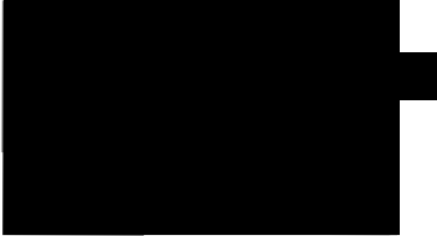




28th November 2016



Re: AIE Request Acknowledgement [IE_AIE_005]

Dear

I refer to your request dated 18th November 2016 which was received by this office on the 21st November, which you have made under the EC (Access to Information on the Environment) Regulations 2007 to 2014. Your request sought:

Request -

- The reasons and rationale can be provided with regard to the decision making process that has resulted in the recent removal of the section of railway line - circa 200 metres in length - from the Royal Canal (former MGWR) railway just west of the Docklands Station, and rest of the port / docks railway yard (former GSWR at the docks)
- Details as to costs associated by the works can be released.

Response –

Reasons:

Over the last decade Iarnród Éireann has experienced a reduction in rail freight traffic business at Northwall. The reduction in rail freight traffic presented Iarnród Éireann with an opportunity to rationalise the area in order to deliver a safe infrastructure in accordance with business need at optimum economic cost.

Rationale:

The track and signal assets in the locus of Northwall and Church Road date back to the 1940's and were nearing the end of their economic life, and as such required increased maintenance and costs to preserve them in a safe operational condition.. Following a structured review of this location (as part of a full network review) a decision was taken to rationalise the area by removing the signal and track assets and installing a new track layout that better matched the current and projected future operational needs.

The 200 metre section of track referred to at the Royal Canal was historically used as a route to bring freight trains in and out of Northwall from the MGWR on the Sligo line. Prior to removing the infrastructure in this area this section of track had not been used in recent years. Instead of routing rail freight traffic in and out of Northwall on the MGWR Sligo line; rail freight traffic was routed in and out of Northwall on the GSWR which branches off at Glasnevin junction back onto the MGWR for operational reasons. Iarnród

Éireann has maintained existing routes to both Sligo and Cork for freight traffic as an outcome of the rationalisation.

Costs associated with the works:

The costs associated with the rationalisation of North wall Church road were circa one million euro. With a projected payback period (due to staffing and maintenance savings) of less than four years.

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.

Should you wish to discuss the above, please contact me by telephone at 01-7034293.

Yours sincerely,



Ms. Sue Stanley

**Freedom of Information / Data Protection Officer,
Corporate Communications
Iarnród Éireann Irish Rail,
Connolly Station,
Amiens Street,
Dublin 1**