

01st February 2018

Re: FOI response IE_FOI_140

Dear [REDACTED],

I refer to your request dated 02nd January 2018 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:

Copy of all replies that Iarnród Éireann issued in respect to Parliamentary Questions that were forwarded to them by Dept of Transport, Tourism and Sport for the period of 1 April 2017 to 31 December 2017 inclusive.

I, Heidi Reardon, Decision Maker have now made a final decision to release this record on the 30th January 2018.

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,



Heidi Reardon
FOI Decision Maker

Freedom of Information Request:
Schedule of Records for **IE_FOI_140** : Summary for Decision Making

Record No.	Date of Record	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
53	15.12.17	PQ 53347 DN 227	1	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
52	04.12.17	PQ 50619 DN 569	1	Grant		
51	28.11.17	PQ 49635 DN 225	1	Grant		
50	24.11.17	PQ 49071 DN 519 DFA 21/11/17	1	Grant		
49	14.11.17	PQ 47416 DN 227	1	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
48	23.11.17	PQ 47417 DN 228	1	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
47	23.11.17	PQ 45977 DN 1013	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
46	13.12.17	PQ 45747 DN 999 & 1000	1	Grant		
45	23.11.17	PQ 46228 DN 1024	2	Grant		
44	09.11.17	PQ 46447 DN 1039	1	Grant		
43	11.12.17	PQ 46448 DN 1040	1	Grant		
42	11.12.17	PQ 46448 DN 1068	1	Grant		
41	09.11.17	PQ44428 DN231	1	Grant		
40	02.11.17	PQ44413 DN230	1	Grant		
39	23.11.17	PQ44401 DN225	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
38	20.10.17	PQ473 & PQ474	2	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
37	14.11.17	PQ43389 DN462	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
36	11.12.17	PQ 42067 DN 54	2	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
35	23.11.17	PQ 42616 DN 544	2	Grant		
34	19.10.17	PQ 42093 DN 198	2	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
33	27.11.17	PQ 41629 DN 533	1	Grant		
32	11.10.17	PQ 41813 DN 538	1	Grant		
31	12.10.17	PQ 41459 DN 523	1	Grant		
30	11.10.17	PQ 40604 DN 477	1	Grant		
29	29.09.17	PQ 40240 DN 464	1	Grant		
28	29.09.17	PQ 40158 DN 460	2	Grant		
27	29.09.17	PQ 39218 DN 601 & 602 Composite	1	Grant		
26	03.10.17	PQ 38154 DN 1587	1	Grant		
25	29.09.17	PQ 36794 DN 1492	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
24	10.08.17	PQ 36677 DN 1423	2	Grant		
23	03.08.17	PQ 36672 DN 1419	1	Grant		
22	28.08.17	PQ 36671 DN 1418	1	Grant		

21	25.07.17	PQ 34395 DN 1084	2	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
20	17.07.17	PQ 33198 DN386	2	Grant		
19	19.07.17	PQ 33226 DN 387 388 389	10	Grant		
18	24.07.17	PQ 33099 DN 702	1	Grant		
17	11.07.17	PQ26315 DN 221	1	Grant		
16	08.08.17	PQ 30758 DN 262	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
15	07.07.17	PQ 30294 DN 233	1	Grant		
14	30.06.17	PQ 30009 DN 513	2	Grant		
13	07.07.17	PQ 29504 DN 499	1	Refuse	Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	
12	08.08.17	PQ 29345 DN 198	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
11	07.07.17	PQ 29325 DN197	2	Grant		
10	11.07.17	PQ 29239 DN 249	1	Grant		
9	30.06.17	PQ 29257 DN 1803	1	Grant		
8	07.07.17	PQ 27145 DN 1834	1	Grant		
7	08.06.17	PQ 1354 DN 1593 (PQ Never Received at the time)	2	Part Grant	Section 37 - Personal Information Section 36(1)(b) - Commercially Sensitive Information	
6	30.05.17	PQ 24090 DN 617	1	Grant		
5	23.05.17	PQ 23458 DN 274 (273Composite)	1	Part Grant	Section 36(1)(b) - Commercially Sensitive Information	
4	13.04.17	PQ 17698 DN 743	1	Grant		
3	13.04.17	PQ 16992 DN 324	2	Part Grant	Section 37 - Personal Information	
2	03.04.17	PQ 15066 DN 552 554 Composite	1	Grant		
1	03.04.17	PQ14075 DN 1234	1	Grant		

IE_FOI_140 - Parliamentary Questions 1st April 2017 - 31st December 2017 Inclusive					
Record No.	Date Received	Date Replied To	Deputy	Number	Topic
52	29.11.17	04.12.17	Thomas Byrne	PQ 50619 DN 569	To ask the Minister for Transport, Tourism and Sport his views on whether there is overcrowding on rail lines; his further views on the need for greater capacity on rail lines, particularly on the Dunboyne and Drogheda commuter lines; and his plans to authorise the purchase of more rolling stock to meet demand.
51	24.11.17	28.11.17	Bernard J. Durkan	PQ 49635 DN 225	To ask the Minister for Transport, Tourism and Sport the extent to which he expects to be in a position to approve the necessary expenditure to increase the number of rail carriages serving the north County Kildare commuter routes; and if he will make a statement on the matter.
50	23.11.17	24.11.17	Jonathan O' Brien	PQ 49071 DN 519 DFA 21/11/17	To ask the Minister for Transport, Tourism and Sport the domain names registered to or owned by his department or through a third party company.
47	08.11.17	23.11.17	James Browne	PQ 45977 DN 1013	To ask the Minister for Transport, Tourism and Sport the estimated cost of the provision of a defibrillator in each public building owned by his department and agency under the aegis of his department; and if he will make a statement on the matter.
46	08.11.17	13.12.17	Catherine Murphy	PQ 45747 DN 999 & 1000	999 - To ask the Minister for Transport, Tourism and Sport the number of consultants engaged by Irish Rail to head up and or oversee internal departments at the company; the duration of their contracts; their salary per annum; and if he will make a statement on the matter. 1000 - To ask the Minister for Transport, Tourism and Sport the number of departments in Irish Rail that have an interim department head; the name of those departments; the expected timeframe to fill the posts; and if he will make a statement on the matter.
45	08.11.17	23.11.17	Joan Collins	PQ 46228 DN 1024	To ask the Minister for Transport, Tourism and Sport if ticket sale figures for rail passengers are based solely on sales at the booking office and do not include tickets sold at the vending machines outside stations. (And follow up Letter).
44	08.11.17	09.11.17	Catherine Martin	PQ 46447 DN 1039	To ask the Minister for Transport, Tourism and Sport the number of new train sets that are in storage at Inchicore, Dublin 8; the reason for same; and if he will make a statement on the matter.
43	08.11.17	11.12.17	Catherine Martin	PQ 46448 DN 1040	To ask the Minister for Transport, Tourism and Sport if his attention has been drawn to the fact that since late September 2017, Irish Rail has had to halve the size of trains travelling to Longford in order to provide extra carriages on trains going to Drogheda; if his attention has been further drawn to the fact that Irish Rail has stated that these problems stem from the lack of funding to provide sufficient carriages; his plans to make more funding available to Irish Rail for extra rolling stock; and if he will make a statement on the matter.
42	08.11.17	11.12.17	Catherine Murphy	PQ 46448 DN 1068	To ask the Minister for Transport, Tourism and Sport the known capacity constraints on rail services; the services and or routes that cannot operate at full capacity; and if he will make a statement on the matter.
41	20.10.17	09.11.17	Ruth Coppinger	PQ44428 DN231	Works at Ashtown Station
40	20.10.17	02.11.17	Seamus Healy	PQ44413 DN230	Waterford to Limerick line cancellations
39	20.10.17	23.11.17	Robert Troy	PQ44401 DN225	Capital Expenditure Projects - Spend
37	18.10.17	14.11.17	Imelda Munster	PQ43389 DN462	Cost of upgrading signalling centres on the rail network and the plans to replace signalling centres
36	12.10.17	11.12.17	James Lawless	PQ 42067 DN 54	The expenditure by his department in new or improved Irish Rail rolling stock and on station extensions including car parking facilities in the past five years; and if he will make a statement on the matter.
35	12.10.17	23.11.17	Robert Troy	PQ 42616 DN 544	The absentee rate in Irish Rail, Bus Éireann and Dublin Bus across all divisions, for example, drivers, management, administration and mechanics for each month of the past two years, in tabular form.
34	04.10.17	19.10.17	Mick Wallace	PQ 42093 DN 198	The contracts awarded to a company (AECOM) by his department and State agencies under his remit; the fees charged for each contract; the State agency involved in each contract; the nature of each contract in each of the years 2011 to 2016 and to date in 2017, in tabular form; and if he will make a statement on the matter.
33	04.10.17	27.11.17	Niall Collins	PQ 41629 DN 533	Views on a proposal (details supplied); and if he will make a statement on the matter.
32	04.10.17	11.10.17	Eamon Scanlon	PQ 41813 DN 538	The status of plans for Irish Rail to close a crossing (Robert Anderson, Cloonagun, Ballymote, Co. Sligo. Crossing X5121); if the crossing is part of a general scheme being considered for closure in 2018; if the installation of electronic gates can be considered at this crossing.
31	04.10.17	12.10.17	Jack Chambers	PQ 41459 DN 523	If remedial work will be undertaken at the entrance to Castleknock railway station which is in poor condition and a safety concern due to a broken path and overgrowth
30	27.09.17	11.10.17	Eoin Ó Broin	PQ 40604 DN 477	Plans to undertake a comprehensive fire safety audit of all high risk buildings, including train stations, bus stations and airports, that fall under the remit of his department.
29	27.09.17	29.09.17	Catherine Martin	PQ 40240 DN 464	If all procurement of new rail rolling stock will provide for increased space for carriage of bicycles in line with the policy as set out in the national cycle policy framework.
28	27.09.17	29.09.17	Caoimhghín Ó Caoláin	PQ 40158 DN 460	Plans to reduce the required 24 hours notice that passengers with a disability must give to travel on an Irish Rail service; if so, the amount of time the notice will be reduced to; the timeframe for these changes to come into effect
27	21.09.17	29.09.17	Michael Fitzmaurice	PQ 39218 DN 601 & 602 Composite	601 - Number of new carriages IE is buying for it fleet / 602 - if IE is refurbishing 28 train carriages
26	13.09.17	03.10.17	John Curran	PQ 38154 DN 1587	Services or payments dependant on the mandatory use and production of the public services card; if so, the services and payments which will now be dependant on the mandatory use of the public services card; and if he will make a statement on the matter.
25	13.09.17	29.09.17	John Brassil	PQ 36794 DN 1492	Money Spent on Seat Reservation System
24	27.07.17	10.08.17	Margaret Murphy O'Mahony	PQ 36677 DN 1423	To ask the Minister for Transport, Tourism and Sport the notice required by Irish Rail if a person is a wheelchair user and wishes to travel by train; his plans to reduce this notice period; and if he will make a statement on the matter
23	27.07.17	03.08.17	Catherine Martin	PQ 36672 DN 1419	To ask the Minister for Transport, Tourism and Sport if, in line with government policy as set out in the national cycle policy framework, all procurement of new rail rolling stock will provide for increased space for carriage of bicycles.
22	27.07.17	28.08.17	Catherine Martin	PQ 36671 DN 1418	Minister for Transport, Tourism and Sport if, in line with the vision for the long term electrification of rail services and government policy on reducing urban air pollution, all procurement of new diesel powered rail rolling stock will be hybrid, that is, capable of electric operation in circumstances in which the rail is electrified
20	13.07.17	17.07.17	Gino Kenny	PQ 33198 DN386	Automation of DART Station - Greystones
19	13.07.17	19.07.17	Thomas Broughan	PQ 33226 DN 387 388 389	Accessibility (Wheelchair info attached Separate file)
18	12.07.17	24.07.17	Sean Fleming	PQ 33099 DN 702	Parking Portlaoise Train Station
17	05.07.17	11.07.17	Fiona O' Loughlin	PQ26315 DN 221	Emissions being released by Track Maintenance Machines in Kildare Station
16	30.06.17	08.08.17	Niall Collins	PQ 30758 DN 262	Anti bullying policies are in place in his department and each State body and agency under his aegis; if such policies are being implemented effectively; the amount paid in compensation for bullying claims in each of the past five years in his department and each State body and agency under his aegis in tabular form
15	30.06.17	07.07.17	Jack Chambers	PQ 30294 DN 233	Up to date tax clearance certificate; the agencies which do not have an up to date tax clearance certificate; the reason they do not have a tax clearance certificate in each case, in tabular form
14	29.06.17	30.06.17	Robert Troy	PQ 30009 DN 513	If CIE plans to install monitors and cameras at platforms 1 and 2 in Mullingar train station; if so, if this will result in redundancies; and if he will make a statement on the matter.
12	23.06.17	08.08.17	Brid Smith	PQ 29345 DN 198	All Work - Contracted out for investigations in HR IR/ Hiring/Interviewing/ and Disciplinary Procedure
11	23.06.17	07.07.17	Thomas Byrne	PQ 29325 DN197	Ministers Strategy - Staffless stations
10	21.06.17	11.07.17	Catherine Murphy	PQ 29239 DN 249	Amount Spent on outside Contract and / or third party public relations advise and training - Past Three Years to 2017
9	21.06.17	30.06.17	Eamon O' Cuiv	PQ 29257 DN 1803	No Of Staff Employed - By County in Tablar Form
8	21.06.17	07.07.17	Fergus O' Dowd	PQ 27145 DN 1834	Employment of Persons with Disabilities
7	02.06.17	08.06.17	Richard Boyd Barrett	PQ 1354 DN 1593 (PQ Never Received at the time)	RESPONSE ISSUED TO DTTAS - The cost spent by the NTA and Irish Rail on commissioning two separate reports commissioned by the NTA and Irish Rail in 2016 entitled, The North Dublin Transport / Fingal Study for the NTA , parts 1 and 2 and separately, The Dart Expansion Business Case, by a company
6	23.05.17	30.05.17	Brendan Griffin	PQ 24090 DN 617	Number of trees that are adjacent to the railway line from Tralee to Dublin that if they fell during a storm would touch the track due to their close proximity
5	17.05.16	23.05.17	Barry Cowen	PQ 23458 DN 274 (273Composite)	Amount Spent on renting car park spaces in 2011-2017 - Tabluar Form
4	11.04.17	13.04.17	Louise O' Reilly	PQ17698 DN 743	Underpass at Skerries Station
3	07.04.17	13.04.17	Catherine Murphy	PQ 16992 DN 324	No of Private Investigators Hired in past 5 years/Names/Amount Paid. (And follow up Letter).
2	29.03.17	03.04.17	Robert Troy	PQ 15066 DN 552 554 Composite	Liam Quirke - Student Card - Fixed Penalty Notice & changes to Student travel card system
1	22.03.17	03.04.17	Catherine Murphy	PQ14075 DN 1234	Type of Fuel used by IE - Environmentally Friendly Fleet

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

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Catherine Murphy TD

Dáil Éireann,
Kildare Street,
Dublin 2.

3rd April 2017

Dear Deputy Murphy,

I refer to your recent PQ 14075 DN 1234 which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport the detail of the types of fuel used by Irish Rail; the steps Irish Rail has taken to adopting a more environmentally friendly fleet; if Irish Rail uses ultra low sulphur diesel fuel (details supplied); and if he will make a statement on the matter.

Iarnród Éireann uses diesel fuel conforming to EN590 in all trains. The fuel used is "sulphur free" so it has a sulphur content of less than 10 ppm. Ultra low sulphur diesel (ULSD) has a sulphur content between 10ppm and 50ppm.

Iarnród Éireann undertook a large scale fleet renewal programme to update the diesel fleet to move away from Locomotive operated trains and replace them with modern diesel multiple unit trains between 2006 and 2012. This fleet is equipped with engines that meet the Stage IIIA emissions level for non road mobile machinery as set out in directive 97/68/EC and five amending Directives. The smaller fleet of older commuter trains purchased between 2000-2005 meet Stage II emissions levels. Note that the current requirement for new Railway vehicle engines is Stage IIIB emissions compliance.

Because of this investment and other fleet initiatives such as auto engine shutdown that have been implemented, Iarnród Éireann has reported a 39% reduction in diesel consumption and related emissions measured against the 2006 baseline. In terms of a more environmentally friendly fleet and with only 3% of the rail network electrified the next initiative will be the expansion of electrification on routes North, West and South West of Dublin as detailed in the National Transport Authority Transport plan published in 2016. New electric train will be deployed on these routes and for DART upgrades between 2020 and 2035. Iarnród Éireann also advocates investment in mainline electrification for Dublin Belfast and Dublin Cork routes in this timeframe and this would mean a step change in energy efficiency that would affect the vast majority of our annual passenger volume.

Yours sincerely,



David Franks

Chief Executive

Mr. Robert Troy, T.D.,
Dail Eireann,
Dublin 2.

3rd April 2017

Dear Deputy Troy,

I refer to your recent PQ 15066 DN 552 Composite which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport if he will make changes to the student travel system in order to allow students that are under 18 years of age and therefore cannot apply for a student card to travel on a student ticket.

Iarnród Éireann offers Student fares to all second and third level students who have suitable Student I.D., including those aged 16 and 17. Our website gives details of what is accepted for the purchase of student tickets.

(<http://www.irishrail.ie/fares-and-tickets/students>) which are outlined as follows:

ID Card Requirements

Students can avail of these fares by presenting one of the following forms of valid identification:

- Valid National and International Student ID Cards (see terms and conditions)
- Trinity College Dublin Digital Student ID Card (see terms and conditions)
- Second Level ID (see terms and conditions)
- Leap Student Travelcard (available to 2nd level students)
- International Student Identity Card (ISIC)
- iConnect Card (available to 2nd level students)

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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Ms. Catherine Murphy TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

13th April 2017

Dear Deputy Murphy,

I refer to your recent PQ 16992 DN324 which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport the number of private investigation firms hired by statutory agencies and or semi states under the aegis of his department in the past five years to date in 2017; the names of the firms; the amount they were paid; if they supplied his department with a report on completion of their work; if he will provide copies of reports submitted to him from these firms as a result of his engagement; and if he will make a statement on the matter.

There has been one instance in which a Private Investigator firm was contracted by Iarnród Éireann during this time.

Name	██████████
Amount	Commercially Sensitive
Report	A report was supplied to Iarnród Éireann but cannot be released due to ongoing Garda Investigations

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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Ms. Catherine Murphy TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

28th April 2017

Dear Deputy Murphy,

I refer to your email of 13th April with request for clarification regarding PQ6992 DN324 below.

To ask the Minister for Transport, Tourism and Sport the number of private investigation firms hired by statutory agencies and or semi states under the aegis of his department in the past five years to date in 2017; the names of the firms; the amount they were paid; if they supplied his department with a report on completion of their work; if he will provide copies of reports submitted to him from these firms as a result of his engagement; and if he will make a statement on the matter.

Can you clarify if the Garda Investigation are in relation to the alleged suspects that are the subject of the report or are they into the persons that produced the report?

The Gardaí are investigating the criminal theft of cable and the report is assisting them with their enquiries.

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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Ms. Louise O' Reilly TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

13th April 2017

Dear Deputy O' Reilly,

I refer to your recent PQ 17698 DN 743 Composite which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport the reason the underpass at Skerries train station has been closed; if the decision to close the underpass was as a result of a safety report; if so, if he will provide a copy of the report; and if he will make a statement on the matter.

Unfortunately, the subway is no longer fit for purpose, with repeated issues including flooding, worn granite steps and slip hazards, as well as anti-social behaviour issues.

However, Skerries has two entrance/exits, through the main station via a relatively new footbridge and lifts at the station, with a secondary exit off the main platform which ensures continued access for rail customers, and provides a second option during the busy peak time.

A risk assessment has taken place, and the footbridge can safely accommodate those exiting the station. We would ask customers to proceed and use both exits in an orderly manner.

I hope this clarifies the situation.

Yours sincerely,



David Franks

Chief Executive

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

PQ 23458-273 and 23471-274 Renting of Car Park Spaces

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

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Mr Brendan Griffin TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

30th May 2017

Dear Deputy Griffin,

I refer to your recent **PQ 24090 DN 617** which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport the number of trees that are adjacent to the railway line from Tralee to Dublin that if they fell during a storm would touch the track due to their close proximity.

Whilst Iarnród Éireann removes trees from its own property, there are numerous trees adjacent to the railway lines country wide. Iarnród Éireann inspects the entire rail network by trained staff at a minimum interval of one week. This inspection process verifies the integrity of the infrastructure to permit the safe running of trains. Any distressed trees that present an immediate danger to the railway are identified as part of this inspection process and dealt with as appropriately by trained competent operatives.

With regard to severe weather, Iarnród Éireann has protocols in place to allow the safe running of trains or in exceptional cases to direct the cessation of train services during or after weather events such as high winds or storms.

Yours sincerely,



David Franks

Chief Executive

From: [Reardon Heidi](#)
To: [PQrequests \(PQ@ddtas.ie\)](mailto:PQrequests (PQ@ddtas.ie))
Subject: FW: PQ 1354 DN 1593
Date: 08 June 2017 10:56:00

Alan

I have no record of receiving this PQ, however I can advise that:

The objective of the DART Expansion Business Case project was to prepare a business case for the DART Expansion Programme in accordance with the updated Public Spending Code and taking cognisance of changes in demographic projections within the Greater Dublin Area. The scope of the project included transport modelling, updating capital, maintenance and operational costs and developing economic and financial business cases.

[REDACTED]

Kind regards,

Heidi

From: PQrequests [mailto:PQ@ddtas.ie]
Sent: 02 June 2017 16:35
To: Reardon Heidi <Heidi.Reardon@irishrail.ie>
Subject: FW: PQ 1354 DN 1593

FYI,

Referral below that never sent to you and copy of NTA response to same. Will you have a look and let me know if IE have anything to add or if the reply from the NTA covers both bodies.

Regards,

[REDACTED]

From: PQrequests
Sent: 18 January 2017 13:09
To: Agency NTA Oireachtas Liaison
Subject: PQ 1354 DN 1593

Hi Folks,

Please see PQ below referred for direct Agency response by 31 January 2017.

Per changes to Standing Order 42a, replies are now to issue directly to the Deputy (forename.surname@oireachtas.ie) and a copy cc'ed to pq@ddtas.ie for onward transmission by the Department to the Oireachtas.

Regards,

[REDACTED]

[REDACTED],
Office of Minister Shane Ross TD,
Department of Transport, Tourism & Sport,
Leeson Lane,
Dublin 2.

Dáil Question

No: 1593

To ask the Minister for Transport, Tourism and Sport the cost spent by the NTA and Irish Rail on commissioning two separate reports commissioned by the NTA and Irish Rail in 2016 entitled, The North Dublin Transport / Fingal Study for the NTA , parts 1 and 2 and separately, The Dart Expansion Business Case, by a company (details supplied); and if he will make a statement on the matter.

[REDACTED]

* For WRITTEN answer on Tuesday, 17th January, 2017.

[REDACTED]

Ref No: 1354/17

**Answered by the Minister for Transport, Tourism and Sport
Shane Ross**

REPLY

The reports/studies in question were commissioned by the National Transport Authority (NTA) and Iarnród Éireann so I have referred the Deputy's question to both organisations for direct reply. Please advise my private office if you don't receive a reply within 10 working days.

Ref No: 1354/17

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

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

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Fergus O' Dowd TD

Dáil Éireann,
Kildare Street,
Dublin 2.

7th July 2017

Dear Deputy O'Dowd,

I refer to your recent Parliamentary Questions **PQ 27145 DN 1834** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport the policy regarding the employment of persons with disabilities in his department and in each State and semi State body under the aegis of his department; if there is a responsibility to employ persons with disabilities to a quota of 3% of its workforce; if this quota has now been exceeded; if there has been an advertised competition in relation to this quota; if not, the reason therefor; and the dates and details of such competitions; and if he will make a statement on the matter.

Iarnród Éireann for the year 2016 reported to the National Disability Authority through the Department of Transport, Tourism and Sport that the organisation has reached the quota, recording a figure of 3.02%.

There has been no advertised competition in relation to this quota. Iarnród Éireann is cognisant of its responsibilities in regard to all nine equality grounds under the Employment Equality Acts 1998-2015 and adheres to the requirements placed upon by the Acts.

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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Eamon O' Cuív TD

Dáil Éireann

Leinster House

Kildare Street

Dublin 2

30th June 2017

Dear Deputy O Cuív,

I refer to your recent **PQ 29257 DN 1803** which has been forwarded to me for direct response.

To ask the Minister for Transport, Tourism and Sport the number of staff employed in his department and in each State agency under the aegis of his department, by county, in tabular form at 31st May 2017.

County	Staff Numbers	County	Staff Numbers
Wexford	110	Tipperary	27
Dublin	1947	Kildare	37
Louth	152	Meath	3
Laois	136	Mayo	67
Limerick	429	Longford	19
Cork	254	Offaly	7
West Meath	282	Kilkenny	6
Kerry	31	Sligo	33
Waterford	108	Clare	4
Galway	59	Carlow	6
Wicklow	57	Roscommon	2
Total - 3776			

Yours sincerely,



David Franks

Chief Executive

Catherine Murphy TD

Dáil Éireann,
Kildare Street,
Dublin 2.

11th July 2017

Dear Deputy Murphy,

I refer to your recent Parliamentary Question **PQ 29239 DN 249** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport the amount spent by his department and State agencies under his aegis on outside contract and or third party public relations advice and training in past three years to date in 2017, by year and company engaged, in tabular form; and if he will make a statement on the matter.

Iarnród Éireann has not engaged any outside contract / third party public relations advice and training in the past three years.

Yours sincerely,



David Franks

Chief Executive

Thomas Byrne TD

Dáil Éireann,
Kildare Street,
Dublin 2.

7th July 2017

Dear Deputy Byrne,

I refer to your recent Parliamentary Question **PQ 29325 DN 197** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport his views on Irish Rail's strategy to make train stations staffless; and if he will make a statement on the matter.

We have not at this time changed staffing at our Stations.

However, we are reviewing how we can improve our customer service to reflect the changing ways customers engage with us.

Traditional booking office ticket purchases are reducing and today represents only 17% of total revenue, and is reducing – 83% of our revenue across all networks is now generated through ticket vending machines, online booking, and Leapcard annual, monthly and e-purse products, and the roll-out of the more secure Department of Social Protection cards is nearing completion.

However, customers still want and require customer service assistance for their journey, particularly on board longer-distance services where many trains are currently driver-only. This assistance includes:

- Ensuring customers are provided with service and local information, and ticketing assistance
- Providing reliable and improved assistance for mobility-impaired customers
- Ensure seat reservations are operational and observed on-board
- On-board information in service disruption situations, including arranging connections and transfers
- Counteracting anti-social behaviour on board

To meet this need, Iarnród Éireann is planning to improve its customer services to ensure more customers receive the support and service required, as routine ticketing becomes more automated.

This will mean:

- An increase in on-board staffing, to provide on-board customer service officers on Intercity services
- Station staffing re-focused to provide customer service and assistance in the station area, with a mix of manned and self-service stations reflecting customer demand and usage patterns
- Equipping on-board and station staff with enhanced information and support to assist customers
- Plans to dramatically reduce recommended notice time for customers requiring assistance, and enhance response for those who cannot give notice

On-board roles will be launched from this summer. Station changes will take place over time, and the company is now working with local station managers and employees to design local arrangements and implementation.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line underneath.

David Franks

Chief Executive

Brid Smith TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

8th August 2017

Dear Deputy Smith,

I refer to your recent Parliamentary Question **PQ 29345 DN 198** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport the monetary value of all work contracted out under the aegis of his department to external agencies or consultancies for work completed or investigations undertaken in human resources and industrial relations including hiring and interviewing of staff, disciplinary procedures and workplace related issues such as allegations of bullying and so on or dignity at work issues in each of the years 2015 and 2016.

The cost to Iarnród Éireann for investigations conducted and external agencies in human resources and industrial relations matters was [REDACTED] in 2015 and for 2016 costs accrued was [REDACTED].

The costs associated with 2015 reflect an apprentice recruitment programme for that 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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Deputy Robert Troy TD

Dáil Éireann,

Kildare Street,

Dublin 2.

30th June 2017

Dear Deputy Troy,

I refer to your recent Parliamentary Questions **PQ 30009 DN 513** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if CIÉ plans to install monitors and cameras at platforms 1 and 2 in Mullingar train station; if so, if this will result in redundancies; and if he will make a statement on the matter.

As advised in my previous correspondence of 20th February regarding **PQ 6959 DN631**, due to the severe curvature of the platforms at Mullingar station my Safety Operations Manager is in receipt of a request to install driver only monitors at this location. These monitors will enhance the operational safety at Mullingar Railway station and are a key mitigation in addressing incidents of platform / train interface. They are not designed or installed as a means or a level to achieve staffing reductions. Costs have been returned to me and a decision is still to be made as funding still needs to be secured.

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

T 01 703 2454 **E** info@irishrail.ie **W** www.irishrail.ie

Jack Chambers TD

Dáil Éireann,
Kildare Street,
Dublin 2.

6th July 2017

Dear Deputy Chambers,

I refer to your recent Parliamentary Questions **PQ 30294 DN 233** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if all agencies under his aegis have an up to date tax clearance certificate; the agencies which do not have an up to date tax clearance certificate; the reason they do not have a tax clearance certificate in each case, in tabular form; and if he will make a statement on the matter.

I confirm that Iarnród Éireann has an up to date Tax Clearance Certificate.

Yours sincerely,



David Franks

Chief Executive

Niall Collins TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

8^h August 2017

Dear Deputy Collins,

I refer to your recent Parliamentary Question **PQ 30758 DN 262** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if he has satisfied himself that anti bullying policies are in place in his department and each State body and agency under his aegis; if such policies are being implemented effectively; the amount paid in compensation for bullying claims in each of the past five years in his department and each State body and agency under his aegis in tabular form; the action which has been taken to ensure such cases do not arise in future; and if he will make a statement on the matter.

Iarnród Éireann is committed to an inclusive work environment. To this end Iarnród Éireann has a number of policies to support this commitment including a policy on dignity in the workplace entitled 'Dignity and Respect at Work in Iarnród Éireann'. This policy is included in the organisations induction pack.

The policy also forms part of training and inductions courses given by our training section. The module is designed to address all aspects of equality and diversity including dignity and respect at work and is designed to be a standalone module or where appropriate can be integrated into other training courses.

The policy handbook is available in hard copy on request and is also available on Iarnród Éireann's intranet site SharePoint. Iarnród Éireann's equality office also issues advice and support to colleagues in regard to this policy, other organisational policies and work life balance initiatives.

In 2014 following a high court judgement Iarnród Éireann [REDACTED]

[REDACTED] No other payments occurred within the relevant years.

Yours sincerely,



David Franks

Chief Executive

Fiona O'Loughlin TD

Dáil Éireann,
Kildare Street,
Dublin 2.

11th July 2017

Dear Deputy O' Loughlin,

I refer to your recent Parliamentary Question **PQ 26315 DN 221** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if the emissions being released by track maintenance machines in Kildare train station are at acceptable levels for an urban area; and if he will make a statement on the matter.

With regard to the query on emissions released by track maintenance machines in Kildare train station, emissions for all machines are governed by relevant EU emissions standards. All machines that utilise the Kildare facility comply with EU Directive 97/68/EC amended by EU regulation No 1024/2012 and Regulation No 167/2013 as a minimum with some machines achieving an even higher level of compliance.

Yours sincerely,



David Franks

Chief Executive

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Adamstown	Accessible	Mon - Fri 06.15 to 23.50
Ardrahan	Accessible	Unmanned
Arklow	Partially accessible	Mon - Sat 0430 to 2130 Sun 1000 to 2030
Ashtown	Accessible	Mon - Fri 06:00 to 15:30
Athenry	Accessible	Mon 05.50 to 22.20 Tue - Fri 05.10 to 22.20 Saturday 06.10 to 21.40 Sunday 07.25 to 18.45
Athlone	Accessible	Mon to Fri 05.00/02.00 Sat – 06.00 to 23.00 Sun – 08.00 to 02.00
Athy	Partially accessible	Mon - Fri 0545 to 2200 0650 to 2030 Sat
Attymon	Accessible	Unmanned
Balbriggan	Accessible	Mon – Fri 05:45 / 19:19 07:00 - 19:00 Sat 08:30 - 14:30 Sun
Ballina	Accessible	Mon/Fri 06.00 - 02.06 Sat 06.00/22.15 Sun – 06.30/22.30
Ballinasloe	Accessible	Mon – 06.25/22.50 Tues/Fri – 05.40/22.50 Sat – 07.25/18.45 Sunday – 10.25/20.40
Ballybrophy	Partially accessible	06.14 – 20.15 M/S 09.00 – 21.00 Sun.
Ballyhaunis	Accessible	Mon/Fri – 05.00/22.30 Sat/Sun – 07.00/22.30
Ballymote	Accessible	06:30 / 16:06 Mon / Sat
Banteer	Partially accessible	Monday - Friday 06.45-15.45
Bayside	Accessible	Mon-Fri 05.45-2400
Birdhill	Accessible	06.30 – 21.00 M/S 17.30 – 21.15 Sun.
Blackrock	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Boosterstown	Accessible	Mon-Fri 05.45 – 14.30
Boyle	Partially accessible	07:00 / 16:36 Mon / Fri
Bray	Accessible	Priority station Mon-Sat 06.00-24.00 Sun 08.00-24.00
Broombridge	Accessible	Unmanned
Cahir	Accessible	Unmanned
Carlow	Partially accessible	0545-2200 Mon-Fri 0650-2030 Sat 0930-2030 Sun
Carrick-on-Shannon	Accessible	07:15 / 16:00 Mon / Fri
Carrick-on-Suir	Partially accessible	0700-2030 (Mon-Sat)
Carrigaloe	Accessible	Unmanned
Carrigtwohill	Accessible	Unmanned
Castlebar	Accessible	Mon/Fri – 04.30/21.30 Sat – 06.30 – 21.30 Sun – 07.00 – 22.00
Castleconnell	Accessible	Unmanned
Castleknock	Partially accessible	06:00 / 13:12 Mon / Fri
Castlerea	Accessible	Mon/Fri 05.30-22.00 Sat/Sun 07.00-22.00
Charleville	Accessible	Mon - Sat 05.15 - 22.00 Sunday 08.30-21.30
Clara	Accessible	Mon/Sat – 05.15/21.30 Sunday – 08.30/22.15
Claremorris	Accessible	Mon/Fri – 05.00/22.30 Sat/Sun – 07.00/22.30
Clondalkin / Fonthill	Accessible	06.15/15.50 (Mon./Fri.)
Clongriffin	Accessible	05:45 / 21:00 Mon / Fri
Clonmel	Partially accessible	0730-2000 (Mon-Sat)
Clonsilla	Accessible	06:00 / 15:00 Mon / Fri
Clontarf Road	Accessible	Mon-Fri 05.45-2400
Cloughjordan	Accessible	Unmanned

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Cobh	Partially accessible	06:30-15:30 Mon-Fri
Collooney	Accessible	Unmanned
Coolmine	Accessible	06:00 / 13:12 Mon / Fri
Cork	Accessible	Staffed 24/7
Craughwell	Accessible	Unmanned
Dalkey	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00
Docklands	Accessible	07:00 / 10:00 & 15:00 / 19:00 Mon - Fri
Donabate	Accessible	05:45 / 14:30 Mon / Fri
Drogheda	Accessible	Staffed 24/7
Dromod	Partially accessible	07:15 / 21:30 Mon / Fri, 07:15 / 16:15 Sat, 09:15 / 19:15 Sun
Drumcondra	Accessible	06:00 / 24:00 7 days per week
Dublin Connolly	Accessible	Staffed 24/7
Dublin Heuston	Accessible	Staffed 24/7
Dublin Pearse	Accessible	Mon-Sat 06.00-24.00 Sun 08.00-24.00
Dun Laoghaire	Accessible	Mon-Sat 06.00-24.00 Sun 08.00-24.00
Dunboyne	Accessible	06:00hrs-14:30hrs Mon-Fri
Dundalk	Accessible	24hrs / 7 days a week
Edgeworthstown	Partially accessible	06:00 / 21:00 Mon,Tue,Wed 06:00/ 15:00 Thur,Fri 08:00 / 15:00 Sat 09:00 / 21:00 Sun
Enfield	Partially accessible	Unmanned
Ennis	Partially accessible	06.00 22.00 M/S 07.00 – 22.00 Sun.
Enniscorthy	Partially accessible	0545-2130 M to Sa 0915 to 2130 Sun
Farranfore	Accessible	Mon – Wed 06.30 – 23.30 Thurs – Sun 06.30 – 15.30
Fota	Partially accessible	Unmanned
Foxford	Accessible	Unmanned

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Galway	Accessible	Staffed 24/7
Glenageary	Accessible	Mon-Fri 05.45-2400
Glounthaune	Partially accessible	Unmanned
Gorey	Partially accessible	0510-2130 M to Sa 0930 to 2130 Sun
Gormanston	Partially accessible	Unmanned
Gort	Accessible	Unmanned
Grand Canal Dock	Accessible	Mon-Fri 05.45-14.30
Greystones	Accessible	Mon-Fri 05.45-2400 Sat-Sun 0830-2400
Hansfield	Accessible	Unmanned
Harmonstown	Accessible	Mon-Fri 05.45-2400
Hazelhatch Celbridge	Accessible	06.15/23.50 (Mon./Fri.)
Howth	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00
Howth Junction & Donaghmede	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00
Kilbarrack	Accessible	Unmanned
Kilcock	Accessible	Unmanned
Kilcoole	Partially accessible	Unmanned
Kildare	Accessible	05.45/24.00 (Mon./Sat.) 08.00/22.30 (Sun.)
Kilkenny	Accessible	0600-2100 Mon-Sat 0900-2100 Sun
Killarney	Accessible	Mon – 05.15 – 23.30. Tues – Fri 06.00 – 23.30 Sat. & Sun 07.00 – 23.30
Killester	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00
Killiney	Accessible	Unmanned
Lansdowne Road	Accessible	Mon-Fri 05.45-2400
Laytown	Accessible	05:45 / 14:30 Mon / Fri

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Leixlip Confey	Accessible	06:00 / 13:00 Mon / Fri
Leixlip Louisa Bridge	Accessible	06:00 / 13:00 Mon / Fri
Limerick	Accessible	05.00 – 23.30 M/S 06.30 – 23.30 Sun.
Limerick Junction	Accessible	05.50 – 23.00 M/S 09.00 – 23.00 Sun.
Little Island	Accessible	Unmanned
Longford	Accessible	05:30 / 21:30 Mon / Fri 08:00 / 21:00 Sat 09:00 / 21:00 Sun
M3 Parkway	Accessible	06:00 / 15:00 Mon / Fri 07:20 / 16:20 Sat 09:00 / 16:30 Sun
Malahide	Accessible	05:45 / 00:15 Mon / Sat 08:30 / 00:15 Sun
Mallow	Accessible	Monday -Sunday 06.30 - 24.00
Manulla Junction	Accessible	Unmanned
Maynooth	Accessible	06:00 / 23:00 Mon / Sat, 10:00 / 22:00 Sun
Midleton	Accessible	Unmanned
Millstreet	Accessible	Monday - Sat 06.05 - 23.00, Sun 11.00-20.00
Monasterevin	Accessible	Unmanned
Muine Bheag	Partially accessible	0630-1530 Mon-Fri
Mullingar	Accessible	05:30 / 20:30 Mon / Fri 08:00 / 20:30 Sat 09:00 / 21:00 Sun
Navan Road Parkway	Accessible	06:00 / 15:30 Mon / Fri
Nenagh	Accessible	07.15 – 13.00 14.00 20.00 M/S 18.00 21.00 Sun
Newbridge	Partially accessible	06.00/24.00 (Mon./Sat.) 09.00/23.00 (Sun.)
Oranmore	Accessible	Unmanned
Parkwest / Cherry Orchard	Accessible	06.15/15.50 (Mon./Fri.)
Portarlinton	Accessible	05.00/22.15 (Mon./Fri.) 06.30/17.30 (Sat.)

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
		08.15/19.30 (Sun.)
Portlaoise	Accessible	05.00/24.00 (Mon./Sat.) 08.30/21.00 (Sun.)
Portmarnock	Accessible	Unmanned
Raheny	Accessible	Mon-Fri 06.00-24.00 Sat 10.00-22.00 Sun 09.00-21.00
Rathdrum	Partially accessible	Unmanned
Rathmore	Partially accessible	Mon –Sat 07.00-19.00 Sunday 08.00-19.00
Roscommon	Partially accessible	Mon/Fri – 06.00/15.36 Sunday – 13.00/21.36
Roscrea	Accessible	06.00 – 20.30 M/S 17.00 – 21.00 Sun.
Rosslare Europort	Accessible	0505-1330 M,Tu,F 1530-2315 M,Tu,F 1145-2315 W, Th, Sa,Su
Rosslare Strand	Accessible	Unmanned
Rush & Lusk	Accessible	05:45 / 14:30 Mon / Fri
Rushbrook	Partially accessible	Unmanned
Sallins	Accessible	06.00/13.48 (Mon./Fri.)
Salthill & Monkstown	Accessible	Mon-Fri 05.45-2400
Sandycove & Glasthule	Accessible	Mon-Fri 05.45-2400
Sandymount	Accessible	Mon-Sat 06.30-19.45 Sun 08.30-19.45
Seapoint	Accessible	Mon-Fri 05.45-2400
Shankill	Accessible	Unmanned
Sixmilebridge	Accessible	Unmanned
Skerries	Accessible	05:45 / 14:30 Mon / Fri
Sligo	Accessible	04:45 / 23:00 Mon / Sun
Sutton	Accessible	Mon-Fri 05.45-2400
Sydney Parade	Accessible	Mon-Fri 05.45-2400
Tara Street	Accessible	Mon-Sat 06.00-24.00 Sun 08.00-24.00

Station	Station accessible	Current Schedule of Staff Hours Monday to Sunday
Templemore	Accessible	06.00 – 20.15 M/S 09.00 – 21.00 Sun.
Thomastown	Accessible	Unmanned
Thurles	Accessible	06.00 – 22.30 M/S 08.45 – 22.45 Sun.
Tipperary	Accessible	06.00 – 20.30 M/S
Tralee	Accessible	Mon 04.30 – 23.30 Tues – Fri 05.30 – 23.30 Sat & Sun 06.30 – 23.30
Tullamore	Accessible	Mon/Sat – 05.15/21.30 Sunday – 08.30/22.15
Waterford	Accessible	06:30 - 17:00 Mon-Fri 06:15 - 13:15 Sat
Westport	Accessible	Mon/Fri – 03.45/01.00 Sat/Sun – 05.45 – 01.00
Wexford	Accessible	0515-2130 M Sa 0900-2130 Su
Wicklow	Accessible	0430-2130 M to Sa 1030 to 2030 Sun
Woodlawn	Accessible	Unmanned

Please note these are scheduled hours, and may vary for illness or other unplanned absence.

Mr. Thomas P. Broughan TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

18th July 2017

Dear Deputy Broughan,

I refer to your recent Parliamentary Questions **PQ 33226 DN387/388/389** which have been passed to me to respond directly.

Dáil Question

No: 387

To ask the Minister for Transport, Tourism and Sport his plans to make public transport more accessible for wheelchair users; the extent of the public transport network which is wheelchair accessible; and if he will make a statement on the matter.

Dáil Question

No: 388

To ask the Minister for Transport, Tourism and Sport the initiatives in place to encourage transport providers to make their services as accessible as possible to wheelchair users; and if he will make a statement on the matter.

Dáil Question

No: 389

To ask the Minister for Transport, Tourism and Sport the steps he is taking to alleviate the fact that persons with mobility and sensory impairments must give at least 24 hours notice before journeying with railway transport services; the further steps he is taking to reduce this notice time; and the way in which the target time maybe reduced or indeed be replaced by fully accessible carriages.

Iarnród Éireann is committed to providing all our customers including those who are mobility and sensory impaired, the highest level of accessibility on our rail network. We work closely with the National Transport Authority and meet regularly with user groups from the Irish Wheelchair Association, Deaf Hear, National Council for Blind and Irish Guide Dogs to improve accessibility.

We have made significant improvements over recent years in station facilities ranging from wheelchair accessibility to ticket office hearing loop systems. Unfortunately, it is not possible for wheelchair customers to access our trains without ramp assistance due to safety issues which includes gaps between the train and platform. Passengers with mobility and sensory impairments who require assistance boarding or alighting trains are facilitated by Iarnród Éireann staff or through the provision of transport to the nearest accessible station.

Iarnród Éireann are currently undertaking a full review of the DART Customer experience for mobility impaired users which includes input from the Irish Wheelchair Association and NCBI. As part of this review a significant reduction in time for advance notice by customers who need assistance is under consideration as previously mentioned. Initial recommendations from this review will be available later in 2017.

Customers can contact us by emailing access@irishrail.ie or calling (01) 8366 222 from outside Rep. of Ireland) (Monday - Friday 08:30-18:00hrs excluding public holidays).

When contacting us, please give the following details:

- Date of travel and departure time of the train.
- Departure and Destination station and any intermediate stations where a change of train is necessary.
- Nature of disability and assistance required.
- Means of transport to and from departure and arrival stations e.g. taxi, private car and whether someone is meeting you at your destination.
- Whether you will be travelling alone or with a companion.
- Whether assistance will be required at both the departure and arrival stations (including changeover stations if applicable) and if so how staff will be able to identify you.
- Any other details to assist railway staff or which you wish to clarify.

We are better able to assist passengers if they contact us as far in advance as possible, but try to give at least 24-hours' notice before the intended journey, to allow us make any special arrangements necessary, although we will make every effort to provide assistance where no notice or lesser notice is provided. We are currently in the process of reviewing our policy with a view to reducing the 24hr notice period to just 4hrs on DART services.

If the station is unmanned, we will send out a member of staff to the relevant station to assist a wheelchair passenger to board/alight the train by means of a secure ramp. If this is not possible, the train driver is advised and will provide assistance as required.

With regard to installation of automatic ramps on trains, Iarnród Éireann conducted a feasibility study into the installation of automatic wheelchair ramps onto the rolling stock fleet in 2011. The engineering team reviewed available technology on the market in this regard and what is in use in other countries. The study concluded that the ability to retrofit the existing fleet would be technically unfeasible in order to achieve a solution that is safe and reliable for typical day to day operation. Such devices will be incorporated into the design specification for future rolling stock requirements, and your feedback will be included as a consideration in the future purchase of rolling stock.

I have attached a full schedule of our stations, categorised as Accessible (all platforms can be accessed by mobility impaired customers) or Partially Accessible (at least one platform, but not all platforms, are accessible). I would advise that in the case of Partially Accessible stations, we can arrange for trains to call to the accessible platform in any situation where a mobility impaired customer seeks to board or alight. As clearance is required between train and platform for the safe operation of services, a mobile ramp is used by staff members at stations to facilitate train access.

We are currently implementing customer service improvements which will see a significant increase in the number of employees working on board Intercity services. This will ensure that assistance is far more easily available to mobility-impaired customers using Intercity services. Additionally, we are reviewing station staffing to provide a greater focus on customer assistance rather than ticket sales. This reflects the need to enhanced service and assistance, and trends in ticket sales which are now far more automated via Leap Card, season tickets and online booking.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line drawn underneath.

David Franks

Chief Executive

Mr Gino Kenny TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

17th July 2017

Dear Deputy Kenny,

I refer to your recent Parliamentary Question **PQ 33198 DN 386** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport his views on the planned automation of Greystones DART station; the impact on staff and passengers including those with disabilities and tourists that often look to staff for help and information; the health and safety implications; his plans to lease Greystones station for commercial use; and if he will make a statement on the matter.

We don't have any immediate plans to alter the current staffing arrangements from those that exist today which is a partially staffed arrangement. The current operation of the station already includes a range of automated systems including automatic ticket vending machines, entry / exit validation gates, help points etc, as would be common in railways internationally.

In relation to commercial activity at the station, the existing retail unit trades as an estate agent and the lease holder is currently in discussions with CIE Group Property concerning its future.

While we are not considering any other potential tenant or commercial activity until any and all outstanding matters between the relevant parties have been resolved, it is envisaged that there will be commercial activity at Greystones station as we have in so many of our other railway stations and on that basis, our CIE Group property would assess the level of commercial interest that may exist for the existing unit and / or the ground floor of the station should it become available.

In relation to passengers seeking accessibility assistance, we will shortly be improving the system that guarantees the provision of assistance by reducing the advised notice period from 24 hours to 4 hours. With reference to health and safety matters, the station already benefits from have security & fire alarms, help points for passengers and is actively monitored via CCTV.

We also provide a community notice board in the station and we work closely with Greystones Tidy Towns in the area, to ensure that there is relevant information available for all passengers, including tourists, and that the station is well presented for those using it.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line drawn underneath it.

David Franks

Chief Executive

Catherine Martin.TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

28th August 2017

Dear Deputy Martin,

I refer to your recent **PQ 36671 DN 1418** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if, in line with the vision for the long term electrification of rail services and government policy on reducing urban air pollution, all procurement of new diesel powered rail rolling stock will be hybrid, that is, capable of electric operation in circumstances in which the rail is electrified..

Iarnród Éireann has developed a new fleet strategy which has as its goal a move to an entirely electric or diesel-electric hybrid fleet.

In the very short term, to address current fleet requirements, the company hopes to place an order to increase the length of existing trains – therefore these trains would be diesel powered. However, the fleet strategy envisages that this would be the last diesel only fleet ordered for our rail network.

The DART Expansion Programme would require electric or diesel-electric hybrid vehicles for the extended electrified network, and the company has also identified a range of fleet options to cater for future electrification of the Intercity network, with Dublin/Cork and Dublin/Belfast prioritised.

Electrification and the associated fleet strategy is subject to available investment funding.

Yours sincerely,



David Franks

Chief Executive

Catherine Martin.TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

3rd August 2017

Dear Deputy Martin,

I refer to your recent Parliamentary Question **PQ 36672 DN 1419** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport if, in line with government policy as set out in the national cycle policy framework, all procurement of new rail rolling stock will provide for increased space for carriage of bicycles.

Iarnród Éireann works closely with a number of cyclist groups to ensure the best possible service to cyclists with the current fleet in operation.

All Intercity trains have bicycle carriage facilities. Iarnród Éireann services from Dublin to Cork and Dublin to Belfast trains are operated by locomotive train sets with a separate guards van which can hold up to 15 bikes per service.

All other Intercity trains are operated by Railcar train sets which do not have a guards van so the bicycle spaces are within the passenger compartment, with two spaces per three piece train set. Iarnród Éireann do allow for fold up bikes on board all services, while bicycle racks and bicycle lockers are provided at many stations. Also, there are no charges for bicycles on any of our services.

To increase bicycle capacity would require the removal of seating at a time when our capacity experiences pressure at times. We will keep bicycle space provision under review, particularly in the context of future train orders, however, on existing trains we have no immediate plans to change the balance away from seating to increases bicycle capacity.

Yours sincerely,

A handwritten signature in black ink, appearing to read "D. Franks", with a horizontal line underneath.

David Franks

Chief Executive

Margaret Murphy O' Mahony TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

10th August 2017

Dear Deputy Murphy O' Mahony,

I refer to your recent Parliamentary Question **PQ 36677 DN1423** which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport the notice required by Irish Rail if a person is a wheelchair user and wishes to travel by train; his plans to reduce this notice period; and if he will make a statement on the matter.

Iarnród Éireann is committed to providing all our customers including those who are mobility and sensory impaired, the highest level of accessibility on our rail network. We work closely with the National Transport Authority and meet regularly with user groups from the Irish Wheelchair Association, Deaf Hear, National Council for Blind and Irish Guide Dogs to improve accessibility.

We have made significant improvements over recent years in station facilities ranging from wheelchair accessibility to ticket office hearing loop systems. Unfortunately, it is not possible for wheelchair customers to access our trains without ramp assistance due to safety issues which includes gaps between the train and platform. Passengers with mobility and sensory impairments who require assistance boarding or alighting trains are facilitated by Iarnród Éireann staff or through the provision of transport to the nearest accessible station.

Customers can contact us by emailing access@irishrail.ie or calling (01) 8366 222 from outside Rep. of Ireland) (Monday - Friday 08:30-18:00hrs excluding public holidays).

When contacting us, please give the following details:

- Date of travel and departure time of the train.
- Departure and Destination station and any intermediate stations where a change of train is necessary.
- Nature of disability and assistance required.
- Means of transport to and from departure and arrival stations e.g. taxi, private car and whether someone is meeting you at your destination.
- Whether you will be travelling alone or with a companion.
- Whether assistance will be required at both the departure and arrival stations (including changeover stations if applicable) and if so how staff will be able to identify you.
- Any other details to assist railway staff or which you wish to clarify.

If the station is unmanned, we will ensure a member of staff is available at the relevant station to assist a wheelchair passenger to board/alight the train by means of a secure ramp.

We are better able to assist passengers if they contact us as far in advance as possible, but try to give at least 24-hours' notice before the intended journey, to allow us make any special arrangements necessary, although we will make every effort to provide assistance where no notice or lesser notice is provided. We are currently in the process of reviewing our policy with a view to reducing the 24hr notice period to just 4hrs on DART services.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line underneath.

David Franks

Chief Executive

Mr. John Brassil, T.D.,
Dail Éireann,
Leinster House,
Kildare Street,
Dublin 2

29th September 2017

Dear Deputy Brassil,

I refer to your recent Parliamentary Question **PQ 36794 DN 1492** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport, Tourism and Sport the amount of money Irish Rail has spent on the new seat reservation system; the improved customer service and value for money that has been brought about by this new system; and if he will make a statement on the matter.

The seat reservation system which launched in April 2017 was one element of a major transformation initiative, titled the Customer First Programme. The scope of this programme is the replacement of the 1980's life-expired ticketing systems and booking office/on board devices and also includes the replacement of the legacy 2004 seat reservation system. In addition, new best in class capabilities were deployed in relation to targeted promotional campaigns, the introduction of cross selling and upselling capabilities and dynamic pricing, all of which are designed to grow passenger numbers and increase revenues, thereby making it easier for customers to buy and use our services. The Programme also eliminates a critical risk from the corporate risk register, namely to protect revenue in the event of legacy systems/hardware failure.

The entire capital investment programme amounted to [REDACTED] funded by the National Transport Authority.

Yours sincerely,



David Franks
Chief Executive

Mr. John Curran T.D.,
Dail Éireann,
Leinster House,
Kildare Street,
Dublin 2

3rd October 2017

Dear Deputy Curran,

I refer to your recent Parliamentary Question **PQ 38154 DN 1587** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if he or bodies and agencies under the remit of his department plans to make services or payments dependant on the mandatory use and production of the public services card; if so, the services and payments which will now be dependant on the mandatory use of the public services card; and if he will make a statement on the matter.

Iarnród Éireann is impacted to the extent that the Free Travel Scheme which is the remit of the Department of Employment Affairs and Social Protection, allows people who are aged 66 years or over and other qualifying parties all of whom are permanently residing in the State, to travel free of charge on most CIE public transport services which includes services provided by Iarnród Éireann.

Iarnród Éireann comply with the requirements of the Department of Employment Affairs and Social Protection benefits of the Free Travel Scheme.

Yours sincerely,



David Franks

Chief Executive

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

29th September 2017

Dear Deputy Fitzmaurice,

I refer to your recent Parliamentary Question **PQ 39218 DN 601 & DN 602** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

Dail Question No: 601

To ask the Minister for Transport; Tourism and Sport the number of new carriages Iarnród Éireann is buying for its fleet; and if he will make a statement on the matter.

Iarnród Éireann does not currently have any orders placed for new carriages. Following a recent fleet strategy review it is hoped to agree the business case and funding for additional Intercity carriages to lengthen existing trains with the National Transport Authority however this is under review.

Dail Question No: 602

To ask the Minister for Transport; Tourism and Sport if Iarnród Éireann is refurbishing 28 train carriages; and if he will make a statement on the matter.

A tender is underway to award a contract to refurbish and allow the reintroduction to service of 28 stored carriages. These carriages are formed in 2 car diesel train sets and make up the Class 2700 fleet. Subject to compliant tenders and available funding it is expected to award the contract in mid 2018 with the refurbishment then taking 18-24 months to complete on all trains.

Yours sincerely,



David Franks
Chief Executive

Caoimhghín Ó Caoláin TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

29th September 2017

Dear Deputy Ó Caoláin,

I refer to your recent Parliamentary Question **PQ 40158 DN 460** which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport his plans to reduce the required 24 hours notice that passengers with a disability must give to travel on an Irish Rail service; if so, the amount of time the notice will be reduced to; the timeframe for these changes to come into effect; and if he will make a statement on the matter.

Iarnród Éireann is committed to providing all our customers including those who are mobility and sensory impaired, the highest level of accessibility on our rail network. We work closely with the National Transport Authority and meet regularly with user groups from the Irish Wheelchair Association, Deaf Hear, National Council for Blind and Irish Guide Dogs to improve accessibility.

We have made significant improvements over recent years in station facilities ranging from wheelchair accessibility to ticket office hearing loop systems. Unfortunately, it is not possible for wheelchair customers to access our trains without ramp assistance due to safety issues which includes gaps between the train and platform. Passengers with mobility and sensory impairments who require assistance boarding or alighting trains are facilitated by Iarnród Éireann staff or through the provision of transport to the nearest accessible station.

Customers can contact us by emailing access@irishrail.ie or calling (01) 8366 222 from outside Rep. of Ireland) (Monday - Friday 08:30-18:00hrs excluding public holidays).

When contacting us, please give the following details:

- Date of travel and departure time of the train.
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- Nature of disability and assistance required.
- Means of transport to and from departure and arrival stations e.g. taxi, private car and whether someone is meeting you at your destination.
- Whether you will be travelling alone or with a companion.
- Whether assistance will be required at both the departure and arrival stations (including changeover stations if applicable) and if so how staff will be able to identify you.
- Any other details to assist railway staff or which you wish to clarify.

We are better able to assist passengers if they contact us in advance and we recommend to give at least 24hours notice before the intended journey, to allow us make any special arrangements necessary. We will make every effort to provide assistance where no notice or lesser notice is provided. We are currently in the process of reviewing our policy with a view to reducing the 24hr notice period to just 4hrs on DART services.

If the station is unmanned, we will send out a member of staff to the relevant station to assist a wheelchair passenger to board/alight the train by means of a secure ramp. If this is not possible, the train driver is advised and will provide assistance as required.

We are currently implementing customer service improvements which will see a significant increase in the number of employees working on board Intercity services. This will ensure that assistance is far more easily available to mobility-impaired customers using Intercity services. Additionally, we are reviewing station staffing to provide a greater focus on customer assistance rather than ticket sales. This reflects the need to enhanced service and assistance, and trends in ticket sales which are now far more automated via Leap Card, season tickets and online booking.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line underneath.

David Franks

Chief Executive

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

Chief Executive, Connolly Station, Dublin 1, D01 V6V6

T 01 703 2454 E info@irishrail.ie W www.irishrail.ie



Catherine Martin.TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

29th September 2017

Dear Deputy Martin,

I refer to your recent Parliamentary Question **PQ 40240 DN 464** which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if all procurement of new rail rolling stock will provide for increased space for carriage of bicycles in line with the policy as set out in the national cycle policy framework.

I refer to you my previous **PQ 36672 DN 1419** sent to you on 3rd August (copy attached) and the position remains the same.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D Franks', with a horizontal line underneath.

David Franks

Chief Executive

Eoin Ó Broin TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

11th October 2017

Dear Deputy Ó Broin.

I refer to your recent Parliamentary Question **PQ 40604 DN 477** which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport his plans to undertake a comprehensive fire safety audit of all high risk buildings, including train stations, bus stations and airports, that fall under the remit of his department.

All passenger station buildings have fire detection and emergency lighting systems installed which are periodically inspected, tested and repaired to current regulations. In addition we initiated a Fire Safety gap analysis which commenced in Autumn 2016. Current plans are in place to close any gaps identified. We are working on and will continue this programme of work subject to funding availability.

Yours sincerely,



David Franks

Chief Executive

Mr Jack Chambers T.D.,
Dail Éireann,
Leinster House,
Kildare Street,
Dublin 2

12th October 2017

Dear Deputy Chambers,

I refer to your recent Parliamentary Question **PQ 41459 DN 523** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if remedial work will be undertaken at the entrance to Castleknock railway station which is in poor condition and a safety concern due to a broken path and overgrowth; and if he will make a statement on the matter.

I have arranged for my Building and Facilities Manager to inspect the area and have been advised that these issues will be addressed by the maintenance crew responsible for the area.

Yours sincerely,



David Franks
Chief Executive

Eamon Scanlon
Dail Éireann,
Leinster House,
Kildare Street,
Dublin 2

Eamon.Scanlon@oireachtas.ie

11th October 2017

Dear Deputy Scanlon,

I refer to your recent Parliamentary Question **PQ 41813 DN 538** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the status of plans for Irish Rail to close a crossing (Robert Anderson, Cloonagun, Ballymote, Co. Sligo. Crossing XS121); if the crossing is part of a general scheme being considered for closure in 2018; if the installation of electronic gates can be considered at this crossing; and if he will make a statement on the matter.

Due to funding constraints this crossing is not currently being considered for outright closure nor for automation. Iarnród Éireann monitors risk at all level Crossings on an on-going basis. Closures are determined on a prioritised basis relative to available funding. A range of other potential improvements to level Crossings are also being developed by Iarnród Éireann for roll out in 2018 and beyond and these improvements will again be carried out on a risk prioritised basis.

Iarnród Éireann would ask that all users continue to use this level crossing in a safe and responsible manner.

Yours sincerely,



David Franks
Chief Executive

Mr Niall Collins TD

Niall.collins@oireachtas.ie

24th November 2017

Dear Deputy Collins,

I refer to your recent Parliamentary Question **PQ 41629 DN 533** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly. I apologise for the delay in replying to you.

As detailed in the Rail Review, Iarnród Éireann is currently significantly underfunded to maintain the existing railway network in a “steady state,” which would ensure safety and service quality is maintained at current levels. You will appreciate therefore that our priority in the short term will be to ensure this funding gap is addressed, to maintain our current network.

Notwithstanding this, we currently operate 16 services each way daily connecting Limerick and Thurles, between direct services and train changes at Limerick Junction. Given the populations of both areas, this is an extensive service, and provides capacity to allow for growth that new facilities you describe may generate.

A high-speed line would cost many hundreds of millions of euro, and while there has not been an assessment, it is unlikely to meet any of the current Department of Finance funding guidelines in terms of cost benefit analysis. Our priority, should funding allow, will be to maximise speeds on the existing infrastructure to deliver consistent journey times of two hours or less on the main Dublin/Cork route. This in turn will yield journey time benefits for Limerick and Kerry customers also.

Yours sincerely,



David Franks

Chief Executive

Mr Mick Wallace T.D.,
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

19th October 2017

Dear Deputy Wallace,

I refer to your recent Parliamentary Question **PQ 42093 DN 198** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the contracts awarded to a company (Aecom) by his department and State agencies under his remit; the fees charged for each contract; the State agency involved in each contract; the nature of each contract in each of the years 2011 to 2016 and to date in 2017, in tabular form; and if he will make a statement on the matter.

Please find attached detail in tabular as over.

YEAR	ACTIVITY	AMOUNT
2011	Signalling and Electrical Assessments	██████
2011	Focus Groups	██████
2011	Inspect Abandoned Lines	██████
2011	Dart Re-Signalling	██████
2011	Oil Pumps Connolly	██████
2011	Environmental Consultant	██████
2012	Transportation Model	██████
2012	Bridge Map Verification	██████
2012	Oil Pumps Connolly	██████
2013	Focus Groups	██████
2013	Oil Pumps Connolly	██████
2014	Dart Underground	██████
2014	Bridge Map Verification	██████
2014	Business Case Consultancy	██████
2014	Structural Design Consultant	██████
2014	Oil Pumps Connolly	██████
2016	Fare Elasticity	██████
2016	Graduate Engineers	██████
2017	Canvas Roof Research	██████

Yours sincerely,



David Franks

Chief Executive

Robert Troy TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

23rd November 2017

Dear Deputy Troy,

I refer to your recent Parliamentary Question **P42616 DN 544** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the absentee rate in Irish Rail, Bus Éireann and Dublin Bus across all divisions, for example, drivers, management, administration and mechanics for each month of the past two years, in tabular form.

Attached detail as requested.

Year	Period	Total	Infrastructure	Train Operations	Others
2017	9	3.23%	2.72%	3.64%	3.37%
2017	8	2.90%	2.71%	3.43%	1.91%
2017	7	3.11%	2.65%	3.59%	1.85%
2017	6	3.61%	3.14%	4.12%	1.98%
2017	5	3.34%	2.75%	3.92%	2.13%
2017	4	3.59%	2.87%	4.27%	2.55%
2017	3	3.55%	2.93%	4.17%	2.12%
2017	2	3.62%	2.85%	4.35%	2.28%
2017	1	3.78%	3.18%	4.33%	3.04%

Year	Period	Total	Infrastructure	Train Operations	Others
2016	13	3.20%	2.64%	3.71%	2.42%
2016	12	3.22%	2.86%	3.60%	2.07%
2016	11	3.51%	3.19%	3.83%	2.70%
2016	10	3.16%	2.75%	3.61%	1.68%
2016	9	3.45%	2.82%	4.02%	2.74%
2016	8	3.33%	2.71%	4.23%	2.49%
2016	7	3.75%	2.99%	4.39%	3.44%
2016	6	3.42%	2.72%	4.04%	2.78%
2016	5	3.52%	2.90%	4.12%	2.24%
2016	4	3.25%	2.56%	3.92%	1.85%
2016	3	3.58%	2.46%	4.62%	1.91%
2016	2	3.68%	2.91%	4.39%	2.36%
2016	1	3.70%	3.06%	4.34%	2.12%

Year	Period	Total	Infrastructure	Train Operations	Others
2015	13	3.60%	3.12%	4.15%	1.55%
2015	12	3.16%	2.47%	3.80%	2.05%
2015	11	3.61%	2.45%	4.39%	5.17%
2015	10	3.37%	2.60%	3.98%	3.23%
2015	9	3.05%	2.36%	3.62%	2.69%
2015	8	2.86%	1.85%	3.93%	2.77%
2015	7	3.38%	2.28%	4.23%	3.49%
2015	6	3.36%	2.83%	3.83%	2.63%
2015	5	2.99%	2.57%	3.42%	1.85%
2015	4	3.42%	2.49%	4.11%	3.67%
2015	3	3.54%	2.58%	4.27%	3.58%
2015	2	3.81%	2.69%	4.78%	2.51%
2015	1	2.92%	1.51%	4.09%	1.98%

Yours sincerely,



David Franks

Chief Executive

James Lawless TD
 Dáil Éireann,
 Leinster House,
 Kildare Street,
 Dublin 2

11th December 2017

Dear Deputy Lawless,

I refer to your recent Parliamentary Question **PQ 42067 DN 54** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the expenditure by his department in new or improved Irish Rail rolling stock and on station extensions including car parking facilities in the past five years; and if he will make a statement on the matter.

Rolling Stock

I can confirm the following expenditure over the last 5 years (2013 – 2017) in new or improved rolling stock is as detailed below. This includes funding from outside Irish Rail.

Please note that in certain cases (examples 51 and 150 Intercity railcars) the projects were spread over numerous calendar years and therefore the full cost should include years before 2013.

Project	2013	2014	2015	2016	2017
51 Intercity railcars	€ ██████████	€ ██████████	€ -	€ -	€ -
150 Intercity railcars	€ ██████████	€ ██████████	€ -	€ -	€ -
Remote Monitoring	€ ██████████		€ -	€ -	€ -
Dart Straps		€ ██████████	€ -	€ -	€ -
Upgrade Wi-Fi to 4G		€ ██████████	€ -	€ -	€ -
Remote Diagnostics - 29000 Fleet		€ ██████████	€ -	€ -	€ -
Inchicore Works - Crane Repairs		€ ██████████	€ -	€ -	€ -
Fleet Heavy Maintenance	€ -	€ ██████████	€ -	€ ██████████	€ ██████████
Enterprise Refurb Project (funded by Dept of Transport, EU and DDRDNI)		€ ██████████	€ ██████████		
Totals	██████████	██████████	██████████	██████████	██████████

Car Park Facilities

The total expenditure on “station extensions including car parking facilities” was [REDACTED] of which [REDACTED] was exchequer (National Transport Authority & Department of Transport, Tourism and Sport) funded.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. Franks', with a horizontal line drawn underneath it.

David Franks

Chief Executive

Imelda Munster TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

14th November 2017

Dear Deputy Munster,

I refer to your recent Parliamentary Question **PQ 43389 DN 462** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the estimated cost of upgrading signalling centres on the rail network; his plans to replace signalling centres in 2017 and 2018; and if he will make a statement on the matter.

Iarnród Éireann are currently designing a proposed new National Train Control Centre at an estimated cost [REDACTED] and to be commissioned in 2022. The new control centre will be located near Heuston station and will eventually control traffic on the entire network. The new traffic management system will facilitate improvements to safety, performance and the supply of information to customers.

Yours sincerely,



David Franks

Chief Executive

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

23rd November 2017

Dear Deputy Troy,

I refer to your recent Parliamentary Question **PQ 44401 DN 225** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the amount of funding that has been spent on public transport projects (details supplied) to date.

Metro North; First phase of Dart Expansion Programme; New and replacement buses; Further upgrading of Quality Bus Corridors; Completion of the Luas Cross City project; Completion of the Dublin City Centre Resignalling programme; The reopening of the Phoenix Park tunnel; The construction of a new Central Traffic Control centre for commuter and intercity rail; Ongoing maintenance to ensure the safety and efficiency of the rail network.

The total spent of the referenced projects to-date by New Works is as follows:

- [REDACTED] on the DART Underground
- [REDACTED] on the removal of Ratoath Road Level Crossing (Reilly's Crossing) on the Maynooth Line.
- [REDACTED] on the extension of the DART to Balbriggan
- [REDACTED] design and planning of DART services to Maynooth
- [REDACTED] on Dublin City Centre Resignalling.
- [REDACTED] on the new National Train Control Centre.
- [REDACTED] on the Phoenix Park Tunnel Link (This project is separate from DART Expansion)

Yours sincerely,



David Franks
Chief Executive

Mr. Seamus Healy, T.D.,
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

2nd November 2017

Dear Deputy Healy,

I refer to your recent Parliamentary Question **PQ 44413 DN 230** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if the frequent unannounced cancellation of trains on the Waterford to Limerick line will be stopped in view of the fact this is undermining the credibility of the service and is being used by Iarnród Éireann as a reason for proposing the closure of this railway line; and if he will make a statement on the matter.

Due to driver shortages, on occasion we have had to cancel the train service between Waterford and Limerick Junction and provide a bus alternative on the route.

We are currently in the process of training additional drivers and once their probationary period is completed the train service will be greatly improved.

Yours sincerely,



David Franks

Chief Executive

Ruth Coppinger TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

9th November 2017

Dear Deputy Coppinger,

I refer to your recent Parliamentary Question **PQ 44428 DN 231** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if the residents alongside the railway line near Ashtown (details supplied) will be given adequate notice of works being done at weekends and at night; and the level of community liaison that takes place in these circumstances.

Details Supplied: *The Deputy has received reports that a leaflet last week giving very short notice of works being done along the rail line near the Ashington estate in Ashtown, Dublin 7. The works were done over the weekend and at night on 6/7/8 October 2017.*

The railway in the Ashtown area has been in existence since the 1800s and currently over 1,500 commuters use Ashtown station on a daily basis. In conjunction with providing train services, Iarnród Éireann is obligated to maintain the railway and it is inevitable that night-time work will take place in all areas adjacent to the railway, from time to time.

Iarnród Éireann endeavours to notify residents in advance of all planned night-time railway works in their respective areas, however, on occasion work has to be carried out at short notice and it is not possible to provide adequate notice. On Saturday night/Sunday morning 8th October urgent work was carried out at short notice which involved access of on-track machines and loading of materials in the Ashington area between midnight and 1:30am and between 4am and 4:15am. No work was carried out in the area on the 6th October.

Iarnród Éireann apologises for the short notice to residents regarding the night-time works on the 8th October and will endeavour to provide more timely notice of future planned works.

Yours sincerely,



David Franks

Chief Executive

Catherine Murphy TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

11th December 2017

Dear Deputy Murphy,

I refer to your recent Parliamentary Question **PQ 46448 DN 1068** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the known capacity constraints on rail services; the services and or routes that cannot operate at full capacity; and if he will make a statement on the matter.

Since the economic upturn all of our services have seen sizeable and rapid growth resulting in the utilisation of 100% of our operational fleet at peak times. The company is using all available fleet at present with rising demand. It is working with the National Transport Authority and Department of Transport, Tourism and Sport to secure funding for fleet investment.

Yours sincerely,



David Franks

Chief Executive

Catherine Martin TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

11th December 2017

Dear Deputy Martin,

I refer to your recent Parliamentary Question **PQ 46448 DN 1040** below to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if his attention has been drawn to the fact that since late September 2017, Irish Rail has had to halve the size of trains travelling to Longford in order to provide extra carriages on trains going to Drogheda; if his attention has been further drawn to the fact that Irish Rail has stated that these problems stem from the lack of funding to provide sufficient carriages; his plans to make more funding available to Irish Rail for extra rolling stock.

On Fridays only, Iarnród Éireann increases the size of the 15.05 Connolly to Sligo from 4 carriages to 7 carriages, to meet demand.

Heretofore, the company reduced the capacity of the 16.14 Pearse to Drogheda on a Friday as part of the carriage reallocation to cater for this. However, it had reached a point where the reduced capacity of 4-carriages on this Drogheda service was unable to cater for demand. As a result, it is now an 8-carriage, and the 17.15 Connolly to Longford on Fridays is a 4-carriage train. While this is naturally busier as a result, it can cater for the demand, and as it serves all stops between Connolly and Maynooth, pressure on capacity eases shortly into the journey.

Yours sincerely,



David Franks

Chief Executive

Catherine Martin.TD

Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

9th November 2017

Dear Deputy Martin,

I refer to your recent Parliamentary Question **PQ46447 DN1039** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the number of new train sets that are in storage at Inchicore, Dublin 8; the reason for same; and if he will make a statement on the matter.

Iarnród Éireann have no new train sets in storage at Inchicore, Dublin 8.

Yours sincerely,



David Franks

Chief Executive

Ms. Joan Collins, T.D.,
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

23rd November 2017

Dear Deputy Collins,

I refer to your recent **PQ 46228 DN 1024** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport if ticket sale figures for rail passengers are based solely on sales at the booking office and tickets sold at the vending machines outside stations.

Ticket sale figures for rail passengers include sales at the booking office and tickets sold at the vending machines outside stations, as well as online ticket sales.

Yours sincerely,



David Franks
Chief Executive

Ms. Joan Collins, T.D.,

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

20th December 2017

Dear Deputy Collins,

I refer to your request for further information in relation to **PQ 46228 DN 1024**:

To ask the Minister for Transport; Tourism and Sport if ticket sale figures for rail passengers are based solely on sales at the booking office and tickets sold at the vending machines outside stations.

Further Question:

Can ticket sales be associated with a particular station on a particular train journey?

Revenue from the booking office/TVM/online can be associated with a specific station as Iarnród Éireann captures details of all origin and destinations associated with single/return/open return tickets.

However the specific service upon which the passenger travelled is not captured, with the exception of online ticket sales.

Yours sincerely,



David Franks

Chief Executive

Catherine Murphy TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

12th December 2017

Dear Deputy Murphy,

I refer to your recent Parliamentary Question **PQ 45747 DN 999 & 1000** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

Dail Question No 1000

To ask the Minister for Transport; Tourism and Sport the number of departments in Irish Rail that have an interim department head; the name of those departments; the expected timeframe to fill the posts; and if he will make a statement on the matter.

There is one department within Iarnrod Eireann that has an interim department head. That Department is the Signalling, Electrical, Telecoms (SET) Department and the interim department head is the Chief Signalling Engineer (Interim) within Infrastructure Manager (IM) business.

Regarding the expected timeframe to fill the post, depending on the business needs we envisage that we will fill this position within one year.

Dail Question No 999

To ask the Minister for Transport; Tourism and Sport the number of consultants engaged by Irish Rail to head up and or oversee internal departments at the company; the duration of their contracts; their salary per annum; and if he will make a statement on the matter.

The above mentioned in PQ 1000 is as advised heading up and overseeing the SET Department. He is engaged through an Agency for a period of one year and the salary per annum is a commercial matter.

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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James Browne TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

23rd November 2017

Dear Deputy Browne,

I refer to your recent Parliamentary Question **PQ 45977 DN 1013** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the estimated cost of the provision of a defibrillator in each public building owned by his department and agency under the aegis of his department; and if he will make a statement on the matter.

Iarnród Éireann last purchased defibrillators in 2013 at a unit cost of [REDACTED] ex VAT.

Yours sincerely,

A handwritten signature in black ink, appearing to read "D. Franks".

David Franks

Chief Executive

Jonathan O' Brien TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

23rd November 2017

Dear Deputy O'Brien,

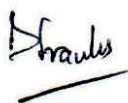
I refer to your recent Parliamentary Question **PQ 49071 DN 519** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the domain names registered to or owned by his department or through a third party company.

Domain names registered / owned by Iarnrod Eireann are as follows:

citygold.ie	dart.ie	dartunderground.ie	fastrack.ie
iarnrodeireann.com	iarnrodeireann.ie	iarnródéireann.ie	iarnrodeireann.net
iarnrodeireann.org	intercity.ie	irelandbyrail.com	irishrail.com
irishrail.ie	irishrail.net	irishrail.org	navanrailway.ie
navigator.ie	rosslare.ie	rosslare-europort.ie	taxsaver.ie
taxsavers.ie			

Yours sincerely,



David Franks

Chief Executive

Bernard Durkan TD

Dáil Éireann,

Leinster House,

Kildare Street,

Dublin 2

28th November 2017

Dear Deputy Durkan,

I refer to your recent Parliamentary Question **PQ 49635 DN 225** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport the extent to which he expects to be in a position to approve the necessary expenditure to increase the number of rail carriages serving the north County Kildare commuter routes; and if he will make a statement on the matter.

Iarnród Éireann and the National Transport Authority are currently finalising the fleet strategy for the entire network. Funding for that fleet strategy will be sought from the Capital Investment Plan 2018 - 2027, however, it is anticipated that the procurement process for the new fleet will commence in 2018.

Yours sincerely,



David Franks

Chief Executive

Mr. Thomas Byrne T.D.,
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

4th December 2017

Dear Deputy Byrne,

I refer to your recent Parliamentary Question **PQ50619 DN 569** to Mr. Shane Ross, T.D., Minister for Transport Tourism and Sport which has been passed to me to respond directly.

To ask the Minister for Transport; Tourism and Sport his views on whether there is overcrowding on rail lines; his further views on the need for greater capacity on rail lines, particularly on the Dunboyne and Drogheda commuter lines; and his plans to authorise the purchase of more rolling stock to meet demand.

I refer to my previous correspondence of 2nd November (copy attached).

The position remains the same.

Yours sincerely,



David Franks

Chief Executive