



Network Statement

2018



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1 GENERAL INFORMATION

1.1 Introduction

This Network Statement is published in accordance with Statutory Instrument No. 249 of 2015 – European Union (Regulation of Railways) Regulations 2015 (hereinafter referred to as 'S.I. 249 of 2015') for the purpose of giving effect to EU Directive 2012/34 of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area. This Network Statement is for the 2018 timetable period.

Iarnród Éireann was formed under the Transport Act 1986 and Córas Iompair Éireann (a statutory body wholly owned by the Government of Ireland) holds 100% of the issued share capital of the Company. Iarnród Éireann owns, operates and maintains the railway infrastructure in the Republic of Ireland. Córas Iompair Éireann owns both the land underlying the railway infrastructure and owns the stations.

1.2 Objective

The Network Statement is published for the use of applicants seeking infrastructure capacity in the Republic of Ireland as provided for in S.I. 249 of 2015.

The Network Statement gives the characteristics of the Iarnród Éireann infrastructure and details the general conditions for acquiring capacity on the Network and the use of associated services, where applicable. The Network Statement contains general rules, deadlines, procedures and criteria relating to charging systems and capacity allocation.

1.3 Legal Framework

On 12th June 2015 the Minister for Transport, Tourism and Sport approved S.I. 249 of 2015 entitled European Union (Regulation of Railways) Regulations 2015. These Regulations gave effect to EU Directive 2012/34. Iarnród Éireann is designated as the Infrastructure Manager for the purpose of these Regulations and references in the Directive and Regulations to the Infrastructure Manager shall be construed as references to Iarnród Éireann. Under S.I. 249 of 2015 any Railway Undertaking shall be granted access, subject to meeting safety and licencing requirements, to the State's railway infrastructure for the purpose of operating:

- international passenger services,
- international freight services,
- domestic freight services or
- international combined transport goods services,

1.4 Legal Status

The contents of the Network Statement must be followed by Railway Undertakings wishing to use the Iarnród Éireann Network with particular reference to the technical conditions of the operations and their restrictions, capacity application, allocation and pricing. English is the operating language for the network.

1.4.1 General Remarks

The Network Statement has been drawn up in accordance with S.I. 249 of 2015. In the event of any material differences between the Network Statement and legislation currently in force, the latter prevails.

1.4.2 Liability

This Network Statement is neither a Governmental Order nor a business proposal. Iarnród Éireann has prepared the Network Statement with care for the benefit of current and potential applicants. It is intended to be informative, but applicants should not place reliance on any item of information contained in it without first verifying with Iarnród Éireann the extent to which it is appropriate to do so. Iarnród Éireann assumes no liability for any damages either directly or indirectly, arising from any third party use of this Network Statement or any website reference contained within it.

1.4.3 Appeals Procedure

Section 4.4.2 of the Network Statement outlines the appeals process available to Railway Undertakings in appealing against a capacity allocation decision as set out in the regulations.

With respect to the Network Statement, Iarnród Éireann invites anyone who has concerns regarding this report to raise them with us in order that we may consider how these concerns may be accommodated.

Concerns may be raised by contacting Iarnród Éireann at the following email address:
networkaccess@irishrail.ie

1.5 Structure of the Network Statement

The Network Statement has the following structure in line with general EU Guidance;

Chapter 1: General Information

Chapter 2: Access Conditions

Chapter 3: Infrastructure

Chapter 4: Capacity Allocation

Chapter 5: Services

Chapter 6: Charges

1.6 Validity & Updating Process

1.6.1 Validity Period

This Network Statement is valid for the 2018 timetable period. The Network Statement is issued to allow potential applicants the opportunity to apply for capacity in line with the regulations.

1.6.2 Updating Process

In the event of significant changes due to law amendment or important investment, this document may be updated if Iarnród Éireann considers it necessary. Law and other legal texts are applied regardless of the status of the Network Statement.

While this Network Statement is in force any important changes or updates of the information contained will be published as addenda to this document or as a revised edition with changes clearly highlighted, if required.

1.7 Publishing

The Network Statement is only published as an electronic document. It is available to download free of charge on the Iarnród Éireann website at: www.irishrail.ie

1.8 Contacts

Applicants seeking further information on the characteristics of the Iarnród Éireann infrastructure, on the general conditions for acquiring capacity and the use of associated facilities should contact Iarnród Éireann by e-mail at networkaccess@irishrail.ie for additional information.

1.9 Rail Freight Corridors

The Network Statement contains general information in relation to rail freight. Freight references are contained in Chapter 3 and Chapter 5 including freight related specific information which can be found in the general Appendices.

1.10 RailNetEurope

Members of Rail Network Europe (RNE) have agreed a common structure for drafting Network Statements in accordance with Annex IV of Directive 2012/34/EU. This Network Statement is in accordance with the RNE agreed common structure.

Further information can be obtained on the RailNetEurope home page: www.railneteurope.com

1.11 Glossary

Term	Definition
Access Charge	The charge paid by railway operators for access to rail facilities.
Access Contract	An agreement setting out the terms and conditions under which companies / operators obtain access to rail infrastructure.
Access Package	The totality of services provided to a Railway Undertaking when it is granted access to a network by an Infrastructure Manager.
Ad Hoc Request	An Applicant's request for an individual train path (available as spare capacity) outside the time scale that the Allocation Body normally uses.
Allocation Process	The process by which capacity is granted to an Applicant by the Infrastructure Manager or relevant capacity Allocation Body; this capacity is available for the duration of the working timetable period only.
Appeals Procedure	The method for challenging a decision made by an Allocation Body or Infrastructure Manager. Any applicant for a train path that feels it is a victim of unfair treatment or discrimination (for example, following a decision by an IM /EFB regarding the allocation of capacity) may appeal to the authority responsible for resolving such disputes; in most cases, this is the national Regulatory Body. Refer to section 4.4.2. for further information.
Applicant	A Railway Undertaking which requests track capacity.
Congested Infrastructure	Section of infrastructure for which the demand for capacity cannot be fully satisfied during certain periods, even after coordination of all the requests for capacity.
Cover of Liabilities	An insurance against the costs suffered as a result of injury, damage or loss.
CRR (Regulatory Body)	Commission of Railway Regulation, the renamed Railway Safety Commission (RSC) with effect from Monday 29 th February 2016.

CTC	Centralised Traffic Control
EFB	Essential Functions Body
Framework Agreement	Expression used in EU Directives as referring to a general agreement setting out rights and obligations in relation to infrastructure capacity to be allocated and the related charges for a period longer than one working timetable period.
Iarnród Éireann (IÉ)	National Railway company of the Republic of Ireland
Infrastructure Manager (IM)	Body responsible for establishing and maintaining railway infrastructure
Minimum Access Package	A package of access rights conferred by Directive 2012/34/EU Point 1 Annex II
Network Statement	DIRECTIVE 2012/34/EU defines the Network Statement as the Statement which sets out in detail the general rules, deadlines, procedures and criteria for charging and capacity allocation schemes including such other information as is required to enable application for infrastructure capacity.
Operating Rules	Rules applicable to railway operations (planning, crewing, movement and control of trains).
Path	Infrastructure capacity needed to run a train between two places over a given time-period
Path Allocation Process	Process that involves assigning specific train paths to railway operators.
Railway Undertaking (RU)	EU definition: 'any public or private undertaking licensed according to applicable Community legislation, the principal business of which is to provide services for the transport of goods and/or passengers by rail'.
Railway Safety Commission (RSC)	Formally established on 1 st January 2006 in accordance with the requirements of the Railway Safety Act 2005. The RSC is the National Safety Authority for the railway sector in the Republic of Ireland. The RSC ensures conformity assessment, compliance supervision / enforcement and European / legislation harmonisation.
Railway Safety Directive	means Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 (as amended by Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008, Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 and Commission Directive 2009/149/EC of 27 November 2009)
Railsys	A suite of software programmes specialising in rail infrastructure data management, timetable construction / slot management, track possession planning, simulation and the evaluation of variants and discovery of conflicts.
Statutory Instrument (SI)	An order, regulation, rule, scheme or bye-law made in exercise of a power conferred by statute.
Timetable	A schedule listing the times at which certain events, such as arrivals and departures at a transport station, are expected to take place. The timetable defines all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force.
Timetable Period	A timetable period means the period of operation of a Working Timetable; it starts on the day of a timetable change (change date).
Timetable Planning Process	A complex process of consultation and planning which defines the data relating to all train and rolling-stock movements that are expected to take place on the relevant infrastructure during the period of validity of the timetable. Detailed train timings are agreed by IMs and RUs.

2 ACCESS CONDITIONS

2.1 Introduction

This chapter sets out access requirements to operate on the Iarnród Éireann Network. In addition the rolling stock acceptance process, staff acceptance process and licencing / safety certification requirements are described in this chapter.

2.2 General Access Requirements

The legal framework governing access to infrastructure is described in S.I. No. 249 of 2015 European Union (Regulation of Railways) Regulations 2015.

2.2.1 Requirements to Apply for a Train Path

Applicants may be (a) licensed Railway Undertakings or (b) international groups of railway companies and other individuals or companies with a public service or commercial interest in acquiring infrastructure capacity. A third party may not apply for train paths on behalf of a Railway Undertaking.

Operation of rail traffic on the Iarnród Éireann Network requires that Railway Undertakings and international groupings meet all of the following conditions:

1. The Railway Undertaking or international grouping shall have an operating licence.
2. The licence holder shall have a safety certificate in accordance with the Railway Safety Act 2005.
3. Capacity has been allocated by the EFB to the Railway Undertaking.
4. The licence holder shall have an access contract with Iarnród Éireann.

As per Article 13 of S.I. No. 249 of 2015, an application for the allocation of railway infrastructure capacity may be submitted to the EFB for each timetable period by a railway undertaking established, or to be established, in the State or another Member State.

Under the regulations an application for the allocation of railway infrastructure capacity shall only be considered if it is:

- (a) in accordance with such form as the EFB may from time to time direct, and accompanied by –
 - (i) proof that the Applicant is entitled to apply for infrastructure capacity in the State;
 - (ii) a safety certificate issued to the Applicant under the Regulations of 2013 or, in another Member State, the corresponding requirements, as applicable;
 - (iii) a bond in favour of the Infrastructure Manager, that is guaranteed by a bank and is for an amount equal in value to 5 per cent of the total cost to the Applicant of providing the services for which the allocation is required, or with the Infrastructure Manager's approval, proof of an equivalent arrangement that meets those requirements, and
 - (iv) an application fee of €750.

The EFB may at his discretion waive the fees associated with (iii) and (iv) above.

Capacity allocated to any Railway Undertaking by the EFB is non-transferable and non-tradable.

2.2.2 Who is allowed to Perform Train Operations

The following have a right of access to the railway infrastructure:

- Iarnród Éireann (national railway company of the Republic of Ireland) for all its activities involving the carriage of passengers and goods;
- Any railway undertaking established in a European Union Member State, for the operation of international passenger transport;
- Any railway undertaking established in a Member State of the European Union for any type of good transport;
- The rail Infrastructure Manager or its agents for the purposes of maintenance, renewal and extension of the rail infrastructure, in compliance with the safety rules imposed on all users of the rail infrastructure and with due regard to the train paths which have been allocated to the Railway Undertakings.

2.2.3 Licences

The Commission for Railway Regulation (CRR) issues operating licences to applicants established in Ireland in accordance with S.I. NO. 249 of 2015. The licence is valid from the time of issue and is renewable every five years during the currency of the licence. An operating licence issued in any other E.U. state is valid throughout the E.U.

The prerequisite for granting the operating licence is that the main activity of the undertakings is to operate rail traffic. The undertakings must have a safety certificate issued or approved by the CRR, must be of solid financial standing, have a competent management team and sufficient liability insurance. The CRR may limit the services that may be provided under a licence.

2.2.4 Safety Certificate

The Railway Safety Commission (RSC) in Ireland was formally established on 1st January 2006 in accordance with the requirements of the Railway Safety Act (RSA) 2005. The RSC was renamed the Commission for Railway Regulation (CRR) on 29th February 2016 to reflect the wider regulatory responsibilities for the railway sector in Ireland that were assigned to the RSC under S.I. No. 249 of 2015. In the context of Directive 2004/49/EC (the Railway Safety Directive - RSD), subsequent amendments and transposition into Irish law (S.I. No. 444 of 2013 European Union (Railway Safety) Regulations 2013) the CRR is the National Safety Authority for the railway sector in the Republic of Ireland.

Safety Certificates are issued to Railway Undertakings (RUs) by the CRR in accordance with the requirements of the RSD and S.I. No. 444 of 2013. The validity of Safety Certificates shall not exceed a period of five (5) years.

The purpose of the Safety Certificate is to provide evidence that the RU -

- (a) has established its Safety Management System in accordance with Article 9 and Annex III of the RSD, and;
- (b) can meet the requirements laid down in the Technical Specifications for Interoperability (TSI) and other relevant European Community legislation, and in National Safety Rules, in order to control risks and provide rail transport services safely on the network.

An RU's Safety Management System and Safety Certificate shall be wholly or partly updated whenever the type or extent of its operation is substantially altered and shall, in any case, be renewed at intervals not exceeding five (5) years. RUs shall, without delay, inform the CRR of any major change in the conditions of the Safety Certificate and any consequential changes to the Safety Management System and, furthermore, shall notify the CRR in advance of introducing any new category of staff or any new types of rolling stock, or substantially modified rolling stock that may require an authorisation for placing in service. The CRR may require that the Safety Certificate be revised following any substantial change in the safety regulatory framework.

2.2.5 Cover of Liabilities

A Railway Undertaking shall have sufficient liability insurance or other corresponding arrangement in place. The nature and scope of the operations must be taken into account in evaluating the sufficiency of the insurance or similar arrangement. The required insurance cover must be in force for the period stipulated by the CRR but at a minimum for the duration of the Access Contract. All subcontractors will also be required to have a required level of insurance cover in place.

2.3 General Business / Commercial Conditions

2.3.1 Framework Agreement

Framework agreements can be drawn up between Iarnród Éireann IM and an Applicant RU specifying the capacity characteristics of the requested infrastructure by the Applicant which Iarnród Éireann IM will supply for a longer period than the length of one timetable. A framework agreement will normally last for a period of five years. Further information can be obtained from the Infrastructure Manager at networkaccess@irishrail.ie.

2.3.2 Access Contracts

Each Railway Undertaking must enter into an Access Contract with Iarnród Éireann IM concerning the use of the railway, as well as the capacity to which the Railway Undertaking has a right or can acquire a right to use. The Access Contract sets out the general administrative, technical and financial conditions governing the use of the Network for the contracted services.

The model Access Contract and corresponding General Terms and Conditions are contained in Appendix 11. A specific Access Contract is finalised after negotiations between the parties involved.

2.4 Operational Rules

All Railway Undertakings are bound to follow and comply with the operating rules published by Iarnród Éireann and the technical regulations associated therewith.

A combination of the following three documents covers the operating rules which a Railway Undertaking must comply with:

1. The Rule Book
2. The Working Timetable
3. The 'General Appendix to the Working Timetable'

A document entitled the 'Weekly Circular' is also circulated by the Infrastructure Manager and this is the vehicle by which the Infrastructure Manager advises relevant parties of any proposed changes to the three documents mentioned above. These documents are available on request from Iarnród Éireann.

All Railway Undertakings must also comply fully with existing national safety standards.

2.5 Exceptional Transports

A transport is deemed to be exceptional within the meaning of UIC (International Union of Railways) Leaflet 502-1 where it causes particular difficulties as a result of its size, weight, or packaging, in relation to the fixed installations or wagons of one of the networks/Railway Undertakings to be used and where, because of that fact, it can be accepted only in special technical or operating conditions.

Exceptional Transport can take place only under special conditions defined and agreed by Iarnród Éireann in advance.

2.6 Dangerous Goods

The carriage of dangerous goods by rail is governed by S.I. 651 of 2010 entitled European Communities (Transport of Dangerous Goods by Rail). These rules are based on the RID, CIM and COTIF regulations of the European Union. Applicants intending to transport Dangerous Goods must provide full details of the nature of the goods to be transported by rail in their application/s for capacity to the Infrastructure Manager.

2.7 Rolling Stock Acceptance Process Guidelines

In Ireland the Authorisation for Placing in Service (APS) of new, upgraded or renewed Rolling Stock will be given by the CRR. This requires an application to be submitted in line with European and Irish legal requirements. The CRR has produced guidance for the Process of Authorisation for Placing in Service of Railway Sub Systems, most notably RSC-G-009. The latest version of guidelines for the safety assessment of new infrastructure works and new rolling stock is available on the CRR web-site (www.crr.ie).

<http://www.crr.ie/publications/guidelines-for-the-safety-assessment-of-new-infrastructure-works-and-new-rolling-stock/>

In addition to the APS process it will be necessary in the interest of safe integration and technical compatibility of Rolling Stock to follow certain standards which have been defined by the Infrastructure Manager. Further information can be obtained by contacting;

Director IM,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore,
Dublin 8.

2.8 Staff Acceptance Process

An essential aspect of safety is the training and certification of staff, particularly of train drivers. Driver training covers operating rules, the signalling system, the knowledge of routes and emergency procedures.

Each railway undertaking shall be responsible for the level of training and qualifications of any member of its staff carrying out safety-related work as set out in Article 9 of, and Annex III to, Directive 2004/49/EC.

The requirements for Train Driver Certification are set out in the Train Driver Directive 2007/59/EU. The CRR has produced Guidelines on the application of the Train Driver Directive, RSC-G-025, the latest version of this Guideline is available on the CRR web-site <http://www.crr.ie/publications/guidelines/train-driver-directive/>. These Guidelines provide information for Training Centres, Examination Centres, Trainers, Examiners, RUs, IMs, Train Drivers and Candidate Drivers.

The CRR is the Competent Authority for the purposes of the Train Driver Directive.

Commission for Railway Regulation,
Trident House,
Blackrock,
County Dublin,
Ireland.
Tel: 01-2068110
E-Mail: info@rsc.ie
www.rsc.ie

3 INFRASTRUCTURE

3.1 Introduction

Infrastructure refers to the state-owned rail network managed by Iarnród Éireann (IÉ). IÉ is responsible for the construction and maintenance of all elements of the rail system in Ireland, including, but not limited to, tracks, signalling systems, buildings, structures etc.

3.2 Extent of Network

The Iarnród Éireann network currently extends to approximately 2,400 km of operational track, c.4,440 bridges, c. 1,100 point ends, c.970 level crossings, 144 stations, 3,300+ cuttings and embankments, 372 platforms and 13 tunnels. The network includes main line, Dublin suburban and commuter passenger routes, together with freight-only routes.

More detailed information on the network is provided within Appendices 1 to 1D.

Route Information Books are under development for all Routes on the Iarnród Éireann Network. This is a comprehensive document detailing information about the infrastructure along the entire route. Books, where published, can be obtained from the Infrastructure Manager.

3.2.1 Limits

A number of lines are currently not available for traffic, these being:

Athenry - Claremorris
Claremorris - Collooney
Midleton - Youghal
Navan - Kingscourt
Mullingar - Athlone
Waterford – Rosslare Strand
Limerick – Foynes
Tralee – Fenit
Waterford – New Ross

The following are Freight-Only lines:

Drogheda – Tara mines
Waterford - Belview Port

3.2.2 Connected Railway Networks

There is a cross-border connection to the railway system in Northern Ireland between Dundalk and Newry. The distance from Dundalk Station to the border is 8.4km and the distance from Newry Station (in Northern Ireland) to the border is 15.5km.

The infrastructure manager in Northern Ireland is as follows:-

Infrastructure Executive,
NI Railways,

3 Milewater Road,
Belfast BT3 9BG
Northern Ireland

There are a number of private lines serving a number of industrial locations e.g. Dublin Port, Irish Cement factory at Platin Drogheda County Louth and Tara Mines Navan County Meath.

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Configuration

The extent of single / double / multiple track is shown graphically in Appendix 1 and is summarised as follows:

Mainline – Single extends to 1178 km

Mainline – Double extends to 886 km

Mainline - Multiple extends to 60 km

3.3.1.2 Track Gauge

Plain Line

The nominal installed track gauge for plain line track is:

a) Track with rails inclined at 1 in 40 (concrete) 1602 mm

b) Track with rails inclined at 1 in 20 or vertical 1600 mm

Points and Crossings

Nominal track gauge for new construction must be 1600 mm for all P&C except for type 113A vertical layouts and "V" Series 50 kg FB which can be 1597 mm.

3.3.1.3 Stations and Nodes

The current stations and junctions on the IÉ network are shown graphically, in Appendix 1A and further details of passenger stations are shown in Appendix 1B and 1C. Additionally, further details of all stations including general operating information, parking, transport links, and station accessibility is available from the 'Travel & Station Information' section of the IÉ website <http://www.irishrail.ie/>

3.3.2 Capabilities

Route Information Books are under development for all Routes on the Iarnród Éireann Network. This is a comprehensive document detailing information about the infrastructure along the entire route. Books, where published, can be obtained from the Infrastructure Manager

3.3.2.1 Loading Gauge

The current loading and structure gauges for the IÉ network are detailed in Appendix 3.

3.3.2.2 Weight Limits

The maximum axle load permissible on the IÉ network is 18.8 tonnes.

3.3.2.3 Line Gradients

The maximum sustained rising gradient on the Iarnród Éireann network is 1 in 60 in the Up direction on the Dublin-Cork line between mile posts 164 and 162. Other significant sustained rising gradients include 1 in 80 in the Up direction on the Dublin-Sligo line between mile posts 75¼ and 70¾ and 1 in 90 in the Up direction on the Dublin-Wexford line between mile posts 40¼ and 36¾.

3.3.2.4 Line Speeds

The maximum speed is 160 km/h for passenger trains and 80 km/h for freight trains. However, on certain sections of line and/or for certain types of train lower maximum speed limits apply. These Permanent Speed Restrictions are set out in Appendix 4.

Temporary Speed Restrictions are advised through the Weekly Circular published internally by Iarnród Éireann.

3.3.2.5 Maximum Train Lengths

The maximum length of passenger trains is governed by the length of platforms at stations the trains serve. Platform lengths are set out in Appendix 1B and are measured from Top of Ramp to Top of Ramp where usable length may actually be less. Usable lengths may vary according to signal location or local infrastructure. Please consult the Infrastructure Manager regarding the usable length for specific locations.

Except where specifically authorised, the number of vehicles attached to fully braked freight trains must not exceed 36 Twenty-foot Equivalent Units (TEUs). For the purpose of calculating train lengths, one 18.6 m (62' 9") bogie wagon or one 22 m bogie pocket wagon is counted as 3 TEUs, all other bogie wagon types are counted as 2 TEUs and 2-axle wagons are counted as 1 TEU.

3.3.2.6 Power Supply

The Dublin suburban rail system in the area bounded by Malahide, Howth and Greystones is electrified at 1,500V DC. Current is supplied to trains by an overhead contact line, with one or both of the running rails forming the return part of the circuit.

Contact wire height can range from 4,200 mm to 5,600 mm. Maximum contact wire stagger is 400 mm.

3.3.3 Traffic Control and Communication Systems

Route Information Books are under development for all Routes on the Iarnród Éireann Network. This is a comprehensive document detailing information about the infrastructure along the entire route. Books, where published, can be obtained from the Infrastructure Manager.

3.3.3.1 Signalling Systems

The signalling systems currently in use on the IÉ network are shown graphically in Appendix 5.

3.3.3.2 Traffic Control Systems

The traffic control systems currently in use on the IÉ network are shown graphically in Appendix 6.

3.3.3.3 Communication Systems

The communication systems currently in use on the IÉ network are shown graphically in Appendix 7. There are two types of train radio system:

Mode A: This provides communication between driver and CTC. It operates in full duplex mode and allows for general calls to all trains or discrete calls to specific trains. It also allows for the transmission of text messages in either direction and allows calls to be connected to the PABX system. The system provides full coverage over the lines it is operational on.

Mode C: A more basic system operational on lines not covered by CTC. It is an open channel system between drivers and the local signal cabin. There is no provision for discrete communication to specific trains - all trains in the area can hear both sides of the conversation. There is also no provision for calls to be connected to the PABX system. The range of the system is limited, about 5 miles from each cabin.

3.3.3.4 ATC Systems – Not applicable

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure

Iarnród Éireann may designate particular sections of its infrastructure for use by specified types of rail service and may give priority to that specified type in the allocation of infrastructure capacity. The purpose of such a designation is to enable priority to be given to the specified type of rail service, even though there may be other types of rail service which conform to the characteristics necessary to use that infrastructure.

3.4.2 Environmental Restrictions

The operation of trains on the main rail network is subject to the requirements of Irish environmental and related law, including statutory nuisance such as noise, with which railway undertakings and Iarnród Éireann are required to comply.

3.4.3 Dangerous Goods

The carriage of dangerous goods by rail is governed by S.I. 651 of 2010 entitled European Communities (Transport of Dangerous Goods by Rail). These rules are based on the RID, CIM and COTIF regulations of the European Union.

3.4.4 Tunnel Restrictions

See Appendix 4.

3.4.5 Bridge Restrictions

See Appendix 4.

3.5 Availability of the Infrastructure

Iarnród Éireann reserves the right to periodically restrict access to sections of the network for the purpose of maintenance, renewal and enhancement works. Notices regarding these works are published in the Weekly Circular and the Weekly Engineering Notice (through Slí Nua possession management system),

copies of which will be supplied to those who have secured access rights and have a contract with the Infrastructure Manager.

The Track Access Contracts for services between the Infrastructure Manager and Railway Undertakings set out the process for agreeing disruptive possessions and associated financial compensation which may apply.

3.6 Passenger Terminals (Stations)

There are currently a total of 145 passenger stations* on the Iarnród Éireann network. These stations and their facilities are detailed both graphically and in tabular form in Appendix 1.

** including Manulla Junction which only operates as a transfer point for services to/from Ballina and Kishogue the opening of which is pending.*

3.7 Freight Terminals

Freight terminals operated by both Iarnród Éireann and other companies are detailed both graphically and in tabular form in Appendix 2.

3.8 Service Facilities

3.8.1 Train Formation Yards

Refer to Appendix 8 and for further information on train formation yards and facilities contact;

Director IM,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore,
Dublin 8.

3.8.2 Storage Sidings

Refer to Appendix 8 for details of all train siding locations and lengths.

3.8.3 Maintenance Facilities

As Infrastructure Manager, Iarnród Éireann does not offer facilities at maintenance depots. Any prospective new operator would need to reach an agreement with the operator(s) of such depots.

3.8.4 Refuelling Facilities

As Infrastructure Manager, Iarnród Éireann does not offer any refuelling facilities. Any prospective new operator wishing to use fuelling facilities would need to reach an agreement with the operator(s) of such facilities.

3.8.5 Technical Facilities

3.8.5.1 Hot Axle Box Detectors (HABD)

The location of HABDs on the IÉ network is shown graphically in Appendix 9.

3.8.5.2 Turntables

There are a number of turntables on the Iarnród Éireann network of varying condition. Details on currently operational turntables can be obtained from the Infrastructure Manager.

3.9 Infrastructure Development

A number of infrastructure development projects have been completed in recent years and others are near completion or at advanced planning stages. Further details can be found by visiting the 'Projects & Investment' section of the Iarnród Éireann website at: <http://www.irishrail.ie/>

4 CAPACITY ALLOCATION

4.1 Introduction

This chapter describes the process for capacity allocation. The legal framework for capacity allocation is governed by S.I. No. 249 of 2015.

These regulations give rise to Directive 2012/34/EU of the European Parliament concerning the allocation of railway infrastructure and the levying of charges. Regulations 19 and 20 of S.I. No. 249 of 2015 specifically address the allocation of infrastructure capacity.

4.2 Description of Process

Capacity for operating regular train services on the Irish railway network shall be requested from the EFB for each timetable period within the time defined. As per the regulations it is also possible to make ad hoc train requests for path capacity for other than regular traffic. Under the regulations the EFB may also on request allocate train paths to operators of heritage railway vehicles and may waive or levy a nominal charge in respect of the allocation of infrastructure capacity to operators of heritage railway vehicles.

An application for the allocation of railway infrastructure capacity may be submitted to the EFB for each timetable period by a railway undertaking established, or to be established, in the State or another Member State. The applicant must provide the relevant documentation and bonds described in Section 2.2 of the Network Statement i.e. operating licence, safety certificate and suitable insurance in addition to the application fee of €750 (as per Regulation 13 of S.I. No. 249 of 2015). The EFB will respect the commercial confidentiality of any information provided by any applicant.

Under the obligations of S.I. No. 249 of 2015 when a Railway Undertaking intends to request infrastructure capacity with a view to operating an international passenger service, it shall inform the CRR, the EFB and the Infrastructure Managers concerned.

Regulation 33 of S.I. No. 249 of 2015 will apply in order to determine the principal purpose of a proposed international passenger service. The CRR shall determine whether the principal purpose of a service for which access has been requested is to carry passengers between stations located in different Member States, following a request from the competent authority (the relevant Minister), the award body for the public service contract (the NTA), the Infrastructure Manager, or the RU performing the public service contract.

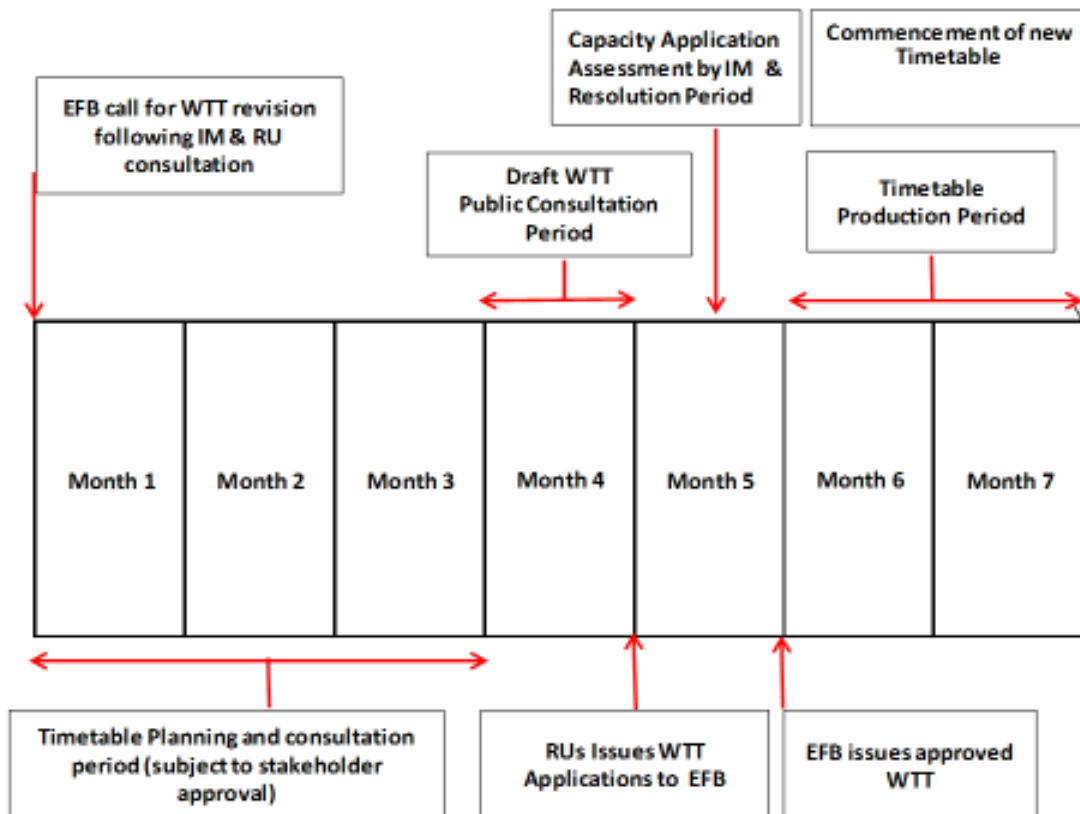
Requests for capacity shall be made in writing in line with the procedures set out in the 'Track allocation protocol arrangement between CIE EFB and the Iarnród Éireann Infrastructure Manager regarding track capacity allocation on the Iarnród Éireann railway network, January 2016'. This protocol is contained in Annex 1.

Only applications that meet the above requirements and those set out in Section 2.2.1 will be accepted.

4.3 Schedule for Path Requests and Allocation Process

4.3.1 Schedule for Working Timetable

A request for the inclusion of train paths in the Working Time Table (WTT) during the capacity allocation period shall be dealt with as set out in Section A of the 'Track allocation protocol arrangement between CIE EFB and the Iarnród Éireann Infrastructure Manager regarding track capacity allocation on the Iarnród Éireann railway network, January 2016'. The EFB, following consultation with the IM and RUs, will make known the date of the next WTT update at least seven months in advance. The schedule for the updating of the WTT during the capacity allocation period is as illustrated below.



4.3.2 Schedule for Train Path Requests Outside the Timetabling Process (Ad Hoc Requests)

Ad hoc capacity requests can be made after the capacity application period has ended. A request for such train paths shall be dealt with as set out in Section B of the 'Track allocation protocol arrangement between CIE EFB and the Iarnród Éireann Infrastructure Manager regarding track capacity allocation on the Iarnród Éireann railway network, January 2016'.

The Access Conditions set out in Section 2 of the Network Statement equally apply to Railway Undertakings seeking capacity under the Ad Hoc request process.

4.3.3 Operational Testing Period

Should operational testing be required to assess the effect of infrastructure maintenance, renewals and/or enhancement activities on future working timetables then this testing period will be made available by the IM prior to the production of the subsequent year's draft working timetable.

Any changes to the infrastructure to support the operational testing which may impact the current working timetable will be undertaken under the change control procedure of the existing Track Access Agreements.

4.4 Allocation Process

Based on the applications received, the EFB will compile a Working Timetable as set out in the 'Track allocation protocol arrangement between CIE EFB and the Iarnród Éireann Infrastructure Manager regarding track capacity allocation on the Iarnród Éireann railway network, January 2016'. (See Annex 1).

The EFB shall consult with interested parties on the draft Working Timetable and allow a one month period for the IM to assess the RUs capacity applications and for the resolution of capacity issues. The draft Working Timetable shall take account of the capacity requested provided that the requested train paths enable railway traffic to be operated in accordance with technical and safety regulations.

The EFB may in order to improve capacity, offer applicants capacity that does not essentially differ from the capacity they have requested. Iarnród Éireann may designate specific infrastructure for use by specific types of transport. Such designation shall not prevent the use of such infrastructure by other types of traffic when capacity is available and when rolling stock conforms to the technical characteristics necessary.

The EFB may reserve infrastructure capacity within the timetable to enable it to respond to foreseeable ad hoc requests for individual train paths.

4.4.1 Co-ordination Process

The EFB shall take account of the views of interested parties and shall ensure that capacity is allocated based on (a) the draft timetable (b) on a fair and non-discriminatory manner and (c) subject to S. I. 249 of 2015.

Infrastructure may only be allocated to a suitably qualified and licensed railway undertaking. The EFB shall as far as possible meet all requests for capacity including requests for train paths crossing more than one network. Subject to Regulation 20 paragraph 4 of S.I. 249 of 2015, the EFB may not refuse an application for a particular train path if there is no other application for all or part of the path.

-
- If more than one application is received for all or part of a particular train path the EFB will endeavour, by suggesting suitable amendments, to reach agreement among the applicants which would enable some or all of the applications to be granted. If it is not possible to reach agreement with all the applicants, even though the applicants have not unreasonably refused to agree to a modification to their applications, the EFB shall allocate the path to the applicants on a non-discriminatory basis based on the priority allocation protocol set out in the 'Track allocation protocol arrangement between CIE EFB and the Iarnród Éireann Infrastructure Manager regarding track capacity allocation on the Iarnród Éireann railway network, January 2016'. (See Annex 1).

The EFB may refuse any application if, in its opinion, the applicant has unreasonably refused to agree to modification to its application.

The EFB's decision concerning an application (including in the case of a refusal, the reason or reasons for a refusal) will be communicated in writing to the applicant. If the application is refused on the grounds of insufficient capacity the written notice shall also include the following information:

- That the applicant is entitled to request the EFB to reconsider the application at the next timetable adjustment
- The date when these adjustments would be considered and;
- The time allowed and the procedure for the request.

4.4.2 Dispute Resolution Process

As per the regulations (30 of S.I. 249 of 2015) a Railway Undertaking that is aggrieved by a decision of the EFB on the allocation of infrastructure capacity or infrastructure charges may appeal against that decision to the CRR by delivering a written notice of appeal no later than 21 days after the applicant is notified of the decision being appealed.

4.4.3 Congested Infrastructure: Definition, Priority Criteria and Process

If it is impossible to adequately satisfy requests for infrastructure capacity after the co-ordination process the EFB will declare that part of the network a "congested area". This is an area of the rail network for which the demand for capacity cannot be fully satisfied during certain periods, even after co-ordination of all the requests for capacity. The EFB may also designate an element of infrastructure as congested if it is evident that it will become congested during the timetable period. Even in congested areas the EFB can reserve capacity in the working timetable to respond to foreseeable ad hoc requests.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

To guarantee levels of quality, safety, reliability of the infrastructure, the IM needs to reserve part of its available capacity for periodic maintenance and enhancements work by time period, section and line. Applicants may make conditional requests for paths at these times.

The Access Contract sets out the process for agreeing disruptive possessions and associated financial compensation which may apply.

4.6 Non Usage Rules / Cancellation Rules

The EFB reserves the right to cancel timetable paths when their use falls below the 25 percent threshold quota in a given month unless this was caused by non-economic reasons outside the alleged and proven control of the Railway Undertaking. Railway Undertakings will be bound by the charges set out in Section 6.

4.7 Exceptional Transport and Dangerous Goods

Path requests for this type of transport must be made with at least 30 days notice because of the need to assess and resolve any incompatibilities with Iarnród Éireann.

4.8 Special Measures to be taken in the event of Disturbance.

In the case of disturbances to rail traffic due to accidents or technical faults the IM will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies or technical failures, that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the repair period. The Performance Scheme set out in Section 6.4 will be utilised to attribute the cause of the disruption to the relevant party.

4.9 Contact details.

Essential Functions Body.
CIE Group Solicitor
Bridgewater House
Islandbridge
Dublin 8
Ph: +353 1 703 1500

Director IM,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore,
Dublin 8.
Ph: +353 1 707 3849

Commission for Railway Regulation.
Trident House
Blackrock
Co. Dublin
Ph: +353 1 2068153

5 SERVICES

5.1 Introduction

Railway Undertakings will be entitled to the minimum access package and track access to service facilities and supply of services as described in Schedule 2 S.I. 249 of 2015.

5.2 Minimum Access Package

The minimum track access package will comprise:

- handling of requests for infrastructure capacity
- the right to utilise capacity which is granted
- use of running track points and junctions
- train control including signalling, regulation, dispatching and the communication and provision of information on train movement
- all other information required to implement or operate the service for which capacity has been granted.

5.3 Track access to service facilities and supply of services

Track access to services facilities and supply of services shall comprise, where available:

5.3.1 Use of electrical supply equipment for traction current, where available;

Any applicant may utilise the electrical supply equipment for traction current via the Track Access Contract and the cost of which is included within the Minimum Access Package Tariff.

Information as to which parts of the network are electrified is set out within Section 3.

5.3.2 Refuelling facilities;

As Infrastructure Manager, Iarnród Éireann does not offer any refuelling facilities. Any applicant wishing to use fuelling facilities would need to reach an agreement with the operator(s) of such facilities.

The operator of the Refuelling Facilities is the Railway Undertaking division of Iarnród Éireann.

5.3.3 Passenger stations, their buildings and other facilities;

Apart from platforms the IM does not manage passenger stations, their buildings or facilities. Any applicant wishing to use the passenger stations and facilities would need to reach agreement with the operator(s) of such facilities.

The operator of the passenger stations is the Railway Undertaking division of Iarnród Éireann.

5.3.4 Freight terminals;

Any applicant wishing to use the Freight Terminals facilities would need to reach agreement with the operator(s) of such facilities.

The operator of the Freight Terminals is the Railway Undertaking division of Iarnród Éireann.

Information as to the location of available Freight Terminals is set out within Section 3.

5.3.5 Marshalling yards;

Any applicant may utilise the available Marshalling Yards via the Track Access Contract and the cost of which is included within the Minimum Access Package Tariff.

Information as to location of available Marshalling Yards is set out within Section 3.

5.3.6 Train formation facilities;

Any applicant may utilise the available Train Formation facilities via the Track Access Contract and the cost of which is included within the Minimum Access Package Tariff.

Information as to location of available Train formation facilities is set out within Section 3.

5.3.7 Storage sidings;

Any applicant may utilise the available Storage sidings via the Track Access Contract and the cost of which is included within the Minimum Access Package Tariff.

Information as to location of available Storage sidings is set out in section 3.

5.3.8 Maintenance and other technical facilities

As Infrastructure Manager, Iarnród Éireann does not offer any train maintenance and other technical facilities. Any applicant wishing to use such facilities would need to reach an agreement with the operator(s) of such facilities.

The operator of train maintenance and other technical facilities is the Railway Undertaking division of Iarnród Éireann.

5.4 Additional Services

5.4.1 Traction Current

A specific charge will be imposed for the usage of electricity supply.

5.4.2 Supply of Fuel

Facilities for refuelling are operated by the Railway Undertaking division of Iarnród Éireann. Enquiries regarding the use of these facilities should be made directly to:

Director, RU
Iarnród Éireann,
Connolly Station,
Dublin 1.

5.4.3 Services for Trains (preheating, water supply, toilet waste handling etc.)

Service facilities for trains are operated by the Railway Undertaking division of Iarnród Éireann. Enquiries regarding the use of these facilities should be made directly to:

Director, RU
Iarnród Éireann,
Connolly Station,
Dublin 1.

5.4.4 Shunting and other services

Shunting and other services are operated by the Railway Undertaking division of Iarnród Éireann. Enquiries regarding the use of these facilities should be made directly to:

Director, RU
Iarnród Éireann,
Connolly Station,
Dublin 1.

5.4.5 Services for exceptional transports and dangerous goods

Path requests for this type of transport must be made with at least 30 days notice because of the need to assess and resolve any incompatibilities with Iarnród Éireann. The cost associated with processing these applications is included within the minimum access package tariff.

5.4.6 Other Additional Services

There are no other additional services to comment on at this particular time.

5.5 Ancillary Services

5.5.1 Access to Telecommunications Network

As Infrastructure Manager, Iarnród Éireann does not offer access to its telecommunications network other than what is required in connection with train operations.

5.5.2 Provision of Supplementary Information

Any prospective new operator who requires information in addition to that provided within the Minimum Access Package is requested to contact:

Director IM,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore,
Dublin 8.

5.5.3 Technical Inspection of Rolling Stock

As Infrastructure Manager, Iarnród Éireann does not provide technical inspection of rolling stock.

The operator of the Maintenance and other technical facilities is the Railway Undertaking division of Iarnród Éireann. Enquires in the availability of the service of Technical Inspection of Rolling Stock can be made to:

Director, RU
Iarnród Éireann,
Connolly Station,
Dublin 1.

5.5.4 Other Ancillary Services

Directive 2001/14 also lists a number of ancillary services which may be provided. Iarnród Éireann is not obliged to supply such services and its capability to supply them is limited. However, Iarnród Éireann will consider, without commitment, any specific requests made for them.

6 CHARGES

6.1 Charging Principles

The charges for the use of the infrastructure are governed by Regulation 25 of S. I. 249 of 2015. The charging system is based on the maintenance and renewals expenditure on the railway infrastructure.

Under regulation 13.3 of S.I. 249 of 2015 a reservation charge is required as part of the capacity application process, payable by a Railway Undertaking as a bond of 5%, or other equivalent arrangement, of the total cost of providing the service for which the allocation is required along with an application fee of €750.

6.1.1 Minimum Access Package

The Minimum Access Package tariff covers the right of access, the right to make train path reservations and the right to run trains on the railway infrastructure, including all services listed in Section 5.2.

6.1.2 Track access to facilities referred to in 5.3

The Minimum Access Package tariff covers track access to facilities referred to in Section 5.3

6.1.3 Services referred to in 5.3

These services, where provided by the IM, are included in the Minimum Access Package tariff.

6.1.4 Additional Services

6.1.4.1 Traction Current

A specific charge will be imposed for the usage of electricity supply.

6.1.4.2 Services for exceptional transports and dangerous goods

The capacity application process associated with exceptional transports and dangerous goods is covered as part of the Minimum Access Package charge.

6.1.5 Ancillary services

To be agreed between the parties following agreement on the scope of the service to be supplied.

6.2 Charging System

The tariff applied to services operating on the network is based on the following principles:-

Variable Usage Track infrastructure Charge:

Covers the infrastructure manager's operating, maintenance and renewal costs that vary with traffic. In economic terms it represents the short run incremental costs. The variable usage charge is paid by all railway undertakings that use the Irish rail network. There will be a single common charge rate throughout the entire Irish Rail network.

Variable Usage Traction Power Charge:

Covers the infrastructure manager's operating, maintenance and renewal OHLE costs that vary with traffic. In economic terms it represents the short run incremental costs. The variable usage charge is paid by all railway undertakings that use the OHLE system.

Fixed track access charge:

The fixed access charge recovers the infrastructure manager's residual funding requirement as a mark-up applied after estimating the income from all the variable track access charges, station access charges, infrastructure manager multi annual contract grants and other incomes. It is only paid by franchised passenger railway undertakings on an operator-specific ability to pay basis.

Freight Only Line charge:

This includes a variable usage track infrastructure charge along with a fixed track access charge on an operator-specific ability to pay basis. The fixed track access charge component will not be applicable until post 2019.

6.3 Tariffs

6.3.1 Minimum Access Package

The tariffs for essential services cover the right of access, the right to make train path reservations and the right to run trains on the railway infrastructure, including all services listed in Section 5.2.

The variable usage track infrastructure charge applied to services operating on the network is on a rate of €0.0076 per gross tonne kilometre. The amount payable for each rail journey is calculated by multiplying the gross tonne kilometres operated by €0.0076.

The variable usage traction power charge for use of traction power on the DART network is €0.001 per gross tonne kilometre.

6.3.2 Track access to facilities referred to in 5.3

The Minimum Access Package tariff covers track access to facilities referred to in Section 5.3

6.3.3 Services referred to in 5.3

The Minimum Access Package tariff covers track access to facilities referred to in Section 5.3

6.3.4 Additional Services

6.3.4.1 Traction Current

A specific charge will be imposed for the usage of electricity supply.

6.3.4.2 Services for exceptional transports and dangerous goods

The capacity application process associated with exceptional transports and dangerous goods is covered as part of the Minimum Access Package charge.

6.3.5 Ancillary services

To be agreed between the parties following agreement on the scope of the service to be supplied.

6.4 Performance Scheme

The performance scheme seeks to “*encourage railway undertakings and Iarnród Éireann infrastructure manager to minimise disruption and improve the performance of the railway network.*” (Article 25(10), S.I. No. 249 of 2015).

The performance regime will be based on a monitoring and recording system whereby delays and performance affecting failures will be monitored and causation allocated to the relevant parties. The system will be transparent and an appeal process will be available to railway undertakings.

Incidents of delay will be assessed on a case by case basis for the duration of the Access Agreement. The thresholds for recording of delays are as follows:

- Passenger services which arrive at destination 5 or more minutes late.
- Freight services which arrive at destination 30 or more minutes late.

The operation of the performance regime will be based upon the following principles:

- All recorded minutes, excluding force majeure causes, will be attributed to either the Infrastructure Manager or Railway Undertakings on a daily basis.
- All recorded minutes attributed to the infrastructure manager or railway undertakings will be assigned a financial value by service group, based upon the Marginal Revenue Effect (MRE) formulae.
- The net financial impact of the performance regime between the infrastructure manager and railway undertakings will be invoiced on a period basis, subject to adjustment for any delay minute allowances agreed between both parties in a track access agreement.

6.5 Changes to charges

The variable usage track infrastructure charge and the variable usage traction power charge set out in section 6.3.1 shall cover the three year period 2017 – 2019 inclusive. These charges will be indexed to the Consumer Price Index (CPI).

6.6 Billing Arrangements

Iarnród Éireann’s Infrastructure Manager financial system operates on a 13 x 4 week period basis. Railway Undertakings will be invoiced on a period basis in arrears. Invoices shall be paid within 30 days of the invoice date.

The invoice shall contain a statement of amount payable and shall contain such detail as shall be necessary or expedient so as to enable the person to whom it is given to understand, check it and arrange payment.

All payments shall be made entirely in Euro and shall be made by electronic funds transfer (“EFT”).

Annex 1

TRACK ALLOCATION PROTOCOL ARRANGEMENT

between

CIE EFB

and

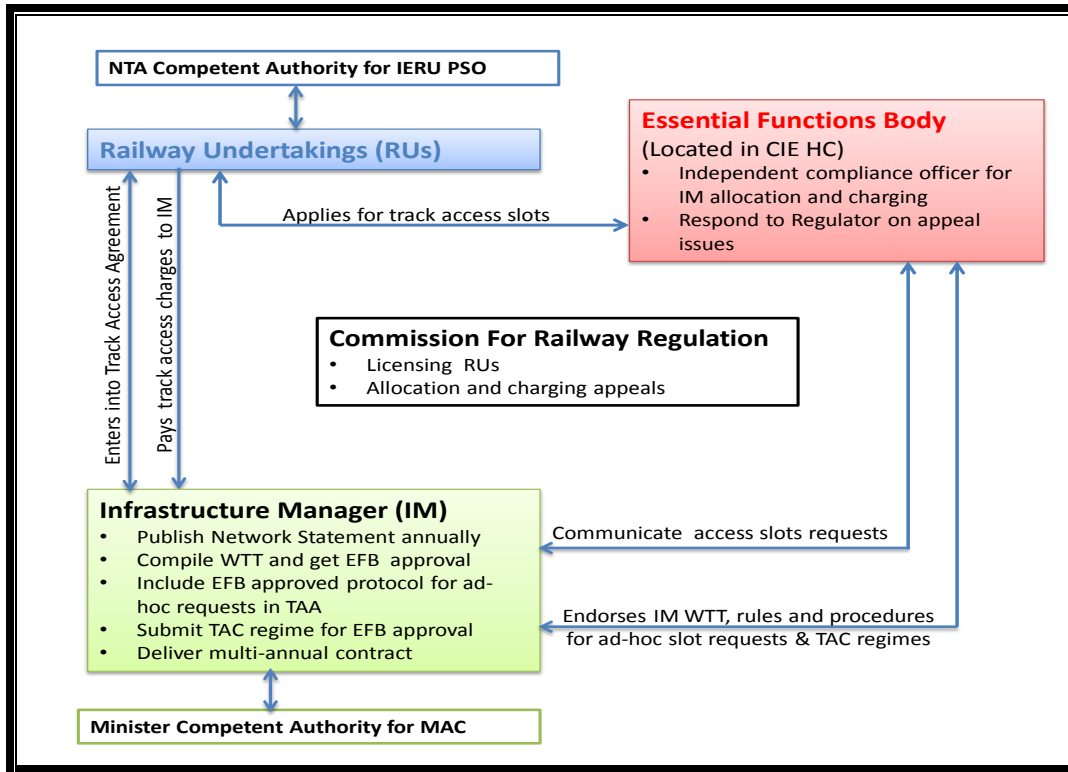
Iarnród Éireann Infrastructure Manager

**Regarding
track capacity allocation
on the Iarnród Éireann railway network.**

January 2016

Agreed Model for Compliance.

The legal framework regarding track capacity allocation for the Iarnród Éireann network is governed by S.I. No. 249 of 2015. The model for compliance agreed between Iarnród Éireann, CIE, the Commission for Railway Regulation and the Department of Transport, Tourism and Sport is as set out below.



Track Allocation Protocol.

The track allocation protocol, arranged between the CIE Essential Functions Body (EFB) and the Iarnród Éireann Infrastructure Manager (IM) is set out in this document. It includes the procedures that will be followed by both parties to ensure fair and equitable access to the Iarnród Éireann network for all Railway Undertakings (RUs).

In summary:

- RUs apply to the EFB for train paths to be included in the Working Timetable (WTT) and for permanent amendments to these required within the WTT period. The EFB may request the IM to prepare a draft WTT, or amendments to it, for his approval in line with the protocol set out in Section A.
- RUs apply directly to the IM in respect of ad-hoc train operator variation requests within the WTT period. The IM will deal with these ad-hoc requests on behalf of the EFB in line with the protocol set out in Section B.

IM possessions for engineering works are outside the scope of this protocol as they are provided for within the annual Track Access Agreements (TAA) between the IM and the various RUs in line with Regulation 21 of S.I. No. 249 of 2015.

A. Working Timetable train paths.

Definition.

“Working Timetable (WTT)” means the data defining all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force.

Framework.

In accordance with Schedule 5 of S.I. No. 249 of 2015 the Iarnród Éireann working timetable shall be established once per calendar year. The timeframe for the preparation of the WTT is set out in the Iarnród Éireann Network Statement.

Request Rules.

Development of the WTT.

The procedure to be followed by RUs, the IM and the EFB in the development of the WTT will be as follows:-

- RUs shall apply to the EFB for train paths covering the period of the forthcoming WTT in accordance with Regulation 13 of S.I. No. 249 of 2015 and within the specified timeframe for the preparation of the WTT set out in the Network Statement.
- The EFB will request the IM to develop a WTT for its approval in accordance with the agreed priority allocation rules set out below.

The working timetable shall take account of the capacity requested for all scheduled train movements, provided that the requested train paths enable railway traffic to be operated in accordance with technical and safety regulations. The EFB will consult the Infrastructure Manager to ensure safety validation.

In addition:-

- The EFB may reserve infrastructure capacity to enable the IM to respond rapidly to foreseeable ad-hoc variation requests for individual train paths.
- The EFB shall ensure that all requests for infrastructure capacity to enable maintenance of the infrastructure to be carried out shall be considered during the scheduling process.

Individual variations of a permanent nature.

Should an RU wish to seek a permanent variation to the WTT within the period of the timetable the application must be submitted to the EFB a minimum of 20 working days in advance of the requested WTT amendment. The procedure to be adopted will be as follows:-

- The IM shall issue its recommendation (accept, reject, amend) to the EFB for its consideration and approval within 5 working days of receiving the request.

Priority Allocation Protocol.

If more than one application is received for all or part of a particular train path the Infrastructure Manager, on behalf of the EFB, will endeavour, by suggesting suitable amendments, to reach agreement among the applicants which would enable some or all of the applications to be granted. If it is not possible to reach agreement with all the applicants, even though the applicants haven't unreasonably refused to agree to a modification to their applications, the IM shall allocate the paths to the applicants on a non-discriminatory basis based on the decision criteria set out below.

The decision criteria in order of priority arranged between the EFB and the IM for the allocation of train paths between RUs include the following:-

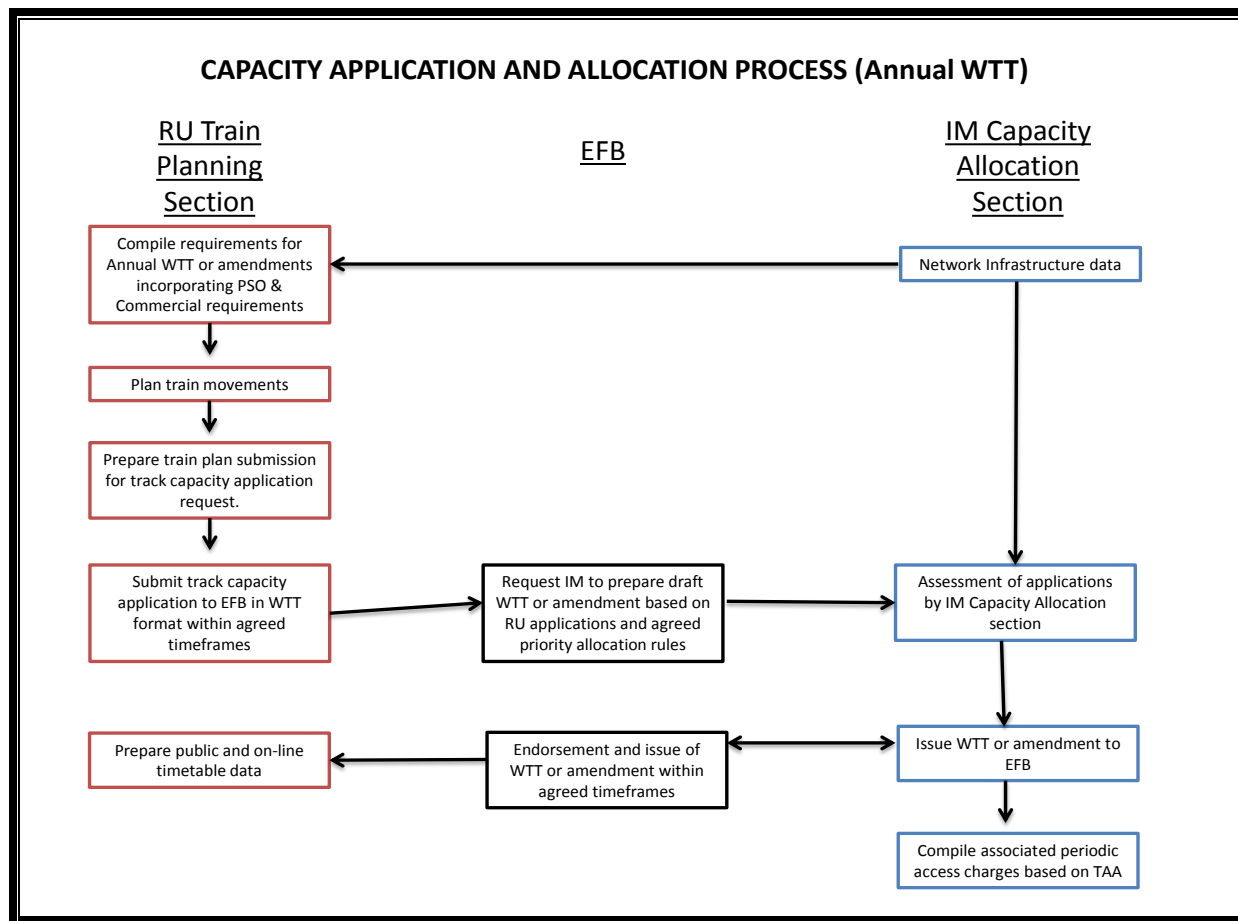
1. Compliance with the requirements set out in Sections 2.2.1 and 4 of the Iarnród Éireann Network Statement including:-
 - The Railway Undertaking shall have an operating licence.
 - The licence holder shall have a safety certificate in accordance with the Railway Safety Act 2005.

- The licence holder shall have an access contract with the Infrastructure Manager.
 - Capacity allocation to any Railway Undertaking is non-transferable and non-tradable.
2. Severity of impact on services covered by public service contract.
 3. Severity of impact on other services already included in the WTT.
 4. Severity of impacts on planned engineering works.
 5. Fit with the priority ranking for path allocations as set out below.
 - a. Train movements associated with public service contract agreement,
 - b. Freight services,
 - c. Engineering trains
 - d. Other passenger services

Should conflicts persist within any of the categories a further evaluation will be undertaken based on the following priorities:

1. the overall economic value and benefit to society, and
2. chronological order in which requests were received.

Summary of Process.



RUs must submit track capacity applications to the EFB in WTT format within the agreed timeframes. RUs may choose to co-operate with each other during the track capacity allocation process for their mutual benefits and may choose to submit a combined agreed application to the EFB, subject to the requirements of competition law.

An applicant who is aggrieved by a decision of the EFB may appeal against that decision to the Regulator not later than 21 days after the date that the applicant is notified of the decision being appealed.

B. Train Operator Ad-hoc Variation Requests.

Definition.

After a new working timetable (WTT) is published RUs may wish to obtain additional train paths or amend any of their train paths already included. These changes are called train operator ad-hoc variations requests. Applicants may request such ad-hoc variations outside the capacity of the prescribed WTT period and may include the following:-

- An additional train slot on one or more occasions,
- Amending the details of one or more slots, and
- Removing one or more train slots.

Framework.

The process for dealing with train operator ad-hoc variation requests is set out below. The process is designed to ensure that all current and potential RUs, including operators of heritage railway vehicles, are dealt with in a fair and non-discriminatory manner when requesting train operator ad-hoc variations in line with Regulation 22 of S.I. No. 249 of 2015.

These requests will be dealt with by the IM, acting for the EFB, in line with the rules and procedures set out in this protocol.

Where a train operator ad-hoc variation request is received on any day which is not a working day or after 12.00 hours on a working day, the request is deemed to have been received on the next working day thereafter. The day of request receipt is regarded as day 1 and each working day following this adds a day onto the description.

Ad-hoc Request Rules.

All train operator ad-hoc variations requests must be accompanied by the Train Operator Variation Application Request Form set out in Schedule 1 and must be submitted to the IM in line with the timeframes set out below.

'White space' is defined as the time of day during which no train movements have been scheduled in the WTT before the commencement of the daily timetabled services.

Ad-hoc 'non-white' space variations

- Should an RU wish to run an additional ad-hoc service not provided for in the WTT period that could be reasonably foreseen in advance (e.g. match special or concert) the request must be submitted to the IM a minimum of 10 working days in advance of the requested train paths.
 - The IM shall issue its decision within 5 working days of receiving the request.
- In circumstances where the RU could not have reasonably foreseen the requirement for an additional train path the RU must submit the formal request for the additional path to the IM as soon as is reasonably possible for consideration.
 - The IM will deal with these variations through the train planning process down to 24 hours notice.
 - Variations within the last 24 hours operations are handled by operational controls.

Ad-hoc 'white' space variations and other variations requiring non-standard IM management processes.

- Should the RU wish to have an ad-hoc train operator variation during the 'white space' (e.g. late night Christmas DART service) the RU must make a formal request direct to the IM for the additional path(s) a minimum of 60 working days in advance.
 - The IM will issue its decision within 5 working days of the request.
- Under exceptional circumstances where additional paths are required at short notice:-
 - within the 'white space' (e.g. additional concert late night service) or
 - paths requiring non-standard IM management processes

the RU must submit the application to the IM as soon as is reasonably possible.

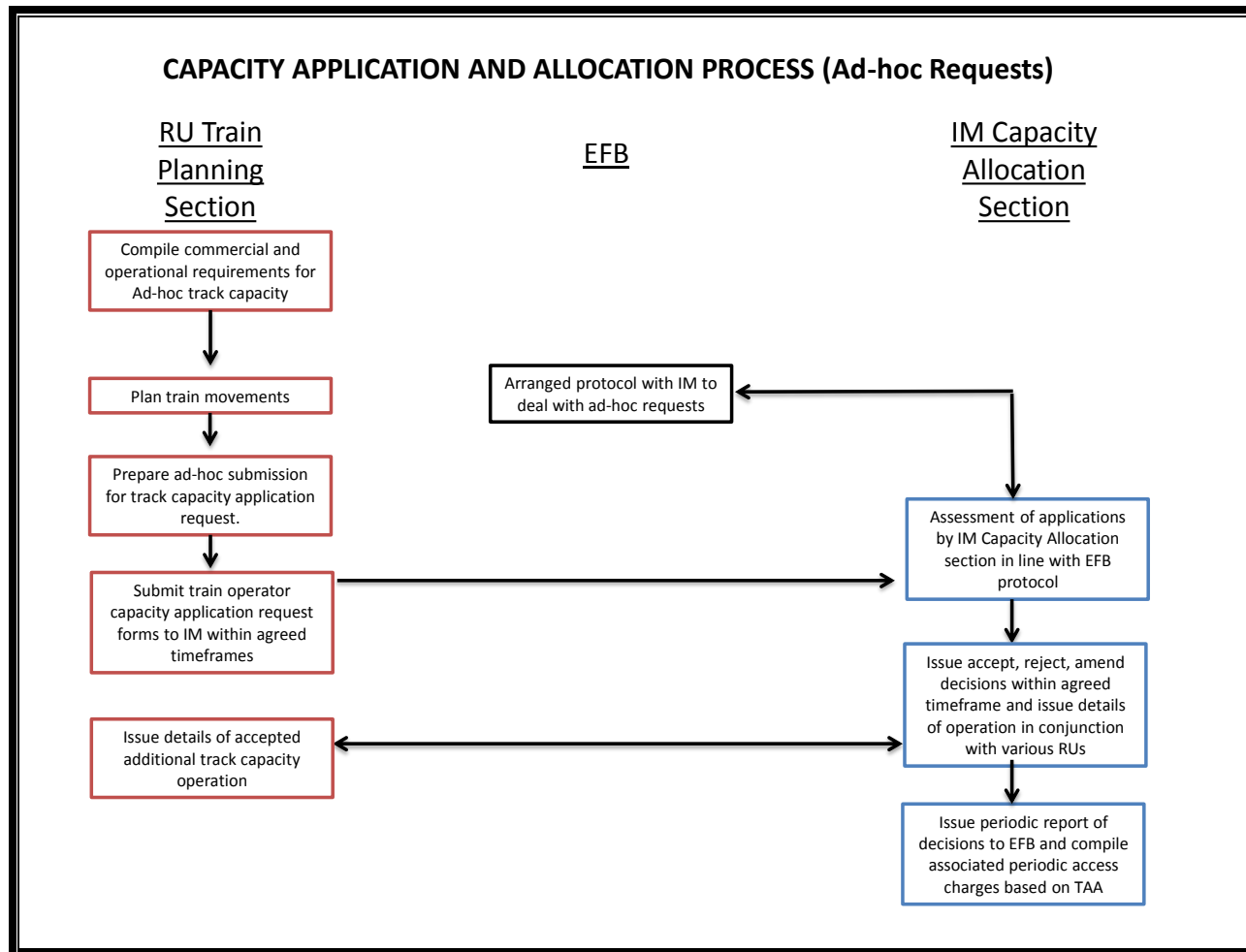
- The IM will deal with these variations through the train planning process down to 24 hour notice.
- Variations within the last 24 hours operations are handled by operational controls.

Priority Allocation Protocol.

Based on this decision protocol arranged with the EFB the IM shall have the power to accept, reject or modify the request for a train operator variation subject to the decision criteria set out in Section A above.

Where an RU is dissatisfied with a decision of the IM in response to an ad-hoc train operator variation request it may appeal the decision to the EFB provided that it submits its appeal as soon as reasonably practicable and in any event no later than five working days after it is notified of the decision. An applicant who is aggrieved by a decision of the EFB may appeal against that decision to the Regulator not later than 21 days after the date that the applicant is notified of the decision being appealed.

Summary of Process.



In all cases the IM shall inform the EFB of the request for a train operator variation, its decision and the reason for it. This will be done by way of a periodic report.

Schedule 1: Variation Application Request Form



1)	Railway Undertaking Name:		2)	Date of Application Request:								
3)	Train Type (Passenger/Freight):		4)	Maximum Permitted Speed:		MPH						
5)	Time / Days / Period of Operation Requested:											
6)	Train Length Total in Meters - (Including Loco):					Meters						
7)	Number of Vehicles in Consist (Excluding Loco) and Vehicle Class / Type:											
8)	Train Gross Tonnage (Total Including Loco):											
		Loco	1	2	3	4	5	6	7	8	9	10
9)	Individual Vehicle Weights (T):											
	Individual Vehicle Length (m):											
10)	Rolling Stock Brake Type:											
11)	Method of Train Operation - (DOO / Guard):											
12)	Method of Communication from Driving Unit with Signaller:											
13)	Are there any specific instructions required for the movement OR on-route activity? (Y/N). If 'YES' please provide details in section 18:											
14)	Are vehicles listed on the RSC National Vehicle Register? (Y/N):											
15)	Has the Rolling Stock been cleared to operate over the route requested? (Y/N). If 'NO' route clearance will be required:											
16)	Please confirm that you have an approved RU License issued by the Licensing Authority in accordance with SI 249 of 2015:					YES / NO	License valid until date:					

17) Proposed Path: (or attach Operating Notice proposal):

Origin:		Destination:		Distance in Kilometres:	
Stop (Passenger) or Handling Point (Freight)	Time Arrive	Time Depart	Observations	Distance in Kilometres	

18) Other Information / Details Relating to Operation:

19) Additional Freight Specific Information Requirements: Please describe type of goods to be transported:

20) Do you plan to Transport Dangerous Goods? (Y/N): If 'YES' please provide full details below:

Please Note:

In addition to completed Path Allocation Request Form, 'bulk' capacity requests must be presented in softcopy, compatible with 'RailSys'. Single capacity requests or requests to operate a service on a particular day do not require a softcopy, completed application will suffice.

21) Name of RU requesting Officer:

RU Position Held:

For Capacity Allocation Officer Use:

22) Name of IM Officer:

IM Position Held:

Date:

Request Decision:

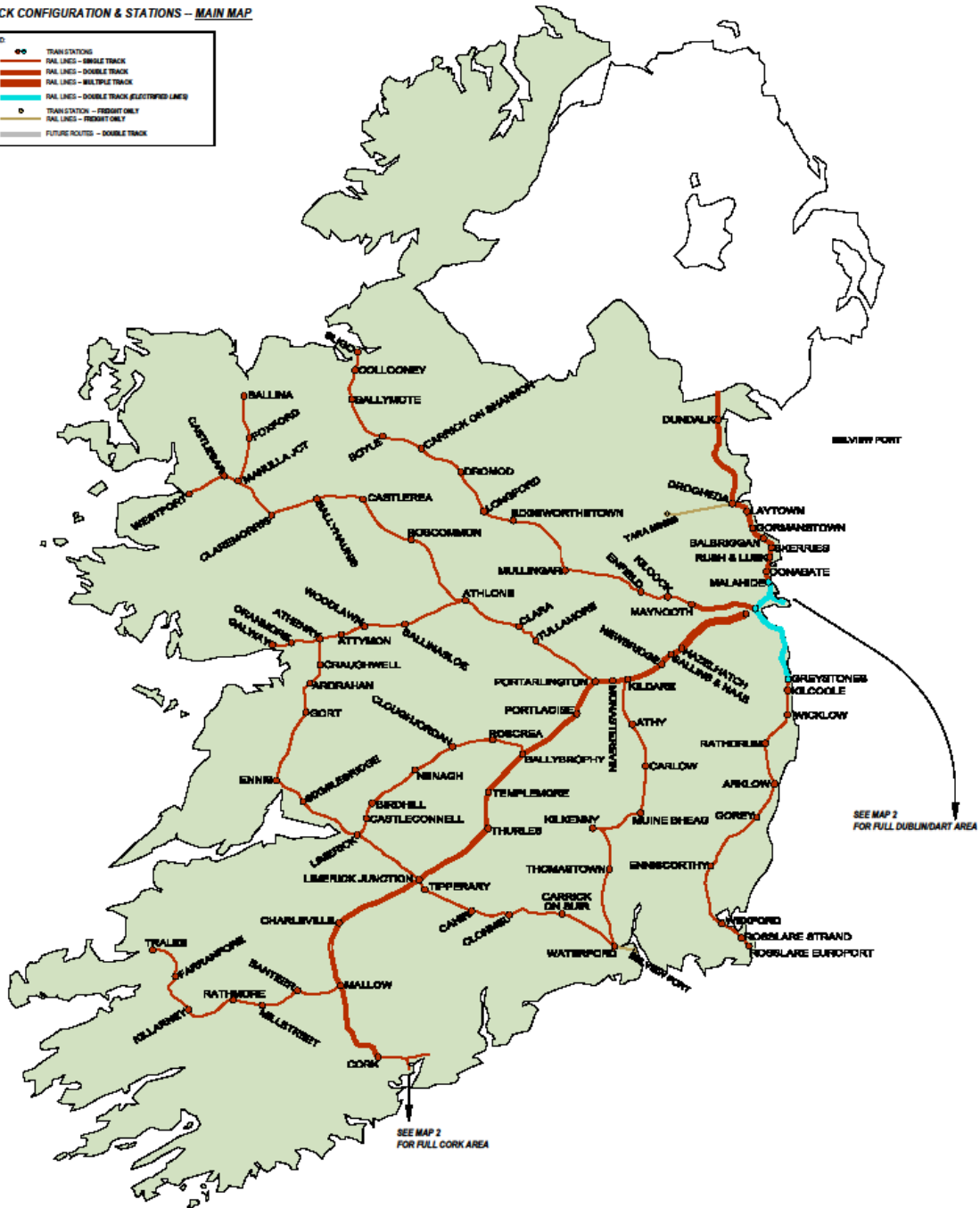
Reference Number:

Form IEIM VARF v6

Appendix 1

TRACK CONFIGURATION & STATIONS – MAIN MAP

LEGEND	
	TRAIN STATIONS
	RAIL LINES – SINGLE TRACK
	RAIL LINES – DOUBLE TRACK
	RAIL LINES – MULTIPLE TRACK
	RAIL LINES – DOUBLE TRACK (ELECTRIFIED LINES)
	TRAIN STATION – FREIGHT ONLY
	RAIL LINES – FREIGHT ONLY
	FUTURE ROUTES – DOUBLE TRACK



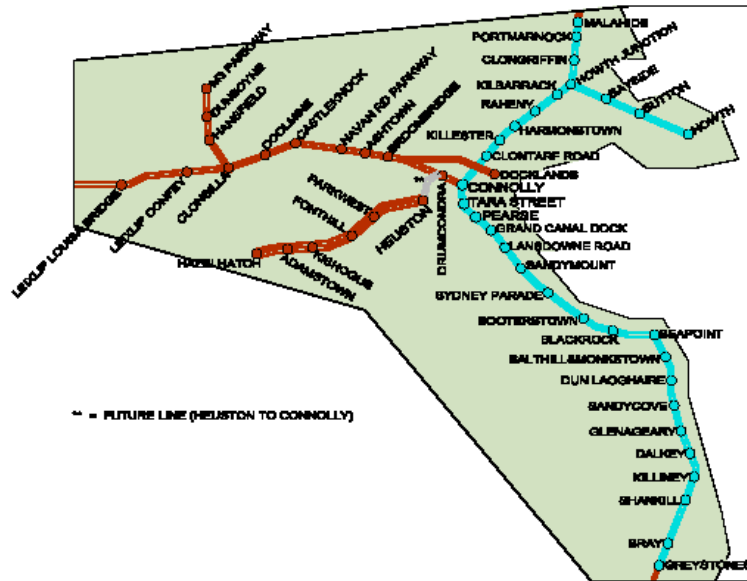
Prepared By: Buildings & Facilities
Drawn By: Graeme Branagan (11-06-2016)

Appendix 1

TRACK CONFIGURATION & STATIONS – MAP 2

LEGEND:	
	TRAIN STATIONS
	RAIL LINES – SINGLE TRACK
	RAIL LINES – DOUBLE TRACK
	RAIL LINES – MULTIPLE TRACK
	RAIL LINES – DOUBLE TRACK (ELECTRIFIED LINES)
	TRAIN STATION – FREIGHT ONLY
	RAIL LINES – FREIGHT ONLY
	FUTURE ROUTES – DOUBLE TRACK

DUBLIN/DART AREA

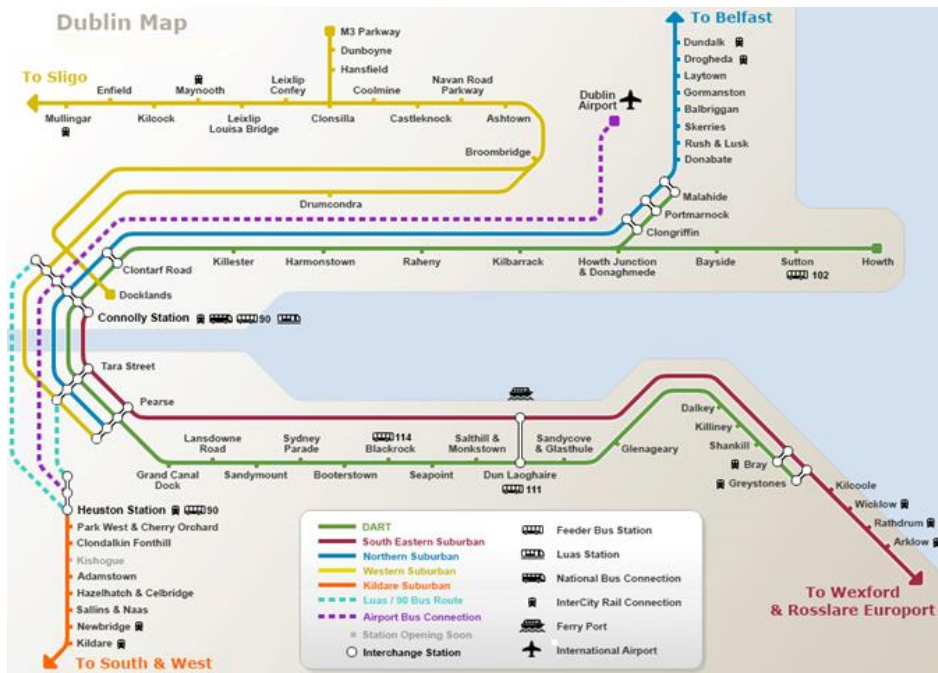


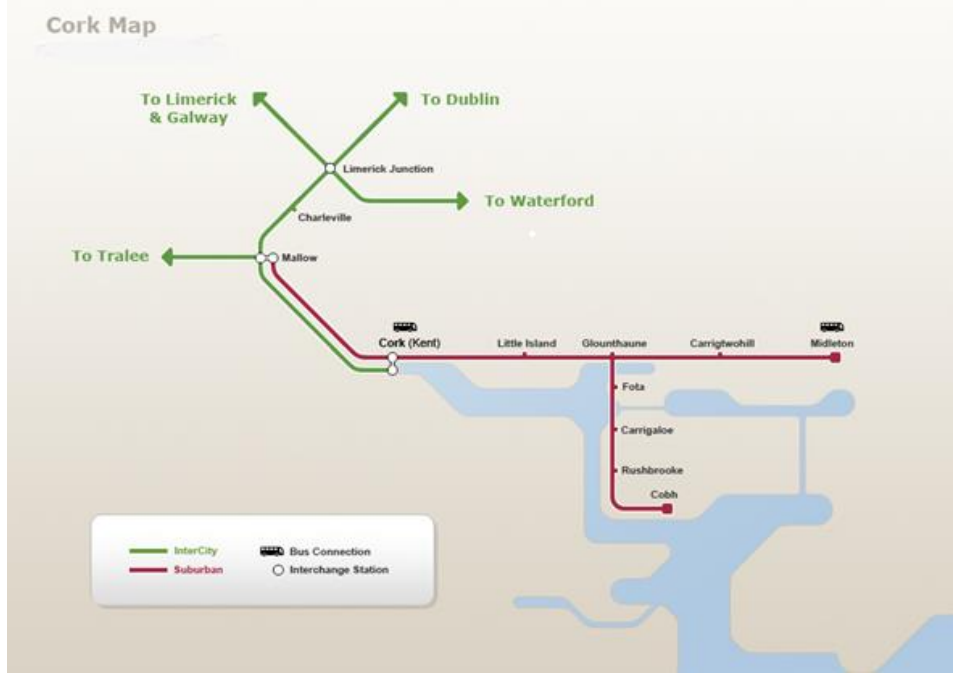
CORK AREA



Prepared By: Buildings & Facilities
Drawn By: Graeme Branagan (11-05-2016)

Appendix 1A InterCity Network / Greater Dublin Area Network / Cork Suburban Area Network





Appendix 1B: Passenger Stations - Platform Lengths

(Measured Top of Ramp to Top of Ramp. Usable lengths may vary according to signal location or local infrastructure. Please contact Infrastructure Manager regarding usable length for specific locations.)

Line (Functional Location)	Station	Platform Number	Platform Length		
			Metres	Feet	
Dublin Cork (Heuston - Cork) (GSRW) (Heuston - Cork)	Heuston	1	90.5	297	
		2	243.2	798	
		3	235.9	774	
		4	235.0	771	
		5	235.0	771	
		6	240.5	789	
		7	238.7	783	
		8	238.7	783	
		10	197.5	648	
		(remote from station on GSRW - out of use)			
	Parkwest and Cherry Orchard	1 (Dn Fast)	171.9	564	
		2 (Dn Slow)	171.9	564	
		3 (Up Slow)	171.9	564	
		4 (Up Fast)	171.9	564	
	(not in use)				
	Clondalkin / Fonthill	4 (Dn Fast)	182.0	597	
		1 (Dn Slow)	175.6	576	
		2 (Up Slow)	175.6	576	
		3 (Up Fast)	182.9	600	
	(not in use)				
	Adamstown	1 (Dn Fast)	175.6	576	
		2 (Dn Slow)	174.7	573	
		3 (Bay)	187.5	615	
		4 (Up Slow)	192.0	630	
		5 (Up Fast)	173.7	570	
	(not in use)				
	Hazelhatch and Celbridge	1 (Dn Fast)	224.0	735	
		2 (Dn Slow)	175.6	576	
		3 (Bay)	181.1	594	
		4 (Up Slow)	210.3	690	
		5 (Up Fast)	224.9	738	
	Sallins and Naas	1 (Dn)	175.6	576	
2 (Up)		173.7	570		
Newbridge	1 (Dn)	269.7	885		
	2 (Up)	216.7	711		
	3 (Bay)	182.9	600		
Kildare	1 (Dn)	253.3	831		
	2 (Up)	247.8	813		
Monasterevin	1 (Dn)	214.9	705		

		2 (Up)	215.8	708
	Portarlinton	1 (Up)	220.4	723
		2 (Dn)	215.8	708
	Portlaoise	1 (Up)	248.7	816
		2 (Dn)	238.7	783
		3 (Bay)	98.8	324
	Ballybrophy	1 (Up)	183.8	603
		2 (Dn)	182.9	600
		3 (Nenagh Bay)	107.0	351
		4 (Loop)	182.0	597
	Templemore	1 (Up)	218.5	717
		2 (Dn)	218.5	717
	Thurles	1 (Up)	226.8	744
		2 (Dn)	246.9	810
		3 (Bay)	122.5	402
	Limerick Junction	1 (Dn/Up)	350.2	1149
		2 (Bay)	276.1	906
		<i>(note: can also be worked as two separate 90 metre platforms)</i>		
	Charleville	Dn	214.9	705
		Up	215.8	708
		Loop	214.9	705
	Mallow	Dn	224.9	738
		Up	224.0	735
		Loop	223.1	732
	Cork	1 (Up)	214.9	705
		2 (Dn)	221.3	726
		see also Cork-Cobh		
Cherryville Junction - Waterford (Carlow Branch)	Athy	1 (Up)	171.9	564
		2 (Dn - loop)	173.7	570
	Carlow	1 (Up)	215.8	708
		2 (Dn)	171.9	564
	Muine Bheag	1 (Up)	173.7	570
		2 (Dn)	175.6	576
(Kilkenny to Waterford)	Kilkenny	1 (Dn)	182.9	600
		2 (Up)	141.7	465
	Thomastown	Up	175.6	576
	Waterford	3 & 4	371.2	1218
			<i>(not in use)</i>	
		5 (Bay)	234.1	768
Portarlinton - Galway (Portarlinton to Athlone)	Tullamore	1 (Up-loop)	200.3	657
		2 (Dn)	196.6	645

(Mullingar to Galway)	Clara	Up	175.6	576
	Athlone	1 (Dn loop)	214.9	705
		2 (Island through)	289.9	951
		3 (Island loop)	289.0	948
	Ballinasloe	Up	176.5	579
		Dn	172.8	567
	Woodlawn	Up	101.5	333
	Attymon	Dn	129.8	426
	Athenry	1 (Dn)	174.7	573
		2 (Up)	174.7	573
	Oranmore	Dn	189.3	621
	Galway	Main	241.4	792
Bay		137.2	450	
Athlone - Westport (Athlone to Westport)	Roscommon	Up	175.6	576
		Dn Loop	171.9	564
	Castlerea	1 (Dn)	93.3	306
		2 (Up)	174.7	573
	Ballyhaunis	Up	174.7	573
		Dn	92.4	303
	Claremorris	2	174.7	573
		3	173.7	570
		1	173.7	570
	Manulla Junction	Main	171.0	561
		Bay	108.8	357
	Castlebar	Up	173.7	570
Westport	Main	160.0	525	
Manulla Junction - Ballina (Manulla Junction to Ballina)	Foxford	Up	94.2	309
	Ballina	Up	107.0	351
Ballybrophy - Limerick (Ballybrophy to Killonan) (Limerick to Waterford)	Roscrea	Up	68.6	225
		Dn	99.7	327
	Cloughjordan	Dn/Up	94.2	309
	Nenagh	Dn/Up	118.0	387
	Birdhill	Dn	73.2	240
	Castleconnell	Dn/Up	99.7	327
	Limerick	1 Dn	156.4	513
		2 Dn	164.6	540
		3 Dn	193.9	636
		4 Up	128.9	423
Limerick - Athenry (Ennis Junction to Athenry)	Sixmilebridge	Up	91.4	300
	Ennis	Dn	190.2	624

		Up	131.7	432	
	Gort	1 (Main)	92.4	303	
		2 (Loop)	92.4	303	
	Ardrahan	---	88.7	291	
	Craughwell	---	67.7	222	
Limerick - Waterford (Limerick to Waterford)	Tipperary	Dn	107.0	351	
	Cahir	Up	101.5	333	
	Clonmel	Up	99.7	327	
		Dn	126.2	414	
	Carrick-on-Suir	Up	134.4	441	
		Dn	93.3	306	
Mallow - Tralee (Mallow to Killarney) (Killarney to Tralee)	Banteer	Up	176.5	579	
		Dn	107.9	354	
	Millstreet	Dn/Up	248.7	816	
	Rathmore	Dn	182.0	597	
		Loop	94.2	309	
	Killarney	2 (Bay)	193.9	636	
		1 (Dn/Up)	305.4	1002	
	Farranfore	Dn	186.5	612	
	Tralee	Up	145.4	477	
		2 (Dn)	321.9	1056	
	1 (Dn)	296.3	972		
	Cork - Cobh (Cork to Cobh)	Cork	1 (Bay)	171.9	564
2 (Bay)			135.3	444	
3 (Bay)			89.6	294	
Little Island		Dn	120.7	396	
		Up	123.4	405	
Glounthaune		Dn	100.6	330	
		Up	141.7	465	
Fota		Dn	100.6	330	
		Up	65.8	216	
Carrigaloe		Dn	122.5	402	
		Up	127.1	417	
Rushbrooke		Dn	108.8	357	
		Up	117.0	384	
Cobh		Dn/Up	172.8	567	
Glounthaune - Midleton (Glounthaune to Youghal)		Carrigtwohill	1 (Up)	90.5	297
			2 (Dn)	90.5	297
	Midleton	1 (Up)	90.5	297	
		2 (Dn)	90.5	297	

Dublin - Sligo (West Rd Jct to Docklands) (GSRW) (Broadstone to Sligo)				
	Docklands	1	203.9	669
		2	203.9	669
	Drumcondra	1 (Up)	177.4	582
		2 (Dn)	180.1	591
	Broombridge	1 (Up)	174.7	573
		2 (Dn)	172.8	567
	Ashtown	1 (Up)	155.4	510
		2 (Dn)	225.9	741
	Navan Road Parkway	1 (Up)	174.7	573
		2 (Dn)	174.7	573
	Castleknock	1 (Up)	171.9	564
		2 (Dn)	173.7	570
	Coolmine	1 (Up)	127.1	417
		2 (Dn)	172.8	567
	Clonsilla	1 (Up)	187.5	615
		2 (Dn)	186.5	612
	Leixlip Confey	1 (Up)	174.7	573
		2 (Dn)	171.9	564
	Leixlip Louisa Bridge	1 (Up)	183.8	603
		2 (Dn)	182.9	600
	Maynooth	1 (Up)	222.2	729
		2 (Dn)	217.6	714
	Kilcock	---	190.2	624
	Enfield	Dn	179.2	588
		Up	155.4	510
	Mullingar	Dn	175.6	576
		Up	217.6	714
		Bay	213.1	699
	Edgeworthstown	Dn	172.8	567
		Up	227.7	747
	Longford	1 (Up)	187.5	615
		2 (Dn)	191.1	627
	Dromod	Up	181.1	594
		Dn	173.7	570
	Carrick-on-Shannon	Dn	174.7	573
	Boyle	1 (Up)	217.6	714
		2 (Dn)	96.0	315
	Ballymote	Up	174.7	573
	Collooney	Dn	173.7	570
	Sligo	Up	193.9	636
		Dn	153.6	504
Clonsilla - M3 Parkway				

Clonsilla to Pace	Hansfield	Up	173.7	570
		Dn	173.7	570
	(not in use)			
	Dunboyne	1 (Up)	172.8	567
		2 (Dn)	172.8	567
	M3 Parkway	1 (Up)	172.8	567
2 (Dn)		172.8	567	
Dublin - Rosslare Europort (Pearse to Connolly)	Tara Street	1 (Up)	171.9	564
		2 (Dn)	170.1	558
(Pearse to Shanganagh)	Pearse	1 (Up)	190.2	624
		2 (Dn)	192.0	630
Grand Canal Dock	1 (loop)	Not yet available for passenger use		
		2 (Up)	182.0	597
		3 (Dn)	178.3	585
Lansdowne Road	1 (Up)	179.2	588	
	2 (Dn)	171.0	561	
Sandymount	1 (Up)	174.7	573	
	2 (Dn)	173.7	570	
Sydney Parade	1 (Up)	187.5	615	
	2 (Dn)	189.3	621	
Boosterstown	1 (Up)	174.7	573	
	2 (Dn)	172.8	567	
Blackrock	1 (Up)	172.8	567	
	2 (Dn)	171.9	564	
Seapoint	1 (Up)	173.7	570	
	2 (Dn)	173.7	570	
Salthill & Monkstown	1 (Up)	178.3	585	
	2 (Dn)	177.4	582	
Dún Laoghaire	1 (Up)	189.3	621	
	2 (Dn)	205.7	675	
	Bay	193.9	636	
Sandycove & Glasthule	1 (Up)	172.8	567	
	2 (Dn)	172.8	567	
Glenageary	1 (Up)	172.8	567	
	2 (Dn)	174.7	573	
Dalkey	1 (Up)	173.7	570	
	2 (Dn)	174.7	573	
Killiney	1 (Up)	174.7	573	
	2 (Dn)	170.1	558	
Shankill	1 (Up)	176.5	579	
	2 (Dn)	173.7	570	
(Shanganagh Junction)	Bray	1 (Up)	272.5	894
		2 (Dn)	176.5	579

(Waterford to Rosslare)		Bay	148.1	486	
	Greystones	1 (Up)	176.5	579	
		2 (Dn)	173.7	570	
	Kilcoole	Up	137.2	450	
	Wicklow	Dn	132.6	435	
		Up (Loop)	137.2	450	
	Rathdrum	1 (Up)	129.8	426	
		Dn	135.3	444	
	Arklow	Dn	138.1	453	
		Up	137.2	450	
	Gorey	Up	136.2	447	
		Dn	153.6	504	
	Enniscorthy	Up	152.7	501	
		Dn	152.7	501	
	Wexford	Up	199.3	654	
Rosslare Strand	Dn	121.6	399		
	Up	124.4	408		
Rosslare Europort	Dn	146.3	480		
Dublin - Border (Connolly to Border)	Dublin Connolly	1	168.2	552	
(Connolly to Suburban)		2	274.3	900	
		3	200.3	657	
		4	282.5	927	
		5	204.8	672	
		6	219.5	720	
		7	219.5	720	
(Connolly to Border)	Clontarf Road	1 (Up)	172.8	567	
		2 (Dn)	171.9	564	
(Howth Junction to Howth)	Killester	1 (Up)	163.7	537	
		2 (Dn)	166.4	546	
	Harmonstown	1 (Up)	171.9	564	
		2 (Dn)	171.9	564	
	Raheny	1 (Up)	175.6	576	
		2 (Dn)	173.7	570	
	Kilbarrack	1 (Up)	172.8	567	
		2 (Dn)	170.1	558	
	(Connolly to Border)	Howth Junction	1 (Up Branch)	174.7	573
			2 (Dn Branch)	179.2	588
3 (Up Main)			187.5	615	
4 (Dn Main)			222.2	729	
Clongriffin	1 (Up)	174.7	573		
	2 (Dn)	174.7	573		
	3 (Dn loop)	174.7	573		
Portmarnock	1 (Up)	178.3	585		
	2 (Dn)	177.4	582		
Malahide	1 (Up)	174.7	573		

		2 (Dn)	174.7	573
	Donabate	1 (Up)	177.4	582
		2 (Dn)	177.4	582
	Rush & Lusk	1 (Up)	173.7	570
		2 (Dn)	174.7	573
	Skerries	1 (Up)	174.7	573
		2 (Dn)	175.6	576
	Balbriggan	1 (Up)	187.5	615
		2 (Dn)	172.8	576
	Gormanston	1 (Up)	246.0	807
		2 (Dn)	201.2	660
	Laytown	1 (Up)	173.7	570
		2 (Dn)	172.8	567
	Drogheda	1 (Dn)	218.5	717
		2 (Up)	216.7	711
		3 (Bay)	214.0	702
	Dundalk	1 (Up)	221.3	726
		2 (Dn)	361.2	1185
		3 (Bay)	139.9	459
Howth Junction - Howth (Howth Junction to Howth)	Bayside	1 (Up)	194.8	639
		2 (Dn)	194.8	639
	Sutton	1 (Up)	173.7	570
		2 (Dn)	173.7	570
	Howth	1 (Up)	171.9	564
		2 (Dn)	171.9	564

Appendix 1C Passenger Stations – Facilities

Station and Contact Telephone Number	Ticket Office Access	Ticket Office Loop System	Platform Access	Public Toilet	Accessible Toilet	Wheelchair Available	Mobile Ramp for Train Access	Car Park	Taxi Rank / Phone No
Adamstown 01 8281060	Via Stairs or Lift	✓	Via Stairs or Lifts	✗	✓	✗	✓	✓	✓
Ardrahan	No ticket office	✗	Level	✗	✗	✗	✗	✓	✗
Arklow 0402 32519	Level	✗	Level to No. 1 & Southbound services, Footbridge to No. 2 & Northbound services	✓	✗	✗	✓	✓	✓
Ashtown 01 8880043	Level	✓	Both platforms accessible via ramp. (assistance required by companion onto city bound platform)	✗	✗	✗	✓	✗	✗
Athenry 091 84 4020	Level	✗	Level	✓	✓	✗	✓	✓	✓
Athlone 090 6473300	Level	✗	Ramp to No. 1 platform. Steps or lift & Subway to No.'s 2 and 3 platforms	✓	✓	✓	✓	✓	✓
Athy 057 07 31966	Level	✓	Via ramp to No. 1 platform, footbridge only to No. 2 platform	✓	✗	✗	✓	✓	✗
Attymon	No ticket Office	✗	Level	✗	✗	✗	✗	✗	✗
Balbriggan 01 8281360	Via ramp from car park	✓	Level on platform No. 2 Lift and Footbridge to platform No. 1	✗	✓	✗	✓	✓	✓
Ballina 096 71 820	Level	✗	Level	✓	✓	✓	✓	✓	✓
Ballinasloe 090 96 421 05	Level	✗	Level to Main platform, footbridge only to loop platform	✓	✓	✓	✓	✓	✓
Ballybrophy 0505 46 331	Level	✓	Ramp to platforms 1 and 2, Platforms 3 and 4 via lift or stairs.	✓	✓	✓	✓	✓	✓
Ballyhaunis 094 96 300 09	Level	✓	Level	✓	✓	✓	✓	✓	✗
Ballymote 071 91 833 11	Level	✗	Level	✓	✓	✗	✓	✓	✓
Banteer 029 56 004	Level	✗	Level to No 1 Platform and by Footbridge to Platform No. 2	✓	✓	✗	✓	✓	✓
Bayside 01 8286880	Level	✓	Access by lift or stairs	✗	✗	✗	✓	✓	✓

Birdhill 061 379118	Via Ramp	✗	Level	✓	✓	✗	✓	✓	✓
Blackrock 01 8880187	Level	✓	Level to Platform No. 1, City Centre & Northbound via station entrance. Platform No. 2, Southbound via lift or stairs	✗	✗	✗	✓	✓	✓
Boosterstown 01 8880186	Via Ramp	✓	Level to Platform No. 1, City Centre & Northbound via station entrance. Platform No. 2, Southbound via lift or stairs	✗	✗	✗	✓	✓	✓
Boyle 071 96 620 27	Level	✗	Level to main platform. Footbridge only to opposite platform	✓	✓	✗	✓	✓	✓
Bray 01 8286305	Level	✓	Level to platform 1,2,3. Lift from platform 1 & 3 to platform 2	Key from staff	✓	✗	✓	✓	✓
Broombridge	No Ticket Office	✗	Both platforms accessible	✗	✗	✗	✗	✗	✗
Cahir	No Ticket Office	✗	Ramp from Car Park	✓	✗	✗	✗	✓	✗
Carlow 059 91 316 33	Step	✓	Level to No. 1 platform. Footbridge only to No. 2 platform	✓	✓	✗	✓	✓	✓
Carrick-on-Shannon 071 96 200 36	Ramp to ticket office	✗	Via ramp situated on West side of main building	✓	✓	✗	✓	✓	✓
Carrick-on-Suir 051 640 044	No Ticket Office	✗	Level via wicket gate from car park to main platform. Footbridge only to opposite platform	✓	✗	✗	✓	✓	✗
Carrigaloe	No Ticket Office	✗	Via footbridge to No. 1 platform Southbound. Via ramp to No. 2 platform Northbound.	✗	✗	✗	✗	✗	✗
Carrigtwohill	No Ticket Office	✗	Ramp to Up platform and by stairs and lifts to Down platform.	✗	✗	✗	✗	✓	✗
Castlebar 094 90 212 22	Level	✗	Level	✓	✓	✓	✓	✓	✓
Castleconnell	No Ticket Office	✗	Via ramp from Roadway	✗	✗	✗	✗	✓	✓
Castlerea 0907 200 31	Level	✓	Level	✓	✓	✓	✓	✓	✗
Castleknock 01 820 1706	Ramp to platform	✓	Dublin bound platform accessible	✗	✗	✗	✓	✗	✗
Charleville 063 81235	Ramp or steps	✗	Level to No. 1 platform. Lift to platform 2 & 3	✓	✓	✓	✓	✓	✓

	from car park								
Clara 057 931 105	Level	✗	Level	✓	✓	✗	✓	✓	✓
Claremorris 094 93 710 11	Level	✓	Level	✓	✓	✓	✓	✓	✓
Clondalkin Fonthill	Level or via Lift	✓	Ramp from car park to Platform No. 2, to city. Ramp from public road or footbridge to Platform No. 1, Southbound.	✗	✓	✗	✓	✓	✗
Clongriffin 01 828 6940	Level	✓	Lifts & Stairs to Platforms	✗	✗	✗	✓	✓	✗
Clonmel 053 21982	Level	✗	Level to main platform. Footbridge only to opposite platform	✓	✗	✗	✓	✓	✗
Clonsilla 01 821 1378	Level	✓	Both platforms accessible	✗	✗	✗	✓	✗	✓
Clontarf Road 01 828 6440	Level	✓	Lift to Both Platforms	✗	✗	✗	✓	✓	✓
Cloughjordan	No Ticket Office	✗	Level	✗	✗	✗	✗	✓	✓
Cobh 021 48 116 55	Level	✗	Via ramp from public road. Assistance will be required	✓	✗	✗	✓	✗	✓
Collooney	No Ticket Office	✗	Level	✓	✓	✗	✓	✓	✗
Connolly 01 7032358	Via lift, escalator, or steps. Level from carpark	✓	Level access to platforms 1, 2, 3 & 4 from ticket office. Ramp or stairs to platform 5. Lift or stairs to platforms 6 & 7.	✓	✓	✓	✓	✓	✓
Coolmine 01 820 1957	Level	✓	Both platforms accessible	✗	✗	✗	✓	✓	✓
Cork 021 45 067 66	Level	✗	Platforms 1, 2, 3 & 4 level. Ramp and lift to no 5 platform	✓	✓	✓	✓	✓	✓
Craughwell	No ticket office	✗	Level	✗	✗	✗	✗	✓	✗
Dalkey 01 828 6240	Level	✓	Access to No. 2 platform, Southbound via station entrance. Ramp to platform No. 1, Northbound and city centre	✗	✗	✗	✓	✓	✓
Docklands 01 828 6380	Via Stairs or Lift	✓	Level to both platforms	✗	✗	✗	✓	✗	✓
Donabate 01 828 1300	Level	✓	Platforms accessible via car parks	✓	✓	✗	✓	✓	✓

Drogheda 041 98 387 49	Level	✓	Level to No. 1 platform. Lift or footbridge to No. 2 and 3 platforms	✓	✓	✓	✓	✓	✓
Dromod 071 96 382 03	Level	✗	Level to main platform. Footbridge to No. 2 platform	✓	✓	✗	✓	✓	✓
Drumcondra 01 830 5311	Level	✓	Lift to both platforms	✗	✗	✗	✓	✗	✓
Dunboyne	Level	✓	Level to main platform. Lifts and stairs to other platform	✗	✗	✗	✓	✓	✓
Dundalk 042 35521	Level	✓	Ramp or lift to platforms No.'s 1 and 2	✓	✓	✓	✓	✓	✓
Dun Laoghaire 01 8286180	Via Ramp	✓	Lifts to both platforms	Key from Staff	✓	✓	✓	✗	✓
Edgeworthstown 043 66 710 31	Level	✓	Level to main platform. Footbridge to No. 2 platform	✓	✓	✗	✓	✓	✓
Enfield	No Ticket Office	✗	Stairs only	✗	✗	✗	✗	✓	✗
Ennis 065 68 404 44	Via steps or ramp from car park	✗	Level	✓	✓	✓	✓	✓	✓
Enniscorthy 053 92 334 88	Level	✗	Level. Stairs only to opposite platform.	✓	✓	✗	✓	✓	✗
Farranfore 066 641 01	Via small step from platform	✗	Level	✓	✗	✗	✓	✓	✗
Fota	No Ticket Office	✗	Level Southbound and Cobh. Footbridge only to Northbound and Cork	✗	✗	✗	✗	✗	✗
Foxford	No Ticket Office	✗	Level	✗	✗	✗	✗	✓	✗
Galway 091 564222	Level	✗	Ramp to Main Entrance	✓	✓	✓	✓	✗	✓
Glenageary 01 8286220	Level	✓	Stairs or Lifts to both platforms	✗	✗	✗	✓	✗	✓
Glounthaune	No Ticket Office	✗	Level to No. 1 platform Southbound and Cobh Footbridge only to No. 2 platform Northbound and Cork	✗	✗	✗	✗	✗	✗
Gorey 0539 421105	Level	✗	Level - Stairs only to opposite platform.	✓	✓	✗	✓	✓	✗
Gormanston	Level	✗	Level to No. 1 platform Via steps from public road to No. 2 platform	✗	✗	✗	✓	✓	✗

Gort	No Ticket Office	✗	Level to main platform. By stairs and lifts to loop platform.	✗	✗	✗	✗	✓	✗
Grand Canal Dock 01 8286020	Lift or Stairs to Ticket Office	✓	Level to Southbound platform. Lift or Stairs to Northbound platform.	✗	✗	✗	✓	✗	✓
Greystones 01 8286340	Level	✓	Level to platform No. 1, Northbound. Footbridge only to No. 2 platform, Southbound	Key from Staff	Key from Staff	✗	✓	✓	✓
Hansfield 01 8281540	Via ramp or stairs	✓	Via ramp or stairs	✗	✗	✗	✓	✗	✗
Harmonstown 01 8286480	Level	✓	Ramps to both platforms	✗	✗	✗	✓	✗	✓
Hazelhatch & Celbridge 01 8880406	Portacabin	✗	Both platforms accessible via ramps from car parks on either side	✗	✗	✗	✗	✓	✗
Heuston 01 7033299	Level	✗	Level	✓	✓	✓	✓	✓	✓
Howth 01 8286920	Via gate and ramp from road way	✓	Via gate and ramp from roadway	✗	✗	✗	✓	✓	✓
Howth Junction & Donaghmede 01 8286840	Level	✓	Access to all platforms via lifts or stairs.	✗	✗	✗	✓	✗	✓
Kilbarrack 01 8286820	Level	✓	Platforms accessible via ramps or steps	✗	✗	✗	✓	✗	✓
Kilcock	No Ticket Office	✗	Platform accessible via station entrance. This is not wheelchair accessible	✗	✗	✗	✗	✓	✗
Kilcoole	Not Level	✗	Access only via wicket gate. This is not wheelchair accessible.	✗	✗	✗	✗	✗	✗
Kildare 045 521224	Level	✗	Level to No. 1 platform. Via wicket gate or footbridge to No. 2 platform	✓	✓	✓	✓	✓	✓
Kilkenny 056 7722024	Ramp or steps from car park	✓	Level. Stairs only to opposite platform.	✓	✓	✓	✓	✓	✓
Killarney 064 31067	Level	✗	Level	✓	✓	✓	✓	✓	✓
Killester 01 8286460	Level	✓	Ramps to both platforms.	✗	✗	✗	✓	✗	✓

Killiney 01 8286260	Level	✓	Ramp to No. 1 platform city centre and Northbound. Lifts or stairs to No. 2 and Southbound	Key from Staff	✓	✗	✓	✗	✓
Lansdowne Road 01 8286040	Via Ramp	✓	Level to No. 1 platform Northbound and city centre. Via ramp and gate to No. 2 Southbound.	✗	✗	✗	✓	✗	✓
Laytown 041 9875011	Level	✓	Ramp from station car park to No. 2 platform. Lifts or stairs to No. 1 platform	✗	✗	✗	✓	✓	✗
Leixlip Confey 01 8880055	Level	✓	Level to platform serving Maynooth. Ramp to platform serving city centre	✗	✗	✗	✓	✓	✓
Leixlip Louisa Bridge 01 8880056	Level	✓	Lift to platform serving Maynooth. Ramp to platform serving city centre	✗	✗	✗	✓	✓	✓
Limerick 061 418666	Via steps or ramp from car park	✓	Level	✓	✓	✓	✓	✓	✓
Limerick Junction 062 51824	Steep ramp from car park	✗	Level	✓	✓	✓	✓	✓	✓
Little Island 021 4354120	Via ramp from roadway	✗	Via Ramps and/or footbridge to both platforms	✓	✗	✗	✗	✗	✗
Longford 043 45208	Level	✗	Level to no. 1 platform. Lift or stairs to no. 2 platform	✓	✓	✓	✓	✓	✓
M3 Parkway	Level	✓	Level to no. 1 platform. Lift or stairs to no. 2 platform	□	□	□	□	□	□
Malahide 01 8286960	Level	✓	Level to platform No. 1 city centre. Footbridge to platform No. 2 or ramp via public road by prior arrangement with station staff	✗	✗	✗	✓	✓	✓
Mallow 022 21120	Level	✗	Level to No. 1 platform Lifts and footbridge to No.'s 2/3 platforms.	✓	✓	✓	✓	✓	✓
Manulla Junction	Transfer point only	✗	Level	✗	✗	✗	✗	✗	✗
Maynooth 01 6285509	Level	✓	Level	✓	✓	✗	✓	✓	✓
Middleton	No Ticket Office	✗	Level to platform	✗	✗	✗	✗	✓	✗
Millstreet 029 70096	Level	✗	Level	✓	✗	✗	✓	✓	✓
Monsaterevin	Level	✗		✗	✗	✗	✓	✓	✓

045 527419			Level to Northbound platform. Lift to Southbound platform						
Muine Bheag 059 9721302	Level	✗	Level. Stairs only to opposite platform.	✓	✗	✗	✓	✓	✓
Mullingar 044 48274	Ramp at front entrance	✗	Level to Platform 1 from which most trains depart. Access to platform 2 via stair lift and subway.	✓	✓	✓	✓	✓	✓
Navan Road Parkway 1850 366 222	Level	✓	Lifts to platforms	✗	✗	✗	✓	✓	✗
Nenagh 067 31232	Level	✗	Level	✓	✓	✗	✓	✓	✓
Newbridge 045 431219	Level	✗	Level to platform No. 1. Via footbridge and wicket gate to platform No. 2	✓	✓	✗	✓	✓	✓
Oranmore 1850 366222	Level	✓	Steps and Ramp	✗	✗	✗	✓	✓	✗
Park West & Cherry Orchard	Via Lift	✓	Level to No. 2 platform, to city. Footbridge only to No. 1 platform, southbound	✓	✓	✗	✓	✗	✗
Pearse 01 8286000	Level	✗	Ramp to platform No. 1 city centre and Northbound. Lift to No. 2 platform and Southbound	✓	✓	✗	✓	✗	✓
Portarlington 05786 23128	Level	✗	Level to platform No. 1. Lift and footbridge to Platform No. 2	✓	✓	✓	✓	✓	✓
Portlaoise 05786 21303	Level	✗	Level to platform No. 2. Lift and footbridge to Platform No. 1	✓	✓	✓	✓	✓	✓
Portmarnock 01 8280100	Level	✗	Lifts or stairs to northbound platform. Ramp to southbound platform	✗	✗	✗	✓	✓	✓
Raheny 01 8286800	Level	✓	Lift and Ramp to No. 1 platform city centre and Southbound. Ramp to No. 2 and Northbound	✗	✗	✗	✓	✗	✓
Rathdrum 0404 46426	Level	✗	Via steep ramp to main platform (assistance will be required) and by footbridge only to 2nd platform	✓	✗	✓	✓	✓	✓
Rathmore 064 58006	Level	✗	Level to the main platform and by footbridge to No. 2 platform	✓	✗	✗	✓	✓	✗
Roscommon 0903 26201	Level	✗	Level to the main platform	✓	✓	✗	✓	✓	✓
Roscrea 0505 21823	Level	✗	Level	✓	✗	✗	✓	✓	✓
Rosslare Europort 0539 157930	Level	✗	Via ramp from car park	✓	✓	✓	✓	✓	✓

Rosslare Strand 0539 132262	Level	✗	Level to main platform. Via laneway and wicket gate or footbridge to 2nd platform	✓	✗	✗	✓	✓	✗
Rush & Lusk 01 8880103	Level	✓	Level	✓	✓	✗	✓	✓	✓
Rushbrook	No Ticket Office	✗	Via footbridge to Cobh and Southbound platform. Via ramp to Cork and Northbound platform	✗	✗	✗	✗	✗	✗
Sallins & Naas 01 8880414	Portacabin	✗	Access to platforms via ramps from car parks on either side	✗	✗	✗	✓	✓	✗
Salthill & Monkstown 01 8286160	Level	✓	Via ramp from roadway to No. 1 platform city centre and northbound. Footbridge only to No. 2 platform southbound.	✗	✗	✗	✓	✓	✓
Sandycove & Glashule 01 8286200	Level	✓	Via ramp to both platforms. Lift to northbound platform via laneway	✗	✗	✗	✓	✗	✓
Sandymount 01 8286060	Via Ramp	✓	Via ramp and gate to No. 1 platform, city centre & Northbound. Via ramp to No. 2 platform and Southbound	✗	✗	✗	✓	✗	✓
Seapoint 01 8286140	Step to access ticket office	✓	Footbridge and steps to Southbound platform. Steps and footbridge to platform No. 1 city centre and Northbound	✗	✗	✗	✗	✗	✓
Shankill 01 8286280	Via ramp	✓	Lifts or stairs to northbound and southbound platforms	✗	✗	✗	✓	✗	✓
Sixmilebridge	No ticket office	✗	Ramp from car park	✗	✗	✗	✗	✓	✗
Skerries 01 8880013	Level	✓	Level to platform No. 1. Lift and footbridge to platform No. 2.	✓	✓	✗	✓	✓	✓
Sligo 071 9169888	Via ramp from car park	✗	Level	✓	✓	✓	✓	✓	✓
Sutton 01 8286900	Via ramp from car park	✓	Level to platform No. 1 city centre and Southbound. Via wicket gate on station road to platform No. 2 Northbound	✗	✗	✗	✓	✓	✓
Sydney Parade 01 8286080	Via Ramp	✓	Level to platform No. 1 city centre and Northbound. Via ramp and gate on Sydney Parade Ave. to platform No. 2 Southbound	✗	✗	✗	✓	✗	✓
Tara Street 01 8880132	Level	✓	Both platforms accessible by lifts and/or by stairs or escalators.	✗	✗	✗	✓	✗	✓
Templemore 0504 31342	Level	✗	Via wicket gate from car park to No. 1 platform and by lift and footbridge to No. 2 platform.	✓	✓	✗	✓	✓	✓

Thomastown 056 7724218	Level	✘	Level	✓	✘	✘	✓	✓	✘
Thurles 0504 21733	Level	✓	Level to Platform 1. Via Lift or Stairs and Footbridge to Platform No. 2	✓	✓	✓	✓	✓	✓
Tipperary 062 51206	Low step	✘	Via wicket gate from car park	✘	✘	✘	✘	✓	✘
Tralee 066 7123522 / 7123509	Level	✘	Via ramp	✓	✓	✓	✓	✓	✓
Tullamore 0506 21431	Level	✘	Level to No. 1 platform and by footbridge only to No. 2 platform	✓	✘	✘	✓	✓	✓
Waterford 051 873401	Level	✘	Level	✓	✓	✓	✓	✓	✓
Westport 098 25253	Level	✘	Level	✓	✓	✓	✓	✓	✓
Wexford 0539 122522	Level	✓	Level	✓	✓	✘	✓	✓	✓
Wicklow 0404 67329	Level	✘	Level	✓	✓	✓	✓	✓	✓
Woodlawn	No Ticket Office	✘	Level	✓	✓	✘	✓	✓	✘

Note: Please contact IÉ R.U. regarding which stations are staffed / unstaffed.

Appendix 2 - Iarnród Éireann Terminals & Freight Depots

These terminals form part of the Iarnród Éireann network. All are intermodal terminals handling the interchange of traffic between road and rail modes.

IE is responsible for the allocation of track capacity within the terminals. Terminal capacity should be requested as part of the capacity allocation process.

Terminal Location	Traffic(s) Handled	Loading/Unloading Equipment	Current Train Size
Ballina	Pulpwood	Truck's crane	12 x 60' 0" wagons
	Containers	Reach Stacker	18 x 47' 6" wagons
Westport	Pulpwood	Truck's crane	12 x 60' 0" wagons
Waterford	Pulpwood	Truck's crane	12 x 60' 0" wagons
	Bulk Cement		
Tullamore	Bulk Cement		

Other Terminals

In addition to the Iarnród Éireann depots above there are a number of facilities which are not owned or operated by IE. Questions regarding capacity, technical features, access etc. should be put to the relevant authority.

Dublin North Wall - The Dublin Port Company own tramway on Alexander Road which gives access to a number of privately owned freight sidings and depots, including Tara Mines' Dublin facility (see below). The DPC tramway is connected to the IE network at East Wall Road.

Contact: Dublin Port Company, Port Centre, Alexandra Road, Dublin 1. Phone: + 353 (0)1 887 6000; e-mail: info@dublinport.ie; fax: + 353 1 855 7400

Tara Mines - Two depots: one at Tara Mines at Navan in Co Meath, where ore trains are loaded, and the other at the North Wall in Dublin, where they are unloaded by means of a tipler.

The Navan site is connected to the IE network at Tara Junction on the Drogheda – Tara Mines Freight Only railway line. The Dublin depot is accessed by way of the Dublin Port Company's tramway (see above) and handles rail-ship transshipments.

Contact: Boliden Tara Mines Limited, Navan, Co. Meath. Phone + 353 (0)46 907 9800; Fax + 353 (0)46 907 9899

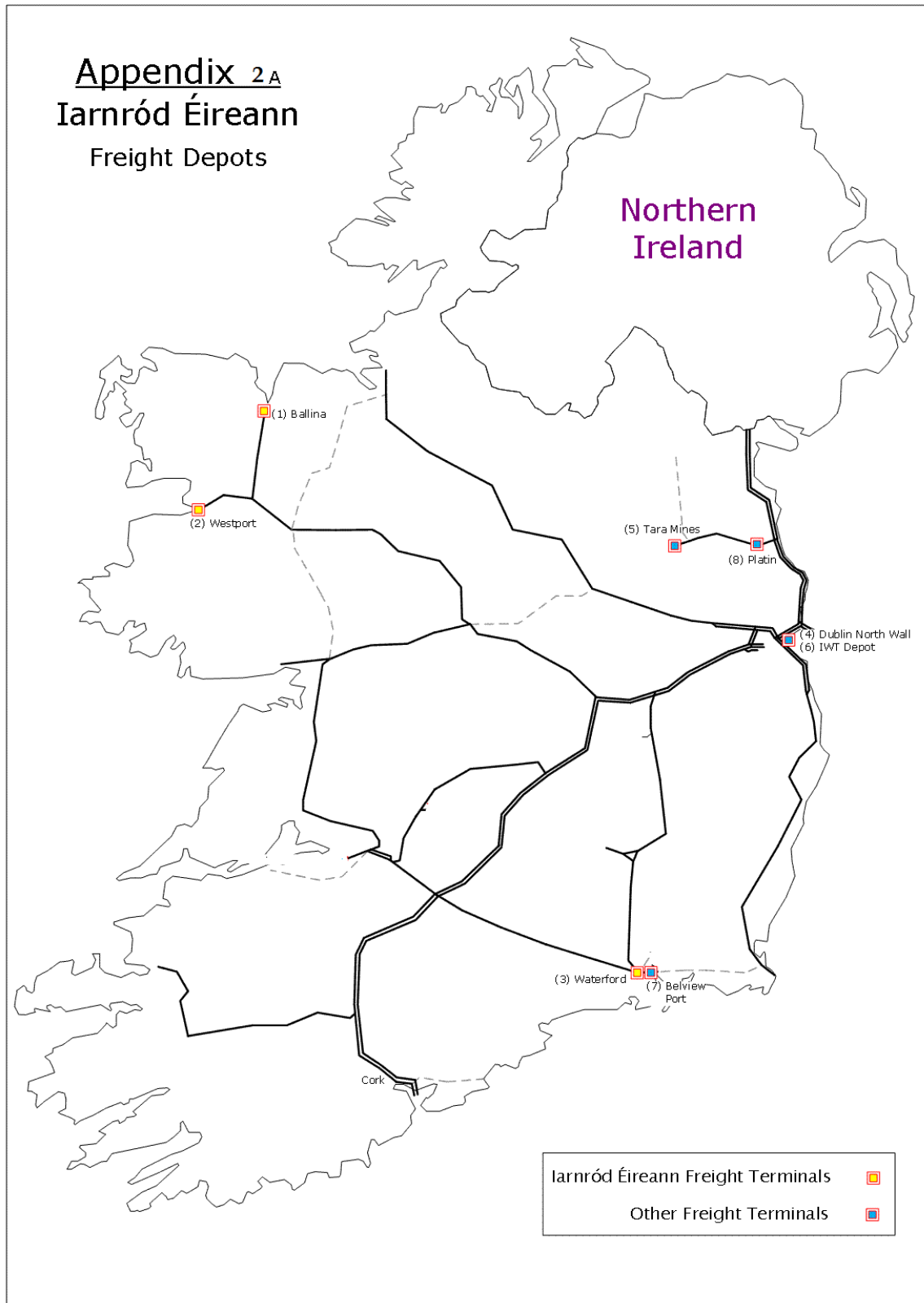
Belview Port, Waterford - This freight terminal is owned by the Port of Waterford and is situated downstream from Waterford on the River Suir.

Contact: Port of Waterford Company, 3rd Floor Marine Point, Belview Port, Slieverue, Waterford. Phone: + 353 (0)51 874 907; e-mail: info@portofwaterford.com; Fax: + 353 (0)51 87408

Irish Cement Factory -

Contact: Irish Cement Ltd., Platin, Drogheda, Co. Louth. Phone: + 353 (0)41 987 6000; e-mail: info@irishcement.ie; Fax: + 353 (0)41 987 6400.

Appendix 2A - Freight Depots



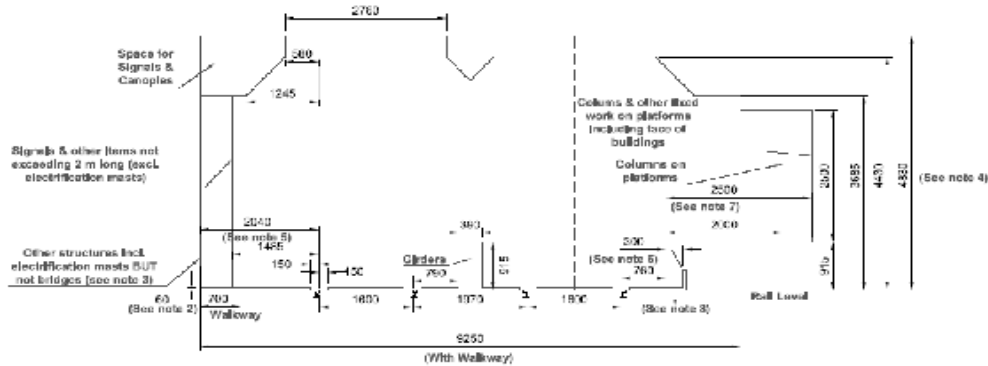
Appendix 3 Structure and Loading Gauges

IRL1 – THE IÉ AND NIR STANDARD STRUCTURE GAUGE

IRL1, the IÉ and NIR Standard Structure Gauge (see Figure 6.1), gives the minimum clearances that must be applied to all new lines and all new structures and reconstruction work on existing lines.

Figure 6.1: IRL1 – The IÉ and NIR Standard Structure Gauge

IRL1 - IE & NIR Interoperability Standard Structure Gauge



Notes

1. Curves
 - a) On horizontal curves, due allowance must be made for curvature and cant effects.
 - b) On vertical curves, due allowance must be made for the effects of such curvature.
2. The underclearance protrusion limit of 60 mm for structures is subject to all restrictions set down in this standard.
3. Bridge abutments must be 4500 mm from the nearest running edge, except that a minimum of 2500 mm applies when the abutments are designed for collision loading.
4. Bridges
 - a) The vertical height of 4830 mm is a finished height. A greater height must be provided if the track has to be lifted for relaying or if improved vertical alignment is required.
 - b) Where reduced dimensions for OHLE are agreed, it may be possible to reduce this dimension to 4600 mm.
 - c) If electrification is envisaged and there is a level crossing nearby, vertical clearance must be increased sufficiently to provide OHLE clearance up to 6140 mm at the crossing.
5. This dimension includes an allowance for a 700 mm wide walkway. If no walkway is provided, the dimension may be reduced to 1790 mm.
6. The absolute minimum lateral dimension is 730 mm.
7. Single face platforms must be a minimum 3000 mm wide if sub-surface, otherwise a minimum 2500 mm but preferably at least 3000 mm wide; these dimensions apply for speeds up to 165 km/h. The minimum distance from the platform edge to the face of any column must be 2000 mm.
8. As far as is practicable, this space is to be kept clear of permanent obstructions but may be used for signalling apparatus and bridge girders.

Extract from I-PWY-1101, Issue 1.1

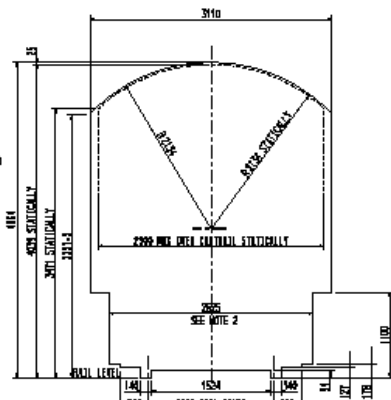
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IF IN DOUBT ASK

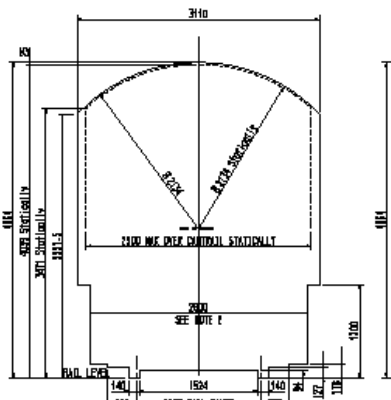
NO.	REVISION	DATE	BY

NOTE COACHING STOCK & INTER CITY RAILCARS

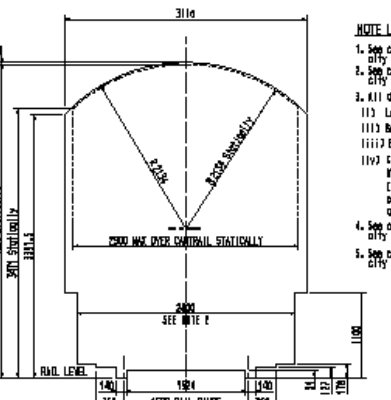
- The gauge stock is a dynamic gauge which cannot be infringed under any foreseeable conditions of wear, failure and dynamic movement. Dynamic movement shall be based on the worst effects generated by:
 - (i) Wheel-rail clearance
 - (ii) Speed of up to 160km per hour
 - (iii) Standing on a cant excess of 165mm
 - (iv) Bounding curve with overt deflection of 115m
 - (v) Quality of IRISH RAIL track.
- Boogie may be 265mm wide dynamically (including wheel/rail tolerance)
- All dimensions are based on a vehicle heaving:
 - (i) Length over body 23,000mm
 - (ii) Boogie centre 16,000mm
 - (iii) End throw 2700 ± mm
 - (iv) Centre throw 3000 ± mm
 Where R = radius in meters
 For the purpose of calculation R may be taken as 150m
- Statistically the vehicle must not exceed the dimensions shown by the broken lines
- Wheelset back to back dimension 1524 ±



COACHING STOCK LOADING GAUGE ①



WAGONS LOADING GAUGE ②



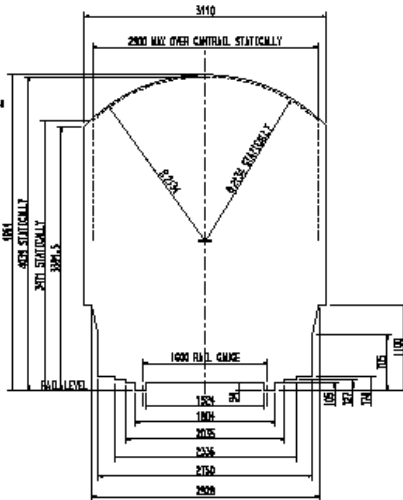
DIESEL ELECTRIC LOCOMOTIVE LOADING GAUGE ③

NOTE LOCOMOTIVES

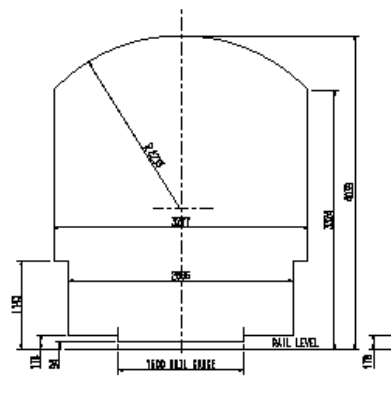
- See coaching stock & Inter city railcar note 1.
- All dimensions are based on locomotive with:
 - (i) Length over body 18745mm
 - (ii) Boogie centre 13411mm
 - (iii) End throw 21900 ± mm
 - (iv) Centre throw 24400 ± mm
 Where R = Radius in meters
 For the purpose of clearance calculation R may be taken as 150 meters
- See coaching stock & Inter city railcar note 4.
- See coaching stock & Inter city railcar note 5.

NOTE SUBURBAN ELECTRIFICATION

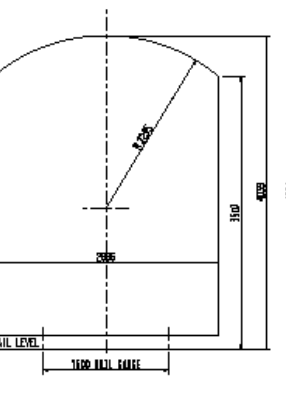
- See coaching stock & Inter city railcar note 1.
- See coaching stock & Inter city railcar note 2.
- All dimensions are based on vehicles:
 - (i) Length over body 20205mm
 - (ii) Boogie centre 14011mm
 - (iii) End throw 25760 ± mm
 - (iv) Centre throw 24230 ± mm
 Where R = Radius in meters
 For the purpose of clearance calculation R may be taken as 150 meters
- See coaching stock & Inter city railcar note 4.
- See coaching stock & Inter city railcar note 5.



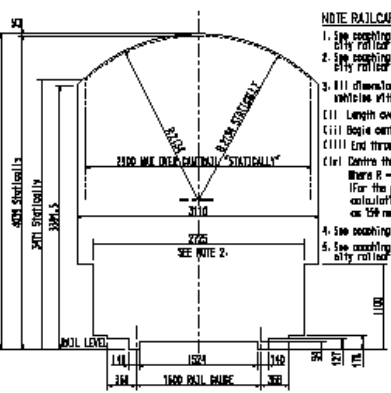
SUBURBAN ELECTRIFICATION LOADING GAUGE ④



G-N-R LOCOMOTIVES AND CARRIAGES LOADING GAUGE ⑤



G-N-R WAGONS LOADING GAUGE ⑥



DIESEL RAILCAR LOADING GAUGE ⑦

NOTE RAILCARS

- See coaching stock & Inter city railcar note 1.
- See coaching stock & Inter city railcar note 2.
- All dimensions are based on vehicles with:
 - (i) Length over body 20205mm
 - (ii) Boogie centre 14011mm
 - (iii) End throw 25760 ± mm
 - (iv) Centre throw 24230 ± mm
 Where R = Radius in meters
 For the purpose of clearance calculation R may be taken as 150 meters
- See coaching stock note 4.
- See coaching stock & Inter city railcar note 5.

SCALE: 1:100

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NO.	REVISION	DATE	BY

NO.	REVISION	DATE	BY

NO.	REVISION	DATE	BY



Appendix 4 Iarnród Éireann Speed Limits

Line	Between	Trains to which Restriction apply	MILEAGE		GENERAL SPEED RESTRICTIONS		201 CLASS SPEED RESTRICTIONS			
			From	To	Miles per Hour	Km per Hour	Miles per Hour	Km per Hour		
Dublin (Heuston Station) to Inchicore RELIEF MAIN	Maximum Line Speed Limit subject to lower limits set out below:	Down Trains	0	1 5/8	40	65	201 Class may operate normally at the speeds shown in adjacent column			
		Up Trains	1 5/8	0	25	40				
	The RELIEF MAIN is the running line that commences at platform No.2 Heuston Station and runs as far as Inchicore (1 5/8 miles). Between Islandbridge Junction and Inchicore, it is the left-hand of the three lines, running in the down direction, going towards Inchicore									
	<u>DOWN TRAINS</u>									
	Heuston Station Yard	Down	0	1/2	20	30				
	Heuston to Inchicore CH	Down	1/2	1	25	40				
	Crossover No.708 Relief Main to Down Main CH	Down	near	7/8	25	40				
	Crossover No.704 Relief Main to Down Main CH	Down	near	1 5/8	40	65				
	<u>UP TRAINS</u>									
	Crossover No.704 Down Relief to Down Main CH	Up	near	1 5/8	25	40				
Crossover No.708 Down Relief to Down Main CH	Up	near	7/8	25	40					
Heuston Station Yard CH	Up	1/2	1/4	15	25					
Heuston Station Yard CH	Up	1/4	0	10	15					
Dublin (Heuston Station) to Cork (Kent Station)	Maximum Line Speed Limit subject to lower limits set out below See bottom of this table for permitted speeds	Down	0	165 3/4	100	160	201 Class may operate normally at the speeds shown in adjacent column			

		for trains operating in the up direction between Inchicore and Heuston Station								
DOWN MAIN LINE	Heuston Station Yard	Down	0	1/2	20	30				
	Heuston to Inchicore	Down	1/2	1	25	40				
	Crossover No.709 Down Main to Up Main	Down	near 7/8		25	40				
	Heuston to Inchicore	Down	1	1 3/4	40	65				
	Crossover No. 706 Down Main to Up Main	Down	near 15/8		40	65				
	Inchicore to Cherry Orchard	Down	1 3/4	2 1/4	70	110				
	Inchicore to Cherry Orchard	Down	2 1/4	2 3/4	80	130				
	Inchicore to Cherry Orchard - FREIGHT ONLY	Down	2 1/2	2 3/4	10	15				
Dublin/Cork	Signal HK101 to south of Hazelhatch	Down Slow	2 3/4	10 1/4	70	110				
DOWN SLOW		<p>The DOWN SLOW Line is the RIGHT hand of the two lines running in the down direction through the four track section between Cherry Orchard and Hazelhatch</p> <p>The DOWN FAST Line is the LEFT hand of the two lines running in the down direction through the four track section between Cherry Orchard and Hazelhatch</p>								
DOWN FAST										
		Down Fast	2 3/4	10 1/4	100	160				
Dublin/Cork	Hazelhatch to Sallins	Down	10 1/4	13 3/4	90	145				
	Hazelhatch to Sallins	Down	13 1/4	16 1/4	100	160				
	Hazelhatch to Kildare	Down	16 1/4	27 3/4	90	145				
	Sallins to Newbridge - FREIGHT ONLY	Down	24 1/4	24 1/2	25	40				
Down	Newbridge to Kildare	Down	27 3/4	28 1/2	80	130				
	Through Kildare to Cherryville Jctn.	Down	28 1/2	32 1/2	90	145				
	Through Portarlinton	Down	41 1/8	41 3/4	80	130				
	Portlaoise to Ballybrophy	Down	50 3/4	66	90	145				
	Portlaoise to Ballybrophy	Down	66	69	100	160				
	Ballybrophy to Lisduff	Down	69	72 1/4	90	145				
	Through Lisduff	Down	72 1/4	72 3/4	80	130				
	Lisduff to Thurles	Down	72 3/4	75 3/4	90	145				

	Lisduff to Thurles	Down	75 3/4	77	100	160	
	Lisduff to Thurles	Down	77	79	90	145	
	Lisduff to Thurles	Down	79	80	100	160	
	Lisduff to Thurles	Down	80	87 1/4	90	145	
	Thurles to Limerick Junction	Down	87 1/4	87 3/4	70	110	
	Thurles to Limerick Junction	Down	87 3/4	89 3/4	80	130	
	Thurles to Limerick Junction	Down	89 3/4	104	90	145	
	Thurles to Limerick Junction	Down	104	105 3/4	100	160	
	Thurles to Limerick Junction	Down	105 3/4	106	90	145	
	Thurles to Limerick Junction (See Also LJ to Charleville)	Down	106	108 1/4	60	95	
	Through Limerick Jctn. Loop to Limerick	Up & Down	-	-	20	30	
	Limerick Junction; entering & leaving platforms	Down	-	-	15	25	
	Limerick Junction to Charleville (See Also Thurles to LJ)	Down	106	108 1/4	60	95	
	Limerick Junction to Charleville	Down	108 1/4	110	90	145	
	Through Charleville and to Mallow CH	Down	129	130 1/4	80	130	
(Dublin Heuston Station) to Cork (Kent Station) continued	Charleville to Mallow	Down	130 1/4	138 1/2	90	145	201 Class may operate normally at the speeds shown in adjacent column
	Charleville to Mallow	Down	138 1/2	140 3/4	80	130	
	Charleville to Mallow	Down	140 3/4	143 1/4	90	145	
	Charleville to and through Mallow Station	Down	143 1/4	144 3/4	80	130	
	Mallow Station; entering & leaving Down Yard	Down	-	-	10	15	
	Mallow to Rathpeacon	Down	144 3/4	145	80	130	
	Mallow to Rathpeacon	Down	145	146	90	145	
	Mallow to Rathpeacon	Down	146	147	80	130	
	Mallow to Rathpeacon	Down	147	150 3/4	90	145	
	Mallow to Rathpeacon	Down	150 3/4	151 1/2	80	130	
	Mallow to Rathpeacon	Down	151 1/2	154	70	110	
	Rathduff to Cork	Down	154	161 1/2	90	145	
	Rathduff to Cork	Down	161 1/2	162	65	105	
	Rathpeacon to Cork	Down	162	163 1/2	60	95	
	Rathpeacon to Cork	Down	163 1/2	164 1/4	50	80	
Rathpeacon to Cork (including tunnel)	Down	164 1/4	165 1/8	30	50		

Up Trains Operating over Down Line between Inchicore & Heuston Station	Through Cork Station and yard	Down	165 1/8	165 3/4	15	25		
	Permitted speeds for trains operating in the up direction, over the Down Cork Line, between Inchicore and Heuston Station							
	Inchicore to Heuston	Up	2 1/4	1 1/4	60	95		
	Crossover No.705 Down Main to Up Main	Up	near	1 5/8	40	65		
	Crossover No.704 Down Main to Relief Line	Up	near	1 5/8	25	40		
	Crossover No.708 Down Relief to Down Main	Up	near	7/8	25	40		
	Inchicore to Heuston Station	Up	1 1/4	1	40	65		
	Inchicore to Heuston Station	Up	1	1/2	25	40		
Heuston Station Yard	Up	1/2	1/4	15	25			
Heuston Station Yard	Up	1/4	0	10	15			
Cork (Kent Station) to Dublin (Heuston)	Maximum Line Speed Limit subject to lower limits set out below See bottom of this table for permitted speeds for trains operating in the down direction between Heuston Station and Inchicore	Up	165 3/4	0	100	160	201 Class may operate normally at the speeds shown in adjacent column	
UP MAIN LINE	Through Cork Station and yard	Up	165 3/4	165 1/8	15	25		
Cork (Kent Station) to Dublin (Heuston)	Cork to Rathpeacon (including tunnel)	Up	165 1/8	164 1/4	30	50		
	Cork to Rathpeacon	Up	164 1/4	162	70	110		
	Rathpeacon to Mallow	Up	162	153 3/4	90	145		
	Rathpeacon to Mallow	Up	153 3/4	151 1/2	70	110		
	Rathpeacon to Mallow	Up	151 1/2	150 3/4	80	130		
	Rathpeacon to Mallow	Up	150 3/4	145 1/4	90	145		
	Mallow Station to and through Killarney Junction (down trains to Tralee Line running over Up Line)	Down	144 3/4	Killarney Junction	40	65		
	Through Mallow Station & to Charleville	Up	145 1/4	143 1/4	80	130		
	Mallow Station, entering and leaving Up Yard	Up	-	-	10	15		
	Mallow to Charleville	Up	143 1/4	140 1/4	90	145		

	Mallow to Charleville	Up	140 1/4	138 1/2	80	130		
	Mallow to Charleville	Up	138 1/2	134 1/4	90	145		
	Mallow to Charleville	Up	134 1/4	133 1/4	85	130		
	Mallow to Charleville	Up	133 1/4	130 1/4	90	145		
	Mallow to and through Charleville	Up	130 1/4	129	80	130		
	Charleville to Limerick Junction	Up	110	108 1/4	90	145		
	Charleville to Limerick Jctn.	Up	108 1/4	106 1/4	60	95		
	Limerick Junction; entering & leaving platforms	Up	-	-	15	25		
	Through Limerick Junction Loop to Main Line	Up & Down	-	-	20	30		
	Limerick Junction to Thurles	Up	106 1/4	104	100	160		
	Limerick Junction to Thurles	Up	104	89 3/4	90	145		
	Limerick Junction to Thurles	Up	89 3/4	87 3/4	80	130		
	Limerick Junction to Thurles	Up	87 3/4	87 1/4	70	110		
	Thurles to Lisduff	Up	87 1/4	72 3/4	90	145		
	Through Lisduff	Up	72 3/4	72 1/4	80	130		
	Lisduff to Ballybrophy	Up	72 1/4	69	90	145		
	Lisduff to Ballybrophy to Portlaoise	Up	69	66	100	160		
	Ballybrophy to Portlaoise	Up	66	50 3/4	90	145		
	Through Portarlinton	Up	41 3/4	41 1/8	80	130		
	Cherryville Jctn., through Kildare to Newbridge	Up	32 1/2	28 1/2	90	145		
	Kildare to Newbridge	Up	28 1/2	27 3/4	80	130		
	Kildare to Hazelhatch	Up	27 3/4	16 1/4	90	145		
	Newbridge to Sallins - FREIGHT ONLY	Up	24 1/2	24 1/4	25	40		
	Sallins to Hazelhatch	Up	16 1/4	13 1/4	100	160		
	Sallins to Hazelhatch	Up	13 1/4	10 1/2	90	145		
Up Slow	Hazelhatch to Cherry Orchard	Up Slow	10 1/2	3	70	110		
		The UP SLOW Line is the RIGHT HAND of the two lines running in the Up direction						
		through the four track section between Hazelhatch and Cherry Orchard						
Up Fast	Hazelhatch to Cherry Orchard	Up Fast	10 1/2	3	100	160		
		The UP FAST Line is the LEFT HAND of the two lines running in the Up direction						

		through the four track section between Hazelhatch and Cherry Orchard					
Cork/Dublin Up	Cherry Orchard to Inchicore	Up	3	2	90	145	
	Cherry Orchard to Inchicore - FREIGHT ONLY	Up	2 3/4	2 1/2	5	10	
	Inchicore to Heuston Station	Up	2	1 1/4	60	95	
	Crossover No.706 Up Main to Down Main	Up	near	1 5/8	40	65	
	Crossover No. 709 Up Main to Down Main	Up	near	7/8	25	40	
	Inchicore to Heuston	Up	1 1/4	1	40	65	
	Inchicore to Heuston	Up	1	1/2	25	40	
	Heuston Station Yard	Up	1/2	1/4	15	25	
	Approaching Heuston Station	Up	1/4	0	10	15	
	Down Trains operating over the Up Line between Heuston & Inchicore	Permitted speeds for down trains operating over the Up Cork Line between Heuston Station and Inchicore					
Leaving Heuston Station		Down	0	1/2	20	30	
Leaving Heuston Station		Down	1/2	1	25	40	
Crossover No.705 Up Main to Down Main		Down	near	1 5/8	40	65	
Islandbridge Junction to and through Inchicore		Down	1	1 3/4	40	65	
Islandbridge Junction to and through Inchicore		Down	1 3/4	2 3/8	60	95	
Crossover No.698 Up Main to Down Main		Down	near	2 3/8	60	95	
Cork (Kent Station) to Cobh	Maximum Line Speed Limits subject to lower limits set out below	Down	165 3/4	176 1/4	50	80	Light Engines & Loco hauled trains may operate up to a maximum line speed of 50 mph / 80kph, subject to lower limits shown in
Down							

	Approaching Cobh Station Approaching Cobh Station	Down Down	176 1/4 176 1/2	176 1/2 176 3/4	30 15	50 25	adjacent column
Cobh to Cork (Kent Station) Up	Maximum Line Speed Limits subject to lower limits set out below Approaching Cork (Kent Station)	Up Up	176 3/4 166	166 165 3/4	50 30	80 50	Light Engines & Loco hailed trains may operate up to a maximum line speed of 50 mph / 80kph, subject to lower limits shown in adjacent column
Glounthaune to Midleton Down Midleton to Glounthaune Up	Maximum Line Speed Limit subject to lower limits set out below Maximum Line Speed Limit subject to lower limits set out below	Down Down Down Down Up Up Up	0 0.175 yds 6 1/8 6m 550 yds 6 1/2 2 3/8 3/8	6 1/2 0.800 yds 6m 550 yds 6m 690 yds 0 2 1/4 0.70 yds	60 40 40 20 60 30 40	95 65 65 30 95 50 65	Light Engines & Loco hailed trains may operate up to a maximum line speed of 50 mph / 80kph, subject to lower limits shown in adjacent column

Cherryville Junction to Kilkenny	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	32 1/2 and 28 1/4	78 5/8 30 5/8	100	160	Light Engines & Loco hauled trains may operate up to a maximum line speed of 80 mph / 130kph, subject to lower limits shown in adjacent column
	Cherryville Junction	Up & Down	Through Junction		30	50	
	Cherryville Junction to Athy	Up	32 1/2	32 3/4	40	65	
	Cherryville Junction to Athy	Down	32 1/2	34	55	90	
	Cherryville Junction to Athy	Up	32 3/4	34	55	90	
	Cherryville Junction to Athy	Up	34	34 1/4	80	130	
	Cherryville Junction to Athy	Down	34	35 1/4	100	160	
	Cherryville Junction to Athy	Up	34 1/4	35 1/2	100	160	
	Cherryville Junction to Athy	Down	35 1/4	36	80	130	
	Cherryville Junction to Athy	Up	35 1/2	36	80	130	
	Cherryville Junction to Athy	Down	36	37 3/8	100	160	
	Cherryville Junction to Athy	Up	36	37 1/2	100	160	
	Cherryville Junction to Athy	Down	37 3/8	37 3/4	80	130	
	Cherryville Junction to Athy	Up	37 1/2	38	80	130	
	Cherryville Junction to Athy	Down	37 3/4	38 5/8	100	160	
	Cherryville Junction to Athy	Up	38	38 3/4	100	160	
	Cherryville Junction to Athy	Down	38 5/8	40 5/8	80	130	
	Cherryville Junction to Athy	Up	38 3/4	40 5/8	80	130	
	Cherryville Junction to Athy	Up & Down	40 5/8	43 1/8	100	160	
	Through Athy	Up & Down	43 1/8	46 7/8	80	130	
	Athy to Carlow	Up & Down	46 7/8	49	100	160	
	Athy to Carlow	Up & Down	49	49 1/4	80	130	
	Athy to Carlow	Up & Down	49 1/4	50 1/2	100	160	
	Athy to Carlow	Up & Down	50 1/2	50 3/4	80	130	

	Athy to Carlow	Down	50 3/4	51 3/8	100	160	
	Athy to Carlow	Up	50 3/4	51 1/2	100	160	
	Athy to Carlow	Down	51 3/8	54	80	130	
	Athy to Carlow	Up	51 1/2	54	80	130	
	Athy to Carlow	Up & Down	54	54 3/4	70	110	
	Athy to Carlow	Down	54 3/4	55 1/4	80	130	
	Athy to Carlow	Up	54 3/4	55 1/2	80	130	
	Athy to Carlow	Down	55 1/4	55 1/2	55	90	
	Through Carlow Station (Up & Down Platforms)	Up & Down	55 1/2	56 1/8	30	50	
	Carlow to Muine Bheag	Up	56 1/8	56 5/8	55	90	
	Carlow to Muine Bheag	Down	56 1/8	65 1/4	80	130	
	Carlow to Muine Bheag	Up	56 5/8	65 3/4	80	130	
	Carlow to Muine Bheag	Down	65 1/4	65 3/4	60	95	
	Through Muine Bheag Station on down main	Up & Down	65 3/4	66 3/8	40	65	
	Through Muine Bheag Station on Up Loop	Up & Down	65 3/4	66 3/8	30	50	
	Muine Bheag to Lavistown North Jctn.	Up	66 3/8	66 5/8	60	95	
	Muine Bheag to Lavistown North Jctn.	Down	66 3/8	78 3/8	80	130	
	Muine Bheag to Lavistown North Jctn.	Up	66 5/8	78 3/8	80	130	
	Lavistown North to Lavistown West	Up & Down	78 3/8	78 5/8	55	90	
	Lavistown West to Kilkenny	Down	30 1/2	29 1/2	80	130	
	Lavistown West to Kilkenny	Down	29 1/4	28 7/8	55	90	
	Lavistown West to Kilkenny	Down	28 7/8	28 5/8	30	50	
	Lavistown West to Kilkenny	Up	30 1/2	29 1/2	80	130	
	Lavistown West to Kilkenny	Up & Down	29 1/2	29 1/4	70	110	
	Lavistown West to Kilkenny	Up	29 1/4	28 5/8	80	130	
	Lavistown West to Kilkenny	Down	28 5/8	28 1/4	15	25	
	Lavistown West to Kilkenny	Up	28 5/8	28 1/4	20	30	
Asbestos Cement Siding Athy	Maximum Line Speed Limit	Up & Down	-	-	5	10	201 class not permitted
Lavistown Nth. Jctn.	Maximum Line Speed Limit	Up & Down	0	5/8	25	40	Light Engines & Loco hauled

to South Jctn.)						trains may operate up to a maximum line speed of 25 mph / 40kph, subject to lower limits shown in adjacent column
Kilkenny to Waterford West Cabin (Plunkett Station)	<p>Maximum Line Speed Limit subject to lower limits set out below</p> <p>Kilkenny to Lavistown West</p> <p>Kilkenny to Lavistown West</p> <p>Kilkenny to Lavistown West</p> <p>Kilkenny to Lavistown West</p> <p>Kilkenny to Lavistown West</p> <p>Lavistown West to Lavistown South Junction</p> <p>Lavistown South Jctn. to Ballyhale</p> <p>Lavistown South Jctn. to Ballyhale</p> <p>Lavistown South Jctn. to Ballyhale</p> <p>Lavistown South Jctn. to Ballyhale</p> <p>Ballyhale to Waterford</p> <p>Ballyhale to Waterford</p> <p>Ballyhale to Waterford</p> <p>Ballyhale to Waterford</p>	<p>Up & Down</p> <p>Up</p> <p>Down</p> <p>Up</p> <p>Up</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Up & Down</p> <p>Down</p> <p>Up & Down</p>	<p>28 1/4</p> <p>28 1/4</p> <p>28 1/4</p> <p>28 5/8</p> <p>28 7/8</p> <p>29 1/4</p> <p>30 1/2</p> <p>38 1/2</p> <p>38 3/4</p> <p>39 3/8</p> <p>40 3/4</p> <p>47 3/4</p> <p>51</p> <p>58</p> <p>58 1/4</p>	<p>58 1/2</p> <p>28 5/8</p> <p>28 5/8</p> <p>29 3/4</p> <p>29 1/4</p> <p>29 1/2</p> <p>30 3/4</p> <p>38 3/4</p> <p>39 3/8</p> <p>40 3/4</p> <p>41 1/2</p> <p>49</p> <p>53 3/4</p> <p>58 1/4</p> <p>58 1/2</p>	<p>80</p> <p>15</p> <p>20</p> <p>30</p> <p>55</p> <p>70</p> <p>55</p> <p>60</p> <p>50</p> <p>70</p> <p>65</p> <p>70</p> <p>55</p> <p>70</p> <p>55</p> <p>30</p>	<p>130</p> <p>25</p> <p>30</p> <p>50</p> <p>90</p> <p>110</p> <p>90</p> <p>95</p> <p>80</p> <p>110</p> <p>100</p> <p>110</p> <p>90</p> <p>50</p>

Portarlinton to Athlone	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	41 3/4	80 3/4	100	160	Light Engines & Loco hauled trains may operate up to a maximum line speed of 80 mph / 130kph, subject to lower limits shown in adjacent column
	Through Portarlinton Junction	Up & Down	-	-	20	30	
	Track Curvature Portarlinton to Geashill	Up & Down	41 3/4	42	30	50	
	Track Curvature Portarlinton to Geashill	Down	42	42 3/4	80	130	
	Cascade PSR Portarlinton to Geashill	Up	42 1/4	42	50	80	
	Track Curvature Portarlinton To Geashill	Up	42 3/4	42 1/4	80	130	
	Crossing XA008 between Portarlinton to Geashill	Down	43 3/4	44 1/8	80	130	
	Crossing XA008 between Portarlinton to Geashill	Up	44 1/2	44 1/8	80	130	
	Crossing XA013 between Portarlinton to Geashill	Down	45 5/8	46	80	130	
	Crossing XA013 between Portarlinton to Geashill	Up	46 3/8	46	80	130	
	Track Curvature Portarlinton To Geashill	Down	46	47 1/4	90	145	
	Track Curvature Portarlinton To Geashill	Up	47 5/8	46 3/8	90	145	
	Crossing XA018 between Portarlinton to Geashill	Down	47 1/4	47 5/8	80	130	
	Crossing XA018 between Portarlinton to Geashill	Up	48	47 5/8	80	130	
	Track Curvature Portarlinton To Geashill	Up & Down	48 1/2	50 1/2	90	145	
	Track Curvature Geashill to Tullamore	Up & Down	52	53 1/8	90	145	
	Track Curvature Geashill to Tullamore	Up	55 1/4	54 3/4	90	145	
	Track Curvature Geashill to Tullamore	Down	54 3/4	54 7/8	90	145	
	Crossings XA039/40/43/45 Geashill to Tullamore	Up	56	55 1/4	80	130	
	Crossings XA039/40/43/45 Geashill to Tullamore	Down	54 7/8	55 5/8	80	130	
	Crossings XA052/53 Geashill to Tullamore	Up	57 1/2	56 1/2	80	130	
	Crossings XA052/53 Geashill to Tullamore	Down	56 3/4	57 1/4	80	130	
	Cascade PSR Geashill to Tullamore	Down	57 1/4	57 1/2	60	95	
	Geashill to and through Tullamore Station	Up & Down	57 1/2	58 1/8	40	65	

	Bridge UBA37 Tullamore to Clara	Up & Down	58 1/8	58 3/8	70	110	
	Track Curvature Tullamore to Clara	Up & Down	58 3/8	59 1/8	90	145	
	Track Vertical Alignment at OBA 38	Up & Down	59 1/8	59 1/4	80	130	
	Track Curvature and crossing XA061 Tullamore to Clara	Up	62 3/8	60 1/4	80	130	
	Track Curvature and crossing XA061 Tullamore to Clara	Down	60 1/4	62	80	130	
	Track Curvature Tullamore to Clara	Up & Down	63 1/8	64 1/2	80	130	
	Track Curvature through Clara	Up & Down	64 1/2	65	40	65	
	Cascade PSR Clara to Clonnydonnin	Up	65 1/4	65	70	110	
	Track Curvature Clara to Clonnydonnin	Up & Down	65 3/4	66 1/8	90	145	
	Track Vertical Alignment at OBA54	Up & Down	66 1/8	66 1/4	80	130	
	Track Curvature Clara to Clonnydonnin	Up & Down	68 1/8	70 5/8	90	145	
	Clara to Clonnydonnin Bog Strip	Up & Down	70 5/8	71 1/2	70	110	
	Track Curvature Clara to Clonnydonnin	Up & Down	71 1/2	73	80	130	
	Track Curvature Clonnydonnin to Athlone	Up & Down	73	74 5/8	90	145	
	Track Vertical Alignment at OBA73	Up & Down	74 5/8	74 3/4	80	130	
	Track Vertical Alignment at OBA73	Up & Down	76 1/8	76 1/4	80	130	
	Track Curvature Clonnydonnin to Athlone	Up & Down	77 1/8	78 5/8	90	145	
	Crossign XA120 Clonnydonnin to Athlone	Up & Down	78 5/8	80	80	130	
	Cascade PSR and Curvature Athlone Station	Up & Down	80	80 5/8	50	80	
	Track Curvature Athlone station	Up & Down	80 5/8	East Jn (Moate Line)	20	30	
Portlaoise to Conniberry Yards	Maximum Line Speed Limit Conniberry to Coolnamona (3/4 mls. to 2 3/4 mls.) not open for traffic	Up & Down	0	3/4	20	30	201 class may operate normally to Conniberry Yards
Ballybrophy to Killonan Junction	Maximum Line Speed Limit, subject to lower limits set out below Roscrea to Birdhill	Up & Down	0	35	30	50	201 class only permitted in emergency at maximum speed of 25mph (40mk/h)
		Up & Down	35	36	50	80	

(Nenagh Branch)	Roscrea to Birdhill	Up & Down	36	36m 0880yds	40	65	Light Engines and Loco hauled trains are restricted to 25 mph/40 kph in Up & Down directions between Killonan Junction and the 46 1/4 MP
	Roscrea to Birdhill	Down	36m 0880 yds	38m 0440 yds	50	80	
	Roscrea to Birdhill	Up	37m 0440 yds	36m 0880 yds	25	40	
	Roscrea to Birdhill	Up	38m 0440 yds	37m 0440 yds	50	80	
	Roscrea to Birdhill	Up & Down	38m 0440 yds	40m 1320 yds	25	40	
	Roscrea to Birdhill	Down	40m 1320 yds	41m 1500yds	50	80	
	Roscrea to Birdhill	Down	41m 1500yds	42m 0220 yds	40	65	
	Roscrea to and through Birdhill	Down	42m 0220 yds	42m 1320yds	50	80	
	Roscrea to and through Birdhill	Up	42m 1320yds	40m 1320 yds	50	80	
	Birdhill to Killonan	Up & Down	42m 1320yds	43m 0440yds	40	65	
	Birdhill to Killonan	Up & Down	43m 0440yds	48m 1320yds	50	80	
	Birdhill to Killonan	Up & Down	48m 1320yds	51m 0738yds	30	50	
	Birdhill to Killonan	Up & Down	51m 0738yds	51m 0838yds	15	25	
	Birdhill to Killonan	Up & Down	51m 0838yds	52m 0880yds	25	40	
	Silvermines Siding	Maximum Line Speed Limit	Up & Down				
	To Mine		-	-	10	15	No Speed Reduction
	From Mine		-	-	5	10	

Mallow to Tralee (Casement Station)	Maximum Line Speed Limit subject to lower limits set out below:	Up & Down	0	61 1/2	70	110	Light Engines & Loco hauled trains may operate up to a maximum line speed of 70 mph / 110kph, subject to lower limits shown in adjacent column
	Through Killarney Junction	Up & Down	0	1/2	40	65	
	Mallow to Banteer	Up & Down	1/2	3 1/4	60	95	
	Mallow to Banteer	Down	10 1/4	10 1/2	60	95	
	Through Banteer Station- main line	Up & Down	10 1/2	11	40	65	
	Through Banteer Station-through loop	Up & Down	10 1/2	11	30	50	
	Banteer to Millstreet	Up	11 1/4	11	60	95	
	Banteer to Millstreet	Down	18 1/4	18 1/2	60	95	
	Through Millstreet Station-main line (XT063)	Down	18 1/2	19 3/4	40	65	
	Through Millstreet Station-main line	Up	18 1/2	19 1/4	40	65	
	Through Millstreet Station-through loop	Up & Down	18 1/2	19 1/4	30	50	
	Millstreet to Rathmore	Up	19 1/4	19 3/4	60	95	
	Millstreet to Rathmore	Down	25	25 1/4	60	95	
	Through Rathmore Station-main line	Up & Down	25 1/4	25 1/2	40	65	
	Through Rathmore Station-through loop	Up & Down	25 1/4	25 1/2	30	50	
	Rathmore to Killarney	Up	25 3/4	25 1/2	60	95	
	Rathmore to Killarney	Down	29	37 3/4	60	95	
	Rathmore to Killarney	Up	29	36 4/7	60	95	
	Rathmore to Killarney (XT103)	Up	36 4/7	36 3/4	25	40	
	Rathmore to Killarney (XT105)	Up	36 3/4	39 3/8	50	80	
	Rathmore to Killarney	Down	37 3/4	39 1/8	50	80	
	Rathmore to Killarney	Down	39 1/8	39 3/8	30	50	
	Through Killarney yard; main line	Up & Down	39 3/8	39 3/4	15	25	
	Through Killarney yard; to and from station	Up & Down	-	-	15	25	
	Killarney to Farranfore	Down	39 3/4	40 1/4	40	65	
	Killarney to Farranfore	Up	39 3/4	40	25	40	
	Killarney to Farranfore	Up	40	40 1/4	40	65	
Killarney to Farranfore	Up & Down	40 1/4	50 1/4	60	95		
Through Farranfore Station; main line	Up & Down	50 1/4	50 3/4	30	50		

	Through Farranfore Station; loop Farranfore to Tralee Farranfore to Tralee Farranfore to Tralee (XT157) Farranfore to Tralee Farranfore to Tralee Farranfore to Tralee (XT157) Farranfore to Tralee Farranfore to Tralee Approaching Tralee Station Approaching and leaving Tralee Station	Up & Down Up Up Up Up Down Down Down Down Down Up & Down	50 1/4 50 3/4 51 57 4/9 57 4/5 50 3/4 57 4/9 57 4/5 60 3/4 61 61 61 1/4	50 3/4 51 57 4/9 57 4/5 60 3/4 57 4/9 57 4/5 60 3/4 61 61 1/4 61 1/2	30 40 60 40 60 60 40 60 40 25 15	50 65 95 65 95 95 65 95 65 40 25		
Limerick (Colbert Station) to Killonan Junction	Maximum Line Speed Limit subject to lower limits set out below Leaving Limerick Station Through Killonan Junction	Down Down Down	0 0 At	4 1/4 1/2 4 1/4	60 15 40	95 25 65	Light Engines & Loco hauled trains may operate up to a maximum line speed of 60 mph / 95kph, subject to lower limits shown in adjacent column	
Killonan Junction to Limerick (Colbert Station)	Maximum Line Speed Limit Subject to lower limits set out below Approaching Limerick Station Approaching Limerick Station Approaching Limerick Station	Up Up Up Up	4 1/4 1 3/4 1/2	0 3/4 1/2 0	60 40 25 15	95 65 40 25	Light Engines & Loco hauled trains may operate up to a maximum line speed of 60 mph / 95kph, subject to lower limits shown in adjacent column	
Killonan Junction	Maximum Line Speed Limit Subject to	Up & Down	4 1/4	21 1/2	70	110	Light Engines & Loco hauled	

to Limerick Junction	lower limits set out below						trains may operate up to a maximum line speed of 70 mph / 110kph, subject to lower limits shown in adjacent column
	At Oola overbridge CH	Down	18 3/4	18mls 1600yds	40	65	
	Through Limerick Junction Loop to main line	Up & Down	-	-	20	30	
	Limerick Junction (entering and leaving bay platforms)	Up & Down	-	-	15	25	
Limerick Junction to Waterford West Cabin (Plunkett Station)	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	21 1/2	76 1/2	50	80	Light Engines & Loco hauled trains may operate up to a maximum line speed of 50 mph / 80kph, subject to lower limits shown in adjacent column
	Dromkeen to Limerick Junction	Down	21 1/2	21 3/4+100yds	30	50	
	Limerick Junction to Tipperary to Carrick-on-Suir	Up & Down	24 1/2	26	40	65	
	Tipperary to Carrick-on-Suir	Up & Down	27 7/8	28 1/8	25	40	
	Tipperary to Carrick-on-Suir	Up & Down	30 1/2	31 5/8	40	65	
	Tipperary to Carrick-on-Suir	Up & Down	33 1/2	44 1/4	40	65	
	Tipperary to Carrick-on-Suir	Down	46 1/4	46 3/4	35	55	
	Tipperary to Carrick-on-Suir	Up & Down	47 3/4	50 1/4	40	65	201 class only permitted in emergency at maximum speed of 25mph/40kph
	Tipperary to Carrick-on-Suir	Up & Down	56 1/2	58 1/2	40	65	
	Tipperary to Carrick-on-Suir	Up & Down	60 3/4	61,0520yds	40	65	
	Tipperary to Carrick-on-Suir	Up & Down	61,0520yds	61,0960 yds	25	40	
	Tipperary to Carrick-on-Suir	Up & Down	61,0960 yds	66 3/4	40	65	
	Carrick-on-Suir to Waterford West	Up	70	70 3/4	45	70	
	Carrick-on-Suir to Waterford West	Down	71 1/2	72	35	55	
	Carrick-on-Suir to Waterford West	Up	71 3/4	72 1/4	35	55	
	Carrick-on-Suir to Waterford West	Down	74 7/8	75 1/8	40	65	
	Carrick-on-Suir to Waterford West	Down	75 1/8	75 3/8	25	40	
	Dunkitt Viaduct	Up & Down	75 3/8	75 5/8	15	25	
		Up & Down	75 5/8	76 1/2	40	65	

Waterford West Cabin (Plunkett Station) to Rosslare Strand	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	75 1/8	110 3/4	25	40	Light Engines & Loco hauled trains may operate up to a maximum line speed of 25 mph / 40kph, subject to lower limits shown in adjacent column 201 class only permitted in emergency at maximum speed of 25mph/40kph
	Waterford West to Abbey Junction	Up & Down	75 1/8	76 1/4	20	30	
	Abbey Junction to Wellingtonbridge (Over Barrow Underbridge)	Down	81 5/8	82	5	10	
Rosslare Strand to Rosslare Europort	See main table Greystones to Rosslare Europort						
Limerick (Colbert Station) to Foynes	Maximum Line Speed Limit Subject to lower limit set out below	Line not open to traffic. No trains permitted beyond Ballingrane due to structural condition of Robertstown Viaduct. Engineer's trains are subject to maximum 25 mph (40 km/h) speed limit but are not permitted beyond Ballingrane due to the structural condition of Robertstown Viaduct					201 class not permitted
Limerick to Cement Factory	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down	-	-	20	30	201 class only permitted in emergency. No reduction
	Rosbrien Curve	Up & Down	-	-	15	25	
Limerick (Ennis Junction) to Ennis	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	3/4	24 1/2	50	80	Light Engines & Loco hauled

	Limerick to Ennis	Up & Down	3/4	1 1/2	25	40	trains may operate up to a maximum line speed of 50 mph / 80kph, subject to lower limits shown in adjacent column
	Limerick to Ennis	Up & Down	1 1/2	3 1/2	40	65	
	Limerick to Ennis (Shannon Bridge)	Up & Down	3 1/2	3 3/4	30	50	
	Limerick to Ennis (Crossing XE20)	Up & Down	9	9 1/4	25	40	
	Limerick to Ennis	Up & Down	9 5/8	10 1/4	40	65	
Athenry to Ennis Up Direction	Maximum Line Speed Limit subject to lower limits set out below	Up to Limerick & Down to Athenry	24m 0880yds	60m 0440yds	80	130	Light Engines & Loco hauled trains may operate up to a maximum line speed of 60 mph / 95kph, subject to lower limits shown in adjacent column
	Athenry Junction to Athenry Points	Up	60m 0440yds	60m 0576yds	20	30	
	Track Curvature between Athenry and Craughwell	Up	59m 1355yds	60m 0440yds	60	95	
	Crossings XE206/07 between Craughwell and Athenry	Up	59m 1000yds	59m 1355yds	45	70	
	Crossings XE204/05 between Craughwell and Athenry	Up	58m 0440yds	59m 1000yds	60	95	
	Track Curvature Craughwell to Athenry	Up	57m 0880yds	58m 0440yds	70	110	
	Track Curvature & Crossings XE184 & XE191	Up	53m 0880yds	55m 1385yds	60	95	
	Track Curvature through Adrahan and towards Craughwell	Up	48m 0440yds	49m 0440yds	60	95	
	Track Curvature Gort to Adrahan	Up	47m 0107yds	48m 0440yds	70	110	
	Crossings XE149 between Gort and Adrahan	Up	46m 1567yds	47m 0107yds	60	95	
	Track Alignment at OBE129 & OBE130	Up	45m 1120yds	46m 1567yds	70	110	
	Crossings XE144/XE145 between Gort and Adrahan	Up	45m 1120yds	45m 1420yds	60	95	

	Track Curvature Gort to Adrahan	Up	43m 0901yds 43m 0165	44m 0440yds 43m	75	120		
	Crossing XE127 between Gort and Adrahan	Up	yds 42m	0901yds 43m	60	95		
	Crossings XE123 and Gort Station Cascade	Up	0953yds 41m	0165yds 42m	45	70		
	Crossing XE 120, UB120 & Gort Station	Up	1585yds 41m	0953yds 41m	30	45		
	Crossings XE112/3/4/5/6/7/8 & 119 Ennis to Gort	Up	0289yds 39m	1585yds 40m	60	95		
	Crossing XE107 between Ennis and Gort	Up	1676yds 38m	0216yds 38m	60	95		
	Crossing XE106 between Ennis and Gort	Up	0476yds 36m	0776yds 37m	60	95		
	Cascade for Tubber Bog	Up	0880yds 36m	0660yds 36m	70	110		
	Track Alignment at Tubber Bog	Up	0440yds 35m 0880y	0880yds 36m	40	65		
	Track Curvature between Ennis and Gort	Up	ds 33m	0440yds 34m	70	110		
	Crossing XE90 between Ennis and Gort	Up	1681yds 33m	0221yds 33m	60	95		
	Track Curvature between Ennis and Gort	Up	0660yds 31m	1681yds 32m	70	110		
	Crossing XE78 between Ennis and Gort	Up	1615yds 31m	0440yds 31m	60	95		
	Crossing XE76 between Ennis and Gort	Up	1300yds 28m	1615yds 30m	45	70		
	Track Curvature between Ennis and Gort	Up	0268yds 27m	1100yds 28m	60	110		
	Crossing XE67 between Ennis and Gort	Up	1634yds 26m	0268yds 27m	50	80		
	Track Curvature between Ennis and Gort	Up	1615yds 26m	1634yds 26m	70	110		
	Crossing XE62/3 between Ennis and Gort	Up	1155yds 25m	1615yds 26m	45	70		
	Track Curvature between Ennis and Gort	Up	1000yds 24m	1155yds 25m	60	110		
	Track Alignment at Bridge UBE77 & Ennis Cascade	Up	1708yds	1000yds	40	60		

	Ennis Station	Up	24m 0880yds	24m 1708yds	25	40		
Ennis to Athenry Down Direction	Ennis Station	Down	24m 715yds	24m 880yds	35	55		
	Ennis Station	to Athenry	24m 880yds	25m 0166yds	25	40		
	Track Alignment at Bridge UBE77	Down	25m 0166yds	25m 1000yds	40	60		
	Crossings XE62/63 between Ennis & Gort	Down	25m 1000yds	26m 1388yds	60	95		
	Crossing XE 67 & Track Curvature between Ennis & Gort	Down	27m 1460yds	30m 1100yds	60	95		
	Cascade for XE 76 between Ennis & Gort	Down	30m 1100yds	31m 1045yds	70	110		
	Crossings XE76/77 between Ennis & Gort	Down	31m 1045yds	31m 1513yds	40	60		
	Track Curvature & XE78 between Ennis & Gort	Down	31m 1513yds	32m 0295yds	60	95		
	Track Curvature between Ennis & Gort	Down	33m 0660yds	33m 1320yds	70	110		
	Crossing XE90 between Ennis & Gort	Down	33m 1320yds	34m 0000yds	60	95		
	Track Curvature between Ennis & Gort	Down	35m 0880yds	36m 0440yds	70	110		
	Track Alignment at Tubber Bog	Down	36m 0440yds	36m 0880yds	40	65		
	Track Curvature between Ennis & Gort	Down	36m 0880yds	37m 0660yds	70	110		
	Crossing XE106 between Ennis & Gort	Down	38m 0176yds	38m 0476yds	60	95		
	Crossing XE107 between Ennis & Gort	Down	39m 1376yds	39m 1676yds	60	95		
	Crossing XE112/3/4/5/6/7/8 & 119 between Ennis & Gort	Down	41m 0289yds	42m 0047yds	60	95		
	Gort Station and UB120 Cascade	Down	42m 0047yds	42m 0316yds	45	70		
	Gort Station	Down	42m 0316yds	42m 0880yds	30	45		
	Crossing XE127 between Gort & Ardrahan	Down	42m 0880yds	43m 0660yds	60	95		

	Track Curvature between Gort & Ardrahan	Down	43m 0660yds	44m 0440yds	75	70	
	Crossings XE144/45 between Gort & Ardrahan	Down	45m 0820yds	45m 1130yds	60	95	
	Track Alignment at OBE 129 & 130	Down	45m 1130yds	46m 1267yds	70	110	
	Crossing XX149 between Gort & Ardrahan	Down	46m 1267yds	47m 0000yds	60	95	
	Track Curvature between Gort & Ardrahan	Down	47m 0000yds	48m 0440yds	70	110	
	Track Curvature through Ardrahan & towards Craughwell	Down	48m 0440yds	49m 0440yds	60	95	
	Track Curvature and Crossings XE184	Down	53m 0880yds	55m 0579yds	60	95	
	Crossings XE191 between Craughwell & Athenry Cascade	Down	55m 0579yds	55m 0844yds	45	70	
	Crossings XE191 between Craughwell & Athenry	Down	55m 0844yds	55m 1085yds	30	45	
	Athenry Station	Down	59m 1488yds	59m 1757yds	45	70	
	Athenry Station	Down	59m 1757yds	60m 0440yds	30	45	
	Athenry Points to Athenry Junction	Down	60m 0440yds	60m 0576yds	20	30	
Athenry to Claremorris	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down	60 3/4 and 0	76 17	25	40	Special reduction 201 class only permitted in emergency
	Athenry to Tuam	Up & Down	74	74 3/8	10	15	
Athlone to Galway	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	77 3/4 (East Jctn	126 1/2	90	145	Light Engines & Loco hailed trains may operate up to a maximum line speed of

	Shannon Bridge UBG106	Up & Down	Moate Line) 77 3/4 (East Jctn Moate Line)	78 1/4	20	30	60 mph / 95kph, subject to lower limits shown in adjacent column
	Cascade PSR Athlone to Ballinasloe	Up	78 1/2	78 1/4	35	55	
	Cascade PSR Athlone to Ballinasloe	Up	78 3/4	78 1/2	50	80	
	Crossings Athlone to Ballinasloe	Down	78 1/4	84 3/8	80	130	
	Crossings Athlone to Ballinasloe	Up	84 3/8	78 3/4	80	130	
	Bog Strip Athlone to Ballinasloe	Up & Down	84 3/8	85 3/4	70	110	
	Bog Strip & Crossings Athlone to Ballinasloe	Up & Down	85 3/4	91 1/4	80	130	
	Track Curvature through Ballinasloe (Mainline)	Up & Down	91 1/4	92	50	80	
	Crossings XG127/28 Ballinasloe to Woodlawn	Down	93 1/2	94 1/2	80	130	
	Crossings XG127/28 Ballinasloe to Woodlawn	Up	94 7/8	93 7/8	80	130	
	Crossing XG 131 Ballinasloe to Woodlawn	Down	96 3/4	97 1/8	80	130	
	Crossing XG 131 Ballinasloe to Woodlawn	Up	97 1/2	97 1/8	80	130	
	Bog Strip through Woodlawn Station, Mainline	Up & Down	101 1/4	101 5/8	70	110	
	Through Woodlawn Station Loopline Turnout	Up & Down	101 1/4	101 5/8	40	65	
	Curvature	Up & Down	101 1/4	101 5/8	40	65	
	Crossings XG135/136/137 Woodlawn to Athenry	Down	104	105 1/8	80	130	
	Crossings XG135/136/137 Woodlawn to Athenry	Up	105 1/2	104 1/4	80	130	
	Crossings XG143/144/146/147 Woodlawn to Athenry	Down	108	110 3/4	80	130	
	Crossings XG143/144/146/147 Woodlawn to Athenry	Up	111 1/8	108 1/4	80	130	
	Crossings XG150 Woodlawn to Athenry	Up & Down	112 3/4	113 1/4	80	130	
	Through Athenry Station Main Line	Up & Down	113 1/4	113 3/4	50	80	
	Through Athenry Station Loop Line	Up & Down	113 1/4	113 3/4	40	65	
	Crossing XG152 Athenry to Galway	Up & Down	113 3/4	114	80	130	
	Cascade for Crossing XG159 Athenry to Galway	Down	118 1/4	118 1/2	70	110	
	Crossing XG159 Athenry to Galway	Down	118 1/2	118 3/4	50	80	
	Cascade for Crossing XG159 Athenry to Galway	Up	119 1/4	119	70	110	
	Crossing XG159 Athenry to Galway	Up	119	118 5/8	50	80	
	Crossing XG163 Athenry to Galway	Up	121	120 3/4	70	110	
	Crossing XG163 Athenry to Galway	Down	120 3/8	120 3/4	70	110	

	Oranmore Station and Crossing XG169	Up	123 3/4	122	70	110	
	Oranmore Station and Crossing XG169	Down	122	123 1/2	70	110	
	Crossing XG172 Athenry to Galway	Up	124	123 3/4	50	80	
	Crossing XG172 Athenry to Galway	Down	123 1/2	123 3/4	50	80	
	Crossing XG173 Athenry to Galway	Up	125 1/2	124	70	110	
	Crossing XG173 Athenry to Galway	Down	123 3/4	125 1/2	70	110	
	Curvature Athenry to Galway	Up & Down	125 1/2	126	50	80	
	Curvature and Cascade Athenry to Galway	Up & Down	126	126 1/4	30	50	
	Bridge UBG170 Lough Atalia	Up & Down	126 1/4	126 1/2	10	15	
Athlone to Westport	Maximum Line Speed Limit Subject to lower limits set out below	Up & Down	78 1/4	161	70	110	201 class may operate normally at speeds shown in adjacent column
	Leaving/Approaching Junction with Galway Line	Up & Down	78 1/4	78 7/8	20	30	
	Approaching Athlone	Up	78 7/8	79 1/8	30	50	
	Approaching Athlone	Up	79 1/8	79 3/8	45	70	
	Through Knockcroghery	Up & Down	89 7/8	90 1/8	50	80	
	Knockcroghery to Roscommon	Up & Down	95 7/8	96 1/4	40	65	
	Roscommon to Castlerea	Up & Down	96 1/4	96 3/4	30	50	
	Approaching Roscommon	Up	96 3/4	97	45	70	
	Track Curvature Roscommon to Castlerea	Up & Down	112 1/4	112 1/2	45	70	
	Crossing XM160 Castlerea to Ballyhaunis	Down	121 5/8	122	60	95	
	Approaching Ballyhaunis	Down	123 3/8	123 5/8	45	70	
	Approaching Ballyhaunis	Down	123 5/8	123 7/8	30	50	
	Through Ballyhaunis	Up & Down	123 7/8	124 3/8	20	30	
	Approaching Ballyhaunis	Up	124 3/8	124 5/8	30	50	
	Approaching Ballyhaunis	Up	124 5/8	124 7/8	45	70	
	Ballyhaunis to Claremorris	Down	134 1/4	134 1/2	45	70	
	Ballyhaunis to Claremorris	Up & Down	134 1/2	134 3/4	40	65	
	Claremorris: Crossover at Dublin and Platform 2	Up & Down	134 3/4	135 1/4	40	65	
	Claremorris: Crossover at Dublin and Platform 1	Up & Down	134 3/4	135 1/4	30	50	
	Manulla Junction to Castlebar	Down	149 5/8	149 7/8	45	70	

	Through Castlebar to Westport	Up & Down	149 7/8	150 5/8	30	50	
	Track Curvature Castlebar to Westport	Up & Down	150 5/8	150 7/8	45	70	
	Crossing XM250 Castlebar to Westport	Up & Down	151 3/8	151 7/8	45	70	
	Castlebar to Westport	Up & Down	156 1/4	156 3/4	60	95	
	Crossing XM267 Castlebar to Westport	Down	158	158 3/8	40	65	
	Crossing XM268 Castlebar to Westport	Up	159 7/8	160	25	40	
	Crossing XM268 Castlebar to Westport	Down	159 5/8	159 7/8	30	50	
	Approaching Westport	Down	160	160 1/2	50	80	
	Approaching Westport	Down	160 1/2	160 3/4	35	55	
	Approaching Westport	Down	160 3/4	161	15	25	
Manulla Junction to Ballina	Maximum Line Speed Limit Subject to lower limits set out below	Up & Down	145 7/8	166 1/2	60	95	201 class may operate normally at speeds shown in
	Through Manulla Junction	Up & Down	–	–	20	30	
	Through Manulla Junction	Up	146 1/2	146 3/4	30	50	
	Approaching Manulla Junction	Up	145 7/8	146 1/2	20	30	
	Manulla Junction to Ballina	Down	165 3/4	166 1/8	40	65	
	Approaching Ballina	Down	166 1/8	166 1/2	20	30	
Islandbridge Junction to North Wall (via North Wall GSWR Branch)	Maximum Line Speed Limit Subject to lower limits set out below	Up	0	5 1/4	30	50	201 class may operate normally at the speeds shown in adjacent column
	Through Islandbridge Junction	Up	Through Junction		20	30	
	Through North Strand Junction	Up	Through Junction		20	30	
	UP LINE	Up	4 1/4	5 1/4	20	30	
		Through Church Road Junction	Up	Through Junction		20	
Islandbridge Junction to Phoenix Park Tunnel		Up and Down Up and Down	0	1/2	25	40	201 class may operate normally

MIDDLE ROAD		Up and Down					at the speeds shown
North Wall to Islandbridge Junction (via North Wall GSWR Branch)	Maximum Line Speed Limit Subject to lower limits set out below	Up and Down					in adjacent column
		Down	5 1/4	0	30	50	201 class may operate normally at the speeds shown in adjacent column
		Down	5 1/4	4 1/4	20	30	
		Down	Through Junction		20	30	
		Down	Through Junction		20	30	
DOWN LINE		Down	Through Junction		20	30	
		Down	Through Junction		20	30	
		Down	-		20	30	
		Up	-		10	15	
Mullingar to Athlone	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down	50 1/4	77 3/4	30	50	201 class only permitted in emergency at
		Up & Down	72 3/4	73 3/4	10	15	speeds shown in adjacent column
	Moate to Athlone						

Line	Between	Trains to which Restriction apply	MILEAGE		GENERAL SPEED RESTRICTIONS		201 CLASS SPEED RESTRICTIONS		
			From	To	Miles per Hour	Km per Hour	Miles per Hour	Km per Hour	
Islandbridge Junction to North Wall (via North Wall GSWR Branch)	Maximum Line Speed Limit Subject to lower limits set out below	Up	0	5 1/4	30	50	201 class may operate normally at the speeds shown in adjacent column		
	Through Islandbridge Junction	"	Through Junction		20	30			
	Through North Strand Junction	"	Through Junction		20	30			
	UP LINE	North Strand Junction to North Wall	"	4 1/4	5 1/4	20			30
	Through Church Road Junction	"	Through Junction		20	30			
Islandbridge Junction to Phoenix Park Tunnel		Up and Down	0	1/2	25	40	201 class may operate normally at the speeds shown in adjacent column		
MIDDLE ROAD									
North Wall to Islandbridge Junction (via North Wall GSWR Branch)	Maximum Line Speed Limit Subject to lower limits set out below	Down	5 1/4	0	30	50	201 class may operate normally at the speeds shown in adjacent column		
	North Wall to North Strand Junction	"	5 1/4	4 1/4	20	30			
	Through Church Road Junction	"	Through Junction		20	30			
	DOWN LINE	Through North Strand Junction	"	Through Junction		20			30
		Through Islandbridge Junction	"	Through Junction		20			30
	Departing Platform No.10	"	-		20	30			
	Approaching Platform No.10	Up	-		10	15			

Line	Between	Trains to which Restriction apply	MILEAGE		GENERAL SPEED RESTRICTIONS		201 CLASS SPEED RESTRICTIONS	
			From	To	Miles per Hour	Km per Hour	Miles per Hour	Km per Hour
North Strand Junction to Connolly Station	Maximum Line Speed Limit (Through North Strand Junction to and from Connolly Station)	Up & Down	-	-	20	30	201 Class may operate normally at the speeds shown in adjacent column	
Glasnevin Junction Southern to Glasnevin Junction Midland	Maximum Line Speed Limit	Up & Down	-	-	30	50	201 Class may operate normally at the speeds shown in adjacent column	
Dublin (Liffey Junction) to Maynooth	Maximum Line Speed Limit Subject to lower limits set out below	Down	1 3/8	15	70	110	201 Class may operate normally at the speeds shown in adjacent column	
Down Line	Through Liffey Junction	Down	1m 778yds	1 3/4	30	50		
	Liffey Junction to Clonsilla	Down	3 1/8	3 3/4	60	95		
	Liffey Junction to Clonsilla	Down	4 1/4	4 1/2	60	95		
	Liffey Junction to Clonsilla	Down	5 1/4	6	60	95		
	Clonsilla to Maynooth	Down	7	7 3/4	60	95		
	Clonsilla to Maynooth	Down	8 3/4	9 1/4	50	80		
	Clonsilla to Maynooth	Down	10	10 5/8	60	95		
	Clonsilla to Maynooth	Down	10 5/8	11 1/8	50	80		
	Clonsilla to Maynooth	Down	11 1/8	12 3/8	40	65		
	Clonsilla to Maynooth	Down	14 1/2	14 3/4	40	65		
	Through Maynooth; down line	Up & Down	14 3/4	15	20	30		
Dublin (Liffey Junction) to Maynooth	Maximum Line Speed Limit Subject to lower limits set out below	Up	15	1 3/8	70	110	201 Class may operate normally at the speeds shown in adjacent column	
Up Line	Maynooth to Clonsilla	Up	12 3/8	11 1/8	40	65		
	Maynooth to Clonsilla	Up	11 1/8	10 5/8	50	80		
	Maynooth to Clonsilla	Up	10 5/8	10	60	95		
	Maynooth to Clonsilla	Up	9 1/4	8 3/4	50	80		

	Maynooth to Clonsilla	Up	7 3/4	7	60	95	
	Clonsilla to Liffey Junction	Up	6	5 1/4	60	95	
	Clonsilla to Liffey Junction	Up	4 1/2	4 1/4	60	95	
	Clonsilla to Liffey Junction	Up	3 3/4	3 1/8	60	95	
	Through Liffey Junction	Up	1 3/4	1m 778yds	30	50	
Clonsilla Junction to M3 Parkway	Maximum Line Speed Limit Subject to lower limits set out below	Down	7 1/4	11 3/4	70	115	
Down	Exiting Clonsilla Turnback Platform and across new crossover to Down Dunboyne Commuter	Down	7 1/4	7 1/2	20	30	
	Through facing crossover 253 at Clonsilla and turnout 254 down main Maynooth		7 1/4	7 1/2	20	30	
	Line to down main Dunboyne Commuter						
	Dunboyne to M3 Parkway	Down	11	11 1/4	50	80	
	Dunboyne to M3 Parkway and across crossovers in dn direction	"	11 1/4	11 1/2	35	55	
	Through M3 Parkway	Down	11 1/2	11 3/4	20	30	
M3 Parkway to Clonsilla Junction	Maximum Line Speed Limit Subject to lower limits set out below	Up	11 3/4	7 1/4	70	115	
Up	Through M3 Parkway	Up	11 3/4	11 1/2	20	30	
	M3 Parkway to Dunboyne from down platform at M3 Parkway across crossovers in up direction	Up	11 1/2	11 1/4	35	55	
	Dunboyne to Clonsilla	Up	7 3/4	7 1/2	50	80	
	Through turnout 252 at Clonsilla in the up direction.	Up	7 1/2	7 1/4	30	50	
	Approaching Clonsilla Turnback Platform CH	Up	7 3/8	7 1/4	15	25	
Maynooth to Mullingar	Maximum Line Speed Limit subject to lower limits set out below	Up & Down	15	50 3/8	75	120	201 Class may operate normally at the speeds shown in adjacent column
	Maynooth to Enfield	Up & Down	15	15 1/2	60	95	
	Maynooth to Enfield	Up & Down	18 1/2	18 3/4	60	95	
	Maynooth to Enfield	Up & Down	18 3/4	19 3/4	70	110	
	Maynooth to Enfield	Up & Down	23 1/2	25	70	110	

	Maynooth to Enfield	Down	25 3/4	26 1/8	60	95	
	Through Enfield Main	Up & Down	26 1/8	26 5/8	40	65	
	Through Enfield Loop	Up & Down	26 1/8	26 5/8	30	50	
	Enfield to Killucan	Up	26 5/8	27	60	95	
	Enfield to Killucan	Up & Down	29 1/4	29 1/2	65	105	
	Enfield to Killucan	Up & Down	29 1/2	31 1/4	70	110	
	Enfield to Killucan	Up & Down	32 1/2	34 3/4	70	110	
	Through Killucan Yard (Main line)	Up & Down	41 1/8	41 7/8	70	110	
	Cascade approaching Mullingar	Down	49 1/2	49 3/4	50	80	
	Cascade approaching Mullingar	Down	49 3/4	50	35	55	
	Through Mullingar Station	Up & Down	50	50 3/8	20	30	

Liffey Junction to Docklands via North Wall MGWR Branch CH	Maximum Line Speed Limit Subject to lower limit set out below	Up & Down	0	2 3/4	30	50	201 Class may operate normally at the speeds shown in adjacent column
	Newcomen Junction to Docklands Station	Up & Down	2 1/4	2 3/4	20	30	
Newcomen Junction to Connolly Station	Through Newcomen Junction	Up & Down	-	-	20	30	201 Class may operate normally at the speeds shown in adjacent column
	Newcomen Junction to Connolly Station.	Up & Down	-	-	10	15	
Mullingar to Sligo (MacDiarmada Station)	Maximum Line Speed Limit Subject to lower limits set out below	Up & Down	50 3/8	133	75	120	Loco hauled trains may operate normally at speeds shown in adjacent column
	Track Curvature through Mullingar Station	Up & Down	50	50 3/8	20	30	
	Cascade PSR and Track Curvature approaching Mullingar Station	Up & Down	50 3/8	50 5/8	35	55	
	Cascade PSR and Track Curvature approaching Mullingar Station	Up & Down	50 5/8	51	50	80	
	Through Edgeworthstown Main Line & Loop	Up & Down	67 1/8	67 7/8	50	80	
	Crossing XS054 between Edgeworthstown and Longford	Up	75 3/8	75 5/8	40	60	
	Crossing XS054 between Edgeworthstown and Longford	Down	75 1/4	75 1/2	40	60	
	Through Longford Station and Track Curvature	Up & Down	75 5/8	77 1/4	50	80	
	Through Dromod Station	Up & Down	87 1/8	87 5/8	50	80	
	Cascade PSR approaching Carrick-on-Shannon Station	Down	97	97 3/8	50	80	
	Cascade PSR approaching Carrick-on-Shannon Station	Down	97 3/8	97 3/4	35	55	
Through Carrick-on-Shannon Station	Up & Down	97 3/4	98 1/8	20	30		

	Cascade PSR approaching Carrick-on-Shannon	Up	98 1/8	98 1/4	35	55	
	Cascade PSR approaching Carrick-on-Shannon	Down	98 1/4	98 5/8	50	80	
	Crossing XS096 between Dromod and Boyle	Down	106	106 1/4	25	40	
	Crossing XS096 and through Boyle station	Up	106	106 3/4	40	60	
	Through Boyle station	Up & Down	106 1/4	106 3/4	50	80	
	Crossing XS134 between Ballymote and Sligo	Up	122 1/2	122 3/4	50	80	
	Crossing XS138 between Ballymote and Sligo	Up	123 5/8	123 7/8	50	80	
	Track Curvature Ballymote to Sligo	Up & Down	129 3/8	130 1/2	60	95	
	Crossing XS154/155 and PSR cascade approaching Sligo	Up & Down	133	133 1/2	50	80	
	Track Curvature and Crossing XS154/XS155	Up	133 1/2	134	50	80	
	Cascade PSR approaching Sligo	Down	133 1/2	134	35	55	
	Approaching Sligo Station Platform	Up & Down	134	134 1/4	15	25	
Sligo to Sligo Quay	Maximum Line Speed Limit Subject to lower lower limit set out below (as far as Public Rd. Crossing at Quay)	Up & Down	-	-	10	15	201 Class not permitted
Dublin (Connolly Station) to Dundalk/ The Border	Maximum Line Speed Limit Subject to lower limits set out below Leaving Connolly Suburban Station, via	Down	0	59 5/8 DART	90 60	145 100	201 Class may operate normally at the speeds shown in adjacent column
DOWN MAIN LINE	Ossary Road Junction	"	-	-	20	30	
	Connolly Station to Howth Junction	Down	0	1/2	20	30	
	Connolly Station to and through Howth Jctn.	Down	01-Feb	5 1/4	70	110	
	Howth Junction/Malahide	Down	8 1/2	8 5/8	85	135	
	Howth Junction/Malahide	Down	8 5/8	8 7/8	70	110	
	Howth Junction/Malahide	Down	8 7/8	9 1/8	50	80	
	Approaching Drogheda (McBride Station)	Down	31	31 1/4	70	110	
	Approaching Drogheda	Down	31 1/4	31 1/2	50	80	
	Through Drogheda Station and across the Boyne Viaduct	Down	31 1/2	32 1/4	30	50	
	Through Dundalk	Down	54 1/8	54 1/2	70	110	
	Dundalk (Clarke Station) to the Border	Down	58 1/2	59 1/4	85	135	
The Border/Dundalk to Dublin (Connolly Station)	Maximum Line Speed Limit Subject to lower limits set out below	Up	59 5/8	0 DART	90 60	145 100	201 Class may operate normally at the speeds

	The Border to Dundalk (Clarke Station)	Up	59 1/4	58 1/2	85	135	shown in adjacent column
UP MAIN LINE	Approaching the Boyne Viaduct	Up	32 3/4	32 1/2	70	110	
	Approaching the Boyne Viaduct	Up	32 1/2	32 1/4	50	80	
	Across the Boyne Viaduct and through Drogheda (McBride Station)	Up	32 1/4	31 7/8	30	50	
	Drogheda (McBride Station)	Up	31 7/8	31 1/4	25	40	
	Malahide/Howth Junction	Up	9 3/8	9 1/8	70	110	
The Border/Dundalk to Dublin (Connolly Station) (contd.)	Malahide/Howth Junction	Up	9 1/8	8 7/8	50	80	201 Class may operate normally at the speeds shown in adjacent column
	Approaching Howth Junction to Connolly	Up	5 1/4	1 1/4	70	110	
	Howth Junction to Connolly	Up	1 1/4	1	45	70	
UP MAIN LINE	Howth Junction to Connolly	Up	1	3/4	30	50	
	Howth Junction to Connolly	Up	3/4	0	20	30	
	Approaching Connolly Suburban Station, through Ossary Road Junction	Up	-	-	20	30	
East Wall Branch East Wall Junction to Church Road Jn.	Maximum Line Speed Limit	Up & Dn	-	-	20	30	201 Class may operate normally at the speeds shown in adjacent column
Howth Branch	Maximum Line Speed Limit Subject to lower limits set out below		0	3 1/2			201 Class may operate normally at the speeds shown in adjacent column
				DART	60	100	
				OTHER	50	80	
DOWN LINE							
	Through Howth Junction and Station	Down	0	3/8	20	30	
	Approaching Howth Station	Down	3	3 1/4	30	45	
	Approaching Howth Station	Down	3 1/4	3 1/2	15	25	
Howth Branch	Maximum Line Speed Limit Subject to lower limits set out below		3 1/2	0			201 Class may operate normally at the speeds shown in adjacent column
				DART	60	100	
				OTHER	50	80	
UP LINE							
	Approaching Howth Junction Station	Up	5/8	3/8	30	50	
	Through Howth Junction and Station	Up	3/8	0	20	30	
Drogheda-Navan	Maximum Line Speed Limit Subject to		0	17	25	40	201 Class may operate

(including Tara Mines)	lower limit set out below		17	17 3/8	5	10	normally at the speeds shown in adjacent column
Navan Junction-Kingscourt	Maximum Line Speed Limit		31	50 1/8	20	30	201 class not permitted
Dublin (Connolly Station) to Bray	Maximum Line Speed Limit Subject to lower limits set out below		50 1/8	50 1/2	5	10	201 Class may operate normally at the speeds shown in adjacent column
			-	-	60	95	
				DART	60	100	
				Mileage Includes (Connolly - Pearse)			
			1	0			
			0	12	(Pearse - Shanganagh)		
DOWN LINE			10 5/8	13	(Shanganagh - Bray)		
Southbound	Through Connolly From Platform 6 to Up Loop Line	Down	-	-	10	15	
	Connolly Station, to and THROUGH Pearse Station, to Grand Canal Dock Station	Down					
	Relief Main at Pearse Station	Down	Connolly	1/2	30	50	
	Through Grand Canal Dock Station	Up&Dn	-	-	20	30	
	Salthill to Dun Laoghaire	Down	1/2	3/4	25	40	
	Salthill, through Dun Laoghaire, to Glenageary	Down	5 1/2	5 3/4	45	70	
	Dun Laoghaire to Dalkey	Down	5 3/4	6 1/8	30	50	
	Dun Laoghaire to Dalkey	Down	6 1/8	6 3/4	20	30	
	Dalkey to Killiney	Down	6 3/4	8 3/4	30	50	
	Approaching Bray (Daly Station)	Down	8 3/4	9 3/4	40	65	
	Through Bray (Daly Station) towards Greystones	Down	11 1/2	12	40	65	
		Down	12	13	25	40	
Bray to Connolly Station	Maximum Line Speed Limit Subject to lower limits set out below		-	-	60	95	201 Class may operate normally at the speeds shown in adjacent column
				DART	60	100	
				Mileage Includes (Bray - Shanganagh)			
			13	10 5/8			

UP LINE Northbound			12	0	(Shanganagh-Pearse)		
			0	1	(Pearse - Connolly)		
	From Greystones, through Bray (Daly Station)	Up	13	12	25	40	
	Killiney to Dalkey	Up	9 3/4	8 3/4	40	65	
	Dalkey to Dun Laoghaire	Up	8 3/4	6 3/4	30	50	
	Dalkey to Dun Laoghaire	Up	6 3/4	6 1/8	20	30	
	Through Dun Laoghaire to Salthill	Up	6 1/8	5 3/4	30	50	
	Lansdowne Road to Grand Canal Dock	Up	1	3/4	40	65	
	Through Grand Canal Dock Station	Up	3/4	1/2	25	40	
	Grand Canal Dock Station to and through Pearse Station to Connolly Station	Up	1/2	Connolly	30	50	
Through Connolly From Up Loop Line to Platform 6	Up	-	-	10	15		
Bray to Greystones	Maximum Line Speed Limit, subject to lower limits set out below	Up & Down	13	17 1/4	60	95	201 Class may operate normally at the speeds shown in adjacent column
	Bray to Greystones	Up & Dn	13	13 1/2	50	80	
	Bray to Greystones	Up & Dn	13 1/2	15 1/2	40	65	
	Through Greystones Station Up Loop	Up & Dn	16 3/4	17 1/4	30	50	
	Through Greystones Station Down Main	Up & Dn	16 3/4	17 1/4	40	65	
Greystones to Rosslare Europort	Maximum Line Speed Limit, subject to lower limits set out below	Up & Down			70	110	201 class may operate normally to Arklow Between Arklow and Rosslare they may only operate in emergencies on at speeds shown in adjacent column
	Greystones to Wicklow	Down	20 5/8	20 7/8	55	90	

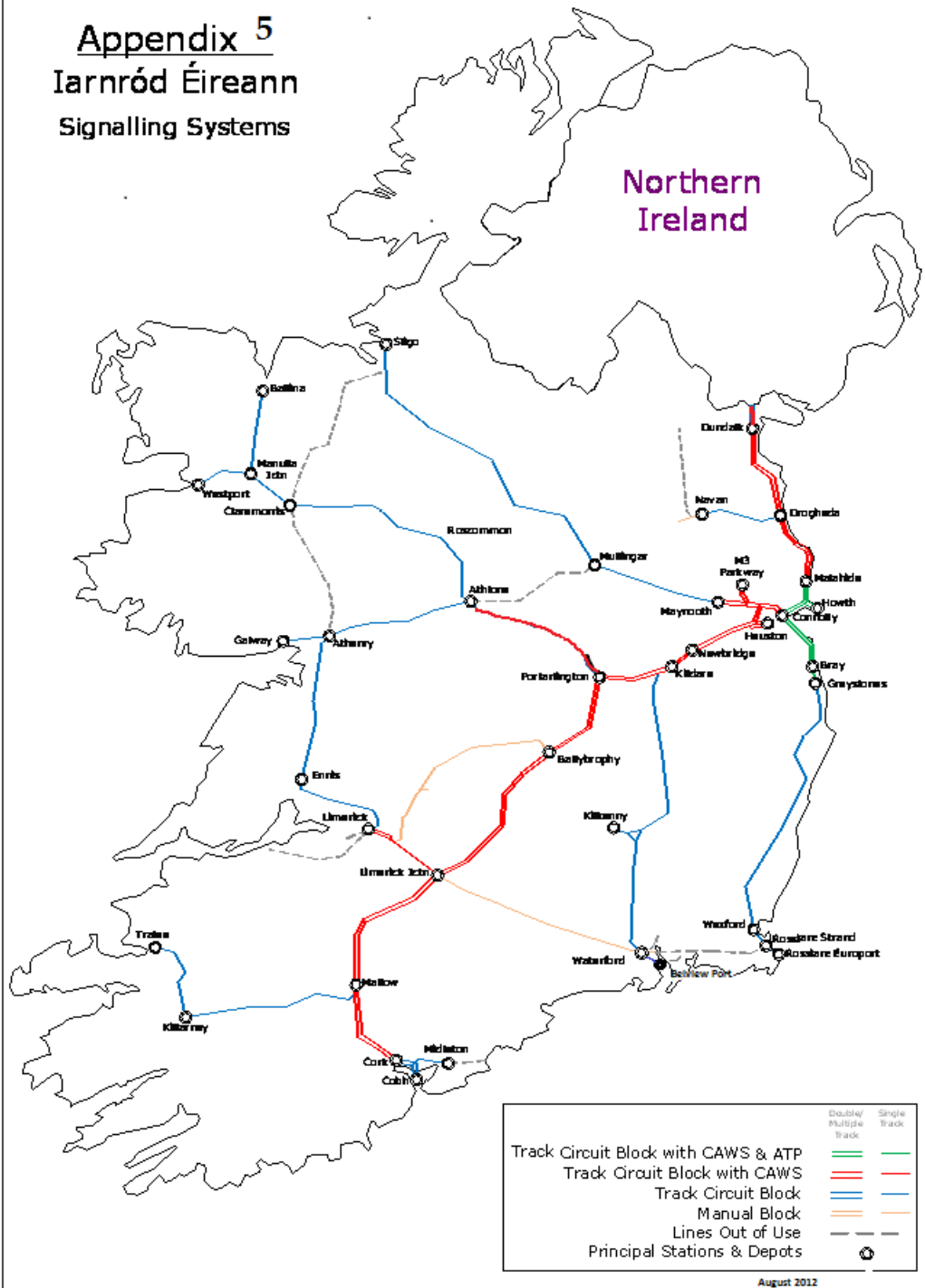
Greystones to Wicklow	Up & Down	20 7/8	21 1/8	40	65
Greystones to Wicklow	Up	21 3/8	21 1/8	55	90
Greystones to Wicklow	Down	27 1/2	27 3/4	45	70
Through Wicklow Down Main	Up & Down	27 3/4	28 3/8	30	50
Through Wicklow Up Loop	"	28 1/8	28 3/8	20	30
Wicklow to Rathdrum	Up	28 3/8	28 5/8	45	70
Wicklow to Rathdrum	Down	36 1/8	37	65	100
Wicklow to Rathdrum	Up	36 1/8	37 1/4	65	100
Wicklow to Rathdrum	Down	37	37 1/8	45	70
Through Rathdrum	Up & Down	37 1/8	38	30	50
Rathdrum to Arklow	Up	38	38 1/4	45	70
Rathdrum to Arklow	Down	38	41 1/4	60	95
Rathdrum to Arklow	Up	38 1/4	41 1/4	60	95
Rathdrum to Arklow	Up & Down	41 1/4	42 3/4	50	80
Rathdrum to Arklow	Up & Down	42 3/4	44 1/4	60	95
Rathdrum to Arklow	Up & Down	44 1/4	45 1/2	50	80
Rathdrum to Arklow	Up & Down	45 1/2	47 5/8	60	95
Rathdrum to Arklow	Up & Down	47 5/8	47 7/8	40	65
Rathdrum to Arklow	Up & Down	47 7/8	48 3/8	60	95
Rathdrum to Arklow	Up & Down	48 3/8	48 3/4	40	65
Through Arklow Down Main	Up & Down	48 3/4	49 1/4	30	50
Through Arklow Up Loop	Up & Down	48 3/4	49 1/4	20	30
Arklow to Gorey	Up	49 1/4	49 1/2	50	80
Arklow to Gorey	Down	57 7/8	59	60	95
Arklow to Gorey	Down	59	59 1/4	40	65
Arklow to Gorey	Up	57 7/8	59 1/4	60	95
Through Gorey	Up & Down	59 1/4	59 3/4	20	30
Gorey to Enniscorthy	Up	59 3/4	60	45	70
Gorey to Enniscorthy	Up & Dn	74 1/2	76	60	95
Gorey to Enniscorthy	Up	76	77 1/4	50	80
Gorey to Enniscorthy	Down	76	77	50	80
Gorey to Enniscorthy	Down	77	77 1/4	35	55
Through Enniscorthy	Up & Dn	77 1/4	77 3/8	25	40

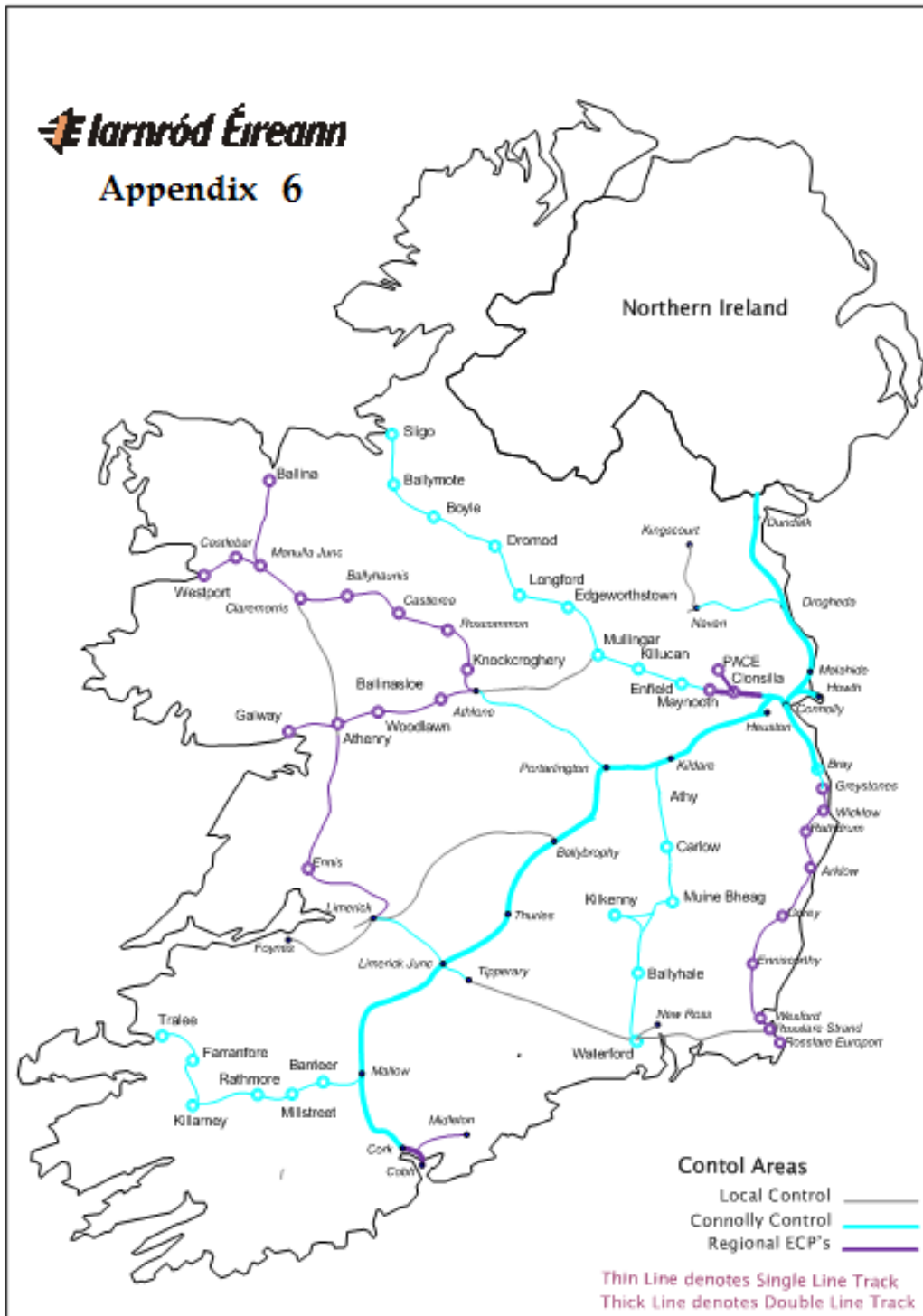
Through Enniscorthy including through tunnel	Up & Dn	77 3/8	78 1/4	30	50
Enniscorthy to Wexford	"	78 1/4	78 1/2	40	65
Enniscorthy to Wexford	"	80 5/8	81 5/8	60	95
Enniscorthy to Wexford	"	81 5/8	82 3/4	50	80
Enniscorthy to Wexford	"	82 3/4	83 1/2	60	95
Enniscorthy to Wexford	"	83 1/2	84	40	65
Enniscorthy to Wexford	"	84	84 3/4	70	110
Enniscorthy to Wexford	"	84 3/4	86 3/8	60	95
Enniscorthy to Wexford	Up & Down	86 3/8	86 7/8	40	65
Enniscorthy to Wexford	Up & Down	86 7/8	92 1/2	50	80
Through Wexford Station	Up & Down	92 1/2	92 3/4	25	40
Wexford South to Rosslare Strand	Up & Down	6 1/4	5 5/8	5	10
Wexford South to Rosslare Strand	Up & Down	5 5/8	5	25	40
Wexford South to Rosslare Strand	Down	5	4 1/2	40	65
Wexford South to Rosslare Strand	Down	4	3 1/2	50	80
Wexford South to Rosslare Strand	Up & Down	3 1/2	3 1/4	35	55
Wexford South to Rosslare Strand	Up	3 1/4	3 1/8	25	40
Wexford South to Rosslare Strand	Up	3 1/8	2 7/8	35	55
Wexford South to Rosslare Strand		2 7/8	2 5/8	50	80

Greystones to Rosslare Europort (contd.)	Maximum Line Speed Limit, subject to lower limits set out below	Up & Down	-	-	70	110	201 class may operate normally to Arklow Between Arklow and Rosslare they may only operate in emergencies on at speeds shown in adjacent column
			Mileage includes				
			17 1/4 - 92 3/4 (Greystones - Wexford)				
			6 1/4 - 0 (Wexford - Rosslare Strand)				
			110 3/4 - 114 (Rosslare Std.- R'lare E'port)				
	Wexford South to Rosslare Strand	Down	3/4	1/2	65	105	
	Wexford South to Rosslare Strand	Down	1/2	1/4	50	80	
	Wexford South to Rosslare Strand	Up	3/4	1/4	65	105	
	Through Rosslare Strand Down Main	Up & Down	1/4	0	30	50	

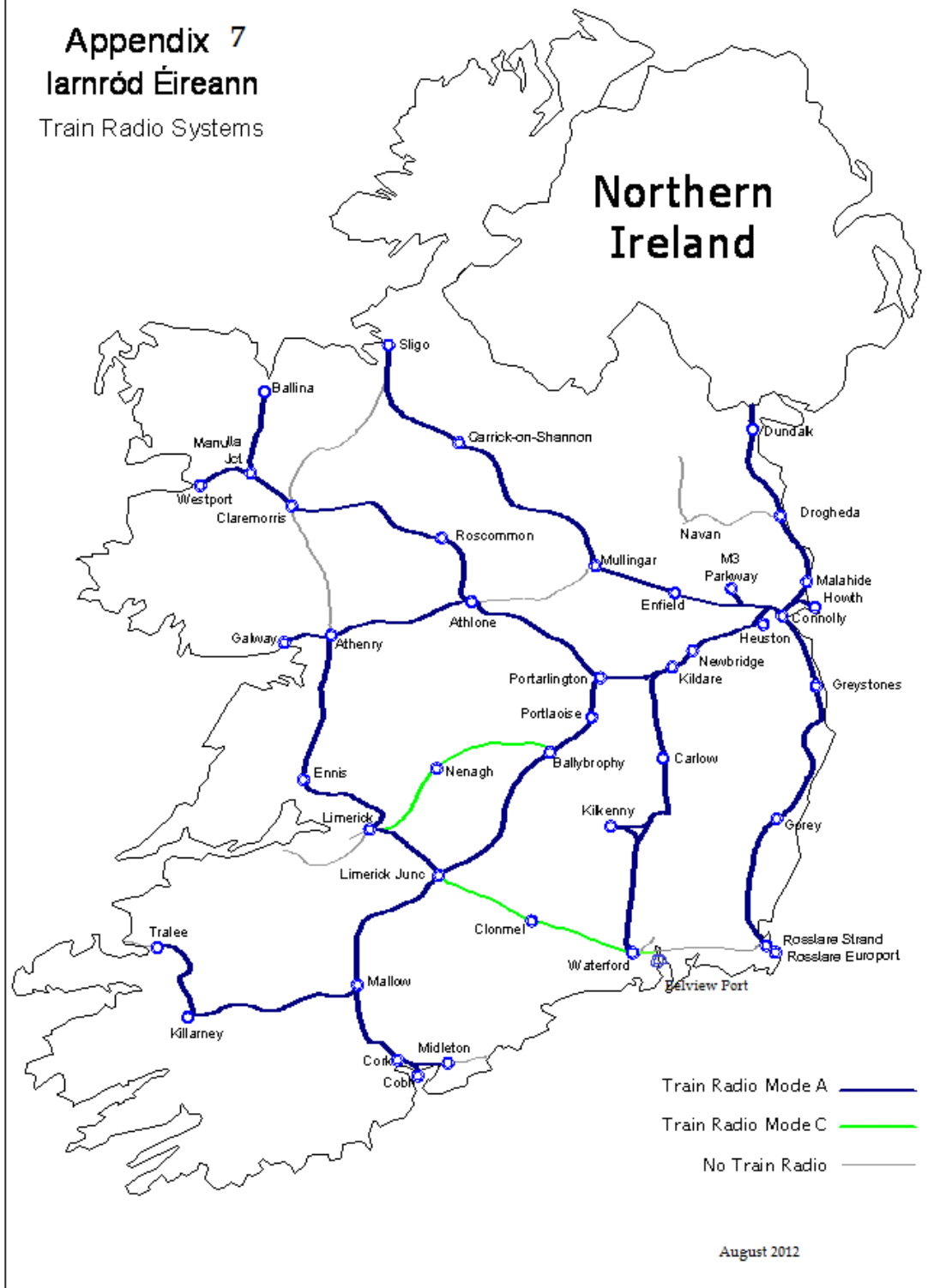
Through Rosslare Strand Up Loop	Up & Down	1/4	0	20	30
Through Rosslare Strand Down Main	Up & Down	110 3/4	111	30	50
Through Rosslare Strand Up Loop	Up & Down	110 3/4	111	20	30
Rosslare Strand to Rosslare Europort	Up	111	111 1/4	50	80
Rosslare Strand to Rosslare Europort	Up & Down	112 3/4	113	60	95
Rosslare Strand to Rosslare Europort	Up & Down	113	113 3/4	40	65
Rosslare Europort Station	"	113 3/4	114	15	25

Appendix 5
Iarnród Éireann
Signalling Systems





Appendix 7
Iarnród Éireann
 Train Radio Systems



Appendix 8 Sidings

The availability, condition and usable length of each of the following sidings should be confirmed with the Infrastructure Manager.

As of 02/03/2016

Description of functional location	Serial Number	Description of technical object	Start Mls	Start Yds	End Mls	End Yds
Athenry to Tuam	IN-AT2TU-SD-T1	Tuam Siding 1	75	1271	76	40
Athenry to Tuam	IN-AT2TU-SD-T4	Tuam Siding 4	75	1469	75	1653
Athenry to Tuam	IN-AT2TU-SD-CR	Siding crossing	75	1484	75	1510
Athenry to Tuam	IN-AT2TU-SD-US	Tuam Up Siding	75	1488	76	40
Athenry to Tuam	IN-AT2TU-SD-SS2	Tuam Shed Siding 2	75	1613	76	5
Athenry to Tuam	IN-AT2TU-SD-T3	Tuam Siding 3	75	1654	76	48
Athenry to Tuam	IN-AT2TU-SD-T2	Tuam Siding 2	75	1687	76	38
Athenry to Tuam	IN-AT2TU-SD-SS1	Tuam Shed Siding 1	75	1692	76	7
Athenry to Tuam	IN-AT2TU-SD-C	Tuam - Disconnected Shed crossing	75	1713	75	1747
Athlone to Westport	IN-AW2WT-SD-KYS	Knockcroghery Siding	90	513	90	803
Athlone to Westport	IN-AW2WT-SD-SS	Roscommon Station Siding	96	260	96	521
Athlone to Westport	IN-AW2WT-SD-BS	Castlerea Ballast Siding	112	729	112	1065
Athlone to Westport	IN-AW2WT-SD-GS	Ballyhaunis Siding	123	1186	123	1650
Athlone to Westport	IN-AW2WT-SD-CTS	Claremorris - Tuam Siding	134	1436	135	354
Athlone to Westport	IN-AW2WT-SD-TS	Claremorris Turntable Siding	134	1491	135	255
Athlone to Westport	IN-AW2WT-SD-CBS	Claremorris - Ballinrobe Siding	134	1491	135	237
Athlone to Westport	IN-AW2WT-CSC	Claremorris Siding Crossover	135	70	135	141
Athlone to Westport	IN-AW2WT-SD-LS	Westport Locomotive Siding	161	219	161	321
Athlone to Westport	IN-AW2WT-SD-QS	Westport Quay Siding	161	335	161	604
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-R	Roscrea Siding	9	1588	10	69
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-N1	Nenagh Siding 1	29	52	29	706
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-N2	Nenagh Siding 2	29	357	29	538
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-K1	Kilmastulla Siding 1	40	1385	40	1673
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-K2	Kilmastulla Siding 2	40	1591	41	182
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-K3	Kilmastulla Siding 3	40	1709	41	366
Ballybrophy to Killonan Jct	IN-BY2KJ-SD-BS	Birdhill Siding	42	818	42	1002
Broadstone to Sligo	IN-BS2SO-SD-CS	Clonsilla Siding	6	1677	7	112

Broadstone to Sligo	IN-BS2SO-SD-MNS	Maynooth Siding	15	41	15	298
Broadstone to Sligo	IN-BS2SO-SD-MLS	Maynooth Long Siding	15	233	15	700
Broadstone to Sligo	IN-BS2SO-SD-ELS	Enfield Long Siding	25	1445	26	343
Broadstone to Sligo	IN-BS2SO-SD-ES1	Enfield Siding 1	26	190	26	581
Broadstone to Sligo	IN-BS2SO-SD-ES2	Enfield Siding 2	26	401	26	578
Broadstone to Sligo	IN-BS2SO-SD-KS	Killucan Siding	41	584	41	849
Broadstone to Sligo	IN-BS2SO-SD-LS	Mullingar Long Siding	49	1655	50	342
Broadstone to Sligo	IN-BS2SO-SD-EW	Edgeworthstown Siding	67	438	67	914
Broadstone to Sligo	IN-BS2SO-SD-LGC	Longford Gantry Crane Siding	75	1745	76	490
Broadstone to Sligo	IN-BS2SO-SD-LCT	Longford Container Terminal Siding	76	22	76	554
Broadstone to Sligo	IN-BS2SO-SD-DMG	Dromod Gantry Siding	87	842	87	1067
Broadstone to Sligo	IN-BS2SO-SD-DM	Dromod Siding	87	873	87	981
Broadstone to Sligo	IN-BS2SO-SD-BO	Boyle Siding	106	954	106	1405
Carlow Branch	IN-CE2VW-SD-CS	Carlow - Cement Siding	55	1204	55	1731
Cement Factory Junction to Foynes	IN-CM2FS-SD-ST	Foynes - Siding beside Tippler	26	400	26	922
Cement Factory Junction to Foynes	IN-CM2FS-SD-OS	Foynes - Oil Siding	26	452	26	820
Cement Factory Junction to Foynes	IN-CM2FS-SD-TS	Foynes - Tippler Siding (OOU)	26	639	26	958
Cement Factory Junction to Foynes	IN-CM2FS-SD-F1	Foynes Siding 1	26	788	26	1298
Cement Factory Junction to Foynes	IN-CM2FS-SD-F3	Foynes Siding 3	26	1043	26	1295
Cement Factory Junction to Foynes	IN-CM2FS-SD-F2	Foynes Siding 2	26	1066	26	1235
Cement Factory Junction to Foynes	IN-CM2FS-SD-C	Foynes - Siding Crossing	26	1146	26	1203
Claremorris to Collooney	IN-CS2CC-SD	Claremorris to Collooney - Closed Siding	0	680	46	300
Claremorris to Collooney	IN-CS2CC-SD-KS	Kiltimagh Siding	9	485	9	774
Claremorris to Collooney	IN-CS2CC-SD-S2	Swinford Siding 2	17	223	17	508
Claremorris to Collooney	IN-CS2CC-SD-S1	Swinford Siding 1	17	369	17	504
Claremorris to Collooney	IN-CS2CC-SD-CS	Charlestown Siding	24	95	24	308
Claremorris to Collooney	IN-CS2CC-SD-TSS	Tobercurry Station Siding	30	1354	30	1546

Claremorris to Collooney	IN-CS2CC-SD-T1	Tobercurry Siding 1	30	1618	30	1695
Claremorris to Collooney	IN-CS2CC-SD-T2	Tobercurry Siding 2	30	1618	30	1645
Claremorris to Collooney	IN-CS2CC-SD-CSS	Leyay Station - Goods Siding	41	340	41	613
Claremorris to Collooney	IN-CS2CC-SD-CGS	Leyay Station - Goods Siding	41	398	41	707
Coniberry Branch	IN-CB2CB-SD-CS	Conniberry Siding - Portlaoise Depot	0	0	0	1684
Coniberry Branch	IN-CB2CB-SD-GS	Portlaoise Depot - Goods Store Shed Rd	0	18	0	554
Coniberry Branch	IN-CB2CB-SD-GSS	Portlaoise Depot - Goods Store Siding	0	64	0	180
Coniberry Branch	IN-CB2CB-SD-SD1	Portlaoise Depot - Long Siding	0	78	0	721
Coniberry Branch	IN-CB2CB-SD-LS	Portlaoise Depot - Yard Loop Siding	0	119	0	839
Coniberry Branch	IN-CB2CB-SD-SD4	Portlaoise Depot - Fuel Road	0	142	0	321
Coniberry Branch	IN-CB2CB-SD-GC1	Portlaoise Depot - Gantry Crane Siding 1	0	329	0	803
Coniberry Branch	IN-CB2CB-SD-SD2	Portlaoise Depot - Sleeper Siding 2	0	371	0	942
Coniberry Branch	IN-CB2CB-SD-OTM1	CCE Depot: OTM Compound, Calibration Rd	0	410	0	687
Coniberry Branch	IN-CB2CB-SD-SD3	Portlaoise Depot - Sleeper Siding 3	0	421	0	787
Coniberry Branch	IN-CB2CB-SD-GC3	Portlaoise Depot - Gantry Crane Siding 3	0	423	0	919
Coniberry Branch	IN-CB2CB-SD-OTM2	CCE Depot: OTM Compound, Middle Road	0	440	0	687
Coniberry Branch	IN-CB2CB-SD-CSS	Portlaoise Depot - Factory Road	0	461	0	634
Coniberry Branch	IN-CB2CB-SD-OTM3	CCE Depot: OTM Compound, Depot Road	0	470	0	687
Coniberry Branch	IN-CB2CB-SD-GC2	Portlaoise Depot - Gantry Crane Siding 2	0	477	0	756
Coniberry Branch	IN-CB2CB-SD-SL	Portlaoise Depot - Sleeper Loading Sidin	0	558	0	870
Coniberry Branch	IN-CB2CB-SD-DGS	Portlaoise Depot - Donelli Gantry Siding	0	654	0	758
Coniberry Branch	IN-CB2CB-SD-HS	Portlaoise Depot - Holding Set	0	861	0	1010
Coniberry Branch	IN-CB2CB-SD-SLX	Portlaoise Depot - Telfords	0	1019	0	1306
Connolly to Border	IN-CY2BD-SD-VD2	Connolly - Valetting Depot Siding 2	0	215	0	484
Connolly to Border	IN-CY2BD-SD-VD1	Connolly - Valetting Depot Siding 1	0	215	0	538
Connolly to Border	IN-CY2BD-SD-CS2	Connolly - Carriage Shed Siding 2	0	270	0	640

Connolly to Border	IN-CY2BD-SD-CS1	Connolly - Carriage Shed Siding 1	0	271	0	420
Connolly to Border	IN-CY2BD-SD-CS4	Connolly - Carriage Shed Siding 4	0	282	0	423
Connolly to Border	IN-CY2BD-SD-CS3	Connolly - Carriage Shed Siding 3	0	285	0	583
Connolly to Border	IN-CY2BD-SD-CS6	Connolly - Carriage Shed Siding 6	0	286	0	520
Connolly to Border	IN-CY2BD-SD-CS5	Connolly - Carriage Shed Siding 5	0	286	0	445
Connolly to Border	IN-CY2BD-SD-2WS	Connolly - Siding from Platform 1 to Was	0	446	0	617
Connolly to Border	IN-CY2BD-SD-LS3	Connolly - Loco Shed Siding 3	0	447	0	561
Connolly to Border	IN-CY2BD-SD-LS2	Connolly - Loco Shed Siding 2	0	471	0	562
Connolly to Border	IN-CY2BD-SD-TS1	Connolly - Turntable Siding	0	490	0	628
Connolly to Border	IN-CY2BD-SD-LS1	Connolly - Loco Shed Siding 1	0	513	0	563
Connolly to Border	IN-CY2BD-SD-WS	Connolly - Wash Siding	0	568	0	1156
Connolly to Border	IN-CY2BD-SD-WR	Fairview - Wash Road	0	1237	1	485
Connolly to Border	IN-CY2BD-SD-FD3	Fairview Siding 3	0	1280	1	476
Connolly to Border	IN-CY2BD-SD-CR1	Fairview - Cripple Siding 1	0	1375	0	1575
Connolly to Border	IN-CY2BD-SD-CR2	Fairview - Cripple Siding 2	0	1375	0	1480
Connolly to Border	IN-CY2BD-SD-US1	Fairview - Up Siding 1	0	1382	1	197
Connolly to Border	IN-CY2BD-SD-FD1	Fairview Siding 1	0	1400	1	440
Connolly to Border	IN-CY2BD-SD-FD2	Fairview Siding 2	0	1510	1	287
Connolly to Border	IN-CY2BD-SD-C2	Fairview - Siding Crossing 2	0	1585	0	1641
Connolly to Border	IN-CY2BD-SD-C1	Fairview - Siding Crossing 1	0	1589	0	1628
Connolly to Border	IN-CY2BD-SD-US2	Fairview - Up Siding 2	0	1621	1	197
Connolly to Border	IN-CY2BD-SD-US3	Fairview - Up Siding 3	0	1675	1	198
Connolly to Border	IN-CY2BD-SD-US4	Fairview - Up Siding 4	0	1734	1	198
Connolly to Border	IN-CY2BD-SD-C3	Fairview - Siding Crossing 3	1	253	1	328
Connolly to Border	IN-CY2BD-SD-ES	Malahide Electrified Siding	8	992	8	1583
Connolly to Border	IN-CY2BD-SD-NES	Malahide Non-Electrified Siding	8	999	8	1355
Connolly to Border	IN-CY2BD-SD-GS	Skerries Goods Siding	17	1721	18	163
Connolly to Border	IN-CY2BD-SD-DMU2	Drogheda - DMU Depot 2	31	615	31	1440
Connolly to Border	IN-CY2BD-SD-DMU1	Drogheda - DMU Depot 1	31	662	31	1304
Connolly to Border	IN-CY2BD-SD-DMU4	Drogheda - DMU Depot Siding 4	31	752	31	852
Connolly to Border	IN-CY2BD-SD-SS1	Drogheda - DMU Service Siding 1	31	767	31	1371
Connolly to Border	IN-CY2BD-SD-DMU3	Drogheda - DMU Depot 3	31	882	31	1337
Connolly to Border	IN-CY2BD-SD-R7A	Drogheda - Road 7A	31	933	31	1217
Connolly to Border	IN-CY2BD-SD-WL	Drogheda - Wheel Lathe Siding	31	1033	31	1372

Connolly to Border	IN-CY2BD-SD-R7	Drogheda - Road 7	31	1065	31	1313
Connolly to Border	IN-CY2BD-SD-SS2	Drogheda - DMU Service Siding 2	31	1080	31	1378
Connolly to Border	IN-CY2BD-SD-GC1	Dundalk - Gantry Crane Siding 1	53	1594	54	554
Connolly to Border	IN-CY2BD-SD-GC2	Dundalk - Gantry Crane Siding 2	53	1597	54	316
Connolly to Border	IN-CY2BD-SD-CF	Dundalk Cement&Fertiliser storage	54	142	54	395
Connolly to Border	IN-CY2BD-SD-D1	Dundalk Siding 1	54	624	54	1037
Connolly to Border	IN-CY2BD-SD-D2	Dundalk Siding 2	54	704	54	1094
Connolly to Border	IN-CY2BD-SD-D3	Dundalk Siding 3	54	742	54	1097
Connolly to Border	IN-CY2BD-SD-D4	Dundalk Siding 4	54	776	54	1098
Connolly to Suburban Jctn	IN-CY2BJ-SD-TT	Connolly - Turntable Siding	0	200	0	254
Connolly to Suburban Jctn	IN-CY2BJ-SD-CS1	Connolly - Carriage Siding 1	0	396	0	605
Connolly to Suburban Jctn	IN-CY2BJ-SD-CS2	Connolly - Carriage Siding 2	0	429	0	609
Cork to Cobh	IN-CK2CH-SD-DS	Cork - Down Siding (beside Platform 1)	165	627	165	1028
Cork to Cobh	IN-CK2CH-SD-CS2	Cork - Carriage Shed Siding 2	165	715	165	934
Cork to Cobh	IN-CK2CH-SD-CS1	Cork - Carriage Shed Siding 1	165	717	165	867
Cork to Cobh	IN-CK2CH-SD-SS	Cork - Storage Siding	165	938	165	1112
Cork to Cobh	IN-CK2CH-SD-NEG1	North Esk Gantry Siding 1 (Disconnected)	168	1342	169	110
Cork to Cobh	IN-CK2CH-SD-NEF	North Esk Fertiliser Sdg (Disconnected)	168	1355	169	494
Cork to Cobh	IN-CK2CH-SD-NEG3	North Esk Gantry Siding 3 (Disconnected)	168	1407	169	169
Cork to Cobh	IN-CK2CH-SD-NEG2	North Esk Gantry Siding 2 (Disconnected)	168	1458	169	40
Cork to Cobh	IN-CK2CH-SD-NEG4	North Esk Gantry Siding 4 (Disconnected)	168	1459	169	48
Drogheda to Tara Mines	IN-DA2TM-SD-SS	Drogheda Loop Run-off	0	90	0	156
Drogheda to Tara Mines	IN-DA2TM-SD-S1	Platin - Siding 1	2	1330	3	503
Drogheda to Tara Mines	IN-DA2TM-SD-S2	Platin - Siding 2	2	1436	3	351
Drogheda to Tara Mines	IN-DA2TM-SD-CL	Platin - Cement Loading Siding	3	180	3	443
Drogheda to Tara Mines	IN-DA2TM-SD-NS	Navan Siding - Scotched & Clipped	16	1262	16	1562
Drogheda to Tara Mines	IN-DA2TM-SD-TM1	Tara Mines Siding 1	18	86	18	642
Drogheda to Tara Mines	IN-DA2TM-SD-TM2	Tara Mines Siding 2	18	153	18	669
Ennis Junction to Athenry	IN-EJ2AT-SD-CT1	Ennis - Container Terminal Siding 1	24	743	24	1229

Ennis Junction to Athenry	IN-EJ2AT-SD-CT2	Ennis - Container Terminal Siding 2	24	851	24	1205
Ennis Junction to Athenry	IN-EJ2AT-SD-CS	Athenry - Cement Silo Siding	60	465	60	828
Glountaune to Youghal	IN-GE2YL-SD-TS	Youghal Turntable Siding	20	0	20	0
Glountaune to Youghal	IN-GE2YL-SD-S2	Youghal Siding 2	20	0	20	0
Glountaune to Youghal	IN-GE2YL-SD-S1	Youghal Siding 1	20	0	20	0
Glountaune to Youghal	IN-GE2YL-SD-LS	Youghal Loop Siding	20	0	20	0
Glountaune to Youghal	IN-GE2YL-SD-GS	Youghal Goods Siding	20	0	20	0
GSRW	IN-GS2WR-SD-NWR12	North Wall Yard - Road 12	4	1140	5	262
GSRW	IN-GS2WR-SD-NWR13	North Wall Yard - Road 13	4	1140	5	264
GSRW	IN-GS2WR-SD	Church Road - Alexandra Road Siding	4	1140	6	1738
GSRW	IN-GS2WR-SD-DS7	Dardenells Sidings 7	4	1514	5	114
GSRW	IN-GS2WR-SD-C3	Siding Crossing 3	4	1542	4	1632
GSRW	IN-GS2WR-SD-D7	Dardenells Sidings 6	4	1608	5	126
GSRW	IN-GS2WR-SD-NWR6	North Wall Yard - Road 6	4	1638	5	227
GSRW	IN-GS2WR-SD-DS2	Dardenells Sidings 2	4	1663	5	150
GSRW	IN-GS2WR-SD-NWR8	North Wall Yard - Road 8	4	1666	5	181
GSRW	IN-GS2WR-SD-NWR5	North Wall Yard - Road 5	4	1681	5	329
GSRW	IN-GS2WR-SD-ART	Alexandra Road Tramway	4	1687	5	1592
GSRW	IN-GS2WR-SD-NWR14	North Wall Yard - Road 14	4	1699	5	257
GSRW	IN-GS2WR-SD-NWR11	North Wall Yard - Road 11	4	1701	5	267
GSRW	IN-GS2WR-SD-NWR7	North Wall Yard - Road 7	4	1711	5	182
GSRW	IN-GS2WR-SD-NWR10	North Wall Yard - Road 10	4	1732	5	281
GSRW	IN-GS2WR-SD-NWR9	North Wall Yard - Road 9	4	1737	5	181
GSRW	IN-GS2WR-SD-DS5	Dardenells Sidings 5	5	45	5	247
GSRW	IN-GS2WR-SD-DS4	Dardenells Sidings 4	5	76	5	315
GSRW	IN-GS2WR-SD-DS1	Dardenells Sidings 1	5	109	5	285
GSRW	IN-GS2WR-SD-NWR2	North Wall Yard - Road 2	5	112	5	281
GSRW	IN-GS2WR-SD-NWR15	North Wall Yard - Road 15	5	115	5	257
GSRW	IN-GS2WR-SD-C5	Siding Crossing 5	5	155	5	222
GSRW	IN-GS2WR-SD-C4	Siding Crossing 4	5	225	5	278
GSRW	IN-GS2WR-SD-NWR3	North Wall Yard - Road 3	5	228	5	282
GSRW	IN-GS2WR-SD-NWR1	North Wall Yard - Road 1	5	228	5	313
GSRW	IN-GS2WR-SD-DS3	Dardenells Sidings 3	5	284	5	503

GSWR	IN-GS2WR-SD-LZ1	Lead & Zinc Concentrates Terminal-Road 1	5	602	5	837
GSWR	IN-GS2WR-SD-LZ2	Lead & Zinc Concentrates Terminal-Road 2	5	663	5	846
GSWR	IN-GS2WR-SD-IE1	IE Fuel Terminal Siding 1	5	1628	6	68
GSWR	IN-GS2WR-SD-IE2	IE Fuel Terminal Siding 2	5	1678	6	47
GSWR	IN-GS2WR-SD-FT1	Dublin Joint Fuels Terminal - Road 1	6	124	6	354
GSWR	IN-GS2WR-SD-FT2	Dublin Joint Fuels Terminal - Road 2	6	185	6	354
GSWR	IN-GS2WR-SD-IB	Irish Bitumen - Road 1	6	242	6	508
GSWR	IN-GS2WR-SD-IB1	Irish Bitumen - Road 2	6	254	6	522
GSWR	IN-GS2WR-SD-FP	Dublin Ferryport Terminal	6	300	6	628
GSWR	IN-GS2WR-SD-IB3	Irish Bitumen - Road 3	6	325	6	407
Heuston to Cork	IN-HN2CK-SD-CRS1	Inchicore - Loco Shed Siding 6	1	1425	1	1677
Heuston to Cork	IN-HN2CK-SD-TPS	Thurles - Platform Siding	86	875	86	1606
Heuston to Cork	IN-HN2CK-SD-RO	Limerick Jct - Run-off Siding	106	1685	107	35
Heuston to Cork	IN-HN2CK-SD-S1	Heuston - Station Siding 1	0	303	0	806
Heuston to Cork	IN-HN2CK-SD-S3	Heuston - Station Siding 3	0	349	0	868
Heuston to Cork	IN-HN2CK-SD-S2	Heuston - Station Siding 2	0	397	0	703
Heuston to Cork	IN-HN2CK-SD-S4	Heuston - Station Siding 4	0	462	0	674
Heuston to Cork	IN-HN2CK-SD-MS	Heuston - Machine Siding	0	465	0	876
Heuston to Cork	IN-HN2CK-SD-WR	Heuston - Wash Road	0	470	0	918
Heuston to Cork	IN-HN2CK-SD-VD2	Heuston - Valetting Depot Siding 2	0	503	0	891
Heuston to Cork	IN-HN2CK-SD-VD1	Heuston - Valetting Depot Siding 1	0	508	0	932
Heuston to Cork	IN-HN2CK-SD-G6	Heuston - Guinness Siding 6	0	515	0	744
Heuston to Cork	IN-HN2CK-SD-1CS	Heuston - 1st Carriage Siding	0	530	0	1111
Heuston to Cork	IN-HN2CK-SD-2CS	Heuston - 2nd Carriage Siding	0	530	0	794
Heuston to Cork	IN-HN2CK-SD-G4	Heuston - Guinness Siding 4	0	541	0	844
Heuston to Cork	IN-HN2CK-SD-G5	Heuston - Guinness Siding 5	0	542	0	790
Heuston to Cork	IN-HN2CK-SD-HMOW2	Heuston - Maintenance of Way Siding 2	0	564	0	712
Heuston to Cork	IN-HN2CK-SD-HMOW1	Heuston - Maintenance of Way Siding 1	0	565	0	829
Heuston to Cork	IN-HN2CK-SD-G3	Heuston - Guinness Siding 3	0	573	0	763
Heuston to Cork	IN-HN2CK-SD-HR	Heuston - Holding Road	0	577	0	973
Heuston to Cork	IN-HN2CK-SD-G1	Heuston - Guinness Siding 1	0	593	0	912

Heuston to Cork	IN-HN2CK-SD-G2	Heuston - Guinness Siding 2	0	631	0	800
Heuston to Cork	IN-HN2CK-SD-HMOW3	Heuston - Maintenance of Way Siding 3	0	686	0	791
Heuston to Cork	IN-HN2CK-SD-SS	Heuston - Shunt Siding	0	1075	0	1108
Heuston to Cork	IN-HN2CK-SD-W1	Inchicore - Sawmill Road	1	1134	1	1615
Heuston to Cork	IN-HN2CK-SD-WS1	Inchicore - Diesel Siding	1	1209	1	1347
Heuston to Cork	IN-HN2CK-SD-2WS	Inchicore - Bank Road (to Wagon Shop)	1	1211	2	48
Heuston to Cork	IN-HN2CK-SD-RFS	Inchicore - Long Siding	1	1255	2	526
Heuston to Cork	IN-HN2CK-SD-RS1	Inchicore - Running Shed Siding 1	1	1255	1	1680
Heuston to Cork	IN-HN2CK-SD-DS1.4	Inchicore - Bogie Shop Siding 2	1	1272	1	1344
Heuston to Cork	IN-HN2CK-SD-BSS1	Inchicore - Bogie Shop Siding 1	1	1272	1	1462
Heuston to Cork	IN-HN2CK-SD-DS1.2	Inchicore - Bogie Shed Siding 4	1	1275	1	1510
Heuston to Cork	IN-HN2CK-SD-DS1.1	Inchicore - Wash Road	1	1280	1	1353
Heuston to Cork	IN-HN2CK-SD-RS3	Inchicore - Loco Shed Siding 3	1	1289	2	0
Heuston to Cork	IN-HN2CK-SD-2RS	Inchicore - Siding to Running Shed	1	1289	1	1417
Heuston to Cork	IN-HN2CK-SD-2T	Inchicore - Wagon Shop Siding	1	1292	1	1373
Heuston to Cork	IN-HN2CK-SD-T1	Inchicore - Traverser Siding 1	1	1306	1	1397
Heuston to Cork	IN-HN2CK-SD-T2	Inchicore - Traverser Siding 2	1	1323	1	1397
Heuston to Cork	IN-HN2CK-SD-SRS	Inchicore - Beside Short Siding	1	1324	1	1489
Heuston to Cork	IN-HN2CK-SD-ILS	Inchicore - Short Siding	1	1334	2	0
Heuston to Cork	IN-HN2CK-SD-T3	Inchicore - Traverser Siding 3	1	1337	1	1397
Heuston to Cork	IN-HN2CK-SD-RS2	Inchicore - Loco Shed Siding 2	1	1341	1	1715
Heuston to Cork	IN-HN2CK-SD-T4	Inchicore - Traverser Siding 4	1	1358	1	1397
Heuston to Cork	IN-HN2CK-SD-RS4	Inchicore - Loco Shed Siding 4	1	1376	1	1724
Heuston to Cork	IN-HN2CK-SD-DS1.3	Inchicore - Scrap Road 3	1	1381	1	1455
Heuston to Cork	IN-HN2CK-SD-SCR	Inchicore - Table Road	1	1412	1	1521
Heuston to Cork	IN-HN2CK-SD-CRS4	Inchicore - Loco Shed Siding 9	1	1420	1	1638
Heuston to Cork	IN-HN2CK-SD-CRS3	Inchicore - Loco Shed Siding 8	1	1422	1	1667
Heuston to Cork	IN-HN2CK-SD-CCS2	Inchicore - Loco Shed Siding 7	1	1423	1	1636
Heuston to Cork	IN-HN2CK-SD-2DS1	Inchicore - Yard Siding	1	1433	2	83
Heuston to Cork	IN-HN2CK-SD-IMR	Inchicore - Middle Road	1	1503	2	294
Heuston to Cork	IN-HN2CK-SD-2CCS	Inchicore - Straight Shop Siding	1	1510	2	314
Heuston to Cork	IN-HN2CK-SD-C	Inchicore - Siding Crossing	1	1524	1	1547
Heuston to Cork	IN-HN2CK-SD-SS3	Inchicore - Scrap Road 3	1	1531	1	1714

Heuston to Cork	IN-HN2CK-SD-PS	Inchicore - Paint Shop Road	1	1551	2	95
Heuston to Cork	IN-HN2CK-SD-DS2.4	Inchicore - Diesel Shed Siding 4	1	1552	1	1680
Heuston to Cork	IN-HN2CK-SD-DS2.1	Inchicore - towards Diesel Shed	1	1555	2	260
Heuston to Cork	IN-HN2CK-SD-W2	Inchicore - Diesel Shed Siding 3	1	1556	1	1753
Heuston to Cork	IN-HN2CK-SD-DS2.3	Inchicore - Diesel Shed Siding 1	1	1557	1	1714
Heuston to Cork	IN-HN2CK-SD-DS2.2	Inchicore - Diesel Shed Siding 2	1	1557	2	206
Heuston to Cork	IN-HN2CK-SD-WL1	Inchicore - Wheel Lathe Siding 1	1	1568	2	153
Heuston to Cork	IN-HN2CK-SD-WL2	Inchicore - Wheel Lathe Siding 2	1	1604	1	1743
Heuston to Cork	IN-HN2CK-SD-PS2	Inchicore - CSC Wash Road	1	1631	1	1750
Heuston to Cork	IN-HN2CK-SD-SS4	Inchicore - Smythy Siding	1	1631	2	4
Heuston to Cork	IN-HN2CK-SD-SS2	Inchicore - Scrap Road 2	1	1632	2	160
Heuston to Cork	IN-HN2CK-SD-CCS2.1	Inchicore - Coal Road	1	1634	2	186
Heuston to Cork	IN-HN2CK-SD-SS1	Inchicore - Scrap Siding 1	1	1636	2	125
Heuston to Cork	IN-HN2CK-SD-IPR	Inchicore - Pit Road	1	1637	2	223
Heuston to Cork	IN-HN2CK-SD-GR	Inchicore - German Road	1	1720	2	153
Heuston to Cork	IN-HN2CK-SD-SB1	Inchicore - Scrap Bank Siding 1	1	1726	2	275
Heuston to Cork	IN-HN2CK-SD-SB2	Inchicore - Scrap Bank Siding 2	1	1727	2	102
Heuston to Cork	IN-HN2CK-SD-IS5	Inchicore - 2nd Last Road	1	1756	2	128
Heuston to Cork	IN-HN2CK-SD-IS4	Inchicore - Last Road	1	1757	2	163
Heuston to Cork	IN-HN2CK-SD-2DS2	Inchicore - Siding to Diesel Shed	2	25	2	232
Heuston to Cork	IN-HN2CK-SD-AS	Inchicore - Atlas Shop Siding	2	27	2	194
Heuston to Cork	IN-HN2CK-SD-DSC1	Inchicore - Diesel Shed Crossover	2	48	2	78
Heuston to Cork	IN-HN2CK-SD-IS1	Inchicore - Shord Dock	2	141	2	258
Heuston to Cork	IN-HN2CK-SD-GS	Sallins & Naas Goods Siding	17	1355	17	1522
Heuston to Cork	IN-HN2CK-SD-KMOW2	Kildare - Mow Siding 2	30	90	30	209
Heuston to Cork	IN-HN2CK-SD-KMOW1	Kildare - MoW Siding 1	30	93	30	347
Heuston to Cork	IN-HN2CK-SD-SH2	Kildare - Shed Siding 2	30	145	30	276
Heuston to Cork	IN-HN2CK-SD-SH1	Kildare - Shed Siding 1	30	146	30	399
Heuston to Cork	IN-HN2CK-SD-ULRO	Portarlinton - Up Loop Run-off	41	173	41	235
Heuston to Cork	IN-HN2CK-SD-LS	Loop Siding	41	626	41	1034
Heuston to Cork	IN-HN2CK-SD-DMS	Portarlinton - Down Machine Siding	41	695	41	1048
Heuston to Cork	IN-HN2CK-SD-LRO1	Portlaoise Traincare Depot Lp Run-off 1	52	78	52	152
Heuston to Cork	IN-HN2CK-SD-PDR12	Portlaoise Traincare Depot Road 12	52	183	52	489
Heuston to Cork	IN-HN2CK-SD-PDR13	Portlaoise Traincare Depot Road 13	52	186	52	530

Heuston to Cork	IN-HN2CK-SD-PDR14	Portlaoise Traincare Depot Road 14	52	187	52	574
Heuston to Cork	IN-HN2CK-SD-PDR15	Portlaoise Traincare Depot Road 15	52	187	52	614
Heuston to Cork	IN-HN2CK-SD-PDR2	Portlaoise Traincare Depot Road 2	52	419	52	994
Heuston to Cork	IN-HN2CK-SD-LRO2	Portlaoise Traincare Depot Lp Run-off 2	52	455	52	530
Heuston to Cork	IN-HN2CK-SD-PDR11	Portlaoise Traincare Depot Road 11	52	542	52	947
Heuston to Cork	IN-HN2CK-SD-PDR1	Portlaoise Traincare Depot Wheel Lathe	52	580	52	1227
Heuston to Cork	IN-HN2CK-SD-PDR3	Portlaoise Traincare Depot Road 3	52	596	52	1242
Heuston to Cork	IN-HN2CK-SD-PDR10	Portlaoise Traincare Depot Road 10	52	634	52	1149
Heuston to Cork	IN-HN2CK-SD-PDR7	Portlaoise Traincare Depot Road 7	52	680	52	1089
Heuston to Cork	IN-HN2CK-SD-PDR8	Portlaoise Traincare Depot Road 8	52	710	52	1091
Heuston to Cork	IN-HN2CK-SD-PDR4	Portlaoise Traincare Depot Road 4	52	710	52	1165
Heuston to Cork	IN-HN2CK-SD-PDR9	Portlaoise Traincare Depot Road 9	52	746	52	1093
Heuston to Cork	IN-HN2CK-SD-PDR6	Portlaoise Traincare Depot Road 6	52	754	52	1166
Heuston to Cork	IN-HN2CK-SD-PDR6B	Portlaoise Traincare Depot Road 6B	52	805	52	1169
Heuston to Cork	IN-HN2CK-SD-PDR5	Portlaoise Traincare Depot Road 5	52	810	52	1166
Heuston to Cork	IN-HN2CK-SD-PDR6A	Portlaoise Traincare Depot Road 6A	52	843	52	1168
Heuston to Cork	IN-HN2CK-SD-BS	Portlaoise Traincare Depot Bogie Storage	52	920	52	1148
Heuston to Cork	IN-HN2CK-SD-LLS	Lisduff - Long Siding	72	777	72	1498
Heuston to Cork	IN-HN2CK-SD-LSS	Lisduff - Short Siding	72	975	72	1360
Heuston to Cork	IN-HN2CK-SD-LMS	Lisduff - Machine Siding	72	1280	72	1434
Heuston to Cork	IN-HN2CK-SD-TS	Thurles - Tanks Siding	86	989	86	1148
Heuston to Cork	IN-HN2CK-SD-C3	Thurles - Crossing to Platform 3	86	1140	86	1213
Heuston to Cork	IN-HN2CK-SD-TSGS	Thurles - Goods Siding 2	86	1151	86	1248
Heuston to Cork	IN-HN2CK-SD-LGS	Thurles - Goods Siding 1	86	1165	86	1341
Heuston to Cork	IN-HN2CK-SD-SR1	Limerick Jct - Shed Road 1	106	1314	106	1532
Heuston to Cork	IN-HN2CK-SD-SR2	Limerick Jct - Shed Road 2	106	1316	106	1589
Heuston to Cork	IN-HN2CK-SD-OS	Limerick Jct - Over Seven	106	1363	106	1715
Heuston to Cork	IN-HN2CK-SD-CB	Limerick Jct - Coal Bank	106	1368	106	1629
Heuston to Cork	IN-HN2CK-SD-SP3	Limerick Jct - Shunting Siding for Platf	106	1447	106	1629
Heuston to Cork	IN-HN2CK-SD-WS	Limerick Jct - Walshes Siding	106	1637	107	465
Heuston to Cork	IN-HN2CK-SD-USC	Charleville - Up Siding	129	463	129	1068

Heuston to Cork	IN-HN2CK-SD-SSC	Charleville - Shunt Siding	129	656	129	806
Heuston to Cork	IN-HN2CK-SD-LUS	Mallow - Long Up Siding	144	52	144	905
Heuston to Cork	IN-HN2CK-SD-DS1	Mallow - Down Siding 1	144	260	144	656
Heuston to Cork	IN-HN2CK-SD-DS2	Mallow - Down Siding 2	144	297	144	543
Heuston to Cork	IN-HN2CK-SD-US	Mallow - Up Siding	144	484	144	849
Heuston to Cork	IN-HN2CK-SD-R1	Rathpeacon Siding 1 (Disconnected)	161	586	161	1048
Heuston to Cork	IN-HN2CK-SD-R2	Rathpeacon Siding 2 (Disconnected)	161	748	161	1048
Heuston to Cork	IN-HN2CK-SD-R3	Rathpeacon Siding 3 (Disconnected)	161	777	161	1053
Heuston to Cork	IN-HN2CK-SD-TH	Cork - Through Siding	165	369	165	1016
Heuston to Cork	IN-HN2CK-SD-SST	Cork - Short Siding from tunnel	165	375	165	428
Heuston to Cork	IN-HN2CK-SD-HQ2	Cork - Horgan's Quay Siding 2	165	396	165	1124
Heuston to Cork	IN-HN2CK-SD-HQ1	Cork - Horgan's Quay Siding 1	165	414	165	1069
Heuston to Cork	IN-HN2CK-SD-LCSS	Cork - Long Cement Silo Siding	165	483	165	1154
Heuston to Cork	IN-HN2CK-SD-CLS2	Cork - Loco Shed Siding 2	165	578	165	1050
Heuston to Cork	IN-HN2CK-SD-CLS1	Cork - Loco Shed Siding 1	165	604	165	1101
Heuston to Cork	IN-HN2CK-SD-GD	Cork - Siding to Horgan's Quay	165	643	165	821
Heuston to Cork	IN-HN2CK-SD-CLS3	Cork - Loco Shed Siding 3	165	652	165	1035
Heuston to Cork	IN-HN2CK-SD-CLS4	Cork - Loco Shed Siding 4	165	680	165	1034
Heuston to Cork	IN-HN2CK-SD-CS1	Cork - Cement Silo Siding	165	729	165	1026
Heuston to Cork	IN-HN2CK-SD-CLS6	Cork - Loco Shed Siding 6	165	805	165	1034
Heuston to Cork	IN-HN2CK-SD-CLS5	Cork - Loco Shed Siding 5	165	844	165	1034
Heuston to Cork	IN-HN2CK-SD-CLS7	Cork - Loco Shed Siding 7	165	874	165	1034
Heuston to Cork	IN-HN2CK-SD-HQ3	Cork - Horgan's Quay Siding 3	165	1041	165	1123
Howth Junction to Howth	IN-HJ2HT-SD-RO	Howth Jct Run off	0	41	0	90
Kilkenny to Waterford	IN-KK2WW-SD-SY1	Kilkenny - Up Siding	28	490	28	825
Kilkenny to Waterford	IN-KK2WW-SD-F	Kilkenny - Fertiliser Siding	28	734	28	948
Kilkenny to Waterford	IN-KK2WW-SD-ST	Kilkenny - Storage Siding	28	1001	28	1476
Kilkenny to Waterford	IN-KK2WW-SD-DD	Ballyhale Dry Dock	43	756	43	829
Killarney to Tralee	IN-KL2TL-SD-S1	Tralee - Siding 1	61	326	61	923
Killarney to Tralee	IN-KL2TL-SD-S3	Tralee - Siding 3	61	401	61	568
Killarney to Tralee	IN-KL2TL-SD-CT1	Tralee - Container Terminal Siding 1	61	459	61	740
Killarney to Tralee	IN-KL2TL-SD-S2	Tralee - Siding 2	61	466	61	910
Killarney to Tralee	IN-KL2TL-SD-CT2	Tralee - Container Terminal Siding 2	61	494	61	792
Killarney to Tralee	IN-KL2TL-SD-LS	Tralee - Loco Shed Siding	61	647	61	723
Killarney to Tralee	IN-KL2TL-SD-TS	Tralee - Turntable Siding	61	682	61	781

Kilmacthomas to Waterford West	IN-KM2WW-SR	Ballinacourty Branch	59	396	74	992
Limerick to Cement Factory	IN-LC2CF-SD-C2	Cement Factory - Shale Siding Crossing	2	89	2	114
Limerick to Cement Factory	IN-LC2CF-SD-S2	Cement Factory - Shale Siding 2	2	309	2	661
Limerick to Cement Factory	IN-LC2CF-SD-S1	Cement Factory - Shale Siding 1	2	317	2	591
Limerick to Cement Factory	IN-LC2CF-SD-LS	Cement Factory - Long Siding	2	1250	2	1649
Limerick to Cement Factory	IN-LC2CF-SD-CS1	Cement Factory - Cement Store Siding 1	2	1284	3	143
Limerick to Cement Factory	IN-LC2CF-SD-CS2	Cement Factory - Cement Store Siding 2	2	1321	2	1714
Limerick to Cement Factory	IN-LC2CF-SD-CS3	Cement Factory - Cement Store Siding 3	2	1355	2	1695
Limerick to Cement Factory	IN-LC2CF-SD-G1	Cement Factory - Gypsum Siding 1	2	1416	2	1746
Limerick to Cement Factory	IN-LC2CF-SD-CSS1	Cement Factory - Cement Silo Siding 1	2	1426	3	439
Limerick to Cement Factory	IN-LC2CF-SD-O1	Cement Factory - Oil Siding 1	2	1462	3	8
Limerick to Cement Factory	IN-LC2CF-SD-CSS3	Cement Factory - Cement Factory - Cement	2	1559	3	431
Limerick to Cement Factory	IN-LC2CF-SD-CSS2	Cement Factory - Cement Silo Siding 2	2	1595	3	153
Limerick to Cement Factory	IN-LC2CF-SD-O2	Cement Factory - Oil Siding 2	2	1619	3	9
Limerick to Cement Factory	IN-LC2CF-SD-G2	Cement Factory - Gypsum Siding 2	2	1627	2	1739
Limerick to Cement Factory	IN-LC2CF-SD-CS4	Cement Factory - Cement Store Siding 4	3	59	3	149
Limerick to Cement Factory	IN-LC2CF-SD-C1	Cement Factory - Cement Store Siding Cro	3	105	3	125
Limerick to Waterford	IN-LK2WW-SD-MD	Limerick - Main Down Siding	0	6	0	1178
Limerick to Waterford	IN-LK2WW-SD-CT1	Limerick - Container Terminal Siding	0	25	0	223
Limerick to Waterford	IN-LK2WW-SD-FD	Limerick - Tobin's Road Siding	0	220	0	888
Limerick to Waterford	IN-LK2WW-SD-2DMS	Limerick - Down Rd to Down Main Siding	0	239	0	386
Limerick to Waterford	IN-LK2WW-SD-DS	Limerick - Down Siding 2	0	390	0	1453
Limerick to Waterford	IN-LK2WW-SD-CW	Limerick - Carriage Washer Siding	0	540	0	1041
Limerick to Waterford	IN-LK2WW-SD-T1	Limerick - Tank Siding	0	552	0	752
Limerick to Waterford	IN-LK2WW-SD-LS2	Limerick - Loco Shed Siding 2	0	571	0	827

Limerick to Waterford	IN-LK2WW-SD-LS1	Limerick - Loco Shed Siding 1	0	571	0	788
Limerick to Waterford	IN-LK2WW-SD-LS3	Limerick - Loco Shed Siding 3	0	599	0	720
Limerick to Waterford	IN-LK2WW-SD-SC	Limerick - Siding Crossing	0	611	0	665
Limerick to Waterford	IN-LK2WW-SD-BWW	Limerick - Siding by Wagon Works	0	629	0	754
Limerick to Waterford	IN-LK2WW-SD-WW3	Limerick - Wagon Works Siding 3	0	630	0	747
Limerick to Waterford	IN-LK2WW-SD-WW2	Limerick - Wagon Works Siding 2	0	630	0	875
Limerick to Waterford	IN-LK2WW-SD-WW1	Limerick - Wagon Works Siding 1	0	630	0	839
Limerick to Waterford	IN-LK2WW-SD-D1	Limerick - Down Siding 1	0	671	0	926
Limerick to Waterford	IN-LK2WW-SD-US	Limerick - Up Siding	0	959	0	1186
Limerick to Waterford	IN-LK2WW-SD-DN	Dromkeen Siding	11	111	11	551
Limerick to Waterford	IN-LK2WW-SD-TY1	Tipperary Siding 1	24	894	24	1157
Limerick to Waterford	IN-LK2WW-SD-TY2	Tipperary Siding 2	24	1175	24	1446
Limerick to Waterford	IN-LK2WW-SD-CS1	Clonmel Up Siding	49	672	49	1196
Limerick to Waterford	IN-LK2WW-SD-CS2	Clonmel Down Siding	49	715	49	1219
Mallow to Killarney	IN-MW2KL-SD-MOW1	Mallow MoW Siding 1 (Disconnected)	1	193	1	1033
Mallow to Killarney	IN-MW2KL-SD-BF1	Mallow Beet Factory Siding 1 (Disconnect	1	491	1	1308
Mallow to Killarney	IN-MW2KL-SD-MOW2	Mallow MoW Siding 2 (Disconnected)	1	655	1	1177
Mallow to Killarney	IN-MW2KL-SD-BF2	Mallow Beet Factory Siding 2 (Disconnect	1	901	1	1238
Mallow to Killarney	IN-MW2KL-SD-BT	Banteer Siding	10	876	10	1171
Mallow to Killarney	IN-MW2KL-SD-RE	Rathmore Siding	25	393	25	678
Mallow to Killarney	IN-MW2KL-SD-S	Killarney - Headshunt Siding	39	575	39	1023
Mallow to Killarney	IN-MW2KL-SD-K1	Killarney Siding 1	39	1090	39	1498
Mallow to Killarney	IN-MW2KL-SD-K2	Killarney Siding 2	39	1144	39	1435
Manulla Junction to Ballina	IN-MJ2BA-SD-BLS	Ballina Loop Siding	166	153	166	337
Manulla Junction to Ballina	IN-MJ2BA-SD-BS1	Ballina Station Siding 1	166	929	166	1480
Manulla Junction to Ballina	IN-MJ2BA-SD-CM	Ballina - Crossmolina Siding	166	1001	166	1469
Manulla Junction to Ballina	IN-MJ2BA-SD-BS2	Ballina Station Siding 2	166	1409	167	102
Mullingar to Galway	IN-MR2GY-SR-27	MR2GY-SR (Mullingar - 52mp)	50	210	52	0
Mullingar to Galway	IN-MR2GY-SD-LS	Mullingar - Long Trackside Siding	50	419	51	364
Mullingar to Galway	IN-MR2GY-SD-MCS	Mullingar Canal Siding	50	580	50	1026
Mullingar to Galway	IN-MR2GY-SD-MLS2	Mullingar - Loco Shed Siding 2	50	584	50	843
Mullingar to Galway	IN-MR2GY-SD-MLS1	Mullingar - Loco Shed Siding 1	50	643	50	1004
Mullingar to Galway	IN-MR2GY-SD-Y3	Mullingar Yard Siding 3	50	676	50	881

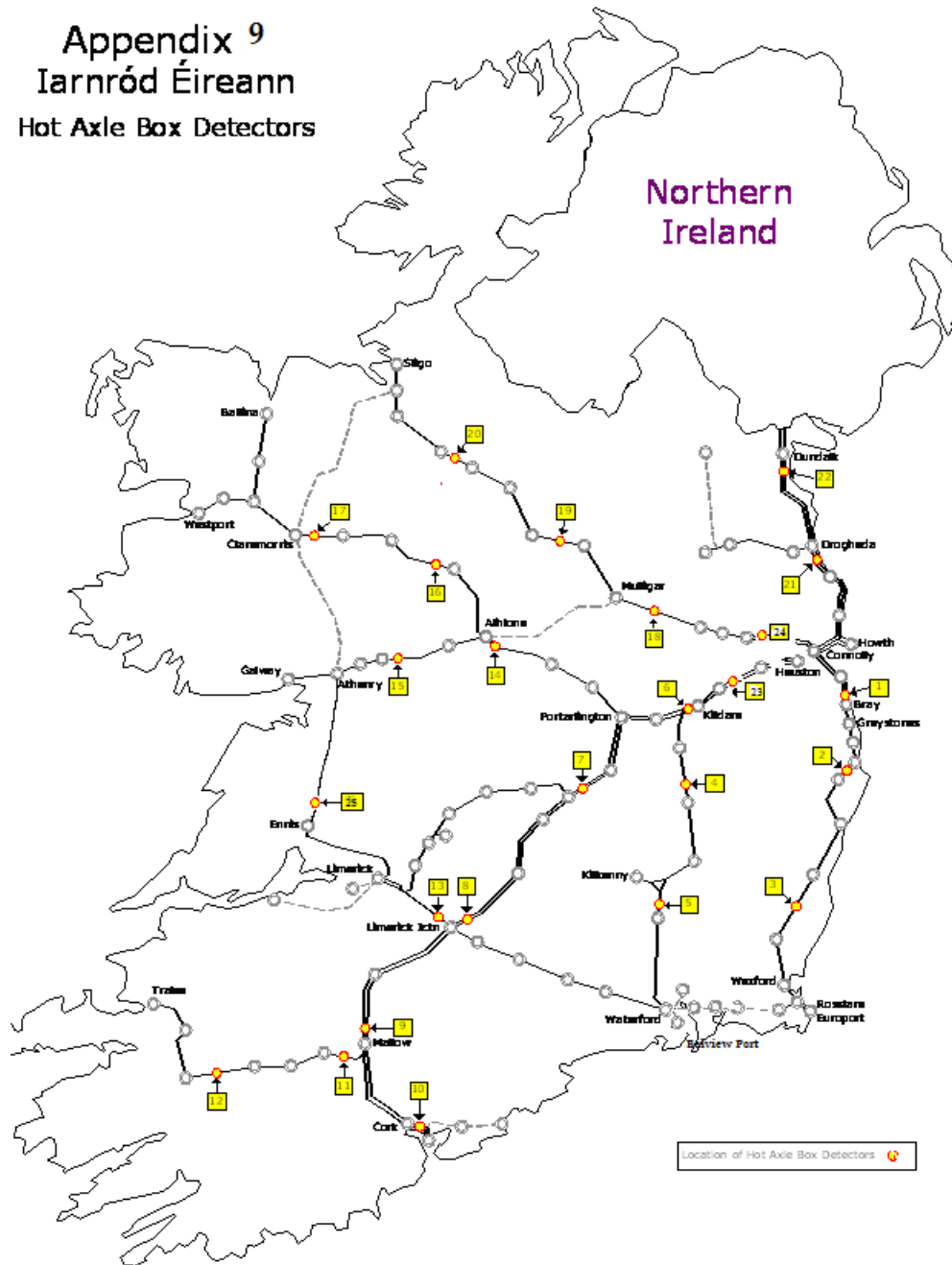
Mullingar to Galway	IN-MR2GY-SD-Y2	Mullingar Yard Siding 2	50	678	50	917
Mullingar to Galway	IN-MR2GY-SD-Y1	Mullingar Yard Siding 1	50	733	50	892
Mullingar to Galway	IN-MR2GY-SD-MTS	Mullingar - Turntable Spur	50	797	50	866
Mullingar to Galway	IN-MR2GY-SD-TSD	Mullingar - Turntable Siding	50	833	50	1006
Mullingar to Galway	IN-MR2GY-SD-C	Mullingar - Crossing to Turntable	50	903	50	932
Mullingar to Galway	IN-MR2GY-SD-2GC	Mullingar - Siding to Gantry Cranes	50	958	50	1110
Mullingar to Galway	IN-MR2GY-SD-G2	Mullingar - Gantry Siding 1	50	1064	50	1583
Mullingar to Galway	IN-MR2GY-SD-G4	Mullingar - Gantry Siding 4	50	1130	50	1520
Mullingar to Galway	IN-MR2GY-SD-G3	Mullingar - Gantry Siding 3	50	1162	50	1499
Mullingar to Galway	IN-MR2GY-SD-G1	Mullingar - Gantry Siding 2	50	1196	50	1505
Mullingar to Galway	IN-MR2GY-SD-MS	Moate Siding	68	594	68	921
Mullingar to Galway	IN-MR2GY-SD-AMS	Athlone Midland Siding (Disconnected)	78	112	78	260
Mullingar to Galway	IN-MR2GY-SD-ALS2	Athlone Midland Loco SD 2 (Disconnected)	78	114	78	403
Mullingar to Galway	IN-MR2GY-SD-ALS1	Athlone Midland Loco SD 1 (Disconnected)	78	147	78	403
Mullingar to Galway	IN-MR2GY-SD-BCS	Ballinasloe - Cement Siding	91	1556	92	327
Mullingar to Galway	IN-MR2GY-SD-DS1	Athenry - Disconnected Siding	113	1412	113	1549
Mullingar to Galway	IN-MR2GY-SD-FY	Galway - Freight Yard Siding	126	666	126	879
Mullingar to Galway	IN-MR2GY-SD-GTS	Galway - Tanks Siding	126	703	126	895
Mullingar to Galway	IN-MR2GY-SD-DS2	Galway - Disconnected Siding	126	717	126	843
Mullingar to Galway	IN-MR2GY-SD-GLS1	Galway - Disconnected Loco Shed Siding 1	126	720	126	830
Mullingar to Galway	IN-MR2GY-SD-DTS	Galway - Disconnected Turntable Siding	126	756	126	817
Mullingar to Galway	IN-MR2GY-SD-GLS2	Galway - Disconnected Loco Shed Siding 2	126	791	126	831
Mullingar to Galway	IN-MR2GY-SD-SS	Galway - Station Siding	126	793	126	866
Mullingar to Galway	IN-MR2GY-SD-GCS	Galway - Carriage Siding	126	908	126	971
Pearse to Shanganagh Jct	IN-PS2SJ-SD-WR	Pearse - Wash Road	0	210	0	450
Pearse to Shanganagh Jct	IN-PS2SJ-BY-P3	Pearse - Loop run-off	0	227	0	308
Pearse to Shanganagh Jct	IN-PS2SJ-SD-US	Pearse to Grand Canal Dock Up Siding	0	385	0	800
Pearse to Shanganagh Jct	IN-PS2SJ-SD-BS2	Boston Siding 2	0	671	0	847

Pearse to Shanganagh Jct	IN-PS2SJ-SD-BS3	Boston Siding 3	0	714	0	858
Pearse to Shanganagh Jct	IN-PS2SJ-SD-S	Shunt Siding (GCD)	0	786	0	828
Pearse to Shanganagh Jct	IN-PS2SJ-SD-NES3	Dun Laoghaire - Non-electrified Siding	5	1433	5	1574
Pearse to Shanganagh Jct	IN-PS2SJ-SD-NES2	Dun Laoghaire - Non-electrified Siding 2	5	1456	5	1582
Portarlinton to Athlone	IN-PN2AE-SD-CS	Tullamore - Cement Store Siding	57	1356	57	1759
Portarlinton to Athlone	IN-PN2AE-SD-SW	Tullamore - Shunt Siding West	57	1417	57	1519
Portarlinton to Athlone	IN-PN2AE-SD-SE	Tullamore - Shunt Siding East	57	1634	57	1696
Portarlinton to Athlone	IN-PN2AE-SD-CN	Clonydonnin Siding	72	1355	72	1750
Portarlinton to Athlone	IN-PN2AE-SD-GS	Athlone - Guinness Siding	80	1009	80	1405
Shanganagh Jct to Wexford	IN-SJ2WX-SD-BS	Bray - Bay Platform Siding	12	259	12	526
Shanganagh Jct to Wexford	IN-SJ2WX-SD-D1	Bray - Down Siding 1	12	437	12	776
Shanganagh Jct to Wexford	IN-SJ2WX-SD-D2	Bray - Down Siding 2	12	540	12	776
Shanganagh Jct to Wexford	IN-SJ2WX-SD-UP	Bray - Up Siding	12	545	12	753
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WS1	Bray - Wicklow Siding 1	12	824	12	1165
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WS2	Bray - Wicklow Siding 2	12	888	12	1176
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WS3	Bray - Wicklow Siding 3	12	923	12	1074
Shanganagh Jct to Wexford	IN-SJ2WX-SD-GD2	Greystones - Down Siding 2	17	18	17	112
Shanganagh Jct to Wexford	IN-SJ2WX-SD-GD1	Greystones - Down Siding 1	17	19	17	179
Shanganagh Jct to Wexford	IN-SJ2WX-SD-MRS	Greystones - Mill Rd Siding	17	146	17	476
Shanganagh Jct to Wexford	IN-SJ2WX-SD-LS	Wicklow - Loop Siding	28	173	28	325
Shanganagh Jct to Wexford	IN-SJ2WX-SD-W1	Rathdrum - Wood Siding 1	37	598	37	710
Shanganagh Jct to Wexford	IN-SJ2WX-SD-SS1	Arklow - Station Siding	49	84	49	198
Shanganagh Jct to Wexford	IN-SJ2WX-SD-GR	Gorey Siding	59	565	59	858
Shanganagh Jct to Wexford	IN-SJ2WX-SD-GP1	Enniscorthy - Goods Siding 1	77	296	77	739
Shanganagh Jct to Wexford	IN-SJ2WX-SD-GP2	Enniscorthy - Goods Siding 2	77	678	77	886
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WY1	Wexford - Yard Siding 1	92	848	92	1263
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WY2	Wexford - Yard Siding 2	92	921	92	1395
Shanganagh Jct to Wexford	IN-SJ2WX-SD-WY3	Wexford - Yard Siding 3	92	1069	92	1432
Silvermines Branch	IN-SM2SM-SD-SS	Silvermines Siding - Disconnected	0	0	1	250
Silvermines Branch	IN-SM2SM-SD-S3	Silvermines Siding 3 - Disconnected	0	1379	1	192
Silvermines Branch	IN-SM2SM-SD-C1	Silvermines Siding Xng 1 - Disconnected	0	1603	0	1646
Silvermines Branch	IN-SM2SM-SD-S2	Silvermines Siding 2 - Disconnected	0	1677	1	203

Silvermines Branch	IN-SM2SM-SD-S1	Silvermines Siding 1 - Disconnected	0	1707	1	190
Silvermines Branch	IN-SM2SM-SD-C2	Silvermines Siding Xing 2 - Disconnected	0	1719	0	1742
Sligo Quay	IN-SQ2SQ-SD-QS	Sligo Quay - Siding	134	197	134	1075
Sligo Quay	IN-SQ2SQ-SD-CT	Sligo Quay - Cement Terminal	134	537	134	880
Sligo Quay	IN-SQ2SQ-SD-G	Sligo Quay - Guinness Siding	134	664	134	1077
Sligo Quay	IN-SQ2SQ-SD-O	Sligo Quay - Oil Siding	134	793	134	1001
Sligo Quay	IN-SQ2SQ-SD-GC1	Sligo Quay - Gantry Crane Siding 1	134	811	134	1053
Sligo Quay	IN-SQ2SQ-SD-GC2	Sligo Quay - Gantry Crane Siding 2	134	835	134	1066
Tara Junction to Kingscourt	IN-TJ2KT-SD-KT	Kingscourt Siding	50	665	50	854
Tegral Sidings (Athy)	IN-TS2TS-SD-T1	Tegral Siding	0	0	0	540
Tegral Sidings (Athy)	IN-TS2TS-SD-TS2	Tegral Siding 2	0	75	0	248
Tegral Sidings (Athy)	IN-TS2TS-SD-TS3	Tegral Siding 3	0	121	0	248
Waterford to Rosslare Europort	IN-WW2RO-SD-CT1	Waterford - Container Terminal Siding 1	75	54	75	862
Waterford to Rosslare Europort	IN-WW2RO-SD-FD1	Waterford - Freight Depot Siding 1	75	225	75	669
Waterford to Rosslare Europort	IN-WW2RO-SD-GS1	Waterford - Good Shed Siding 1	75	258	75	780
Waterford to Rosslare Europort	IN-WW2RO-SD-GC	Waterford - Gantry Crane Siding	75	324	75	919
Waterford to Rosslare Europort	IN-WW2RO-SD-FD3	Waterford - Freight Depot Siding 3	75	340	75	629
Waterford to Rosslare Europort	IN-WW2RO-SD-FD2	Waterford - Freight Depot Siding 2	75	378	75	669
Waterford to Rosslare Europort	IN-WW2RO-SD-GS2	Waterford - Good Shed Siding 2	75	384	75	752
Waterford to Rosslare Europort	IN-WW2RO-SD-CT3	Waterford - Container Terminal Siding 3	75	389	75	794
Waterford to Rosslare Europort	IN-WW2RO-SD-CT2	Waterford - Container Terminal Siding 2	75	430	75	766
Waterford to Rosslare Europort	IN-WW2RO-SD-BV1	Belview Siding 1	79	1329	80	465
Waterford to Rosslare Europort	IN-WW2RO-SD-BV3	Belview Siding 3	79	1427	80	351

Waterford to Rosslare Europort	IN-WW2RO-SD-BV2	Belview Siding 2	79	1461	80	386
Waterford to Rosslare Europort	IN-WW2RO-SD-BV4	Belview Siding 4	79	1474	80	426
Waterford to Rosslare Europort	IN-WW2RO-SD-WHS	Wellingtonbridge - Head Shunt	93	356	93	433
Waterford to Rosslare Europort	IN-WW2RO-SD-GS	Wellingtonbridge - Goods Siding	93	367	93	723
Waterford to Rosslare Europort	IN-WW2RO-SD-BS	Wellingtonbridge - Beet Siding	93	370	93	645
Waterford to Rosslare Europort	IN-WW2RO-SD-RO	Rosslare Europort Siding	113	1265	113	1374
Waterford to Rosslare Europort	IN-WW2RO-SD-ROHS	Rosslare Europort - Head Shunt	113	1560	113	1630

Appendix 9
Iarnród Éireann
Hot Axle Box Detectors



Appendix 9

IÉ NETWORK - HOT AXLE BOX DETECTORS (HABD)

DUBLIN - WEXFORD

- | | |
|---|---|
| 1 | Location: Woodbrook
Milepost: 11 miles
HABD Monitoring: Down Line |
| 2 | Location: Ballymanus Level Crossing
Milepost: 32 miles, 1200 yards
HABD Monitoring: Single Line |
| 3 | Location: Camolin
Milepost: 67 miles, 120 yds
HABD Monitoring: Single Line |

CHERRYVILLE JCTN - WATERFORD

- | | |
|---|--|
| 4 | Location: 51 Mile Post
Milepost: 51 miles
HABD Monitoring: Single Line |
| 5 | Location: Thomastown
Milepost: 37 miles
HABD Monitoring: Single Line |

DUBLIN - CORK

- | | |
|----|--|
| 23 | Location: Straffan
Milepost: 14 miles
HABD Monitoring: Up & Down Lines |
| 6 | Location: Cherryville Junction
Milepost: 31 miles
HABD Monitoring: Up & Down Lines |
| 7 | Location: Ballybrophy
Milepost: 68 $\frac{1}{2}$ miles
HABD Monitoring: Up & Down Lines |
| 8 | Location: Limerick Junction
Milepost: 103 $\frac{3}{4}$ miles
HABD Monitoring: Up & Down Lines |
| 9 | Location: Mallow
Milepost: 141 $\frac{1}{4}$ miles
HABD Monitoring: Up & Down Lines |

CORK - COBH

- | | |
|----|---|
| 10 | Location: Tivoli
Milepost: 167 miles
HABD Monitoring: Up Line |
|----|---|

MALLOW - TRALEE

- | | |
|----|--|
| 11 | Location: Gortmore No. 2 LC
Milepost: 7 $\frac{1}{4}$
HABD Monitoring: Single Line |
| 12 | Location: Freemount LC
Milepost: 28 miles, 112 yards
HABD Monitoring: Single Line |

LIMERICK - WATERFORD

13 Location: Oola
Milepost: 19 miles
HABD Monitoring: Single Line

PORTARLINGTON - GALWAY

14 Location: Athlone
Milepost: 77¼ miles
HABD Monitoring: Single Line

15 Location: Woodlawn
Milepost: 98 miles
HABD Monitoring: Single Line

ATHLONE - WESTPORT

16 Location: Fuerty LC
Milepost: 99 miles
HABD Monitoring: Single Line

17 Location: Garryredmond LC
Milepost: 131 miles
HABD Monitoring: Single Line

DUBLIN - SLIGO

24 Location: Porterstown
Milepost: 6¼ miles
HABD Monitoring: Up Line

18 Location: Hill of Down
Milepost: 35½ miles
HABD Monitoring: Single Line

19 Location: Clonhard LC
Milepost: 72½ miles
HABD Monitoring: Single Line

20 Location: 102 Radio Site
Milepost: 102 miles
HABD Monitoring: Single Line

DUBLIN - BORDER

21 Location: Drogheda
Milepost: 28 miles, 1460 yards
HABD Monitoring: Up & Down Lines

22 Location: Dundalk
Milepost: 52 miles, 200 yards
HABD Monitoring: Up & Down Lines

LIMERICK - ATHENRY

25 Location: Crusheen
Milepost: 32½ miles
HABD Monitoring: Single Line

Appendix 10: Path Allocation Request Form

Date of Request: _____

Railway Undertaking: _____

Train Type (Passenger / Freight*): _____

Max permitted speed: _____

Time / Days / Period of Operation Requested: _____

Vehicle Serial Numbers: _____

Number of units per series: _____

Rolling Stock Tonnage: _____

Rolling Stock Length: _____

Rolling Stock Brake Type: _____

Rolling Stock Traction: _____

Has the Rolling Stock ever operated on the Iarnród Éireann network?: Y/N _____

If yes please provide full details below-

Stop (Passenger) or Handling Point (Freight)	Arrive Time	Depart Time	Observations
From			
To			
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Other Information / Details Relating to Operation

Additional Freight Specific Information Requirements:

Please describe types of goods to be transported:

Do you plan to transport Dangerous goods? Y/N _____

If yes please provide full details below-

Please Note:

In addition to completed Path Allocation Request Form 'bulk' capacity requests **must** be presented in softcopy and **must** be compatible with RailSys.

Single capacity requests or requests to operate a service on a particular day do not require a softcopy and a fully completed Path Application Request Form will suffice.

Appendix 11 Model Access Contract

DATED 20[]

(1) []
(the “**Railway Undertaking**” or “**RU**”)
and

(2) INFRASTRUCTURE MANAGER
(“**IM**”)
and

(3) CÓRAS IOMPAIR ÉIREANN
(“**CIE**”)

GENERAL TERMS AND CONDITIONS FOR
TRACK ACCESS CONTRACT FOR SERVICES
ON THE
IARNRÓD ÉIREANN – IRISH RAIL NETWORK

5 MARCH 2013

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SCHEDULES:

- Schedule 1 Services
- Schedule 2 Charges
- Schedule 3 Operating Rules
- Schedule 4 SMS 16 & 17 Communication Protocol for Safety Issues
- Schedule 5 Details of Contract Managers
- Schedule 6 Change Authorisation Order
- Schedule 7 Performance Regime
- Schedule 8 Disruptive Possessions Management Process and Requirements
- Schedule 9 Insurance Requirements
- Schedule 10 Notices
- Schedule 11 Collateral Agreement for sub-contractors

GENERAL TERMS AND CONDITIONS FOR THE TRACK ACCESS CONTRACT FOR SERVICES ON THE IARNROD EIREANN - IRISH RAIL NETWORK

This Agreement is made the day of 20[]

BETWEEN

- (1) [], having its registered office is at [] (“**Railway Undertaking**” or “**RU**”);
- (2) **INFRASTRUCTURE MANAGER (“IM”)**; and
- (3) **CÓRAS IOMPAIR ÉIREANN**, a statutory body corporate having its head office at Heuston Station, Dublin 8 (“**CIE**”).

WHEREAS:-

A. Regulation 4 of Statutory Instrument No. 55/2010 European Communities (Railway Communities) Regulations 2010 (S.I. 55 of 2010) designated Iarnrod Eireann – Irish Rail as Infrastructure Manager for the purpose of the Regulations. The Infrastructure Manager has responsibility for granting access to the railway infrastructure in Ireland. CIE is the owner of the property on which the railway infrastructure is laid.

B. Regulation 12 of the S.I. 55 of 2010 states that the RU shall conclude an agreement with the IM covering the necessary administrative, technical and financial matters to regulate traffic control and safety issues concerning the services to be provided.

C. IM has agreed to grant access to the RU subject to safety and licensing requirements, to use certain track comprised on the network on the terms and conditions of this Agreement.

D. RU has agreed to provide certain representations, warranties, covenants, undertakings and indemnities in favour of CIE pursuant to the terms of this Agreement and CIE has agreed to be a party to this Agreement for the sole purpose of enforcing such representations, warranties, covenants, undertakings and indemnities.

NOW IT IS HEREBY AGREED AS FOLLOWS:

1 INTERPRETATION

1.1 In this Agreement, unless the context otherwise requires:

“**Access Agreement**” or “**Track Access Agreement**” means this agreement for track access for services on the Iarnrod Eireann – Irish Rail network;

“**Ad hoc Request**” means an RU’s request for an individual train path (available as spare capacity) outside the time scale that the IM normally uses;

“**Agreement**” or “**Contract**” means this contract between the RU and IM and CIE;

“**Charges**” means the charges set out in Schedule 2;

“**Change in Control**” means a change in the possession, whether directly or indirectly, of the power to direct or cause the direction of the RU’s management or policies, whether through ownership of shares, by contract or otherwise;

“**Change Order Proposal**” means a proposal by one party to change to specific items of the Contract which are not material changes to the Contract and as set out in Clause 13;

“Change Authorisation Procedure” means the procedure which must be followed when a Party to the Contract wishes to make a Change Order Proposal;

“Change Authorisation Order” or **“CAO”** means an order signed and issued by the IM or the RU and acknowledged by the other Party (with copy sent to CIE) in the form set out in Schedule 6 under the Change Authorisation Procedure authorising a change to specific items named in the CAO;

“Commencement Date” means the date for commencement of the Services described in the Schedule 1 or such other date as shall be agreed in writing between the RU and IM;

“Confidential Information” has the meaning ascribed to it in Clause 24;

“Contract Documents” means and includes this Agreement and its Schedules, the Network Statement and the RU’s application;

“Delay Minutes” means, the delay as recorded at a monitoring point as more particularly described in Schedule 7;

“Delay Minute Attribution Process” means the procedure for attributing Delay Minutes which is set out in Schedule 7;

“Dispute Resolution Procedure” means the procedure referred to in Clause 29;

“Force Majeure” has the meaning ascribed to it in Clause 22 (Force Majeure);

“Good Industry Practice” means those standards, practices, methods and procedures conforming to safety and legal requirements which are attained by exercising that degree of skill, diligence, prudence and foresight which would ordinarily be expected from a leading, skilled and experienced operator engaged in the same type of undertaking under the same or similar circumstances;

“Infrastructure Manager” or **“IM”** means the body designated with responsibility for the Irish railway infrastructure in accordance with Statutory Instrument 55 of 2010 European Communities (Railway Infrastructure) Regulations 2010;

“Infrastructure” means the Irish State owned rail network managed by Iarnród Éireann which includes but is not limited to the tracks, traffic control, communication and signalling systems, junctions, train formation yards, storage sidings, turntables, hot axle box detectors, buildings and structures;

“IM’s Contract Manager” means the person appointed by IM (or his or her delegate) with overall responsibility for monitoring and managing all contractual and administrative aspects of this Agreement;

“Intellectual Property” means registered and unregistered trademarks, service marks, trade names, logos (whether registered or not), patents, inventions, registered and unregistered design rights, utility models, copyrights (including rights in computer software), typography rights, rights of extraction relating to data bases, data base rights and all other similar proprietary rights which may subsist in any part of the world including, where such rights are obtained or enhanced by registration, any registration of such rights and applications and rights to apply for such registration;

“Know How” means know how, trade secrets, confidential technical and proprietary industrial and commercial information and techniques in any form (including paper, electronically stored data, magnetic media, film and micro film), including (without limiting the foregoing) drawings, reports, plans, specifications, notes of meetings, photographs, instruction and training manuals and any similar proprietary rights which anyway subsist anywhere in the world;

“Laws” or **“Law”** means any law applicable in Ireland, the law of the European Union (EU) and including without limitation common law, statutes, statutory instruments, any Directive, or any regulation of the EU, any bylaws, regulations, codes of practice, any amendments, modifications or replacements and also includes without limitation any requirements of the RSC or of any competent regulatory authority including any by-laws of CIE in connection with the use of the railway and any final non-appealable decree, judgement, injunction or order of any court of competent jurisdiction, and in each case having application in Ireland;

“Month” means calendar month;

“Network Routes” means the routes agreed with RU forming the Services set out in Schedule 1.

“Network Statement” means the Iarnród Éireann Network Statement which sets out in detail the general rules, deadlines, procedures and criteria concerning the charging and capacity

allocation schemes and any other information as is required to enable the RU complete an application for infrastructure capacity;

“Operating Rules” means the operating rules, technical regulations, policies and codes of conduct for compliance by RU as set out in Schedule 1 and Schedule 3 and as communicated to the RU from time to time in accordance with the SMS 16 & 17 set out in Schedule 4;

“Period” means the financial period consisting of 4 weeks as described in Clause 9.2;

“Person” includes firms and corporations;

“RSC” means Railway Safety Commission of Ireland established under the provisions of the Railway Safety Act 2005;

“RU’s Application” means the application to IM for access to operate on the Network;

“RU’s Contract Manager” means the individual nominated by the RU as Contract Manager to represent the RU in relation to this Agreement or such other person as the RU may appoint with notice in writing to IM from time to time and including the authorised representatives of the RUs Contract Manager;

“Safety Certificate” means a certificated issued by the RSC or issued in another EU country and approved by the RSC;

“Services” means the services as set out in Schedule 1 to this Agreement;

“S.I. 55 of 2010” means S.I. No. 55/2010 – European Communities (Railway Infrastructure) Regulations 2010 and as may be amended from time to time;

“State” means Ireland;

“Term” has the meaning ascribed to it in Clause 3.2; and

“Working Day” means any day, seven days a week regardless of whether such day is a bank holiday or public holiday in Ireland;

“Working Time Table” or “WTT” means the working time table agreed by the Parties and set out at Schedule 1.

In this Agreement where the context admits, a reference to:

1.1.1 a statutory provision shall be deemed to include a reference to the statutory provision as amended, extended, modified, consolidated or re-enacted or replaced or both from time to time and any subordinate legislation made under the statutory provision;

1.1.2 clauses, sub-clauses, paragraphs, sub-paragraphs and schedules are to clauses, subclauses, paragraphs, sub-paragraphs and schedules to this Agreement unless the context otherwise suggests;

1.1.3 a person includes any individual to a body corporate, firm, joint venture, association or partnership;

1.1.4 a person includes a reference to that person’s legal personal representatives, successors, lawful and permitted assigns;

1.1.5 a document is a reference to that document as from time to time supplemented or varied;

1.1.6 any phrase introduced by the term “including” shall be construed as if to read “including, but without limitation” and any phrase introduced by the terms “in particular” shall be construed as if to read “in particular, but without limitation” and “for example” shall be construed as if to read “for example, but without limitation”;

and

1.1.7 references to "this Agreement" or to any other agreement or document referred to in this Agreement mean this Agreement or such other Agreement or document as amended, varied, supplemented, modified or novated from time to time, and include the schedules.

1.2 Headings and sub-headings are for convenience only and do not affect the interpretation of this Agreement. Each of the schedules has effect as if set out in this Agreement. In the event and to the extent only of any conflict between this document and the schedules, this document

shall prevail.

1.3 The *contra proferentem* rule of construction shall not apply in the interpretation of this Agreement.

1.4 the rule known as the *ejusdem generis* rule shall not apply in the interpretation of this Agreement and accordingly general words, including those introduced by “other” shall not be given a restrictive meaning by reason of the fact that they are preceded by words indicating a particular class of acts, matters or things and general words shall not be given a restrictive meaning by reason of the fact that they are followed by particular examples intended to be embraced by general words.

1.5 The Contract Documents are to be taken as mutually explanatory of each other. In the event of any ambiguity or conflict between documents the order of precedence shall be as follows;

1.5.1 This Agreement

1.5.2 Schedules to this Agreement

1.5.3 Network Statement

1.5.4 RU’s application

2 CONDITIONS PRECEDENT

2.1 The obligations of IM under this Agreement and the appointment of the RU under this Agreement are subject to the satisfaction of the following conditions precedent;

2.1.1 the access conditions set out in Regulation 6 of S.I. 55 of 2010 and any amendments made thereto and as set out in the relevant up to date Iarnrod Eireann Network Statement;

2.1.2 a Tax clearance Certificate in respect of the RU and all of its subcontractors (if any) which must be maintained for the duration of the Term;

2.1.3 RU maintaining the applicable insurance policies for the duration of the Term;

2.1.4 the representation and warranties set out in Clause 5 being true and correct.

2.2 Neither IM or CIE shall have any obligation nor shall any liability arise in respect of IM or CIE unless and each of the Conditions Precedent have been satisfied and maintained in a manner satisfactory to IM and CIE (or waived by IM and CIE in its absolute discretion)

3 PURPOSE , DURATION AND TERM OF CONTRACT

3.1 This Agreement, in compliance with Regulation 12 of S.I. 55 of 2010, constitutes an agreement governing the overall relationship between IM, RU and CIE covering the necessary administrative, technical and financial matters to regulate traffic control and safety issues concerning the operation of the Services.

3.2 This Agreement shall come into force on the Commencement Date and shall continue in full force and effect for the duration of the Working Time Table (W.T.T) set out in Schedule 1 unless terminated earlier in accordance with its terms (the “**Term**”)

3.3 Where two or more persons are joined to this Agreement as RU for the operation of the Services they do so on a joint and several liability basis and shall be jointly and severally liable to the IM and CIE for the performance of the RU obligations under this Agreement.

3.4 CIE: In consideration of €10 (ten euro) by CIE to the RU (the receipt of which is hereby

acknowledged) RU has agreed to provide representations, warranties, covenants, undertakings and indemnities in favour of CIE pursuant to the terms of this Agreement and CIE has agreed to be a party to this Agreement for the sole purpose of enforcing such representations, warranties, covenants, undertakings and indemnities

3.5 For the avoidance of doubt, nothing in this Agreement shall create an exclusive relationship between IM CIE and RU for the operation of the Services.

4 PERMISSION TO USE THE NETWORK ROUTES

4.1 IM hereby grants RU permission to use the Network Routes.

4.2 During the Term, RU shall commence the Services set out in Schedule 1 to this Agreement.

4.3 The Services shall be operated and carried out by the RU in compliance with Schedule 1 of this Agreement and in compliance with all applicable Law and Operating Rules of IM.

5 RU WARRANTIES AND REPRESENTATIONS

5.1 The RU represents and warrants to IM that:

5.1.1 the RU has all necessary power and authority to carry on its business as presently conducted and to enter into and perform its obligations under the Agreement;

5.1.2 the RU has duly and validly executed and delivered the Agreement and the Agreement constitutes a legal, valid and binding obligation, and is enforceable against the RU in accordance with its terms;

5.1.3 the RU has all necessary licences, permits and authorisations required by all relevant Laws, Directives and Regulatory Authorities to operate and carry out the Services;

5.1.4 no proceedings are pending or threatened against the RU in Ireland, or in any other jurisdiction which would make it unlawful for the RU to enter into or perform the Agreement; and

5.1.5 the RU will comply with the applicable Laws and Operating Rules.

6 RU OBLIGATIONS

6.1 RU agrees and covenants and undertakes with each of IM and CIE (and shall procure that any sub-contractor shall agree and covenant and undertake):

6.1.1 To carry out all obligations duties and responsibilities under this Agreement with all reasonable skill, diligence, prudence and care and to act in a thoroughly competent and efficient manner with the foresight which should be exercised by a skilled and experienced professional train operator and in accordance with Good Industry

Practice;

6.1.2 To provide sufficiently skilled and competent personnel to properly carry out the Services and to ensure they are properly and suitably trained and skilled throughout;

6.1.3 To provide that all rolling stock, equipment and materials are in good working order, suitable, fit for purpose and in sufficient condition to operate without causing damage or unnecessary wear and tear to the Infrastructure or any part of the Irish Rail Network;

6.1.4 At all times to comply with the instructions and requirements of IM issued under

SMS 16 & 17, the Communication Protocols for Safety Issues as set out in Schedule 4 to this Agreement and other reasonable restrictions and instructions of IM. Should an event occur which causes disruption (“**Event causing Disruption**”) the RU shall abide strictly by the IM’s instructions. If the RU has any safety concerns about the instructions it must raise the concerns with the IM as soon as it becomes aware of them with IM. The IM and the RU shall endeavour to resolve the safety concerns raised. The IM may make use of, insofar as necessary for the performance of its task, the RU’s operating resources. Fair payment shall be made in return for such use save where the resources used are for the benefit of the RU. The IM cannot compel the RU to take over the transport services of another RU except;

6.1.4.1 to board passengers from a train in distress and/or convey them to the next station from which they can continue their journey;

6.1.4.2 to free tracks occupied by a train in distress and complete and ensure the resulting removal operations.

Should an event occur which causes disruption the IM shall make reasonable account for the interests of the Parties and of third parties.

6.1.5 to ensure that the Services are operated in accordance with all applicable Law and regulatory requirements applicable in Ireland including without limitation the Railway Safety Act 2005 and any regulations made thereunder from time to time, the Safety, Health and Welfare at Work Act 2005 and any regulations issued from time to time thereunder, the European Communities (Transport of Dangerous Goods by Rail) Regulations 2010 and the Data Protection Acts and any regulations thereunder;

6.1.6 to inform IM immediately of any cancellation, amendment, suspension, revocation or replacement with a temporary licence to its Railway Operating Licence.

6.1.7 to maintain and produce to IM (if requested) the Safety Certificate as set out in the Network Statement and to ensure that the Safety Certificate is complied with in all respects by itself, its personnel and subcontractor (if any);

6.1.8 to comply with the Operating Rules and all rules and regulations as further notified to RU from time to time during the Term of this Agreement;

6.1.9 RU shall at its own cost attend such meetings with IM or any other person or body approved by IM as may be notified to the RU from time to time as provided for in this Agreement;

6.1.10 In relation to the carriage of goods, RU shall ensure compliance with the general appendix to the WTT and to the requirements of the European Communities (Transport of Dangerous Goods by Rail) Regulations 2010 and any amendments thereto. The IM relies on the safety statement of the RU which the RU confirms is compliant with all Laws and Good Industry Practice.

7 IM OBLIGATIONS:

7.1 IM agrees and covenants and undertakes with RU:

7.1.1 To provide the RU with the Services attributed to it in Schedule 1 in a professional manner;

7.1.2 That the railway network on which capacity is provided to the RU as set out in Schedule 1 will be in a sufficient condition to allow train operation without inflicting damage to unnecessary wear and tear to rolling stock. Furthermore the railway network shall be in sufficient condition to allow traffic operation in accordance with the timetable applying at any given time subject to notifications given regarding

possessions and other issues as provided for in this Agreement and as agreed from time to time by the Parties;

8 MUTUAL OBLIGATIONS

8.1 The Parties shall have a mutual obligation to notify each other about all incidents specified in the Operating Rules as soon as they become aware of them and in particular where incidents have consequences for traffic operations, traffic management and rail infrastructure.

8.2 Communication between the RU and IM and any other relevant parties shall be as per SMS 16 the Communication Protocol for Safety Issues set out in Schedule 4 to this Agreement for safety related communications and as per Clause 14 for all other communications, including without limitation proposed changes to the WTT invoicing, performance review and general contract management issues;

9 CHARGES AND PAYMENT TERMS

9.1 RU shall pay the Charges to IM as set out in Schedule 2. The Charges set out in Schedule 2 are exclusive of VAT. Where such Charge is payable the payer shall in addition to the payment of the Charges pay such VAT as is chargeable in respect of it.

9.2 IM's financial system operates on thirteen four week periods. Each 4 week period shall be hereinafter referred to as a "**Period**". IM shall raise an invoice for Charges and shall invoice RU for each Period in arrears for the W.T.T and any Ad hoc services undertaken. The invoice will be sent to the RU in the Period following the Period the Charges were incurred. The invoice shall contain a statement of amount payable and shall contain such detail as shall be necessary or expedient so as to enable the person to whom it is given to understand, check it and arrange payment. The IM may need to request the RU to provide all necessary information to IM for calculating the Charges. The RU is obligated to comply with this request. If the relevant information is not provided then IM will be entitled to estimate the Charges. For the avoidance of doubt, the Period 6 invoice and Period 13 invoice will be inclusive of the impact of the Performance Regime set out in Schedule 7.

9.3 All sums due or payable by either party under this Agreement shall be paid free and clear of any deduction, withholding or set off except only as may be required by Law or as expressly provided in this Agreement, any Schedule to this Agreement.

9.4 All payments made to IM under this Agreement shall be made entirely in Euro and shall be made by electronic funds transfer ("**EFT**") to the bank account of the IM as notified to the RU prior to the signing of this Agreement and as otherwise notified from time to time.

10 PERFORMANCE REGIME

10.1 The Performance Regime is set out in Schedule 7 to this Agreement. The RU and IM shall comply with the provisions of the Performance Regime which seeks to minimise disruption and improve the performance of the railway network.

10.2 Delay Minutes shall be imposed by IM in the circumstances set out in the Performance Regime. The Performance Regime is based on a monitoring and recording system whereby delays and performance affecting failures will be monitored by IM.

10.3 If a disagreement should arise over the imposition of Delay Minutes, an appeal process is available to the RU as set out in Schedule 7 ("**Delay Minute Attribution Process**"). If the Delay Minute Attribution Process does not resolve the issue, the Dispute Resolution Procedure at Clause 29 to this Agreement must be followed. The imposition of Delay Minutes shall be without prejudice to any Party's rights or remedies under this Agreement or at law howsoever arising.

11. DISRUPTIVE POSSESSION MANAGEMENT

11.1 RU acknowledges that the IM will require possession of sections of the Network Route from time to time throughout the Term in order for maintenance and repair services to be undertaken. This will be achieved in accordance with the Disruptive Possession Management Process and Requirements.

11.2 The Disruptive Possession Management Process and Requirements are set out at Schedule 8 to this Agreement.

11.3 In the event of Disruptive Possession causing expense to the RU and in line with the limits set out in Schedule 8 of this Agreement, a credit shall be payable by the IM to the RU in accordance with Schedule 8 of this Agreement. The RU shall calculate the credit claimed and submit same to IM as soon as possible and with any supporting documentation that IM may reasonably require. The amount of the credits occurring in a Period will be set-off the invoice for Charges for that Period as per Clause 9 and Schedule 2 of this Agreement.

12. IM OPERATING RULES AND INSPECTION

12.1 IM has set out in Schedule 1 and Schedule 3 a list of the operating rules, technical regulations, polices and codes of conduct that the RU is obliged to comply with for the duration of this Agreement and where indicated for a term longer than the duration of this Agreement. These are collectively referred to in this Agreement as the Operating Rules (“**Operating Rules**”).

12.2 During the Term, an IM officer or his authorised representative shall be entitled to inspect the compliance of the RU with the Operating Rules and if as a result of such inspection is of the opinion that the Services are not being performed in accordance with this Agreement and in particular but without limitation the Operating Rules the IM shall so inform the RU in writing (the “**Direction**”) and the RU shall take such steps as may be necessary to ensure such compliance. Any notification under this Clause 12 shall be without prejudice to any of IM’s other rights and remedies under this Agreement.

12.3 The IM officer or his authorised representative shall be entitled at any time for ensuring RU’s compliance with the Operating Rules enter upon any property of the RU where Services are being performed.

12.4 Should the RU fail to comply with a Direction of the IM officer within the periods that may be stipulated therein then IM may take whatever action it considers necessary in the circumstances and passing on to RU the additional fees, charges costs and expenses incurred.

12.5 IM may inspect the RU’s rolling stock on suspicion that this has inflicted or may inflict damage to the railway infrastructure. Similarly the RU may inspect the railway infrastructure on suspicion that this has inflicted or may inflict damage to its rolling stock. Inspections shall be conducted within reason such as to avoid inconvenience to the production of the Parties and other railway operators.

12.6 Each party may demand that the other party without undue delay inspect their own infrastructure/rolling stock on suspicion that this has inflicted or may inflict damage to the other party’s infrastructure/rolling stock.

12.7 Both Parties, in the presence of the other Party, have a mutual right to inspect each other’s railway infrastructure and rolling stock immediately after the occurrence of an unwanted incident in order to uncover the causes of the incident.

13. CHANGE CONTROL PROCEDURE

13.1 Both Parties shall be entitled to issue a proposal to the other Party for a change as listed in Clause 13.4 (“**Change Order Proposal**”). A Change Order Proposal may be made by the RU

in relation to the Services and by the IM in relation to changes to the Infrastructure.

13.2 The Change Control Procedure set out in this Clause 13 does not apply where Infrastructure changes are required for Ad hoc Requests which are dealt with under the Ad hoc Request Process set out in Schedule 1 and in the Network Statement.

13.3 The Change Order Proposal must be issued in the form set out at Schedule 6 in respect of the proposed change including any effect on the Charges which is not a material change to the Agreement. Neither Party is obliged to agree any Change Order Proposal.

13.4 Change Order Proposal must be issued for the following;

13.4.1 Alteration to or Removal of Infrastructure by IM

13.4.2 Proposed changes to the W.T.T. by the RU

13.5 The Party submitting the Change Order Proposal shall also submit the following information in writing:

13.5.1 details of any impact on the Charges (if any) that will result from the Change Order Proposal;

13.5.2 details of the consequential amendments to this Agreement which it considers will be required to implement the Change Order Proposal;

13.5.3 such other information as it considers necessary.

13.6 If both Parties are in agreement they shall sign the Change Order Proposal as provided for in Schedule 6 with each Party retaining the signed Change Order Proposal (now a “**Change Authorisation Order**” or “**CAO**”) which once signed becomes a contract amendment and part of this Agreement.

13.7 It should be considered that any change to the Services may require the RU, at the request of the IM, to increase the insurance limits and obtain additional coverage at the RU’s expense.

13.8 None of the procedures under this Clause 13 shall be used to effect a contract amendment or variation of this Agreement which may only be effected under the provisions of Clause 26.7

14 COMMUNICATIONS AND CONTRACT MANAGEMENT

14.1 The RU and the IM shall designate Contract Managers to deal with all the issues arising during the Term of this Agreement. The names and contact details of the Contract Managers shall be notified to the other Party in writing on the signing of this Agreement. Any changes to the Contract Manager must be notified in writing to the other Party not less than one month before the change is to take effect. Names and contact details of the Contract Managers are attached at Schedule 5. Any changes to these details must be notified to the other Parties as soon as possible and acknowledged by the other Parties otherwise the details are not deemed to be amended.

14.2 RU Contract Manager and IM Contract Manager shall attend regular meetings during the Term of this Agreement in respect of the performance of the Services. These meetings shall take place on reasonable notice at the request of either Party and may be held in person, on the telephone or any other medium agreed by the Parties. Both the RU Contract Manager and the IM Contract Manager shall make every effort to attend the meetings requested.

14.3 The meetings described in Clause 14.2 above shall be held to discuss any financial, general contract management, commercial, performance review and operational issues that are not safety matters dealt with under SMS 16 as well as areas of dispute. These meetings shall be

the first line for the resolution of disputes as set out in Clause 29.1.1 to this Agreement. All communications regarding safety matters shall be as outlined in SMS 16 & 17 Communication Protocols for Safety Issues at Schedule 4 and must be adhered to.

14.4 In addition to the regular meetings taking place between the RU Contract Manager and the IM Contract Manager throughout the Term of this Agreement, the Parties shall also organise and attend an operations meeting, frequency of which to be agreed by the Parties. The IM and the RU will provide the relevant representatives to attend these meetings.

14.5 The overall administration of this Agreement on the part of the RU shall be carried out by the RU's Contract Manager who is authorised by the RU to agree all administrative and day to day operational matters with IM in connection with this Agreement.

14.5 For the avoidance of doubt, nothing in this clause 14 shall authorise an RU Contract Manager or IM Contract Manager to agree any contract variation or amendment as per clause 26.7

15. INSURANCE REQUIREMENTS

15.1 The RU agrees to maintain the insurances set out in Schedule 9 to this Agreement for the particular term specified in each case with insurers approved by IM.

15.2 Prior to the Commencement Date and at any time thereafter if requested by IM, the RU shall provide IM with certificates of insurance and/or certified copies of all policies certifying that all insurance referred to above is in force for the periods specified. The RU shall notify IM immediately if any of the insurances cease to be available.

15.3 The RU agrees, represents and warrants to CIE and IM that such insurance policies shall also indemnify IM and CIE against any acts, omissions, negligence and/or breach of any officers, servants, employees, sub-contractors and/or agents of the RU or that such sub-contractors and agents will carry insurance to the same levels and on terms at least as favourable to IM and CIE as those required from the RU. The RU shall indemnify CIE and IM for any loss suffered by them due to the failure of the RU to comply with this obligation.

15.4 RU should note that the insurance policies described in Schedule 9 are required to contain an indemnity to principal's clause specifically indemnifying CIE and IM and none of the policies described in this Clause 15 shall include any terms or conditions to the effect that the RU must discharge any liability before being able to recover from the insurers.

15.6 If the RU fails to provide any of the insurance cover specified in Schedule 9, IM may do so for the whole or part of the period for which such cover is required, without being under any obligation so to do, and may deduct any costs it incurs in obtaining such cover from any sums due to the RU under the Agreement, or otherwise recover such sums from the RU.

15.7 The RU shall be liable to pay the full amount of any deductibles or excess amounts payable under such insurance policies, in the event of a claim under any of the policies referred to in Schedule 9.

15.8 Where the level of indemnity to be provided under any of the insurance policies is an aggregate amount, the RU shall notify IM of any claims made under such policy forthwith. IM reserves the right to request that such policies provide a separate aggregate limit in respect of any claims arising out of or relating to the Agreement.

15.9 Without prejudice to anything contained in this Clause 15, if on being requested to carry out any Services, the IM also asks the RU either to increase any or all of the insurance indemnity limits set out in Schedule 9 or to obtain alternative or extra insurance, the RU shall confirm to IM whether or not it is agreeing to do so within 48 hours. Prior to carrying out the said Services the RU shall provide satisfactory evidence from its insurance broker that such additional insurances are in place and the provisions of this Clause 15 shall apply thereto

mutatis mutandis. If the RU is not agreeable to altering its insurance cover, as requested by IM, the RU shall not carry out the said Services.

16. LIABILITY AND INDEMNITIES

16.1 The RU hereby agrees to indemnify and keep indemnified each of CIE and IM and their respective officers, managers, employees, servants and agents against all proceedings, actions, claims, losses, damages, costs and other expenses of any nature whatsoever incurred or suffered by IM and/or CIE arising out of the RU's negligence, error, act, default, omission, breach of contract, or breach of statutory duty in operating the Services. For the avoidance of doubt, this includes all and any environmental damage caused directly or indirectly by the RU in relation to the carriage of goods or otherwise.

16.2 The IM hereby agrees to indemnify and keep indemnified each of CIE and IM and their respective officers, managers, employees, servants and agents against all proceedings, actions, claims, losses, damages, costs and other expenses of any nature whatsoever incurred or suffered by RU and/or CIE arising out of the IM's negligence, error, act, default, omission, breach of contract, or breach of statutory duty in operating the Services.

16.3 Without limiting Sub-Clause 16.1, the RU agrees to indemnify and keep indemnified each of CIE and IM and their respective directors, officers, managers, employees, servants and agents from and against all proceedings, actions, claims, losses, damages, costs (including legal costs) charges, claims, expenses, liability and demands in respect of any disease, sickness, or injury to, or the death of any person whatsoever, or in respect of any loss of or damage to any property or any part thereof of IM or CIE or both or of any third party caused by or arising from any act, negligence, error, default, omission, breach of contract or breach of statutory duty of the RU in connection with the performance of the Services or while present on the premises of IM or CIE or at any Location.

16.4 Without limiting Sub-Clause 16.2, the IM agrees to indemnify and keep indemnified each of CIE and RU and their respective directors, officers, managers, employees, servants and agents from and against all proceedings, actions, claims, losses, damages, costs (including legal costs) charges, claims, expenses, liability and demands in respect of any disease, sickness, or injury to, or the death of any person whatsoever, or in respect of any loss of or damage to any property or any part thereof of RU or CIE or both or of any third party caused by or arising from any act, negligence, error, default, omission, breach of contract or breach of statutory duty of the IM in connection with the performance of the Services or while present on the premises of RU or CIE or at any Location.

16.5 No Party to this Agreement shall be liable to any other Party for any indirect or consequential loss (including loss of profit, contracts, goodwill, business opportunity or anticipated saving) arising out of or in connection with the Agreement for any reason other than as provided for the Delay Minute Attribution Process in Schedule 7 or the Disruptive Possession Management Process in Schedule 8.

16.6 Both IM and RU shall notify the other party of the relevant circumstances giving rise to a claim as soon as reasonably practicable after first becoming aware of those circumstances and shall take all reasonable steps to prevent, mitigate and restrict the circumstances giving rise to that claim and any losses connected with that claim. In relation to environmental damage the RU must act to prevent mitigate or remedy that damage based on best information available to it at the time. The IM has the right to restrict track access on a temporary basis where necessary to deal with such damage.

17. CONFLICTS OF INTEREST

17.1 RU shall disclose to IM (and shall procure that any subcontractor shall disclose to IM) within 48 hours of it coming to the attention of the RU any conflict of interest or potential conflict of

interest with IM and/or CIE which it or its respective personnel may have or which its respective personnel may have.

17.2 In the event of any conflict of interest, IM shall, in its absolute discretion, decide in the appropriate course of action. Where IM considers that the matter does not give rise to a conflict of interest or that the conflict of interest is immaterial it may permit the situation to continue. Where IM considers that the matter does give rise to a conflict of interest it may permit matters to continue provided that appropriate safeguards being agreed between IM and/or CIE and RU are put in place and that IM is satisfied that they are in place.

18. EMPLOYMENT LAW

18.1 The RU shall fully observe and comply with all relevant employment law (both statute and common law and all applicable Laws) and regulations applicable to its employees, and, where obligations are to be performed under this Agreement, observe and fully comply with all Irish employment law and Laws.

18.2 The RU shall maintain written records and data (whether in hard copies or in electronic form) evidencing its compliance with all such employment law and regulation and shall provide copies of such records and sight of the originals thereof to IM promptly upon request. The RU shall grant access to IM or any authorised representative of IM to its premises or any relevant premises on reasonable notice, for the purposes of any inspection of such records and data (in whatever form, including electronic).

18.3 The members of the RU's personnel shall be employees of the RU or of a subcontractor. Neither IM nor CIE shall have responsibility or liability in respect of such employees nor shall IM or CIE be deemed the employer of such persons or of any subcontractor nor in respect of any remuneration in respect of such persons, nor shall any relationship of employment exist between IM or CIE with the RU or the RU's personnel or any member thereof.

19. TAX CLEARANCE

19.1 This Agreement is conditional on the production of a current Tax Clearance Certificate from the Revenue Commissioners of Ireland to IM in respect of the RU and each subcontractor (if any) and any payment by IM under the Agreement is conditional on IM having in its possession at the time of payment a current Tax Clearance Certificate in respect of the RU itself and each sub-contractor (if any). The RU shall be required to provide IM with a copy of a Tax Clearance Certificate and to produce original certificates as and when required.

19.2 The RU shall keep its Tax Clearance Certificate (as the case may be) current and up to date at all times for the duration of this Agreement and must produce it to IM on request. Breach of any of the provisions of this Clause 19 shall be deemed to be a material breach of contract.

20. CORRUPT GIFTS AND PAYMENTS OF COMMISSION

20.1 RU shall not offer or give or agree to give to any employee or representative of IM or CIE any gift or consideration of any kind as an inducement or reward for doing or refraining from or for having done any act in relation to the obtaining or execution of this or any other agreement with IM or CIE or for showing or refraining from showing favour or disfavour to any person in relation to this or any other agreement with IM.

20.2 Without prejudice to any other provision of this Clause 20, the RU shall not, and shall procure that its personnel shall not, commit any offence under any Laws creating offences in respect of fraudulent acts or commit any offence under the Prevention of Corruption Acts 1889 – 2001, the Ethics in Public Office Act 1995 and the Standards in Public Office Act 2001 and any regulations made under any legislation and shall not commit any offence under common law in respect of fraudulent acts and shall not defraud or attempt to defraud IM and/or CIE.

20.3 Breach of this Clause 20 by RU shall be deemed to be a material breach of contract and shall entitle IM to terminate this Agreement forthwith by notice in writing pursuant to the provisions of Clause 23.2.

21. SUSPENSION

21.1 IM may, by serving a notice in writing on the RU (such notice to be served in accordance with the provisions of Clause 27) suspend its operations or any part thereof under this Agreement as may be specified in the notice of suspension and for such time and in such manner as IM shall set out in its notice of suspension. Payment in respect of such obligations as are referred to in such notice of suspension shall also be suspended in accordance with the terms set out in such notice and any payments made in accordance with this Clause 21.

21.2 The provisions of Sub-Clause 21.3 shall apply in relation to a suspension other than in relation to a suspension issued by IM by reason of some default or breach by the RU of its obligations under this Agreement.

21.3 Subject to Sub-Clause 21.2, where IM suspends performance of any of the operations of the RU pursuant to Sub-Clause 21.1 and this suspension is not as a result of any default or breach by the RU of its obligations under this Agreement, the RU shall be entitled to be reimbursed by IM in respect of any increased costs reasonably incurred by the RU by reason of such suspension in accordance with Schedule 2.

21.4 IM may also suspend, by notice in writing to the RU (such notice to be served in accordance with the provisions of Clause 27), the operations of the RU due to repeated breaches of the Performance Regime and/or not implementing performance improvement measures.

21.5 Any suspension shall be without prejudice to any antecedent breach of this Agreement. The RU shall not be entitled to claim against IM or CIE for loss of profit, costs, expenses, damages, loss of contracts or for any other losses arising from or connected with any suspension of the Services any part thereof, other than as expressly provided for under this Clause 21.

21.6 In the event of the suspension of the Services (howsoever arising), IM shall be entitled at any time to instruct the RU in writing to resume operation of the Services and the RU shall as soon as reasonably practicable comply with such instruction.

21.7 Where the suspension continues for a period of six (6) months, at the expiry of six (6) months the RU shall be entitled to issue a written notice to IM requiring IM to lift the suspension of the obligation(s). If the suspension is not lifted within thirty (30) days of IM receiving the written notice from the RU, RU shall be entitled to terminate this Agreement by not less than thirty (30) Working Days' notice in writing served on the other Parties to this Agreement.

22. FORCE MAJEURE

22.1 **"FORCE MAJEURE"** in this Clause 22 means, in relation to either Party, an event beyond the reasonable control of that Party involving an act of God, war, riot, act of terrorism, security alert, civil commotion, malicious damage, disease, pestilence, accident, fire, flood or storm which could not have been avoided by taking reasonable precautions which, having regard to all matters known to it before the occurrence of the Force Majeure and all other relevant factors, it ought reasonably to have taken but did not take.

22.2 If any Party is affected by a Force Majeure (the **"Affected Party"**) it shall promptly notify the other Parties in writing in reasonable detail of the nature and extent of the circumstances in question.

22.3 Notwithstanding any other provision of this Agreement, the Affected Party shall be deemed not to be in breach of this Agreement, or otherwise liable to the other Parties, for any delay in

performance or the non-performance of any of its obligations under this Agreement to the extent that the delay or non-performance is due to any Force Majeure of which it has notified the other Parties in accordance with Sub-Clause 22.2 and the time for performance of the affected obligations shall be extended accordingly.

22.4 The Affected Party shall use its reasonable endeavours to mitigate the effects of the Force Majeure on the performance of its obligations under this Agreement. In the event of Force Majeure, the Parties shall meet as soon as possible to discuss the best means of alleviating the effects of Force Majeure.

22.5 The Affected Party shall notify the other Parties immediately in writing once the Force Majeure has ended and shall forthwith resume performance of all of its obligations under this Agreement.

22.6 If the Force Majeure resulting in the delay in performance or the non-performance by a Party or any obligations under this Agreement continues for more than three (3) months after the date on which the Force Majeure begins, any Party may by notice in writing to the other Parties terminate this Agreement. The provisions of Sub-Clauses 22.5 to 22.7 inclusive shall apply in respect of any termination hereunder.

22.7 If because of an event of Force Majeure, RU is unable to provide the Services in whole or in part, IM shall have the right to make alternative arrangements for the provision of such Services. Under those circumstances, IM shall not be obliged to resume its obligations under the Agreement and the RU shall not be permitted to recommence providing the Services until any contractual obligations of IM and/or CIE with a third party in making such alternative arrangements have ceased or expired, unless otherwise agreed between the IM and RU.

23. TERMINATION

23.1 This Agreement shall come into force on the Commencement Date and shall, subject to the early termination provisions provided for herein, continue in full force and effect for the duration of the Term.

23.2 If the RU:

23.2.1 fails to operate the Services set out in Schedule 1 Part B;

23.2.2 fails to pay the Charges in accordance with Clause 9 and Schedule 2;

23.2.3 contravenes the provisions of any of Clause 5 (RU Warranties and Representations); Clause 15 (Insurance Requirements); Clause 16 (Liabilities and Indemnity); Clause 18 (Employment), Clause 19 (Tax Clearance), Clause 20 (Corrupt Gifts and Payments of Commission); Clause 28 (Sub-Contracting, Assignment and Novation);

23.2.4 abandons the Agreement or otherwise commits a material or persistent breach thereof and fails to remedy the breach (if capable of remedy) within twenty one (21) days of receipt of written notice from IM giving details of the breach and requiring it to be remedied;

23.2.5 becomes bankrupt, or makes any composition or arrangement with, or conveyance or assignment for the benefit of his creditors, or any application is made under any bankruptcy act for the time being in force for a sequestration of his estate, or a trustee is granted by him on behalf of his creditors, or if the RU, being a company, enters into voluntary or compulsory liquidation (except for the purpose of reconstruction or amalgamation), or if a receiver or examiner of any of its assets is appointed; or

23.2.6 undergoes a Change of Control and fails to inform the IM in advance;

23.2.7 defrauds and/or attempts to defraud IM or CIE.

IM may, without prejudice to any other right or remedy, terminate the Agreement by giving the RU written notice thereof to take effect in accordance with Clause 27 (Notices and Service) or upon such other day as may be specified in the notice.

23.3 Should conditions arise which, in the opinion of IM, make it advisable or necessary to terminate the Agreement, IM may terminate this Agreement upon 30 Working Days' written notice to the RU (the "**Termination Period**"). Such a termination shall be effected in the manner specified in the said notice and shall be without prejudice to any Charges owing by the RU at the date of termination. During the Termination Period the RU and the IM shall agree the timetable for the withdrawal of Services by the RU and the procedure for transfer of Services over to the incumbent RU if any.

23.4 In the event of termination of the Agreement for any reason, the RU shall remove all its property from the Network Routes and other Locations and access routes not owned by it and ensure that the property and locations of CIE and IM are left in a safe, habitable and tidy state to the satisfaction of CIE and IM.

23.5 IM shall not be liable to the RU for any indirect or consequential loss (including loss of profit, contracts, goodwill, business opportunity or anticipated saving) arising out of or in connection with the Agreement for any reason.

23.6 Termination of this Agreement shall be without prejudice to the rights and remedies of any Party in relation to any negligence, omission or default of any other Party prior to termination.

23.7 Notwithstanding termination of the Agreement, the provisions of the Agreement shall continue to bind each Party insofar as and for as long as may be necessary to give effect to their respective rights and obligations hereunder.

24. CONFIDENTIALITY

24.1 "**Confidential Information**" means all confidential information disclosed (whether in writing, orally or by another means and whether directly or indirectly) by a Party (the "**Disclosing Party**") to the other Parties/party (the "**Receiving Party**") whether before or after the date of this Agreement including, without limitation, information relating to the negotiation, provisions and subject matter of this Agreement or the Disclosing Party's operations, processes, plans or intentions, know-how, design rights, trade secrets or business affairs.

24.2 Subject to sub-clause 24.3 during the Term of this Agreement and at any time after the termination or expiry of this Agreement (for any reason) the Receiving Party:

24.2.1 may not use any Confidential Information for any purpose other than in the performance of its obligations under this Agreement;

24.2.2 may not disclose any Confidential Information to any person except with the prior written consent of the Disclosing Party or in accordance with sub-clause 24.3; and

24.2.3 shall make every effort to prevent the use of disclosure of Confidential Information.

24.3 The Receiving Party may disclose information which would otherwise be Confidential Information if and to the extent that;

24.3.1 it is required by Laws;

24.3.2 in the case of IM, disclosure is required by a shareholder or a Minister of the Government of Ireland;

24.3.3 the information has come into the public domain or into the knowledge of the Receiving party otherwise than through a breach of this clause 24 or any other confidentiality agreement with the Disclosing Party by the Receiving Party;

24.3.4 it is required by existing contractual obligations of which the Disclosing Party is aware;

24.3.5 it is required by any regulatory or governmental body to which it is subject; or

24.3.6 the disclosure is to its professional advisors, auditors or banker or to any of its directors or officers to the extent that such disclosure is reasonably necessary for the purpose of this Agreement. All such recipients must be made aware of the confidential nature of the information and the confidentiality provisions of this Agreement.

25. REORGANISATION OF IM AND/OR CIE

25.1 Notwithstanding anything to the contrary in this Agreement, if IM and/or CIE or the Government of Ireland or any Minister or Department thereof should re-organise the business and/or legal structure of IM and/or CIE (whether by dividing or restructuring their respective businesses between two or more corporate bodies, statutory bodies, divisions, subsidiaries, companies, entities or otherwise (“**Entities**”) the obligations of IM and CIE hereunder may be divided between such Entities and the RU shall thereafter deal with such Entities as if the parts of this Agreement relevant to the business of such Entities formed a contract between the RU and such Entities.

26. MISCELLANEOUS

26.1 Announcements: No announcement, circular or communication concerning the subject matter of this Agreement or any matter ancillary or relating thereto (other than to the extent required by Laws) shall be made or despatched by the RU without the prior written consent of IM. This Sub-Clause does not apply to any public announcement, communication or circular to be made or sent by the RU if it is required by applicable Laws or regulatory or governmental body to which it is subject.

26.2 Waivers and Alternative Remedies: The failure by any Party to enforce any provision of this Agreement will in no way affect its right thereafter to require complete performance by the other Parties, nor will the waiver of any breach of any provision of this Agreement be taken or held to be a waiver of any subsequent breach of any provision or be a waiver of the provision itself. No delay, omission or forbearance on the part of any Party to this Agreement in exercising any right, power, privilege, or remedy provided by Laws or under this Agreement shall operate to or be construed or interpreted as operating to impair such rights, power, privilege or remedy, or operate as a waiver thereof. The single or partial exercise by IM or by CIE of any right, power, privilege or remedy provided by Laws or under this Agreement shall, whether or not exercised, not preclude any other or further exercise thereof.

26.3 Severance: Each of the provisions of this Agreement is severable and distinct from the others and if at any time one or more of such provisions is or becomes invalid, illegal or unenforceable in whole or in part such term, provision or part shall to the extent of such invalidity, illegality or unenforceability be deemed not to form part of this Agreement and the validity, legality or unenforceability of the remaining provisions shall not in any way be affected or impaired thereby.

26.4 Costs and Expenses: Except where this Agreement expressly provides otherwise, each Party shall pay its own costs and expenses relating to the negotiation, preparation, execution and implementation by it of this Agreement and any document referred to herein.

26.5 Further Assurance: Each Party shall, at its own cost, from time to time and being required to

do so by the other Parties, now or at any time in the future, do or procure the doing of all such acts and/or execute or procure the execution of all such documents in a form satisfactory to the other Parties as the other Parties may reasonably consider necessary, to give full effect to this Agreement.

26.6 Co-Operation with Third Parties: Without prejudice to its other obligations, the RU shall give assistance to and provide such information as IM and/or CIE may reasonably require to such other parties as IM and/or CIE may from time to time contract with or consider contracting with. Nothing in this Agreement shall oblige the RU to supply any Confidential Information.

26.7 Contract Variation and Amendment: All amendments and variations to this Agreement are only valid if they are in writing and signed by or on behalf of each Party. This Agreement shall not be varied except as provided in this Sub-Clause 26.7.

26.8 Cumulative Remedies: The rights, powers, privileges and remedies of IM or of CIE provided in this Agreement are cumulative and not exclusive of any rights, powers, privileges and remedies it would otherwise be entitled to under common law or statute.

26.9 No Partnership: Nothing in this Agreement and no action taken by the Parties pursuant to this Agreement shall create, or be interpreted or construed as creating a partnership, association, joint venture or other co-operative entity between IM, CIE and RU.

26.10 Scope of Authority: No Party shall have any right, power or authority to enter into any agreement, or act on behalf of, or to act as or to be an agent or representative of, or to otherwise bind the other Parties unless expressly provided for otherwise in this Agreement. RU shall act as an independent contractor.

26.11 Counterparts: This Agreement may be executed by the Parties in any number of counterparts and on separate counterparts, but shall not be so effective until each Party has executed at least one counterpart. Each counterpart shall constitute an original of this Agreement, but all the counterparts shall together constitute but one and the same instrument.

26.12 Change of Law: Each Party hereto shall notify the other Parties in writing of any change in applicable Laws, including any regulatory change, of which that Party becomes aware that may relate to the provision of the Services or the performance of this Agreement promptly after such Party becomes aware of any such changes. The Parties shall work together in good faith to identify the impact of such changes on how the Services are provided or are to be provided. The Parties agree to negotiate in good faith to agree the changes to the Services and the cost and responsibility for implementing such change. Any agreement reached by the Parties shall be signed by the Parties in writing in accordance with Sub-Clause 26.7

27 NOTICES AND SERVICE

27.1 All formal notices to be given under this Agreement shall be in writing and may not be sent or served by email (but copies thereof may be sent by email for information purposes only as transmission by email does not constitute service of notices). Day to day communications between the Parties for the purposes of operating the Agreement may be or sent by email or as otherwise agreed.

27.2 Any notices shall be deemed sufficient if sent by pre-paid registered post or by hand to the Parties at the addresses listed and marked for the attention of the persons specified in this Agreement and, where posted, shall be deemed to have been given on the fourth day after the notice was posted and has not been returned to the sender shall be sufficient evidence that the notice was duly given. Notices sent by hand shall be deemed to have been delivered on receipt.

27.3 Any Party may by notice in writing to the other Parties (served in compliance with this clause 27) change the address and notice party to which notices must be sent or delivered under this

Agreement. CIE shall be copied on all notices issued or served by IM or RU.

28. SUB-CONTRACTING ASSIGNMENT AND NOVATION

28.1 This appointment is personal to the RU and the RU may not assign, sub-contract, novate, mortgage, charge, create an interest in any trust over, transfer, or otherwise dispose of all or any part of this Agreement, or any of the RU's rights, benefits or obligations to in or under this Agreement or any part thereof, directly or indirectly to any person or persons without the prior written approval of IM and CIE. CIE and/or IM may withhold consent in its absolute discretion.

28.2 IM and CIE shall be entitled to transfer, assign or novate all or any part of the terms and conditions of this Agreement and shall give prompt notice to the RU of such transfer, assignment or novation. The RU shall do all acts, and execute all documentation necessary to give effect to such transfer, assignment or novation.

28.3 The RU shall not be permitted to subcontract the whole of the Services, part of the Services or any of the Network Routes.

28.4 If for any reason the RU needs to use a sub-contractor it must apply in writing to IM to appoint (or change a sub-contractor) and must give not less than ten (10) Working Days notice in writing to IM of such an intended appointment with detailed particulars of the proposed sub-contractor, its relevant experience and audited accounts where requested by IM, together with certified copies of all licences, permits and authorisations and qualifications and insurances and tax clearance certificate of the proposed sub-contractor, and the intended commencement date and scope of the sub-contractor's work.

The IM is not obliged to accept any application for appointment of a sub-contractor. For the avoidance of doubt, it is hereby acknowledged by the RU that the RU is liable to each of IM and CIE for all the acts, defaults, omissions and negligence of the RU's sub-contractors as if they were the acts, defaults, omissions and negligence of the RU.

28.5 Collateral Agreement: Any approval of IM to any proposed sub-contractor of the RU is subject to and conditional upon the proposed sub-contractor entering into a Collateral Agreement with IM and CIE in the form available from IM as set out in Schedule 11.

28.6 The RU shall furnish to IM from time to time during the Term any information requested by IM in relation to such sub-contractors.

28.7 Breach of the provisions of this Clause 28 shall be deemed to be a material breach of contract entitling IM to terminate this Agreement pursuant to the provisions of Clause 23 (Termination).

29. DISPUTE RESOLUTION PROCEDURE

29.1 If any dispute or difference arises between the Parties hereto as to any matter or thing arising under or in connection with this Agreement, each of the Parties agree first to try in good faith to attempt to resolve any dispute before resorting to litigation or any other dispute resolution procedure howsoever arising. If the dispute relates to Delay Minutes, the Delay Minute Attribution Process set out at Schedule 7 must be followed first. Where any matter or thing the subject of a dispute has not been resolved at a monthly meeting between IM and the RU, or within a one month period from the date of the meeting at which the matter was first discussed, (hereinafter referred to as a "**Dispute**"), any Party may serve a notice on the others (a "**Dispute Notice**"), served in accordance with Clause 27 setting out the nature of the dispute and detailing the unresolved issues. The matter shall be dealt with as follows:

29.1.1 the Dispute shall be referred in the first instance to IM's Contract Manager and the RU's Contract Manager;

29.1.2 if the Dispute has not been resolved within ten (10) Working Days of the date of issue of the Dispute Notice, the matter shall be referred to a member of senior management team of IM nominated by IM and a member of the senior management team of the RU;

29.1.3 if the Dispute has not been resolved within ten (10) Working Days of being referred under Sub-Clause 29.1.2, the matter shall be referred to an Chief Executive Office (“**CEO**”) of IM and the Chief Executive Office (“**CEO**”) of the RU.

29.2 Nothing in the Dispute Resolution Procedure set out in this Clause 29 shall prevent the Parties or any Party from seeking from any court of competent jurisdiction an interim order restraining the other Parties or any Party from doing any act or compelling the other Parties or any Party to do any act.

29.3 Each of the Parties agrees that it shall act amicably and in good faith for the purpose of resolving any Disputes referred pursuant to this Clause 29. The authorised representatives of the Parties referred to in this Clause 29 shall promptly following the referral of a Dispute, meet (attending in person or via video or telephone conferencing facilities) in order to negotiate and agree the manner in which the Dispute is to be resolved. Each of the Parties shall bear its own costs and/or expenses which are associated with such meetings, negotiations and agreements. For the avoidance of doubt, CIE shall be given notice of all meetings where Dispute is being discussed and shall be entitled to attend.

29.4 The Parties acknowledge that all proceedings, discussions, meetings, negotiations, statements, representations, whether oral or written, made in the course of any attempt to resolve any Dispute under this Clause 29 by any of the authorised representatives of the Parties, at any of the levels of authority described in this Clause 29 above, shall be confidential to the Parties and made without prejudice to the rights of any of the Parties in any litigation, future or pending, or any arbitration or mediation procedure.

29.5 Nothing in the Dispute Resolution Procedure envisaged by this Clause 29 or in the resolution of any Dispute as may be agreed by the Parties shall operate as to constitute a contract amendment or variation of any provision of this Agreement. Any amendment or variation of this Agreement shall only be done in accordance with the provisions of this Agreement.

29.6 If the Parties reach agreement on the resolution of the Dispute, the agreement shall be recorded in writing in document in the Agreed Form and it shall be binding on the Parties once it is signed by their duly authorised representatives.

29.7 If a Dispute that has been referred to an CEO of IM and the CEO of the RU pursuant to Sub-Clause 29.1.3, has not been resolved within twenty (20) Working Days of such referral, the Dispute may be referred to the courts of Ireland by any Party, provided that, subject to Sub-Clause 29.2, the Parties have attempted to resolve the Dispute in good faith by amicable discussion in the manner contemplated by this Clause 29.

30. ENTIRE AGREEMENT

30.1 This Agreement and the documents referred to herein any Collateral Agreement(s) executed, contains the entire agreement between the Parties and contains all the terms upon which the Parties have agreed with respect to its subject matter, and this Agreement supersedes and extinguishes all previous drafts, agreements, contracts and undertakings between the Parties.

30.2 RU acknowledges that it has not been induced to enter into this Agreement by a statement or promise, which this Agreement does not contain.

30.3 IM and/or CIE are not liable in equity, contract or tort or in any other way for a representation that is not set out in this Agreement.

30.4 Nothing in this Clause 30 shall have the effect of limiting or restricting any liability of a Party arising as a result of any fraud.

31. GOVERNING LAW AND JURISDICTION

31.1 This Agreement shall be governed and construed in all respects according to the laws of Ireland.

31.2 The Parties irrevocably agree that the courts of Ireland shall have exclusive jurisdiction to hear and decide any suit, action or proceedings and to settle any disputes which may arise out of or are in connection with this Agreement not resolved by the dispute resolution procedure set out in Clause 29 and, for these purposes, each of the Parties hereto irrevocably submits to the exclusive jurisdiction of the courts of Ireland and irrevocably waives any objection on grounds of venue or forum non conveniens or similar grounds.

IN WITNESS WHEREOF this Agreement is duly executed as a Deed the day and year first here and before written.

SIGNED for and on behalf of by

[RU]

in the presence of:

Witness to signature

Witness' address

Witness' occupation

SIGNED for and on behalf of by

INFRASTRUCTURE MANAGER

in the presence of:

Witness to signature

Witness' address

Witness' occupation

SIGNED for and on behalf of by

CÓRAS IOMPAIR ÉIREANN

in the presence of:

Witness to signature

Witness' address

Witness' occupation

SCHEDULE 1 - SERVICES

Part A – IM Provided Services

As part of this Track Access Contract, RU's shall be entitled to the minimum access package and track access to service facilities and supply of services as set out below:

Minimum Access Package comprises of:

- (a) Handling of requests for infrastructure capacity;
- (b) The right to utilise capacity which is granted;
- (c) Use of running track points and junctions;
- (d) Train control including signalling, regulation, dispatching and the communication and the provision of information on train movement;
- (e) All other information required to implement or operate the service for which capacity has been granted;

Track access to services facilities and supply of services shall comprise, where available:

- (a) Use of electrical supply equipment for traction current, where available
RU may utilise the electrical supply equipment for traction current, the cost of which is included within the Minimum Access Package Tariff.
- (b) Track access to Refuelling facilities;
- (c) Track access to Passenger stations, their buildings and other facilities;
- (d) Track access to Freight terminals;
- (e) Marshalling yards;

RU may utilise the available Train Formation facilities the cost of which is included within Minimum Access Package Tariff.

(f) Train formation facilities;
RU may utilise the available Train Formation facilities the cost of which is included within the Minimum Access Package Tariff.

(g) Storage sidings;
RU may utilise the available Storage sidings the cost of which is included within the Minimum Access Package Tariff.

(h) Track access to Maintenance and other technical facilities

Additional Services

Traction Current

RU will pay for the usage of electricity supply.

Services for exceptional transports and dangerous goods

Path requests for this type of transport must be made with at least 30 days notice because of the need to assess and resolve any incompatibilities with Iarnrod Éireann. The cost associated with processing these applications is included within the Minimum Access Package Tariff.

Part B- RU Services – W.T.T

Ad hoc Request Process

Applicants may request capacity from Iarnród Éireann outside the capacity of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests can be made after the capacity application period has ended. Iarnród Éireann will give its decision concerning the capacity request within 5 working days of receiving the application in compliance with S.I. 55 of 2010.

SCHEDULE 2 - CHARGES

[To be inserted following agreement on capacity allocation]

SCHEDULE 3 - OPERATING RULES

1. The Rule Book, available on request to: networkaccess@irishrail.ie.
2. The Working Time Table
3. General Appendix to the WTT

(f)

SCHEDULE 4 - SMS 16 & 17 COMMUNICATION PROTOCOLS FOR SAFETY ISSUES

[Available on request from networkaccess@irishrail.ie]

SCHEDULE 5 - DETAILS OF CONTRACT MANAGERS

DETAILS OF CONTRACT MANAGER – RU

Name :

Address:

Email:

Direct Telephone Number/Mobile:

Office Telephone Number:

Fax Number:

DETAILS OF CONTRACT MANAGER – IM

Name :

Address:

Email:

Direct Telephone Number/Mobile:

Office Telephone Number:

Fax Number:

SCHEDULE 6 - CHANGE AUTHORISATION ORDER

Change Authorisation Order

DATE: [] [] 20[]. CAO NO: []

TRACK ACCESS CONTRACT FOR SERVICES ON THE IARNROD ÉIREANN – IRISH RAIL NETWORK DATED THE [] DAY OF [] 20[] BETWEEN [] (THE "RU"), INFRASTRUCTURE MANAGER ("IM") AND CÓRAS IOMPAIR ÉIREANN ("CIE") (THE "CONTRACT").

Contract Reference:

Defined Terms used in this Change Authorisation Order shall have the same meaning as is given to them in the Contract unless expressly stated otherwise. This Change Authorisation Order is governed by the laws of Ireland.

To: [RU full name /IM]

Address: []

Copy to: CIE

Address: []

The Parties hereby agree, in accordance with Clause 19 of the Contract, to make the following alterations to the Services or Infrastructure as detailed in this CAO below. The Changes shall be incorporated into the Contract.

1. NATURE OF THE ALTERATIONS AUTHORISED BY THIS CAO:

Originator of Change Request: _____

Reason for Change: _____

Description of Change: _____

Enclosures/Attachments to this CAO (if any) (list them here)

[]

2. CHARGES

Net increase /decrease if any resulting from this CAO: _____

REVIEWED & ASSESSED BY THE RU:

RU's Contract Manager

[NAME] [TITLE]

APPROVED BY THE RU:

RU CEO (When IERU – Director RU

[NAME] [TITLE]

Dated: [] [] 20[]

Witness to signature:

Witness Address:

Witness Occupation:

REVIEWED & ASSESSED BY THE IM:

IM Contract Manager

[NAME] [TITLE]

APPROVED BY THE IM:

Director IM

Dated: [] [] 20[]

Witness to signature:

Witness Address:

Witness Occupation:

SCHEDULE 7 - PERFORMANCE REGIME

The following should be read in conjunction with the Agreement in particular clause 9 and 10. This Performance Regime shall not be deemed to be an exclusive remedy and shall be without prejudice to any of IM's other rights in this Agreement in respect of any of the following;

1. Incidents of Delay caused by RU:

The operation of the Performance Regime is based on a threshold of Delay Minutes per Network Route.

The Delay Minutes threshold per Network Route will be set out in a table to this Schedule, Schedule 7 (Performance Regime). Although the current system captures all delay minutes the process only attributes those minutes above an initial 5 minute threshold, as 'Delay Minutes', as trains that arrive within 5 minutes of their scheduled time are considered on time

Initial Threshold: Where the RU exceeds their threshold on a particular route the Liquidated Damages of 2% of the applicable Minimum Access Package Charge for the route shall be imposed.

Incremental Liquidated Damages over Initial Threshold: If the RU exceeds their threshold of Delay Minutes on a particular route incremental Liquidated Damages will be applied as follows: The Incremental Liquidated Damages will be capped at a further 1% of the applicable Minimum

Access Package Charge.

2. Incidents of Delay caused by the IM:

The operation of the Performance Regime is based on a threshold of Delay Minutes per Network Route.

Initial Threshold: Where the IM's performance results in a breach of the IM Delay Minute threshold, the RU will receive a 2% discount to the applicable Minimum Access Package Charge in order to encourage performance improvement.

Incremental Liquidated Damages: The IM is subject to an incremental performance regime to be applied above the Initial Threshold and capped at an additional 1% of the applicable Minimum Access Package Charge.

3. Delay Minute Attribution Process ;

The proposed process for dealing with minutes in dispute is set out below:

Stage 1: Delay Minutes are allocated against the root cause delay code by the IM (CTC Timekeeping Clerk and input into TOPs); **Stage 1: takes place on the day in question and is completed by 9am the following morning.**

Stage 2 : Staff from the IM Operations Performance & Control Dept. review the delay causation data in TOPs and by means of telephone conversations with the relevant personnel in the RU Organisations seek agreement of the allocation ; **Stage 2: commences 11.00am the following day and should be completed by close of business on that day.**

Stage 3: If agreement cannot be reached on any incidents in stage 2 all relevant reports are requested by IM Operations Performance & Control Dept. Also the organisation disputing the allocation has to send an email to the IM Operations Performance & Control Dept. manager outlining the reasons for the dispute; **Stage 3: commences once stage 2 is complete and must be completed within 3 working days.**

Stage 4: Once the relevant reports and emails have been received IM Operations Performance & Control Dept. Manager contacts the organisation disputing the allocation to review evidence and come to an agreement on the allocation of minutes. If agreement cannot be reached, the IM Operations Performance & Control Dept. manager contacts nominated organisation's representative to review evidence. If agreement still cannot be reached, the issue is escalated to stage 5; **Stage 4: (which deals with a full week of disputes) completed within 3 working days.**

Stage 5: The IM Operations Performance & Control Dept. manager compiles all the relevant data and positions and passes it on to the relevant Senior Managers (in advance) for discussion and agreement at the 'Minutes In Dispute (MID)' resolution meeting. The result of this ruling is then communicated to the relevant organisations and the necessary adjustments are made in TOPs. If agreement still cannot be reached issue is escalated to the final stage 6.

Stage 6: Final level of dispute escalation – MID resolution meeting is taken place between the IM CEO and the CEO of the relevant RU. In the case of a Stage 6 dispute between the IM and

IERU then a meeting is chaired by the IE CEO and a decision on delay attribution made.

Table of Delay Minutes per Network Route (to be completed post completion of Working Timetable)

Party	Route	Threshold of Delay Minutes (Periods 1- 6)	Threshold of Delay Minutes (Periods 7 – 13)	Total Annual Threshold of Delay Minutes	
IM	Cork				
	Limerick				
	Tralee				
	Galway				
	Westport				
	Limerick / Limerick Junction				
	Ballybrophy				
	Heuston Commuter				
	Belfast				
	Sligo				
	Rosslare				
	Limerick Junction / Waterford				
	Maynooth Commuter				
	Northern Commuter				
	DART				
	RU	Cork			
		Limerick			
Tralee					
Galway					
Westport					
Limerick / Limerick Junction					
Ballybrophy					
Heuston Commuter					
Belfast					
Sligo					
Rosslare					
Limerick Junction / Waterford					
Maynooth Commuter					
Northern Commuter					
DART					

SCHEDULE 8 - DISRUPTIVE POSSESSION MANAGEMENT PROCESS AND REQUIREMENTS

This schedule sets out the time planning and financial compensation procedures and requirements associated with Disruptive Possessions.

Three categories of Disruptive Possession were identified:

Category 1 – Planned Disruptive Possession;

Category 2 – Unplanned Disruptive Possession with notice; and

Category 3 – Unplanned Disruptive Possession due to an unforeseen event.

Category 1: Planned Disruptive Possession - Identified during the Track Capacity Allocation Process

The optimum approach is for the planning process for Maintenance & Renewals and Capital Enhancement activities to identify the requirement for disruptive possessions during the Track Capacity Allocation process.

A description of the timescales of such a process to identify ‘Category 1: Planned Disruptive Possessions’ is set out below:

Category 1: Planned Disruptive Possession:

The IM publishes the Network Statement to commence the track capacity allocation process for the following year.

RUs request capacity allocation based on a ‘full availability’ basis.

During Capacity Allocation Assessment period the IM incorporates the impact of planned disruptive possessions to the capacity allocation process.

The impact of the planned disruptive possessions on any RU to be agreed.

Each RU’s part of the WTT will form part of the IM / RU Track Access Agreement.

If the above process is followed the WTT will take account of planned disruptive possessions and the RUs will be able to communicate and commercially engage with their passengers via the publication of annual timetables with confidence.

The WTT will form the baseline for the operation of the performance management system of the Track Access Agreement.

For **Category 1 Planned Disruptive Possession**, the financial compensation to the RU will be limited to the cost of bus\car hire inclusive of VAT (where alternate bus\car service has been provided).

Note: The IM also forgoes any track access charge

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Category 2: Unplanned Disruptive Possession, with notice - Disruptive Possessions identified during WTT period

Should the requirement for disruptive possessions be identified during a WTT period then a professional communication process with the travelling public needs to be undertaken which keeps them informed. Such a process requires the passengers to be provided with minimum notice periods of changes to the published timetable. A description of the process for ‘Category 2: Unplanned Disruptive Possessions’ is set out below:

Category 2: Unplanned Disruptive Possession, with notice:

Any changes to published passenger train times must be advised to the passengers **12 weeks** in advance. Therefore, if a situation arises in which the IM requires a planned disruptive possession during a WTT period the following process must be followed, where T = start of period of disruption:

T -26 weeks = Period Possession Plan produced and issued to RUs.

T- 18 weeks = Service amendment proposals produced by RUs.

T- 14 weeks = Amended train service finalised.

T-12 weeks = Amended train service published.

For **Category 2 Unplanned Disruptive Possession, with notice** the financial compensation to the RU is limited to:

Category 1 compensation elements.

All communication costs arising such as posters, local press, media or any advertising.

-
- All communication costs arising post the disruption (as part of any welcome back promotion).
 - Revenue loss minus the above costs already borne by the IM. (Approach for determining revenue loss is: *For the period of disruption, the average applicable revenue for a comparable period will be assessed and compared to the revenue earned during the disruption. The comparable period will be the average revenue or fare increases. In addition, for the period after the disruption (limited to 4 weeks), a similar analysis will be performed and an assessment of continuing loss will be calculated.*)

Category 3: Unplanned Disruptive Possession, due to an unforeseen event – Disruptive Possessions identified during WTT period

The requirement for disruptive possession is due to an unplanned, unforeseen event, but falling outside the Force Majeure definition, with no notice period or alternative approach but the immediate imposition of a disruptive possession being available to rectify the situation.

Category 3 Unplanned Disruptive Possession, due to an unforeseen event the financial compensation is limited to:

- Category 1 compensation elements;
- Category 2 compensation elements excluding the revenue loss element;

RU to IM Financial Compensation

In the situation where costs are incurred arising from any curtailment of a disruptive possession due to late running of a train, when the cause of the late running is attributed to the RU, then it is proposed that the actual reasonable loss incurred by the IM is passed to the RU.

SCHEDULE 9 - INSURANCE REQUIREMENTS

Insurance levels are specific to each individual contract and are dependent on the capacity allocated to the RU.

TO BE ADVISED BY BROKERS/ GROUP SECRETARYS OFFICE

SCHEDULE 10 - NOTICES

The RAILWAY UNDERTAKING

Company:

Incorporated under the laws of:

Registration Number:

Address of Registered Office

Notices

If to the RU to:

Address:

Fax:

Phone:

Marked for the attention of:

If to IM, to:

Address: []

Fax:

Phone:

Marked for the attention of:

In the case of Córas Iompair Éireann:

To: Córas Iompair Éireann

Address: CIE, Heuston Station, Dublin 8, Ireland

Phone:

Fax:

Marked for the attention of: CIE Group Secretary

SCHEDULE 11

IM STANDARD COLLATERAL AGREEMENT

THIS SUB-CONTRACTOR'S COLLATERAL AGREEMENT IS MADE THE [] DAY OF [] 20[]

("COLLATERAL AGREEMENT")

BETWEEN:

1. [Insert full legal name of Sub-Contractor - in **bold print** and in capitals, a [identify legal status e.g. limited liability company] partnership]limited liability partnership] incorporated under the laws of [insert country] under registration number [insert registration number] having its registered office at [insert registered office address] (hereinafter called the "**Sub-Contractor**" which expression shall include its successors and assigns) of the First Part;

2. **INFRASTRUCTURE MANAGER** of the Second Part;

3. **CÓRAS IOMPAIR ÉIREANN**, a statutory body having its offices at Heuston Station, Dublin 8, Ireland (hereinafter called "**CIE**" which expression shall include its successors and assigns) of the Third Part;

(the Parties of the Second and Third Parts are herein collectively referred to as the "**Beneficiaries**" or a "**Beneficiary**" respectively) and

4. **NAME OF RU**, [a company incorporated with limited liability] (hereinafter called the "**RU**" which expression shall include its successors and assigns) of the Fourth Part.

WHEREAS:

A. By a contract in writing made between IM, CIE, and RU on or about the [] day of [] in respect of Track Access Contract for Services on the Iarnród Éireann – Irish Rail Network (the "**Contract**"), the RU has been allocated capacity on the Iarnród Éireann – Irish Rail Network as more particularly detailed and defined in the Contract.

B. By agreement in writing dated [] [] 20[] the RU has appointed [insert correct legal name of Sub-Contractor as in 1 above] as its Sub-Contractor for the provision of certain Services thereunder (the "**Sub-Contract**"). The RU agreed to procure that its Sub-Contractor would provide a collateral warranty in the form of this agreement to each of the Beneficiaries in the form set out in the Contract and the Sub-Contractor has agreed to enter into this Collateral Agreement with the Beneficiaries.

C. Capitalised terms used herein and not otherwise defined in this Collateral Agreement shall have the same meaning in this Collateral Agreement as is given to them in the Contract unless expressly stated otherwise. Heading and sub-heading inserted in this Collateral Agreement are inserted for reference only and shall not be taken into consideration in the interpretation or construction of this Collateral Agreement.

NOW in consideration of the sum of €10.00 paid by each of the Beneficiaries to the Sub Contractor (receipt and sufficiency of which is hereby acknowledged) **IT IS HEREBY AGREED** as follows:-

1. The Sub-Contractor hereby represents and warrants and covenants and undertakes with each of the Beneficiaries that:-

1.1 It has not broken and will not break any express or implied term of the Contract insofar as such terms apply to its capacity on the Network and the provision of certain services being provided by the Sub-Contractor as set out in the sub-contract ("**Services**");

1.2 It has and will carry out its duties with all the reasonable skill, care and diligence to be expected of a professional qualified, skilled and experienced person in providing services to projects of a similar nature, size and scope as the Services;

1.3 In carrying out any of the Services it will comply with the Network Statement and the W.T.T. and as set out in clause 2 of this Collateral Agreement;

1.4 It is a duly constituted [*insert legal status*] entitled to carry on business as a [*insert legal status*] under the laws of [*insert country*] and entitled to services of the type contemplated by the Contract and has complied with and obtained all such registrations, approvals, permits, consents, authorisations, licences, as are necessary for it to do so;

1.5 It is a separate legal entity subject to suit in its own name;

1.6 It has all requisite power and authority and all necessary corporate and other action has been taken to enable it to execute as a deed under seal and deliver this Collateral Agreement;

1.7 The authorised signatory for the Sub-Contractor for this Collateral Agreement has [have] the power and authority to bind the Sub-Contractor through the execution of this Collateral Agreement;

1.8 Each of its personnel is duly skilled and trained and suitably competent and experienced to provide services of the type contemplated by the Contract;

1.9 Neither the Sub-Contractor nor any of its members/employees/personnel have been disbarred or prevented at Law from providing the services of the type contemplated by the Contract nor are under any impediment to do so and no circumstance, litigation, pending or threatened litigation, arbitration, dispute or regulatory process or order exists or is in train which would prevent any of them from providing the Services;

1.10 It will ensure that for the duration of the Contract, all personnel nominated by it have and shall have the appropriate qualifications, skill and experience, and any requisite authorisations or certifications necessary to enable such personnel to perform the Services;

1.11 It has a current up to date Tax Clearance Certificate which it will make available to IM and it will maintain a current and up to date Tax Clearance Certificate at all times for the duration of the Contract and make it available to IM;

1.12 It will provide to IM, if requested, a legal opinion on due execution and enforceability of this Collateral Agreement by it from a practising lawyer acceptable to IM (at IM's sole discretion) and in a form and content acceptable to IM (in its sole discretion) at no cost to IM;

1.13 it will comply with all applicable employment law and regulations applicable in Ireland in relation to its personnel, servants or agents.

2. Insofar as the obligations relate to the Services being provided by the Sub-Contractor, the Sub-Contractor shall owe the same obligations to each of the Beneficiaries that the RU owes to IM and to CIE in respect of those Services under the Contract.

3. The Sub-Contractor acknowledges that the RU shall be responsible for any fees of the Sub-Contractor in connection with the delivery of the Services and neither IM nor CIE shall have any responsibility or liability to the Sub-Contractor whatsoever in respect thereof, other than in respect of IM only where "step-in" has taken place in accordance with the provisions of Clause 8 of this Collateral Agreement.

4. The Sub-Contractor shall maintain in its own name the Insurances as set out in the Contract for the duration of the Contract and as required by the Contract. The Sub-Contractor warrants to

each of the Beneficiaries that the premiums for the current period of insurance have been duly paid to the insurer. As and when the Sub-Contractor is reasonably requested to do so by either one or both of the Beneficiaries, the Sub-Contractor shall produce for inspection sufficient documentary evidence that the Insurances required under this Clause 4 and the Contract Agreement are being maintained in accordance with the terms of this Collateral Agreement.

5. The Sub-Contractor shall have no greater liability to any Beneficiary than the RU shall have to IM and CIE under the Contract.

6. Each of the Beneficiaries shall be entitled at any time to assign the benefit of this Collateral Agreement by way of absolute legal assignment to as the Beneficiary thinks fit without the consent of the Sub-Contractor. Notwithstanding any other provision of this Collateral Agreement, if either Beneficiary and/or the Government of Ireland should re-organise the business of either Beneficiary (whether by dividing or transferring its business between two or more corporate bodies, or state agencies or otherwise), the obligations of either Beneficiary may be divided or transferred between such bodies or state agencies, and the Sub-Contractor shall thereafter deal with such bodies or agencies as if the parts of this Collateral Agreement relevant to the business of such bodies or agencies formed a contract between the Sub-Contractor and such corporate bodies or state agencies. For the avoidance of doubt, in the event of the provisions of this Clause applying, such bodies or state agencies shall be entitled in whole or in part to the rights and remedies to which each Beneficiary is entitled under this Collateral Agreement.

7. STEP IN

The following provisions shall apply in relation to step-in under this Collateral Agreement:

7.1 IM has no authority under this Collateral Agreement to issue any instruction to the Sub-Contractor in relation to the Sub-Contractor's performance of any of the Services or its obligations under this Collateral Agreement unless and until IM has given notice of step-in under Sub-Clause 8.4 of this Collateral Agreement.

7.2 The Sub-Contractor agrees that it will not, without first giving each of the Beneficiaries at least thirty(30) days' written notice, exercise any right of termination of the Sub-Contract, or treat the Sub-Contract as having been repudiated or its appointment as a sub-contractor of the RU as terminated or repudiated, or exercise any right it may have to discontinue or suspend the performance of the Services or any part of them under the Sub-Contract without first giving such notice to each of the Beneficiaries. The notice to each of the Beneficiaries must be accompanied by all of the information required by Sub- Clause 8.3 of this Collateral Agreement and must specify the Sub-Contractor's grounds for terminating or treating as terminated or repudiated the Sub-Contract or discontinuing or suspending its performance thereof or treating the Sub-Contract as determined, discontinued, suspended or repudiated. The Sub-Contractor's rights of termination (and all similar such rights including any rights of suspension or to treat the Sub-Contract as repudiated) will cease if, within the thirty (30) day period, IM gives notice to the Sub-Contractor under Sub-Clause 8.4 of this Collateral Agreement.

7.3 The Sub-Contractor shall, if so required by IM or CIE at any time, give to each of the Beneficiaries or any one of them, a certified copy of the Sub-Contract together with any amendments relating thereto, full particulars of the amounts paid to the Sub-Contractor under the Sub-Contract, full particulars of amounts due and unpaid to the Sub-Contractor and owing by the RU to the Sub-Contractor, full particulars of amounts remaining to be paid to the Sub-Contractor under the Sub-Contract but not yet due, and any information requested by IM that is relevant to these amounts.

7.4 NOTICE OF STEP IN: The Sub-Contractor agrees that if IM gives notice of step in under this Sub-Clause 8.4 of this Collateral Agreement requiring the Sub-Contractor to accept IM's instructions to the exclusion of the RU, the Sub-Contractor shall deal

with an accept such instructions solely from IM in substitution for the RU as if IM has appointed the Sub-Contractor originally on the terms of the Sub-Contract. Within thirty (30) days of the Sub-Contractor's notice under Sub-Clause 8.2 of this Collateral Agreement, or if the Sub-Contract shall be automatically determined howsoever arising pursuant to any of its provisions, within thirty (30) days of such automatic determination, IM may give written notice to the Sub-Contractor (herein referred to as a "**Notice of Step-In**") that IM or its appointee shall henceforth become a party to the Sub-Contract in accordance with the terms of this Sub-Clause 8.4.

7.5 With effect from the date of the service of any Notice of Step-In issued by IM:

7.5.1 IM or its appointee shall be substituted in the Sub-Contract in place of the RU and references in the Sub-Contract to the RU shall be construed as references to IM or its appointee;

7.5.2 upon, but not before the giving of the Notice of Step-In (without prejudice to anything contained herein or in the Contract) the Sub-Contractor shall accept the instructions of IM or its appointee to the exclusion of the RU in respect of the performance of the Sub-Contract or, if required by IM, upon the terms and conditions of a new contract between the Sub-Contractor and the Beneficiaries in the same terms (as nearly as may be) as the Sub-Contract;

7.5.3 the Sub-Contractor shall be bound to continue with the performance of its duties and obligations under the Sub-Contract and any exercise or purported exercise by the Sub-Contractor prior to the date of the Notice of Step-In of any right to terminate or treat as terminated the Sub-Contractor to discontinue, repudiate or suspend the performance of any of its duties or obligations thereunder or to treat the Sub-Contract as automatically determined shall be of no effect;

7.5.4 All obligations of the Sub-Contractor to the RU under the Sub-Contract whether in respect of matters arising before or after the giving of a Notice of Step-In shall be deemed to be obligations to the Beneficiaries as if they had been at all relevant times parties to the Sub-Contract in place of the RU.

7.5.5 Except as otherwise provided herein, IM shall become bound by the terms and conditions of the Sub-Contract in respect of all obligations and duties of the RU thereunder which fall to be performed after the date of the Notice of Step-In **PROVIDED THAT** neither IM nor CIE shall be liable for any obligation or liability of the RU under the Sub-Contract prior to the date of Notice of Step-In and neither IM nor CIE shall be liable to discharge any sum or amount as may be owing to the Sub-Contractor by the RU pursuant to the Sub-Contract prior to or at the date of the Notice of Step-In. The RU shall at all times remain liable to the Sub-Contractor for all amounts payable to the Sub-Contractor under the Sub-Contract at or prior to the Notice of Step-In and for performance of the RU's obligations under the Sub-Contract at or prior to the date of the Step-In Notice notwithstanding the issue of the Notice of Step-In by IM;

7.5.6 the RU shall be released from further performance of its duties and obligations under the Sub-Contract after the date of the Notice of Step-In but without prejudice to any rights and remedies of the Sub-Contractor against the RU in respect of any matter or thing done or omitted to be done by the RU on or before the date of the Notice of Step-In;

7.5.7 the Sub-Contractor agrees that it shall not exercise any of its Intellectual Property rights which it owns or to which it is entitled, so as to prevent IM or any appointee of IM, from exercising its rights under any Notice of Step-In

that has been served by IM;

7.5.8 the Sub-Contractor shall take all such action as shall be necessary or expedient to cooperate with IM in the exercise by IM of its rights under any Notice of Step-In that has been served by IM;

7.5.9 Notwithstanding anything contained in this Collateral Agreement and notwithstanding any payments which may be made by IM to the Sub-Contractor, IM shall not be under any obligation to the Sub-Contractor unless IM shall have served a Notice of Step-In pursuant to this Collateral Agreement. CIE shall have no liability whatsoever in respect of any payment to the Sub-Contractor. In no circumstances shall IM or CIE be liable for the performance of any obligations of the RU under the Sub-Contract.

8. Any notice to be given under this Collateral Agreement must be in writing and will be considered given if delivered by hand, courier or sent by recorded post to the address of the relevant party at the top of this Collateral Agreement or at any other address the relevant party may specify by written notice to the other parties, marked for the attention of each of the following in the case of each of the Beneficiaries at the address stated at the top of this Collateral Agreement in respect of each Beneficiary: A notice will be taken to have been received on the date shown in a signed receipt for due delivery by hand, courier or recorded post.

IM:- [];

CIE:- Attention of the Group Secretary;

Sub-Contractor: []

RU: []

9. Nothing in this Collateral Agreement limits either Beneficiary's rights at law.

10. This Collateral Agreement shall be governed by and construed in accordance with the laws of Ireland. The Sub-Contractor and each of the Beneficiaries hereby irrevocably submit to the exclusive jurisdiction of the courts of Ireland for all purposes in connection therewith.

11. The Sub-Contractor shall not assign, novate, transfer or otherwise dispose of the whole or any part of this Collateral Agreement or any of the Sub-Contractor's rights, benefits or obligations to, in or under this Collateral Agreement without IM's prior written consent in writing.

12. Each of the provisions of this Collateral Agreement is severable and if any time on or more of the provisions of this Collateral Agreement is or becomes invalid, illegal, void or unenforceable in whole or in part, such term, provision or part shall to the extent of such invalidity, illegality, or unenforceability be deemed not to form part of this Collateral Agreement, validity, legality, enforceability of the remaining provisions of this Collateral Agreement shall not in any way be affected or impaired thereby.

13. If there is any conflict between the provisions of this Collateral Agreement and the Contract, this Collateral Agreement shall take precedence in relation to any matter concerning the Sub-Contractor.

14. This Collateral Agreement expires twelve (12) years from the completion of the Services or Additional Services (as defined in the Contract and as determined by IM) or from the date of termination of the Contract whichever is the earlier except for any claim by IM or CIE of which notice and particulars have previously been given to the Sub-Contractor before the expiration of the twelve (12) year period aforesaid.

IN WITNESS WHEREOF this Collateral Agreement is duly executed as a Deed on the day and year first here and before written.

PRESENT WHEN THE COMMON SEAL

of []

(Sub-Contractor)

was affixed hereto: _____

Director

Witness:

Address: _____

Director/Secretary

Occupation:

SIGNED for and on behalf of

INFRASTRUCTURE MANAGER

† Must be executed under seal in the case of an Irish registered company

In the presence of: _____

Authorised Signatory

[name] [title]

Witness:

Address:

Occupation:

SIGNED for and on behalf of

CÓRAS IOMPAIR ÉIREANN

In the presence of _____

GERALDINE FINUCANE

Group Secretary, CIE

Authorised Signatory

Witness:

Occupation:

Address:

EXECUTED AS A DEED BY

(the RU) in the presence of:

Witness:.....

Director

NAME:[]

Witness name:.....

Director/Secretary

Witness address:.....

NAME:[]

Witness occupation:

DATED 20[]

(1) []

(the "RU")

and

(2) INFRASTRUCTURE MANAGER

("IM")

and

(3) CÓRAS IOMPAIR ÉIREANN

("CIE")

**GENERAL TERMS AND CONDITIONS FOR
TRACK ACCESS FOR SERVICES
ON IE NETWORK**
