éireann is aware of the requirement placed upon it by the disability Act 2005 and offer to all external candidates, should they require, a reasonable accommodation. This is also outlined in the organisations policy document on reasonable accommodation. However we are cognisant of the need to broaden our external recruitment reach across all of the equality grounds and have as members of the Open Doors initiative use their notice boards to advertise vacancies as they arise. Open Doors provides opportunities to marginalised sections of our society and this includes the disability sector.

However due to the nature of the rail sector the majority of our employees are employed in a safety critical roles. This requirement places medical standards that are specific to the rail industry in regard to drivers, signal persons, craft workers etc. this requirement means that there are individuals who due to the nature of the disability, may not be employed in certain areas of the industry.

Yours sincerely,



Jim Meade

**Chief Executive**

Réada Cronin TD  
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17<sup>th</sup> September 2021

Dear Deputy Cronin,

I refer to your **Parliamentary Question 43045/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 171**

**To ask the Minister for Transport the number of formal and informal roles held by a person (Ms Katherine Zappone) in the name of his Department or associated agency in the lifetime of this Government; when they were appointed to same; and if he will make a statement on the matter.**

Ms Katherine Zappone has not held any role in Iarnród Éireann.

Yours sincerely,



Jim Meade

**Chief Executive**



Holly Cairns TD  
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[holly.cairns@oireachtas.ie](mailto:holly.cairns@oireachtas.ie)

29th September 2021

Dear Deputy Cairns,

I refer to your **Parliamentary Question 42766/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 150**

**To ask the Minister for Transport the way in which his Department and public bodies and agencies under his remit are accommodating requests for persons to work from home.**

Prior to the COVID-19 pandemic, Iarnród Éireann (IE) had an “E-Working” policy in place with an associated application process however the take up for this within the organisation was low. In March 2020 with the onset of the pandemic, emergency arrangements were made to facilitate employees working in appropriate roles, to do so from home in line with government advices which encompassed a cohort of 700+ staff.

In advance of a full return to the office IE has developed a remote working policy which is in the final stages of approval. Commencing in October, employees whose roles permit will be able to avail of the remote working policy and apply a hybrid working arrangement.

Yours sincerely,



Jim Meade

**Chief Executive**

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[cian.ocallaghan@oireachtas.ie](mailto:cian.ocallaghan@oireachtas.ie)

23rd September 2021

Dear Deputy O'Callaghan,

I refer to your **Parliamentary Question 42845/21** below to Mr. Eamon Ryan T.D., Minister for Transport, & your recent correspondence to the Iarnród Éireann Oireachtas Liaison Mailbox.

**Dail Question No: 157**

**To ask the Minister for Transport if his attention has been drawn to the fact that the lift at Howth Junction and Donaghmede railway station which allows access for persons with limited mobility is out of order; the steps he is taking to address this and prevent this happening again; and if he will make a statement on the matter.**

There have been 10 lift faults reported in total across the 3 lifts at Howth Junction & Donaghmede station from January 2021 to date, all instances of faults were back in service on the same day with the exception of one instance in which the lift was out of service for 6 days, this was due to awaiting on a part to be delivered, and delays occurred due to Covid/ Brexit.

As we have corresponded in the past, a lift passenger call remote monitoring system was installed in Howth Junction & Donaghmede Station to help reduce vandalism and anti-social behaviour issues surrounding same. The lift is locked is off and secured until it gets called into service by a passenger who genuinely needs to use it as opposed to persons who would prefer to cause damage to it. This helps increase the mechanical reliability of the lift and will also protect the asset from being vandalised. In essence, the lift gives the appearance of being locked and passengers can call the lift via the help-point button (SOS button) next to the door of the lift which is actively monitored.

Lift Location	Date and Time Registered	Date and Time Completed	Engineer Fault
Howth Junction, Island Platform (2&3)	05/01/2021 07:00	05/01/2021 13:55	Lift Call Button/Key Switch Fault
Howth Junction, Platform 4, Main Line	11/01/2021 08:15	11/01/2021 12:40	Lift Door Fault
Howth Junction, Platform 1, Branch Line	25/01/2021 20:40	26/01/2021 12:05	Debris Caught in Door Track
Howth Junction, Platform 1, Branch Line	28/01/2021 11:20	28/01/2021 14:30	Lift Door Fault
Howth Junction, Platform 4, Main Line	30/06/2021 12:00	30/06/2021 17:20	Mechanical Fault (other)
Howth Junction, Platform 4, Main Line	26/07/2021 08:45	27/07/2021 11:15	Lift Fault (Other)
Howth Junction, Platform 1, Branch Line	04/08/2021 07:30	04/08/2021 11:45	Lift Call Button/Key Switch Fault
Howth Junction, Platform 1, Branch Line	05/08/2021 13:00	05/08/2021 18:00	Lift Door Detector Fault
Howth Junction, Platform 4, Main Line	24/08/2021 15:00	25/08/2021 10:00	Lift Door Fault
Howth Junction, Platform 4, Main Line	26/08/2021 18:00	31/08/2021 13:55	Lift Fault (Other)

**Dail Question No: 158**

To ask the Minister for Transport if his attention has been drawn to the fact that the lift at Clontarf Road railway station which allows access for persons with limited mobility is out of order; the steps he is taking to address this and prevent this happening again; and if he will make a statement on the matter.

There have been 11 call outs to the 2 lifts at Clontarf Road Station from January 2021 to date (2 of which had no fault on arrival). All of these the exception of 4 instances were back in service on the same day.

Lift Location	Date and Time Registered	Date and Time Completed	Engineer Fault
Clontarf Road, Platform 1, Up Line	05/01/2021 15:20	05/01/2021 16:40	Lift Passenger System Interface
Clontarf Road, Platform 1, Up Line	19/01/2021 08:20	19/01/2021 13:15	No Fault on Arrival
Clontarf Road, Platform 1, Up Line	22/02/2021 09:30	22/02/2021 15:00	Lift Controller Fault
Clontarf Road, Platform 1, Up Line	01/03/2021 11:00	01/03/2021 17:00	Lift Positioning Fault (Encoder)
Clontarf Road, Platform 1, Up Line	12/04/2021 10:45	12/04/2021 15:00	Lift Door Fault
Clontarf Road, Platform 2, Down Line	11/05/2021 18:20	11/05/2021 18:43	Entrapment
Clontarf Road, Platform 2, Down Line	11/05/2021 18:45	12/05/2021 12:00	Lift Door Fault
Clontarf Road, Platform 2, Down Line	22/05/2021 10:00	24/05/2021 13:30	Intermittent Fault
Clontarf Road, Platform 2, Down Line	08/08/2021 10:14	08/08/2021 11:50	No Fault on Arrival
Clontarf Road, Platform 1, Up Line	30/08/2021 00:00	03/09/2021 00:00	Lift Power Issue
Clontarf Road, Platform 2, Down Line	04/09/2021 20:00	06/09/2021 15:30	Lift Power Issue

**Dail Question No: 165**

To ask the Minister for Transport if he will ensure that lifts at Irish Rail stations are operational given that there has been a number of instances of lifts being non-operational for weeks at a time, denying access to persons with limited mobility; and if he will make a statement on the matter.

Iarnród Éireann is committed to providing all our customers including those who are mobility and sensory impaired, the highest level of accessibility on our rail network. We work closely with the National Transport Authority and meet regularly with user groups from the Irish Wheelchair Association, Deaf Hear, National Council for Blind and Irish Guide Dogs to improve accessibility.

Iarnród Éireann, as well as undertaking ongoing maintenance, and responding as quickly as possible to faults, is undertaking a major programme of investment in lift replacements and upgrades, to improve the reliability of lift systems and accessibility of the rail network for customers with reduced mobility.

Lift issues predominantly arise from misuse, which in turn has impacted on ongoing reliability. Similar to Howth Junction and Donaghmede Station, we are rolling out a lift call system which will ensure lifts are monitored to prevent access to those who seek to vandalise or damage equipment. Both the current works and lift call will improve reliability of lifts. However we do require, and there will be, a more significant programme of investment in lift replacement over the coming years, which will see new and more durable units installed.

We are investing in our stations with The "Big Lift" upgrade. Over the next year we're making some big changes by replacing and upgrading our lifts. The Big Lift means big improvements for people with mobility issues. There may be some disruptions now, but this work will provide extra reliable station access for everyone in the future.

Twenty-two stations across the network will have their lifts upgraded by the end of this year, with 52 stations across the rail network set for major investment up to 2024. While we are upgrading, alternative arrangements will be advised for customers of reduced mobility to ensure continued access at stations.

We update our app, website and station information screens as soon as lift information is reported to ensure customers can plan when issues arise. We work with our lift maintenance contractor to ensure that lifts re-enter service as quickly as possible in the event of a fault. In most instances this will happen same day or within 24 hours. However, where specific part replacement or major works / repairs are required, it can take longer.

Additionally, for your information, Iarnród Éireann recently introduced the Lift Call system at a further 25 DART and Commuter stations, and a further 15 stations will have this system introduced in 2021 which will provide monitored access to lifts, to reduce the incidence of anti-social behaviour. The system sees two control centres monitoring lifts on the DART and Northern Commuter lines, and ensuring access is regulated at all times. The systems have already seen a reduction in vandalism issues and anti-social behaviour, and facilitated arrests in incidents of vandalism.

Yours sincerely,

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

Jim Meade

**Chief Executive**

Denise Mitchell TD  
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7<sup>th</sup> October 2021

Dear Deputy Mitchell,

I refer to your **Parliamentary Question 41460/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 89 - To ask the Minister for Transport the amount Iarnród Éireann spent on maintenance on the Dublin to Sligo rail line in each of the years of 2019, 2020 and to date in 2021, in tabular form.**

*The Tables below incorporates both Signal Electrical & Telecoms (SET) and Chief Civil Engineer (CCE) Infrastructure Costs for each Line.*

Connolly - Sligo	Total €
2019	€10.67m
2020	€13.13m
2021 to P9	€7.43m
<b>Total</b>	<b>€31.23m</b>

This represents the investment in the maintenance, renewal and upgrade of track and structure infrastructure assets on the Sligo to Dublin rail line.

**Dail Question No: 90 - To ask the Minister for Transport the amount Iarnród Éireann spent on maintenance the Dublin to Waterford rail line in each of the years of 2019, 2020 and to date in 2021, in tabular form.**

Cherryville-Waterford	Total €
2019	€10.06m
2020	€10.62m
2021 to P9	€7.71m
<b>Total</b>	<b>€28.28m</b>

This represents the investment in the maintenance, renewal and upgrade of track and structure infrastructure assets from Cherryville Junction to Plunkett Station, Waterford.

Yours sincerely,



Jim Meade  
**Chief Executive**

Sean Fleming TD  
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23rd September 2021

Dear Deputy Fleming,

I refer to your **Parliamentary Question 42034/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 107**

**To ask the Minister for Transport the proposals for investing and upgrading a railway line (Ballybrophy/Roscrea/Limerick Line); and if he will make a statement on the matter.**

Iarnród Éireann/Irish Rail have invested a total of €22.8M over the 10 year period from 2011 to 2020 on improvements and upgrades to the infrastructure on the Ballybrophy to Limerick line. The upgrades are made up of a range of infrastructural improvements across the track, bridges, signalling systems and other structures that comprise the assets on this route. Upgrades to infrastructural assets are identified, prioritised and carried out on an on-going basis in line with safety and technical management systems to ensure the safe provision of this infrastructure for the operation of the rail services on it and in accordance with available funding to undertake these upgrades. In addition, a further €22.7M has funded line maintenance on the Ballybrophy to Limerick line over the same period, resulting in a total infrastructure funding of €45.5M between 2011 and 2020.

The plan is to relay 7.5 miles of continuous welded rail (CWR) in 2021, having received some additional IMMAC funding.

Yours sincerely,



Jim Meade

**Chief Executive**

Catherine Murphy TD  
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Dublin 2  
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23rd September 2021

Dear Deputy Murphy,

I refer to your **Parliamentary Question 44015/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 251**

To ask the Minister for Transport the amount paid in late interest payments and penalty payments in each of the years 2017 to 2020 and to date in 2021 made by Irish Rail, Dublin Bus, Luas, Bus Éireann and the NTA in respect of late payments being made to suppliers, service providers and contractors in tabular form; and the measures that each respective company and authority has put in place or are implementing to reduce late payment interest and or penalty payments.

Iarnród Éireann constantly reviews its purchase to pay processes and systems to ensure suppliers are paid promptly and on time. New technology and work practises have been and continue to be implemented to ensure we have an efficient vendor payment process.

Details of late interest payments is as below:

Dates Interest is run from	Total €
30.09.2016 - 31.08.2017	22,666.34
01.09.2017 - 01.10.2018	21,842.55
01.10.2018 - 01.10.2019	24,720.61
01.10.2019 - 01.10.2020	22,596.00
01.10.2021 - 01.05.2021	10,418.42

Yours sincerely,



Jim Meade

**Chief Executive**

Darren O'Rourke TD

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[darren.orourke@oireachtas.ie](mailto:darren.orourke@oireachtas.ie)

23rd September 2021

Dear Deputy O'Rourke,

I refer to your **Parliamentary Question 43885/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 247**

**To ask the Minister for Transport the frequency with which Irish Rail staff are trained to deal with major accidents onboard a train or within a station building.**

From a railway perspective, all "Major Emergencies" are declared by the Principle Response Agencies (PRA's) where:

- Rescue and transportation of a large number of casualties and survivors is involved
- A large scale multiagency response from the PRA's is required
- The mobilisation and organisation of services is required to cater for the needs of casualties and/or their relatives
- The handling of a large number of enquiries is likely to be generated both from the public and the news media
- Large scale damage to the environment or disruption to the community occurs

In the event of an emergency our staff act in accordance with defined rules, processes and procedures. Example of two such policies are the Major Customer Disruption & Emergency Response Handbook. These policies set out role specific duties. In these situations the importance of safe and effective decision making is imperative.

Emergency preparedness is an integral part of Iarnród Éireann's (IÉ) IÉ Safety Management System. IÉ has trained competent incident officers as part of a mobile emergency response team at all front line managed locations to deal with incidents. For major emergencies IÉ staff support the PRA's with technical railway knowledge. Incident officer training is delivered by the IÉ Training Centre on an on-going basis.



Incident officers are in a safety related role and are in the process of receiving annual competence reviews against the incident officer training i.e. an annual check on an individual's incident officer experience.

Training is delivered to the staff with specific roles highlighted in the published policy documents and IÉ carry out emergency exercises each year throughout the network. Following an incident our Infrastructure Manager Operational staff carry out a debrief within 24hrs & following this a full review takes place within five days with lessons learnt briefed to relevant staff.

In addition, IÉ provides training for train drivers and train guards in how to deal with emergency situations on board trains. This includes protection of the line while detraining passengers in the event of a major emergency. For other on-board staff that are not safety related, they are trained to comply with the instructions of the train driver in the event of an on-board emergency.

IÉ emergency preparedness element of the safety management system also includes:

- Annual emergency exercises in each District in collaboration with the PRA's
- Risk based local emergency plans in place for our Stations.
- Risk based crowd control plans for our stations
- Station evacuation exercises twice per year.

Yours sincerely,



Jim Meade

**Chief Executive**

Catherine Murphy TD  
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23rd September 2021

Dear Deputy Murphy,

I refer to your **Parliamentary Question 43400/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 233**

**To ask the Minister for Transport if customer services officers are onboard all intercity trains; and if not, the estimated cost of ensuring at least one customer service officer is onboard each intercity train for each rail journey.**

In line with Iarnród Éireann's value of "Customers at the heart of our business" we plan to deploy a Customer Service Officer (CSO) to all Intercity services. The total resource demand to meet this objective is 121 officers. The salary range for a Customer Service Officer is €31,585.03 - €41,288.09 over a 10 year pay scale. These will be based in 10 regional centres around the network in addition to Heuston and Connolly Stations in Dublin.

There are approximately 100 officers currently recruited, trained and operating our services today, so, currently, we are experiencing some gaps in service. The recruitment and selection process for the remaining positions is ongoing to reach the total figure of 121 officers. This we estimate on current schedules to be complete by year end.

Post final recruitment and training we will see at least one CSO on all our intercity services.

Yours sincerely,



Jim Meade

**Chief Executive**

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Leinster House,  
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27th September 2021

Dear Deputy Cairns,

I refer to your **Parliamentary Question 44383/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 184**

**To ask the Minister for Transport if he will ensure that all staff in his Department and public bodies and agencies that operate under his remit who, by necessity of their work have to come into close proximity with others, including other employees or members of the public are provided with medical grade masks in the EN14683 category; and if he will make a statement on the matter.**

Iarnród Éireann undertook the lead role in the provision of PPE requirements in April 2020 across the CIÉ Group (Iarnród Éireann, Dublin Bus & Bus Éireann). This also initially included LUAS and the National Transport Authority.

This is now managed by each individual operating company within the CIE Group/LUAS.

Iarnród Éireann has provided face masks to all employees in all roles, and together with our sister companies Dublin Bus and Bus Éireann, continue to provide a supply of personal use hand sanitiser/sanitised wipes and reusable face masks for our employees.

Masks conform to AFNOR Spec S76-001 approved by the World Health Organisation.

Yours sincerely,



Jim Meade

**Chief Executive**

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24th September 2021

Dear Deputy Cairns,

I refer to your **Parliamentary Question 44922/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 149**

**To ask the Minister for Transport the locations of all offices and buildings either owned or used by his Department or by public bodies and agencies that operate under his remit which are usually open to the public to access services.**

There are 145 stations on the Iarnrod Eireann (IE) Network:

<https://www.irishrail.ie/en-ie/travel-information/find-a-station>

IE are also the Port Authority that operate Rosslare Europort.

Yours sincerely,



Jim Meade

**Chief Executive**

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20th October 2021

Dear Deputy Higgins,

I refer to your **Parliamentary Question 45394/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 18**

**To ask the Minister for Transport the steps taken by agencies under the remit of his Department to support the implementation of the national remote work strategy Making Remote Work; the approximate number or percentage of staff within these agencies who have access to cloud services for remote videoconferencing and the capacity to work remotely; if there are plans to increase this percentage; the framework under which procurement for this is managed; and if he will make a statement on the matter.**

Prior to the COVID-19 pandemic, Iarnród Éireann (IÉ) had an “E-Working” policy in place with an associated application process however the take up for this within the organisation was low. In March 2020 with the onset of the pandemic, emergency arrangements were made to facilitate employees working in appropriate roles, to do so from home in line with government advices which encompassed a cohort of 700+ staff.

In advance of a full return to the office IÉ has developed a remote working policy which is in the final stages of approval, and employees whose roles permit will be able to avail of the remote working policy and apply a hybrid working arrangement.

Yours sincerely,



Jim Meade

**Chief Executive**

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29<sup>th</sup> September 2021

Dear Deputy Clarke

I refer to your **Parliamentary Question 46811/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 270**

**To ask the Minister for Transport the engagement there has been with Westmeath County Council, Irish Rail and other interested parties regarding the reopening of Killucan train station.**

As detailed at a meeting attended by Iarnród Éireann, Minister Eamon Ryan, Westmeath County Council Chief Executive, and elected members of Westmeath County Council on 1<sup>st</sup> December 2020, the responsibility for developing the transport strategy for the Killucan and Kinnegad areas lies with Westmeath County Council.

Iarnród Éireann representatives also attended a meeting of Westmeath County Council on 27<sup>th</sup> July 2021, and reiterated this advice.

Should the Council wish to establish the potential for reopening Killucan, It will be necessary for the County Council to arrange for the production of the required business case as it is the authority with the responsibility for the land use and transport planning in the area. Iarnród Éireann would of course support the Council in its preparation of a business case, with access to any relevant information we have and technical expertise in the planning, design and operating of a station.

Yours sincerely,



Jim Meade

**Chief Executive**

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2<sup>nd</sup> November 2021

Dear Deputy Matthews,

I refer to your **Parliamentary Question 47108/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 76**

**To ask the Minister for Transport the position regarding the use of chemical pesticide weed killers to clear rail tracks; if he will investigate this policy and consider the use of alternative methods of weed removal; and if he will make a statement on the matter.**

Iarnród Éireann is examining the feasibility of moving to non-glyphosate herbicides in treating infrastructure.

Currently, chemical use to some degree may still be required to ensure the track is completely clear of weeds to ensure the safe operation of the track for both customers and staff. In particular, chemicals are the only effective method in the treatment of invasive species such as Japanese Knotweed.

Alternative methods of weed treatment could include the use of hot water, foam steam, flame weeding or the use of concentrated vinegar with other public authorities such as Dublin City Council trialling some of these alternative methods.

The spraying of the entire network is carried out annually covering the entire network with the introduction of the revamped Multipurpose vehicle also reducing the use of herbicides/chemicals.

Yours sincerely,



Jim Meade

**Chief Executive**

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29th November 2021

Dear Deputy Richmond,

I refer to your **Parliamentary Question 48047/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 141**

**To ask the Minister for Transport the number of public order incidents recorded on the DART in each of the years 2015 to 2020 and to date in 2021; and if he will make a statement on the matter.**

Criminal offence & anti-social behaviour DART, on board and in stations (*NTA Reportable*):

2016	2017	2018	2019	2020	2021
323	321	267	399	351	*191

*Current recording system commenced 2016*

\*P11, 2021

Yours sincerely,



Jim Meade  
**Chief Executive**



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20th October 2021

Dear Deputy Calleary,

I refer to your **Parliamentary Question 48034/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 138**

**To ask the Minister for Transport if his attention has been drawn to a settlement between a State agency (*Sea Fisheries Protection agency settlement with Revenue as per PAC Meeting September 28th 2021*) and the Revenue Commissioners; if there are any agencies under his Department's remit that have had a similar issue or have made a settlement with the Revenue Commissioners in relation to any issue in the past five years; and if he will make a statement on the matter.**

It is the policy of the Iarnród Éireann (IÉ) to be in compliance with Revenue requirements at all times.

IÉ operates within the Revenue Commissioners Co-operative Compliance Framework (CCF) which is a voluntary framework under which IÉ engages with the Revenue Commissioners on matters as they arise from time to time.

Under the CCF, IÉ agree to undertake self-reviews of particular tax headings as requested by the Revenue Commissioners from time to time. These reviews are generally undertaken, on agreed terms of reference, using external professional expertise. The output of the reviews are fully disclosed to the Revenue Commissioners and settlements are agreed as appropriate.

As VAT is dealt with on a group basis, CIÉ Group will cover that tax head on its submission.

**PAYE Self-review**

In September 2019 IÉ commenced a PAYE self-review. In July 2020 IÉ delivered their submission to Revenue together with a payment including interest and penalties for [REDACTED]. The submission and payment on account is based on the timeframe 2016 to 2019 inclusive. The amount paid to the revenue represents 0.13% of the gross payroll value over the same timeframe.

Yours sincerely,



Jim Meade

**Chief Executive**

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5<sup>th</sup> November 2021

Dear Deputy O'Callaghan,

I refer to your **Parliamentary Question 48162/21** below to Mr. Eamon Ryan T.D., Minister for Transport which has been passed to me to respond to you directly.

Attached details to **Dail Questions 143/144/145/146** as over.

Exact start and finish dates for 2022 renewal works will be confirmed in early 2022.

Equally, the renewal sites listed for 2023 & 2024 are **proposed sites** and works are subject to formal NTA funding approval.

Yours sincerely,



Jim Meade

**Chief Executive**

**Dail Question No: 143**

To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the 22 stations that will have their lifts upgraded by the end of 2021; the start and end dates of these works in tabular form; and if he will make a statement on the matter.

No	Station	Start Date	Completion Date	
1	Templemore (Hydraulic Lift Replacements)	19/04/2021	17/06/2021	Completed in 2021
2	Thurles (Hydraulic Lift Replacements)	07/06/2021	27/08/2021	Completed in 2021
3	Ballybrophy (Hydraulic Lift Replacements)	26/07/2021	15/10/2021	Completed in 2021
4	Connolly (Escalator Replacement)	28/06/2021	13/09/2021	Completed in 2021
5	Pearse (Escalator Replacement)	28/06/2021	15/09/2021	Completed in 2021
6	Clongriffin (Lift Modernisations)	01/03/2021	26/03/2021	Completed in 2021
7	Boosterstown (Lift Modernisations)	29/03/2021	23/04/2021	Completed in 2021
8	Blackrock (Lift Modernisations)	26/04/2021	21/05/2021	Completed in 2021
9	Seapoint (Lift Modernisations)	24/05/2021	18/06/2021	Completed in 2021
10	Sandycove (Lift Modernisation)	14/06/2021	16/07/2021	Completed in 2021
11	Glenageary (Lift Modernisations)	05/07/2021	30/07/2021	Completed in 2021
12	Killiney (Lift Modernisations)	02/08/2021	27/08/2021	Completed in 2021
13	Shankill (Lift Modernisations)	30/08/2021	24/09/2021	Completed in 2021
14	Bray (Lift Modernisations)	27/09/2021	22/10/2021	Completed in 2021
15	Howth Junction Platform 1 & 4 (Lift Modernisations)	26/10/2021	17/12/2021	In Progress
16	Gort (Lift Modernisations)	08/11/2021	03/12/2021	-
17	Laytown (Hydraulic Lift Replacements)	02/08/2021	24/09/2021	Completed in 2021
18	Leixlip Louisa Bridge (Hydraulic Lift Replacement)	26/07/2021	05/10/2021	Completed in 2021
19	Monasterevin (Hydraulic Lift Replacements)	29/10/2021	17/12/2021	In Progress
20	Tullamore (Hydraulic Lift Replacements)	02/08/2021	28/10/2021	Completed in 2021
21	Athlone (Hydraulic Lift Replacements)	15/09/2021	04/11/2021	In Progress
22	Ballinasloe (Hydraulic Lift Replacements)	04/11/2021	17/12/2021	-

**Dail Question No: 144**

To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the 52 stations that are set for major investment up to 2024; the form this investment will take in each instance; the start and end dates of these works in tabular form; and if he will make a statement on the matter.

No	Station	Start Date	Completion Date	
1	Balbriggan	23/09/2020	27/11/2020	Completed in 2020
2	Skerries	23/09/2020	07/12/2020	Completed in 2020
3	Dun Laoghaire	23/09/2020	11/12/2020	Completed in 2020
4	Tara Street Platform 1 Lift Platform 2 Lift	23/11/2020 18/11/2020	15/12/2020 08/02/2021	Completed in 2020
5	Templemore	19/04/2021	18/06/2021	Q2 2021
6	Thurles	07/06/2021	27/08/2021	Q3/Q4 2021
7	Ballybrophy	26/07/2021	15/10/2021	Q3/Q4 2021
8	Connolly	12/07/2021	13/09/2021	Q3 2021
9	Pearse	12/07/2021	15/09/2021	Q3 2021
10	Clongriffin	01/03/2021	26/03/2021	Completed in 2021
11	Boosterstown	29/03/2021	23/04/2021	Completed in 2021
12	Blackrock	26/04/2021	21/05/2021	Completed in 2021
13	Seapoint	24/05/2021	18/06/2021	Completed in 2021
14	Sandycove	14/06/2021	16/07/2021	Completed in 2021
15	Glenageary	05/07/2021	30/07/2021	Completed in 2021
16	Killiney	02/08/2021	27/08/2021	Completed in 2021
17	Shankill	30/08/2021	24/09/2021	Completed in 2021
18	Bray	27/09/2021	22/10/2021	Completed in 2021
19	Howth Junction (Platform 1 & 4 Lifts)	26/10/2021	17/12/2021	In Progress
20	Gort	22/11/2021	17/12/2021	Q4 2021
21	Laytown	03/08/2021	22/09/2021	Q3 2021
22	Leixlip Louisa Bridge	26/07/2021	29/09/2021	Q3 2021
23	Monasterevin	29/10/2021	17/12/2021	Q4 2021
24	Tullamore	03/08/2021	29/10/2021	Q3 2021
25	Athlone	15/09/2021	05/11/2021	Q3/Q4 2021
26	Ballinasloe	04/11/2021	17/12/2021	Q4 2021

2022 Stations for Renewals		
27	Drumcondra	Q2/Q3 2022
28	Portmarnock	Q3 2022
29	Charleville	Q2/Q3 2022
30	Carrigtwohill	Q3 2022
31	Midleton	Q3/Q4 2022
32	Connolly (Escalators)	Q3/Q4 2022
33	Parkwest & Cherry Orchard	Q2/Q3 2022
34	Fonthill	Q2/Q3 2022
35	Kishogue	Q2/Q3 2022
36	Adamstown	Q3/Q4 2022
37	Hazelhatch	Q3/Q4 2022
Proposed Sites for Renewals in 2023 & 2024		
38	Longford	2023
39	Connolly	2023
40	Dun Laoghaire	2023
41	Booterstown	2023
42	Blackrock	2023
43	Bray	2023
44	Killiney	2023
45	Shankill	2023
46	Grand Canal Dock	2024
47	Seapoint	2024
48	Salthill & Monkstown	2024
49	Sandycove	2024
50	Glenageary	2024
51	Clontarf Road	2024
52	Clongriffin	2024

**Dail Question No: 145**

To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the full list of DART and commuter stations currently using the lift call system in tabular form; and if he will make a statement on the matter.

No	Station
1	Dundalk
2	Drogheda
3	Laytown
4	Balbriggan
5	Skerries
6	Rush & Lusk
7	Donabate
8	Malahide
9	Clongriffin
10	Bayside
11	Howth Junction
12	Raheny
13	Clontarf Road
14	Connolly
15	Grand Canal Dock
16	Boosterstown
17	Blackrock
18	Seapoint
19	Salthill & Monkstown
20	Dun Laoghaire
21	Sandycove
22	Glenageary
23	Killiney
24	Shankill
25	Bray
26	Greystones
27	Adamstown
28	Fonthill
29	Parkwest
30	Limerick Junction
31	Carrigtwohill
32	Midleton

**Dail Question No: 146**

To ask the Minister for Transport further to Parliamentary Question No. 165 of 23 September 2021, the **15 DART and commuter stations** that will introduce the lift call system in 2021; when the system will be introduced in each station in tabular form; and if he will make a statement on the matter.

\* This should be 14 stations

No	Station	Start Date	Completion Date	
1	Parkwest & Chery Orchard	22/03/2021	23/04/2021	Completed in 2021
2	Fonthill	26/04/2021	28/05/2021	Completed in 2021
3	Adamstown	28/06/2021	30/07/2021	Completed in 2021
4	Hazelhatch	02/08/2021	03/09/2021	Completed in 2021
5	Newbridge	06/09/2021	17/09/2021	Completed in 2021
6	Monasterevin	TBC	TBC	TBC
7	Portarlinton	18/10/2021	12/11/2021	Q4 2021
8	Portlaoise	15/11/2021	10/12/2021	Q4 2021
9	Limerick Junction	17/05/2021	21/05/2021	Completed in 2021
10	Carrigtwohill	26/07/2021	30/06/2021	Completed in 2021
11	Midleton	02/08/2021	07/08/2021	Completed in 2021
12	Athenry	01/03/2021	05/03/2021	Completed in 2021
13	Ballinasloe	TBC	TBC	TBC
14	Gort	22/11/2021	17/12/2021	Q4 2021

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29th October 2021

Dear Deputy Kerrane,

I refer to your **Parliamentary Question 49366/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 78**

**To ask the Minister for Transport if Irish Rail will increase the number of carriages from four to six on the 17:20 Galway to Dublin train.**

The Iarnród Éireann operational fleet is fully deployed on scheduled services at present, in line with prevailing demand. The current capacity is primarily based on demand levels pre-COVID, when rapid growth in demand resulted in the utilisation of 100% of our operational fleet at peak times.

Post-COVID, demand is suppressed in the short-term, and as we exit the Covid 19 pandemic and significantly altered travel patterns emerge, Iarnród Éireann will analyse this trend and adapt our timetable to meet customer demands. It is expected that this assessment will take a number of months as travel patterns become established with a phased return to the work place. Once this process has been completed a timetable and capacity proposal will be prepared and issued for public consultation on our website, it is currently estimated that this process will commence in the 2nd quarter of 2022.

I would also advise that the recently announced National Development Plan will see the introduction of additional Infrastructure which will relieve congestion on the network while also providing for new trains to provide greater capacity for our increasing passenger numbers into the future.

Iarnród Éireann, supported by the NTA, is at an advanced stage in the tender process to order the largest and greenest fleet in Irish public transport history, for up to 750 electric / battery-electric powered carriages over a 10-year timescale. As well as increasing Dublin area capacity, it will also see Intercity carriages currently in use on Commuter services allocated to Intercity routes, to increase capacity and frequency of services.

Yours sincerely,



Jim Meade

**Chief Executive**



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26th October 2021

Dear Deputy Carey,

I refer to your **Parliamentary Question 49449/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 84**

**To ask the Minister for Transport further to a question by this Deputy at the Oireachtas Select Committee on Transport and Communications of 29 September 2021 (details supplied), if he will ensure that the estimated capital cost of the preferred scheme of €16,592,240 is made available and that sanction is given without delay to expedite this project; and if he will make a statement on the matter.**

**Details Supplied: RPS report of December 2020 - in relation to the Ennis to Limerick rail line and specifically the need to implement the recommendations of the report by a group to his Department to address the longstanding issues of protracted flooding on the line at Ballycar, Newmarket-On-Fergus.**

Last year a report was compiled by consultant RPS following the study by a stakeholder group that included Iarnród Éireann, Clare County Council, the Office of Public Works (OPW) and the Geological Survey Ireland (GSI). The terms of reference for the group was to identify the most appropriate technically feasible drainage solution to address the flooding at Ballycar and this was done.

Funding considerations were not under the remit of the study and the indicative costs for the drainage scheme is [REDACTED] including VAT. In order for the project to proceed a funding source will need to be identified. In this respect it should be noted that Iarnród Éireann is only one of a number of stakeholders with an interest in the project.

When a funding source is identified this will permit the project to progress with the steps involved including the appointment of a consultant and the progression of the project through preliminary and detailed design. The report notes indicative timescales for implementation of such a project are estimated to be 7-10 years duration but will be determined by the duration of consultations, the outcome of negotiations on land acquisition, the time required to complete environmental assessment and obtain statutory approvals and permissions, design, tendering and construction.

Yours sincerely,



Jim Meade

**Chief Executive**

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26th October 2021

Dear Deputy Lawless,

I refer to your **Parliamentary Question 51460/21** below to Mr. Eamon Ryan T.D., Minister for Transport which has been passed to me to respond to you directly.

**Dail Question No: 80**

**To ask the Minister for Transport if there are plans for the train station office in Sallins, County Kildare to be reopened and staffed; and if he will make a statement on the matter.**

Iarnród Éireann (IÉ) have no plans to reopen and staff the station office at Sallins.

The vast majority of customers using this station utilise tax saver tickets and Leap cards which were introduced with the extension of the Short Hop Zone to Sallins in 2017.

Since 2017 IÉ observed a dramatic reduction in the numbers of customers access the booking office to purchase tickets and with the retirement of the staff member in July 2018 the decision was taken to close the booking office.

Yours sincerely,



Jim Meade

**Chief Executive**

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5<sup>th</sup> November 2021

Dear Deputy O'Callaghan,

I refer to your **Parliamentary Question 51727/21** below to Mr. Eamon Ryan T.D., Minister for Transport which has been passed to me to respond to you directly.

**Dail Question No: 161**

**To ask the Minister for Transport the reason information on the availability of DART lifts was not available online on the morning of 10 October 2021; the steps he is taking to ensure this information is always available; and if he will make a statement on the matter.**

We regret there was a temporary recording error which resulted in information being unavailable for a short time. This issue has been resolved.

**Dail Question No: 162**

**To ask the Minister for Transport the reason the recently upgraded lift at Seapoint station was out of service on the morning of 10 October 2021; the details of all replaced or upgraded DART station lifts which have been out of service within six months of these works taking place; the steps he will take to assist Irish Rail to ensure recently upgraded or replaced lifts are fully functional at all times; and if he will make a statement on the matter.**

We have no reported faults for Seapoint Station on 10<sup>th</sup> October 2021.

The following lifts as over have been replaced/upgraded in 2020/2021, as part of our 2020-2024 Accessibility Upgrade Programme.

No	Station	Start Date	Completion Date	Faults
1	Balbriggan	23/09/2020	27/11/2020	No faults since works completed
2	Skerries	23/09/2020	07/12/2020	No faults since works completed
3	Dun Laoghaire	23/09/2020	11/12/2020	One fault in six months since works completed, lift unavailable for 80 minutes
4	Tara Street Platform 1 Lift Platform 2 Lift	23/11/2020 18/11/2020	15/12/2020 08/02/2021	Four faults in six months, lift unavailable for 16 hours total
5	Templemore	19/04/2021	18/06/2021	No faults since works completed
6	Thurles	07/06/2021	27/08/2021	No faults since works completed
7	Ballybrophy	26/07/2021	15/10/2021	No faults since works completed
10	Clongriffin	01/03/2021	26/03/2021	Five faults in six months, lift unavailable for five days total
11	Boosterstown	29/03/2021	23/04/2021	One fault in six months, lift unavailable for 2 days 20 hours
12	Blackrock	26/04/2021	21/05/2021	Four faults since works completed, lift unavailable for 3 days 4 hours
13	Seapoint	24/05/2021	18/06/2021	Thirteen faults since works completed, lift unavailable for 5 days 2 hours – <i>following review, these faults were due to an accumulation of debris and leaves affecting lift door tracks and door detectors. Staff are now clearing these daily which has improved reliability.</i>
14	Sandycove	14/06/2021	16/07/2021	Two faults since works completed, lift unavailable for 5 hours
15	Glenageary	05/07/2021	30/07/2021	Three faults since works completed, lift unavailable for 13 hours
16	Killiney	02/08/2021	27/08/2021	Seven faults since works completed, lift unavailable for 2 days 5 hours - <i>following review, control panel settings have been altered which has addressed the issue.</i>
17	Shankill	30/08/2021	24/09/2021	No faults since works completed
18	Bray	27/09/2021	22/10/2021	No faults since works completed

Yours sincerely,



Jim Meade

**Chief Executive**

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3<sup>rd</sup> November 2021

Dear Deputy Shortall,

I refer to your **Parliamentary Question 52024/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 172**

**To ask the Minister for Transport when the Ballybrophy to Limerick continuous welded rail track renewal project will be completed; his plans to improve the frequency of the Ballybrophy to Limerick rail line; and if he will make a statement on the matter.**

Iarnród Éireann are currently undertaking works from 1st November to 5th December inclusive to renew track over a 3.5 mile section. In conjunction with previous works, this will deliver a continuous section of 16 miles of 50mph running, allowing for journey time savings of up to 10 minutes. Bus transfers will be in operation for the duration of these works.

Following these works, approximately 23% of the track will still be jointed track. The remaining track renewal works could, subject to funding, be undertaken over a two-year period. However, this would necessitate further line closures during such works.

However, it should be noted that track age and type are not the sole determining factor of line speeds. The proliferation of level crossings on the route is highly significant, with 126 level crossings on the route: a large number (98) of these being farmers (Field to Field) crossings. There are a further 16 crossings that are user operated on public or private roads with the remainder legacy gated crossings that require a gatekeeper to operate them.

Yours sincerely,



Jim Meade

**Chief Executive**

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9<sup>th</sup> December 2021

Dear Deputy O' Rourke

I refer to your **Parliamentary Question 53032/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 224**

**To ask the Minister for Transport the estimated cost of installing a minimum of one defibrillator at each major train station and the necessary staff trained in the use of the defibrillator.**

Iarnród Éireann have 61 defibrillators in place at all our major and busiest stations.

The **Samaritan 350P Defibrillator** costs €1,240 (including service costs & carry case) with replacement Pads costing €130.

Automated External Defibrillator (AED) training forms part of the first aid course.

Yours sincerely,



Jim Meade

**Chief Executive**

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9<sup>th</sup> December 2021

Dear Deputy Devlin,

I refer to your **Parliamentary Question 52170/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 178**

**To ask the Minister for Transport the status of the expenditure and programme of construction and repair of the accessible elevators at all DART stations across Dublin by Iarnród Éireann; and if he will make a statement on the matter.**

DART Area

2020 Spend - Year 1 of the programme = ██████████

2021 Spend - Year 2 stood at ██████████ by the 10<sup>th</sup> November.

The programme for 2022 has a provisional budget of ██████████. In 2023 it is currently set at ██████████ and 2024 at ██████████. 2025 onwards has a budget of ██████████ per annum.

Details as over of the 52 Stations that are set for major lift investment up to 2024.

Yours sincerely,



Jim Meade

**Chief Executive**

**The 52 stations that are set for major investment up to 2024;**

No	Station	Start Date	Completion Date	
1	Balbriggan	23/09/2020	27/11/2020	Completed in 2020
2	Skerries	23/09/2020	07/12/2020	Completed in 2020
3	Dun Laoghaire	23/09/2020	11/12/2020	Completed in 2020
4	Tara Street			Completed in 2020
	Platform 1 Lift	23/11/2020	15/12/2020	
	Platform 2 Lift	18/11/2020	08/02/2021	
5	Templemore	19/04/2021	18/06/2021	Q2 2021
6	Thurles	07/06/2021	27/08/2021	Q3/Q4 2021
7	Ballybrophy	26/07/2021	15/10/2021	Q3/Q4 2021
8	Connolly	12/07/2021	13/09/2021	Q3 2021
9	Pearse	12/07/2021	15/09/2021	Q3 2021
10	Clongriffin	01/03/2021	26/03/2021	Completed in 2021
11	Boosterstown	29/03/2021	23/04/2021	Completed in 2021
12	Blackrock	26/04/2021	21/05/2021	Completed in 2021
13	Seapoint	24/05/2021	18/06/2021	Completed in 2021
14	Sandycove	14/06/2021	16/07/2021	Completed in 2021
15	Glenageary	05/07/2021	30/07/2021	Completed in 2021
16	Killiney	02/08/2021	27/08/2021	Completed in 2021
17	Shankill	30/08/2021	24/09/2021	Completed in 2021
18	Bray	27/09/2021	22/10/2021	Completed in 2021
19	Howth Junction (Platform 1 & 4 Lifts)	26/10/2021	17/12/2021	In Progress
20	Gort	22/11/2021	17/12/2021	Q4 2021
21	Laytown	03/08/2021	22/09/2021	Q3 2021
22	Leixlip Louisa Bridge	26/07/2021	29/09/2021	Q3 2021
23	Monasterevin	29/10/2021	17/12/2021	Q4 2021
24	Tullamore	03/08/2021	29/10/2021	Q3 2021
25	Athlone	15/09/2021	05/11/2021	Q3/Q4 2021
26	Ballinasloe	04/11/2021	17/12/2021	Q4 2021



2022 Stations for Renewals		
27	Drumcondra	Q2/Q3 2022
28	Portmarnock	Q3 2022
29	Charleville	Q2/Q3 2022
30	Carrigtwohill	Q3 2022
31	Middleton	Q3/Q4 2022
32	Connolly (Escalators)	Q3/Q4 2022
33	Parkwest & Cherry Orchard	Q2/Q3 2022
34	Fonthill	Q2/Q3 2022
35	Kishogue	Q2/Q3 2022
36	Adamstown	Q3/Q4 2022
37	Hazelhatch	Q3/Q4 2022
Proposed Sites for Renewals in 2023 & 2024		
38	Longford	2023
39	Connolly	2023
40	Dun Laoghaire	2023
41	Boosterstown	2023
42	Blackrock	2023
43	Bray	2023
44	Killiney	2023
45	Shankill	2023
46	Grand Canal Dock	2024
47	Seapoint	2024
48	Salthill & Monkstown	2024
49	Sandy Cove	2024
50	Glenageary	2024
51	Clontarf Road	2024
52	Clongriffin	2024

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3<sup>rd</sup> November 2021

Dear Minister Bruton,

I refer to your **Parliamentary Question 52194/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 179**

**To ask the Minister for Transport if there have been adjustments made to ensure that the rail fleet is properly ventilated; if his attention has been drawn to the fact that customer monitors have shown that the air conditioning now in use is allowing excessively high CO2 concentrations to build up within carriages; and if he will make a statement on the matter.**

Iarnród Éireann's (IÉ) COVID-19 measures are in place since March 2020 and have been managed through a dedicated IÉ COVID-19 Response Team. All the measures taken are in line with HSE/Government advice and have been constantly monitored and updated during, and in response to the pandemic to mitigate the risks to customers and our staff and to maintain essential services on behalf of NTA/Government on our network.

In respect of COVID-19 measures on-board our trains, IÉ has ensured our services comply with the requirements for capacity constraints (operating back at 100%), and enhanced cleaning with an emphasis on touch points.

IÉ is also aware of the ERA guidance note issued in 2020 regarding ventilation on trains and we review and action the applicable findings and recommendations on COVID-19 from a wide source of technical information and publications from expert groups or representative groups both within the rail industry and in a wider context.

IÉ has procured and affixed window decals in 2020 advising that openable windows should remain open on trains. The IÉ fleet is fitted with air conditioning systems that blend a mixture of fresh air and recirculated air and this is all filtered before return to the train carriage. The airflow rates in terms of air changes and fresh air delivery per person meets current EN and UIC standards.

IÉ will continue to monitor developments at home and internationally and will respond where additional measures to support the reduction of risk to COVID-19 is appropriate.

Yours sincerely,



Jim Meade

**Chief Executive**

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5<sup>th</sup> November 2021

Dear Deputy O' Connor

I refer to your **Parliamentary Question 53660/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 108**

**To ask the Minister for Transport if he will consider making provision for free travel pass holders to guarantee them seats on Expressway and Intercity services especially for those persons who are not computer literate and would not be able to pre-book their seats; and if he will make a statement on the matter.**

**Dail Question No: 122**

**To ask the Minister for Transport his views on the requirement of free travel pass holders to pre-book their seats for Expressway and Intercity services for those persons who are not computer literate.; and if he will make a statement on the matter.**

Pre-booking is encouraged for travel on InterCity rail services until further notice, as this will guarantee that customers travel on the service that they want to and ensure the available capacity is effectively managed, providing rail customers with a safe and sanitary travelling environment. This includes holders of [free travel passes](#) and existing valid tickets.

Holders of a free travel pass may book a reservation free of charge up to 90 minutes before departure on the website at [www.irishrail.ie](http://www.irishrail.ie) or customers can phone our Customer Call Centre for further assistance at 1850 366222 / 01 8366222 and staff will be happy to assist customers who are not familiar with the online process.

Yours sincerely,



Jim Meade

**Chief Executive**

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5th November 2021

Dear Deputy Costello,

I refer to your **Parliamentary Question 53241/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 128**

**To ask the Minister for Transport if the use of trains (details supplied) for intercity services will cease given the inadequate luggage space available which makes such journeys unattractive and thus sees a decrease in the use of public transport and a correlating effect in terms of meeting climate change targets.**

**Details Supplied: 29000 commuter DMU Trains**

The only Intercity services on the network which are scheduled to be operated by 29000 Commuter DMU Trains are:

- 05.35 Ex Rosslare/Connolly
- 17.33 Ex Connolly/Rosslare

This is due to the profile of customers on these services which are predominately daily commuters travelling to stations between Greystones and Gorey. As a result the InterCity Railcars would not have sufficient capacity to cater for the typical demand pre covid on these services, nor would there be extensive requirement for luggage space on these services.

However, we will, as part of our planned major order for up to 750 electric and battery-electric carriages and as part of the DART+ Programme, examine the reallocation of existing Intercity Railcars to other routes to cater for demand.

Yours sincerely,



Jim Meade

**Chief Executive**

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10th November 2021

Dear Deputy Browne,

I refer to your **Parliamentary Question 53638 /21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 113**

**To ask the Minister for Transport his views on whether the frequent closure of the Ballybrophy railway line for track renewal works is damaging to public confidence in the reliability of services on the line; his further views on whether carrying out all of the remaining track renewal works on the Ballybrophy railway line in one go would be more beneficial for this reason; if he will discuss the possibility with Irish Rail; the impact that frequent closures of the line has for the reputation of the rail line and public confidence in it; and if he will make a statement on the matter.**

The Ballybrophy to Limerick (Nenagh Branch) route is 52 miles in length, made up of single line track with a mixture of more modern Continuous Welded Rail (CWR) and legacy jointed track on timber sleepers.

Iarnród Éireann has invested a total of €22.8M over the 10 year period from 2011 to 2020 on improvements and upgrades to the infrastructure on the Ballybrophy to Limerick line. The upgrades are made up of a range of infrastructural improvements across the track, bridges, signalling systems and other structures that comprise the assets on this route. Upgrades to infrastructural assets are identified, prioritised and carried out on an on-going basis in line with safety and technical management systems to ensure the safe provision of this infrastructure for the operation of the rail services on it and in accordance with available funding to undertake these upgrades. In addition, a further €22.7M has funded line maintenance on the Ballybrophy to Limerick line over the same period, resulting in a total infrastructure funding of €45.5M between 2011 and 2020.

As a result of this investment, the dominant track infrastructure is now CWR type with approximately 15 miles (29%) of the route still old jointed track – a further 3.5 miles will be completed during current works (see below).

However, there remains significant track renewal to be undertaken, and it is unavoidable – particularly on single track – that track renewal works will require line closures. When similar works have been undertaken on other routes, this does, in the long-term, ensure a more viable, and more popular rail service.

It should also be noted, in the context of ambitions to upgrade the route and improve journey times, that track age and type are not the sole determining factor of line speeds from a Civil Engineering perspective. The proliferation of level crossings on the route is highly significant, with 126 level crossings on the route: a large number (98) of these being farmers (Field to Field) crossings. There are a further 16 crossings that are user operated on public or private roads with the remainder legacy gated crossings that require a gatekeeper to operate them.

This results in the line speed profile being as it currently is, with a maximum of 50mph on this route, and with this maximum speed interspersed with a notable number of other, lower, speed restrictions.

Addressing the two core issues of track condition and the proliferation of level crossings is fundamental to facilitating a platform from which the infrastructure can be provided at higher speeds, and thus lower journey times to make the services on the route more attractive to customers.

When these two core issues are addressed this can provide a quality of track infrastructure and basis of line speeds of up to 70mph, a considerable betterment than the current line speed profile.

While addressing the track condition and level crossings issues will provide the basic capability for operating services at higher speeds, this does not include the required equivalent upgrades to the signalling infrastructure on that is also inherently restrictive to the operation of higher speeds.

### **Suspension of services**

The nature of track and signalling renewal and level crossing works is that they do require line closures to achieve. If there is an ambition to accelerate the delivery of enhanced services, this will necessitate longer closures. However, this will ultimately provide a more attractive service, which will be more competitive, and attract more customers to public transport.

### **Track Works - 1<sup>st</sup> November to 5<sup>th</sup> December**

Iarnród Éireann will undertake track works from 1st November to 5th December inclusive to renew track over a 3.5 mile section. In conjunction with previous works, this will deliver a continuous section of 16 miles of 50mph running, allowing for journey time savings of up to 10 minutes. Bus transfers will be in operation for the duration of these works.

Yours sincerely,



Jim Meade

**Chief Executive**

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17th November 2021

Dear Deputy O' Rourke

I refer to your **Parliamentary Question 53937/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 247**

**To ask the Minister for Transport the amount that was spent by public transport companies on private security in 2018, 2019 and 2020; and if he will make a statement on the matter.**

The total Train operations Security Spend for Iarnród Éireann is

Year	€
2018	€4.5m
2019	€5.1m
2020	€5.2m

Yours sincerely,



Jim Meade

**Chief Executive**

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19th November 2021

Dear Deputy Bacik,

I refer to your **Parliamentary Question 54658/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 222**

**To ask the Minister for Transport if public bodies under his aegis and bodies publicly funded by his Department have a procurement policy which includes consideration of obligations under section 27 of the Disability Act 2005; if such procurement is audited for compliance with section 27; and if he will make a statement on the matter.**

Iarnród Éireann (IÉ) has developed a number of accessibility policies, which inform the development of specifications for the procurement of goods, services and works contracts, with particular consideration given to accessibility in construction or works related contracts involving new builds or refurbishment works to existing stations or buildings under the ongoing Accessibility Works Programme. This programme aims to improve accessibility across stations on the Iarnród Éireann network in line with the priorities set out in the Accessibility Project feasibility report and following consultation with our Disability User Group. The implementation of the Accessibility works also seeks to deliver on the requirements of the Disability Act 2005.

Accessibility is also a key consideration in the procurement of on-board or station systems and services, where there is a user or customer interface and was included as a standalone award criterion in the recent procurement of new rolling stock.

A review of the CIÉ Group Procurement Policies and Procedures (GPP&P) is currently underway and due for completion in early 2022. The revised policies and procedures will include specific focus on accessibility, with reference to Section 27 of the Disability Act 2005. The implementation of the GPP&P is subject to regular audit by CIÉ Group Internal Audit.

Yours sincerely,



Jim Meade

**Chief Executive**



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22<sup>nd</sup> November 2021

Dear Deputy Bacik,

I refer to your **Parliamentary Question 54660/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 224**

**To ask the Minister for Transport if all public bodies under his aegis and all bodies publicly funded by his Department are in compliance with the Web Accessibility Directive (EU 2016/2102) with regard to web sites from 23 September 2020 and mobile apps from 23 June 2021; and if he will make a statement on the matter.**

I can confirm that the Iarnród Éireann website and mobile apps are compliant with the Web Content Accessibility Guidelines (WCAG 2.1).

Yours sincerely,



Jim Meade

**Chief Executive**

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17th November 2021

Dear Deputy Carroll MacNeill

I refer to your **Parliamentary Question 55278/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 224**

To ask the Minister for Transport the number of persons who are employed to provide security on DART services; and if he will make a statement on the matter.

BREAKDOWN OF DART SECURITY - NOV 2021			
<b>DAYTIME COVER</b>			
Northside DART	██████████	██████████	Mon - Sun
Southside DART	██████████	██████████	Mon - Sun
<b>EVENING COVER</b>			
Northside DART	██████████	██████████	Mon - Sun
Southside DART	██████████	██████████	Mon - Sun
DART Supervisor	██████████	██████████	5 Days per Week
Tara Street	██████████	██████████	Mon - Sun
Bray	██████████	██████████	Mon - Sun
Kilbarrack Station	██████████	██████████	Mon - Sun
Howth Station	██████████	██████████	Fri - Sun

We also have security at the train care depots in Fairview and Bray station, and at Howth Junction (as mentioned below in Dail Question 226).

**Dail Question No: 225**

To ask the Minister for Transport the number of instances of antisocial behaviour and violent attacks on DART trains and stations; the methods in place to monitor these incidents; and if he will make a statement on the matter.

<b>Criminal Offence &amp; Anti-social behaviour 2020 v 2021 (NTA Reportable)</b>		
<b>District</b>	<b>2020</b>	<b>2021</b>
DART	351	187

**Dail Question No: 226**

To ask the Minister for Transport the measures that are being taken to prevent antisocial behaviour and violent attacks on DART services; and if he will make a statement on the matter.

Iarnród Éireann has been working extensively with our employees and trade unions, with An Garda Síochána, and our private security personnel to ensure we both proactively put in place measures to address anti-social behaviour, and respond to specific incidents, to ensure we have as safe a travelling and working environment as possible.

Anti-social behaviour is a societal issue to which we are not immune, and we recognise that those who work daily on board our trains and in stations are most directly impacted by incidents which occur.

Current measures include:

- Increase in security resources with up to 20 security teams operating daily on-board and in stations (spend on security has increased from [REDACTED] pa since 2016)
- Security coordination centre established at Howth Junction with live station CCTV monitoring
- Fleet-wide CCTV resources, including cab monitoring functionality on DART, InterCity Railcars
- DART text alert line established for discrete reporting of ASB incidents
- Enhanced national and local protocols and liaison with Gardaí, including joint operations for Operation Fanacht during COVID-19. It should be noted that the incidents detailed in the NBRU correspondence highlight the extensive support and response from Gardaí
- Proactive Garda / IÉ operations for specific events, such as the current mid-term and Halloween season, northside beaches in summer, concerts / sporting events
- Customer Service Officer role expansion on Intercity ensures point of contact for customers to raise issues, and to escalate to Central Control / Gardaí
- School visits and videos on safety and trespass in urban areas
- Respect, anti-racism and CCTV awareness campaigns undertaken

As part of our ongoing liaison with Gardaí, a joint Iarnród Éireann/Garda focus on public order and antisocial behaviour has been in place since May 2021. A particular focus has been across the Greater Dublin Area with emphasis on DART, Northern Line and Heuston to Portlaoise services, as well as regional Garda response hubs in Portlaoise and Thurles.

A central monitoring for CCTV across the DART network, was established in 2021 allowing live monitoring of stations to help address security issues and also to help alleviate passenger concerns while travelling on our services. In the medium term monitoring capabilities will transfer to the new National Train Control Centre which will be cohabitated by Iarnród Éireann, An Garda Síochána and Dublin City Council. The new security monitoring centre has played a key role in targeting high risk locations with a particular focus on groups of youths with bicycles using the network to avoid Garda road checkpoints.

An Garda Síochána has also provided specialist teams to support these operations including the use of the Garda Dog Unit for both high visibility public order patrols and the use of drug detector dogs when the rail network was being used to avoid the increase in Garda road policing checkpoints, particularly in the south and south-west of the country. A number of significant detections have been made where suspects attempted to use the rail network for the transportation of illicit substances.

Regarding Intercity services, An Garda Síochána established regional quick response hubs at Portlaoise and Thurles to support our intercity services in order to address incidents of antisocial behaviour on-board our services and this has had a significant impact in reducing ASB and increasing compliance.

The National Transport Authority Working Group on Antisocial Behaviour meets monthly where public transport providers highlight developing trends and share good practices. Iarnród Éireann recently set up a working group to re-categorise and develop a common understanding of antisocial behaviours for public transport. The NTA has requested all transport providers to adopt these new categories in order to standardise the recording of ASB, and coordination of response.

Iarnród Éireann issue non-statutory prohibition orders to persistent offenders that pose a threat to both customers and staff members alike for criminal behaviour and ASB. These such orders have been served on persistent offenders to refuse them the use of Iarnród Éireann services until their behaviour improves. This has been a very effective approach in overall reduction of risk.

We will continue to work collectively to ensure the safest possible travel environment for our customers, and working environment for our employees.

Below are some examples of joint operations with An Garda Síochána (AGS) & Iarnród Éireann (IÉ) targeting anti-social behaviour in stations and onboard with various checks with AGS at a range of stations.



Yours sincerely,

Jim Meade

**Chief Executive**



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19th November 2021

Dear Deputy Phelan,

I refer to your **Parliamentary Question 55291/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 228**

**To ask the Minister for Transport if a request has been received from the Decade of Centenaries committee of Carlow County Council to name the new footbridge at Carlow town train station after a person (Kevin Barry) to mark the centenary of their execution; when a decision can be expected on same; and if he will make a statement on the matter.**

Iarnród Éireann has received a request from Carlow County Council's Decade of Centenaries committee to name the new footbridge at Carlow Station after Kevin Barry.

Footbridges are a functional part of station infrastructure, and it is not our policy to name them after any individuals or events. We have written to the committee advising them of this.

We have undertaken a range of activities to mark the Decade of Centenaries nationally and locally, which in the past twelve months has included:

- The commissioning of Fishamble Theatre Company to produce and perform Embargo, jointly with Dublin Port Company, a drama centred on the rail and dock workers munitions strike in 1920-21.
- The commissioning of railway historian Peter Rigney to produce a booklet to mark the centenary of the munitions strike.
- The unveiling of a plaque at Mallow Station by An Taoiseach in September 2021 to commemorate all railway workers who were killed in the struggle for independence.

Yours sincerely,



Jim Meade

**Chief Executive**

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22<sup>nd</sup> November 2021

Dear Deputy Ryan,

I refer to your **Parliamentary Question 56648/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 155**

**To ask the Minister for Transport if the number of trains serving Athy railway station will be improved; and if he will make a statement on the matter.**

The Iarnród Éireann operational fleet is fully deployed on scheduled services at present, in line with prevailing demand. The current capacity is primarily based on demand levels pre-COVID, when rapid growth in demand resulted in the utilisation of 100% of our operational fleet at peak times.

Post-COVID, demand is suppressed in the short-term, and as we exit the Covid 19 pandemic and significantly altered travel patterns emerge, Iarnród Éireann will analyse this trend and adapt our timetable to meet customer demands. It is expected that this assessment will take a number of months as travel patterns become established with a phased return to the work place. Once this process has been completed a timetable and capacity proposal will be prepared and issued for public consultation on our website, it is currently estimated that this process will commence in the 2nd quarter of 2022.

I would also advise that the recently announced National Development Plan will see the introduction of additional Infrastructure which will relieve congestion on the network while also providing for new trains to provide greater capacity for our increasing passenger numbers into the future.

Iarnród Éireann, supported by the NTA, is at an advanced stage in the tender process to order the largest and greenest fleet in Irish public transport history, for up to 750 electric / battery-electric powered carriages over a 10-year timescale. As well as increasing Dublin area capacity, it will also see Intercity carriages currently in use on Commuter services allocated to Intercity routes, to increase capacity and frequency of services.

Yours sincerely,



Jim Meade

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29th November 2021

Dear Deputy Wynne,

I refer to your **Parliamentary Question 57457/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 224**

**To ask the Minister for Transport if public servants were put on short-time during the Covid-19 period; and if he will make a statement on the matter.**

No Iarnród Éireann staff were put on short time during the Covid19 period.

Yours sincerely,



Jim Meade

**Chief Executive**



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29th November 2021

Dear Deputy Kenny,

I refer to your **Parliamentary Question 57954/21** below to Mr. Eamon Ryan T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 47**

**To ask the Minister for Transport the expenditure by his Department on providing private security for public transport by year in tabular form; and if he will make a statement on the matter.**

The total Train operations Security Spend for Iarnród Éireann is :

Year	€
2018	€4.5m
2019	€5.1m
2020	€5.2m

Yours sincerely,



Jim Meade

**Chief Executive**

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22nd December 2021

Dear Deputy Donnelly

I refer to your **Parliamentary Question 60370/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 185**

**To ask the Minister for Transport if Irish Rail plans to run a campaign early in 2022 in the print media and on social media to remind drivers of the serious consequences such as fines and imprisonment and so on for striking level crossings and bridges.**

Iarnród Éireann annually undertakes awareness activity as outlined above. It would be intended to undertake this as follows in 2022:

- **Q1:** Highlighting 2021 year-end figures for both, including trend analysis, and penalties which may apply
- **June 2022:** Aligned with International Level Crossing Awareness Day, we will highlight the dangers of misuse of level crossings
- **Post-incident:** specific incidents, and associated court cases, will be highlighted on an ongoing basis.

Yours sincerely,



Jim Meade

**Chief Executive**

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23<sup>rd</sup> December 2021

Dear Deputy Durkan,

I refer to your **Parliamentary Question 62755/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 212**

**To ask the Minister for Transport the extent to which he expects extra rail carriages to be made available throughout the north County Kildare commuter belt in the course of the next year; and if he will make a statement on the matter.**

From mid-2022, Iarnród Éireann will take delivery of 41 Intercity railcar carriages. Post-COVID, demand is suppressed in the short-term, and as we exit the Covid 19 pandemic and significantly altered travel patterns emerge, Iarnród Éireann will analyse this trend and adapt our timetable to meet customer demands. It is expected that this assessment will take a number of months as travel patterns become established with a phased return to the work place. Once this process has been completed a timetable and capacity proposal will be prepared and issued for public consultation on our website, it is currently estimated that this process will commence in the 2nd quarter of 2022.

**Dail Question No: 217**

**To ask the Minister for Transport the total expected investment in the rail service throughout County Kildare with particular reference to increasing the services to meet increased demand; and if he will make a statement on the matter.**

The Cabinet approved the DART+ Preliminary Business Case at its meeting of 7<sup>th</sup> December 2021. This permits Iarnród Éireann to proceed with the Railway Order process for DART+ West, which will see the Maynooth / M3 Parkway to Dublin City Centre electrified and upgraded to improve frequency and capacity.

DART+ West represents an estimated investment of €969.6 million (2019 prices), and will also include the development of a new Train maintenance centre west of Maynooth.

**Dail Question No: 228**

**To ask the Minister for Transport the extent to which rail carriages on all lines throughout the country have been upgraded or are in course to so be; and if he will make a statement on the matter.**

Iarnród Éireann invested significantly in fleet in the 2000-2010 decade, which saw the country's Intercity fleet transformed from Europe's oldest to its newest, and also increased the Commuter fleet to enhance capacity in response to demand. Fleets which were ordered during this time include:

<b>Year entered service</b>	<b>Fleet</b>	<b>Routes</b>
2002-2005	29000 Commuter fleet – 116 carriages	Greater Dublin Area including Longford / Maynooth / M3 Parkway, Dundalk / Drogheda and Arklow / Gorey
2000-2004	8500-8520 DART fleet – 60 carriages	DART: Greystones to Howth/Malahide
2004-2005	Mark IV Intercity – 67 carriages	Dublin Heuston to Cork
2008-2012	Intercity railcar – 234 carriages	All Intercity routes; some Commuter routes

The company is currently investing in two further fleet orders, namely:

- 41 Intercity railcar carriages, which are being delivered from mid-2022. I refer to my answer to **PQ No. 212** above in terms of the decisions on their use.
- An initial order of 95 electric and battery-electric carriages for the DART+ Fleet has been placed in December 2021, with up to 750 carriages to be ordered over the coming decade. The first 95 carriages will arrive from mid-2024, entering service from 2025, and will be deployed as follows:
  - o 30 electric carriages will be deployed on existing DART services, to maximise train sizes
  - o 65 battery-electric carriages will be deployed on Northern Commuter (Drogheda) services
  - o These will free up existing Commuter and Intercity carriages for use on other routes, including Maynooth and Kildare Commuter
- Subsequent fleet orders for DART+ will be deployed in line with infrastructure development under the DART+ Programme.

Yours sincerely,



Jim Meade

**Chief Executive**