

[REDACTED]  
[REDACTED]  
  
15<sup>th</sup> July 2021

**Re: FOI Request Response [IE FOI 494]**

Dear [REDACTED]

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

**Request**

**A copy the replies Iarnród Éireann issued in respect of Parliamentary Questions sent to them by the Department of Transport. I'm looking for the replies for the period of 1st September 2020 to 28th June 2021 inclusive**

I [REDACTED], Decision Maker for the Chief Executive, Iarnród Éireann have now made a final decision to part grant your request on 15<sup>th</sup> July 2021

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

**Rights of appeal**

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

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

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

Yours sincerely,

[REDACTED]  
[REDACTED]  
**PA to Chief Executive, Iarnród Éireann & FOI Decision Maker for CEO**

Freedom of Information Request:

Schedule of Records for 494 : Summary for Decision Making

Record No.	Date of Record Received	Date of Record Returned	PQ No	Brief Description - Parliamentary Questions - 1st September 2020 - June 2021	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
2021								
62	29.06.21	30.06.21	34576/21	To ask the Minister for Transport if his attention has been drawn to the campaign led by a charity (As IAm) that proposes a return of the quiet carriages initiative on Irish Rail that had been in place previously; the basis for the phasing out of this programme in 2018; if he will consider recommencing such an initiative; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
61	24.06.21	30.06.21	34098/21	To ask the Minister for Transport the length of time the quiet carriage initiative operated by Irish Rail ran before it was phased out in 2018; the amount the initiative cost to run on an annual basis; and the reason Irish Rail decided to phase out the initiative.	1	Part Grant	S37	Personal Information of Others
60	22.06.21	30.06.21	33600/21	To ask the Minister for Transport the number of workers employed by his Department and in each office or agency under the aegis of his Department that earn less than the living wage of €12.30 per hour; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
59	22.06.21	30.06.21	32949/21	To ask the Minister for Transport if he will address concerns in relation to persons with mobility issues who face discrimination by an inability to travel on Irish Rail at weekends due to the fact that there are no members of staff to assist them; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
58	22.06.21	30.06.21	33446/21	Dail Question No: 201 To ask the Minister for Transport the length of time Iarnród Éireann operated the quiet carriage initiative; the reason the initiative was phased out; and if he will make a statement on the matter. Dail Question No: 202 To ask the Minister for Transport the annual expenditure for the quiet carriage initiative operated by Iarnród Éireann; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
57	17.06.21		32691/21	To ask the Minister for Transport the current and capital costs involved with each action item in the Interim Climate Action Plan under his Department's responsibility.		Part Grant	S37	Personal Information of Others
56	16.06.21	17.06.21	32247/21	To ask the Minister for Transport the steps he is taking to ensure the safety of passengers on the DART.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
55	16.06.21	30.06.21	32749/21	To ask the Minister for Transport the way in which his Department and agencies under his remit are working towards enabling access to employment for persons from minority and or disadvantaged communities, including, but not limited to, persons with disabilities, persons from ethnic minorities, Travellers, Mincéirí; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
54	16.06.21	17.06.21	27641/21	To ask the Minister for Transport the role of private security companies in policing within the transport infrastructure; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
						Part Grant	Partially Exempt Agencies	IE is exempt from FOI in relation to Rosslare Europort
53	16.06.21	30.06.21	32623/21	To ask the Minister for Transport the amount his Department and associated agencies have spent on social media advertising since the beginning of January 2021 until 12 June 2021; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
52	16.06.21	17.06.21	32657/21	To ask the Minister for Transport the amount his Department and all associated agencies have spent on public relations consultancy costs since January 2021; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
51	16.06.21	22.06.21	32177/21	To ask the Minister for Transport the additional air circulation or filtration measures that have been installed in train carriages since the beginning of the Covid-19 pandemic given that most train carriages do not have windows that can open for air circulation; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
50	16.06.21	17.06.21	32107/21	To ask the Minister for Transport the disability representative groups involved in the planning and procurement process for transport and infrastructure projects; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
49	15.06.21	16.06.21	30893/21	To ask the Minister for Transport the status of the upgrading the Ballybrophy and Roscrea to Limerick railway line; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
48	15.06.21	30.06.21	32110/21	Dail Question No: 306 To ask the Minister for Transport the steps he is taking to ensure that all train and DART stations are staffed to assist persons with disabilities board and alight from trains; and if he will make a statement on the matter. Dail Question No: 307 To ask the Minister for Transport when the requirement for disabled persons to give four hours or any advance notice of their intention to use the DART will be abolished; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
47	15.06.21	16.06.21	31467/21	To ask the Minister for Transport when Irish Rail will carry out the remedial works urgently required at <b>Lacken Drive, the Railway Bridge and O'Loughlin Road, Kilkenny</b> ; if the matter will be expedited given the extensive health and safety issues that have arisen over the past 18 months along the adjoining pedestrian walkway; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
46	15.06.21	22.06.21	31192/21	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.	2	Part Grant	S37	Personal Information of Others

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45	15.06.21	30.06.21	30746/21	<p><u>Dail Question No: 232</u> To ask the Minister for Transport the amount Iarnród Éireann spent on improving the quality of audio announcements on the DART in each of the years of 2019, 2020 and to date in 2021; if all announcement systems on the DART are currently in full working order; and the frequency with which the audio announcement system is tested to ensure full working order.</p> <p><u>Dail Question No: 233</u> To ask the Minister for Transport the amount Iarnród Éireann has received from advertisement boards within its stations in each of the years 2018, 2019, 2020 and to date in 2021, in tabular form.</p>	2	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
44	15.06.21	30.06.21	30720/21	To ask the Minister for Transport if Iarnród Éireann plans to recruit undercover security personnel on its services.	1	Part Grant	S37	Personal Information of Others
43	15.06.21	30.06.21	31293/21	<p><u>Dail Question No: 255</u> To ask the Minister for Transport the way in which his Department and agencies under his remit are meeting the requirement to have a statement on the compliance of their websites and mobile applications with the regulations under the directive 2016/2102 (EU), as articulated in SI No. 358/2020 - European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020; and if he will make a statement on the matter.</p> <p>Identical Question(s): to all Depts.</p> <p><u>Dail Question No: 256</u> To ask the Minister for Transport the way in which his Department and agencies under his remit are meeting the requirement to subject to Regulation 6, public sector bodies shall, in accordance with Regulation 3, take necessary measures to make their websites and mobile applications more accessible by making them perceivable, operable, understandable and robust under the directive 2016/2102 (EU), as articulated in SI No. 358/2020 - European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020; and if he will make a statement on the matter.</p>	1	Part Grant	S37	Personal Information of Others
42	01.06.21	09.06.21	29483/21	To ask the Minister for Transport the number of train drivers recruited by Iarnród Éireann in each of the past three years; and the annual salary range of train drivers.	1	Part Grant	S37	Personal Information of Others
41	01.06.21	01.06.21	29321/21	To ask the Minister for Transport when the ramp at platform 2, Thurles railway station, County Tipperary will be upgraded and reopened for public use; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
40	26.05.21	06.06.21	28614/21	<p><u>Dail Question No: 91</u> To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Kildare; his plans to address these issues; and if he will make a statement on the matter.</p> <p><u>Dail Question No: 92</u> To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Laois; his plans to address these issues; and if he will make a statement on the matter.</p> <p><u>Dail Question No: 93</u> To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Kildare; his plans to address these issues; and if he will make a statement on the matter.</p> <p>Details Supplied: Newbridge Train Station and ongoing issues re accessibility and opening of the toilet facility</p>	2	Part Grant	S37	Personal Information of Others
39	20.05.21	21.05.21	27170/21	To ask the Minister for Transport the actions he is taking to address antisocial behaviour on public transport and in bus and rail stations; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
38	20.05.21	25.05.21	27367/21	To ask the Minister for Transport if any state or semi state bodies which report to his Department are fully compliant with GDPR EU requirements and the EU network and Information Security Directive and standards with respect to their IT infrastructure including article 29 of GDPR which requires that data processors access only the data they need for their task; if ISO 27001 annex 9 standards on privileged access are fully met; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
37	20.05.21	06.07.21	27605/21	To ask the Minister for Transport the number of civil servant posts that were filled through open and internal panels, since April 2020, in his Department and the bodies under the aegis of his Department, by county and by month in tabular form.	2	Part Grant	S37	Personal Information of Others
36	19.05.21	06.06.21	26704/21	To ask the Minister for Transport the reason the Sligo rail freight yard is to let when the strategic rail review of the network has yet to be finalised; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
35	18.05.21	15.06.21	25814/21	<p><u>Dail Question No: 248</u> To ask the Minister for Transport the plans by Irish Rail to repurpose and or renovate the disused portion of Bray Daly train station that was formerly a public licensed premises; and if consideration has been given to its use for retail and or cafe status.</p> <p><u>Dail Question No: 249</u> To ask the Minister for Transport the date on which works will commence on the set-down and forecourt area of Bray Daly station.</p>	1	Part Grant	S37	Personal Information of Others
34	18.05.21	22.06.21	25816/21	To ask the Minister for Transport the number of reported instances of trespass and vandalism on the DART rail network in 2019, 2020 and to date in 2021; the number of successful prosecutions of same over the same time period; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
33	18.05.21	25.05.21	25835/21	To ask the Minister for Transport if he and bodies under his aegis have engaged private investigation companies or persons in the past three years to date; and if so, the cost, duration and purpose of these engagements of this type of contractor.	1	Part Grant	S37	Personal Information of Others

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32	11.05.21	14.05.21	24114/21	To ask the Minister for Transport the funding allocated by his Department or agencies under his remit to An Taisce in each of the years 2015 to 2020 and to date in 2021; the expected allocations to An Taisce for 2021; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
31	11.05.21	18.05.21	23995/21	To ask the Minister for Transport the efforts that will be made to improve security on public transport including on platforms and stops; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
30	11.05.21	14.05.21	24653/21	Dail Question No: 212 To ask the Minister for Transport the number of level crossings that are manned by Iarnród Éireann on the Limerick to Ballybrophy line; if there is a programme funded by either his Department or Iarnród Éireann to allow these crossings to be converted to remotely operated and monitored full automatic crossings; if not, if he will consider funding such a programme; and if he will make a statement on the matter.	1 Letter 3	Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 214 To ask the Minister for Transport the amount invested in the Ballybrophy to Limerick rail line for improvement and safety works including the laying of continuous welded rail in 2020; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 215 To ask the Minister for Transport the amount planned to be invested in the Ballybrophy to Limerick rail line for improvement and safety works including the laying of continuous welded rail in 2021; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 216 To ask the Minister for Transport the improvement and safety works made on the Ballybrophy to Limerick rail line from 1 January 2020 to 5 May 2021; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 217 To ask the Minister for Transport the number of miles of continuous welded rail laid on the Ballybrophy to Limerick rail line to date; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 218 To ask the Minister for Transport the number of miles of continuous welded rail planned to be laid on the Ballybrophy to Limerick rail line for the remainder of 2021; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 219 To ask the Minister for Transport the number of user and farmer worked crossings on the Limerick to Ballybrophy rail line; when the usage of these crossings was last reviewed; the regularity with which they are reviewed; his plans to eliminate crossing either through land swaps or building of over or under bridges to eliminate risk and allow line speeds to be increased; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
30	11.05.21	14.05.21	24653/21	Dail Question No: 220 To ask the Minister for Transport the number of user worked level crossings on a public road that are designated as an OP crossing by Iarnród Éireann on the Limerick to Ballybrophy rail line; if the crossings have been provided with the decision support system; if so, the number of cost per crossing; if he will provide additional funding to allow a programme to provide this system on all OP crossings on the line; and if he will make a statement on the matter.		Part Grant	S37	Personal Information of Others
			24653/21			Part Grant	S36	Commercially Sensitive Information
29	28.04.21	14.05.21	22149/21	To ask the Minister for Transport the cost of each contract entered into by his Department and the agencies under his remit to deal with Covid-19 management and reaction; and the name of the contractor in each case.	2	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
28	28.04.21	21.05.21	21978/21	To ask the Minister for Transport the duration and location of instances in which lifts at DART and commuter train stations were out of order since 1 October 2020 to 19 April 2021, in tabular form.	8	Part Grant	S37	Personal Information of Others
27	28.04.21	01.06.21	21437/21	To ask the Minister for Transport the amount Irish Rail spent on installing separate bins in and around stations in order to provide passengers an option to dispose of rubbish for recycling or general waste in 2019, 2020 and to date in 2021, in tabular form.	1	Part Grant	S37	Personal Information of Others
26	28.04.21	14.05.21	21913/21	To ask the Minister for Transport the way in which his Department and agencies under his remit facilitate persons wishing to engage with their services through the Irish language; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
25	28.04.21	14.05.21	21931/21	To ask the Minister for Transport if all forms issued by his Department and agencies under his remit are available in both the Irish and English languages; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
24	21.04.21	11.05.21	19542/21	To ask the Minister for Transport the status of the boundary wall separating Casement Station from Railway Terrace; if it requires maintenance or restoration; and the impact of any protected status it may have.	1	Part Grant	S37	Personal Information of Others
23	21.04.21	10.05.21	20287/21	To ask the Minister for Transport if the Sligo rail freight yard is included in the Iarnród Éireann report on rail freight; the timeline for the publication of this report; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
22	25.03.21	29.03.21	16015/21	To ask the Minister for Transport the dedicated email addresses for members of the Houses of the Oireachtas to contact his Department and bodies under its aegis as outlined in circular 25/2016.		Part Grant	S37	Personal Information of Others
21	25.03.21	04.04.21	16088/21	To ask the Minister for Transport the details of the policy of Iarnród Éireann regarding the operation of diesel trains standing idle with engines running for longer than 15 minutes; if this policy is observed; the way it is monitored; if Iarnród Éireann is aware if this is a problem at Heuston Station; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others



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20	25.03.21	29.03.21	15971/21	To ask the Minister for Transport if a Ministerial order was signed to extinguish the public right of way which ran under the railway bridge at Ravenswell Road to Bray Harbour, County Wicklow; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
19	24.03.21	11.05.21	14324/21	Dail Question No: 284 To ask the Minister for Transport the number of train stations, including DART stations, which have lifts by county; his plans to upgrade the accessibility of train stations; and if he will make a statement on the matter. Dail Question No: 285 To ask the Minister for Transport the steps that will be taken to address ongoing issues with lifts in Limerick Junction, Seapoint, Clontarf, Shankill and Clonsilla train stations; and if he will make a statement on the matter.	6	Part Grant	S37	Personal Information of Others
18	24.03.21	13.04.21	14162/21	To ask the Minister for Transport if there is an alternative to Iarnród Éireann in carrying out ongoing maintenance works on the rail line in Dún Laoghaire in view of the effect of the noise on local residents (details supplied); and if he will make a statement on the matter.  Details Supplied: overnight for example at the weekend as they do in the UK as the noise has and is causing extreme detrimental effects to residents who cannot sleep for long periods up to weeks over the past year	1	Part Grant	S37	Personal Information of Others
17	24.03.21	14.04.21	16281/21	To ask the Minister for Transport the total Covid-19-related spend in 2020 by his Department, agency and budget line item; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
16	11.03.21	15.03.21	13837/21	Dail Question No: 39 To ask the Minister for Transport when rail services between Waterford and Limerick Junction will resume; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
15	11.03.21	01.04.21	13610/21	To ask the Minister for Transport the status of the proposed removal of a wall from the front of Casement station Tralee, County Kerry.	1	Part Grant	S37	Personal Information of Others
14	11.03.21	29.03.21	12965/21	To ask the Minister for Transport the number of students who undertook work experience or internships with State and semi-State agencies under his aegis in 2019; the cost in terms of wages and allowances; and the estimated numerical capacity of State and semi-State agencies to provide work experience and internships on an annual basis.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
13	10.03.21	19.03.21	12614/21	To ask the Minister for Transport the full cost of hiring railroad vehicles for each of the past five years; if the same company has fulfilled the contract for each of those years; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
12	25.02.21	29.03.21	10782/21	To ask the Minister for Transport the number of passengers that used the Dublin to Belfast rail service in 2020 and to date in 2021; and the number of passengers that used Bus Éireann services to Northern Ireland in 2020 and to date in 2021.	1	Part Grant	S37	Personal Information of Others
11	18.02.21	03.03.21	9139/21	To ask the Minister for Transport the contact details for the sections that deals with all ongoing and established grant funding in his Department and in each agency under the remit of his Department in tabular form.	1	Part Grant	S37	Personal Information of Others
10	17.02.21	03.03.21	8939/21	To ask the Minister for Transport if his attention has been drawn to the fact that companies that are doing contract work for Iarnród Éireann are refusing to recognise trade unions that represent their workers and may be in breach of the suppliers covenants with Iarnród Éireann; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
9	11.02.21	23.02.21	PQ774/21	To ask the Minister for Transport if he will address a matter (details supplied) regarding Irish Rail; and if he will make a statement on the matter. <b>Details Supplied: XXXXTralee</b> Minister I wish to advise you of a situation with Irish Rail during the current crisis and the fact that you must book your seat before you travel even if you hold a free travel pass I have a constituent who was refused to board the train as he had not booked his seat and then had to take a taxi to where he wanted to travel to which cost him €40 Surely if the train is not full then this person should have been left board	1	Part Grant	S37	Personal Information of Others
8	09.02.21	26.02.21	6626/21	To ask the Minister for Transport the estimated amount it would cost Iarnród Éireann if the number of contracted security staff increased by a further 40% based on 2019 figures.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
7	09.02.21	23.02.21	6501/21	To ask the Minister for Transport his plans to upgrade existing railway track to new bigger sleepers and rails to assist the speed and safety of trains; if the relaying process is put out to tender or carried out by Iarnród Éireann staff; the funding spent on this work over the past ten years; the planned funding for the next five years; if all machinery contracted to carry out this work in the past represented value for money; if the machinery contracted in was used every day on site; if the machinery used for this type of work is fully owned by Iarnród Éireann; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
6	27.01.21	02.02.21	3750/21	To ask the Minister for Transport his plans to alleviate overcrowding on commuter trains serving south County Kildare and Portarlington, County Laois; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
5	27.01.21	01.02.21	4025/21	To ask the Minister for Transport further to Parliamentary Question No. 129 of 13 January 2021, if Irish Rail have awarded contracts to a company (details supplied) in the past five years; if so, the value of such contracts; if the contracts were tendered for; and if he will make a statement on the matter. Details Supplied: Competence Assurance Solutions Ltd, trading as CAS	1	Part Grant	S37	Personal Information of Others

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4	14.01.21	02.02.21	1993/21	To ask the Minister for Transport if he will intervene in the dispute between Iarnród Éireann and the residents of an area (details supplied) and request Iarnród Éireann to engage with the residents to resolve this issue.  Details Supplied: The residents of XXXX in Dublin 2 have had a Constant problem with trains pulling up at the wall adjacent to them with the engine running while they are awaiting their turn to go into the station. The noise pf the engines is deafening, and residents can't leave their windows open due to the diesel fumes. The noise and vibrations of the train's engines also sets of the alarms of the nearby houses and cars. This problem has been ongoing for the past 10 years, from 7.40am in the morning till 9.30pm and sometimes as late as 11.00pm at night. Several residents have moved out as a result and some have found that when they were selling their homes that this problem had devalued their houses.	1	Part Grant	S37	Personal Information of Others
3	13.01.21	25.01.21	1103/21	To ask the Minister for Transport if he will request full feasibility studies to take place on the opening of a much needed train station on the north of Viaduct Drogheda, County Louth and the reopening of Dunleer train station in mid-County Louth in advance of the imminent DART expansion to Drogheda both of which would further decrease the need to use private vehicles in the county and help meet carbon targets; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
2	13.01.21	28.01.21	1202/21	To ask the Minister for Transport the amount the NTA and Iarnród Éireann have spent on refurbishment and maintenance on Heuston and Connolly train stations in 2019 and 2020, in tabular form.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
1	13.01.21	25.01.21	44831/20	To ask the Minister for Transport if there are future plans to use the trainline in Duleek, east County Meath which is currently in use by a company (GPS coordinates 53.664153 -6.484824; Tara Mines) on the old Navan to Drogheda line for commuter purposes; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
2020								
21	17.12.20	25.01.21	44376/20	To ask the Minister for Transport the amount spent on improvement and upgrade works on the Ballybrophy to Limerick rail line over the past ten years.	1	Part Grant	S37	Personal Information of Others
20	08.12.20	15.01.21	42154/20	To ask the Minister for Transport the percentage or number of staff working with a disability within his Department and the agencies under his aegis in 2018, 2019 and 2020; and the actions being undertaken by his Department to actively recruit and retain persons with disabilities.	1	Part Grant	S37	Personal Information of Others
19	19.11.20	03.12.20	37572/20	To ask the Minister for Transport the third-party contracts entered into by agencies under the remit of his Department for the operation of community and voluntary organisations; the number of staff employed by the third party; and the cost of the contract in 2019 and 2020.	1	Part Grant	S37	Personal Information of Others
18	18.11.20	03.12.20	37355/20	To ask the Minister for Transport the number of freight trains that departed from Mayo bound for Waterford or Dublin in the twelve-month period ending 30 September 2020.	1	Part Grant	S37	Personal Information of Others
						Part Grant	Partially Exempt Agencies	IE is exempt from FOI in relation its Freight operations
17	17.11.20	27.11.20	36389/20	To ask the Minister for Transport if he will request Irish Rail to engage with residents (details supplied) in County Dublin that are being impacted by night-time work on the DART line; and if he will make a statement on the matter.  <b>Details Supplied: XXX and XXX the area beside their home</b> at Dalkey DART station is being used as a depot access point and the noise is intolerable	1	Part Grant	S37	Personal Information of Others
16	03.11.20	03.11.20	33591/20	To ask the Minister for Transport when work will commence in installing a lift at Ennis Railway Station, County Clare to accommodate persons with mobility issues; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
15	15.10.20	20.10.20	30730/20	Dail Question No: 110 To ask the Minister for Transport if an Irish Rail district engineer in Limerick Junction will review line speed on the Ballybrophy to Limerick line in view of the fact that a continuous welded rail track is now in place; and if he will make a statement on the matter.  Dail Question No: 111 To ask the Minister for Transport if an additional midday service on the Ballybrophy to Limerick rail line will be considered in addition to the morning and evening trains; and if he will make a statement on the matter.  Dail Question No: 112 To ask the Minister for Transport if an Irish Rail regional line manager for the Ballybrophy to Limerick rail line will be appointed; and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others
14	13.10.20	20.10.20	30220/20	Dail Question No: 72 To ask the Minister for Transport for an Irish Rail engineers' report on the upgrades made to the Ballybrophy to Limerick rail line to determine if it is possible to increase speeds on the line to improve the service and entice more users; and if he will make a statement on the matter.  Dail Question No: 73 To ask the Minister for Transport if he will work with Irish Rail to review the timetables on rural routes such as the Ballybrophy to Limerick and the Limerick Junction to Waterford lines and make minor changes to suit commuters and students; and if he will make a statement on the matter.  Dail Question No: 74 To ask the Minister for Transport if he will appoint a regional manager to oversee operations on rural lines in particular the Ballybrophy to Limerick line and to work with local third level institutions and large workplaces (details supplied); and if he will make a statement on the matter.	2	Part Grant	S37	Personal Information of Others

Freedom of Information Request:								
Schedule of Records for 494 : Summary for Decision Making								
Record No.	Date of Record Received	Date of Record Returned	PQ No	Brief Description - Parliamentary Questions - 1st September 2020 - June 2021	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
13	08.10.20	13.10.20	29328/20	To ask the Minister for Transport the reason Irish Rail has not done an engineer's report on the Ballybrophy to Limerick railway line over the past number of years; and if he will have one carried out.	1	Part Grant	S37	Personal Information of Others
12	06.10.20	08.10.20	28777/20	To ask the Minister for Transport the amount collected in fare evasion fines from 1 March to 29 September 2020 by Irish Rail, Dublin Bus and Luas operators.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information
11	01.10.20	13.10.20	27766/20	To ask the Minister for Transport his plans to make Irish Rail carriage numbers more visible in order to assist persons identifying the carriage they are on in order to report anti-social behaviour to Irish Rail; if his attention has been drawn to the difficulty for those with a visual impairment to view these carriage numbers by virtue of location and size.	1	Part Grant	S37	Personal Information of Others
10	29.09.20	02.10.20	26568/20	To ask the Minister for Transport the counties for which passengers with a free travel card are allowed to book their seat online with Irish Rail; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
9	24.09.20	02.10.20	26252/20	To ask the Minister for Transport the progress to date in the development of or restoration of rail services in areas throughout the country which might benefit from the restoration of such services; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
8	23.09.20	30.09.20	25669/20	To ask the Minister for Transport the status of plans for a rail stop in place in Crusheen, County Clare.	1	Part Grant	S37	Personal Information of Others
7	22.09.20	07.10.20	25091/20	To ask the Minister for Transport the location of a commemorative plaque (details supplied) which was removed from Gormanston train station; the date on which it will be reinstated; and if he will make a statement on the matter. Details Supplied: Email sent 16/09/2020 at 13:43Commemorative plaque in memory of Capt. James Flanagan (photo attached)	2 & 2 4	Part Grant	S37	Personal Information of Others
6	17.09.20	02.10.20	24527/20	To ask the Minister for Transport when Kishogue rail station will open resulting in a local train service for commuters in Lucan, County Dublin; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
5	15.09.20	18.09.20	23363/20	To ask the Minister for Transport the number of passengers boarding at each train station from Dublin to Enfield, County Meath in the past three years in tabular form; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
4	15.09.20	18.09.20	23938/20	To ask the Minister for Transport the number of passengers boarding at each of the individual train stations from Dublin to Newbridge train station, County Kildare in the past three years in tabular form; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
3	08.09.20	08.10.20	21981/20	To ask the Minister for Transport the number of bridge and level crossing strikes and Luas and vehicle crashes that occurred in 2018, 2019 and to date in 2020; the number of each that led to a prosecution; and if an anonymised list will be provided of the prosecutions including individuals and companies.	1	Part Grant	S37	Personal Information of Others
2	08.09.20	18.09.20	21982/20	Dail Question No: 225 To ask the Minister for Transport his plans for Irish Rail to step up campaigns towards drivers to let them know the consequences such as, fines, imprisonment, penalty points and so on of striking level crossings and bridges. Dail Question No: 226 To ask the Minister for Transport his plans for Irish Rail to quantify the cumulative delays to passengers, disruption of service and cost to Irish Rail of striking level crossings and bridges.	1	Part Grant	S37	Personal Information of Others
1	08.09.20	15.09.20	21231/20	To ask the Minister for Transport the steps he and Irish Rail are taking to improve onboard WiFi and mobile phone connectivity on its DART lines and commuter lines; if his attention has been drawn to connectivity problems on the southern portion of the DART network in particular; and if he will make a statement on the matter.	1	Part Grant	S37	Personal Information of Others
						Part Grant	S36	Commercially Sensitive Information

Signed: [Redacted] July 2021  
IE Decision Maker for CEO



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

15th September 2020

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 21231/20** below to [REDACTED], Minister for Transport, which have been passed to me to respond directly.

To ask the Minister for Transport the steps he and Irish Rail are taking to improve onboard WiFi and mobile phone connectivity on its DART lines and commuter lines; if his attention has been drawn to connectivity problems on the southern portion of the DART network in particular; and if he will make a statement on the matter.

Irish Rail and the National Transport Authority undertook a tender process in 2019 and awarded a contract value [REDACTED] to completely replace the obsolete WiFi system on all trains in the fleet. The previous system was fitted in 2012 and was no longer providing the standard of consecutive demanded. The new system is 5G capable and has now been installed on all Irish Rail trains and this work was completed in March 2020. Customer feedback on the new system is very positive with very high data speeds and bandwidth available. We were also able to remove the customer restrictions and data caps on the system. It must be said however that the WiFi system is still based on cellular technology and as such all users are sharing the connection. As such while the new system offers greatly improved performance it will never surpass a very good home connection.

The issue of mobile phone reception in any part of the country is a commercial matter for the mobile phone providers such as Vodafone and Three. These providers are constantly developing and upgrading their network particularly in major population areas.

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

18th September 2020

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 21982/20** below to [REDACTED] which has been passed to me to respond directly.

**Dail Question No: 225**

**To ask the Minister for Transport his plans for Irish Rail to step up campaigns towards drivers to let them know the consequences such as, fines, imprisonment, penalty points and so on of striking level crossings and bridges.**

Iarnród Éireann is keen to continually promote the safe use of, and interfacing with, our infrastructure on an on-going basis and this is done through programmes of engagement, education and enforcement throughout the network under a range of initiatives.

In terms of specific campaigns towards drivers, IÉ is currently engaging with the Road Safety Authority as part of the stakeholder engagement for the development of the Road Safety Strategy 2021-2030 through which we are proposing a range of specific measures for inclusion in this strategy. Additionally, our Chief Security Officer is liaising with Gardai on measures to ensure prosecutions.

**Dail Question No: 226**

**To ask the Minister for Transport his plans for Irish Rail to quantify the cumulative delays to passengers, disruption of service and cost to Irish Rail of striking level crossings and bridges.**

Iarnród Éireann operates a bespoke software system for the collection and appropriation of passenger/train service delays for all of our network. This includes recording of disruptions as a result of level crossing and bridge strike incidents. The costs of such incidents are also recorded and where possible reclaimed. The output of this information is used to help in developing strategies, determining areas of concern or where responses may be required.

[REDACTED]

Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]

8<sup>th</sup> October 2020

Dear Deputy [REDACTED],

I refer to your **Parliamentary Question 21981/20** below to [REDACTED] which has been passed to me to respond directly.

**To ask the Minister for Transport the number of bridge and level crossing strikes and Luas and vehicle crashes that occurred in 2018, 2019 and to date in 2020; the number of each that led to a prosecution; and if an anonymised list will be provided of the prosecutions including individuals and companies.**

The number of incidents at Level Crossings were 82 and 98 in 2018 and 2019 respectively. There have been 40 in the year to date (to end of September). The number of bridge strikes were 93 and 64 for 2018 and 2019 respectively with 49 recorded in the year to date.

In terms of prosecutions, while Iarnród Éireann support this process through provision of any required information, the prosecution itself is a matter for An Garda Síochána.

Yours sincerely,

[REDACTED]

Dear Deputy [REDACTED],



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
17th September 2020

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 23363/20** below to [REDACTED], which has been passed to me to respond directly.

**To ask the Minister for Transport the number of passengers boarding at each train station from Dublin to Enfield, County Meath in the past three years in tabular form; and if he will make a statement on the matter.**

Station	2017	2018	2019
	Boarding	Boarding	Boarding
Enfield	213	209	262
Kilcock	342	337	424
Maynooth	3,136	3,346	3,784
Leixlip Louisa Bridge	1,059	1,326	1,286
Leixlip Confey	616	627	676
Clonsilla	1,599	2,150	2,242
Coolmine	2,916	2,124	1,868
Castleknock	888	957	1,052
Navan Road Parkway	285	310	373
Ashtown	1,110	1,095	1,087
Broombridge	504	957	1,099
Drumcondra	1,405	1,651	1,956
Connolly	18,062	19,425	18,574

These figures are taken from our annual passenger census. The National Rail Census is undertaken each year on a Thursday in November, which represents the busiest time of the year for travel.



[REDACTED]

Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]

2nd October 2020

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 24527/20** below to [REDACTED], which has been passed to me to respond directly.

**To ask the Minister for Transport when Kishogue rail station will open resulting in a local train service for commuters in Lucan, County Dublin; and if he will make a statement on the matter.**

Iarnród Éireann's 2020 Allocation from the National Transport Authority includes funding for preparatory works required to open Kishogue Station and car park to the public. Condition surveys of the station building have been carried out and internal stakeholder consultations have taken place. The procurement of a multi-disciplinary consultant (MDC) is underway and it is envisaged that they will be in place by the end of 2020. The design, procurement (of the main contractor), construction and commissioning stages are forecast to take 12 months, meaning that the target date for completion of the works is Q4 2021. The station will open for services shortly after completion of the works.

Yours sincerely,

[REDACTED]



EREC IN MEMORY OF  
CPT. JAMES T. FLANAGAN  
1ST BAT. 9TH REG. I.R.A.  
WHO DIED HERE 29 MAY 1922  
IN DEFENCE OF THE REPUBLIC  
R. I. P.  
EREC BY HIS COMRADES





EREC IN MEMORY OF  
CAPT JAMES (JIM) LAMSON  
1ST BATT. 8TH BATTAL R.A.  
WHO DIED HERE 28 MAY 1942  
IN DEFENCE OF THE BRITISH  
R. N. I.  
EREC BY THE COMPTON





EREC IN MEMORY OF  
CPT. JAMES (TIM) FLANAGAN  
1ST BAT. 9TH BRC. I.R.A.  
WHO DIED HERE 29 MAY 1922  
IN DEFENCE OF THE REPUBLIC  
R. I. P.  
EREC BY HIS COMRADES



Dáil Éireann,  
 Leinster House,  
 Kildare Street,  
 Dublin 2

7<sup>th</sup> October 2020

Dear Deputy

I refer to your **Parliamentary Question 25091/20** below to , which has been passed to me to respond directly.

To ask the Minister for Transport the location of a commemorative plaque (details supplied) which was removed from Gormanston train station; the date on which it will be reinstated; and if he will make a statement on the matter.

**Details Supplied:** Email sent 16/09/2020 at 13:43  
 Commemorative plaque in memory of Capt. James Flanagan (photo attached).

**Iarnród Éireann Response:** The commemorative plaque at Gormanston was repositioned in 2009 when the Station was renovated. This is now positioned at entrance to the Northbound platform from the car park on the building wall.



Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30th September 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 25669/20** below to [REDACTED] Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the status of plans for a rail stop in place in Crusheen, County Clare.**

We will keep the case for a railway station at Crusheen under review in line with future demand trends, but at present there is no provision for a station within the current funding profile.

[REDACTED]  
[REDACTED]  
[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

2<sup>nd</sup> October 2020

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 26252/20** below to [REDACTED] which has been passed to me to respond directly.

**To ask the Minister for Transport the progress to date in the development of or restoration of rail services in areas throughout the country which might benefit from the restoration of such services; and if he will make a statement on the matter.**

The following disused or proposed new railway lines are currently referenced in the National Transport Authority's Greater Dublin Area Strategy, the National Development Plan 2018-2027, and Project Ireland 2040, or the current Programme for Government.

- Western Rail Corridor Phase 2 and 3 (Athenry to Tuam, and Tuam to Claremorris): on behalf of the Department of Transport, Iarnród Éireann commissioned EY to produce a financial and economic appraisal of Phase 2 and 3 of the Western Rail Corridor. This has been submitted to the Department. The Department in turn is subject to a short independent review, which is being conducted by JASPERS (Joint Assistance to Support Projects in European Regions), an agency established by the European Union and European Investment Bank. The Minister for Transport has indicated that this review is expected to be completed shortly, and he will then bring the matter to the Government.
- Navan Railway Line: under the NDP, the NTA will review its Greater Dublin Area Transport Strategy before the end of 2021. This will include a reappraisal of the extension of the rail line from M3 Parkway to Navan, taking into account the scale of new and planned development along the route.
- DART Underground: the NDP commits to establishing and protecting the route of DART Underground, and Project Ireland 2040 and the NTA's GDA Strategy both identify it as a priority for future investment

Additionally, Shannon Foynes Port are examining the potential for the reestablishment of the rail link between Limerick and Foynes for freight traffic.

Yours sincerely,



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
2<sup>nd</sup> October 2020

Dear Deputy [REDACTED],

I refer to your **Parliamentary Question 26568/20** below to [REDACTED], which has been passed to me to respond directly.

**To ask the Minister for Transport the counties for which passengers with a free travel card are allowed to book their seat online with Irish Rail; and if he will make a statement on the matter.**

Passengers with a free travel card can reserve a seat online, however, at present we are not currently utilising our Seat Reservations System, we are operating with unallocated seating arrangements due to Covid restrictions to allow us to facilitate 50% capacity and also to allow us to maintain social distancing on board and this facilitated through the use of highly visible seat markings.

This covers InterCity services, DART and Commuter do not have seat reservations on board.



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

13th October 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 27766/20** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport his plans to make Irish Rail carriage numbers more visible in order to assist persons identifying the carriage they are on in order to report anti-social behaviour to Irish Rail; if his attention has been drawn to the difficulty for those with a visual impairment to view these carriage numbers by virtue of location and size.**

I can advise that following recent representations from visually impaired customers to our user groups that this requirement has already been actioned and progressed. A new design and nomenclature for the vehicle identification number display has been completed. This is being procured and will be applied to the fleets in the next few months to provide larger more visible numbering in each vehicle. It is noted that the current arrangement already provides the vehicle numbering in two locations internally and also externally and the new numbering system will be supplementary to these.

Yours sincerely,

[REDACTED]  
**Chief Executive**

Priomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

8th October 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 28777/20** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the amount collected in fare evasion fines from 1 March to 29 September 2020 by Irish Rail, Dublin Bus and Luas operators.**

The total amount collected in face evasion fines from 1st March – 29th September 2020 for Iarnród Éireann is

[REDACTED]

[REDACTED]

Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

13th October 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 29328/20** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the reason Irish Rail has not done an engineer's report on the Ballybrophy to Limerick railway line over the past number of years; and if he will have one carried out.**

Iarnród Éireann have a comprehensive regime of asset inspections and reporting for the entire rail network, including the Ballybrophy to Limerick line. All assets are subject to regular routine inspection, including weekly track patrols (as a minimum), track condition verification by a specialist Track Recording Vehicle (TRV) and ultrasonic rail testing of the network on a frequent basis to confirm that rails are defect free. In addition critical assets such as bridges, culverts and embankments are subject to regular routine inspections by qualified and competent Engineers. All of these inspections form part of the Safety, Technical and Quality Management Systems that feed into the Chief Civil Engineers overarching Asset Management System. This allows the on-going assessment of all data so as to plan interventions to keep the assets in good serviceable condition relative to the requirements of the route. It would therefore not be accurate to say that Iarnród Éireann has not had engineers reports on this section of line in the past number of years as reports are produced regularly as a matter of routine in line with good Assets Management practices.

Yours sincerely,

[REDACTED]

**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

20<sup>th</sup> October 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 30220/20** below to [REDACTED] T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 72**

**To ask the Minister for Transport for an Irish Rail engineers' report on the upgrades made to the Ballybrophy to Limerick rail line to determine if it is possible to increase speeds on the line to improve the service and entice more users; and if he will make a statement on the matter.**

Iarnród Éireann have a comprehensive regime of asset inspections and reporting for the entire rail network, including the Ballybrophy to Limerick line. All assets are subject to regular routine inspection, including weekly track patrols (as a minimum), track condition verification by a specialist Track Recording Vehicle (TRV) and ultrasonic rail testing of the network on a frequent basis to confirm that rails are defect free. In addition critical assets such as bridges, culverts and embankments are subject to regular routine inspections by qualified and competent Engineers. All of these inspections form part of the Safety, Technical and Quality Management Systems that feed into the Chief Civil Engineers overarching Asset Management System. This allows the on-going assessment of all data so as to plan interventions to keep the assets in good serviceable condition relative to the requirements of the route. Asset condition reports are produced regularly as a matter of routine in line with good Assets Management practices.

The current train speed profile on the Ballybrophy to Limerick section of the Iarnród Éireann network is consistent with the age and condition of the track infrastructure and the great number of user worked level crossings which pose safety risks with increased speed. Within current funding levels, there are no proposals to enhance the infrastructure to improve line speeds.

**Dail Question No: 73**

**To ask the Minister for Transport if he will work with Irish Rail to review the timetables on rural routes such as the Ballybrophy to Limerick and the Limerick Junction to Waterford lines and make minor changes to suit commuters and students; and if he will make a statement on the matter.**

On wider service levels, we have over many years - both at times of economic growth and recession - operated varying levels of services, with both national promotion and local promotion but without significant uptake. It is a low density route, and the infrastructure does not facilitate higher speeds, and with significant investment required to address this. Given the (pre-COVID) dramatic increases in demand on other routes, and pressure on capacity on those, this is where service and capacity expansion is intended to be prioritised, but we will continue to promote all routes and engage with local communities to seek new business opportunities, and examine potential for minor revisions which will benefit customer groups as you outline.

**Dail Question No: 74**

**To ask the Minister for Transport if he will appoint a regional manager to oversee operations on rural lines in particular the Ballybrophy to Limerick line and to work with local third level institutions and large workplaces (details supplied); and if he will make a statement on the matter.**

Lines are managed within our District Manager Structure for Train Operations and our Infrastructure Manager for Infrastructure.

District Manager Limerick and Business Development Manager, Limerick will be able to assist with operations queries and group travel queries respectively.



Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

20th October 2020

Dear ██████████

I refer to your **Parliamentary Question 30730/20** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 110**

**To ask the Minister for Transport if an Irish Rail district engineer in Limerick Junction will review line speed on the Ballybrophy to Limerick line in view of the fact that a continuous welded rail track is now in place; and if he will make a statement on the matter.**

The current train speed profile on the Ballybrophy to Limerick section of the Iarnród Éireann network is consistent with the age and condition of the track infrastructure and the great number of user worked level crossings which pose safety risks with increased speed. Within current funding levels, there are no proposals to enhance the infrastructure to improve line speeds.

**Dail Question No: 111**

**To ask the Minister for Transport if an additional midday service on the Ballybrophy to Limerick rail line will be considered in addition to the morning and evening trains; and if he will make a statement on the matter.**

On wider service levels, we have over many years - both at times of economic growth and recession - operated varying levels of services, with both national promotion and local promotion but without significant uptake. It is a low density route, and the infrastructure does not facilitate higher speeds, and with significant investment required to address this. Given the (pre-COVID) dramatic increases in demand on other routes, and pressure on capacity on those, this is where service and capacity expansion is intended to be prioritised, but we will continue to promote all routes and engage with local communities to seek new business opportunities, and examine potential for minor revisions which will benefit customer groups as you outline.




**Dail Question No: 112**

**To ask the Minister for Transport if an Irish Rail regional line manager for the Ballybrophy to Limerick rail line will be appointed; and if he will make a statement on the matter.**

Lines are managed within our District Manager Structure for Train Operations and our Infrastructure Manager for Infrastructure.

District Manager Limerick and Business Development Manager, Limerick will be able to assist with operations queries and group travel queries respectively.



**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

3<sup>rd</sup> November 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 33591/20** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport when work will commence in installing a lift at Ennis Railway Station, County Clare to accommodate persons with mobility issues; and if he will make a statement on the matter.**

Iarnród Éireann are in the process of building a new footbridge and lifts in Ennis station to supercede the previous old footbridge. This work is substantially completed and we anticipate the new facility will be open to customers before the end of the year.

Currently, we operate most services through the platform adjacent to the Entrance/Exit but there are occasions where trains cross, that both platforms have to be used, and if there is a mobility impaired passenger joining or alighting in Ennis when two trains are crossing, we will route the relevant train into the platform adjacent to the station Entrance/Exit.

[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

27th November 2020

Dear Deputy Devlin,

I refer to your **Parliamentary Question 36389/20** below to [REDACTED] n T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport if he will request Irish Rail to engage with residents (details supplied) in County Dublin that are being impacted by night-time work on the DART line; and if he will make a statement on the matter. Details Supplied: [REDACTED]

[REDACTED] the area beside their home at Dalkey DART station is being used as a depot access point and the noise is intolerable

The railway in the Dalkey area is a key infrastructural asset. These essential works need to be carried out at night-time when track and electrical systems can be disabled. The power which feeds the DART needs to be switched-off and passenger trains cannot be allowed to run past when the site is active.

I would like to apologise to your constituents for any inconvenience caused during this time, we are mandated to maintain the track not only for essential maintenance but most importantly the safety of the rail network even during these difficult times of Covid 19.

The houses at [REDACTED] are adjacent to the station car park and an access point for night-time track works. The access point is used as little as possible, however, it is inevitable that from time to time it has to be used in order to facilitate essential track works.

The residents in question are advised in advance of such access, except in the case of very rare emergency works, and noise levels are kept as low as is practically possible.

[REDACTED]  
[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

3rd December 2020

Dear Deputy Shortall,

I refer to your **Parliamentary Question 37355/20** below to [REDACTED] Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the number of freight trains that departed from Mayo bound for Waterford or Dublin in the twelve-month period ending 30 September 2020.**

The following freight trains departed from Mayo to Waterford & Dublin, in the twelve-month period ending 30 September 2020:

	Ex Ballina	Ex Westport	Total	
Unit Load	[REDACTED]			To Dublin
Timber				To Waterford
Total				

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

3<sup>rd</sup> December 2020

Dear [REDACTED]

I refer to your **Parliamentary Question 37572/20** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport the third-party contracts entered into by agencies under the remit of his Department for the operation of community and voluntary organisations; the number of staff employed by the third party; and the cost of the contract in 2019 and 2020.

Iarnród Éireann did not enter into any third party contracts for the operation of community and voluntary organisations.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

15<sup>th</sup> January 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 42154/20** 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 percentage or number of staff working with a disability within his Department and the agencies under his aegis in 2018, 2019 and 2020; and the actions being undertaken by his Department to actively recruit and retain persons with disabilities.**

Percentage of employees with a disability taken from the 2018/19 Report on Compliance with Part 5 of the Disability Act on the Employment of People with Disabilities in the Public Sector.

2018 3.89%

2019 4.08%

2020 Pending

Iarnród Éireann's reasonable accommodation policy includes the employment and retention of people with disabilities. Those who during the course of the career acquire a disability are accommodated through redeployment, restricted duties and ergonomic support. In addition we provide work experience for those with physical and intellectual disabilities.

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,

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
3<sup>rd</sup> March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 8939/21** below to [REDACTED] Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport if his attention has been drawn to the fact that companies that are doing contract work for Iarnród Éireann are refusing to recognise trade unions that represent their workers and may be in breach of the suppliers covenants with Iarnród Éireann; and if he will make a statement on the matter.

Iarnród Éireann are fully committed to ensure that all individuals working on the railway, either directly or indirectly employed, are treated in the correct manner and in line with collective agreements and industry standards. In this regard our procurement processes and contracts reflect and support this, and in particular specify contractors obligations for good industry practice, applicable law, including but not limited to all obligations in the field of environmental, social and labour law that apply at the place where the Services are provided, that have been established by EU law, national law, collective agreements and by international, environmental, social and labour law. We do however audit our contracts to ensure compliance with the agreed terms and conditions therein.

[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

25<sup>th</sup> January 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 44831/20** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if there are future plans to use the trainline in Duleek, east County Meath which is currently in use by a company (details supplied) on the old Navan to Drogheda line for commuter purposes; and if he will make a statement on the matter.**

**Details Supplied:** GPS coordinates 53.664153 -6.484824; Tara Mines

The Navan to Drogheda rail line, under Iarnród Éireann's network statement, is approved for rail freight traffic only, and is not of a condition which would be suitable for passenger traffic, including commuter rail services, without major investment.

This year, the National Transport Authority is undertaking a mid-term review of its Greater Dublin Area Transport Strategy. This will give consideration to the potential for the development of a rail line between Navan and M3 Parkway to provide a Commuter rail service between Navan and Dublin City Centre, a more direct, faster and less congested route than Navan to Drogheda to Dublin.

[REDACTED]  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

28th January 2021

Dear ██████████

I refer to your **Parliamentary Question 1202/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport the amount the NTA and Iarnród Éireann have spent on refurbishment and maintenance on Heuston and Connolly train stations in 2019 and 2020, in tabular form.

Station Location	2019	2020	Station Location	2019	2020
Connolly Station	██████████	██████████	Heuston Station	██████████	██████████

████████████████████  
████████████████████  
████████████████████  
Chief Executive



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

25th January 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 1103/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport if he will request full feasibility studies to take place on the opening of a much needed train station on the north of Viaduct Drogheda, County Louth and the reopening of Dunleer train station in mid-County Louth in advance of the imminent DART expansion to Drogheda both of which would further decrease the need to use private vehicles in the county and help meet carbon targets; and if he will make a statement on the matter.

As you can appreciate Iarnród Éireann receives many requests for both new greenfield stations and disused stations to be re-opened throughout the network.

The delivery of any new rail infrastructure necessarily involves a multi-agency approach in the planning, design, funding and construction of a scheme. There are also strict Government enforced conditions in place surrounding the release of funds for capital infrastructure projects which must be adhered to by all agencies wishing to draw down public funds. These are set out under the Public Spending Code drawn up by the Department of Public Expenditure and Reform.

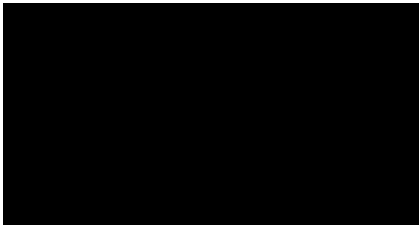
In general, therefore before Iarnród Éireann can receive public funding to proceed with any rail infrastructure scheme the following conditions must be met;

- the proposal must be fully supported by relevant transport strategy & planning policy (National Transport Authority /Department of Transport/An Bord Pleanála approval as required)
- the proposal must have a robust Business Case in line with current Government Public Spending Code & sector specific Common Appraisal Guidance for transport related projects (available from the Department of Transport website)

- full demand assessment of each scheme using the National Transport Authority's Regional Modelling System is required as an input to the Business Case
- the project must be fully funded by 3rd party finance

There are no plans that we are aware of presently to reopen the station at Dunleer or open a station at Drogheda North, or to progress developments which could potentially strengthen such business cases. That said, Iarnród Éireann will engage with any parties proposing such projects. Iarnród Éireann will ensure that no action is undertaken which would preclude any future reopening of the stations, if funded by third parties and which meets the conditions set out above, which apply to all rail infrastructure project proposals.

Yours sincerely,



**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

2<sup>nd</sup> February 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 1993/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if he will intervene in the dispute between Iarnród Éireann and the residents of an area (details supplied) and request Iarnród Éireann to engage with the residents to resolve this issue.**

**Details Supplied: *The residents of [REDACTED] in Dublin 2 have had a Constant problem with trains pulling up at the wall adjacent to them with the engine running while they are awaiting their turn to go into the station. The noise of the engines is deafening, and residents can't leave their windows open due to the diesel fumes. The noise and vibrations of the train's engines also sets off the alarms of the nearby houses and cars. This problem has been ongoing for the past 10 years, from 7.40am in the morning till 9.30pm and sometimes as late as 11.00pm at night. Several residents have moved out as a result and some have found that when they were selling their homes that this problem had devalued their houses.***

I have asked the District Manager to make contact directly with the residents. The timing of this meeting will depend on the current Government restrictions with COVID-19.

Yours sincerely,

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]

1<sup>st</sup> February 2020

Dear Deputy O' Reilly,

I refer to your **Parliamentary Question 4025/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport further to **Parliamentary Question No. 129 of 13 January 2021**, if Irish Rail have awarded contracts to a company (details supplied) in the past five years; if so, the value of such contracts; if the contracts were tendered for; and if he will make a statement on the matter.

**Details Supplied: Competence Assurance Solutions Ltd, trading as CAS**

We have checked our records and we are unable to trace any contracts awarded to Competence Assurance Solutions Ltd, trading as CAS in Iarnród Éireann for the last five years.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

2nd February 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 3750/21** below to [REDACTED] n T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport his plans to alleviate overcrowding on commuter trains serving south County Kildare and Portarlington, County Laois; and if he will make a statement on the matter.**

We are currently operating a reduced and revised service. The revised schedule, reflects both the significant reduction in demand - currently at 10% of pre-Covid measures - and ensures that at a time of rising instances of Covid-19, that we will be able to ensure service continuity and resilience for those who must travel at this time.

We have been monitoring capacity, we are also maximising capacity on individual services wherever possible, and our staff are assisting customers to utilise capacity across the trains. Level 5 measures for public transport sees a requirement for 25% capacity (covering sitting and standing capacity) on our trains available for use.

We have had no reports of overcrowding on services in the Kildare Commuter area, however as advised we will continue to monitor and react should incidents of overcrowding arise.

[REDACTED]  
[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

22nd February 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 6501/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport his plans to upgrade existing railway track to new bigger sleepers and rails to assist the speed and safety of trains; if the relaying process is put out to tender or carried out by Iarnród Éireann staff; the funding spent on this work over the past ten years; the planned funding for the next five years; if all machinery contracted to carry out this work in the past represented value for money; if the machinery contracted in was used every day on site; if the machinery used for this type of work is fully owned by Iarnród Éireann; and if he will make a statement on the matter.**

When existing mainline railway lines are relayed it is policy to utilize modern materials and systems to replace the existing tracks. There is currently an ongoing project to relay the Dublin to Cork route with new concrete sleepers (weighing approx. 1/3 tonne each and manufactured by Iarnród Éireann at its rail and sleeper plant in Portlaoise) and new 54kg per metre rail sourced by competitive tender from a supplier in Spain. Approx. 30 miles is scheduled to be relayed on this route in 2021.

The relaying process is relatively complex and requires a significant amount of plant and machinery as well as skilled engineers and operatives to carry out. The process is project managed directly by the Chief Civil Engineer's department of Iarnród Éireann and a blend of contractors staff and directly employed staff are utilised. Similarly Iarnród Éireann utilises some of its own plant such as rail wagons and locomotives as well as specialised relaying gantries, it also utilises some of its own plant operated and maintained by contractors as well as plant owned and operated by contractors. Contractors are procured in accordance with CIE Group Procurement Policies and Procedures. The machinery contracted in is procured using the principle of the Most Economically Advantages Tenderer (MEAT) being awarded the contracts, in short this equates to the contract being awarded to the best priced bidder who can meet the specification in the tender documents, and as such represents best market value for money. Much of the work is carried out at night and weekends.



The formulation of the contract agreements for hired in plant is such that only machinery that is being utilised is paid for by Iarnród Éireann, on occasion hired plant may be parked up in compounds awaiting removal by the contractor, this would not be paid for the new stone ballast used in railway construction is sourced within Ireland. The entire relaying process is labour intensive, including machine operatives, directly employed and hired labour and associated services from contractors approx. 250 jobs a week are created by the relaying process. Where possible recovered materials are recycled, serviceable rail and sleepers are selected from the old track, refurbished in the Iarnród Éireann plant in Portlaoise and reused on secondary lines, unserviceable rails are sold as scrap for recycling and unserviceable old concrete sleepers are where possible either used as material for protection of the rail infrastructure support zone in fluvial or marine environments or crushed up and recycled as hard core fill a number are sent to land fill.

Over the past 10 years [REDACTED] [REDACTED] has been spend on relaying track with new materials network wide. It is planned to spend up to [REDACTED] over the coming five years subject to funding being available.

[REDACTED]

Chief Executive

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

26<sup>th</sup> February 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 6626/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the estimated amount it would cost Iarnród Éireann if the number of contracted security staff increased by a further 40% based on 2019 figures.**

The cost of security for the Train Operations for 2019 was [REDACTED]

A 40% increase on this would amount to an incremental cost of [REDACTED]

[REDACTED]  
[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
23<sup>rd</sup> February 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 7774/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if he will address a matter (details supplied) regarding Irish Rail; and if he will make a statement on the matter.**

**Details Supplied:** [REDACTED]

**Minister I wish to advise you of a situation with Irish Rail during the current crisis and the fact that you must book your seat before you travel even if you hold a free travel pass. I have a constituent who was refused to board the train as he had not booked his seat and then had to take a taxi to where he wanted to travel to which cost him €40 Surely if the train is not full then this person should have been left board.**

To ensure COVID-19 capacity measures can be delivered, all Intercity customers must pre-book travel until further notice. Government L5 Covid measures in place during this time permit 25 percent of capacity to be made available for use on board rail services. Pre-booking Intercity travel will ensure the available capacity is effectively managed, providing rail customers with a safe and sanitary travelling environment. It must also be remembered that more customers will board enroute, even if a train is lightly loaded at departure.

Holders of a free travel pass may book a reservations free of charge up to 90 minutes before departure at [www.irishrail.ie](http://www.irishrail.ie) or at 1850 366222.

Yours sincerely,

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
3<sup>rd</sup> March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 8939/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if his attention has been drawn to the fact that companies that are doing contract work for Iarnród Éireann are refusing to recognise trade unions that represent their workers and may be in breach of the suppliers covenants with Iarnród Éireann; and if he will make a statement on the matter.**

Iarnród Éireann are fully committed to ensure that all individuals working on the railway, either directly or indirectly employed, are treated in the correct manner and in line with collective agreements and industry standards. In this regard our procurement processes and contracts reflect and support this, and in particular specify contractors obligations for good industry practice, applicable law, including but not limited to all obligations in the field of environmental, social and labour law that apply at the place where the Services are provided, that have been established by EU law, national law, collective agreements and by international, environmental, social and labour law. We do however audit our contracts to ensure compliance with the agreed terms and conditions therein.

[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

3<sup>rd</sup> March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 9139/20** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the contact details for the sections that deals with all ongoing and established grant funding in his Department and in each agency under the remit of his Department in tabular form.**

The contact details for the department that deals with grant funding in Iarnród Éireann are:

[exchgrantssection@irishrail.ie](mailto:exchgrantssection@irishrail.ie)

Yours sincerely,

[REDACTED]  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

29<sup>th</sup> March 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 10782/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the number of passengers that used the Dublin to Belfast rail service in 2020 and to date in 2021; and the number of passengers that used Bus Éireann services to Northern Ireland in 2020 and to date in 2021.**

The number of passengers that used the Dublin to Belfast Rail Service for 2020 & 2021 to date is as below:

**2020**

Passenger journeys between Dublin – Belfast for 2020 were **0.270m**.

**2021**

The cumulative number of Passenger journeys using the Enterprise service from Dublin-Belfast (and vice versa) to date to end of February are **8.8k**.

████████████████████  
████████████████████  
████████████████████  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

19th March 2021

Dear [REDACTED]

I refer to your **Parliamentary Question 12614/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the full cost of hiring railroad vehicles for each of the past five years; if the same company has fulfilled the contract for each of those years; and if he will make a statement on the matter.**

An analysis of the spend on hiring Rail Road Vehicles (RRV's) by Iarnród Éireann from 2016 - 2020 has shown the following:

2016	2017	2018	2019	2020
€ [REDACTED]	■ [REDACTED]	€ [REDACTED]	€ [REDACTED]	€ [REDACTED]

The hiring of RRV's is managed through a framework agreement which has had circa 13 participants over the 5-year period and all call offs are tendered individually ensuring all framework participants can compete for the work.

Further analysis has shown that over the years there is a spread of the business being awarded, with 4 or 5 tenderers doing some 65% of the work and the remaining 35% being spread between the other 8 or 9 framework participants, thus showing competitive tendering for the work.

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED] [e](#)

30<sup>th</sup> March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 12965/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the number of students who undertook work experience or internships with State and semi-State agencies under his aegis in 2019; the cost in terms of wages and allowances; and the estimated numerical capacity of State and semi-State agencies to provide work experience and internships on an annual basis.**

Iarnród Éireann had 47 People on Work experience in 2019. These were predominantly Transition Year Students and all were unpaid.

Additionally, Iarnród Éireann had 1 Intern in 2019. The person was paid a salary of [REDACTED] per annum.

Capacity to provide Work Experience is currently suspended due to the Covid 19 pandemic.

[REDACTED]  
[REDACTED]  
Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

31<sup>st</sup> March 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 13610/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the status of the proposed removal of a wall from the front of Casement station Tralee, County Kerry.**

Iarnród Éireann (IÉ) Building & Facilities and Operational management reviewed Urban Regeneration Development proposals with Kerry County Council Planners over 2018/2019/2020 for Casement Station, Tralee which formed part of Kerry County Council application for URDF Government funding stream.

Iarnród Éireann agreed to work with Kerry County Council planners to assist in the development of a Master Plan for the John Joe Sheedy Road area including a scheme to replace the existing carpark/boundary station wall was an option replacing the boundary with landscape planting, similar works were to be discussed with Bus Éireann Station adjacent.

The Building & Facilities Manager was asked for a letter of support as a stakeholder to confirm Iarnród Éireann would be interested in improving the station environment/wayfinding and accessibility to Tralee town, which was given to assist in the Council Senior Planners seeking this improvement works UDRF funding in May 2020. I can confirm that Iarnród Éireann will be developing this project further with Kerry County Council in the coming months.

Yours sincerely,

████████████████████  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

15<sup>th</sup> March 2021

Dear Deputy Kelly,

I refer to your **Parliamentary Question 13837/20** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 39**

**To ask the Minister for Transport when rail services between Waterford and Limerick Junction will resume; and if he will make a statement on the matter.**

As previously advised, reflecting the dramatically reduced numbers travelling on our services, and to ensure service resilience, we have a temporary schedule in operation across our network, which was implemented from 11th January. This includes suspension of services on the Waterford to Limerick Junction line. This temporary schedule was approved by the National Transport Authority.

As the country reopens, we will ensure our schedule and capacity is addressing demand for our services, and reopening of the Limerick Junction to Waterford line will be determined by decisions relating to easing of restrictions.

[REDACTED]  
[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

13<sup>th</sup> April 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 16221/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the total Covid-19-related spend in 2020 by his Department, agency and budget line item; and if he will make a statement on the matter.**

Iarnród Éireann - Costs associated with COVID-19 are as below:

COVID-19 Costs	€
Sanitiser products delivered	[REDACTED]
Face Masks delivered	[REDACTED]
Incremental Security	[REDACTED]
Laptops Issued to facilitate remote working	[REDACTED]
<b>Total as at 31/12/2020</b>	[REDACTED]

[REDACTED]  
[REDACTED]  
Chief Executive



██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

13<sup>th</sup> April 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 14162/21** below to ██████████, T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if there is an alternative to Iarnród Éireann in carrying out ongoing maintenance works on the rail line in Dún Laoghaire in view of the effect of the noise on local residents (details supplied); and if he will make a statement on the matter.**

**Details Supplied:** *Overnight for example at the weekend as they do in the UK as the noise has and is causing extreme detrimental effects to residents who cannot sleep for long periods up to weeks over the past year.*

The maintenance works referred to are adjacent to a critical section of rail infrastructure, containing numerous vital track assets, and Iarnród Éireann is mandated to maintain the track infrastructure, and we must continue to maintain the railway, even during these difficult times of Covid 19.

These night-time track works referred to are in connection with the installation of new Overhead Line Equipment (OHLE). Most railway maintenance has to be carried out at night-time when track and electrical systems can be disabled. The railway in Dun Laoghaire vicinity is a key infrastructural asset, used daily by thousands of commuters and requiring regular essential track maintenance, and we must carry out maintenance works predominantly at night to ensure we can operate our rail services during the day.

Regarding the residents' concerns to work throughout the night, as advised above we are mandated to maintain the track not only for essential maintenance but most importantly the safety of the rail network.

Yours sincerely,

████████████████████  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

10<sup>th</sup> May 2021

Dear Deputy Cairns,

I refer to your **Parliamentary Question 14324/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 284**

**To ask the Minister for Transport the number of train stations, including DART stations, which have lifts by county; his plans to upgrade the accessibility of train stations; and if he will make a statement on the matter.**

144 stations on the Iarnród Éireann network and details are attached as over.

**Dail Question No: 285**

**To ask the Minister for Transport the steps that will be taken to address ongoing issues with lifts in Limerick Junction, Seapoint, Clontarf, Shankill and Clonsilla train stations; and if he will make a statement on the matter.**

At Iarnród Éireann 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, following twelve stations in 2020. But we're thinking big, 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.

Limerick Junction	Seapoint	Clontarf	Shankill	Clonsilla
Full lift replacement in 2019	This is due to be funded in subsequent years in our lift & escalator renewal plan.	Full lift replacement in 2019.	Works will commence in Q3 2021 and will take 4 weeks.	Works were successfully completed on 22 <sup>nd</sup> March 2021.

████████████████████  
████████████████████  
████████████████████  
**Chief Executive**

Station	No	Location	Platform Access	Lift - Y/N
Commuter	1	Adamstown	Via stairs or lift	Y
InterCity	2	Ardrahan	Level	N
InterCity	3	Arklow	Level to Platform 1 and Southbound services. Footbridge to Northbound services.	N
Commuter	4	Ashtown	Both platforms accessible via ramp (assistance required by companion onto city bound platform)	N
InterCity	5	Athenry	Level access	Y
InterCity	6	Athlone	Ramp to platform No.1 Steps or lift and subway to platforms No. 2 and 3.	Y
InterCity	7	Athy	Via ramp to platform No.1 Footbridge only to platform No.2	N
InterCity	8	Attymon	Level Access	N
Commuter	9	Balbriggan	Level to platform 2 Lift and footbridge to platform 1	Y
InterCity	10	Ballina	Level access	N
InterCity	11	Ballinasloe	Level to main platform Lifts, steps and footbridge to loop platform	Y
InterCity	12	Ballybrophy	Lifts and footbridge to all platforms	Y
InterCity	13	Ballyhaunis	Level access	N
InterCity	14	Ballymote	Level access	N
InterCity	15	Banteer	Level to Platform No. 1 Footbridge to Platform No. 2	N
DART	16	Bayside	Access by lifts or stairs	Y
InterCity	17	Birdhill	Level Access	N
DART	18	Blackrock	Level access to Platform No. 1, City centre & Northbound via station entrance Platform No. 2 Southbound via lift or stairs.	Y
DART	19	Boosterstown	Level access to Platform No. 1, City centre & Northbound via station entrance Platform No. 2 Southbound via lift or stairs.	Y
InterCity	20	Boyle	Level to main platform Footbridge to opposite platform	N
DART	21	Bray (Daly)	Level to platform 1,2 & 3 Lift from platform 1 & 3 to platform 2	Y
Commuter	22	Broombridge	Both Platforms accessible	Y
InterCity	23	Cahir	Ramp from Car Park	N
InterCity	24	Carlow	Level to platform No. 1 Footbridge to platform No. 2 – <b>New lift opening in 2021</b>	Y
InterCity	25	Carrick-on-Shannon	Yes - Via ramp situated on West side of main building	N
InterCity	26	Carrick-on-Suir	Level via a wicket gate from the car park to main platform Footbridge only to opposite platform	N
InterCity	27	Carrigaloe	Footbridge to platform No. 1 Southbound Via the main gate top of ramp to platform No. 2 Northbound	N
InterCity	28	Carrigtwohill	Accessible via lifts	Y
InterCity	29	Castlebar	Level access	N
InterCity	30	Castleconnell	Via ramp from roadway	N
Commuter	31	Castleknock	Dublin bound platform accessible	N
InterCity	32	Castlerea	Level access	N
InterCity	33	Charleville	Level to platform 1 Lift to platform 2 and 3	Y
InterCity	34	Clara	Level access	N
InterCity	35	Claremorris	Level access	N



Station	No	Location	Platform Access	Lift - Y/N
Commuter	36	Clondalkin Fonthill	Level access Lift and stairs to platforms	Y
DART	37	Clongriffin	Lift and stairs to Northbound platform Ramp to Southbound platform	Y
InterCity	38	Clonmel	Level access to main platform. Footbridge only to opposite platform.	N
Commuter	39	Clonsilla	Both platforms accessible	Y
DART	40	Clontarf Road	Lifts and footbridge to both platforms.	Y
InterCity	41	Cloughjordan	Level Access	N
InterCity	42	Cobh	Via ramp from public road. Assistance will be required station only manned part time	N
InterCity	43	Collooney	Level Access	N
Commuter	44	Coolmine	Level Access	Y
InterCity	45	Cork (Kent)	Platforms 1, 2, 3 and 4 are level Ramp or lift to platform 5	Y
InterCity	46	Craughwell	Level	N
DART	47	Dalkey	Access to platform No. 2, southbound via station entrance Ramp to platform No. 1, northbound and city centre	N
Commuter	48	Docklands	Lift to platforms	Y
Commuter	49	Donabate	Level access 05:45hrs - 00:30hrs Mon-Sun In order to access the lift, the customer is first required to call via the help point located at each landing of the lift shaft. Please see lift call operation page for steps to call the lift.	Y
Commuter	50	Drogheda (MacBride)	Platform 1 from main hall Platform 2/3 via lift and footbridge In order to access the lift, the customer is first required to call via the help point located at each landing of the lift shaft. Please see lift call operation page for steps to call the lift.	Y
InterCity	51	Dromod	Yes - Level to main platform Footbridge only to platform number 2	N
Commuter	52	Drumcondra	Lifts to both platforms	Y
Major Station	53	Dublin Connolly	Level access to platforms 1, 2, 3 and 4 from ticket office. Ramp or stairs to platform 5. Lift or stairs to platforms 6 and 7. Via main ticket barrier	Y
Major Station	54	Dublin Heuston	Level access	N
DART	55	Dublin Pearse	Via ramps, stairs, escalators and lifts. Ramp to platform 1 City Centre and northbound Lift or stairs to platform 2 and southbound	Y
DART	56	Dun Laoghaire (Mallin)	Platform lift to 1 & 2 Platform 3 level. Ramp access from platform 2 to platform 3. In order to access the lift, the customer is first required to call via the help point located at each landing of the lift shaft. Please see lift call operation page for steps to call the lift.	Y
Commuter	57	Dunboyne	Level from station entrance	Y
Commuter	58	Dundalk (Clarke)	Island Platforms. Access through main entrance with gangway to ramp and lift down onto platforms. In order to access the lift, the customer is first required to call via the help point located at each landing of the lift shaft. Please see lift call operation page for steps to call the lift.	Y
InterCity	59	Edgeworthstown	Yes - Level to main platform. Footbridge to platform number 2.	N
InterCity	60	Enfield	Stairs only to platform Level rear car park	N
InterCity	61	Ennis	Level access to platform 1 Footbridge to platform 2 only – New lift opening in 2021	Y



Station	No	Location	Platform Access	Lift - Y/N
InterCity	62	Enniscorthy	Level to main platform. Stairs only to opposite platform.	N
InterCity	63	Farranfore	Level access	N
InterCity	64	Fota	Level via platform ramp to southbound and Cobh platform. Footbridge only to northbound and Cork platform.	N
InterCity	65	Foxford	Level Access	N
InterCity	66	Galway (Ceannt)	Ramp to main entrance	N
DART	67	Glenageary	Stairs or lifts to both platforms	Y
InterCity	68	Glounthaune	Level to No.1 platform Southbound and Cobh. Footbridge only to No.2 platform Northbound and Cork.	N
InterCity	69	Gorey	Level, stairs only to opposite platform	N
Commuter	70	Gormanston	Level to platform 1 Access via steps from public road to platform 2	N
InterCity	71	Gort	Lifts and Footbridge to Platforms Ramp on board train	Y
DART	72	Grand Canal Dock	Platforms accessible via stairs and lifts.	Y
DART	73	Greystones	Level to platform 1 northbound Footbridge only to platform 2 southbound	Y
Commuter	74	Hansfield	Lifts to both platforms	Y
DART	75	Harmonstown	Ramps to both platforms	Y
Commuter	76	Hazelhatch and Celbridge	All platforms accessible via lifts and ramps	Y
DART	77	Howth	Via gate and ramp from roadway	N
DART	78	Howth Junction and Donaghmede	Access to all platforms via lifts or stairs	Y
DART	79	Kilbarrack	Platforms accessible via ramps or steps.	Y
InterCity	80	Kilcock	Level and wheelchair accessible	N
InterCity	81	Kilcoole	Access only via wicket gate (not wheelchair accessible).	N
InterCity	82	Kildare	Level to platform 1 Via wicket gate or footbridge to platform 2	N
InterCity	83	Kilkenny (MacDonagh)	Level, stairs only to opposite platform	N
InterCity	84	Killarney	Lift to platform 1 and 2	N
DART	85	Killester	Ramps to both platforms	Y
DART	86	Killiney	Low step to platform 1 City Centre and northbound Lift and stairs to platform 2 southbound	Y
DART	87	Lansdowne Road	Level platform 1 northbound and city centre Via ramp and gate platform 2 and southbound	N
Commuter	88	Laytown	Ramp from roadway platform 2 Footbridge and lift to platform 1	Y
Commuter	89	Leixlip (Confey)	Ramp to platform serving City Centre	N
Commuter	90	Leixlip (Louisa Bridge)	Platform 1 to City Centre via ramp Platform 2 to Maynooth via lift	Y
InterCity	91	Limerick (Colbert)	Level	N
InterCity	92	Limerick Junction	Level	Y
InterCity	93	Little Island	Via the car park onto platform 1 Off the public footpath onto platform 2	N
InterCity	94	Longford	Level to platform 1 Lift or stairs to platform 2	Y
Commuter	95	M3 Parkway	Level	N
DART	96	Malahide	Level to platform 1 City Centre Lift and footbridge to platform 2	Y
InterCity	97	Mallow	Access from main car park to platform 1 Footbridge, escalators and lift to platform 2 and 3	Y

Station	No	Location	Platform Access	Lift - Y/N
InterCity	98	Manulla Junction	Level	N
Commuter	99	Maynooth	Level	N
InterCity	100	Midleton	Lift to platform 1 and 2	N
InterCity	101	Millstreet	Level access from main station carpark	N
InterCity	102	Monasterevin	Level to northbound platform Lift and footbridge to southbound platform	Y
InterCity	103	Muine Bheag (Bagenalstown)	Level stairs only to opposite platform	N
InterCity	104	Mullingar	Ramp to platform 1 Access to platform 2 via stair lift and subway	Y
Commuter	105	Navan Road Parkway	Lift to both platforms	Y
InterCity	106	Nenagh	Level	N
InterCity	107	Newbridge	Level to platform 1 Via footbridge and wicket gate to platform 2	Y
InterCity	108	Oranmore	Steps and ramp	N
Commuter	109	Park West and Cherry Orchard	Lift to all Platforms	Y
InterCity	110	Portarlinton	Level to platform 1 Lift and footbridge to platform 2	Y
InterCity	111	Portlaoise	Level to platform 2 Lift and footbridge to platform 1	Y
DART	112	Portmarnock	Full ramp access to both platforms	Y
DART	113	Raheny	Lift or ramp to platform 1 City Centre and southbound Ramp to platform 2 and northbound	Y
InterCity	114	Rathdrum	Ramp to main platform (not wheelchair accessible)	N
InterCity	115	Rathmore	Level to main platform Footbridge to platform 2	N
InterCity	116	Roscommon	Level to the main platform	N
InterCity	117	Roscrea	Level	N
InterCity	118	Rosslare Europort	Via ramp from car park	N
InterCity	119	Rosslare Strand	Level to the main platform Via laneway and wicket gate or footbridge to platform 2	N
Commuter	120	Rush and Lusk	Level access via station entrance Lift and footbridge to opposite platform	Y
InterCity	121	Rushbrooke	Via the main gate to platform 2 Via the footbridge from platform 2 to platform 1	N
Commuter	122	Sallins and Naas	Access to both platforms via ramps from carparks on either side	N
DART	123	Salthill and Monkstown	Level to platform 1 Lift to platform 2	Y
DART	124	Sandycove and Glasthule	Via ramp to both platforms Lift to Northbound platform via laneway	Y
DART	125	Sandymount	All platforms accessible via ramp and subway	N
DART	126	Seapoint	Lift to platform 1 and 2.	Y
DART	127	Shankill	Lift or stairs to northbound and southbound platforms	Y
InterCity	128	Sixmilebridge	Ramp from car park	N
Commuter	129	Skerries	Level to platform 1 Lift and footbridge to platform 2	Y
InterCity	130	Sligo (MacDiarmada)	Level	N
DART	131	Sutton	Level to platform 1 City Centre and southbound Via ticket gate on station road to platform 2 northbound	N
DART	132	Sydney Parade	Level access to both platforms	N
DART	133	Tara Street	Both platforms accessible by lifts, by stairs or escalators	Y

Station	No	Location	Platform Access	Lift - Y/N
InterCity	134	Templemore	Via ticket gate from car park to platform 1 Lift and footbridge to platform 2	Y
InterCity	135	Thomastown	Level	N
InterCity	136	Thurles	Lift to platform 1 and 2	Y
InterCity	137	Tipperary	Low step via wicket gate from car park	N
InterCity	138	Tralee (Casement)	Level access via ramp	N
InterCity	139	Tullamore	Level to platform 1 By lift and footbridge to platform 2	Y
InterCity	140	Waterford (Plunkett)	Level	N
InterCity	141	Westport	Level	N
InterCity	142	Wexford (O Hanrahan)	Level	N
InterCity	143	Wicklow	Level to platform one Footbridge to platform two	N
InterCity	144	Woodlawn	Level	N



Priomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

29th March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 15971/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport if a Ministerial order was signed to extinguish the public right of way which ran under the railway bridge at Ravenswell Road to Bray Harbour, County Wicklow; and if he will make a statement on the matter.**

I have been advised that delegated Board Approval for the proposal has been approved and CIÉ Group Solicitors are drafting the licence for despatch to Wicklow County Council in the next two weeks.



██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

1<sup>st</sup> April 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 16088/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the details of the policy of Iarnród Éireann regarding the operation of diesel trains standing idle with engines running for longer than 15 minutes; if this policy is observed; the way it is monitored; if Iarnród Éireann is aware if this is a problem at Heuston Station; and if he will make a statement on the matter.**

Iarnród Éireann's Inter City Railcar (ICR) fleet are fitted with fuel saving timers. These timers shut down the engines that are not required after 8 minutes, with all remaining engines shutting down within 40 minutes. This is to facilitate the carriage cleaning of units on their arrival at Heuston Station.

Additionally, ICRs engines are started up approximately 40 minutes prior to the scheduled departure time to facilitate the required pre departure safety checks and timely boarding of customers.

████████████████████  
████████████████████  
████████████████████  
Chief Executive

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

29th March 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 16015/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the dedicated email addresses for members of the Houses of the Oireachtas to contact his Department and bodies under its aegis as outlined in circular 25/2016.**

Iarnród Éireann have a dedicated email address for queries from all members of the Oireachtas (Elected Representatives, TDs, Senators, MEPs & Councillors).

**Email Address:** [oireachtasliaison@irishrail.ie](mailto:oireachtasliaison@irishrail.ie)

Yours sincerely,

[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

10th May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 20287/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

To ask the Minister for Transport if the Sligo rail freight yard is included in the Iarnród Éireann report on rail freight; the timeline for the publication of this report; and if he will make a statement on the matter.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

11<sup>th</sup> May 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 19542/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the status of the boundary wall separating Casement Station from Railway Terrace; if it requires maintenance or restoration; and the impact of any protected status it may have.**

The Complex of the railway station is made up of a number of protective structures both of local and regional context. The boundary wall fronting onto Edward Street is protected with local status in the current Tralee town Plan. The largest portion of the boundary Wall has no status and is of modern brick construction and does not in any way contribute to the architectural heritage of the site. The design of the proposals have yet to be considered in detail and the context of the protected structures and their interaction with the public realm will be key to this design going forward.

████████████████████  
████████████████████  
████████████████████  
Chief Executive



Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

14<sup>th</sup> May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 21931/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport if all forms issued by his Department and agencies under his remit are available in both the Irish and English languages; and if he will make a statement on the matter.**

The number of physical and printable forms which Iarnród Éireann issue is minimal. In most cases where a need for such arises, it is addressed by contacting the organisation via the website, [www.irishrail.ie](http://www.irishrail.ie) chosen language selected by the customer, and feedback and/or query is submitted online and forwarded to the appropriate person for response.

[REDACTED]  
[REDACTED]  
**Chief Executive**

Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

14<sup>th</sup> May 2021

Dear Deputy

I refer to your **Parliamentary Question 21913/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the way in which his Department and agencies under his remit facilitate persons wishing to engage with their services through the Irish language; and if he will make a statement on the matter.**

Iarnród Éireann's principal means of communication with the public are through direct face to face contact, through telephone services and electronic communications, social media, press and publicity and letter correspondence.

In relation to communications with the public, every letter and email that are received in Irish are replied to in Irish, and standard correspondence is issued bilingually under one cover so as to ensure the language choice of the customer.

Great progress has been made on the organisation's website [www.irishrail.ie](http://www.irishrail.ie) and development of the fully bilingual ticket reservation functionality is ongoing. Feedback and/ or questions in the language of choice of the customer are welcomed. Such are forwarded to the appropriate person for reply.

Bilingual notices are regularly issued on social media, in relation to Covid-19, engineering works, bank holiday weekend arrangements and alterations etc.

Many press releases are issued bilingually and cultural events which bring positive attention to the Irish language are supported, most recently, Poetry Ireland Day in April of this year.

In the stations themselves, bilingual notices are displayed and many staff, around the country are partaking in opportunities to improve their Irish language skills.

Iarnród Éireann fulfils its statutory language obligations, but as an organisation always wishes to give the best experience to its customers in their preferred language.

**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

31st May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 21437/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the amount Irish Rail spent on installing separate bins in and around stations in order to provide passengers an option to dispose of rubbish for recycling or general waste in 2019, 2020 and to date in 2021, in tabular form.**

Iarnród Éireann have not purchased any waste receptacles for our stations during this timeframe.

No Iarnród Éireann waste goes to landfill.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

21<sup>st</sup> May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 21978/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the duration and location of instances in which lifts at DART and commuter train stations were out of order since 1 October 2020 to 19 April 2021, in tabular form.**

- *A new Lift fault register was introduced at the very beginning of this year.*
- *October 2020 – December 2020 faults are separated - East/South/West.*

Iarnród Éireann is investing in our stations with The Big Lift upgrade. 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, following twelve stations in 2020. 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.

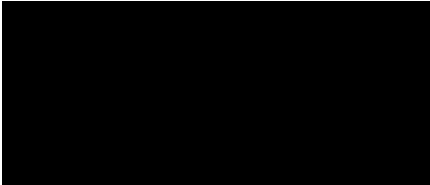
We update our app, website and station information screens as soon as lift information is reported to ensure customers can plan when issues arise. We work with our lift maintenance contractor to ensure that lifts re-enter service as quickly as possible in the event of a fault. In most instances this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

Additionally, Iarnród Éireann recently introduced the Lift Call system at 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.



For your information, regarding the lift call system, 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. 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 so that it will be clearly evident whether the person calling the lift needs to use it for a genuine reason as opposed to somebody intent on causing damage to the lift car.

Yours sincerely,



**Chief Executive**

## New Lift Faults Register 2021

Location	Date and Time Registered	Date and Time Completed
Fonthill Island Platforms 1 & 2	04/01/2021 11:00	05/01/2021 14:50
Ballinasloe, Platform 1, Up Line	04/01/2021 17:00	11/01/2021 12:45
Howth Junction, Island Platform (2&3)	05/01/2021 07:00	05/01/2021 13:55
Bayside, Island Platform	05/01/2021 08:30	05/01/2021 15:25
Seapoint, Platform 1, Up line	05/01/2021 13:00	05/01/2021 15:30
Fonthill Down Line Fast Platform 4	05/01/2021 15:00	06/01/2021 11:00
Clontarf Road, Platform 1, Up Line	05/01/2021 15:20	05/01/2021 16:40
Laytown, Platform 2, Down Line	06/01/2021 08:30	06/01/2021 13:45
Donabate Station, Platform 1, Southbound platform	07/01/2021 08:30	07/01/2021 13:45
Dun Laoghaire, Platform 1, Up Line	08/01/2021 08:30	08/01/2021 09:50
Grand Canal Dock, Station Entrance	08/01/2021 09:30	08/01/2021 12:15
Bayside, Island Platform	08/01/2021 13:00	22/01/2021 15:00
Drumcondra, Platform 1, Up Line	08/01/2021 13:00	21/01/2021 15:00
Drumcondra, Platform 2, Down Line	08/01/2021 13:00	08/01/2021 16:00
Boosterstown, Platform 1, Up Line, Northbound	08/01/2021 16:30	11/01/2021 13:00
Shankill, Platform 1, Up Line	09/01/2021 08:00	11/01/2021 16:50
Thurles, Platform 1, Up line	09/01/2021 09:10	14/01/2021 12:00
Monasterevin, Platform 1, Up Line	09/01/2021 10:55	09/01/2021 12:00
Monasterevin, Platform 1, Up Line	09/01/2021 10:55	09/01/2021 11:00
Howth Junction, Platform 4, Main Line	11/01/2021 08:15	11/01/2021 12:40
Limerick Junction, Down Line Lift	11/01/2021 10:00	22/01/2021 15:35
Fonthill Down Line Fast Platform 4	11/01/2021 14:00	12/01/2021 11:50
Athenry, Platform 1	12/01/2021 06:30	22/01/2021 10:20
Drogheda Train Maintenance Shed Office	12/01/2021 10:00	18/01/2021 10:00
Pearse, Platform 1 Lift (Trinity Underpass)	13/01/2021 00:00	15/01/2021 15:00
Connolly, Main lift (Concourse)	13/01/2021 13:20	13/01/2021 18:25
Tara Street, Platform 1 Lift	14/01/2021 18:55	14/01/2021 19:00
Grand Canal Dock, Station Entrance	17/01/2021 09:15	18/01/2021 10:15
Clontarf Road, Platform 1, Up Line	19/01/2021 08:20	19/01/2021 13:15
Mallow, Platform 2, Up Line	19/01/2021 14:00	21/01/2021 10:00
Balbriggan, Platform 1, Southbound/Up Line	20/01/2021 08:35	20/01/2021 16:40
Monasterevin, Platform 2, Down Line	20/01/2021 10:00	20/01/2021 14:55
Shankill, Platform 1, Up Line	21/01/2021 11:30	21/01/2021 15:30
Charleville, Platform 2, Down Line	21/01/2021 15:00	21/01/2021 20:30
Portlaoise, Platform 2, Up Line	21/01/2021 16:00	21/01/2021 17:15
Greystones, Platform 2, Down Line	23/01/2021 15:00	25/01/2021 14:20
Clongriffin Station, Platform 2, Northbound platform	23/01/2021 16:00	23/01/2021 17:30
Blackrock, Platform 1, Up Line, Northbound	25/01/2021 20:30	26/01/2021 11:40
Howth Junction, Platform 1, Branch Line	25/01/2021 20:40	26/01/2021 12:05
Skerries, Platform 1, Up Line	26/01/2021 15:45	27/01/2021 12:30
Howth Junction, Platform 1, Branch Line	28/01/2021 11:20	28/01/2021 14:30
Hansfield Station, Platform 2, Downline	29/01/2021 11:45	02/02/2021 09:50
Shankill, Platform 2, Down Line	01/02/2021 06:50	01/02/2021 08:01
Shankill, Platform 2, Down Line	01/02/2021 09:45	01/02/2021 10:50
Seapoint, Platform 2, Down Line	01/02/2021 10:00	25/02/2021 15:40
Drumcondra, Platform 1, Up Line	02/02/2021 09:55	02/02/2021 13:15
Shankill, Platform 1, Up Line	02/02/2021 14:05	02/02/2021 15:20
Connolly, Main lift (Concourse)	03/02/2021 09:40	03/02/2021 12:15
Pearse, Platform 1 Lift (Trinity Underpass)	04/02/2021 06:30	04/02/2021 16:00
Fonthill Down Line Fast Platform 4	04/02/2021 13:25	05/02/2021 10:00
Adamstown, Island Platform 2, 3 & 4	05/02/2021 12:09	05/02/2021 12:12
Drogheda, Platform 1, Up Line	07/02/2021 20:00	09/02/2021 16:00
Seapoint, Platform 1, Up line	08/02/2021 12:00	08/02/2021 17:00
Athenry, Platform 1	09/02/2021 07:30	09/02/2021 13:10
Seapoint, Platform 1, Up line	10/02/2021 10:00	11/02/2021 14:20
Greystones, Platform 1, Up line	10/02/2021 10:35	10/02/2021 16:20
Blackrock, Platform 2, Down Line, Southbound	10/02/2021 14:05	11/02/2021 10:15
Limerick Junction, Up Line Lift	11/02/2021 08:40	11/02/2021 16:15
Balbriggan, Platform 2, Northbound/Down Line	11/02/2021 12:30	12/02/2021 15:55
Shankill, Platform 2, Down Line	11/02/2021 16:49	12/02/2021 11:45
Fonthill Down Line Fast Platform 4	12/02/2021 08:20	12/02/2021 14:30

## New Lift Faults Register 2021

Pearse,Platform 2 Lift (Trinity Underpass)	13/02/2021 06:00	15/02/2021 14:00
Bray, Platform 2, Down Line	14/02/2021 20:00	15/02/2021 15:30
Limerick Junction, Down Line Lift	15/02/2021 06:41	24/02/2021 16:40
Shankill, Platform 1, Up Line	15/02/2021 15:00	15/02/2021 16:30
Portarlinton, Platform 1, Up Line	16/02/2021 09:04	16/02/2021 15:30
Portlaoise, Platform 2, Up Line	16/02/2021 12:00	16/02/2021 15:00
Midleton, Platform 1, Up Line	16/02/2021 13:45	16/02/2021 16:00
Sandycove, Platform 1, Up Line	16/02/2021 14:00	16/02/2021 15:20
Limerick Junction, Up Line Lift	18/02/2021 12:24	24/02/2021 16:40
Clongriffin Station, Platform 2, Northbound platform	18/02/2021 14:30	19/02/2021 14:00
Shankill, Platform 1, Up Line	20/02/2021 12:30	22/02/2021 14:10
Clontarf Road, Platform 1, Up Line	22/02/2021 09:30	22/02/2021 15:00
Portarlinton, Platform 1, Up Line	22/02/2021 10:28	22/02/2021 12:30
Gort, Platform 1	22/02/2021 10:28	22/02/2021 13:05
Ballinasloe, Platform 2 ,Down Line	23/02/2021 10:00	24/02/2021 17:00
Athenry, Platform 1	24/02/2021 05:30	25/02/2021 10:40
Newbridge,Platform 1, Down line	24/02/2021 09:11	24/02/2021 14:55
Sandycove, Platform 1, Up Line	24/02/2021 16:00	24/02/2021 16:42
Sandycove, Platform 1, Up Line	24/02/2021 16:42	24/02/2021 17:30
Clontarf Road, Platform 1, Up Line	24/02/2021 17:42	25/02/2021 16:45
Balbriggan, Platform 2,Northbound/Down Line	25/02/2021 11:25	25/02/2021 15:15
Shankill, Platform 2, Down Line	25/02/2021 20:10	02/03/2021 12:30
Dun Laoghaire Main Concourse/ Harbour Road Entrance	26/02/2021 08:30	26/02/2021 14:25
Glenageary, Platform 2, Down Line	26/02/2021 10:30	26/02/2021 12:35
Clontarf Road, Platform 1, Up Line	01/03/2021 11:00	01/03/2021 17:00
Balbriggan, Platform 2,Northbound/Down Line	08/03/2021 08:05	09/03/2021 14:00
Hazelhatch, Platform 1, Fast Down Line	09/03/2021 00:00	07/04/2021 00:00
Portarlinton, Platform 2, Down Line	09/03/2021 08:39	14/04/2021 15:00
Seapoint, Platform 2, Down lne	10/03/2021 10:30	10/03/2021 13:00
Seapoint, Platform 1, Up line	10/03/2021 17:55	16/03/2021 10:30
Seapoint, Platform 2, Down lne	11/03/2021 09:00	12/03/2021 14:00
Bray, Platform 1, Up Line	11/03/2021 12:00	11/03/2021 16:00
Grand Canal Dock, Island Platforms 1&2	15/03/2021 09:02	15/03/2021 10:02
Grand Canal Dock, Island Platforms 1&2	15/03/2021 10:00	15/03/2021 00:00
Donabate Station, Platform 1, Southbound platform	15/03/2021 12:00	15/03/2021 16:55
Seapoint, Platform 2, Down lne	15/03/2021 14:00	16/03/2021 10:30
Ballinasloe, Platform 1, Up Line	16/03/2021 12:00	16/03/2021 16:00
Portarlinton, Platform 1, Up Line	16/03/2021 14:00	16/03/2021 16:45
Hazelhatch, Platform 1, Fast Down Line	16/03/2021 15:21	20/04/2021 14:55
Thurles, Platform 2, Down line	18/03/2021 10:15	23/03/2021 17:45
Grand Canal Dock, Station Entrance	22/03/2021 08:30	22/03/2021 09:20
Athenry, Platform 1	22/03/2021 14:10	22/03/2021 16:00
Athenry, Platform 1	22/03/2021 14:45	22/03/2021 15:37
Athenry, Platform 1	22/03/2021 15:37	22/03/2021 16:30
Fonthill West Station	24/03/2021 09:00	02/04/2021 15:00
Charleville, Platform 1, Up Line	25/03/2021 11:00	25/03/2021 14:50
Thurles, Platform 1, Up line	25/03/2021 17:00	26/03/2021 14:20
Adamstown, Island Platform 2 , 3 & 4	26/03/2021 18:50	08/04/2021 15:35
Thurles, Platform 1, Up line	29/03/2021 08:00	29/03/2021 16:10
Charleville, Platform 1, Up Line	29/03/2021 09:35	29/03/2021 00:00
Donabate Station, Platform 1, Southbound platform	29/03/2021 15:00	30/03/2021 17:00
Bray, Platform 1, Up Line	29/03/2021 16:00	30/03/2021 14:00
Tara Street, Platform 1 Lift	30/03/2021 11:30	30/03/2021 13:30
Malahide Station, Platform 1, Southbound platform	30/03/2021 13:10	31/03/2021 15:30
Limerick Junction, Down Line Lift	31/03/2021 09:00	31/03/2021 14:30
Clontarf Road, Platform 2, Down Line	31/03/2021 12:13	31/03/2021 14:00
Glenageary, Platform 2, Down Line	02/04/2021 09:00	06/04/2021 13:00
Cork, Kent Station, Horgans Quay Entrance	02/04/2021 12:35	02/04/2021 15:15
Malahide Station, Platform 2, Northbound platform	03/04/2021 19:16	07/04/2021 17:20
Tara Street, Platform 1 Lift	05/04/2021 09:24	06/04/2021 18:00
Portarlinton, Platform 2, Down Line	05/04/2021 10:25	06/04/2021 11:55
Leixlip Louisa Bridge Down Line	06/04/2021 00:00	08/04/2021 10:15

### New Lift Faults Register 2021

Laytown, Platform 2, Down Line	06/04/2021 10:00	19/04/2021 14:00
Portlaoise, Platform 2, Up Line	06/04/2021 10:40	06/04/2021 17:55
Hazelhatch, Platform 5, Fast Up Line	08/04/2021 11:46	08/04/2021 16:30
Shankill, Platform 2, Down Line	08/04/2021 15:00	09/04/2021 11:30
Clontarf Road, Platform 1, Up Line	12/04/2021 10:45	12/04/2021 15:00
Blackrock, Platform 1, Up Line, Northbound	12/04/2021 14:01	13/04/2021 15:00
Bray, Platform 2, Down Line	13/04/2021 08:40	13/04/2021 12:00
Greystones, Platform 2, Down Line	14/04/2021 15:00	15/04/2021 11:00
Pearse, Platform 2 Lift (Trinity Underpass)	15/04/2021 13:20	16/04/2021 13:00
Connolly, Link Line Glass lift (Platform 4&5)	15/04/2021 16:00	16/04/2021 16:30
Charleville, Platform 1, Up Line	16/04/2021 09:46	16/04/2021 13:55
Glenageary, Platform 2, Down Line	16/04/2021 12:00	20/04/2021 09:00



### East - District Lift Faults - Oct 2020 - Dec 2020

Date and Time of Fault	Site Location	Completion Date and Time
02/10/2020 16:00	Laytown	02/10/2020 19:35
05/10/2020 09:00	Seapoint	05/10/2020 13:30
06/10/2020 09:00	Seapoint	07/10/2020 13:00
07/10/2020 10:00	Sandycove	07/10/2020 14:00
09/10/2020 07:20	Howth Junction	09/10/2020 14:00
10/10/2020 08:55	Bray	12/10/2020 15:50
12/10/2020 08:20	Connolly	13/10/2020 18:30
13/10/2020 08:10	Bayside	13/10/2020 16:10
14/10/2020 11:40	Clongriffin	27/10/2020 17:30
18/10/2020 10:00	Bray	28/10/2020 17:20
18/10/2020 10:00	Killiney	19/10/2020 14:50
19/10/2020 11:00	Seapoint	21/10/2020 09:00
21/10/2020 12:30	Shankill	21/10/2020 14:00
22/10/2020 07:15	Connolly	29/10/2020 14:30
22/10/2020 11:00	Seapoint	23/10/2020 13:00
22/10/2020 13:00	Glenageary	22/10/2020 15:40
27/10/2020 07:30	Howth Junction	28/10/2020 10:45
27/10/2020 14:15	Shankill	28/10/2020 13:30
28/10/2020 09:30	Clontarf Road	28/10/2020 14:00
28/10/2020 14:00	Sandycove	29/10/2020 13:25
29/10/2020 13:00	Glenageary	29/10/2020 17:10
30/10/2020 09:30	Bray	30/10/2020 16:00
30/10/2020 11:00	Seapoint	02/11/2020 18:25
02/11/2020 09:00	Howth Junction	02/11/2020 15:50
02/11/2020 10:00	Seapoint	30/11/2020 10:00
03/11/2020 14:35	Bray	03/11/2020 16:30
10/11/2020 19:50	Shankill	11/11/2020 09:50
10/11/2020 10:00	Docklands	10/11/2020 11:00
15/11/2020 12:10	Shankill	17/11/2020 16:40
16/11/2020 07:45	Connolly	16/11/2020 16:15
17/11/2020 06:10	Tara Street	17/11/2020 15:00
20/11/2020 10:00	Glenageary	20/11/2020 13:50
26/11/2020 10:10	Donabate	27/11/2020 15:45
27/11/2020 12:35	Clongriffin	27/11/2020 12:55
30/11/2020 10:00	Donabate	01/12/2020 10:00
04/12/2020 08:30	Greystones	04/12/2020 14:00
05/12/2020 08:30	Pearse	07/12/2020 13:00
05/12/2020 09:30	Blackrock	07/12/2020 12:00
06/12/2020 17:00	Greystones	07/12/2020 12:00
09/12/2020 07:15	Howth Junction	09/12/2020 00:00
09/12/2020 09:20	Raheny	09/12/2020 15:20
12/12/2020 17:00	Shankill	15/12/2020 12:50
13/12/2020 14:25	Pearse	13/12/2020 17:10
14/12/2020 07:10	Howth Junction	14/12/2020 10:25
14/12/2020 00:00	Grand Canal Dock	15/12/2020 12:50
15/12/2020 20:00	Boosterstown	16/12/2020 10:40
16/12/2020 10:00	Salthill & Monkstow	16/12/2020 13:55
16/12/2020 13:00	Killiney	16/12/2020 15:00
21/12/2020 09:00	Glenageary	22/12/2020 14:00
20/12/2020 20:40	Shankill	21/12/2020 10:00
22/12/2020 09:00	Howth Junction	22/12/2020 12:00
23/12/2020 13:00	Pearse	23/12/2020 16:30

South - District Lift Faults - Oct 2020 - Dec 2020		
Date and Time of Fault	Site Location	Completion Date and Time
01/10/2020 17:00	Monesterevin	02/10/2020 14:15
20/10/2020 13:00	Portlaoise	20/10/2020 16:35
21/10/2020 11:00	Portlaoise	21/10/2020 13:30
22/10/2020 07:00	Limerick Junc	22/10/2020 11:35
23/10/2020 14:00	Hazelhatch	23/10/2020 16:25
28/10/2020 18:00	Fonthill	29/10/2020 15:00
29/10/2020 11:00	Adamstown	29/10/2020 16:00
30/10/2020 13:00	Newbridge	30/10/2020 15:15
03/11/2020 15:15	Ballybrophy	03/11/2020 18:45
04/11/2020 12:00	Hazelhatch	09/11/2020 12:00
06/11/2020 16:00	Mallow	06/11/2020 17:55
09/11/2020 08:00	Parkwest	09/11/2020 11:00
09/11/2020 16:00	Midleton	10/11/2020 05:00
11/11/2020 09:00	Cork	11/11/2020 13:00
13/11/2020 08:55	Fonthill	11/12/2020 13:30
16/11/2020 11:00	Carrigtwohill	17/11/2020 05:30
07/12/2020 13:00	Monesterevin	11/12/2020 13:30
08/12/2020 12:40	Adamstown	08/12/2020 14:50
09/12/2020 09:00	Portlaoise	09/12/2020 10:30
09/12/2020 10:00	Portarlinton	09/12/2020 11:25
22/12/2020 14:00	Carrigtwohill	23/12/2020 05:25

West - District Lift Faults - Oct 2020 - Dec 2020		
Date and Time of Fault	Site Location	Completion Date and Time
04/10/2020 14:45	Athenry	05/10/2020 10:00
05/10/2020 12:50	Ballinasloe	05/10/2020 16:55
06/10/2020 16:10	Athlone	06/10/2020 17:35
08/10/2020 11:30	Gort	08/10/2020 14:05
08/10/2020 13:20	Ballinasloe	08/10/2020 16:45
09/10/2020 14:15	Ballinasloe	11/11/2020 13:15
12/10/2020 12:30	Athenry	13/10/2020 10:30
12/10/2020 14:55	Athlone	20/10/2020 14:00
30/10/2020 14:15	Gort	06/10/2020 14:55
10/11/2020 16:00	Gort	10/11/2020 16:40
18/11/2020 14:30	Gort	18/11/2020 00:00
22/11/2020 20:00	Tullamore	22/11/2020 21:45
23/11/2020 00:00	Tullamore	23/11/2020 15:50
30/11/2020 13:00	Athenry	08/12/2020 18:25
03/12/2020 00:00	Tullamore	04/12/2020 08:30

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

14th May 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 22149/20** below ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the cost of each contract entered into by his Department and the agencies under his remit to deal with Covid-19 management and reaction; and the name of the contractor in each case.**

Following the easing of COVID-19 restriction earlier this month, Iarnród Éireann (IÉ) continues to operate a full timetable of services for necessary travel within the constraints of 50% capacity limit. The on-going impact of restrictions has suppressed demand for our services to 25/30% for DART/Commuter and Intercity. The current restrictions continue to provide for 50% capacity with mandatory face coverings.

We continue to ensure the provision of personal use hand sanitiser/sanitised wipes and reusable face masks for our employees. IÉ has ensured continuity of supply of all COVID related PPE to year end 2021. We have completed the process to provide hand sanitiser units for public use on behalf of the National Transport Authority (NTA) at all 144 rail stations and 10 Bus Éireann bus stations. IÉ continues to lead a number of schemes to support our colleagues on the NTA Working Group to provide travel-related measures for public use on public transport.


IÉ continues to implement a range of measures during COVID-19 restrictions to ensure the customer environment on board is safe and sanitised. We have included information in stations, on board and on website, social media, and customer newsletters on the measures to ensure safe and hygienic travel. Regular in-service and overnight cleaning, focusing on customer touch points such as door buttons, grab handles, tables, restroom surfaces continues on our fleet and in our stations. We continue to provide seat covers to designate available capacity, and ensure social distancing. Our dedicated COVID business continuity team has also implemented a range of measures to ensure that railway employees are working in a safe and sanitised environment. This has ensured business continuity throughout, enabling the provision of essential transport services to those workers and carers who must travel.



IE has ensured that all associated COVID-19 response measures have been delivered through full procurement processes and while the specific detail requested is commercially sensitive, the following describes the categories and costs incurred:

COVID-19 Costs	€'000
Sanitiser products delivered	■
Face Masks delivered	■
Incremental Security	■
Laptops Issued	■
Total as at 31/12/2020	■

Yours sincerely,



Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

14th May 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 24653/20 - Dail Questions (8)** below to ██████████ 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 number of level crossings that are manned by Iarnród Éireann on the Limerick to Ballybrophy line; if there is a programme funded by either his Department or Iarnród Éireann to allow these crossings to be converted to remotely operated and monitored full automatic crossings; if not, if he will consider funding such a programme; and if he will make a statement on the matter.**

There are 10 manned crossings on the route currently. There is no current funding or programme to automate these crossings. However, we are engaged with the Department of Transport on possible funding mechanisms to achieve this and other improvement works, including the EU's European Regional Development Fund.

**Dail Question No: 214**

**To ask the Minister for Transport the amount invested in the Ballybrophy to Limerick rail line for improvement and safety works including the laying of continuous welded rail in 2020; and if he will make a statement on the matter.**

Iarnród Éireann/Irish Rail have invested a total of ██████████ 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 ██████████ has funded line maintenance on the Ballybrophy to Limerick line over the same period, resulting in a total infrastructure funding of ██████████ between 2011 and 2020.

**Dail Question No: 215**

**To ask the Minister for Transport the amount planned to be invested in the Ballybrophy to Limerick rail line for improvement and safety works including the laying of continuous welded rail in 2021; and if he will make a statement on the matter.**

The plan is to relay 5 miles of continuous welded rail (CWR) in 2021. We are currently in the process of carrying out this work with a view to completion by 21st June.

**Dail Question No: 216**

**To ask the Minister for Transport the improvement and safety works made on the Ballybrophy to Limerick rail line from 1 January 2020 to 5 May 2021; and if he will make a statement on the matter.**

Iarnród Éireann has a comprehensive regime of asset inspections and reporting for the entire rail network, including the Ballybrophy to Limerick line. All assets are subject to regular routine inspection, including weekly track patrols (as a minimum), track condition verification by a specialist Track Recording Vehicle (TRV) and ultrasonic rail testing of the network on a frequent basis to confirm that rails are defect free. In addition critical assets such as bridges, culverts and embankments are subject to regular routine inspections by qualified and competent Engineers. All of these inspections form part of the Safety, Technical and Quality Management Systems that feed into the Chief Civil Engineers overarching Asset Management System. This allows the on-going assessment of all data so as to plan interventions to keep the assets in good serviceable condition relative to the requirements of the route. Reports are produced regularly as a matter of routine in line with good Assets Management practices.

The current train speed profile on the Ballybrophy to Limerick section of the Iarnród Éireann network is consistent with the age and condition of the track infrastructure and the great number of user worked level crossings which pose safety risks with increased speed. We would stress that, as detailed above, continuous welded rail is not the sole determining factor for live speeds.

**Dail Question No: 217**

**To ask the Minister for Transport the number of miles of continuous welded rail laid on the Ballybrophy to Limerick rail line to date; and if he will make a statement on the matter.**

Of the total 52 miles of this route, the number of miles of CWR is 37.

**Dail Question No: 218**

**To ask the Minister for Transport the number of miles of continuous welded rail planned to be laid on the Ballybrophy to Limerick rail line for the remainder of 2021; and if he will make a statement on the matter.**

The plan is to relay 5 miles of CWR in 2021. We are currently in the process of carrying out this work with a view to completion by 21st June.

**Dail Question No: 219**

To ask the Minister for Transport the number of user and farmer worked crossings on the Limerick to Ballybrophy rail line; when the usage of these crossings was last reviewed; the regularity with which they are reviewed; his plans to eliminate crossing either through land swaps or building of over or under bridges to eliminate risk and allow line speeds to be increased; and if he will make a statement on the matter.

The total number of Level Crossings on the route is 126. Usage of the crossings is reviewed on an annual basis through an on-going cyclic programme of inspections. Closures for level crossings are continually sought on an on-going basis through land transactions where opportunities for this arises. Closure of level crossings by replacement with overbridges tends to be considerably more expensive with schemes typically costing around [REDACTED] or more. All crossings are managed on a risk prioritised basis.

**Dail Question No: 220**

To ask the Minister for Transport the number of user worked level crossings on a public road that are designated as an OP crossing by Iarnród Éireann on the Limerick to Ballybrophy rail line; if the crossings have been provided with the decision support system; if so, the number of cost per crossing; if he will provide additional funding to allow a programme to provide this system on all OP crossings on the line; and if he will make a statement on the matter.

There are 7 crossings on the route that are designated as 'OP' and so are on a public road. Two of these crossings, XN141 and XN152, are proposed to have the new Level Crossing Decision Support System (DSS) installed within the next 12 months. It is envisaged that ultimately all OP crossings remaining throughout the entire national network will have such a system installed in the next few years. Systems are installed nationally on a risk prioritised basis. It should be noted that these systems are not relevant to line speeds but an additional safety measure for users of the crossings. The specific authorisation from the Commission for Rail Regulation (CRR) for placement of these systems at level crossings does not then in itself facilitate an increase in line speeds.

[REDACTED]

**Chief Executive**



██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
██████████

18th May 2021

Dear Deputy ██████████,

I refer to your **Parliamentary Question 23995/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the efforts that will be made to improve security on public transport including on platforms and stops; and if he will make a statement on the matter.**

While the overwhelming majority of public transport journeys occur without risk to customer or employee safety and security, incidents of or the perceived threat of anti-social behaviour at stations and stops, and on board public transport services, can be a significant deterrent to the use of our services, and impacts directly on customer-facing colleagues across bus and rail services.

The Iarnród Éireann Board has approved the company's 2021-2023 Security Strategy, led by the company's Senior Security Advisor ██████████

Current measures include:

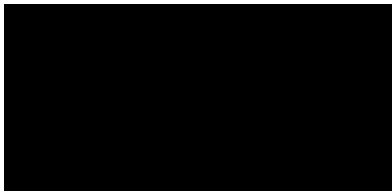
- Increase in security resources with up to 20 security teams operating daily on-board and in stations (spend on security has increased from ██████████ pa since 2016)
- Security coordination centre established at Howth Junction with live station CCTV monitoring
- Fleet-wide CCTV resources, including cab monitoring functionality on DART, ICR
- 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
- Proactive Garda / IE operations for specific events including Halloween, 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, we have undertaken extensive joint operations with Gardai in recent weeks, to assist us both in Covid measures on essential travel and to address anti-social behaviour. These operations will continue over the coming weeks and months as a proactive measure to deter groups from gathering in such a manner, either in stations or on board trains. Our security monitoring centre personnel are also working extremely well with Gardaí on incident response, and collectively these measures has seen an increase in interventions to prevent anti-social behaviour impacting on our customers.

From January 2021 our actively controlled monitoring centre based at Howth Junction & Donaghmede DART Station was expanded to cover the Greater Dublin Area which will create further support to address anti-social behaviour.

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

Yours sincerely,



**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

14th May 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 24114/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the funding allocated by his Department or agencies under his remit to An Taisce in each of the years 2015 to 2020 and to date in 2021; the expected allocations to An Taisce for 2021; and if he will make a statement on the matter.**

No funding has been allocated to An Taisce from Iarnród Éireann.

Yours sincerely,

████████████████████  
████████████████████  
████████████████████  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

25th May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 25835/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport if he and bodies under his aegis have engaged private investigation companies or persons in the past three years to date; and if so, the cost, duration and purpose of these engagements of this type of contractor.**

There has been no instances in which a Private Investigator firm was contracted by Iarnród Éireann during this time.

[REDACTED]  
[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

22<sup>nd</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 25816/21** below to [REDACTED], T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport the number of reported instances of trespass and vandalism on the **DART** rail network in 2019, 2020 and to date in 2021; the number of successful prosecutions of same over the same time period; and if he will make a statement on the matter.

Please see below information as requested for 2019, 2020 & 2021 YTD:

Trespass	2019	2020	2021
Railway Undertaking Trespass	214	263	124*
Infrastructure Manager Trespass	429	476	231*
<b>Total (DART Sector)</b>	<b>643</b>	<b>739</b>	<b>355*</b>

\*to end of P5

Criminal Damage/Vandalism	2019	2020	2021
Railway Undertaking Criminal Damage/Vandalism	68	56	21*
Infrastructure Manager Criminal damage/vandalism	26	27	19*
<b>Total (DART Sector)</b>	<b>94</b>	<b>83</b>	<b>40*</b>

\*to end of P5

As part of our ongoing liaison with Gardai, we have undertaken extensive joint operations with Gardai in recent weeks, to assist us both in Covid measures on essential travel and to address anti-social behaviour. These operations will continue over the coming weeks and months as a proactive measure to deter groups from gathering in such a manner, either in stations or on board trains. Our security monitoring centre personnel are also working extremely well with Gardai on incident response, and collectively these measures has seen an increase in interventions to prevent anti-social behaviour impacting on our customers.

Details on prosecutions are recorded by An Garda Síochána.

Yours sincerely,

[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

15th June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 25814/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 248**

**To ask the Minister for Transport the plans by Irish Rail to repurpose and or renovate the disused portion of Bray Daly train station that was formerly a public licensed premises; and if consideration has been given to its use for retail and or cafe status.**

Consideration was given, however with the increase in services for the future of DART+ and with the current 10 minute DART timetable in operation, the number of Drivers in Bray has increased. The existing staff & Driver facilities are not fit for purpose, and are not feasible for the future, therefore it has been decided to utilise this area for Iarnród Éireann staff. This will also include training facilities and meeting rooms.

**Dail Question No: 249**

**To ask the Minister for Transport the date on which works will commence on the set-down and forecourt area of Bray Daly station.**

Tenders have been issued in Q2 of 2021 and works will commence on site in Q3 of 2021.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

Priomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

1<sup>st</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 26704/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

To ask the Minister for Transport the reason the Sligo rail freight yard is to let when the strategic rail review of the network has yet to be finalised; and if he will make a statement on the matter.

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E [Info@irishrail.ie](mailto:Info@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
  
5<sup>th</sup> July 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 27605/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport the number of civil servant posts that were filled through open and internal panels, since April 2020, in his Department and the bodies under the aegis of his Department, by county and by month in tabular form.

While not part of the civil service, the number of posts filled in Iarnród Éireann are as over.

Yours sincerely,

[REDACTED]  
  
Chief Executive



Infrastructure Manager																
County	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
Dublin	3	3	8	1	13	17	11	10	12	4	7	6	2	12		109
Westmeath							1	1	2			2				6
Cork												1		2		3
Kildare					1				1		4			2		8
Laois			1				1	3	5		9		1			20
Tipperary					1	1	1			1				2		6
Limerick										2	1	1		1		5
Waterford						1		3	2	2						8
Wexford										1		1				2
<b>Total</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>15</b>	<b>19</b>	<b>14</b>	<b>17</b>	<b>22</b>	<b>10</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>167</b>

Railway Undertaking																
County	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
Dublin	2	2	6	3	2	23		12		3	7	1	8	2	10	81
Westmeath								1								1
Cork				1				2								3
Laois								5								5
Limerick							1	2		1						4
Waterford								2			1					3
Galway				1		2		1							3	7
Mayo				1		4		1								6
Louth								7						3		10
Tullamore								1								1
Sligo															4	4
Kerry															1	1
Wexford								1								1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>29</b>	<b>1</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>18</b>	<b>127</b>

Shared Services																
County	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Total
Dublin				1	2	2	2	4		1	2	6	1		1	22
Wexford									3	2	3					8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>30</b>

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

25<sup>th</sup> May 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 27367/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport if any state or semi state bodies which report to his Department are fully compliant with GDPR EU requirements and the EU network and Information Security Directive and standards with respect to their IT infrastructure including article 29 of GDPR which requires that data processors access only the data they need for their task; if ISO 27001 annex 9 standards on privileged access are fully met; and if he will make a statement on the matter.

Iarnród Éireann is compliant with GDPR requirements. In accordance with Article 29 of the EU GDPR, our employees only have access to data, including personal data, that is relevant to their job functions or their specific areas. Access is controlled on a need to access basis and this is determined by their grade and/or function.

Iarnród Éireann is compliant with the EU network and Information Security Directive and with ISO 27001 Annexe A, Section 9 on Access Control.

[REDACTED]  
Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

21st May 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 27170/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the actions he is taking to address antisocial behaviour on public transport and in bus and rail stations; and if he will make a statement on the matter.**

While the overwhelming majority of public transport journeys occur without risk to customer or employee safety and security, incidents of or the perceived threat of anti-social behaviour at stations and stops, and on board public transport services, can be a significant deterrent to the use of our services, and impacts directly on customer-facing colleagues across bus and rail services.

The Iarnród Éireann Board has approved the company's 2021-2023 Security Strategy, led by the company's Senior Security Advisor, ██████████.

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 ██████████ 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, ICR
- 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
- Proactive Garda / IÉ operations for specific events including Halloween, 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, we have undertaken extensive joint operations with Gardai in recent weeks, to assist us both in Covid measures on essential travel and to address anti-social behaviour. These operations will continue over the coming weeks and months as a proactive measure to deter groups from gathering in such a manner, either in stations or on board trains. Our security monitoring centre personnel are also working extremely well with Gardaí on incident response, and collectively these measures has seen an increase in interventions to prevent anti-social behaviour impacting on our customers.

From January 2021 our actively controlled monitoring centre based at Howth Junction & Donaghmede DART Station was expanded to cover the Greater Dublin Area which will create further support to address anti-social behaviour.

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



Chief Executive



██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

3rd June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 28614/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 91**

To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Kildare; his plans to address these issues; and if he will make a statement on the matter.

**Dail Question No: 92**

To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Laois; his plans to address these issues; and if he will make a statement on the matter.

**Dail Question No: 93**

To ask the Minister for Transport if his attention has been drawn to ongoing issues in relation to the provision of toilet facilities at a train station (details supplied) in County Kildare; his plans to address these issues; and if he will make a statement on the matter.

**Details Supplied: Newbridge Train Station and ongoing issues re accessibility and opening of the toilet facility**

The toilets and waiting rooms at Newbridge station were the focus of extensive and ongoing repair a number of years ago, due to the very high number of incidents of vandalism at the station. The repair bill ran into thousands of euro which was unsustainable. We were forced to take the decision to close the facility permanently.

Newbridge is in the Commuter belt, and we generally do not provide toilet facilities at Commuter stations, or at stations which are unmanned. They tend to experience a disproportionate amount of vandalism and anti-social behaviour, resulting in costs. All train services which serve Newbridge Station have toilets on board.

The fleet that operates the route is our newest and most modern fleet, the Intercity Railcar (I.C.R.). All these trains have toilets on board for customer comfort. The route has also witnessed an increase in service levels so customers are not waiting very long for their train, and then can use the facility on board while traveling to their destination. Feedback from customers on the route, would support the fact that they think this approach is far better for them, and are supportive of the developments we've made.

Yours sincerely,



**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

3rd June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 29321/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport when the ramp at platform 2, Thurles railway station, County Tipperary will be upgraded and reopened for public use; and if he will make a statement on the matter.**

The access ramp was installed for emergency access, and is not intended for general pedestrian access point, nor is it compliant for mobility-impaired customers, only for emergency access.

There is an Access gate available which is just north of the building on Platform 2. It is a more suitable access point for Customers as it has a Level access from car park to the platform, and it is also close to the mobility-impaired car parking and adjacent to set down area.

Yours sincerely

[REDACTED]  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

9<sup>th</sup> June 2021

Dear ██████████

I refer to your **Parliamentary Question 29483/21** below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport the number of train drivers recruited by Iarnród Éireann in each of the past three years; and the annual salary range of train drivers.

**Recruitment Numbers:**

Year	No. Drivers Recruited
2021*	16
2020	32
2019	48
2018	16

\*Ongoing - not the final figure.

**Driver Annual Salary:**

Training Cycle Stage	Annual Salary
Trainee	€45K
Probationer	€46K
Post Qualified	€47K - €60K – 10 Yr Scale

Salary range provided as rounded figure.

Yours sincerely,

████████████████████  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 31293/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 255**

To ask the Minister for Transport the way in which his Department and agencies under his remit are meeting the requirement to have a statement on the compliance of their websites and mobile applications with the regulations under the directive 2016/2102 (EU), as articulated in SI No. 358/2020 - European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020; and if he will make a statement on the matter.

**Dail Question No: 256**

To ask the Minister for Transport the way in which his Department and agencies under his remit are meeting the requirement to subject to Regulation 6, public sector bodies shall, in accordance with Regulation 3, take necessary measures to make their websites and mobile applications more accessible by making them perceivable, operable, understandable and robust under the directive 2016/2102 (EU), as articulated in SI No. 358/2020 - European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020; and if he will make a statement on the matter.

Iarnród Éireann Irish Rail has been active in meeting its commitment to ensuring its information services are accessible to the broadest range of users for many years. In the context of the requirements of the new EU Accessibility Directive (2016/2102 (EU)), Iarnród Éireann staff has had training in current accessibility best practices and has procured independent expert guidance in order to meet the requirements of the directive, and the related international standard for accessibility - WCAG 2.1. When it comes to procuring systems for customers WCAG 2.1 is a mandatory requirement as a standard to ensure compliance. Iarnród Éireann has been and will continue to ensure their services are audited and tested for accessibility in a robust and rigorous manner, as well as involving end users of assistive technology in this process.

Yours sincerely,

[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED],

I refer to your **Parliamentary Question 30720/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if Iarnród Éireann plans to recruit undercover security personnel on its services.**

Iarnród Éireann's current Security Contractor provides the following services:

- Security reassurance for customers and members of the public
- Provide security reassurance for any staff on duty
- Frontline and on-board security involving the patrolling of stations, travelling / patrolling on-board passenger trains as required and mobile deployment of security operatives depending on business needs as required. A presence may also be required at destination stations for significant outdoor events where large crowds may be an issue.

Regarding undercover security personnel, Iarnród Éireann has no current plans for this - visibility of security personnel as well as being a deterrent to anti-social behaviour, provides reassurance to the overwhelming majority of customers who travel without incident.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
██████████

30<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 30746/21 - DQ232 & DQ233** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 232**

**To ask the Minister for Transport the amount Iarnród Éireann spent on improving the quality of audio announcements on the DART in each of the years of 2019, 2020 and to date in 2021; if all announcement systems on the DART are currently in full working order; and the frequency with which the audio announcement system is tested to ensure full working order.**

It is assumed that this question relates to the on-board information system on DART trains. As such I can advise the following:

**Amount spent in 2019, 2020 and 2021 on improving the quality of audio announcements on DART**

Iarnród Éireann spent ██████████ on maintenance of the on board DART information system during the 30 month period highlighted. In addition a contract for ██████████ was awarded in December 2020 following a competitive public tender process for the complete replacement of the passenger information system on 68 carriages of the DART fleet which were fitted with obsolete equipment and of this today some ██████████ has been spent to date. This project will be completed in 2022.

**If all announcement systems on the DART are currently in full working order.**

A total 68 carriages of the DART fleet (47% of the total DART fleet) are fitted with equipment that is no longer supported by the manufacturer and which cannot be maintained. In 2019 with the support of the NTA a tender process was commenced to completely replace the system on these carriages and a contract for ██████████ was awarded in December 2020. The system will begin to be replaced from the end of 2021 and will be completed in 2022. This will address PA reliability issues on the DART.



**The frequency with which the audio announcement system is tested to ensure full working order.**

The on board passenger information system is checked on every routine maintenance exam. There are 2 x distinct train types in the DART fleet and these have slightly different maintenance plans. As a result one type is tested every 20,000 km and the other type every 30,000 km. In terms of time interval this mileage equates to every 60 days or 90 days approximately.

**Dail Question No: 233**

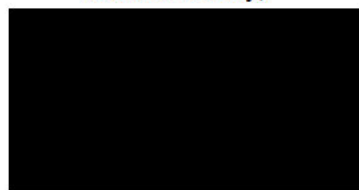
**To ask the Minister for Transport the amount Iarnród Éireann has received from advertisement boards within its stations in each of the years 2018, 2019, 2020 and to date in 2021, in tabular form.**

Iarnród Éireann received the following revenue from outdoor advertising across its estate, over the period 2018 to 2021 YTD.

YEAR	IE Actual Revenue
2018	
2019	
2020 *	
2021 (YTD May) *	

*\*2020 & 2021 revenues severely impacted by Covid restrictions.*

Yours sincerely,



**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

22nd June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 31192/21** below to [REDACTED] 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 (IE) COVID-19 measures are in place since March 2020 and have been managed through a dedicated IE 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, IE 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

IE 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.



Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

16<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 31467/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 268**

**To ask the Minister for Transport when Irish Rail will carry out the remedial works urgently required at Lacken Drive, the Railway Bridge and O'Loughlin Road, Kilkenny; if the matter will be expedited given the extensive health and safety issues that have arisen over the past 18 months along the adjoining pedestrian walkway; and if he will make a statement on the matter.**

Correspondence regarding this was passed to my office on 6<sup>th</sup> June and a response was issued from my office on 10<sup>th</sup> June via the **IE Oireachtas Liaison Mailbox** [oireachtasliaison@irishrail.ie](mailto:oireachtasliaison@irishrail.ie) to advise that these works will be completed in September when the nesting season has finished.

The Regional Manager has also given an assurance that this area will be inspected from now until September on a weekly basis with the collection of rubbish and debris part of this inspection.

[REDACTED]  
[REDACTED]  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

30<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 32110/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**Dail Question No: 306**

**To ask the Minister for Transport the steps he is taking to ensure that all train and DART stations are staffed to assist persons with disabilities board and alight from trains; and if he will make a statement on the matter.**

The assistance of persons with disabilities is not necessarily dependent on station staffing.

On Intercity services, we are in the process of introducing on-board customer service officers on Intercity services, helping customers with boarding, seat reservations, and customer service information, including mobility-impaired customers.

This means that customers will have continuous access to customer service support on Intercity services, including assistance for customers with mobility and sensory impairments; better service information; better delivery of seat reservations; and a deterrent to anti-social behaviour.

For DART and Commuter services, in 2018, Iarnród Éireann reduced the notice period for providing assistance to Customers on the DART from 24 hours to 4 hours. As a Company we are working towards reducing this notice period even further.

Following a review of accessibility and consultation with users and representative bodies, Iarnród Éireann launched a zonal system to provide better service and quicker response times for DART, Maynooth and Northern Commuter accessibility users. This policy divides the stations on the DART, Maynooth and Northern Commuter line into zones, with each zone including between one to four stations. One station in each zone will always be staffed and will provide support to other stations in that zone. Full details are available at <http://www.irishrail.ie/travel-information/access-dart-northern-commuter>. This hub station model has greatly improved the reliability of assistance at DART and Commuter stations, and this will be enhanced further with the development of a new accessibility App, currently in testing phase.



Iarnród Éireann is in the process of tendering for a major new fleet of electric and battery electric trains, as part of the DART+ Programme, which will allow us order up to 750 carriages over a ten-year period. As such, this new fleet will be at the heart of service delivery on our network for decades to come.

In the tender process, we have asked prospective suppliers to propose solutions to allow independent access to these trains, including automated ramp provision. While details will be confirmed with the order later this year, we are very encouraged by the responses from suppliers, and our ability with this fleet to facilitate independent access to services in the Greater Dublin Area, along with associated station works.

**Dail Question No: 307**

**To ask the Minister for Transport when the requirement for disabled persons to give four hours or any advance notice of their intention to use the DART will be abolished; and if he will make a statement on the matter.**

Iarnród Éireann's goal is to work towards "turn up and go" or independent access to our services for passengers of reduced mobility.

While EU regulations require all railway operators at present to ensure travel subject to a 48-hour notice period, we have continuously worked to ensure greater ease of travel, with travel assured subject to an advised 24 hour notice on Intercity and 4 hour notice on DART and Commuter. We are better able to assist passengers if they contact us as far in advance as possible, to allow us make any special arrangements necessary, although we will make every effort to provide assistance where no notice or lesser notice is provided.

Iarnród Éireann is in the process of tendering for a major new fleet of electric and battery electric trains, as part of the DART+ Programme, which will allow us order up to 750 carriages over a ten-year period. As such, this new fleet will be at the heart of service delivery on our network for decades to come.

In the tender process, we have asked prospective suppliers to propose solutions to allow independent access to these trains, including automated ramp provision. While details will be confirmed with the order later this year, we are very encouraged by the responses from suppliers, and our ability with this fleet to facilitate independent access to services in the Greater Dublin Area, along with associated station works.

Additionally, the presence of Customer Service Officers on board Intercity services will allow us to assist mobility-impaired customers without notice of travel in many instances. However, it should be noted that at stations where one platform is accessible and one is not, notice is required to allow us to direct Intercity services to the accessible platform.

Yours sincerely,



**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

18<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 30893/21** - below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the status of the upgrading the Ballybrophy and Roscrea to Limerick railway line; and if he will make a statement on the matter.**

Iarnród Éireann/Irish Rail have invested a total of ██████████ 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 ██████████ has funded line maintenance on the Ballybrophy to Limerick line over the same period, resulting in a total infrastructure funding of ██████████ between 2011 and 2020.

Of the total 52 miles of this route, the number of miles of continuous welded rail (CWR) is 37. The plan is to relay 5 miles of CWR in 2021. We are currently in the process of carrying out this work with a view to completion by 21st June.

The current train speed profile on the Ballybrophy to Limerick section of the Iarnród Éireann network is consistent with the age and condition of the track infrastructure and the great number of user worked level crossings which pose safety risks with increased speed. We would stress that continuous welded rail is not the sole determining factor for live speeds.

Yours sincerely,

████████████████████  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

17<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 32107/21** below to ██████████, T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the disability representative groups involved in the planning and procurement process for transport and infrastructure projects; and if he will make a statement on the matter.**

The following representative groups have attended our Disability User Group Meetings. Not all are represented at every meeting. We would also have representation from independent disability advocates.

- Headway Ireland
- National Council for Blind Ireland NCBI
- Central Remedial Clinic (CRC)
- Voice of Visual Impairment
- Irish Wheelchair Association (IWA)
- Guide Dogs Ireland
- Naas Access Group
- ASIAM
- Alzheimer's Society

Chime Ireland have been previous members but are not attending currently.

Yours sincerely,

████████████████████  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

22nd June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 32177/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the additional air circulation or filtration measures that have been installed in train carriages since the beginning of the Covid-19 pandemic given that most train carriages do not have windows that can open for air circulation; 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

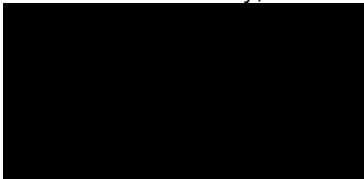
IÉ is also aware of the ERA guidance note issued in 2020 regarding ventilation on trains and we review and action the applicable findings and recommendations on COVID-19 from a wide source of technical information and publications from expert groups or representative groups both within the rail industry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



**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

17<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 32657/20** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the amount his Department and all associated agencies have spent on public relations consultancy costs since January 2021; and if he will make a statement on the matter.**

NIL spend on public relations consultancy costs from Iarnród Éireann.

████████████████████  
████████████████████  
████████████████████  
Chief Executive

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

30th June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 32623/20** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the amount his Department and associated agencies have spent on social media advertising since the beginning of January 2021 until 12 June 2021; and if he will make a statement on the matter.**

The following was spent on social media advertising from January 2021 – June 2021:

Social Media	Cost
Facebook	██████████
Instagram	██████████
Twitter	██████████
Google (OMD Programmatic)	██████████
Omnicom MarketPlace	██████████
Spotify	██████████
AdServing & Verification	██████████

████████████████████  
████████████████████  
████████████████████  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

17<sup>th</sup> June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 27641/21** below to ██████████, T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the role of private security companies in policing within the transport infrastructure; and if he will make a statement on the matter.**

Iarnród Éireann's current Security Contractor is **One Complete Solution (OCS)**, which provides the following services:

**Frontline, On-Board & Security Services & Ad Hoc Security Services**

Frontline and On-Board Security involves the patrolling of stations, travelling / patrolling on-board passenger trains as required and mobile deployment of security operatives depending on business needs as required. A presence may also be required at destination stations for significant outdoor events (concerts & events) where large crowds may be an issue.

**Static and Mobile Patrol**

- Provide security reassurance for customers and members of the public
- Provide security reassurance for any staff on duty
- Protect rail assets, equipment and premises
- Provide a visible security presence in stations as required
- Patrol sensitive areas and check for potential intrusions
- Monitor CCTV cameras and intruder alarms
- Respond to any security violations
- Assist staff with station closing and opening procedures
- Provide a visible security presence at the locations on the patrol roster
- Check for intrusions of security breaches at specific locations
- Respond to call outs to address occurring incidents
- Cooperation with An Garda Síochána
- Cooperation with Iarnród Éireann Front Line Staff.



### **Open-Up and Lock-Up including Station Lifts/ Key holding Security Services**

The timely open up and Lock up of specific stations and secure other key Iarnród Éireann assets such as Ticket Vending Machines, Shelters, Lifts, Escalators and Shutters etc.

### **Text Monitoring and Response Services**

Iarnród Éireann have implemented a new CCTV Monitoring and Call/Text monitoring centre at Howth Junction 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.

### **Rosslare Europort Security Services**

- [REDACTED]
- [REDACTED]

Iarnród Éireann has successively increased security personnel both in mobile on-board teams and static security at stations, and resources will continue to be reviewed and enhanced as necessary.

[REDACTED]

**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 32749/21** below to [REDACTED], T.D., Minister for Transport, which have been passed to me to respond directly.

**To ask the Minister for Transport the way in which his Department and agencies under his remit are working towards enabling access to employment for persons from minority and or disadvantaged communities, including, but not limited to, persons with disabilities, persons from ethnic minorities, Travellers, Mincéirí; and if he will make a statement on the matter.**

Iarnród Éireann is cognisant of its responsibilities in regard to all nine equality grounds under the Employment Equality Acts 1998-2015 and the Disability Act 2005 and adheres to the requirements placed upon by these Acts.

In 2019 the organisation launched an initiative on diversity and inclusion in conjunction with the Irish Centre for Diversity (ICD). We have carried out an evaluation of the organisation through staff focus groups and an accredited survey conducted by ICD. The survey has identified four pillars in which to benchmark the organisation which are: "Diverse & Inclusive Leadership", "Policy, Practice & Process", Recruitment, Retention & Progression", "Recording & Monitoring". We are now in the process of implementing an agreed action plan based on the outputs of these conversations and the diversity survey.

Iarnród Éireann is working with Business in the Community on their "World of Work" programme and have concluded a pilot programme with a school in the inner city to encourage children to stay in education and to give them an overview of the rail/transport sector. We envisage expanding on this programme throughout the next school term.

We are also a member of the "Open Doors" initiative and have extended our recruitment reach to organisations representing marginalised groups, by placing our recruitment vacancies on their notice board. In addition to the recruitment component of this partnership, we are also providing mentoring sessions to individual members of the Open Doors community.

[REDACTED]  
[REDACTED]  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

[REDACTED]  
17<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 32247/21** below to [REDACTED] T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the steps he is taking to ensure the safety of passengers on the DART.**

While the overwhelming majority of public transport journeys occur without risk to customer or employee safety and security, incidents of or the perceived threat of anti-social behaviour at stations and stops, and on board public transport services, can be a significant deterrent to the use of our services, and impacts directly on customer-facing colleagues across bus and rail services.

The Iarnród Éireann Board has approved the company's 2021-2023 Security Strategy, led by the company's Senior Security Advisor [REDACTED]

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, ICR
- 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
- Proactive Garda / IÉ operations for specific events including Halloween, northside beaches in summer, concerts / sporting events
- 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, we have undertaken extensive joint operations with Gardai in recent weeks in stations along the DART line to assist us both in Covid measures on essential travel and to address anti-social behaviour. These operations will continue over the coming weeks and months as a proactive measure to deter groups from gathering in such a manner, either in stations or on board trains. Our security monitoring centre personnel are also working extremely well with Gardaí on incident response, and collectively these measures has seen an increase in interventions to prevent anti-social behaviour impacting on our customers.

Iarnród Éireann have implemented a new CCTV Monitoring and Call/Text monitoring centre as above at Howth Junction 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.

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



**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 33446/21** below to [REDACTED], T.D., Minister for Transport, which has been passed to me to respond directly.

**Dail Question No: 201**

**To ask the Minister for Transport the length of time Iarnród Éireann operated the quiet carriage initiative; the reason the initiative was phased out; and if he will make a statement on the matter.**

Iarnród Éireann operated a quiet carriage initiative on the Dublin to Cork Mark IV fleet solely for a period of approximately eight years up to 2018.

We began phasing out dedicated quiet carriages due to almost universal use of mobile devices and high demand for trains overall, in line with general trends internationally where is a move away from quiet carriages.

We have recruited over 100 Customer Service Officers across the network who will be on board all Intercity services, who will ensure that in all carriages, courtesy and respect is shown to others.

Post Covid we will examine the feasibility of reintroducing quiet carriages, on the Dublin Cork route initially.

**Dail Question No: 202**

**To ask the Minister for Transport the annual expenditure for the quiet carriage initiative operated by Iarnród Éireann; and if he will make a statement on the matter.**

This was a low cost initiative on our Dublin Cork Services, with a focus on on-board notices, and communications from the Train Host to customers.

[REDACTED]  
[REDACTED]  
**Chief Executive**

██████████  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
████████████████████

30th June 2021

Dear Deputy ██████████

I refer to your **Parliamentary Question 32949/21** - below to ██████████ T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport if he will address concerns in relation to persons with mobility issues who face discrimination by an inability to travel on Irish Rail at weekends due to the fact that there are no members of staff to assist them; and if he will make a statement on the matter.**

Iarnród Éireann works to ensure access to our services is available at all times. We will provide station assistance, such as deployment of boarding ramps/wheelchairs. As smaller stations are not staffed at all times, we request advance notice so that staff can travel to assist with boarding. Our Travel Assistance section on our website contains a lot of useful information on help provided for customers <https://www.irishrail.ie/en-ie/travel-information/accessibility-onboard-trains>

Yours sincerely,

████████████████████  
**Chief Executive**

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

S [REDACTED]

30th June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 33600/21** below to [REDACTED], T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the number of workers employed by his Department and in each office or agency under the aegis of his Department that earn less than the living wage of €12.30 per hour; and if he will make a statement on the matter.**

There are 77 colleagues working in Iarnród Éireann who earn less than €12.30 per hour, out of a total workforce of over 4,100.

Yours sincerely,

[REDACTED]  
Chief Executive

[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 34098/21** below to [REDACTED], T.D., Minister for Transport, which has been passed to me to respond directly.

**To ask the Minister for Transport the length of time the quiet carriage initiative operated by Irish Rail ran before it was phased out in 2018; the amount the initiative cost to run on an annual basis; and the reason Irish Rail decided to phase out the initiative.**

Iarnród Éireann operated a quiet carriage initiative on the Dublin to Cork Mark IV fleet solely for a period of approximately eight years up to 2018.

We began phasing out dedicated quiet carriages due to almost universal use of mobile devices and high demand for trains overall, in line with general trends internationally where is a move away from quiet carriages.

We have recruited over 100 Customer Service Officers across the network who will be on board all Intercity services, who will ensure that in all carriages, courtesy and respect is shown to others.

Post Covid we will examine the feasibility of reintroducing quiet carriages, on the Dublin Cork route initially.

This was a low cost initiative on our Dublin Cork Services, with a focus on on-board notices, and communications from the Train Host to customers.

Yours sincerely

[REDACTED]  
**Chief Executive**



[REDACTED]  
Dáil Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2  
[REDACTED]

30<sup>th</sup> June 2021

Dear Deputy [REDACTED]

I refer to your **Parliamentary Question 34576/21** below to [REDACTED], T.D., Minister for Transport, which has been passed to me to respond directly.

To ask the Minister for Transport if his attention has been drawn to the campaign led by a charity (details supplied) that proposes a return of the quiet carriages initiative on Irish Rail that had been in place previously; the basis for the phasing out of this programme in 2018; if he will consider recommencing such an initiative; and if he will make a statement on the matter.

Iarnród Éireann operated a quiet carriage initiative on the Dublin to Cork Mark IV fleet solely for a period of approximately eight years up to 2018.

We began phasing out dedicated quiet carriages due to almost universal use of mobile devices and high demand for trains overall, in line with general trends internationally where is a move away from quiet carriages.

We have recruited over 100 Customer Service Officers across the network who will be on board all Intercity services, who will ensure that in all carriages, courtesy and respect is shown to others.

Post Covid we will examine the feasibility of reintroducing quiet carriages, on the Dublin Cork route initially.

This was a low cost initiative on our Dublin Cork Services, with a focus on on-board notices, and communications from the Train Host to customers.

AS I AM are members of our Disability User Group and discussions have taken place directly regarding this topic.

[REDACTED]  
[REDACTED]  
[REDACTED]  
Chief Executive