

8th December 2017

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Re: FOI Request Response [IE_FOI_131]

Dear [REDACTED],

I refer to your request dated 06th November 2017 made under the Freedom of Information Act 2014, which was received on that date for records held by Iarnród Éireann your request sought:

All relevant documentation relating to:

1. Copy of email correspondence between the chairman of Iarnród Éireann and other company directors between Wednesday 25 October and Monday 6 November

I, Lynette O'Toole, Freedom of Information / Data Protection Officer have now made a final decision to release this record on the 08th December 2017.

Rights of appeal

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to foi@irishrail.ie. 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,



Ms Lynette O'Toole

Freedom of Information / Data Protection Officer

O'Toole Lynette

Subject: FW: Meeting with Joint Oireachtas Committee on Transport.
Attachments: Iarnród Éireann JOC Presentation.pdf; Mimecast Attachment Protection Instructions

From: Frank Allen [REDACTED]
Subject: Meeting with Joint Oireachtas Committee on Transport.
Date: 25 October 2017 at 21:29:50 IST
To: carolyn griffiths [REDACTED], Tommy Wynne [REDACTED], Mal McGreevy [REDACTED], peter [REDACTED], John Moloney [REDACTED], Valerie Little [REDACTED]
Cc: Franks David <David.Franks@irishrail.ie>, McCabe Bidina <Bidina.McCabe@irishrail.ie>

Dear Colleagues,

As you know, I was invited to attend the Joint Oireachtas Committee on Transport, Tourism and Sport today, before Minister Ross formalises the appointment to chair the board. The chairpersons designate of Bus Éireann and Bus Átha Cliath were also there, both of who are being reappointed. The public meeting did not start until 10 am and we left at 1:30 pm, so it was too late for me to join our board meeting.

I have attached the opening statement that I sent in advance, and which I used as speaking notes. The discussion about Iarnród Éireann was wide-ranging, including some detailed operational issues that it is difficult to be fully briefed on from board meetings. For example, it appears that some of our stations on the Sligo line charge for car parking and others do not. I have a lot of issues that I need to revert to the Committee about. The main issues of broader policy that were covered were as follows.

- The likelihood of additional funding being made available to IÉ, in line with the Rail Review. We know that the Department of Transport is fully aware of the problem of deferred maintenance and we are hopeful that additional funding will be made available. However, Departments do not confirm financial allocations until much closer to the year-end so we are not sure what funding will be available in 2018, and certainly not for subsequent years.
- Consequences for safety arising from underfunding over a number of years. I explained that the Company conducts rigorous analysis of safety implications of degraded infrastructure, and takes steps to protect against accidents, but acknowledged that ultimately, underinvestment in infrastructure maintenance does affect safety.
- Overcrowding. What is Iarnród Éireann doing to respond to increased passenger numbers?
- Industrial relations. Why does Iarnród Éireann not agree to pay a salary increase to staff, after such a long period without one?
- What is the company doing to ensure improved efficiency and customer service, improved access for people with mobility impairment, and contribute to Ireland's climate change commitments.
- There was severe criticism from several members, including the Chairman, about the company sponsoring an angling event in Northern Ireland, considering the straightened financial circumstances. This was an own goal that I would prefer not to have to defend.

While some of TDs and Senators availed of the opportunity to criticise the Department of Transport, including quoting from articles Shane Ross wrote about CIE in the past, they also focused attention on matters of policy and public support that we need to attend to. I will bring these forward for discussion at future board meetings.

I expect that Minister Ross will formalise the appointment to the Chair before our next board meeting in December. I would like to hear from board members about matters that you would like us to pay close attention to over the next year and I will ask Bidina to check your availability, and arrange individual meetings.

Frank

McCabe Bidina

From: Frank Allen [REDACTED]
Sent: 01 November 2017 20:19
To: peter; McGreevy Mal; Carolyn Griffiths; Valerie Little; John Moloney; Tommy Wynne
Cc: McCabe Bidina; Finucane Geraldine; Franks David
Subject: Suggested Schedule of Board Meetings 2018
Attachments: Mimecast Attachment Protection Instructions; Iarnród Éireann board meetings 2018.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Colleagues,

Board members have asked for a schedule of meetings for 2018. We generally schedule Board meetings for the week preceding CIÉ Board meetings to accommodate procurement and other decisions requiring the approval of both boards. The CIÉ Board discussed its schedule for 2018 today and decided to reduce the number of meetings for the coming year. This allows us to prepare a schedule for Iarnród Éireann. I had hoped to discuss the frequency of meetings and the arrangements for committee meetings with board members but I realise that it is important to get dates in Board members' diaries. The attached schedule is based on seven IÉ board meetings to fit with the CIÉ schedule plus a meeting in January to discuss strategy and risk management. If this schedule is agreed, we will need to amend the Terms of Reference for the Board that specifies nine meetings.

The meetings are all listed for Heuston, with the exception of the December meeting to take place in Inchicore, coinciding with a staff award ceremony after the meeting. I suggest that one of our meetings should take place outside of Dublin and ideally that it would allow an opportunity to meet staff or important stakeholders. In recent years we have had meetings in Belfast, Cork and Portlaoise, and Board members have met representatives of Northern Ireland Railways, the local business community and depot staff for example. I would like to schedule at least one meeting outside of Dublin in 2018. We spoke about a possible visit to Rosslare but other suggestions would be welcome.

When we agree a schedule for Board meetings, we can also agree a schedule for committee meetings. If we follow the practice of alternating meetings of the Train Advisory Group and Infrastructure Advisory Group, we will have fewer meetings in 2018. We now have five board committees, which requires a substantial time commitment for Board members and management. Any views on the composition and frequency of meetings would be welcome.

As a separate matter, State Agencies are required to carry out an annual Self-Assessment. This gives Board members an opportunity to give feedback on the effectiveness of the Board and related matters. The Code of Practice provides a template for this evaluation. I discussed this with Bidina and she will send you all a questionnaire for completion. We can discuss the findings at our strategy day in January.

Finally, the Minister for Transport has not yet finalised my appointment to the Chair but I expect that this will take place before the next meeting in December.

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Finally, the Minister for Transport has not yet finalised my appointment to the Chair but I expect that this will take place before the next meeting in December.

Frank

Iarnród Éireann board meetings 2018

Draft 1

Friday 19 January 9:30	Heuston	Board strategy and Iarnród Éireann Risk Review etc
Tuesday 13 February 9:30	Heuston	P13 /P1 reports
Tuesday 27 March 9:30	Heuston	P2 and annual report
Tuesday 29 May 9:30	Heuston	P4 reports
Friday 22 June 9:30	Heuston	P5 reports
Tuesday 28 August 9:30	Heuston	P7/8 reports
Tuesday 30 October 9:30	Heuston	P10 reports
Tuesday 4 December 9:30	Inchicore	P11 reports

Joint Oireachtas Committee on Transport, Tourism and Sport

Opening statement by Frank Allen, Chairperson designate of Iarnród Éireann

I am very pleased to have been nominated by Minister Ross to serve as Chairperson of Iarnród Éireann.

My professional background is in infrastructure finance. I studied at University College, Cork and at the Massachusetts Institute of Technology before joining the World Bank in Washington, DC. I worked for the International Finance Corporation, which is the private sector arm of the World Bank. On returning to Ireland, I joined KBC Bank in the IFSC, where I led the international infrastructure finance team.

In 2002, I was appointed as the first Chief Executive of the Railway Procurement Agency, which was then supervising construction of the Luas Red and Green lines. During my time at RPA, we launched Luas service, extended the network to the Docklands, Cherrywood and Citywest and we planned the Luas Cross City project. We also developed the Leap Card scheme for all transport operators.

I completed my term as Chief Executive of RPA in 2012 and since then I have advised a range of clients on the financing and management of infrastructure projects. Over the last year, I have been mandated by the World Bank and other international clients to work on transport projects in Vietnam, Indonesia, Turkey and Jordan on how problems of urban congestion can be addressed. Most of my advisory mandates involve partnerships between the public and private sectors and putting structures in place for long-term sustainable financing for investment and operations. In addition to that international work in transport, I advise a number of clients in Ireland on financing sustainable energy. I also chair the Board of Depaul Ireland, which provides accommodation and other services to homeless people.

In 2013, Minister Varadkar appointed me to the board of Iarnród Éireann and Minister Ross reappointed me last year. I have chaired the Audit and Risk Review Group since then. It has been a privilege to work with a very committed and experienced board, under the leadership of Phil Gaffney, who retired as Chairperson in July.

Iarnród Éireann plays a critical role in providing mobility in urban areas in Ireland and in offering an attractive alternative to private cars on intercity routes. Passenger numbers at Iarnród Éireann have recovered in line with economic recovery and the company carried 43 million passengers in 2016, close to the highest number of passengers that has ever travelled on our network. Rail is one of the safest ways to travel and the management and staff of Iarnród Éireann is totally committed to the highest safety standards for passengers, staff and everyone who comes in contact with our infrastructure.

Looking to the future, rail transport has the potential to play an even more important role in Ireland's transition to a low-carbon economy. This is particularly the case for

electrified passenger transport in urban areas but also for intercity passenger travel and for freight. An important role of the Iarnród Éireann board, and of the chairperson, is to ensure that the infrastructure, management structures and staff skills are at a level that allows railways to make this contribution.

While today's news from Iarnród Éireann is very good, in terms of increasing passenger numbers and commitment to safety, we are concerned about the condition of the infrastructure. During the period of recession, investment in maintenance has been deferred to an extent that is now affecting the quality of service. This deferred maintenance has required management to impose temporary speed restrictions in certain sections of the network to ensure that there is no compromise to safety. We also rely on manual rather than on automated systems to a greater extent than is the case for many other European railways. The Iarnród Éireann team of 3,800 staff is totally committed to providing the best possible service and is proud of the railway's achievements during difficult economic circumstances. However, the consequence of continued under-investment in infrastructure maintenance is that we will lose reliability and consistency of journey times, which in turn will make it difficult to keep people on public transport. This would be bad news for Iarnród Éireann but more importantly it would be very bad news for traffic congestion and for Ireland's ability to meet our climate change obligations.

The priorities for Iarnród Éireann that I hope to pursue over coming years are to continue to provide a safe, high-quality service for existing passengers; to increase capacity and passenger numbers on our existing infrastructure; and to plan for additional lines to serve areas of high population density. Railways have served the country well in the past but the mobility needs of a growing population and the urgent need to provide a credible alternative to private cars mean that railways have potential to make a far greater contribution in the future. This will require the continuing dedication of the Iarnród Éireann board, management and staff. It will also require greater investment in infrastructure and services.

Frank Allen