



Publication Scheme

A Guide to the Structure, Functions, Services and Records of Transport Infrastructure Ireland

Prepared under Section 8 of the
Freedom of Information Act 2014

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Image 1: Athlone Greenway

Transport Infrastructure Ireland Publication Scheme

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Part 1: About Transport Infrastructure Ireland

1.01 Establishment of TII

Under the Roads Act 2015, the staff and functions of the Railway Procurement Agency (RPA) were merged with the National Roads Authority (NRA), with effect from 1 August 2015. Established in 2001, the RPA was responsible for the development of light railway and metro infrastructure, while the NRA, which was established in 1994, had overall responsibility for the development and maintenance of the national road network. The name “Transport Infrastructure Ireland” (TII) was specified by the Minister for Transport, Tourism and Sport as the name by which the NRA may describe itself for operational purposes, following the merger of the two organisations (Statutory Instrument No. 297/2015). Since 2021 TII has taken on functions relating to the delivery of Greenways and Active Travel schemes, in addition to the provision of infrastructure required to support the transition to zero emissions transport. As of 2024 TII is also a Railway Organisation.

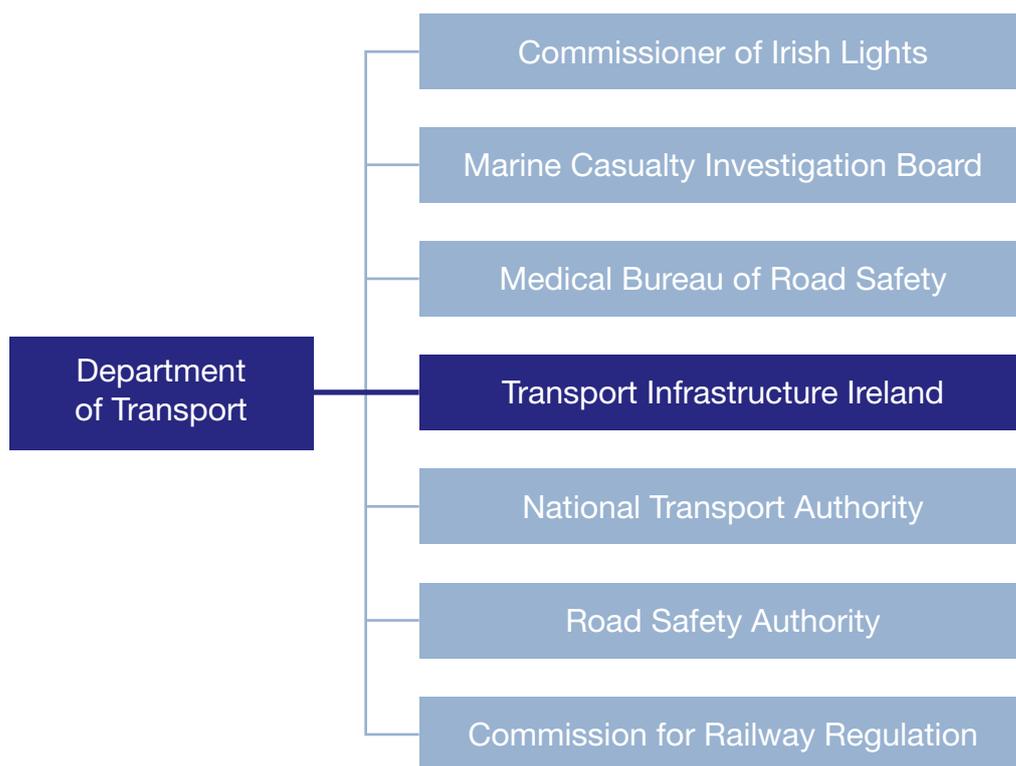


Diagram 1: Non-commercial semi-state agencies of the Department of Transport

TII is a non-commercial semi-State body, which operates under the aegis of the Department of Transport. TII exists to fulfil an important purpose of national strategic significance, touching the lives of citizens and visitors alike on a daily basis. TII’s purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.

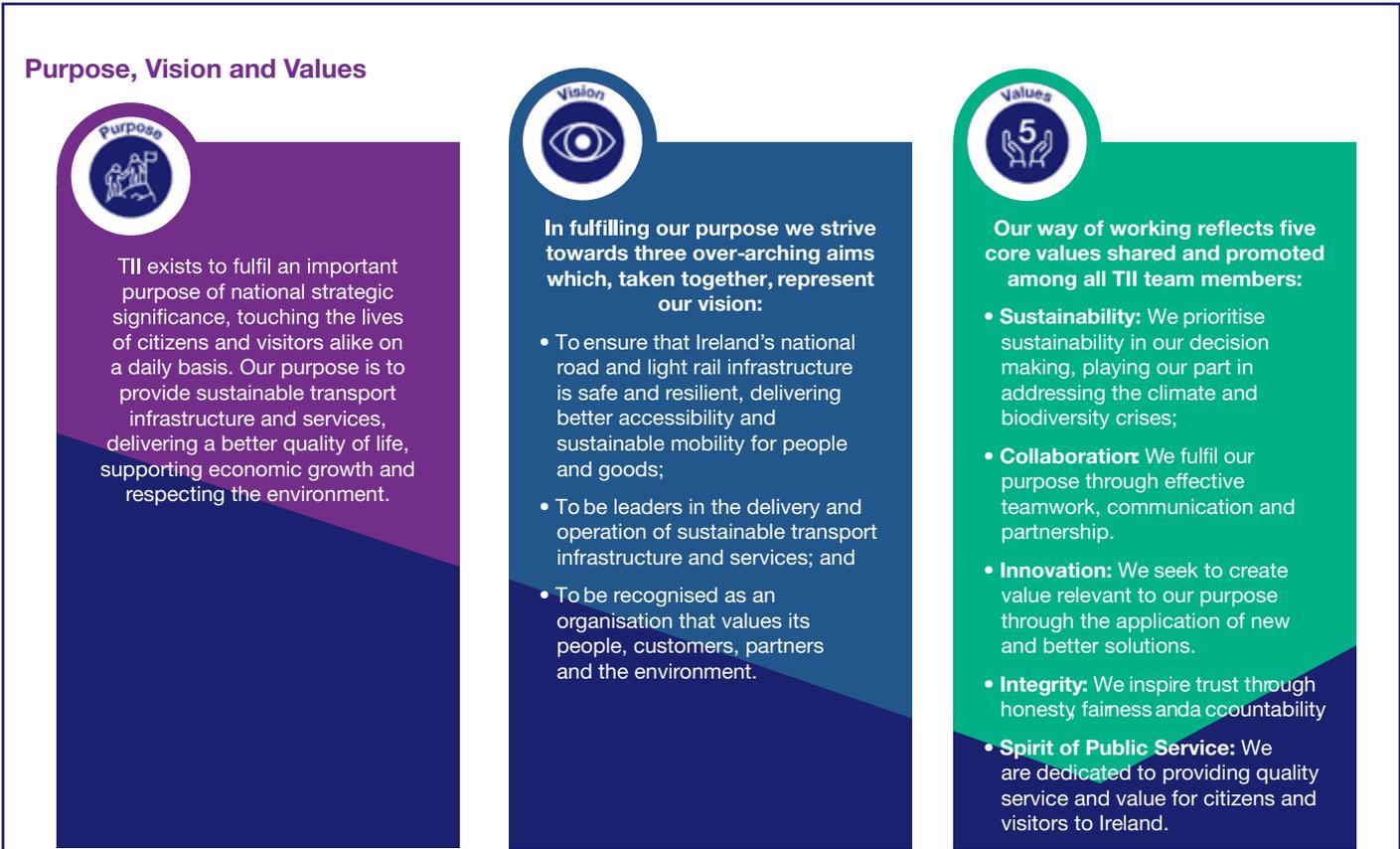


Diagram 2: : TII Purpose, Vision and Values
 (TII (2023 Revision) [Statement of Strategy 2021 - 2025](#) P.4)

1.02 Roles, Responsibilities and Functions

National Roads

There is approximately 100,000 km of public road network in Ireland. TII’s remit in relation to roads is limited to the national road network, i.e., roads with a ‘N’ or ‘M’ designation. The national road network is approximately 5,300 km in total and is overseen by TII, in partnership with local authorities, which are the road authorities for their administrative areas.

Under the Roads Acts 1993 to 2023, TII’s key role in relation to national roads is to secure the provision of a safe and efficient network. In addition to having overall responsibility for the planning and supervision of construction and maintenance of national roads, TII has a number of specific functions, including:

- Preparing, or arranging for the preparation of, road designs, maintenance programmes and schemes for the provision of traffic signs on national roads.
- Securing the carrying out of construction, improvement and maintenance works on national roads.
- Allocating and paying grants for works on national roads.
- Undertaking training, research or testing activities in relation to any of its functions.

While many of TII's national roads functions are discharged through local authorities, which are the road authorities for their respective administrative areas, motorways and high-speed dual carriageways are maintained, operated and managed under Motorway Maintenance and Renewal Contracts or Public Private Partnership Contracts, awarded by TII.

Under the 1993 Roads Act, Section 20(1)(m), TII has a general power to direct a road authority to:

“do any other thing which arises out of or is consequential on or is necessary or expedient for the purposes of or would facilitate the construction or maintenance of a national road”.

Under Section 20(1), TII may also give specific directions to road authorities relating to a range of matters, including making a motorway scheme, acquiring land by compulsory purchase order, preparing an Environmental Impact Statement (EIS) and entering into contracts for and/or undertaking specified construction or maintenance works.

Section 57 of the Roads Act, as amended by the Planning and Development Act 2000, allows TII to prepare a scheme for the establishment of a system of tolls in respect of the use of a national road. TII may also enter into an agreement with another person whereby that person agrees, inter alia, to pay some or all of the costs of the construction and/or maintenance of the road and/or to upgrade and manage the road. Toll charges may be used to repay all, or part, of the private funding involved.

Rail

As of 2024, TII is officially a Railway Organisation and comes under the regulatory regime of the Commission for Railway Regulation. Prior to this designation, TII has been and continues to be responsible for Luas Projects and some elements of Luas Operations and MetroLink.

The requirements of a Railway Organisation are set out in EU Regulation 2018/762 of the EU Railway Safety Directive (2016/798), which establishes common safety methods on safety management system requirements. The Commission for Railway Regulation is responsible for providing accreditation of TII's Railway Organisation safety management system.

Under the Transport (Railway Infrastructure) Act 2001, the core functions of TII in relation to light rail include the construction, operation and maintenance of such light railway and metro railway infrastructure, as may be determined from time to time by the Minister.

Active Travel and Greenways

In September 2021, TII received written Direction from the Minister for Transport, passing responsibility to TII for the delivery of a national and regional Greenway programme, including as “Approving Authority” under the [Infrastructure Guidelines](#). In this regard, national greenways are defined as being at least 100km long, while regional greenways are defined as being at least 20-40km long. Since 2021, TII’s work on greenways has expanded to include broader active travel considerations, such as walking.

Alternative Fuel and Electric Vehicle Charging Infrastructure (EVCI)

Zero Emission Vehicles Ireland (ZEVI) has been established as a dedicated office of the Department of Transport, charged with supporting consumers, the public sector and businesses to continue to make the switch to zero emission vehicles.

Working with ZEVI, TII has a role, as defined in the [Climate Action Plan 2024](#), to engage in planning activity in respect of the refuelling or recharging infrastructure required to support the transition to zero emission vehicles in Ireland. This infrastructure will be delivered in line with the Alternative Fuels Infrastructure Regulation (AFIR).

Furthermore, in 2023 Section 19 of the Roads Act was amended to set out specific functions, in relation to national roads, in the context of alternative fuel charging infrastructure, providing that TII may:

“...prepare, or arrange for the preparation of, schemes for the provision of a safe and efficient network of recharging infrastructure and refuelling infrastructure for such zero to low emission vehicles as the Minister may prescribe and provide and maintain, or secure the provision and maintenance of, such a network;”

1.03 Records Held by TII

TII holds a wide range of administrative and technical records, in hardcopy and electronic format, commensurate with TII’s extensive roles, responsibilities and functions. Some of the main classes of record held by TII include:

- Correspondence
- Notes
- Memos
- Meeting minutes
- Technical survey data
- Reports
- Financial Accounts
- Asset registers
- Risk registers
- Statistics
- Corporate Plans and Strategies

- Policy documents
- Legislation, regulations, and circulars
- Governance and management arrangements
- Standard Operating Procedures, etc.

In accordance with the provisions of the Freedom of Information Act 2014, the Government's Open Data initiative and the Re-Use of Public Sector Information Regulations 2015, TII endeavours to facilitate the public availability of these records through its website, www.tii.ie and the national [Open Data Portal](#). Detailed information in relation to the types of records held by TII in connection with its activities, is provided in [Part 2](#).

Of course, it is not appropriate or feasible to facilitate access to all records held by TII. The types of information/records that are not generally made publicly available include:

- Records which are prevented from disclosure by law.
- Records exempt under the Freedom of Information Act or Access to Information on the Environment Regulations.
- Records that cannot be located after reasonable steps to ascertain their whereabouts have been taken.

1.04 Governance/Management Arrangements

The Board of TII is responsible for the exercise of its functions under the Roads Acts 1993 to 2023. In accordance with the Acts, the Board may comprise up to fourteen members, consisting of thirteen ordinary members and a chairperson, appointed by the Minister for Transport. Members are appointed on the basis of their experience in relation to roads, transport, industrial, commercial, financial or environmental matters, local government and the organisation of workers or administration.

Details of the current membership of the board and the senior management structure of TII are provided in the [About Us](#) section of TII's website.

TII's Chief Executive Officer, who manages and controls the business of TII, is responsible for the management and administration of TII contracts, which includes:

- Compliance with procurement law;
- Compliance with the [Infrastructure Guidelines](#), published by the Department of Public Expenditure, NDP Delivery and Reform;
- Obtaining Approving Authority approval if TII is the Sponsoring Agency, but not the Approving Authority; and
- Providing Approving Authority approval where relevant.

The Chief Executive works closely with the Board of TII, the Minister and the Department of Transport.

1.05 Corporate Plans and Strategies

The Government's [National Planning Framework](#) (NPF) and the [National Development Plan 2021 – 2030](#) (NDP), (together known as Project Ireland 2040,) provide the strategic and financial frameworks for TII's activities for the period up to 2030. This strategic context that frames and directs the activities of TII is further elaborated upon below in [Section 3.01](#).

TII's goals and strategies are set out in TII's [Statement of Strategy 2021-2025](#).

The Statement of Strategy that TII will pursue up to 2025, reflects the careful consideration given by TII to:

- National policies, strategies, plans and frameworks of relevance to transport and sustainability.
- Relevant developments and trends in economic, social, technical and legal environments.
- TII's capability to continue to deliver results in accordance with its statutory remit.

Implementation of the Strategy will support the implementation of national transport strategy as determined by the Department of Transport, and as set out in the Department's [Statement of Strategy 2023-2025](#).

[National Roads 2040 \(NR2040\)](#) is TII's long-term strategy for planning, operating, and maintaining the National Roads network. NR2040 has been developed to support the delivery of Project Ireland 2040 objectives and to align with the Department of Transport's [National Investment Framework for Transport in Ireland](#) (NIFTI). NR2040 also aligns with commitments in wider policy including the national Climate Action Plan and the Department of Transport's [National Sustainable Mobility Policy](#).

TII's activities are also directed by its [Climate Action Roadmap](#), which sets out TII's plans to reduce emissions and meet decarbonisation and energy efficiency targets, as directed by Government.

The national, regional and local policy and regulatory framework, which directs the work of TII and within which TII operates, is further elaborated upon in [Sections 3.01](#) and [3.02](#) below.

1.06 Annual Report and Financial Statements

TII's Annual Report and Financial Statements are published on its website, following an audit of TII's accounts by the Office of the Comptroller and Auditor General, and may be viewed/downloaded in the [Library](#) section of TII's website.

1.07 Organisation and Pay/Grading Structures

Organisation Structure

TII's organisation structure is comprised of various Directorates that report to the Chief Executive/Board, as summarised in the below chart, followed by a breakdown of the functions of each Directorate.

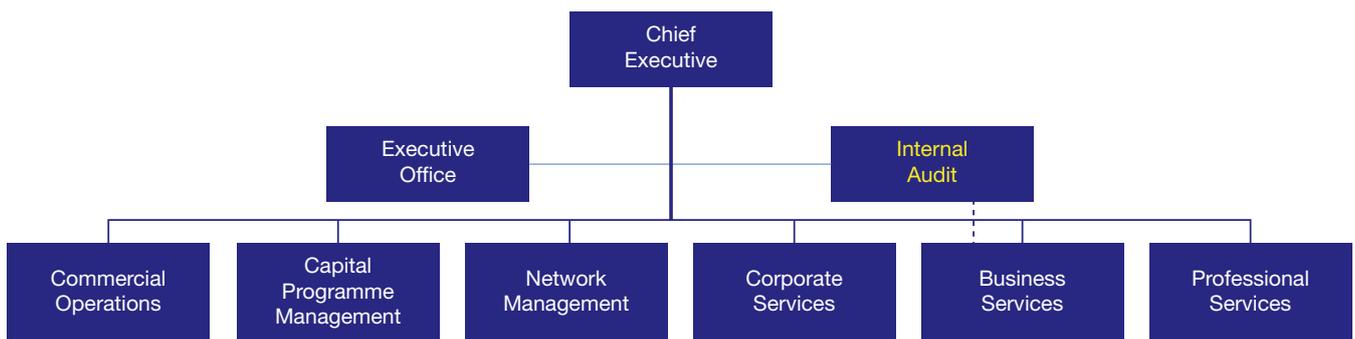


Image 2: Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8

Directorate	Department/Unit
	<ul style="list-style-type: none"> • Statement of Strategy • Annual Plan and Corporate Budget • Sustainability • Corporate Communications • Internal Communications • Board Secretarial
	<ul style="list-style-type: none"> • Light Rail Operations <ul style="list-style-type: none"> ◦ Operations ◦ Customer Experience • Tolling and Road User Charging Operations • PPP Procurement and Finance • Financial Operations
	<ul style="list-style-type: none"> • Roads, Greenways and Active Travel <ul style="list-style-type: none"> ◦ Regional Management ◦ Portfolio Management ◦ Capital Funding Management ◦ PPP Construction • Public Transport Capital Programme (Light Rail & Metro) <ul style="list-style-type: none"> ◦ Construction ◦ New Scheme Planning ◦ Engineering Design ◦ Architecture ◦ Energy and Systems ◦ Rolling Stock ◦ Network Enhancements • Project Services

Directorate	Department/Unit
	<ul style="list-style-type: none"> • Network Operations <ul style="list-style-type: none"> o Traffic Management o Motorways Operations and Maintenance o Tunnels Operations and Maintenance o PPP Operations o Winter Operations o Electric Vehicle Charging Infrastructure Unit • Asset Management <ul style="list-style-type: none"> o Pavement Engineering and Asset Management o Structures Engineering and Asset Management o Network Data (GIS)
	<ul style="list-style-type: none"> • Facilities and Support Services • Regulatory and Administration • Procurement • Land Use Planning • IT
	<ul style="list-style-type: none"> • Finance/Accounting • Human Resources • Governance and Legal • Land and Property Services <hr style="border-top: 1px dashed black;"/> <ul style="list-style-type: none"> • Internal Audit

Directorate	Department/Unit
	<ul style="list-style-type: none"> • Strategic and Transport Planning • Archaeology and Heritage • Research and Standards • Environmental Policy and Compliance • Road Safety • Rail and Occupational Safety

Pay/Grading Structure
<p>TII personnel are assigned general service civil/public service grades. The salary scales for civil/public service grades are published in Circular Letters issued by the Department of Public Expenditure, NDP Delivery and Reform. The grades and salary scales are available from Circular 11/23 at the following link.</p>

1.08 Locations and Contact Details	
<p>Address</p>	<p>TII's head office is located at the following address: Parkgate Business Centre Parkgate Street Dublin D08 DK10</p>
<p>Telephone</p>	<p>+353 1 646 3600</p>
<p>Email</p>	<p>info@tii.ie</p>
<p>General Queries / Correspondence</p>	<p>General queries and correspondence from the public, media, etc. may be addressed to TII's head office or by email to info@tii.ie.</p>
<p>Customer Service</p>	<p>Any issues in connection with the level of customer service provided by TII officials may be referred to TII's Customer Services Team at customerservice@tii.ie.</p>

<p>Freedom of Information</p>	<p>Queries/requests may be addressed to the Freedom of Information Officer, Regulatory and Administration, at TII's head office or by email to foi@tii.ie.</p>
<p>Access to information on the Environment</p>	<p>Queries/requests may be addressed to the Access to Information on the Environment Officer, Regulatory and Administration, at TII's head office or by email to aie@tii.ie.</p>
<p>Data Protection</p>	<p>Queries may be addressed to the Data Protection Officer at TII's head office or by email to dataprotection@tii.ie.</p>
<p>Motorway Operations Control Centre</p>	<p>Motorway operation control facilities are managed and co-ordinated at TII's Motorway Operations Control Centre (MOCC). The MOCC may be contacted at 0818 715 100 or by email to info@mtcc.ie.</p>
<p>TII Toll Roads</p> <ul style="list-style-type: none"> • M50 eFlow • Dublin Tunnel 	<p>The operator of the barrier-free toll facility on the M50 can be contacted on 0818 50 10 50 or +353 1 4610122. Payments for the M50 eFlow Toll can also be made on www.eflow.ie. Further contact details are available at the following link.</p> <p>Dublin Tunnel queries can be directed to Customer.Service@erto.ie or +353 1 884 8442.</p>
<p>Public Private Partnership Toll Roads and Tag Providers</p>	<p>Contact information in relation to the motorway tolling operators is available on TII's Toll Locations and Charges section of TII's website.</p> <p>Further information on toll roads and the tag providers who operate in Ireland can be found on the eToll website.</p>

Luas	Queries concerning the Luas light rail service may be addressed to info@luas.ie or on 0818 300 604 or +353 1 4614911.
MetroLink	Queries can be directed to info@metrolink.ie or 1800 333 777.
Land Use Planning	Queries can be directed to the Land Use Planning Department at landuseplanning@tii.ie .
Road Opening Consents	Queries can be directed to thirdpartyworks@tii.ie .
TII Publications and Standards	Queries can be directed to infopubs@tii.ie . Queries on Departures (from Standards) can be directed to infodeps@tii.ie .
Motorway Maintenance and Renewal Contractors	Contact information for the various contactors is available on the Road Maintenance section of TII's website.

1.09 Links to Agencies/Other Bodies under the Remit of TII

There are no agencies or other bodies under the remit of TII.

1.10 Service Level Agreements/Memoranda of Understanding

As part of the overall strategy for the management and implementation of the national roads programme, agreements are in place with the following local authorities, within which National Road Offices/Project Offices have been established. Project management is the primary function of these offices, with planning and design work mainly carried out under their supervision by external technical advisors. Each office normally caters for a number of local authorities and is staffed by local authority personnel, with salary and other operating costs associated with the national roads programme being financed in full by TII.

National Road Offices/Project Offices		
Local Authority	Address	Phone Number
Cork County Council	Richmond, Glanmire, Co. Cork, T45 WA44	021 4821046
Donegal County Council	Drumlonagher, Donegal Town, Co. Donegal, F94 DK6C	074 9724500
Galway County Council	Corporate House, Ballybrit Business Park, Ballybrit, Co. Galway, H91 KT67	091 705387
Kerry County Council	The Island Centre, Castleisland, Co. Kerry, V92 TOCP	066 7142444
Kildare County Council	Maudlins Industrial Estate, Naas, Co. Kildare, W91 DT73	045 988900
Limerick County Council	Lissanalta House, Dooradoyle Road, Dooradoyle, Limerick, V94 WV78	061 496800
Mayo County Council	Glenpark House, The Mall, Castlebar, Co. Mayo, F23 XF40	094 9038130
Roscommon County Council	County Hall, Church Road, Roscommon, F42 VR98	090 6627004
Waterford County Council	Tramore House, Tramore, Co. Waterford, X91 RP76	051 390130
Westmeath County Council	Project Office, Cullenbeg, Mullingar, Co. Westmeath, N91 FH4N	044 934250

TII has Oversight Agreements and Performance Delivery Agreements with the Department of Transport, in accordance with the [Code of Practice for the Governance of State Bodies](#).

1.11 Customer Charter

TII's Customer Charter is available to view/download in the [About Us/Customer Service](#) section of TII's website. The Charter sets out TII's commitment to providing a professional, efficient and courteous service to all TII's customers. In accordance with the commitments contained in the Charter, TII operates a complaints procedure that may be availed of by customers who feel that they may not have been treated adequately, courteously or fairly, in their dealings with TII staff.

1.12 Codes of Practice/Guidelines

TII publishes a wide range of technical and guidance documents in connection with the functions and services TII provides, including design, construction and maintenance standards, environment, archaeology and heritage, light rail, road signage and road safety guidelines. Technical documentation and TII Standards are available on the Publications section of TII website, at the following [link](#).

In addition, TII publishes various corporate documents such as its [Customer Charter](#) (see 1.11 above) and [Customer Action Plan](#), a [Code of Business Conduct](#) for Members and Staff and an [Irish Language Scheme](#).



Image 3: Luas Finglas, Underwater Survey

Part 2: Services Provided to the Public

2.01 List of Services

As part of TII’s strategic roles and responsibilities, as set out in [Part 1](#), TII carries out and provides a broad range of services and activities necessary to ensure the efficient operation and maintenance of the national road network and light rail infrastructure. These services are set out below in alphabetical order.

Service	Description
<p>Archaeology and Heritage</p>	<p>Consideration of archaeology is fully integrated into TII’s transport planning process for national roads, greenways, and light rail. TII’s Archaeology and Heritage section is responsible for the management of the archaeological implications of national road, greenway and light rail projects. A wide range of relevant publications are available to view/download in the Archaeology and Heritage section of TII’s website.</p> <p>In addition to the material available on the TII website, TII has also established the TII Digital Heritage Collections, in partnership with the Digital Repository of Ireland. These collections provide on-line access to more than 2,000 archaeological excavation reports. Similar records are also provided in the Archaeology section of TII’s Open Data website, in addition to information on Road-side Art in Ireland. Similar information is also available on TII’s GIS Portal.</p>
<p>Design, Construction and Maintenance Standards</p>	<p>The TII Publications resource contains comprehensive information relating to the design, construction and maintenance of active travel, national road and light rail schemes in Ireland. This includes mandatory requirements for national roads, (in accordance with the provisions of Section 19 of the Roads Acts 1993 to 2023) as well as additional guidance documents for road, greenway and light rail operations. The information can be accessed on TII’s Publications website.</p> <p>TII also manages a ‘Departures from Standards’ system, which defines the processes and procedures that must be followed when the mandatory requirements of TII Publications (Standards) applicable to National Roads, are not followed. Details are provided in the TII publication ‘Departures from Standards’, (TII, 2021, GE-GEN-01005).</p>

<p>Environment</p>	<p>TII seeks to deliver a safe and efficient network of national roads and light rail, within the framework of TII’s Sustainability Statement as set out in TII’s Environmental Strategy. To support the Environmental Impact Assessment (EIA) statutory framework, TII has put in place a comprehensive strategy to facilitate the further integration of environmental issues into transport infrastructure planning, construction and operation. Further information on the Strategy, as well as the comprehensive range of standard documents published by TII to minimise the impact of projects on human health and population, biodiversity, climate etc., are available to view/download in the Environment section of TII’s website.</p> <p>In addition, as TII is a designated noise mapping body under the amended European Communities (Environmental Noise Regulations) 2018 (S.I. No. 549), TII’s Environment section also compile strategic noise maps for all major national roads carrying in excess of 3 million vehicles a year and for light rail lines. Further information is available on TII’s website and GIS Portal.</p> <p>In carrying out screening for Appropriate Assessment and, where applicable, Appropriate Assessment pursuant to Part 5 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended, TII engages in public notification and, where appropriate, public consultation. Further details are available in the Environment section of TII’s website.</p> <p>The European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019, created a regulatory regime, which makes TII an environmental condition enforcement authority in respect of national roads (which require EIA) proposed by road authorities.</p>
<p>Intelligent Transport Systems</p>	<p>TII deploys Intelligent Transportation Systems (ITS) technology and equipment to manage the national road network more efficiently. These advanced applications enable road users to be better informed and make safer, more coordinated and ‘smarter’ use of the road network. This equipment includes:</p> <ul style="list-style-type: none"> • Traffic Monitoring Units (TMU). • Loop detectors. • Automatic Number Plate Recognition systems (ANPR). • Closed Circuit Television (CCTV). • Variable Message Signs (VMS). • Emergency Roadside Telephones (ERT). • Road weather stations and an associated Road Weather Information System (RWIS).

	<p>TII’s motorway operations, including the operation of its various ITS deployments, are managed from TII’s Motorway Operations Control Centre (MOCC), located in the Dublin Tunnel Control building.</p> <p>Information in relation to Vehicle Detection Systems and VMS settings and locations, can be found in the ‘Intelligent Transport Systems’ section of TII’s Open Data website.</p>
<p>Land Use Planning</p>	<p>TII is a statutory consultee and a prescribed body under the Planning and Development Acts and Regulations. Planning authorities must, therefore, notify TII of planning applications and development plans that may impact upon the national road and existing Luas light rail networks.</p> <p>In carrying out this role, TII responds to relevant forward planning policies and planning documentation produced by national, regional and local authorities. The range of plans includes regional economic, social and metropolitan transport strategies, county and city development plans, local area plans, Strategic Development Zones, masterplans, and national plans. TII also responds to planning applications and land use planning proposals and, where necessary, submits appeals to An Bord Pleanála, attends oral hearings and liaises with planning authorities to resolve national road and Luas light rail issues.</p> <p>The approach to be adopted in making submissions or comments will seek to uphold official national land use planning policy and guidelines, and the requirements of TII publications.</p> <p>Further information is available on the Land Use Planning page of TII’s website.</p>
<p>Luas</p>	<p>The Luas light rail system is operated under contract by Transdev. There are currently two Luas tram lines; the Red Line and the Green Line.</p> <p>The Red Line, which runs from Tallaght to The Point and from Saggart to Connolly, is 20kms in length and has 32 stops along its route. The Green Line is 24.5km in length, has 35 stops and runs from Brides Glen to Broombridge. 7 Luas stops provide Park and Ride facilities.</p>

	<p>The statutory provisions governing travel on and the use of Luas are set out in the Light Railway (Regulation of Travel and use) Byelaws 2015.</p> <p>Comprehensive information regarding the Luas light rail system, including timetables, fares, accessibility, Park and Ride charges, the ‘Code of engineering practice for works on, near, or adjacent the Luas light rail system’ and contact details, are provided on the Luas website. In addition, a Luas network map is available on TII’s GIS Portal.</p> <p>Holders of social welfare travel passes, (smart pass for Northern Irish holders,) are permitted to travel free on Luas, with no restrictions on travel times and do not have to pay any charges at Park and Ride stations.</p>
<p>Maintenance Operations</p>	<p>The national road network totals over 5,300km of carriageway, 2,649km of which are national primary and 2,657km are national secondary roads. National primary roads are numbered from 1 to 50 inclusive and national secondary roads are numbered from 51 to 87.</p> <p>Motorways/dual carriageways comprise approximately 1,300km of the national road network, of which approximately 460km are managed under Public Private Partnerships (PPP) contracts, with the remaining balance of the motorway/dual carriageway network maintained by three regional Motorway Maintenance and Renewals Contractors (MMArCs).</p> <p>The MMArC contracts are broken down into three separate regions:</p> <ul style="list-style-type: none"> • The first region (Network A), managed by Globalvia Jons Ltd., includes the Greater Dublin area and is approximately 160km in length including parts of the N/M1, N/M2, N/M3, N/M4, N/M7, M9 and N/M11. • The second region (Network B), managed by Colas JV, includes the Midlands/West of the country with approximately 256 km of carriageway and includes parts of the N/M4, N/M6, M7, N/M18, N19, M20 and N85. • The third region (Network C), managed by Egis Lagan Services Ltd., covers the South and South East and totals approximately 328 km in length and includes parts of the M7, M8, M9, N10, N20, N22, N24, N25, N28 and N40.

	<p>The MMarC boundaries can be viewed on TII's GIS Portal.</p> <p>Information on Public Private Partnership (PPP) management of the national road network is available on the PPP page of TII's website.</p> <p>A national road network map and data in relation to national road marker plates can be found in the 'Network Operations' section of TII's Open Data website and TII's GIS Portal.</p>
<p>Motorway Service Areas</p>	<p>TII is directly involved in the provision of on-line service areas on motorways and high-quality dual carriageways. A total of nine on-line Motorway Service Areas (MSA) are operated under two separate PPP Concession contracts. These on-line MSAs are distinct from off-line areas, which are located at or near interchanges or are further distant from the motorway/dual carriageway mainline.</p> <p>Further information on Motorway Service Areas, including their location and TII's Motorway Service Area Policy, is available on TII's website and GIS Portal.</p>
<p>National Road Bridges and Tunnels</p>	<p>TII's Eirspan Bridge Management System coordinates and integrates activities such as inspections, repairs and rehabilitation work to ensure effective asset management of the national road structures. Further information in relation to the Eirspan system is provided in the Bridges and Tunnels section of TII's website.</p> <p>TII is responsible for the operation of three tunnels, which form part of the national road network. These are the Dublin Tunnel (M50), the Jack Lynch Tunnel (N40) and the Limerick Tunnel (N18). The Dublin Tunnel and the Jack Lynch Tunnel are operated and maintained by ERTO (GIS Road & Tunnel Operations) Ireland, on behalf of TII.</p> <p>Direct Route Ltd is responsible for the operation and maintenance of the Limerick Tunnel, as part of the N7 Limerick Southern Ring Phase II PPP Contract.</p>

<p>Network Management – Road Pavements</p>	<p>As part of TII’s road pavement asset management procedures, annual condition surveys are undertaken of all national road pavements, utilising an array of electronic, laser and digital video equipment mounted on specialised vehicles. Year on year these surveys measure and record a range of network condition parameters, including longitudinal profile/roughness, degree of rutting and skid resistance measurement. The data obtained from these geo-referenced, machine-based surveys, is recorded in TII’s Pavement Management System. This data can be used to accurately record the measured condition and compare it to previous surveys at a specific location. Together with recorded traffic volumes, the rate of deterioration can be projected, to enable a prioritisation of maintenance and capital renewal interventions programmes to be established, based on best practice asset management principles.</p> <p>Further information in relation to road pavement is provided in the Network Asset Management section of TII’s website.</p> <p>TII also provides this skid resistance (SCRIM) data on its Open Data website.</p>
<p>Public Private Partnership (PPP) Programme</p>	<p>TII is responsible for managing the procurement process and ongoing oversight of the operational phase of national road PPP schemes.</p> <p>Further information in relation to PPP can be found on the Public-Private Partnerships section of TII’s website, while the PPP boundaries are mapped on TII’s GIS Portal.</p>
<p>Real Time Traffic Information</p>	<p>TII provides real time road traffic information on a dedicated website, utilising data obtained from a range of ITS equipment deployed on the national road network. The extensive range of information provided on the site can be used by road users to help plan their journeys, including the avoidance of traffic delays due to congestion or major incidents. The information is displayed through tables and maps and fully maximises the latest in Open-Source Technologies.</p> <p>Data in relation to Travel Times can be found in the ‘Intelligent Transport Systems’ section of TII’s Open Data website.</p>

<p>Research</p>	<p>TII recognises the value of research and the important role it plays in helping to achieve TII’s strategic objectives. Accordingly, TII has put in place a Research Strategy to ensure that all TII’s research activities are carried out in a co-ordinated way. The key aim of this Research Strategy is to promote practical measures that will contribute to cost reducing and/or quality enhancing innovation in relation to TII’s functions and activities. More detailed information regarding TII’s Research Strategy, which encompasses both short-term “commercial” research in response to the business needs of TII, as well as longer-term research projects at PhD and post-doctoral level, is available in the Research Strategy section of TII’s website.</p>
<p>Roadworks Consent Applications Telecommunications Network Operators</p>	<p>Part 5 of the Communications Regulation Act 2002, as amended, provides the regulatory framework governing the carrying out of roadworks on national roads by telecommunications network operators, for purposes such as the establishment, extension and maintenance of underground electronic communications infrastructure and associated physical infrastructure. In accordance with the Act, consent applications to undertake roadworks on national roads must be submitted by network operators to TII and roadworks (except emergency roadworks) on national roads, may not be undertaken without the prior written consent of TII. Further information, including details of the charges applied by TII in connection with telecommunications roadworks consent applications are set out in TII’s Charging Scheme which was prepared under section 53(9) of the Act and is available on TII’s website.</p>

<p>Safety</p>	<p>TII carries out a broad range of functions and activities aimed at improving the safety of Ireland’s national road and light rail networks, as well as the safety of persons employed on TII construction and operations projects and programmes.</p> <p>TII as an ‘implementation body’ of the EU Road Infrastructure Safety Management Directive 2019/1936, as given effect by SI 612/2021.</p> <p>TII’s Road Safety function monitors collision data on the national road network and identifies high collision locations, undertakes road safety and temporary traffic management inspections and oversees the implementation by local authorities, of schemes designed to provide engineering-based solutions at known high collision locations. The function also involves the coordination of the training and approval of road safety engineers/auditors.</p> <p>TII works with the Luas Operator, Transdev, to ensure high levels of safety performance in the operation of the Luas light rail system. TII monitors the safety of the Luas service and engages in ongoing analysis to identify trends and emerging issues.</p> <p>Further information in relation to TII’s safety function is provided in the Safety section of TII’s website. In addition, TII provides Collision Rate data on its Open Data website.</p>
<p>Speed Limits</p>	<p>In accordance with the provisions of Part 2 of the Road Traffic Act 2004, proposals in relation to the revision of speed limits are matters for consideration in the first instance by the relevant road authority. Proposals must be notified to An Garda Síochána and, in the case of national roads, are subject to the consent of TII.</p>
<p>Strategic Planning</p>	<p>TII’s strategic planning function includes:</p> <ul style="list-style-type: none"> • Formulating strategy for the future of the national road network, such as the recently published ‘National Roads 2040’, which is available at this link. • Conducting surveys, collecting data, undertaking strategic studies and assessing current and future trends and needs in relation to national road, light rail, active travel and greenway networks. • Monitoring the performance of the networks and producing annual National Road Network Indicator Reports, available at the following link. • Formulating and implementing systems for the appraisal and prioritisation of projects and programmes, in line with

national Government appraisal guidance. Updating the Project Appraisal Guidelines for national road projects, carrying out reviews of business cases for national road capital projects and current expenditure programmes, and providing appraisal tools and guidance for active travel projects.

- Developing inputs and tools to assist in the development of business cases and appraisal documentation for transport infrastructure, e.g. demand models, operational analysis, emissions analysis (the TII Road Emissions Tool), revenue forecasting, multi-criteria analysis, financial and economic appraisal (e.g. the TEAMS tool for the appraisal of active travel schemes) and accessibility/GIS based analysis.
- Managing the development and promotion of the use of the National Transport Model, which forms the basis of various TII strategic studies and scheme appraisals.
- Liaising with the Department of Transport, the National Transport Authority and other statutory bodies in relation to current and future transport needs and the forward planning of national land transport networks.

Key strategic planning documents, including TII Project Appraisal Guidelines, are available on TII's [Publications](#) website. Further information in relation to TII's [Strategic and Transport Planning function](#), is available on TII's website.



Image 4: Dublin Tunnel

Tolling

Toll roads in Ireland are generally located on major interurban corridors and impose a toll on each vehicle using that section of the route. TII is responsible for monitoring and managing existing tolling arrangements on the national road network, including the M50 barrier-free toll, the Dublin Tunnel toll, and the tolling interoperability system for electronic toll tag customers.

TII is required to produce and publish Byelaws for each national road Toll Scheme. In accordance with these Byelaws, details of tolls, defined for the purpose of the Toll Byelaws as Maximum Tolls, are required to be published each year. The Byelaws for existing national road Toll Schemes, as well as Maximum Tolls information, are available in the [Roads and Tolling](#) section of TII's website.

There are eleven toll facilities on national roads:

- M1 (Gormanston – Monasterboice)
- M3 (Clonee – Kells) Blackbull
- M3 (Clonee – Kells) Grange
- M4 (Kilcock – Enfield – Kinnegad)
- M6 (Galway – Ballinasloe)
- M7/M8 (Portlaoise – Castletown/Portlaoise – Cullahill)
- M8 (Rathcormac – Fermoy Bypass)
- N18 Limerick Tunnel
- N25 (Waterford City Bypass)
- M50 Barrier-Free Toll
- M50 Dublin Tunnel



	<p>Ten of the national road toll facilities use conventional barrier toll plazas, which accept cash payments and also facilitate vehicles with electronic toll tags.</p> <p>Dublin’s M50 eFlow toll, located between Junctions 6 and 7, is a barrier-free facility operated by Turas Mobility Services Limited, under contract to TII. eFlow is also a provider of electronic tags for use on all toll roads in Ireland.</p> <p>The statutory provisions governing the application of toll fees and penalties for non-payment, are set out in Part V of the Roads Acts 1993 to 2023 and the relevant toll scheme byelaws.</p> <p>Comprehensive information regarding all toll facilities on national roads, is available in the Tolling Information section of TII’s website, on the eToll website and on eFlow’s website. Additional data is also available on TII’s Open Data website.</p> <p>A Disability Toll Exemption Scheme provides for disabled drivers to avail of an exemption from tolls, in accordance with the Byelaws.</p>
<p>Traffic Control</p>	<p>TII manages sections of the national road network and coordinates traffic monitoring facilities through the Motorway Traffic Operations Centre (MOCC). This assists in the safe and efficient management of the national roads network, including Ireland’s tunnels, and operates several services, including:</p> <ul style="list-style-type: none"> • Advanced traffic management systems. • Electronic messages to motorists. • Emergency Roadside Telephone network. • Roadworks scheduling. • Incident management. • Mandatory Variable Speed Limit and Red-X lane control (expected from 2024).
<p>Traffic Data</p>	<p>TII operates and manages a network of more than 350 traffic counters located throughout the entire network of national roads. The data collected at these sites is made available, free of charge, on TII’s dedicated traffic data website. The website uses a dynamic mapping interface to allow users to access data in a variety of report formats. Further information is available on the ‘Traffic Count Data’ section of TII’s website and further traffic count data is available in the ‘Traffic Counters’ section of TII’s Open Data website.</p>

<p>Travel Information</p>	<p>TII's Variable Message Signs (VMS) are used to help manage traffic and keep drivers better informed of traffic conditions. Located on various sections of the motorway network, they offer information such as:</p> <ul style="list-style-type: none"> • Real time journey information. • Active traffic management of unplanned events and incidents. • Weather events. • Notification of planned events. • Road works notification. • Major national events. • Safety campaigns. <p>Real time travel time information is available on TII's Traffic website.</p> <p>Data in relation to Travel Times, Vehicle Detection Systems and VMS settings and locations, can be found in the 'Intelligent Transport Systems' section of TII's Open Data website.</p>
<p>Winter Maintenance/ Services</p>	<p>Winter maintenance activities, including salting/gritting, etc. on the motorway/high speed dual carriageway network is carried out as part of the Motorway Maintenance and Renewal and Public Private Partnership Contracts referred to above. Local authorities are responsible for carrying out winter maintenance works on non-motorway/high speed dual carriageway sections of the national road network, and TII provides annual grant funding to local authorities to finance these activities, as well as the procurement, supply and management of gritting salt for local authorities.</p> <p>TII operates a network of approximately 90 weather stations across the national road network. Weather data from these stations is employed by TII's Road Weather Information System (RWIS), and provided to local authorities and motorway network operators to assist in the planning and management of their winter treatments. Weather station data and camera images are available on TII's Traffic website. In addition, weather station data is available in the 'Intelligent Transport Systems' section of TII's Open Data website, while weather station locations are available on TII's GIS Portal.</p>

2.02 Cost of Accessing Services

TII endeavours to provide its services and the information it holds, free of charge, subject of course to statutory requirements and other, limited, operational reasons. Information on the cost of accessing TII services, where this is applicable, is referenced in [Section 2.01](#) above.

FOI/AIE

In addition, TII may apply charges for search and retrieval in the case of certain Freedom of Information or Access to Information on the Environment requests. Potential FOI and AIE charges are listed in the [FOI](#) and [AIE](#) sections of TII's website. In the cases where TII intends to apply such charges, the Requester will be promptly advised in advance.

Publications

TII publications are available free of charge on TII's [Publications](#) website. Where charges apply, this is indicated on the website.

2.03 Review/Appeal Rights Relating to Services

The contracts for the operation and maintenance of the M50 toll facility and the Luas light rail system, referred to above, contain provisions regarding high quality standards of customer care. Customers may contact the customer service departments of the companies concerned at info@eflow.ie and info@luas.ie, respectively.

TII is committed to providing a quality service to all its customers. In accordance with TII's [Customer Charter](#), TII operates a complaints procedure that may be availed of by customers who feel that they may not have been treated adequately, courteously or fairly in their dealings with the staff of TII. In accordance with TII's Charter, a customer who is dissatisfied with some aspect of TII's service may make a complaint, in writing, to the following address:

Head of Regulatory and Administration
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin D08 DK10

Alternatively, a complaint may be sent to TII, by email, to customerservice@tii.ie.

Complaints will be dealt with fairly, efficiently and confidentially and will be responded to following full and careful consideration of the nature and extent of the complaint.

Complaints received by the Head of Regulation and Administration will be:

- Acknowledged in writing within 5 working days. The acknowledgement letter will indicate the name and telephone number of the person dealing with the matter.
- Responded to within 20 working days (if this is not possible an interim reply will be issued within the 20 working days explaining the current position).
- Responded to using plain language.

Customers who are not satisfied with TII's decision on a complaint may contact the Office of the Ombudsman at the following details:

Office of the Ombudsman
18 Lower Leeson Street,
Dublin D02 HE97

Phone: +353-1-639 5600

Lo-call: 1890 223030

Full information is available in the [Customer Service](#) section of TII's website.



Image 5: O'Connell Upper Luas Stop

Part 3: Decision Making Process for Major Policy Proposals

3.01 Major Policy Proposals

National Government Priorities

The overall strategic policy and the level of capital investment to be provided for the development of active travel, light rail and national road networks are determined by national government. The most important national government policy documents that frame and direct the work of TII are as follows:

1. Project Ireland 2040 consists of the [National Planning Framework](#) (NPF) and the [National Development Plan](#) (NDP). Together they currently provide the strategic and financial frameworks for TII's activities for the period from 2021 to 2030, in particular the progression of active travel, light rail and major national road projects.
2. The [National Investment Framework for Transport in Ireland](#) (NIFTI), which is the strategic framework for future investment decision making in land transport. It intended to "...guide transport investment in the years ahead to enable the National Planning Framework, support the Climate Action Plan, and promote positive social, environmental and economic outcomes throughout Ireland." (NIFTI, 2023, p.11).
3. The [National Sustainable Mobility Policy](#), which sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.
4. The [Climate Action Plan 2024](#), which sets out a road map to reducing greenhouse gas emissions across all sectors of the Irish economy, including transport, in the coming years.
5. The [Draft National En-Route EV Charging Network Plan 2023-2030](#), which provides a pathway for delivery of electric vehicle (EV) en-route charging infrastructure in Ireland, in line with both national and European ambitions for cleaner transportation.
6. The [Strategy for the Future Development of National and Regional Greenways](#)
7. [Ireland's Government Road Safety Strategy 2021 – 2030](#).
8. [National Cycle Network Plan – Report 2023](#).
9. The [Town Centre First Policy](#), which aims to create viable and vibrant town centres that function as service, social, cultural and recreational hubs for the local communities.

Funding of Transport Projects

Within the context of the above national strategic transport policy, the Department of Transport provides an annual allocation to TII to fund transport projects. This annual allocation is broken down into specific amounts that the Department of Transport directs TII to allocate to a range of named active travel and national road projects. TII publishes these allocations annually in the [Reports and Accounts](#) section of TII's website.

In turn TII acts as an Approving Authority, as defined under the [Infrastructure Guidelines](#), that is, TII approves the funding provided to local authorities, for active travel and national road projects. The delivery of such projects, however, is the responsibility of the relevant local authority, as the Sponsoring Agency for such projects under the Infrastructure Guidelines and the road authority for their area. In most cases, TII has no direct involvement in the implementation of active travel and national road projects.

Funding for TII's work on Luas light rail and MetroLink projects is provided by the Department of Transport, through the National Transport Authority. In the case of Luas light rail and MetroLink projects TII is the Sponsoring Agency for such projects under the [Infrastructure Guidelines](#).

Regulatory Environment

The work of TII is also framed by a national regulatory environment, which emanates from a range of national government legislation. Some of the principal legislation impacting upon the governance and operations generally of TII are set out below. The legislation concerned may be viewed or downloaded at the [electronic Irish Statute Book](#) (eISB) website.

- National Monuments Acts 1930-2004
- Official Secrets Act 1963*(the limitations overlap with the statutory provisions on confidentiality in the Roads Act)
- Ombudsman Acts 1980 to 2012
- Data Protection Acts 1988 to 2018 and the General Data Protection Regulation
- The Roads Acts 1993 to 2023*
- Ethics in Public Office Acts, 1995 and 2001
- Transport (Dublin Light Rail) Act 1996
- Prompt Payment of Accounts Act 1997
- European Communities (Natural Habitats) Regulations (1997-2005)
- Planning and Development Act 2000
- Local Government Act 2001
- Transport (Railway Infrastructure) Act 2001
- Communications Regulation Act 2002, as amended
- Official Languages Acts 2003 and 2021
- Disability Act 2005
- Railway Safety Act 2005
- Safety, Health and Welfare at Work Act 2005
- Environmental Noise Regulations 2006 (S.I. 140 of 2006), as amended
- Planning and Development (Strategic Infrastructure) Act 2006
- European Communities (Award of Public Authorities' Contracts) Regulations 2006
- European Communities (Access to Information on the Environment) Regulations 2007 – 2018
- Dublin Transport Authority Act 2008
- Freedom of Information Act 2014

- European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended
- Climate Action and Low Carbon Development (Amendment) Act 2021
- EU Road Infrastructure Safety Management Directive 2019/1936, as given effect by SI 612/2021

TII's work is also framed and directed by a range of other key plans and strategies, as follows:

- [Greater Dublin Area Transport Strategy 2022-2042](#)
- [Cork Metropolitan Area Transport Strategy 2040](#)
- [Limerick Shannon Metropolitan Area Transport Strategy](#)
- [Waterford Metropolitan Area Transport Strategy](#)
- [Galway Transport Strategy](#)

3.02 Background to Policy Proposals and Decisions

In addition to national government's policy and legislative framework, TII has also developed a range of policies, Standards, protocols and procedures, which further help to direct and guide its work in implementing national government priorities. TII also utilises Standards that have been developed by Government Departments and other national public sector bodies. Many of TII's policies and Standards are listed in the [Library section](#) of TII's website and TII's [Publications](#) website. Some of the key guiding policies/Standards etc. are listed as follows:

- [National Roads 2040 \(NR2040\)](#) is TII's long-term strategy for planning, operating, and maintaining the National Roads network and has been developed to support the delivery of Project Ireland 2040 objectives and to align with the Department of Transport's [National Investment Framework for Transport in Ireland](#) (NIFTI). NR2040 also aligns with commitments in wider policy including the national [Climate Action Plan 2024](#) and the Department of Transport's [National Sustainable Mobility Policy](#).
- TII's [Project Management Guidelines](#), which provides the overall framework for the evolution and progression of active travel and national road improvement schemes, through an eight phase development process.
- The National Transport Authority's (NTA's) [Cost Management Guidelines](#), which provide the overall framework for the evolution and progression of light rail schemes, through a seven phase development process.
- The [Transport Appraisal Framework](#) (TAF), published by the Department of Transport, which provides appraisal and implementation guidance for investment in the transport projects, in accordance with the [Infrastructure Guidelines](#).
- The [Infrastructure Guidelines](#) (IGs), published by the Department of Public Expenditure, NDP Delivery and Reform, are a set of rules and procedures for the evaluation, planning, and management of public investment projects. The Guidelines apply to all public bodies in receipt of Exchequer capital funding.

- The [TII Climate Action Roadmap](#), which sets out TII's plans to reduce emissions and meet decarbonisation and energy efficiency targets as directed by Government.
- TII's [Landscape Plan](#), which sets TII's approach to protect, manage and properly plan for the sustainable stewardship of landscapes associated with its transport infrastructure.
- TII's [Biodiversity Plan](#), which complements its Landscape Plan and sets out how TII will contribute to the recovery of biodiversity at a local and national level, while developing and maintaining a safe and reliable transport infrastructure network.
- The TII Standard: [Pavement Assessment, Repair and Renewal Principles](#) (TII, 2020), which provides guidance on the principles to be followed for TII's Pavement Asset Repair and Renewal (PARR).
- The TII Standard: [Pavement Asset Repair and Renewal - Scheme Approval Procedures](#) (TII, 2020), which specifies the procedures to be followed for the approval and delivery of Pavement Asset Repair and Renewal (PARR) Schemes on the national road network.
- TII's [Chargeability of Expenditure to National Roads Grants and Greenway Grants](#) provides protocols and procedures for eligible activities/expenditure and conditions, governing the chargeability of expenditure against national road grants and greenway grants.
- TII's [Motorway Service Areas Policy](#), provides guidance on the provision of on-line and off-line service areas on motorways and high speed dual carriageways in Ireland.
- TII's [Tourist and Leisure Signage Policy](#), which sets out criteria regarding the provision of tourist and leisure signage on national roads.
- TII also publishes an extensive range of environmental standards aimed at minimising the impact of scheme planning, construction and operation on the environment and archaeology. The publications concerned are available to view/download in the [Library](#) section of TII's website.

3.03 Reports on the Operation of Public Services

Comprehensive information in relation to TII's activities is published in TII's Annual Reports and Accounts, following the audit of accounts by the Comptroller and Auditor General. These Reports and Accounts are available to view/download in the [Library section](#) of TII's website.

3.04 Expenditure Reviews and Policy Assessments

To carry out TII's roles, functions and responsibilities effectively, TII seeks to ensure that sound financial management systems are in place and that they are strictly adhered to. The TII Board and its committees play a central role in this process and oversee, through

TII's Internal Audit function, the review of expenditure and the systems and processes in place to ensure good governance.

TII's annual Financial Statements are subject to audit by the Office of the Comptroller and Auditor General.

TII's Chief Executive Officer (CEO) is, from a governance perspective, the Accountable Officer for TII. The CEO is accountable directly to the Committee of Public Accounts and other Dáil Committees and may be called to appear before such committees.

TII also conducts periodic reviews of its own policies, which can include public consultation. Most recently TII invited public consultation on its [Motorway Service Areas Policy](#) and on Ireland's new [National Cycle Network](#).



Image 6: MetroLink, Griffith Park Station Aerial View

Part 4: Financial Information

4.01 Financial Statements

In accordance with TII's Corporate Governance requirements, TII makes copies of its Annual Report and Financial Statements available to the public, following audit of TII's accounts by the Office of the Comptroller and Auditor General. TII's Annual Reports and Accounts are published on the [Reports and Accounts](#) section of TII's website.

4.02 Major Plans for Capital Expenditure

TII's major plans for capital expenditure are detailed at a strategic level in the [NDP](#). The active travel and national road projects that TII funds annually, along with TII's funding for light rail and MetroLink, are published in the [Reports and Accounts](#) section of TII's website.

4.03 Payments for Works, Goods and Services

Information regarding payments for goods and services by TII is updated and published quarterly in the [Prompt Payment Procedures](#) section of TII's website.

4.04 Governance: Board Member Remuneration

Fees and expenses paid to TII Board members are detailed in TII's [Annual Report and Accounts](#).

4.05 Funding/Sponsorship of Non-Public Bodies

TII provides sponsorship for certain activities in accordance with TII's policy on corporate sponsorship.

Currently TII and eFlow provide sponsorship for Engineers Ireland's STEPS Programme and eFlow also sponsors the 'eFlow Sustainable Transport Award Recognition (STAR)' award, as part of the BT Young Scientist Competition.

Part 5: Procurement

5.01 Procurement Policies

TII is committed to compliance with all EU and national legislation, related regulations, Departmental and Office of Government Procurement guidelines, circulars and codes of practice that are relevant to the procurement of works, supplies and services by TII.

TII procurement processes respect the following EU Treaty principles:

- Equal treatment and non-discrimination
- Transparency
- Mutual recognition
- Proportionality
- Free movement of goods and services
- The right of establishment

[TII Corporate Procurement Guidelines](#) have been put in place to assist and support TII staff involved in the procurement of works, supplies and services. These guidelines provide clarity in relation to the roles to be fulfilled and procedures to be adhered to, in the context of procurement processes. TII is committed to the application of these guidelines and to their maintenance and appropriate development over time.

TII is committed to ensuring, through the application of its Corporate Procurement Guidelines, that appropriate emphasis is placed on:

- ensuring proper planning, resourcing and organisation of procurement processes from the outset;
- ensuring that those responsible for managing procurement processes have access to appropriate supports, including access to specialist advice;
- ensuring, prior to contract signing, that the procurement process followed is compliant with TII Corporate Procurement Guidelines (and, by extension, compliant with relevant legislation, regulations, guidelines, circulars, codes, etc.); and
- the development and maintenance of appropriate files and records, having due regard to the full spectrum of considerations relevant to the proper management of data and information.

Further information on procurement in TII, including the [TII Procurement Policy](#), is available in the [Procurement](#) section of TII's website.

5.02 Link to Current Tender Competitions on eTenders

Details of all current tender competitions over €25,000, (over €50,000 for works,) for all competitions are available on www.etenders.gov.ie.

5.03 Public Contracts Awarded

Details of contracts awarded over €25,000, (over €50,000 for works,) are published on www.etenders.gov.ie, in line with Irish and EU Directives, and include the indicative amount, the duration of the contract and the name of the selected contracting entity. Any contract above EU thresholds, which can be viewed at this National Office of Government Procurement [link](#), will be published in the [Official Journal of the EU](#) (OJEU).



Image 7: N26 Cloongullane

Part 6: FOI Disclosure Log and Other Routinely Published Information

6.01 FOI Disclosure Log

Under Section 48 of the FOI Act, public bodies are obliged to have regard to any FOI Code of Practice that is published by the Minister. In accordance with the [Code of Practice for Freedom of Information for Public Bodies](#), published by the Department of Public Expenditure and Reform (2015), public bodies are required to maintain and publish a log of FOI requests, which is known as a ‘Disclosure Log’. Exceptions include requests for access to personal information or other limited circumstances, where the publication of such information would not be appropriate.

In accordance with the Code of Practice, details of relevant FOI requests are published in TII’s Disclosure Log in the [Freedom of Information](#) section of TII’s website. TII’s Disclosure Log is updated biannually.

6.02 Reports

Following completion of the audit of TII’s accounts by the Office of the Comptroller and Auditor General, TII’s Annual [Report and Accounts](#) are published in the Reports and Accounts section of TII’s website.

6.03 Commercial Publications and Charges

Details of TII’s publications, which are generally made available free of charge, are available on TII’s [Publications](#) website. Where charges apply to a publication, this will be clearly indicated.

6.04 Regularly Sought Information Held by TII

Certain types of information held by TII are sought on a regular basis and TII facilitates access to the data concerned through its websites, wherever possible. Examples of such information include traffic data, annual report and accounts, tolling information, design and construction standards, environmental publications, etc. This range of data has been described in the previous sections, with links provided.

TII also provides a large range of the data sets it holds through its [Open Data Portal](#) and through the [TII page](#) of the Government’s Open Data portal.

In accordance with the [Regulations on the Re-use of Public Sector Information](#), TII encourages the re-use of the information that it produces. Further information regarding these regulations is available on the [Re-use of Public Sector Information](#) section of TII’s website.



Image 8: Athlone Greenway

