

[REDACTED]

13<sup>th</sup> January 2016

**Re: FOI request IE\_FOI\_027**

Dear [REDACTED]

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

- **Request – Copy of replies that Iarnród Éireann forwarded to TDs in respect of PQs between 1st April and 31st December 2015.**

I, Heidi Reardon, Decision Maker have now made a final decision to grant your request on 13<sup>th</sup> January 2016.

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

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

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

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

Yours sincerely,



Heidi Reardon

**PA to Chief Executive, Iarnród Éireann**

Record No.	Date of Record	Brief Description		No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
1	17.12.15	Jack Wall	PQ716	0	Refuse	S29 - Deliberations of public bodies	IE Investigation pending
3	15.12.15	Joan Collins	PQ666	1	Grant		
4	08.12.15	Finian McGrath	PQ637	1	Grant		
5	08.12.15	Finian McGrath	PQ640	1	Grant		
6	03.12.15	Thomas Broughan	PQ177	1	Grant		
7	01.12.15	Regina Doherty	PQ630	1	Grant		
8	17.11.15	John Perry	PQ626	1	Grant		
9	17.11.15	Tommy Broughan	PQ607	1	Grant		
10	20.10.15	Finian McGrath	PQ709	1	Grant		
11	20.10.15	Finian McGrath	PQ708	1	Grant		
12	20.10.15	Mattie McGrath	PQ690	1	Grant		
13	13.10.15	Sean Kenny	PQ459	1	Grant		
14	06.10.15	Michael McNamara	PQ780	1	Grant		
15	06.10.15	Finian McGrath	PQ773	1	Grant		
16	06.10.15	Patrick O'Donovan	PQ760	1	Grant		
17	23.09.15	Robert Troy	PQ155	1	Grant		
18	23.09.15	Sean Kenny	PQ149	1	Grant		
20	23.09.15	Mick Wallace	PQ1637	1	Grant		
21	23.09.15	Tom Fleming	PQ1620	1	Grant		
22	23.09.15	Patrick O'Donovan	PQ1601	1	Grant		
23	16.07.15	Denis Naughton	PQ839	2	Grant		
24	16.07.15	Denis Naughton	PQ835		Grant		
25	16.07.15	Denis Naughton	PQ834	1	Grant		
26	16.07.15	Denis Naughton	PQ833		Grant		
27	15.07.15	Sean Fleming	PQ951	1	Grant		
28	15.07.15	Maureen O'Sullivan	PQ328	1	Grant		
29	08.07.15	Tommy Broughan	PQ244	1	Grant		
30	07.07.15	Sean Kenny	PQ574	1	Grant		
31	09.07.15	Timmy Dooley	PQ687	1	Grant		
32	09.07.15	Timmy Dooley	PQ686	1	Grant		
33	09.07.15	Sean Kenny	PQ677	1	Grant		
34	24.06.15	Peadar Tobin	25350 - (273)	1	Grant		
35	24.06.15	Eamon O'Cuiv	PQ641	1	Grant		
36	10.06.15	Anne Ferris	PQ1183	1	Grant		
37	10.06.15	Helen McEntee	PQ1169	2	Part Grant	S37 - Personal Information	Personal Information redacted
38	27.05.15	Mary Mitchell O'Connor	PQ1049	1	Grant		
39	27.05.15	Mary Mitchell O'Connor	PQ1048	1	Grant		
40	27.05.15	Mary Mitchell O'Connor	PQ1047	1	Grant		
41	27.05.15	Claire Daly	PQ1035	1	Grant		
42	19.05.15	Sandra Mc Lellan	PQ593	1	Grant		
43	30.04.15	Michel Healy Rae	PQ150	1	Grant		
44	30.04.15	Terence Flanagan TD	PQ35	1	Grant		
45	23.04.15	Dessie Ellis	PQ16511/15 NH	1	Grant		
46	22.04.15	Claire Daly	PQ695	1	Grant		
47	16.04.15	Sandra Mc Lellan	PQ879	2	Grant		

Signed

Heidi Reardon

IE Decision Maker

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

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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3

Joan Collins TD

Dáil Éireann

Leinster House

Kildare Street

Dublin 2

22<sup>nd</sup> December 2015

Dear Deputy Collins,

Thank you for your Parliamentary Question No. 666, which was forwarded to me by the Minister for Transport, Tourism and Sport for direct response.

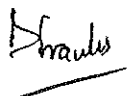
***To ask the Minister for Transport, Tourism and Sport the amount it cost Iarnród Éireann to change its name from Irish Rail and his views as to why the company still uses former addresses for communications purposes (details supplied); and if he will make a statement on the matter.***

***info@irishrail.ie and www.irishrail.ie on its letterheading***

The official company name of Iarnród Éireann Irish Rail is unchanged since the company was established in 1987. The Irish and English versions have generally been used interchangeably in that time, although we do endeavour in our branding to give the Irish version primacy in line with the spirit of the Official Languages Act 2003.

Our website and email addresses use the @irishrail.ie and www.irishrail.ie treatments for simplicity, as it is not uncommon to see varying spelling errors in the usage of Iarnród Éireann. However, for our website, customers who type in www.iarnrodeireann.ie will also be directed to our homepage.

Yours sincerely,



David Franks

**Chief Executive**

Finian Mc Grath TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

21<sup>st</sup> December 2015

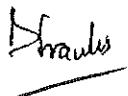
Dear Deputy McGrath

I refer to Dáil Question No. 637 below which has been passed to me to respond to you directly.

***To ask the Minister for Transport, Tourism and Sport why Iarnród Éireann has decided to change the timetable for the commuter trains at Howth Junction (details supplied); and if he will make a statement on the matter.***

It is proposed that DART service frequency will increase significantly in early 2016 moving from the current service level of 4 trains per hour to 6 trains per hour in each direction over the core DART Network. Howth Junction is a station which will directly benefit from this significant service level increase in DART services. Currently some Northern Commuter services stop at Howth Junction station however in order to extend benefits from the increased DART service level, Northern Commuter services will now only serve Malahide Station on inward or outward journeys to Dublin City Centre acting as interchange point between DART & Northern Commuter Line services. This specific service pattern alteration will deliver additional capacity to services on the Northern Commuter Rail Line.

Yours sincerely,



David Franks  
**Chief Executive**

Finian Mc Grath TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

15<sup>th</sup> December 2015

Dear Deputy McGrath

I refer to Dáil Question No. 640 below which has been passed to me to respond to you directly.

**To ask the Minister for Transport, Tourism and Sport his plans to upgrade the Dublin-Westport rail service; and if he will make a statement on the matter.**

In recent years, Iarnród Éireann has delivered service improvements on the Westport/Dublin route including:

- New modern Intercity railcar fleet
- An increase in service frequency from 3 services each way daily to 4 from Dublin to Westport, and 5 from Westport to Dublin
- Improved journey times

For future reviews, the provision and timetabling of rail services by Iarnród Eireann under our Public Service Contract comes within the remit of the National Transport Authority for approval and determination. Key matters for consideration include current levels of demand for services, anticipated future demand patterns and the financial impact on Exchequer funding of any proposed service changes. The next Heuston review is planned to take place in the first half of 2016 which will include services to and from Westport and in accordance with established practice, a public consultation will precede the implementation of any changes to gauge the reaction to what is proposed.

Yours sincerely,



David Franks

**Chief Executive**

Thomas P. Broughan TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

7<sup>th</sup> December 2015

Dear Deputy Broughan,

I refer to Dáil Question No. 177 below which has been passed to me to respond to you directly.

***To ask the Minister for Transport, Tourism and Sport if he will contact Iarnród Éireann and enquire if extra security personnel will be deployed at Howth Junction/Donaghmede Dart Station in Dublin over the Christmas Period; and if he will make a statement on the matter.***

We engage the services of a security contractor to provide a roving patrol across our stations and passenger services. During the festive period we will bolster the level of our security coverage to include additional patrols which will include Howth Junction / Donaghmede Dart Station.

This will also contain an element of static security at certain times, however, due to budgetary constraints we are not in a position to put in a full time security presence for all of the hours of operation of this location, but I can advise that it will be fully manned and will have security teams on site between the hours of 16.30 and 00.30 over the festive period.

May I take this opportunity to wish you a peaceful and happy Christmas and my best wishes for the Near Year

Yours sincerely,



David Franks  
**Chief Executive**

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6  
Chief Executive, Connolly Station, Dublin 1, D01 V6V6  
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Regina Doherty TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

22<sup>nd</sup> December 2015

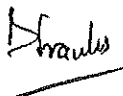
Dear Deputy Doherty,

I refer to Dáil Question No. 630 below which has been passed to me to respond to you directly.

***To ask the Minister for Transport, Tourism and Sport the number of employees under his remit who are classified under a Contract of Indefinite Duration; the number of these who are receiving incremental salary payments; and if he will make a statement on the matter.***

There are no employees in Iarnród Éireann who are classified as being employed under a contract of indefinite duration.

Yours sincerely,



David Franks  
**Chief Executive**

John Perry TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

8<sup>th</sup> December 2015

Dear Deputy Perry,

I refer to Dáil Question No. 626 below which has been passed to me to respond to you directly.

*To ask the Minister for Transport, Tourism and Sport the status of the proposed construction of a new bridge (details supplied) over the railway line between crossings 137 and 138 on the Sligo to Dublin railway line; the costs that have been expended to date in putting up cameras at these crossings; the cost involved in the planning process; and if he will make a statement on the matter.*

The closure of level crossing XS138 was included in the Railway Safety Programme (2009-2013), planning permission for the bridge scheme was received from Sligo County Council in August 2012 and the detailed design of the scheme was completed in December 2012. However, as a consequence of funding constraints the project was suspended. Whilst still currently underfunded, IÉ are more focused on lower cost technical solutions rather than the expense of closures by the installation of bridges.

In total, expenditure of €80k was incurred on the development of the scheme.

Closed circuit TV cameras were installed on a selected number of user work crossings across the network in 2007/2008, to act as an aid to railway safety and to monitor compliance with railway safety legislation. The cameras have proved instrumental in providing evidence, which has led to successful prosecutions following unsafe acts by crossing users. The installation cost was of the order of €36,000 per crossing in 2007.

May I take this opportunity to wish you a peaceful and happy Christmas and my best wishes for the Near Year.

Yours sincerely,



David Franks

**Chief Executive**



Thomas P. Broughan TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

3<sup>rd</sup> December 2015

Dear Deputy Broughan,

I refer to Dáil Question No. 607 below which has been passed to me for direct response.

*"To ask the Minister for Transport, Tourism and Sport the reason for closure of the lift at Howth Junction / Donaghmede Dart station which leads to disabled persons and persons with children in buggies unable to access the platform; if this will be immediately remedied; and if he will make a statement on the matter".*

At the outset please accept my sincere apologies for the delay in responding to you on this matter. I have reviewed the performance of the three lifts at Howth unction / Donaghmede Dart station for the month of November and I have identified three separate occasions where one of the three lifts was out of service due to vandalism. On each occasion the lift was returned to operational service within the timeframe of the service level agreement that is in place with our lift maintainer.

Of course I acknowledge that even for a short period of time while a lift is out of order this can prove most inconvenient for our passengers but I would like to assure you that we endeavour to return all out of service lifts to operational service as quickly as possible.

Yours sincerely,



David Franks  
**Chief Executive**

10 .  
Príomh Fheidhmeannach, Stáisiún Uí Chonghaille, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Finian Mc Grath TD

Dail Éireann,

Leinster House,

Kildare Street,

Dublin 2

5<sup>th</sup> November 2015

Dear Deputy McGrath,

I refer to your Dáil question no. 709 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport in relation audio announcements on DART services which has been forwarded to me for attention and direct reply.

***To ask the Minister for Transport, Tourism and Sport if he will contact Iarnród Éireann to ensure that audio announcements on all DART services are in full and working fully; the frequency in which Iarnród Éireann monitors the audio announcements to ensure they are working fully; and if he will make a statement on the matter***

I refer to recent questions previously raised on this matter, PQ reference 625 and 662. As advised, half of the DART fleet is operating with a modern and reliable passenger information and announcement system and half is operating with an obsolete system. Iarnród Éireann has worked closely with the manufacturers to get the system working as much as is reasonably practicable. The system needs complete replacement however there is as yet no funding confirmed in capital projects supported by the Department of Transport, Tourism and Sport or by the National Transport Authority. There is awareness that this project is a priority and as and when funding is made available Iarnród Éireann will proceed to market with a tender to replace the system. In the meantime a higher level of maintenance support and system checking is being undertaken by our maintenance staff .

Yours sincerely,



David Franks

**Chief Executive**

Finian McGrath TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

6<sup>th</sup> November 2015

Dear Deputy McGrath,

I refer to Dáil Question No. 708 below which has been passed to me to respond directly to you.

***"To ask the Minister for Transport, Tourism and Sport if he will contact Iarnród Éireann to indicate the number of Dart services with four carriages departing Howth Junction Dart station, County Dublin between the hours of 7am and 10am and between 4pm and 7pm during each working day. And if he will make a statement on the matter".***

I can confirm that on a Monday to Friday basis Iarnród Éireann allocates 3 morning peak services with a train consist of 4 carriages between 07.00hrs. & 10.00hrs during this period there is also 5 services of 6 carriage formation and 7 services of 8 carriage formations from Howth Junction Station.

During evening peak hours between 16.00hrs & 19.00hrs services arriving at Howth Junction Station from the City Centre are formed by 10 services of 4 carriage formation, 5 services of 6 carriage formation & 1 service of 8 carriage formation.

Yours sincerely,



David Franks  
**Chief Executive**

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6  
Chief Executive, Connolly Station, Dublin 1, D01 V6V6  
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Mr. Mattie McGrath, T.D.,  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

27<sup>th</sup> October 2015

Dear Deputy McGrath,

I refer to your Dáil question no. 690 to Mr. Paschal Donohoe, T.D., Minister for Transport, Tourism and Sport in relation to Railway Junction XL083 at Kilshane. This has been forwarded to me for attention and direct reply.

***To ask the Minister for Transport, Tourism and Sport if he will ensure that upgrade works will be carried out at Railway Junction XL083 at Kilshane, County Tipperary to improve the safety of road and rail users and to allow for the safer passage of machinery and traffic; and if he will make a statement on the matter.***

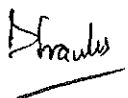
Iarnród Éireann continually evaluates the risks on an on-going basis at this, and all level crossings throughout the rail network.

Investment is then carried out on a risk prioritised basis. Unfortunately we are currently in an environment of significant underfunding and this presents a considerable challenge with regard to investment and upgrading of our level crossings, in particular in the context of the almost 1,000 of these nationally that we manage.

Notwithstanding this, we continue to improve safety at our level crossings where possible, and indeed some such improvements have been made at this crossing in recent times for example through provision of improved road markings. We will also continue to positively engage with local users and look to address some of the issues raised where possible.

When sufficient funding becomes available we will be able to evaluate broader solutions and in the meantime we continue to evaluate the risk at this crossing. We would remind all level crossing users of their obligations to operate the crossing in a safe manner.

Yours sincerely,



David Franks  
**Chief Executive**

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6  
Chief Executive, Connolly Station, Dublin 1, D01 V6V6  
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Mr. Sean Kenny, T.D.,  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

27th October 2015

Dear Deputy Kenny,

I refer to your Dáil question no. 459 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport in relation to on board wifi which has been forwarded to me for attention and direct reply.

***"To ask the Minister for Transport, Tourism and Sport if Iarnród Éireann plans to improve its wifi service on its train service; and if he will make a statement on the matter."***

Iarnród Éireann is committed to continually improving on-board Wi-Fi services and we are working closely with Wi-Fi service providers to ensure that the quality of service remains high for our customers.

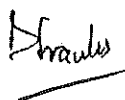
The improvements to date this year include upgrades to the antennas on our carriages and new access points inside the train, both of which enhance the customer experience. Also, we continue to work with the cellular network service providers e.g. Vodafone, Three etc. to upgrade the service to 4G where this network is available. It should be noted that on board Wi-Fi is dependent upon the quality of the external 3G/4G network and in areas of poor coverage, especially on Intercity trains, this can lead to a degradation of service. Nevertheless, the average number of user sessions has increased from 50k per week in 2013 to over 175k per week today.

In addition, with the current high penetration of smartphones and tablets, customer demand for bandwidth is constantly increasing which is better served by fixed line fibre or cable services to the home particularly to facilitate high demand downloads such as video streaming. Unfortunately, these services are not available as an on board wifi solution.

Iarnród Éireann will also be going to tender for a new Wi-Fi support contract in 2016 to ensure the best support is available for our customers.

I hope that this clarifies the matter.

Yours sincerely,



David Franks

**Chief Executive**

14  
Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Mr. Michael McNamara T.D.,  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

13<sup>th</sup> October 2015

Dear Deputy,

I refer to your Dáil question no. 780 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport in relation to the installation of a shelter at Ennis Station.

***To ask the Minister for Transport, Tourism and Sport when works are due to commence on the installation of a shelter at Ennis Railway Station, County Clare; and if he will make a statement on the matter.***

I am pleased to advise that the shelter for Ennis station will be installed by the end of November 2015.

Yours sincerely,



David Franks

**Chief Executive**

Mr. Finian McGrath, T.D.,  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

13th October 2015

Dear Deputy,

I refer to your Dáil question no. 773 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport in relation to seat reservation charges which has been forwarded to me for attention and direct reply.

***To ask the Minister for Transport, Tourism and Sport the amount that Iarnród Éireann collected in 2014 and in 2015 to date, from charging customers for reservation of their seats on Intercity services; and if he will make a statement on the matter.***

In general, Iarnród Éireann Irish Rail offer seat reservations or assigned seating free of charge (where available) with any ticket purchased on [www.irishrail.ie](http://www.irishrail.ie). For customers who are already in possession of a ticket, such as a Family Ticket, Day Return, Open Return, Weekly, Monthly, Annual, Tax saver Monthly, Tax saver Annual, InterRail or Free Travel pass holders, Iarnród Éireann offer a "Reserve Seat Only" option for a charge of €5 each way. The revenue for this is as follows:

2014 (Jan – Dec) €325k

2015 (Jan – Oct) €293k

I hope that this clarifies the matter.

Yours sincerely,



David Franks  
**Chief Executive**

16  
Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Patrick O' Donovan TD

Dáil Éireann

Leinster House

Kildare Street

Dublin 2

14<sup>th</sup> December 2015

Dear Deputy O' Donovan

I refer to Dáil Question No. 760 below which has been passed to me to respond to you directly.

***To ask the Minister for Transport, Tourism and Sport if he will provide details of the numbers of supernumerary positions in his Department, and those agencies, organisations or bodies funded by him; the maximum period in each case that supernumerary positions have existed; the total cost in maintaining supernumerary positions; and if he will make a statement on the matter.***

Currently all staff employed within Iarnród Éireann are actively employed and are not categorised as supernumerary.

Yours sincerely,



David Franks

**Chief Executive**



Robert Troy TD  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> October 2015

Dear Deputy Troy,

I refer to Dáil Question No. 155 below which has been passed to me to reply to you directly.

*To ask the Minister for Transport, Tourism and Sport if he will request Iarnród Éireann to paint and repair the main railway bridge that runs through the town of Athlone, over the Shannon.*

*It is in an appalling condition and Athlone has a new multi-million euro cycle way coming across the Shannon close to this bridge and they are pushing the town hard as a tourism destination - yet this dirty railway bridge spoils the entire view of the River Shannon.*

Discussions are on-going between Iarnród Éireann and the Local Authority with a view to ascertaining what can be done to improve the appearance of the structure. However, given the limited financial resources available for railway maintenance which are in high demand to satisfy safety critical maintenance, Iarnród Éireann's ability to fund such works is severely limited thus no immediate actions are planned.

Yours sincerely,



David Franks  
**Chief Executive**

Mr. Sean Kenny T.D.,  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> October 2015

Dear Deputy,

I refer to your Dáil question no. 149 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport in relation to 5-Day Tickets which has been forwarded to me for attention and direct reply.

***To ask the Minister for Transport, Tourism and Sport the reason Iarnród Éireann does not sell five day tickets; if plans to sell five day tickets are forthcoming; and if he will make a statement on the matter.***

Iarnród Éireann has begun a transformational programme called Customer First which will include the replacing of its backend ticketing functionality. On the completion of the Customer First programme in 2017 we will have enhanced ticketing capability which will facilitate the introduction of new ticket types, which could include 5-day tickets subject to customer demand. Unfortunately, legacy constraints in relation to our ticketing technology impacts our ability to introduce new products.

In the meantime, the Leap Card currently offers customers within the Dublin Short Hop Zone good value of unlimited rail travel for a week for €35.50.



David Franks  
**Chief Executive**

Mick Wallace TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

9<sup>th</sup> November 2015

Dear Deputy Wallace,

I refer to Dáil Question No. 1637 below which has been passed to me to respond directly to you.

***"To ask the Minister for Transport, Tourism and Sport his plans to upgrade the Wexford/Dublin railway line, with a view to attracting more people to rail travel as opposed to using private cars; his further plans to reopen the direct railway line between Wexford and Waterford; and if he will make a statement on the matter."***

Currently, our limited funding is focused on maintenance and safety-critical renewals, and this is our focus on the Rosslare Europort-Wexford –Dublin route. We have in recent years expanded frequency on the route to meet demand, we have run a range of fare offers including online, and will continue to include it in our marketing activity.

In relation to the Wexford to Waterford line, this remains non-operational, and I would refer you to the National Transport Authority decision to approve suspension of services and specifically the independent assessment by the NTA of this decision. The circumstances which supported this decision in terms of funding and low projected demand have not changed since this time, and there is therefore no proposal to re-establish services at this time.

I trust this addresses your queries.

Yours sincerely,



David Franks  
**Chief Executive**

Tom Fleming TD  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> October 2015

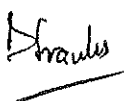
Dear Deputy Fleming,

I refer to Dáil Question No. 1620 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport if he will liaise with the National Roads Authority and Iarnród Éireann regarding the urgency of remedial measures to eliminate the ongoing discomfort and potentially hazardous conditions for commuters at the level crossing at Minish, east of Killarney, County Kerry, on N72; and if he will make a statement on the matter.***

The road/rail level crossing at Minish on the N22 was newly constructed (following a major road realignment/upgrade) by Kerry County Council on foot of an agreement between Iarnród Éireann and CIE and Kerry County Council dated 3rd April 1996. This agreement obligated Kerry County Council to maintain and keep in good repair the road surfacing. Iarnród Éireann is in active discussions with the Kerry County Council with a view to carrying out a substantial joint project in 2016 to remediate problems at the crossing. It is our understanding that Kerry County Council have approached the National Roads Authority with a view to securing funding for these works which have not been forthcoming to date. Therefore we are not in position to provide any planned date for commencement of these works. Whilst we are working with Kerry Co Council, it may be a better route to contact them in the first instance, as it is the Co Council that are seeking the funding, whilst we will support them in facilitating any proposed works required to maintain the crossing.

Yours sincerely,



David Franks

**Chief Executive**

Mr. Patrick O'Donovan, T.D.,  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5<sup>th</sup> October 2015

Dear Deputy,

I refer to your Dáil question no. 1601 to Mr. Paschal Donohue, T.D., Minister for Transport, Tourism and Sport, which, has been forwarded to me for attention and direct reply.

***To ask the Minister for Transport, Tourism and Sport if there is a mechanism available for free travel users to have designated seats on the train; and if he will make a statement on the matter.***

Currently, Department of Social Protection travel pass holders can obtain a designated seat on most of our scheduled Intercity train services. Free travel pass holders can book a "seat only" reservation for €5.00 per journey either via our website [www.irishrail.ie](http://www.irishrail.ie) or via our Telesales phone line, Ph. 1850 366222, 08.30hrs to 18.00hrs Monday to Friday, and pick up their reservation ticket from any Ticket Vending machine. They should still obtain their Department of Social Protection travel ticket at the local ticket office.

Due to the nature of our Suburban Services, it is not possible to provide such a facility on Commuter trains.



David Franks

**Chief Executive**

23-26.  
Pg1

Denis Naughton TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

24<sup>th</sup> July 2015

Dear Deputy Naughton,

I refer to Dáil Questions Nos. 833, 834, 835 & 839 below which have been passed to me to respond directly to you.

**Dáil Question No: 833**

***To ask the Minister for Transport, Tourism and Sport the total cost of public advertising, statutory and non-statutory, funded by his Department in 2013 and 2014 respectively; the corresponding figure for agencies under the control of his Department; and if he will make a statement on the matter.***

Year	€m's
2013	2.180
2014	2.613

**Dáil Question No: 834**

***To ask the Minister for Transport, Tourism and Sport the cost in 2013 and 2014 respectively of printing reports by his Department and agencies under the control of his Department; the corresponding figure for annual reports; and if he***

In 2013 the cost of printing our Annual Report was €6,644

In 2014 the cost of printing our Annual Report was €5,428

**Dáil Question No: 835**

***To ask the Minister for Transport, Tourism and Sport the cost in 2013 and 2014 respectively of issuing hard copy payslips to staff or retired staff by his Department and agencies under the control of his Department; and if he will make a statement on the matter.***

In 2013 the cost of issuing hard copy payslips was approximately €10,200

In 2014 the cost of issuing hard copy payslips was approximately €9,100

**Dáil Question No: 839**

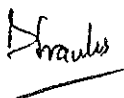
*To ask the Minister for Transport, Tourism and Sport if his Department or agencies under the authority of his Department have performed an assessment of the potential savings to be accrued; if current paper based application processes by members of the public were replaced with a fully on-line application system; and if he will make a statement on the matter.*

The following application processes are now undertaken or facilitated online or by email:

- Taxsaver annual and monthly tickets (through employers)
- Customer enquiries through Customer care emails
- Job applications
- Refunds for tickets purchased online
- Appeals of penalty fares

Refunds for other tickets are undertaken through post as the physical ticket is required for verification purposes.

Yours sincerely,



David Franks

**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
Príomh Fheidhmeannach, Connolly Station, Dublin 1  
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Mr Sean Fleming TD  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

5th August 2015

Dear Deputy Fleming,

I refer to Dáil Question No. 951 below which have been passed to me to respond directly to you.

***To ask the Minister for Transport, Tourism and Sport the current average age of permanent staff employed within his Department ;and the agencies under his Department's remit; the way this varies from the end of 2008 and 2011; and if he will make a statement on the matter.***

The current average age of staff in Irish Rail is 37 years. This is a decrease on the average age at end of 2011 when the average age was 41 years, and 2008 where the average age was 38 years.

Staff retirements and recent recruiting at apprenticeship level have brought the average age down.

Yours sincerely,



David Franks

**Chief Executive**



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Maureen O' Sullivan TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

24<sup>th</sup> July 2015

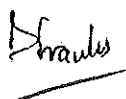
Dear Deputy O' Sullivan,

I refer to Dáil Question No. 328 below which have been passed to me to respond directly to you.

***To ask the Minister for Transport, Tourism and Sport when the Sherzer bridge on North Wall Quay, Dublin 1, will be next opened by CIE; the cost of opening the bridge; the reason it can not be opened more frequently to facilitate boat and canal users and to fully utilise the potential of our canals as a tourism and leisure activity hub; and if he will make a statement on the matter.***

The two Scherzer Bridges on Custom House Quay and North Wall Quay are Canal bridges and not in our ownership. They would have been handed over to the OPW in the 1980s and subsequently on to Waterways Ireland, who will be able to advise on their operation.

Yours sincerely,



David Franks  
**Chief Executive**

Thomas P. Broughan TD

Dáil Éireann

Leinster House

Kildare Street

Dublin 2

15<sup>th</sup> July 2015

Dear Deputy Broughan,

I refer to Dáil Question No. 244 below which have been passed to me to respond directly to you.

***"To ask the Minister for Transport, Tourism and Sport if he will request the Chief Executive Officer of Iarnród Éireann to ensure that security will be increased at Howth Junction / Donaghmede Dart station during the summer months".***

I can confirm that Iarnród Éireann will bolster the level of security coverage across the Dart and Commuter network during the summer months as we have done in previous years. This additional coverage will result in an increase in the level of security presence at Howth Junction / Donaghmede Dart station during this period.

Yours sincerely,



David Franks

**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Seán Kenny TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

8<sup>th</sup> July 2015

Dear Deputy Kenny,

I refer to Dáil Question No. 574 below which has been passed to me to reply to you directly.

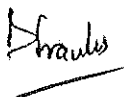
*To ask the Minister for Transport, Tourism and Sport if he will request the Chief Executive Officer of Iarnród Éireann to have specified works carried out at Howth Junction / Donaghmede Dart Station and that he will provide the timeframe within which these works will be complete*

I can confirm that we currently have a maintenance team addressing all graffiti on Northside Dart including Howth Junction / Donaghmede Dart Station.

In relation to the repainting of the steps leading to platforms two and three, these will be complete before the end of August and is weather dependant.

The remaining question concerns the provision of an A2 poster frame for the purposes of displaying our timetable at the Donaghmede side of the station, I can confirm that the poster frame is ordered and our timetable will be displayed very shortly.

Yours sincerely,



David Franks  
**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Timmy Dooley TD  
 Dáil Éireann  
 Leinster House  
 Kildare Street  
 Dublin 2

15<sup>th</sup> July 2015

Dear Deputy Dooley,

I refer to Dáil Questions 686 & 687 below which have been passed to me to respond directly to you.

***"To ask the Minister for Transport, Tourism and Sport the number of carriages on the trains from Maynooth, Co. Kildare to the city centre facilitating commuters travelling to work on weekday mornings"***

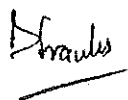
and

***"To ask the Minister for Transport, Tourism and Sport the number of carriages on the trains from the city centre to Dublin 15 and Maynooth, Co. Kildare facilitating commuters travelling from work on weekday afternoons / evenings"***

Please see the table below which includes both morning and evening peak services and their respective capacities that we provide for our daily commuters travelling to and from the city centre each weekday. I have chosen not to include to the capacity on services that originate and terminate in M3 Parkway as they do not directly affect Maynooth passengers but please note that passengers in Dublin 15 also benefit from the M3 services as stations between Clonsilla and Ashtown are in this postcode.

Time from Maynooth:	No. of Carriages		Time from City Centre:	No. of Carriages
06.20	3		15.35	4
06.38	8		16.05	4
06.57	4		16.18	4
07.15	4		16.46	4
07.30	8		17.15	8
07.45	4		17.28	4
07.55	8		17.44	8
08.18	8		18.10	4
08.40	4		18.18	8
09.10	4		18.37	4
09.45	4		19.10	4

Yours sincerely,



David Franks  
**Chief Executive**

Seán Kenny TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

15<sup>th</sup> July 2015

Dear Deputy Kenny,

I refer to Dáil Question No. 677 below which has been passed to me to reply to you directly.

***“To ask the Minister for Transport, Tourism and Sport if he will request the Chief Executive Officer of Iarnród Éireann to increase the capacity on the 09.35hrs. train service from Drogheda, County Louth to Connolly Station, Dublin 1, and if he will make a statement on the matter”***

In order to provide the most cost efficient and affordable transport for Commuters, Iarnród Éireann aims to provide optimum capacity on its DART & Commuter services on a daily basis. The 09:35 service from Drogheda is operated by a train which is designed to accommodate more than 600 passengers both seated and standing. As the average loading for this service rarely exceeds 50% of the available capacity, Iarnród Éireann does not intend to provide additional capacity on this service at this time.

Yours sincerely,



David Franks  
**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Mr Peadar Tóibín TD,  
Dail Eireann,  
Leinster House,  
Kildare St.,  
Dublin 2.

14 July 2015

Dear Deputy Tóibín,

I refer to Dáil Question No. 273 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport the annual cost of introducing a living wage or minimal-threshold gross salary of €11.45 an hour in his Department and the bodies under his aegis.***

The cost of introducing a minimum salary rate of €11.45 per hour in Iarnród Eireann would impact only Gatekeepers and would cost €71,352 in a full year.

Yours sincerely,



David Franks  
**Chief Executive**

Éamon Ó Cuív TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

8<sup>th</sup> July 2015

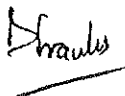
Dear Deputy Ó Cuív

I refer to Dáil Question No. 641 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport his plans to provide funding to Iarnród Éireann to ensure that all public roads across railway lines, where there are level crossings have automatic gates; and if he will make a statement on the matter.***

There are currently 43 level crossings on public roads which do not have automatic gates and where the obligation is on the level crossing user to operate these gates. IE is continually investing in its infrastructure and this is done on a risk prioritised basis. While current funding levels do not allow for the capital expenditure that would be required to fully automate these level crossings, the risk at each continues to be evaluated and managed until such time as adequate funding becomes available to automate or otherwise upgrade these crossings. It is imperative at all times that users of such crossings operate them correctly, and close them after use, as detailed in the rules of the road. This helps to ensure the user's safety and that of following users.

Yours sincerely,



David Franks  
**Chief Executive**

Anne Ferris TD  
Dáil Eireann  
Leinster House  
Kildare Street  
Dublin 2

7<sup>th</sup> July 2015

Dear Deputy Ferris,

I refer to Dáil Question No. 1183 below which has been passed to me to reply to you directly.

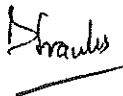
***To ask the Minister for Transport, Tourism and Sport if he will conduct a review of the Irish Rail ticketing system to ensure that all elderly and other vulnerable passengers who have purchased a ticket will be entitled to a seat during their journey and that all fare paying passengers would be guaranteed a seat on inter city journeys; and if he will make a statement on the matter.***

It is always Iarnród Éireann Irish Rail's intention to provide our customers with a safe and comfortable journey. It is our intention that customers would have a seat on longer distance journeys. There are occasions, particularly during peak demand, when numbers for specific services can exceed the available seating capacity.

While heavy engineering involved in the design of a train means that trains can operate effectively and safely with standing we appreciate this can be uncomfortable for some.

Customers can secure seating by booking online. We also have a facility for holders of existing tickets, incl Department of Social Protection tickets, to reserve a seat on the service of their choice.

Yours sincerely,



David Franks  
**Chief Executive**



Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Deputy Helen McEntee  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

2<sup>nd</sup> July 2015

Dear Deputy McEntee,

I refer to Dáil Question No. 1169 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport if the figure for a fine will be recalculated in respect of a person (details supplied) in view of their circumstances; and if he will make a statement on the matter.***

For some time now Iarnród Éireann has implemented a zero tolerance policy on persons who fail to produce valid tickets. It is each person's responsibility to ensure they have a valid ticket when he or she boards a train to travel. This is something we have advertised extensively in recent years.

Where an authorised officer has reasonable grounds for believing that a person is committing or has committed an offence under section 132 of the Railway Safety Act 2005 Part 15, he or she may serve the person with a Fixed Penalty Notice. The Iarnród Éireann Officer was correct in issuing the fixed penalty notice under the Railway Safety Act 2005 Section 132 (2) (a) "failure to deliver up a valid ticket" when requested by an authorised officer.

Fixed Penalty Notice number RU38683 was issued to [REDACTED] on the 30<sup>th</sup> March 2015 as he was using a Tax saver Leapcard to travel outside a zone covered by the validity of the card. The Leapcard is valid for travel within the Short Hop Zone as far as Balbriggan yet [REDACTED] was travelling to Laytown outside a zone covered by the validity of the card. An investigation then took place into the further misuse of the Annual Tax saver Leapcard. During this investigation we found that [REDACTED] had ordered through his company a Leapcard Tax saver ticket which is only valid in the Short Hop Zone as far as Balbriggan for the period June 2014 until May 2015. The Tax saver Leapcard ordered was for travel within the Short Hop Zone yet [REDACTED] was travelling outside the area of validity. [REDACTED] also ordered a Tax saver Smartcard through his company for the period July 2013 until June 2014 which was also valid for travel within the SHZ only. [REDACTED] was travelling to and from Laytown which is outside the Short Hop Zone. The loss of revenue to Irish Rail was calculated at €6,605.75.

A subsequent investigation took place and we found that [REDACTED] also ordered Annual Tax saver Smartcards through his company for the period June 2011 until May 2012 and July 2012 until June 2013 which were only valid for travel with the SHZ. [REDACTED] was travelling outside a zone covered by the validity of the card. The total loss of revenue to Irish Rail for the period July 2011 until March 2015 was calculated at €16,251.55.

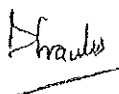
For each of the journeys made outside the zone covered by the validity of the Leapcard and Smartcards Iarnród Éireann could have issued [REDACTED] with a Fixed Penalty Notice for each offence as he was misusing Annual Tax saver Leapcard and Smartcards. The value of a Fixed Penalty Notice is €100 and calculating the 1,172 journeys made outside the area of validity would have amounted to a total of €117,200. Iarnród Éireann did not pursue the Fixed Penalty Notices for the 1,172 misuses but pursued the outstanding fare for each of the journeys made between July 2011 and March 2015.

The following is a breakdown of the number of journeys made outside the zone covered by the validity of the Leapcard and Smartcards between 2011 and 2015:

Journey	Fare	Frequency	Total
City Centre to Laytown	€13.40	60	€804.00
City Centre to Laytown	€14.50	154	€2,233.00
City Centre to Laytown	€14.70	106	€1,558.20
City Centre to Laytown	€14.80	102	€1,509.60
City Centre to Laytown	€15.05	73	€1,098.65
Laytown to City Centre	€13.40	64	€857.60
Laytown to City Centre	€14.50	161	€2,334.50
Laytown to City Centre	€14.70	111	€1,631.70
Laytown to City Centre	€14.80	109	€1,613.20
Laytown to City Centre	€15.05	74	€1,113.70
Laytown to Howth Junction	€9.80	59	€578.20
Howth Junction to Laytown	€9.80	59	€578.20
Laytown to Donabate	€8.10	6	€48.60
Laytown to Donabate	€8.60	34	€292.40
<b>Total</b>		<b>1172 Journeys</b>	<b>€16,251.55</b>

For the reasons stated above, I cannot reduce the amount of the debt of €6,605.75. Not only is it far below the €117,200 we would be empowered to recover, it is also well below the €16,251.55 figure which we could pursue. It is essential there is an effective deterrent to fare evasion, and the penalty is the least we could apply for what was a consistent misuse of travel over a 4 year period.

Yours sincerely,



David Franks

Chief Executive

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Mary Mitchell O'Connor. TD  
 Dáil Éireann  
 Leinster House  
 Kildare Street  
 Dublin 2

25<sup>th</sup> June 2015


Dear Deputy O' Connor,

I refer to Dáil Question No. 1049 below which has been passed to me to reply to you directly.

**To ask the Minister for Transport, Tourism and Sport the number of public and civil servants under the aegis of his Department that retired in 2014; and if he will make a statement on the matter Mary Mitchell O'Connor.**

There was one retirement from Iarnród Éireann at normal retirement age in 2014.

Yours sincerely,



David Franks  
**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Mary Mitchell O'Connor. TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

25<sup>th</sup> June 2015

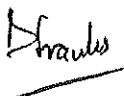
Dear Deputy O' Connor

I refer to Dáil Question No. 1048 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport the number of public and civil servants under the aegis of his Department that were seconded abroad or to another Department in 2014; and if he will make a statement on the matter.***

There were no secondments abroad from Iarnród Éireann in 2014.

Yours sincerely,



David Franks  
**Chief Executive**

40  
Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Mary Mitchell O'Connor. TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

25<sup>th</sup> June 2015

Dear Deputy O' Connor,

I refer to Dáil Question No. 1047 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport the number of public and civil servants that were recruited under the aegis of his Department in 2014; and if he will make a statement on the matter***

There were 47 employees recruited to Iarnród Éireann in 2014, this is inclusive of 13 apprentices, 3 interns and a part time doctor working 1 day per week.

Yours sincerely,



David Franks

**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
 Príomh Fheidhmeannach, Connolly Station, Dublin 1  
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Clare Daly TD  
 Dáil Éireann  
 Leinster House  
 Kildare Street  
 Dublin 2

9<sup>th</sup> June 2015

Dear Deputy Daly,

I refer to Dáil Question No1035 below which has been passed to me to reply to you directly.

*To ask the Minister for Transport, Tourism and Sport if he is satisfied with the operation of punitive parking clamping mechanisms in train stations operated by Iarnród Éireann, where the clamping release fee is €120, when annual parking charges are €170, particularly in the context of a number of workers who have lost their jobs, and are working reduced hours, and not a full week.*

Iarnród Éireann provides station car park facilities at a large number of its stations throughout the network on a "paid for" basis. To ensure that all car parking is paid for, Iarnród Éireann must have an effective deterrent in place to minimise illegal parking and non-payment of parking fees. Signage is in place in all station car parks instructing customers of their options to Pay & Display or Parkbytext. In addition there is also signage warning customers that clamping is in operation should they fail to comply.

Customers may pay with coin or credit card at the Pay & Display machines or they may take advantage of the reduced rates offered through the Parkbytext service. This service allows customers to activate parking when they arrive at the station through their mobile phone or in advance through the texting or online facility. ([www.parkbytext.ie](http://www.parkbytext.ie)). In addition, we have heavily discounted rates for daily commuters who can purchase parking on a weekly or monthly basis, and we have also run offers for annual parking for Tax saver ticket holders, which reduces per day rates to as little as 50 cent.

We are hopeful that having a number of payment options available will make paying for this service more convenient for our customers and that the increased signage now present in all stations will ensure there is awareness amongst customers.

Please note as well that there is an appeals procedure in place to facilitate customers who wish to lodge an appeal, if they feel there is a valid reason why they should not have incurred a fine.

Yours sincerely,



David Franks  
**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaile, Baile Átha Cliath 1  
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Ms Sandra McLellan TD  
Dáil Éireann  
Kildare Street  
Dublin 2

20<sup>th</sup> May 2015

Dear Deputy McLellan,

I refer to Dáil Question No. 533 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport the reason the proposed non stop morning route by larnród Éireann from Cork to Dublin is now not going ahead as planned; and if he will make a statement on the matter.***

This train will commence on Monday next 25th May 2015, departing Cork at 06:15 and operating non-stop to Heuston arriving at 08:30. The service will operate on a Monday – Friday basis.

Yours sincerely,



David Franks  
**Chief Executive**

Chief Executive, Stáisiún Uí Chonghaille, Baile Átha Cliath 1  
Príomh Fheidhmeannach, Connolly Station, Dublin 1  
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Michael Healy Rae TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

14<sup>th</sup> May 2015

Dear Deputy Healy Rae,

I refer to Dáil Question No. 50 below which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport his views on a matter (details supplied) regarding storage facilities at Heuston Station, Dublin 8; and if he will make a statement on the matter.***

This storage facility was provided, but unfortunately was withdrawn in early 2011 for the following reason:

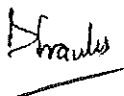
1. The cost associated with providing this service out weight the demand for the service.
2. The existing lockers where in a poor state and beyond economic repair. Additionally there was no funding available to replace these lockers.
3. The locker room had to be manned by two staff members per day, seven days per week.
4. There where security concerns raised over items that were being stored within the lockers by customers.

We investigated the possibility of outsourcing this service to an outside contractor, but unfortunately there were no contractors interested in offering this service, due to the limited business demand for this type of facility.

Currently Tipperary House, a B&B situated on Parkgate street, a three minute walk from the station offers a left luggage facility for customers.

If you require any further information please let me know.

Yours sincerely,



David Franks  
**Chief Executive**



Terence Flanagan  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

15<sup>th</sup> May 2015

Dear Deputy Flanagan,

I refer to PQ 35 which has been passed to me to reply to you directly.

***To ask the Minister for Transport, Tourism and Sport his plans to deal with overcrowding on the DART during peak times; if Irish Rail have sought for more funding to provide more trains and carriages during peak times; and if he will make a statement on the matter.***

As you will know, following significant reductions in passenger demand during the economic crisis, and a reduction of almost 40% in Exchequer funding to our services, Iarnród Éireann reviewed the size of trains on all services. This was to ensure supply was more appropriate to demand levels and to save fuel and maintenance costs. On DART services, as is the case for urban rail systems internationally, capacity includes use of standing space available.

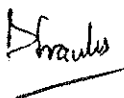
We committed to consistently review the capacity of trains as demand patterns developed, and I am happy to inform you that we have during 2014 increased the size of a number of peak DART services based on increased demand.

While DART services saw an increase during 2014, they are still some way off their 2007 peak. Therefore, we can cater for further demand growth within our existing fleet without the need to purchase more trains. Increasing capacity can be achieved either through train sizes or increased frequency, and we are reviewing these requirements with the NTA based on projected potential growth.

To this end driver recruitment will take place to meet future service levels and also to take account of natural attrition within the driver group.

I trust this has addressed the issues you have raised.

Yours sincerely,



David Franks

**Chief Executive**

Dessie Ellis TD  
Dail Éireann,  
Leinster House,  
Kildare Street,  
Dublin 2

24 April 2015

Ref No: 16511/15

Dear Deputy Ellis,

In support of our commitment to equality and diversity in 2012 to 2014 we participated in an initiative 'Transport against Racism' in partnership with the Immigrant Council of Ireland, the NTA and other transport providers in the Dublin region. In 2015 the initiative was extended to reach beyond the Dublin region, using a poster campaign focusing on raising awareness and a contact point for those wishing to report all racist incidents. These posters are displayed on our rail network.

Iarnród Éireann-Irish Rail acknowledges that equality and diversity is not giving preferential treatment to individuals. Nor is it treating all in the same manner or lowering standards. Equality and diversity for the organisation is concerned with treating individuals in a fair and equitable fashion. To this end we have two policies in place 'Dignity and Respect at Work in Iarnród Éireann' and 'Iarnród Éireann's Employment Equality and Diversity Policy'. The latter policy was reviewed in 2012 the former is on foot of our involvement in this initiative under review. Where incidents are reported the company will take appropriate steps to ensure these behaviours are addressed.

In 2014 we participated in the production of a booklet titled 'towards an inclusive Public Transport Service in Ireland'. This booklet was developed with the assistance of the Equality Authority and the transport partnership (Transdev, Dublin Bus and the Immigrant council of Ireland) and is now being used by the company to develop in-house diversity training content.

Yours sincerely,



David Franks

**Chief Executive**

Sandra McLellan TD  
Dáil Éireann  
Leinster House  
Kildare Street  
Dublin 2

9<sup>th</sup> June 2015

Dear Deputy McLellan,


Thank for you letter of 22<sup>nd</sup> May requiring further information in relation to Dáil Question No. 879.

*To ask the Minister for Transport, Tourism and Sport the reason Irish Rail cut down trees on the rail line in Cobh, County Cork that now leaves the former IFI site visible and exposed, in view of the fact that Cobh is a tourist town and this is not an attractive sight; the way Irish Rail will address this issue; and if he will make a statement on the matter.*

Iarnród Éireann would have no objection to a local group (e.g. FAS or Tidy Town) planting evergreen trees along the verge in front of the stone wall. However, it should be noted that there is an Eircom fibre-optic cable in the verge, which would need to be protected during any planting works.

The Infrastructure Manager's office in Limerick Junction would have no issue with arranging a meeting with any interested bodies to meet with an Iarnród Éireann representative to discuss the matter further if necessary. The office can be contacted on 062- 51083 should you wish to follow up.

Yours sincerely,



David Franks  
**Chief Executive**