

Joint Committee on Transport and Communications Networks
Meeting of the Committee with TII on Wednesday 28 June 2023
Subject: To discuss Toll Increases and On-Going Projects
Opening Statement 28 June 2023

Chairman, Members of the Committee, I thank you for your invitation to attend today. I am joined by my colleagues: Pat Maher, Director of Network Management; Robert Desmond, Head of PPP Procurement and Finance; and Nigel O'Neill, Director of Capital Programme.

I understand that the Committee wishes to discuss Toll Increases and On-Going Projects.

Before providing an update, I would like to briefly describe the legislative duties and functions assigned to TII.

The National Roads Authority (NRA), operating as Transport Infrastructure Ireland (TII) since 2015, was established under the Roads Act 1993. It is the general duty of TII to secure the provision of a safe and efficient network of national roads having regard to the needs of all users. Under the Public Spending Code TII is the Approving Authority for National Road Projects and works in partnership with Local Authorities, which are the road authorities for all roads, including national roads.

In 2015 the NRA merged with the Railway Procurement Agency and the Roads Act of 2015 added the function of securing the provision of, or providing, such light railway (e.g., Luas) and metro railway infrastructure as may be determined by the National Transport Authority (NTA). The NTA is the Approving Authority for metro and light rail projects. For that reason, I have not included any details on these projects.

In September 2021 TII became the Approving Authority for Greenways.

1.0 Toll Increases

1.1 Opening Statement of 29 November 2022

In my Opening Statement to this committee at your meeting of 29 November 2022 at which the Motorway Toll Charges, which were to apply from January 2023, were to be discussed, I sought to

1. Provide some legislative and contractual context;
2. Explain why toll charges are rising;
3. Explain what toll revenue is used for;
4. Outline the consequences of deferring toll charge increases and;
5. Describe TII's engagement with the Department of Transport in relation to Tolls.

The information that I provided in that Opening Statement remains valid. In the interest of making as much time as possible available for discussion, I will not reiterate that information, but I have provided a copy of the Opening Statement for your information in **Appendix A**.

1.2 Implementation of Government Initiative on 2023 Toll Rates

Given the elevated levels of inflation experienced in the 12-month period to August 2022 and the consequent impact on 2023 toll rates, a Government decision was made on 28 November 2022 to request TII to seek the deferral of the application of toll increases, by agreement, with the eight concession toll roads for the first six months of 2023. In the case of the M50, TII was directed to implement this discount directly in conjunction with the eFlow operator.

On 13 December 2022 TII received a Ministerial Direction, under Section 41 of the Roads Act 1993, directing TII to introduce arrangements to apply discounts to the amounts that would otherwise be payable by users of toll roads during the period 1 January to 30 June 2023, so that the amount payable will be the same as in 2022. The arrangements were to include agreeing to make payments to the PPP Companies in connection with any shortfall in toll revenue, and any increase in cost (including third party costs) incurred as a consequence of implementing the arrangements.

The Minister for Transport wrote to the Minister for Public Expenditure and Reform on 12 December, advising that the total cost of deferring the toll charge increases was estimated to be €15.2 million and confirming his understanding that the additional cost would be met through additional allocations to be provided to DoT. A report on the deferral of the 2023 toll charges to be paid by Toll Road users is provided in **Appendix B**.

The anticipated cost of the deferral of toll increases on the eight toll concession roads, inclusive of advisory costs and additional administration charges, is expected to be approximately €7.6 million.

The full cost to TII of tolls not collected on M50 is expected to be in the region of €7.2 million.

TII will not be in a position to provide final figures until such time as full traffic figures are reported for the six-month deferral period and all reconciliations completed.

1.3 Toll Rates for 2024

The toll rates payable for 2024 under the relevant Bye-Laws will not be known until mid-September 2023. Preliminary calculations indicate that any increase in twelve-month CPI to August, greater than 3% will lead to toll increases for all vehicle categories (save for motorbikes) on all toll roads.

CPI figures for the nine-month period from August 2022 to May 2023 currently stands at 4.6%. It is therefore considered highly likely that toll rates will increase in January 2024.

Details of projected increases are included in the Information Note at **Appendix C** with the projections based on inflation assumptions ranging from 1% to 6%.

1.4 Longer Term Tolling & Road User Charging Considerations in the context of Climate Action obligations.

Policy and commitments in relation to the decarbonisation of mobility are set out in the Government's Climate Action Plan and Sustainable Mobility Policy among other documents. Delivery of these plans and compliance with those policies will require behavioral change. ESRI research indicates that, for change to be acceptable, the value of fairness must be adhered to. The user pays principle is consistent with that value. The cost of operating and maintaining the national road

network must be funded. If the funding provided by tolls is reduced, the shortfall must be made up by general taxation levied from people some of whom are not using the toll roads.

To assist the Committee in understanding TII's fifteen PPP contracts an Information Note is provided in **Appendix D**.

2.0 Ongoing NDP National Roads Projects

An update on delivery of the NDP national roads and greenways programmes is provided in **Appendix E**.

TII secures the provision of the NDP National Road projects in partnership with local authorities, within the constraints of available funding and in compliance with the provisions of the Roads Acts 1993 to 2015. Under Section 24 of the Roads Act the Minister sets such conditions as he sees fit, in relation to grants from moneys provided by the Oireachtas towards capital and current expenditure of TII.

The conditions which have been set in relation to 2023 are summarised here.

The Exchequer Capital Allocation for New Roads projects is based on the following prioritisation:

1. Maintenance of existing national roads assets, helping to keep them to a safe and robust standard;
2. Progression of projects currently under construction and those close to construction;
3. Progression of the major projects at pre-Decision Gate 2 in the Public Spending Code;
4. For projects further back in the development pipeline, i.e., pre-Decision Gate 1 in the Public Spending Code, the focus of the remaining funding should be on progressing by-passes and other projects that will contribute to achieving "Town Centre First" objective and "Compact Growth".

In relation to New Roads, the Exchequer Capital grants to be provided in 2023 amount to approximately €237 million, subject to the condition that this funding is allocated toward those projects listed by the Minister, and to ensure that key capital projects are advanced to support sustainable transport, including road-based public transport.

The indicative Exchequer Capital Allocation for New Roads in 2024, notified by the Minister to TII, is approximately €145 million.

In accordance with the conditions, the allocations for 2023, provided by the Department of Transport to TII for the following projects, are to meet current project commitments.

- N2 Ardee to South of Castleblayney Bypass
- N2 Rath Roundabout to Kilmoon Cross
- N3 Clonee to M50 (Including Bus Priority)
- N4 Maynooth to Leixlip
- N4 Mullingar to Longford
- N11/M11 Junctions 4 to 14 (Including Bus Priority)
- N17 Knock to Collooney
- N22 Farranfore to Killarney
- Cork City Northern Transport Project
- N72/N73 Mallow Relief Road

This means that the allocations may only be provided by TII, to the respective Local Authorities, to secure the completion in 2023 of current planning and design activity for these projects and not commencing further stages.

For six of the above projects, the Local Authority in question has requested that the allocations for 2023 be revised to allow further planning and design to continue. TII has reviewed each request and has forwarded these to the Department of Transport for further consideration. In each case having reviewed the Local Authority's request, TII has recommended that each of the Local Authorities' requests be granted.

TII has confirmed to the Department that the funding for the adjustments to the allocations for 2023 can be managed within TII's existing overall allocations. TII understands that the requests from the Local Authorities are under consideration by the Minister.

I would like to take this opportunity to acknowledge the achievements of local authorities and their civil engineering contractors on the N22 Ballyvourney to Macroom project where the Macroom bypass section was opened by An Taoiseach, Micheál Martin TD on 9 December and the N5 Westport to Turlough project, which was opened by An Taoiseach, Leo Varadkar TD on 15 June. Both projects provide significant contributions towards improving the safety of the national road network and addressing deficiencies in regional connectivity. I had the privilege of attending both events and witnessed the appreciation expressed by people who live and work in the regions which benefit from these investments by the state.

I look forward to similarly positive events in the coming year to mark the completion of the N69 Listowel Bypass and the N59 Moycullen Bypass, which, along with the Dunkettle Interchange upgrade, are the only major road projects currently under construction.

Closing Remarks

The delivery of the transport infrastructure programmes is important because it safeguards and improves the performance, reliability and safety of the overall network enabling the mobility of people and goods across the country. City and County Development Plans, have key strategic dependencies on the delivery of transport infrastructure, including national roads.

The construction, maintenance and operation of transport infrastructure needs to be paid for and tolling is a vital part of the funding required and is consistent with the value of fairness and the principle that the user pays.

When I addressed this Committee in April last year, I outlined systemic challenges that must be overcome if Ireland is to delivery on its NDP objectives for transport infrastructure. Several reforms have been put in place and these are very welcome and are making a difference for the better. In my opinion more work needs to be done to drive out delays to the delivery of transport infrastructure and so more progress is needed in the following areas:

1. Ensuring alignment of stakeholders, especially State bodies and State-owned enterprises.
2. Further reform of the State's standard forms of contract to support the viability of the civil engineering sector.
3. Ensuring a reasonably stable supply of tendering opportunities for the civil engineering sector so that capabilities can be maintained and developed.

That concludes my opening statement. My colleagues and I will endeavour to answer any questions that members of the committee may have.

Peter Walsh

Chief Executive Officer

Supporting Material:

Appendix A – TII Opening Statement to JCTC of 29 November 2022

Appendix B - Report on the Deferral of the 2023 Toll Charges to be paid By Toll Road Users

Appendix C - Details of Projected Increases in Toll Charges for 2024

Appendix D - Information Note on TII's Fifteen PPP Contracts

Appendix E - An Update on Delivery of the NDP National Roads and Greenways Programmes

APPENDIX A

Opening Statement

Peter Walsh, Chief Executive, Transport Infrastructure Ireland

Joint Committee on Transport and Communications 29th November 2022

The Reported Increase in Motorway Toll Charges from January 2023

Chairman, Members of the Committee, I thank you for your invitation to attend today. I am joined by my colleagues Cathal Masterson, Director of Commercial Operations and Pat Maher, Director of Network Management. I understand that the Committee wishes to discuss the Reported Increase in Motorway Toll Charges from January 2023.

To assist in this discussion, I will:

1. Provide some Legislative and Contractual context;
2. Explain why toll charges are rising;
3. Explain what toll revenue is used for;
4. Outline the consequences of deferring toll charge increases and;
5. Describe TII's engagement with DoT in relation to Tolls.

1. Legislative and Contractual Context

The National Roads Authority, operating as TII since 2015, was established under the 1993 Roads Act. It is the general duty of the Authority to secure the provision of a safe and efficient network of national roads having regard to the needs of all users.

Under Part 5 of the Roads Act, TII is assigned powers and obligations in relation to the making of toll schemes.

Under Regulation 15 of the Road Regulations 1994 monies accruing to the Authority under the Act shall be applied for the purposes of its functions under the Act or otherwise in relation to the construction and maintenance of national roads.

There are ten toll roads situated on the national road network. Of those, two are public tolls (M50 eFlow and Dublin Tunnel) as the toll revenues are collected directly for TII as a public authority. These public toll revenues are invested by TII in the operation and maintenance of the national road network.

The other eight toll roads are public private partnership (PPP) toll roads.

The creation of PPP toll road contracts was a Government policy initiative. In 1999 the Government decided to adopt a PPP approach to fund public capital projects. In the National Development Plan 2000-2006, the Government set a minimum indicative target of €1.27 billion, for private sector investment into national road projects. The use of PPP contracts was identified as an essential component in contributing to the financing and delivery of the national road improvements. The NDP stipulated that funding structures, including road user tolls, where appropriate, were to be examined.

The Government established the Central Public Private Partnership Unit in the Department of Finance at the beginning of 1999, to lead, drive and co-ordinate the process and in mid-1999 the Government established a Cabinet Committee on Infrastructural Development, including Public Private Partnership. The Cabinet Committee focussed initially on transport, notably the core inter-urban road network.

In response to these policy decisions TII established a PPP Unit and developed a bundle of eight Toll Concession PPP contracts which, following competitive tendering, were entered into during the period 2003 to 2007. In total €1.75 billion of private finance was raised by the PPP companies and used to fund the construction, operation and maintenance of these PPP road projects.

TII's eight PPP Toll Concession contracts have contract durations of 30 years for six of them, 35 years for one and 45 years for the remaining one.

During those years the PPP Co must construct, operate and maintain the road. At the end of the period the road must be handed back with a minimum residual life. The minimum residual life varies for different elements of the asset but for example, for pavements it is 10 years. The payments relating to these services are strictly controlled by the contract conditions. Revenue from index linked tolls is a core element of these contracts.

2. Why Toll Charges are Rising

After a decade of little or no inflation we are now in a period of high inflation. I reported to this Committee, on 6th April this year, on the impact that high inflation rates are having on construction contracts. Toll charges are set relative to inflation.

The byelaws for toll roads provide for toll charges to be reviewed annually. The method for calculating toll charges is set out in the byelaws for each toll road. The Maximum Toll is calculated by indexing the Base Tolls (which are set out in the relevant byelaw) by the consumer price index (CPI) applicable in August of the preceding year. The calculated amount is then rounded up or down. The actual toll charges cannot be more than the Maximum Toll levels.

In relation to the eight PPP Toll Concession contracts, the PPP companies submit their toll charge calculations annually to TII as part of their Annual Toll Plans as provided for in the PPP contracts. This normally occurs in September or October. TII then reviews these submissions and the associated calculations and, in accordance with the contract conditions, where the calculations are in accordance with the byelaws, TII cannot unreasonably withhold or delay approval of the proposed revised tolls.

TII does not have the right to prevent the PPP Company from raising the toll charges where their submissions are in accordance with the byelaws.

In relation to the M50 eFlow Toll, it is a matter for the TII Board to determine the Toll Charges subject to not exceeding the Maximum Tolls.

TII's practice has generally been to set the Applicable Tolls at the Maximum Toll levels in accordance with the byelaws, as the revenues collected contribute to the operation and maintenance of the national road network.

In relation to Dublin Tunnel Toll, it is also a matter for the TII Board to determine the Toll Charges, subject to not exceeding the Maximum Tolls. The toll arrangements for Dublin Tunnel were

established firstly, for the purpose of demand management (i.e. ensure that the non-HGV traffic would not interfere with the ability of the Dublin Port Tunnel to meet its primary objective of providing a high quality access route for HGVs to Dublin Port) and secondly, to generate revenues to support the operation and maintenance of the asset. Therefore, the Board of TII in determining the tolls rates consider both the levels of traffic and congestion at the tunnel and financial issues in determining the appropriate charges. At their October meeting the TII Board accepted the TII management recommendation, that the 2022 toll rates are sufficient to prevent downstream congestion and should remain unchanged for 2023.

3. What Toll Revenue is Used For

TII receives approximately €200m annually from the two public tolls and revenue share from the PPP Toll Concessions. This revenue is used to fund the asset renewal, operation and maintenance of the national road network. The 5,300km of national road network is essential to the economic and social life of the country. The network has an asset value of €31 billion (as assessed in 2019). The asset renewal, operation and maintenance of the network requires approximately €600m annually. The Department of Transport provides the balancing €400m from general taxation. This represents 2% of asset value and is barely adequate to maintain asset value.

The toll revenue of the eight PPP concessions is used to repay the loans raised to fund the construction, and to fund the PPP's operation and maintenance of the 300km of motorway and dual carriageway. The senior debt, outstanding at 31 December 2021 was approximately €730m. The PPP Companies employ approximately 250 people on the eight PPP Toll schemes.

4. The Consequences of Deferring Toll Charge Increases

TII does not have the right to unilaterally change the basis on which PPP toll rates are revised therefore any proposed change would have to be the subject of negotiation.

From TII's experience, PPP companies would not enter into detailed discussions without first engaging legal and financial advisers (which their lenders would likely insist on). Negotiations of this kind could take many months if not years to successfully conclude.

Any proposed change to the terms of the PPP Toll Concession contracts that would 'freeze' toll rates would change the public / private risk transfer (as it could be said to impact on traffic demand). This change in risk would first need to be assessed by NDFA, CSO and possibly Eurostat.

TII's PPP Toll Concession contracts are currently treated as 'off balance sheet'. For a PPP concession to be recorded off government balance sheet, the majority of the risks and rewards have to be borne by the private partner.

If the proposed changes impact the demand risk that is currently being carried by the private sector, this may have an impact on statistical treatment.

In the event that a freezing of toll charges is agreed, the contractual entitlement to the index linking of toll charges would still exist. If inflation continues to rise, this will result in rebalancing of, and consequentially, larger increases to, toll charges in January 2024.

In addition, any freezing of toll charges would also reduce the amount of money that TII receives under the revenue share mechanism of the PPP contracts.

In relation to the public (M50 eFlow) charges, freezing the charges at 2022 levels would result in a forecast reduction in revenue of approximately €13m. That reduction would have to be made up from general taxation as the costs of asset renewal, operation and maintenance of the national road network is subject to the cost increases caused by inflation.

5. TII's Engagement with Department Of Transport (DoT) In Relation to Tolls

TII and DoT are in regular communications on a wide range of issues. On the specific matter of Toll Charge increases, indications that there would be increases, as a consequence of high inflation rates, were communicated in late July. Details of how a range of possible inflation rates would affect toll charges were sought by DoT and provided by TII on 1st September.

The August Consumer Price Index (CPI) of 8.6% for the 12 months to August 2022, was published on 12 September. This CPI is the contractually relevant inflation rate for toll charges. This allowed the PPP Toll concession companies to complete their toll charge calculations as part of their Annual Toll Plans. The forecast of the funding that TII would receive from Tolls during 2023 was communicated to DoT at the end of September. Following the 25 October meeting of the TII Board, at which 2023 Toll Charges were set, an information note detailing the 2023 toll charges was provided to DoT on 7 November.

That concludes my opening statement. My colleagues and I will endeavour to answer any questions that members of the committee may have.

Peter Walsh

END

APPENDIX B

INFORMATION NOTE FOR TII BOARD ON IMPLEMENTATION OF GOVERNMENT DECISION TO DEFER 2023 TOLL INCREASES FOR A PERIOD OF SIX MONTHS

Background

This File Note has been prepared to record the process leading to TII's implementation of a deferral of toll increases for the first six months of 2023 ("**Discount Period**") further to a Ministerial Direction from the Minister of Transport dated 13 December 2022 ("**Ministerial Direction**").

Of the ten toll roads on the national network, eight toll roads are 'public private partnership' (PPP) concession toll roads which were constructed and are now operated and maintained under long term contracts with TII. The revenues collected on these toll roads are collected by the relevant PPP company ("PPP Co") and are generally used by PPP Co's to repay loans borrowed to finance construction of the road and to fund ongoing operations and maintenance activities. The mechanism for calculating toll charges is set out in the Bye-Laws for each toll road, with the toll calculated by indexing the Base Tolls set out in the relevant Bye-Laws by the consumer price index (CPI) applicable in August of the preceding year. PPP Co submits these calculations annually in Toll Operating Plans. Whilst TII has an opportunity to consider Toll Operating Plans submitted by PPP Co's, TII does not have a role in the setting of these toll rates and cannot, for instance, prevent a legitimate toll increase.

The remaining two TII toll roads can be described as 'public' tolls (M50 eFlow and Dublin Tunnel) where toll income is remitted to TII. It is a matter for TII to determine the level of these tolls, subject to not exceeding the Maximum Tolls¹ which are similarly calculated by indexing the Base Tolls by CPI applicable in August of the preceding year. The Bye-Laws allow the tolls on these roads to be set at less than the Maximum Tolls however TII's practice has generally been to set the M50 toll rates at the maximum level and to make a decision on the Appropriate Tolls for Dublin Port Tunnel based on the level of traffic congestion being experienced in the environs of the tunnel.

At the TII Board meeting on Tuesday 25 October 2022 the Board approved the increases of all toll rates for 2023 for M50 eFlow and noted toll rate increases for the eight concession toll roads in line with Bye-Laws. The Board also confirmed that there would be no change in the 2023 toll rate for Dublin Port Tunnel.

Government initiative on 2023 toll rates

Given the elevated levels of inflation experienced in the 12-month period to August 2022 and the consequent impact on 2023 toll rates, a government decision was made on 28 November 2022 to request TII to seek the deferral of the application of toll increases (by agreement) with the eight concession toll roads for the Discount Period in an effort to alleviate the impacts of inflation and provide support to households. TII were also directed that tolls on M50 eFlow were not to increase for the same period.

This decision was communicated to TII on 29 November 2022. The following section, together with appendices, set out the timeline of the main events leading to the implementation of the Ministerial Direction.

¹ The Bye-Laws for toll roads provide for toll charges to be reviewed annually, and a Maximum Toll calculated for the forthcoming calendar year. The actual toll charges applied may differ from the Maximum Tolls and are referred to as Applicable Tolls in the case of the M50 and Appropriate Tolls in the case of the 8 PPP toll concession schemes and Dublin Tunnel.

Sequence of Events

DATE	EVENT
29 November 2022	<ul style="list-style-type: none"> • TII was informed by the Department of Transport of the government decision to seek a six-month deferral of 2023 toll increases given the cost-of-living crisis being experienced nationally. TII confirmed that it will commence the process, highlighting the conditionalities that were outside TII's control, as well as the need for the initiative to be supported by appropriate decision-making process and documentation. TII also highlighted the possible balance sheet implications of such an intervention as well as the challenging timeframe. • Given this challenging timeframe TII commenced activity on the morning of the 29 November and following discussion by the executive team on the government decision, TII began to make initial phone calls with representatives of all PPP Co's over the course of the morning and afternoon. • On these calls TII informed the PPP company representatives of the government decision and requested their assistance in facilitating this initiative. TII also tabled outline terms for a proposed agreement to compensate PPP companies for the loss of revenue and extra administration which this initiative would entail and confirmed that TII would issue a further email communication setting out further details shortly. • In the evening, TII appeared at the Oireachtas Joint Committee on Transport and Communications and were questioned on the implementation of the government initiative.
30 November 2022	<ul style="list-style-type: none"> • TII sent an email to representatives of all PPP Co's confirming the commercial terms to apply to the proposed government initiative (see sample email Appendix 1). • TII made initial contact with tax advisors to brief them on the proposed initiative and seek to ascertain the appropriate tax treatment of the anticipated payments that will be made.
1 December 2022	<ul style="list-style-type: none"> • Following engagement with TII legal advisors, TII received an initial first draft Supplemental Agreement for review. • Department of Transport and NDFA made initial contact with CSO with a view to assessing possible balance sheet implications of the proposed initiative to defer 2023 toll increases for the Discount Period.
5 December 2022	<ul style="list-style-type: none"> • Following review and discussion with legal advisors, TII issued first draft of the Supplemental Agreement to representatives of each of the PPP Co's.
8 December 2022	<ul style="list-style-type: none"> • TII prepared a note for Department of Transport (for onward transmission to CSO) summarising the terms of the proposed initiative to enable CSO make an initial ex ante assessment (see Appendix 2). This initial assessment will be subject to further ex ante review by EUROSTAT as well as ex post EUROSTAT evaluation in 2023. • TII prepared draft toll advertisements to be placed in national newspapers as required by the relevant Bye-Laws and also prepared a draft ministerial direction under section 41, Roads Act.

DATE	EVENT
9 December 2022	<ul style="list-style-type: none"> Following discussions with PPP Co's and delays they being experienced in getting lender engagement to approve the proposed initiative, TII made contact with NDFA and prepare a note for circulation to European Investment Bank summarising the initiative and giving clarity on the government objective to subsidise households during a period of high inflation and increased cost of living.
12 December 2022	<ul style="list-style-type: none"> Department of Transport, NDFA and TII had a call with CSO on the information provided and the assessment of possible balance sheet implications. In an effort to minimise disruption to cash flow it was agreed to make advance payments under the terms of the agreement (with balancing payments to reflect actual traffic assessed on a monthly basis). To improve the administration of the payments on all sides, TII requested traffic forecasts from PPP Co's for the Discount Period.
13 December 2022	<ul style="list-style-type: none"> TII received the Ministerial Direction which was reviewed by the Board of TII and the actions therein were noted as being a mandatory obligation on the Board (see Appendix 3A). The Board of TII accepted the direction and in turn directed the Executive to give effect to the Ministerial Direction and this was noted in the board minutes (see Appendix 3C). The Ministerial Direction was accompanied by a letter from Minister for Transport to the Minister for Department of Public Expenditure and Reform seeking confirmation that the cost of the initiative would be met through additional allocations to be provided to the Department of Transport to meet this cost-of-living measure (see Appendix 3B).
14 December 2022	<ul style="list-style-type: none"> CSO issued communications to EUROSTAT seeking a preliminary ex ante assessment of the balance sheet treatment of the proposed payments to PPP Co's. Lenders to PPP Co's raised a query regarding the applicability of State Aid rules to the proposed payments. This was escalated to Department of Transport by TII. TII communicated the decision of the TII Board (further to Ministerial Direction) to seek the deferral of toll increases to the operator of M50 eFlow.
15 December 2022	<ul style="list-style-type: none"> Following input from financial advisors, TII write to Revenue Commissioners seeking clarification on the appropriate tax treatment of the payments to be made pursuant to the Ministerial Direction.
16 December 2022	<ul style="list-style-type: none"> TII continued to receive comments, legal queries and requested changes from representatives of each of the PPP Co's in advance of circulation of agreements to PPP Co lenders. CSO provided initial EUROSTAT assessment which agrees with the CSO's <i>ex-ante</i> conclusion on the government initiative (see Appendix 4).
19 December 2022	<ul style="list-style-type: none"> Department of Transport issued a letter confirming their understanding of the position on state aid which is circulated to PPP Co's (see Appendix 5) and

DATE	EVENT
	<p>thereafter does not arise as an issue for PPP Co's or their lenders. TII passed this letter on to the PPP company representatives.</p> <ul style="list-style-type: none"> Lenders provided detailed comments and requested changes to the draft agreements over the course of 19, 20 and 21 December and the agreements reflecting arrangements during the Discount Period were placed before credit committees of the various lenders over this period.
20 December 2022	<ul style="list-style-type: none"> Following receipt and consolidation of comments from PPP Co lenders, TII issued further version of the draft agreements to all PPP Co's with a request to seek to expedite conclusion of discussions and negotiations.
21 December 2022	<ul style="list-style-type: none"> TII had telephone calls with each of the PPP Co's and in some cases, advisors to lenders in efforts to conclude on the terms of the draft agreement. Execution versions of agreements in respect of 4 schemes were issued.
22 December 2022	<ul style="list-style-type: none"> Signed agreement received in respect of M1 Dundalk Western Bypass, N25 Waterford City Bypass, M7 / M8 Portlaoise, M6 Galway – Ballinasloe schemes. Execution version agreements are issued and signed agreements returned in respect of N28 Limerick Tunnel and M8 Fermoy.
23 December 2022	<ul style="list-style-type: none"> Execution version agreements are issued in respect of M3 Clonee – Kells and M4 Kilcock – Kinnegad.
29 December 2022	<ul style="list-style-type: none"> Signed agreement received in respect of M3 Clonee – Kells and M4 Kilcock – Kinnegad. All signed agreements are saved at T:\Commercial Operations\PPP Procurement & Finance\Others ACTIVE\2023 toll freeze\Legal\Agreements\Signed agreements

The open items as of January 2023 are:-

1. Confirmation of ex post analysis of balance sheet treatment of payments to be made pursuant to the Ministerial Direction. The timing of this is not confirmed but it is expected in September / October 2023.
2. Confirmation that TII will receive an allocation of funding the make up for funds expended in implementing the Ministerial Direction. (Estimate to cost circa. €15-16M).
3. Total outturn cost of the Ministerial Direction to be confirmed once traffic levels for the Discount Period are confirmed.

APPENDIX 1 – SAMPLE INITIAL EMAIL TO PPP CO'S 30 NOVEMBER 2022

2023 toll rates - M3 Clonee/Kells, M4/M6 Kilcock/Kinnegad

[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [⋮](#)

Wed 30/11/2022 11:52

Thank you for taking the time on our call yesterday.

Further to our discussions I am writing to set out the proposed terms and means of implementation of 2023 tolls for your schemes.

As discussed, TII has been tasked by Department of Transport and Minister for Transport with seeking to implement the retention of 2022 toll rates for the first six months of 2023 and to obtain your agreement to forgoing the application of Maximum Tolls until 1 July 2023. The principal terms of the proposed agreement are set out below

- TII agrees to pay to PPP Co the revenues forgone by not applying the 2023 Maximum Toll in the period from 1 Jan 2023 to 30 June 2023 inclusive ("**Forgone Toll Amount**").
- An estimate of the Forgone Toll Amount can be paid in advance by TII to PPP Co on the basis of forecasted traffic volumes for the first six months of 2023 as submitted by PPP Co to TII. A reconciliation process will take place in July 2023 to reconcile actual traffic and tolls against forecasts provided. We are happy to put in place payment arrangements for invoiced amounts that best suit PPP Co requirements.
- In addition to the Forgone Toll Amount, TII agrees to discharge vouched costs for legal and tax advices incurred by PPP Co (commencing yesterday) in relation to the implementation of arrangements required to implement the Forgone Toll Amount. This amount will be capped at €100,000.
- Also, TII agrees to pay a sum in discharge of the administration costs to PPP Co in implementing the Forgone Toll Amount equal to 15% of the Forgone Toll Amount plus applicable VAT. It is anticipated that the timing of this payment will be as per the payment of the Forgone Toll Amount.
- TII proposes that the above will be implemented by way of short form agreement in line with the agreement put in place to implement the removal of charges for HGV's in November 2013. TII has instructed legal advisors and we are aiming to circulate a draft agreement tomorrow. We will also seek clarity on the appropriate VAT treatment of the Forgone Toll Amount and other payments referenced above. The intention is not to 'open up' the Project Agreement and matters relating to Revenue Share or Traffic Guarantee will be unaffected (i.e. calculations will be based on 2023 Maximum Toll).

As discussed, TII are looking to conclude and reach agreement on the above proposals by 8 December 2022 and all efforts aimed at expediting this are appreciated. TII acknowledges that in some circumstances formal lender consent may be required.

Many thanks again in your assistance to date and we expect to be in further contact in coming days. If there are any queries on the above please let me know.



APPENDIX 2 – INFORMATION NOTE TO CSO ON STATISTICAL TREATMENT

TII Information Note for Central Statistics Office

on

Government Initiative for 2023 Tolls

1 January 2023 – 30 June 2023

8 December 2022



1.0 Introduction

This Information Note has been prepared in response to request for information by Central Statistics Office dated 2 December 2022 (and communicated to TII via NDFA and Department of Transport) to assist CSO in assessing the potential impact on the government balance sheet classification of TII concession contracts resulting from a Government initiative to seek the deferral of toll increases that would otherwise be due, for the period from 1 January 2023 to 30 June 2023 (“**Government Initiative**”).

This Information Note deals with the following points covering the information requested by CSO:

- Background;
- Annual toll adjustment mechanism;
- Proposed arrangements to implement Government initiative; and
- Cost.

2.0 Background

The method for calculating toll charges is set out in the Bye-Laws for each toll road, with the toll calculated by indexing the Base Tolls set out in the relevant Bye-Law by the consumer price index (CPI) applicable in August of the preceding year (further details in Section 3). PPP companies submit their toll charge calculations annually in September or October to TII as required in the PPP contracts. TII then review these submissions and the associated calculations and, as per the contractual conditions, where the calculations are in accordance with the Bye-Laws TII cannot withhold or delay approval of the proposed revised tolls. TII do not have the right to prevent PPP Co from raising the toll charges where their submissions are in accordance with the Bye-Laws.

Given the circumstances facing the State and the need to mitigate the cost of living crisis, it is expected that the Minister for Transport will issue a direction to TII under section 41, Roads Act 1993 (as amended), which, among other things, will direct TII to seek agreement with toll road operators (“**Concessionaires**”) that the tolls charged to the public remain at the levels charged in 2022 for the period from 1 January 2023 to 30 June 2023 (“**Discount Period**”)². TII will make payments to Concessionaires (i) to make up for the shortfall in toll they would otherwise have been entitled to collect; (ii) to cover administrative costs; (iii) to reimburse for costs in discharge of professional fees (legal and tax).

3.0 Annual Toll Adjustment Mechanism

The Bye-Laws for each toll scheme determine the legal basis for adjusting tolls as set out above and the parameters for any adjustments. These principles are reflected in the contract documents entered with Concessionaires, and an annual procedure is followed whereby TII confirms the toll rates for the forthcoming year.

² It is anticipated that the Ministerial direction will also direct the Board of TII to apply a similar discount on ‘public toll’ on the M50. CSO has not sought information on this scheme and TII understands they do not fall within the scope of the current analysis.

The Bye-Laws set a cap (referred to as Maximum Toll) on the toll that Concessionaires may charge. The actual toll that is charged is referred to as the Appropriate Toll. A copy of the relevant Bye-Laws for each toll scheme operated by Concessionaires is available at <https://www.tii.ie/roads-tolling/tolling-information/statutory-notice/>.

The calculations supporting the determination of 2023 tolls are set out in Appendix 1.

Details of the current toll charge and the calculated legal allowable increase are also set out in Appendix 1.

4.0 Proposed arrangements to implement Government Initiative

TII sought projected traffic figures for the Discount Period from Concessionaires when issuing draft agreements and to date we have been provided with forecasts in respect of two schemes outlined in Appendix 2A.

For all other schemes, TII has prepared forecasts of traffic figures for the Discount Period based on 2019 figures, updated to reflect traffic performance 3 months September to November 2022 with an additional 2% growth. These forecasts are outlined at Appendix 2B.

The calculation of the portion of the 2023 Appropriate Toll being covered by government on behalf of the toll users for each class of vehicle on each toll scheme is set out at Appendix 3.

5.0 Estimated cost

An estimate of the total cost of the Government Initiative, based on projected traffic volumes / traffic mix and assumed professional fees incurred by Concessionaires is €7,903,453. Calculations supporting this estimate are detailed in Appendix 4 (Note: estimates are subject to traffic volumes which may vary).

It should be noted that the implementation of the Government Initiative is conditional on agreement being reached with Concessionaires within the required tight timeframe on terms that are acceptable to both sides.

Financials for each contract have been prepared as requested and are set out at Appendix 5.

Appendix 1 2023 Maximum Toll calculations and 2022 Appropriate Tolls

Maximum Toll Formula per Toll Bye-Laws	$\text{Maximum Toll}_{2022} = (\text{Base Toll}) \times \left\{ \frac{CPI_{Aug\ 2021}}{CPI_{Opening\ Index}} \right\} + \text{VAT (where applicable)}$ $\text{Maximum Toll}_{2023} = (\text{Base Toll}) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Opening\ Index}} \right\} + \text{VAT (where applicable)}$							
	Maximum Toll calculated is rounded to nearest 10 cents.							
	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF
Base Index	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100	Nov ₁₉₉₆ =100
Base Toll date	Aug ₂₀₀₀	Aug ₂₀₀₀	Aug ₂₀₀₀	Aug ₂₀₀₄	Aug ₂₀₀₄	Aug ₂₀₀₀	Aug ₂₀₀₃	Aug ₂₀₀₀
Opening Index	111.7	111.7	111.7	129.2	129.2	111.7	125.9	111.7
CPI _{Aug 2021}	154.4	154.4	154.4	154.4	154.4	154.4	154.4	154.4
CPI _{Aug 2022}	167.7	167.7	167.7	167.7	167.7	167.7	167.7	167.7
Applicable VAT	23%	23%	23%	23%	23%	23%	23%	23%
Base Tolls								
Motorcycle	€0.600	€0.450	€0.900	€0.694	€0.694	€0.600	€0.676	€0.600
Car	€1.150	€0.875	€1.750	€1.330	€1.330	€1.150	€1.296	€1.150
Bus/Coach	€2.050	€1.325	€2.650	€2.371	€2.371	€2.050	€2.310	€2.050
LGV	€2.050	€1.325	€2.650	€2.371	€2.371	€2.050	€2.310	€2.050
HGV (2 & 3-Axle)	€2.900	€1.750	€3.500	€3.354	€3.354	€2.900	€3.268	€2.900
HGV (4-Axle)	€3.700	€2.150	€4.300	€4.280	€4.280	€3.700	€4.170	€3.700
2022 Maximum/Appropriate Tolls								
Motorcycle	€1.00	€0.80	€1.50	€1.00	€1.00	€1.00	€1.00	€1.00
Car	€2.00	€1.50	€3.00	€2.00	€2.00	€2.00	€2.00	€2.00
Bus/Coach	€3.50	€2.30	€4.50	€3.50	€3.50	€3.50	€3.50	€3.50
LGV	€3.50	€2.30	€4.50	€3.50	€3.50	€3.50	€3.50	€3.50
HGV (2 & 3-Axle)	€4.90	€3.00	€6.00	€4.90	€4.90	€4.90	€4.90	€4.90
HGV (4-Axle)	€6.30	€3.70	€7.30	€6.30	€6.30	€6.30	€6.30	€6.30
2023 Maximum/Appropriate Tolls								
Motorcycle	€1.10	€0.80	€1.70	€1.10	€1.10	€1.10	€1.10	€1.10
Car	€2.10	€1.60	€3.20	€2.10	€2.10	€2.10	€2.10	€2.10
Bus/Coach	€3.80	€2.40	€4.90	€3.80	€3.80	€3.80	€3.80	€3.80
LGV	€3.80	€2.40	€4.90	€3.80	€3.80	€3.80	€3.80	€3.80
HGV (2 & 3-Axle)	€5.40	€3.20	€6.50	€5.40	€5.40	€5.40	€5.40	€5.40
HGV (4-Axle)	€6.80	€4.00	€7.90	€6.80	€6.80	€6.80	€6.80	€6.80

Appendix 2A Concessionaire Projected Traffic Levels (Jan-Jun 2023)

M3 Clonee-Kells

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	1,446	1,375	1,555	1,492	1,625	1,601	9,095
Car	724,106	688,735	778,857	747,104	813,689	801,702	4,554,192
Bus/Coach	13,552	12,425	14,874	13,432	15,103	14,655	84,041
LGV	177,955	169,262	191,410	183,607	199,971	197,025	1,119,229
HGV (2 & 3-Axle)	14,054	12,885	15,426	13,930	15,662	15,199	87,156
HGV (4-Axle)	57,607	52,815	63,228	57,097	64,198	62,297	357,241
Totals	988,720	937,496	1,065,350	1,016,661	1,110,248	1,092,478	6,210,954

M4 Kilcock-Kinnegad

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	1,077	1,051	1,225	1,264	1,343	1,329	7,289
Car	594,725	589,895	674,835	692,148	732,226	731,654	4,015,484
Bus/Coach	10,022	9,303	10,962	9,857	11,185	10,689	62,017
LGV	132,678	131,450	150,321	154,134	163,238	163,085	894,907
HGV (2 & 3-Axle)	12,515	11,649	13,671	12,197	13,984	13,322	77,338
HGV (4-Axle)	58,085	53,879	63,390	57,014	64,840	61,856	359,064
Totals	809,102	797,227	914,405	926,613	986,816	981,935	5,416,099

Appendix 2B TII Projected Traffic Levels (Jan-Jun 2023)

M1 Dundalk Western Bypass

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	665	779	968	1,454	3,120	2,620	9,606
Car	824,921	815,604	911,471	911,027	949,647	935,075	5,347,745
Bus/Coach	13,447	13,559	16,158	15,662	17,860	19,216	95,903
LGV	201,801	200,847	213,892	213,140	235,691	214,688	1,280,058
HGV (2 & 3-Axle)	28,213	26,439	28,354	27,606	29,951	26,325	166,888
HGV (4-Axle)	84,884	82,816	88,430	85,882	91,185	83,107	516,303
Totals	1,153,931	1,140,044	1,259,273	1,254,771	1,327,455	1,281,032	7,416,505

N6 Galway-Ballinasloe

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	128	151	265	583	741	994	2,862
Car	267,403	271,073	314,517	324,880	339,718	342,958	1,860,549
Bus/Coach	4,294	4,456	6,017	6,387	7,457	8,229	36,840
LGV	52,186	51,902	57,044	57,231	61,927	56,988	337,279
HGV (2 & 3-Axle)	5,840	5,655	6,165	6,212	7,952	6,849	38,674
HGV (4-Axle)	17,640	16,938	18,335	18,690	20,053	17,808	109,465
Totals	347,492	350,176	402,344	413,984	437,847	433,825	2,385,668

M7/M8 Portlaoise-Cullahill

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	290	420	694	920	1,854	2,058	6,236
Car	446,275	448,637	511,657	525,578	553,823	562,401	3,048,372
Bus/Coach	7,667	7,256	9,307	9,589	11,186	11,473	56,478
LGV	94,542	95,498	102,299	101,943	111,136	102,655	608,073
HGV (2 & 3-Axle)	12,025	11,673	12,718	13,090	13,761	12,837	76,104
HGV (4-Axle)	71,011	68,861	73,851	72,944	76,989	68,191	431,845
Totals	631,811	632,344	710,526	724,063	768,749	759,616	4,227,109

M8 Rathcormac-Fermoy Bypass

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	393	390	599	686	1,056	1,050	4,175
Car	407,980	400,703	448,740	450,884	487,579	465,982	2,661,867
Bus/Coach	3,958	3,579	4,565	4,317	4,996	5,282	26,695
LGV	72,863	72,658	77,926	79,391	85,949	78,959	467,746
HGV (2 & 3-Axle)	12,736	11,294	13,776	12,209	10,986	10,141	71,142
HGV (4-Axle)	44,803	44,584	47,015	50,889	55,404	49,507	292,201
Totals	542,733	533,208	592,620	598,375	645,969	610,921	3,523,826

N18-Limerick Tunnel

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	511	583	934	1,447	1,996	1,951	7,423
Car	581,785	567,580	628,603	636,079	695,895	654,541	3,764,483
Bus/Coach	2,807	3,058	4,282	4,057	5,742	6,825	26,772
LGV	90,603	89,190	95,672	97,409	104,741	95,465	573,079
HGV (2 & 3-Axle)	10,674	10,644	11,856	12,347	13,094	12,419	71,035
HGV (4-Axle)	24,032	23,539	25,246	25,529	26,540	22,946	147,833
Totals	710,412	694,596	766,594	776,868	848,009	794,147	4,590,625

N25 Waterford City Bypass

Vehicle Category	Jan	Feb	Mar	Apr	May	Jun	Totals
Motorcycle	342	334	488	852	1,540	1,762	5,319
Car	216,454	207,845	233,906	238,833	257,740	248,578	1,403,357
Bus/Coach	750	865	1,088	1,116	1,656	1,721	7,196
LGV	48,724	46,372	50,587	50,628	55,825	50,512	302,647
HGV (2 & 3-Axle)	9,805	9,173	9,546	9,983	10,341	8,933	57,780
HGV (4-Axle)	27,267	26,311	30,028	32,197	34,239	29,740	179,782
Totals	303,342	290,900	325,643	333,609	361,341	341,246	1,956,081

Appendix 3 Calculation of the portion of 2023 Appropriate Toll being covered by Government

Estimate 2023 Traffic Levels (Jan-Jun) excluding Exemptions and Re-entries

	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF	Totals
Motorcycle	9,606	9,095	7,289	2,862	6,236	4,175	7,423	5,319	52,004
Car	5,347,745	4,554,192	4,015,484	1,860,549	3,048,372	2,661,867	3,764,483	1,403,357	26,656,049
Bus/Coach	95,903	84,041	62,017	36,840	56,478	26,695	26,772	7,196	395,942
LGV	1,280,058	1,119,229	894,907	337,279	608,073	467,746	573,079	302,647	5,583,020
HGV (2 & 3-Axle)	166,888	87,156	77,338	38,674	76,104	71,142	71,035	57,780	646,116
HGV (4-Axle)	516,303	357,241	359,064	109,465	431,845	292,201	147,833	179,782	2,393,735
Totals	7,416,505	6,210,954	5,416,099	2,385,668	4,227,109	3,523,826	4,590,625	1,956,081	35,726,867

Estimate Toll Revenues (Jan-Jun 2023): Estimate 2023 Traffic Levels @ 2022 Appropriate Tolls (€) ("A")

	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF	Totals
Motorcycle	€9,606	€7,276	€10,933	€2,862	€6,236	€4,175	€7,423	€5,319	€53,830
Car	€10,695,490	€6,831,289	€12,046,451	€3,721,097	€6,096,744	€5,323,735	€7,528,967	€2,806,713	€55,050,486
Bus/Coach	€335,661	€193,294	€279,077	€128,939	€197,674	€93,433	€93,703	€25,185	€1,346,966
LGV	€4,480,205	€2,574,228	€4,027,083	€1,180,477	€2,128,257	€1,637,112	€2,005,777	€1,059,263	€19,092,401
HGV (2 & 3-Axle)	€817,752	€261,467	€464,026	€189,501	€372,908	€348,594	€348,072	€283,124	€3,085,444
HGV (4-Axle)	€3,252,712	€1,321,793	€2,621,169	€689,628	€2,720,626	€1,840,865	€931,345	€1,132,629	€14,510,767
Totals	€19,591,427	€11,189,346	€19,448,738	€5,912,504	€11,522,445	€9,247,914	€10,915,287	€5,312,234	€93,139,894

Estimate Toll Revenues (Jan-Jun 2023): Estimate 2023 Traffic Levels @ 2023 Appropriate Tolls (€) ("B")

	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF	Totals
Motorcycle	€10,567	€7,276	€12,391	€3,149	€6,860	€4,592	€8,165	€5,851	€58,850
Car	€11,230,265	€7,286,708	€12,849,548	€3,907,152	€6,401,581	€5,589,921	€7,905,415	€2,947,049	€58,117,639
Bus/Coach	€364,432	€201,698	€303,883	€139,991	€214,618	€101,442	€101,735	€27,344	€1,455,143
LGV	€4,864,222	€2,686,151	€4,385,046	€1,281,660	€2,310,679	€1,777,436	€2,177,701	€1,150,057	€20,632,952
HGV (2 & 3-Axle)	€901,196	€278,898	€502,694	€208,838	€410,960	€384,165	€383,589	€312,014	€3,382,355
HGV (4-Axle)	€3,510,864	€1,428,965	€2,836,608	€744,361	€2,936,549	€1,986,965	€1,005,262	€1,222,520	€15,672,093
Totals	€20,881,546	€11,889,696	€20,890,170	€6,285,150	€12,281,246	€9,844,522	€11,581,867	€5,664,836	€99,319,031

Portion of tolls to be covered by Government (Jan-Jun 2023) on behalf of toll users (€) ("B-A")

	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF	Totals
Shortfall	1,290,119	700,350	1,441,432	372,646	758,801	596,608	666,580	352,602	6,179,137

Appendix 4 Estimate total cost of Government Initiative

Concession Scheme	Estimated Cost (1 Jan - 30 Jun)
M1 Dundalk Western Bypass	€1,290,119
M3 Clonee-Kells	€700,350
M4 Kilcock-Kinnegad	€1,441,432
N6 Galway-Ballinasloe	€372,646
M7/M8 Portlaoise-Cullahill	€758,801
M8 Rathcormac-Fermoy Bypass	€596,608
N18-Limerick Tunnel	€666,580
N25 Waterford City Bypass	€352,602
Total Cost of Shortfall in Tolls (incl. VAT)	€6,179,137
Concessionaire Administration Costs@15% (incl. VAT)	€926,871
Concessionaire Professional Fees @€100k max per scheme (incl. VAT)	€800,000
Totals Cost to Government (incl. VAT)	€7,906,008

Appendix 5 Financials

	M1	M3	M4	N6	M7/M8	M8	N18-LT	N25WF
Key Dates								
Contract Commencement	05/02/2004	27/04/2007	24/03/2003	04/04/2007	14/06/2007	11/06/2004	18/08/2006	21/04/2006
Contract Expiry	04/02/2034	26/04/2052	23/03/2033	03/04/2037	13/06/2037	10/06/2034	17/08/2041	20/04/2036
Duration of Contract	30 yrs	45 yrs	30 yrs	30 yrs	30 yrs	30 yrs	35 yrs	30 yrs
Capital Value								
Contractual Capital Value (excl. VAT) <i>Extracts from FCMs include Construction Costs and SPV costs during construction (where available).</i>	€112.6m	€521.2m	€301.8m	€297.8m	€300.1m	€182.7m	€382.5m	€262.3m
TII Contributions								
<u>Construction Payments (VAT n/a)</u>								
- Construction Payments	€0.0m	€246.1m	€159.8m	€177.3m	€43.6m	€85.7m	€181.1m	€105.4m
<u>Operational Payments (VAT n/a)</u>								
- Total Actual to Dec 2022	€0.0m	€261.6m	€8.4m	€169.7m	€36.1m	€62.9m	€57.7m	€81.3m
- Projected (2023-Expiry)	€0.0m	€150.9m	€0.0m	€20.4m	€0.0m	€1.3m	€14.7m	€5.9m
<u>Traffic Guarantee Payments (excl. VAT)</u>								
- Total Actual to Jun 2022	n/a	€17.8m	n/a	n/a	n/a	n/a	€63.3m	n/a
- Projected (Jul 2022-Expiry)	n/a	€0.0m	n/a	n/a	n/a	n/a	€127.6m	n/a
<i>TG applicable to M3 and N18-LT schemes. Future projections assume 2% annual inflation.</i>								
PPP Toll Revenues (excl. VAT)								
- 2019 (Jan-Dec)	€30.6m	€17.3m	€30.2m	€9.6m	€17.9m	€14.2m	€16.6m	€7.3m
- 2020 (Jan-Dec)	€23.1m	€13.6m	€21.5m	€6.7m	€13.1m	€10.7m	€11.9m	€6.0m
- 2021 (Jan-Dec)	€26.2m	€15.3m	€25.5m	€7.8m	€15.4m	€12.2m	€13.7m	€7.0m
- 2022 [Jan-Oct] - 10 months	€26.9m	€15.3m	€26.6m	€8.1m	€15.9m	€12.4m	€14.8m	€7.2m
<i>Revenues exclude: Exempts, Violations, UTRs, Forced Free and Unpaid tolls.</i>								
TII Revenue Share (VAT n/a)								
- 2019 (Jan-Dec)	€2.4m	€0.0m	€6.5m	€0.0m	€0.0m	€0.0m	€0.0m	€0.0m
- 2020 (Jan-Dec)	€0.0m	€0.0m	€2.6m	€0.0m	€0.0m	€0.0m	€0.0m	€0.0m
- 2021 (Jan-Dec)	€0.0m	€0.0m	€4.0m	€0.0m	€0.0m	€0.0m	€0.0m	€0.0m
- 2022 (Jan-Dec projected)	€2.0m	€0.0m	€7.0m	€0.0m	€0.0m	€0.0m	€0.0m	€0.0m
Outstanding Debt								
Outstanding Senior Debt (Dec 2021) <i>Extracts from 2021 audited Financial Statements</i>	€65.1m	€72.0m	€69.4m	€37.4m	€198.5m	€50.1m	€148.4m	€90.2m

APPENDIX 3A – MINISTERIAL DIRECTION

An Roinn Iompair
Department of Transport



Peter Walsh
Chief Executive
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8,
D08 DK10

By email to Peter.Walsh@tii.ie

13 December 2022

Tolls 2023: Discount Period Section 41 Direction

Dear Peter,

I refer to previous discussions between us regarding the contemplated changes to the tolls payable in relation to the use of toll roads on the national road network.

As you are aware, the State is faced with large and unanticipated price increases across a range of items, resulting in concerns about the cost of living. In that context, while recognising that tolls are in accordance with the legislative framework subject to, and capable of, adjustment by reference to changes in inflation indexes, I am concerned about the impact any such increases might have. Having considered this with my colleagues in Government, I have decided to issue directions to the Authority under section 41, Roads Act 1993 (the **1993 Act**) in relation to those toll roads which are national roads and for which the Authority is the road authority under Part V, 1993 Act in the following terms.

The Authority is hereby directed by me, as Minister for Transport in accordance with section 41, 1993 Act, subject to the terms of this notice, to:

- (a) in the case of those toll roads which are national roads and which are operated for their own account by other persons pursuant to section 63, 1993 Act (each a **PPP Co**):
 - (i) engage with each of the PPP Cos with a view to introduce a scheme (or other arrangements) to apply discounts to (or otherwise adjust) the amounts which would otherwise be paid by users of the toll roads in respect of Appropriate Tolls (as defined in the bye-laws for each of such toll roads) during the period from 1 January 2023 to 30 June 2023 (the **Discount Period**) so that the amount payable by such users, in respect of a vehicle of the same class by way of such toll during the Discount Period, will be same as in 2022 (the **Discount Requirement**); and
 - (ii) explore possible mechanisms for agreements and where possible enter into same, in each case on such terms as may be acceptable to the Authority, with the PPP Cos to implement the Discount Requirement, including, without limitation, agreeing to make payments to the PPP Cos in connection with:

Óifig an Aire Iompair
Office of the Minister
for Transport

Lána Liosain, Baile Átha Cliath, D02 TR60, Éire
Leeson Lane, Dublin 2, D02 TR60, Ireland
T +353 1 6041062 | minister@transport.gov.ie
www.gov.ie/transport



- (A) any shortfall in toll revenue which such PPP Co may incur as a consequence of implementing the Discount Requirement during the Discount Period;
 - (B) any increased costs that may be incurred by the PPP Co in implementing and administering the Discount Requirement; and
 - (C) reimbursement of third party costs and expenses incurred by the PPP Co in connection with agreeing the Discount Requirement; and
- (b) in the case of the toll road situated between junctions 6 and 7 on the national road with the designation N50 (otherwise known as the M50) (the **M50 toll road**), introduce for the Discount Period a scheme (or other arrangement) to apply discounts to the Applicable Tolls (as defined in the bye-laws for the M50 toll road) to implement the Discount Requirement so that the level of Applicable Toll payable by a user of the M50 toll road during the Discount Period in respect of a vehicle of the same class by way of such toll, will be the same as in 2022.

Please note that the foregoing directions only apply to amounts payable in respect of Appropriate Tolls and Applicable Tolls (each as specified above) during the Discount Period and does not extend to any other period or other amounts payable under, or in connection with, the 1993 Act or the bye-laws in connection with the use of a toll road.

A copy of this direction has been laid before each House of the Oireachtas, as required by section 41(2), 1993 Act.

Yours sincerely,

Eamon Ryan T.D.
Minister for Transport

APPENDIX 3B – EXTRACT FROM MINUTES OF TII BOARD MEETING 13 DECEMBER 2022

Cathal,

The following will appear in the minutes, as agreed with the Chairman:

The Board noted the receipt by the CEO this morning of a direction from the Minister for Transport to the Authority, in accordance with Section 41 of the Roads Act 1993. Full particulars of the direction are set out in the Minister's letter provided to the Authority (Board). The Board was also provided with a copy of a letter from the Minister for Transport to the Minister for Public Expenditure and Reform to confirm that the costs of the discount (or other adjustments), estimated in the region of €15.2 million, will be funded by an additional allocation through the Department of Public Expenditure and Reform to the Department of Transport.

The Board **accepted** that the above mentioned direction was a direction of the Minister under Section 41 of the Roads Act with which the Authority must, by law, comply and **directed** the Executive to give effect to the directions as set out in the Minister's letter. The Board gave such a direction to the Executive on the understanding that the costs to TII of this deferral would be covered by the Department of Transport/DPER as set out in the letter provided. The Board **directed** that these monies would be separately accounted for and that the Comptroller and Auditor General would be asked to review administration and the associated funding of these tolls at the end of the year.

Regards

APPENDIX 3C – LETTER FROM DEPARTMENT OF TRANSPORT TO DPER

An Roinn Iompair
Department of Transport



Mr. Michael McGrath T.D
Minister for Public Expenditure and Reform
Government Buildings
Upper Merrion Street
Dublin2

12 December 2022

Dear Michael,

I refer to the meeting of Party Leaders at which the decision to defer the scheduled toll increases on National Roads and Motorways until the end of June 2023 was agreed in order to support the Government's wider cost of living initiatives.

In the intervening period, my officials have been in regular contact with Transport Infrastructure Ireland (TII) to advance this decision. TII are engaged with the eight Public Private Partnerships (PPP) companies concerned, and overall the response has been positive, with the process now being at a relatively advanced stage.

The total cost of deferring these increases for the first six months of 2023 is estimated by TII to be in the region of €15.2 million. This is primarily made up of the toll income which will be foregone by not applying the increases, along with PPP administration charges and associated legal costs. Please note the final cost will not be known until the conclusion of the deferral period.

In anticipation of a successful conclusion to this process, I would like to confirm the point raised at the 5th of December meeting that this cost would be met through additional allocations to be provided to my Department to meet this new cost of living measure. I suggest that officials from our departments engage further with regard to the arrangements necessary to facilitate the transfer of this additional allocation.

I wish to thank you for your cooperation in this and for the support of your officials in working towards achieving the deferral of these toll increases, particularly given the short timeframe

Yours sincerely,

Eamon Ryan T.D.

APPENDIX 4 – INITIAL EX ANTE ASSESSMENT ON STATISTICAL TREATMENT

Ex-ante conclusion on the government initiative to pay for the toll road increases



Reply Reply All Forward ...
Fri 16/12/2022 12:56

CAUTION: This email originated from outside of TII. Do not click links or open attachments unless you recognize the sender and are sure that the content is safe.

Dear all,

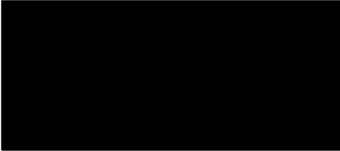
Eurostat agrees with the CSO's ex-ante conclusion on the government initiative to pay for the toll road increases -

"Based on the fact that the increase in toll road charges is contractually foreseen and government is not granting any specific favours to the concession operators but is paying the increased toll on behalf of the toll road users and that the amounts paid by government are limited as a % of turnover and temporary, we can agree with the CSO conclusion that this measure does not have an impact on the distribution of risks and rewards between the concessionaires and government and therefore does not influence the sector classification of concession assets.

Eurostat considers that in this situation, the basic price increases for the concessionaires, while the purchase price for consumers (i.e. toll road users) does not change. Therefore Eurostat agrees with the CSO classification of the said government measure as D.31 in national accounts." [D.31 is the European System of Accounts 2010 code for subsidy.]

It is important to remember that both Offices' conclusions are based on the information made available to Eurostat on 14 Dec 2022. Should any terms, conditions or detail of this initiative change then it will need a further statistical classification review. The CSO should be furnished with the final initiative information as quickly as possible to allow for a timely ex-post classification review of the initiative.

Kind regards,



APPENDIX 5 – DEPARTMENT OF TRANSPORT LETTER ON STATE AID

An Roinn Iompair
Department of Transport



Cathal Masterson
Director of Commercial Operations
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8,
D08 DK10

By email to Cathal.Masterson@tii.ie

13 December 2022

Tolls 2023: State Aid consideration

Dear Cathal,

Based on the information available to the Department it is not clear that the conditions of Article 107 of the Treaty on the Functioning of the European Union have been met. What is proposed is a mechanism to ensure that the PPP companies receive the full amount to which they would be entitled pursuant to their Agreement with the Authority and that as a result the citizen receives the economic advantage of a reduced toll as a cost-of-living measure.

Furthermore, the Department is satisfied that as the deferral and reimbursement will apply to all PPP companies there would not seem to be any potential to distort competition nor is it clear that there is any impact on trade.

It should be noted that there is, in effect, no new revenue stream or opportunity that could be exploited by any other undertakings. The aid in question simply compensates the PPP companies in place under extant contracts in line with their contractual rights

In light of the above points the Department is satisfied that the conditions set out in Article 107 are not met and as such no State aid issue arises.

Yours sincerely,

Donal Kerr
Principal Officer

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APPENDIX C

Appendix C – Details of projected increases in Toll Charges for 2024

2024 Estimate Maximum Tolls v's 2023 Maximum Tolls for different inflation assumptions

Vehicle Classification	M1,N6,M7/M8,M8, N18-LT,N25WF			M3			M4		
	2023 _{Max}	2024E _{Max}	Inc.	2023 _{Max}	2024E _{Max}	Inc.	2023 _{Max}	2024E _{Max}	Inc.
Assume inflation = 1%									
Motorcycles	€1.10	€1.10	€0.00	€0.80	€0.80	€0.00	€1.70	€1.70	€0.00
Cars	€2.10	€2.10	€0.00	€1.60	€1.60	€0.00	€3.20	€3.30	€0.10
Buses/Coaches	€3.80	€3.80	€0.00	€2.40	€2.50	€0.10	€4.90	€4.90	€0.00
LGVs	€3.80	€3.80	€0.00	€2.40	€2.50	€0.10	€4.90	€4.90	€0.00
HGVs (2&3 axles)	€5.40	€5.40	€0.00	€3.20	€3.30	€0.10	€6.50	€6.50	€0.00
HGVs (4&more axles)	€6.80	€6.90	€0.10	€4.00	€4.00	€0.00	€7.90	€8.00	€0.10
Assume inflation = 2%									
Motorcycles	€1.10	€1.10	€0.00	€0.80	€0.80	€0.00	€1.70	€1.70	€0.00
Cars	€2.10	€2.20	€0.10	€1.60	€1.60	€0.00	€3.20	€3.30	€0.10
Buses/Coaches	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.00	€0.10
LGVs	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.00	€0.10
HGVs (2&3 axles)	€5.40	€5.50	€0.10	€3.20	€3.30	€0.10	€6.50	€6.60	€0.10
HGVs (4&more axles)	€6.80	€7.00	€0.20	€4.00	€4.10	€0.10	€7.90	€8.10	€0.20
Assume inflation = 3%									
Motorcycles	€1.10	€1.10	€0.00	€0.80	€0.90	€0.10	€1.70	€1.70	€0.00
Cars	€2.10	€2.20	€0.10	€1.60	€1.70	€0.10	€3.20	€3.30	€0.10
Buses/Coaches	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.00	€0.10
LGVs	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.00	€0.10
HGVs (2&3 axles)	€5.40	€5.50	€0.10	€3.20	€3.30	€0.10	€6.50	€6.70	€0.20
HGVs (4&more axles)	€6.80	€7.00	€0.20	€4.00	€4.10	€0.10	€7.90	€8.20	€0.30
Assume inflation = 4%									
Motorcycles	€1.10	€1.20	€0.10	€0.80	€0.90	€0.10	€1.70	€1.70	€0.00
Cars	€2.10	€2.20	€0.10	€1.60	€1.70	€0.10	€3.20	€3.40	€0.20
Buses/Coaches	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.10	€0.20
LGVs	€3.80	€3.90	€0.10	€2.40	€2.50	€0.10	€4.90	€5.10	€0.20
HGVs (2&3 axles)	€5.40	€5.60	€0.20	€3.20	€3.40	€0.20	€6.50	€6.70	€0.20
HGVs (4&more axles)	€6.80	€7.10	€0.30	€4.00	€4.10	€0.10	€7.90	€8.30	€0.40
Assume inflation = 5%									
Motorcycles	€1.10	€1.20	€0.10	€0.80	€0.90	€0.10	€1.70	€1.70	€0.00
Cars	€2.10	€2.20	€0.10	€1.60	€1.70	€0.10	€3.20	€3.40	€0.20
Buses/Coaches	€3.80	€4.00	€0.20	€2.40	€2.60	€0.20	€4.90	€5.10	€0.20
LGVs	€3.80	€4.00	€0.20	€2.40	€2.60	€0.20	€4.90	€5.10	€0.20
HGVs (2&3 axles)	€5.40	€5.60	€0.20	€3.20	€3.40	€0.20	€6.50	€6.80	€0.30
HGVs (4&more axles)	€6.80	€7.20	€0.40	€4.00	€4.20	€0.20	€7.90	€8.30	€0.40
Assume inflation = 6%									
Motorcycles	€1.10	€1.20	€0.10	€0.80	€0.90	€0.10	€1.70	€1.80	€0.10
Cars	€2.10	€2.30	€0.20	€1.60	€1.70	€0.10	€3.20	€3.40	€0.20
Buses/Coaches	€3.80	€4.00	€0.20	€2.40	€2.60	€0.20	€4.90	€5.20	€0.30
LGVs	€3.80	€4.00	€0.20	€2.40	€2.60	€0.20	€4.90	€5.20	€0.30
HGVs (2&3 axles)	€5.40	€5.70	€0.30	€3.20	€3.40	€0.20	€6.50	€6.90	€0.40
HGVs (4&more axles)	€6.80	€7.20	€0.40	€4.00	€4.20	€0.20	€7.90	€8.40	€0.50
M1: Dundalk Western Bypass	M3: Clonee-Kells			M4: Kilcock-Kinnegad			N6: Galway-Ballinasloe		
M7/M8: Portlaoise-Cullahill	M8: Rathcormac-Fermoy			N18-LT: Limerick Tunnel			N25WF: Waterford City Bypass		
Notes:									
1. The Maximum Tolls in year 'y' are calculated by: (a) indexing the Base Tolls set out in the relevant Toll Bye-Laws by CPIAug _y .									
2. The Maximum Tolls in 2024 will be calculated when the August 2023 is published, expected by mid-September 2023.									
3. The above table sets out the estimated Maximum Tolls in 2024 for different inflation scenarios between August 2022 and									
4. Actual inflation between August 2022 and May 2023 (i.e., 9 months) = 4.6%									

APPENDIX D

Information Note
for
Joint Committee on Transport and Communications

Information Note on TII's Fifteen PPP Contracts

June 2023



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Public Private Partnerships (PPPs)

Introduction

A Public Private Partnership is a partnership between a public sector client and the private sector, generally for the purpose of financing delivery of a project over the project life cycle and involving construction, operation and maintenance of an important asset and/or service. A PPP project also generally involves the sharing of project risks and funding for the various stages of the project life cycle and may, in the case of some contracts, include the generation of user fees or revenues, as is the case for toll concession roads.

Background

The procurement of projects by TII (formerly National Roads Authority) through PPP mechanisms dates back to June 1999, when the then Minister for Finance announced three pilot PPP roads projects for implementation by the Authority. Those projects were the N25 Waterford By-Pass, the Limerick Southern Ring Road Phase 2 and the construction of a second bridge at West-Link on the M50 in Dublin.

In December 1999 the Government published the National Development Plan 2000-2006 which identified PPPs as an essential component in contributing to the financing and delivery of a significant programme of national road improvement schemes.

PPP contracts for thirteen roads projects were procured in two separate bundles, with the contracts comprised in each bundle having distinctly different characteristics and payment mechanisms.

The first bundle of PPP contracts awarded by TII (2003 – 2010) were toll concession contracts, save for M50 Upgrade, and are dealt with in section 2 of this document.

The balance of the road PPP schemes were procured as part of bundle 2 (2010 – 2020) and are non-toll PPP, termed as a DBFOM PPP (Design, Build, Finance Operate & Maintain) or availability schemes. These are dealt with in section 3 of this paper.

Separately, TII has entered two PPP contracts for the provision of nine motorway service areas adjacent to the motorway network.

Inflation Risk

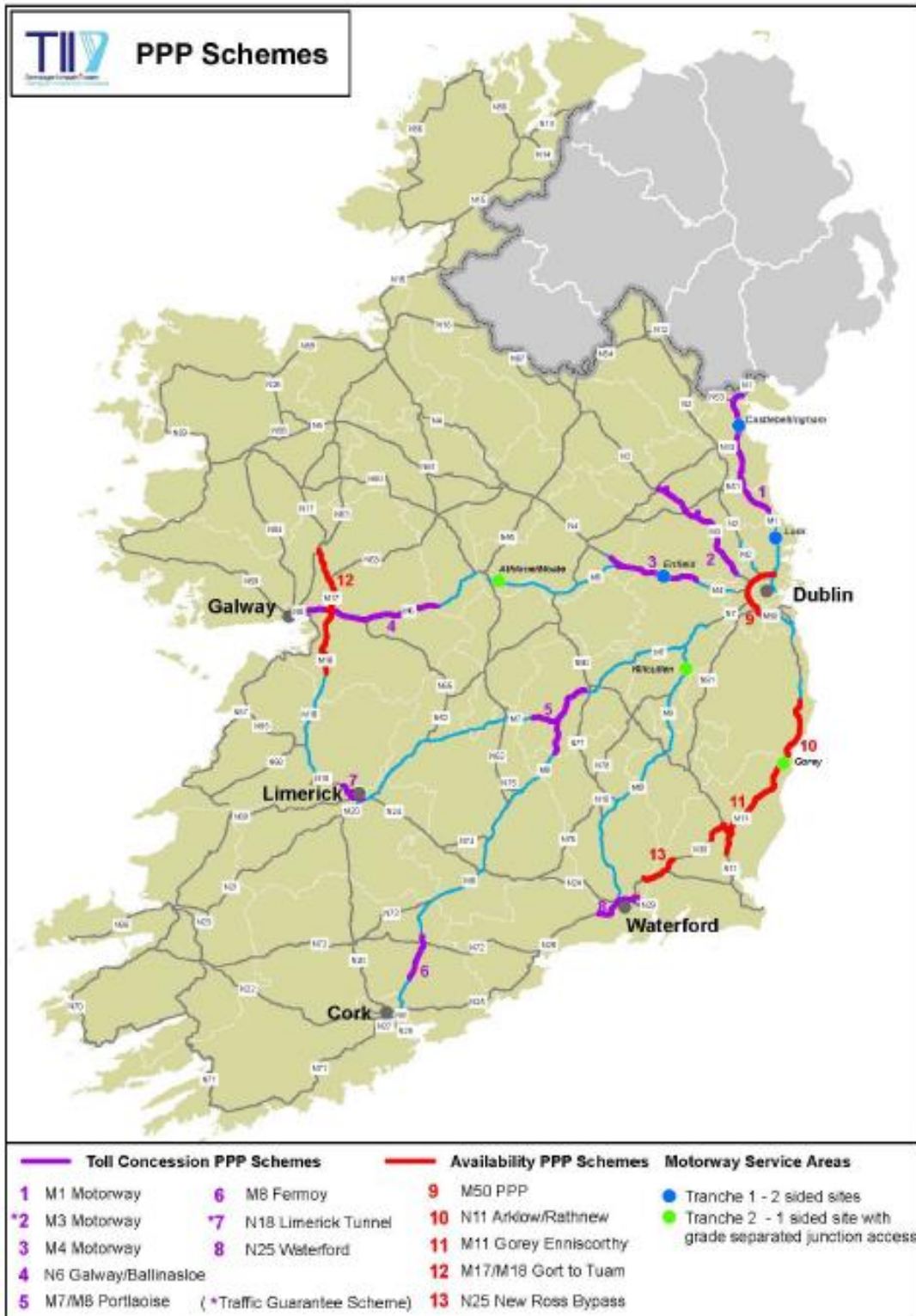
Given the long-term nature of these contracts (ranging from 30 to 45 years in the case of Irish toll roads), payments due under the contracts are linked to prevailing inflation over the term of the contract. Although the risk of inflation can be transferred to the private sector for the period of construction (typically 2-3 years), it would not be possible to effectively transfer inflation risk for the full duration of operations period. To overcome this, PPP contracts incorporate reference to an independent consumer price index (CPI) published by Central Statistics Office to provide a mechanism to ‘index link’ part or all of the payments.

For PPP contracts that are reliant on third party revenue collection, such as the eight toll road concession contracts, the Bye-Laws supporting the toll schemes contain an index linked adjustment mechanism that governs the adjustment of toll rates and this in turn is incorporated in the PPP contracts. This ensures that the PPP company can bear the increasing costs of maintaining and operating the road for the term of the contract.

Section 2.3 of this note provides further information on the mechanism for adjustment of tolls rates over the operational life of the toll concession contracts, including details of the process which plays a key part in ensuring the private party can operate and maintain the relevant parts of the motorway network while remaining financially viable.

1. TII PPP Contracts

To date, TII has entered into thirteen road PPP contracts and also two PPP contracts for the provision of motorway service areas all of which are in the operational phase. These schemes are shown on the map below.



Road PPPs - TII has entered into:-

- Eight Toll concession PPP contracts (see Table 1); and
- Five Design Build Finance Operate Maintain (DBFOM) PPP contracts (see Table 2).

PPP-operated roads currently comprise some 450km of the c.1270km of national motorway/dual carriageway network.

Motorway Service Area PPPs - TII has entered into two contracts (in separate tranches) for the provision of motorway service facilities:-

- Tranche 1 contract signed in 2009 in respect of service stations (i) on the M1 at Castlebellingham, County Louth; (ii) at Lusk, County Dublin; and (iii) on the M4 at Enfield, County Kildare. Each location incorporates a service area on both sides of the motorway and the service areas have been operational since 2010. The contract expires in 2034.
- Tranche 2 contract signed in 2018 in respect of service stations (i) on the M6 motorway east of Athlone; (ii) on the M9 motorway south of Kilcullen; (iii) and the M11 motorway north of Gorey. The service areas are single sided at each location and have been fully operational since 2019. The contract runs to 2043.

As well as the important role that PPP infrastructure plays in contributing to the economic and social activity at a national level as part of Ireland's interurban motorway network, PPP companies and companies involved in the supporting supply chain also play an important role in local economies, supporting over 550 full time jobs and over 400 part time jobs (as illustrated in Appendix 2) and paying associated taxes and commercial rates.

2. Toll concession schemes

The table below lists TII’s toll concession schemes along with the contract award, contract expiry and operations commencement date for each scheme. Appendix 1 provides a more detailed description as well as recent and historical performance of each of toll concession schemes.

Table 1: Summary of toll concession schemes

SCHEME	Description (Project Road*)	OPERATIONS COMMENCED	CONTRACT AWARD/ CONTRACT EXPIRY
M4/M6 Kilcock/Kinnegad – toll	40km motorway	2005	2003/2033
M1 Dundalk Western Bypass – toll	11km motorway & O&M of 42km existing motorway.	2004	2004/2034
M8 Rathcormac/Fermoy – toll	18km new motorway.	2006	2004/2034
N25 Waterford City Bypass – toll	23km dual carriageway	2010	2006/2036
N18 Limerick Tunnel - toll	10km dual carriageway	2010	2006/2041
M3 Clonee/Kells – toll	50km Motorway & 10 km dual carriageway	2010	2007/2052
M6 Galway/Ballinasloe – toll	56km motorway	2010	2007/2037
M7/M8 Portlaoise/Cullahill – toll	40km motorway	2010	2007/2037

*Project Road relates to the extent of the works that the PPP Co is responsible for (operations, maintenance & lifecycle) throughout the concession period. The PPP Contract would also have provided for works outside of the Project Road which include link roads, access tracks and accommodation works, etc. These non-Project Road works are taken over by the relevant local authority / landowner following completion and PPP Co’s obligations in respect of such non Project Road works is limited to a defects period.

2.1. Toll concessions – TII ongoing payment obligations

TII's future payment obligations on toll concession schemes relate to Operation Payments, Variable Operation Payments (which are projected to only apply in future on the N18 Limerick Tunnel scheme) and, where instructed by TII, variation payments. Appendix 1 provides further historic and projected information on these payments.

2.2. Toll concessions – PPP Co Payments to TII

Revenue and Risk Share Provisions

A revenue share mechanism is incorporated in the payment mechanism on all eight toll concession contracts and is used as a means of sharing upside toll revenues between TII and the PPP Company. The purpose of the mechanism is to place a ceiling on the profits accruing to the PPP Co in high traffic scenarios (i.e. traffic in excess of those forecast at the commencement of the PPP contract). Details on revenue share amounts that has been earned and estimates of potential amounts over the balance of each toll concession contract is set out at Appendix 1.

All TII's toll concession contracts, with the exception of one, also contain mechanisms which provide for insurance risk sharing between TII and PPP Co. This mechanism provides that where insurance costs are subject to upwards/downwards movements in the years following contract award then, subject to such cost variation falling within a specified deviation, either (i) in the case that costs are lower the PPP Co is required to make gain sharing payments to TII and (ii) in the case where costs are higher TII will be required to make a cost sharing payment to the PPP Co.

2.3. Toll concessions – adjustment of toll rates

The mechanism for the annual calculation of toll charges is set out in the Bye-Laws for each toll road, with the toll calculated by indexing the Base Tolls set out in the relevant Bye-Laws by the consumer price index (CPI) applicable in August of the preceding year. The private operator submits these calculations annually in Toll Operating Plans. Whilst TII has an opportunity to consider Toll Operating Plans submitted by PPP Co's, TII may not withhold or delay approval unreasonably under the terms of the contract.

2.4. Toll rates for 2024

Full details of the increases that toll concession companies will be entitled to apply from 1 January 2024 will not be known until mid-September 2023. Calculations show that (save for motorbikes) any increase in twelve-month Consumer Price Index greater than 3% will lead to toll increases for all vehicle categories on all eight toll concession roads. Full details of the anticipated increases due to apply under the relevant Bye-Laws for all eight toll concession roads from 1 January 2024 are set out in a separate document provided to the Committee (Opening Statement - Appendix C).

CPI figures for the nine-month period from August 2022 to May 2023 currently stands at 4.6%.

3. PPP Design, Build, Operate, Maintain and Finance (DBOMF) Schemes / PPP ‘Availability’ Schemes

Table 2 below lists the five PPP DBOMF (also referred to as ‘Availability’ PPPs) contracts entered into by TII along with the contract award, contract expiry and the operations commencement year.

Payments due under the five DBOMF contracts continue for each year of the contract term and a proportion of the payments are adjusted for indexation. Projections of future Availability Payments, indexed on the assumption of an annual inflation rate of 2 per cent, together with further information on scheme performance are included in Appendix 1.

Table 2 : DBOMF / ‘Availability’ PPP Schemes

SCHEME	Description (Project Road*)	OPERATIONS COMMENCED	CONTRACT AWARD/ CONTRACT EXPIRY
M50 Motorway Upgrade	Upgrade 25km of motorway including junction upgrades and O&M of additional 10km	2007	2007/2042
N7/N11 Arklow/Rathnew (incl Newlands Cross)	16km new motorway, upgrade Newlands Cross and O&M of 30 km of existing N/M11.	2013	2013 / 2040
N17/N18 Gort to Tuam	57km motorway	2017	2014 / 2042
M11 Gorey-Enniscorthy	27km motorway	2019	2015/ 2044
N25 New Ross Bypass	14.6km of dual carriageway	2020	2016 / 2045

*Project Road relates to the extent of the works that the PPP Co is responsible for (operations, maintenance & lifecycle) throughout the contract term. The PPP Contract would also have provided for works outside of the Project Road which include link roads, access tracks, and accommodation works, etc. These non-Project Road works are taken over by the relevant local authority / landowner following completion and PPP Co’s obligations in respect of such non Project Road works is limited to a defects period.

4. Motorway Service Areas (MSAs)

Under the terms of the PPP contract for MSA's, construction risk and demand risk were transferred to the PPP Co. On expiry of the 25 year concession term the PPP contract provides for the service stations to be handed back to TII. The PPP contract provides that the service area at handback must satisfy residual life criteria.

4.1. Tranche 1 MSAs - Payment Mechanism

TII Payments to PPP Co

The PPP Co received construction payments totaling c. €47.1m (as tendered) as a contribution to the PPP Co scheme construction costs. TII does not make any operational payments on this contract.

PPP Co Payments to TII

TII receives revenue share payments from the PPP Co. The contract provides for an annual minimum underwritten revenue share payment to TII. However, the revenue share payment receivable by TII can exceed the PPP contract annual underwritten amount where sales volume thresholds across fuel, food and retail sales exceed threshold levels specified in the contract.

The guaranteed or underwritten revenue share payable by PPP Co to TII over the Tranche 1 contract term is €47.295m (nominal). In each of the years since operations commenced revenue share receipts have exceeded the underwritten amount payable by PPP Co to TII in the year. TII has received circa €12.7m in revenue share payments to end 2022.

4.2. Tranche 2 MSAs - Payment Mechanism

TII Payments to PPP Co

TII did not make any construction payments to PPP Co and there are no operational payments on this contract payable by TII.

PPP Co Payments to TII

TII receives revenue share payments from the PPP Co based on the sales volumes across fuel, food and retail sales. TII will have received circa. €1m from to the end of 2022.

5. Reporting of TII’s PPP Financial Expenditure & Commitments

Information on TII PPP expenditures and future commitments are provided annually to the Department of Public Expenditure & Reform and also to the Comptroller & Auditor General. TII has contributed data on PPP expenditure and details of which have been published by DPER since 2018 [Projects | Public Private Partnership \(ppp.gov.ie\)](#).

TII’s annual accounts also detail annual and projected PPP payments in line with accountancy principles and best practice, including projections of total future payment obligations on each PPP scheme, annual Variable Operational Payments and accounting provisions in respect of future Variable Operational Payments. TII’s annual accounts also confirm that road assets acquired under PPP service concession arrangements are capitalised on the date the contract is signed. Future commitments have been forecast on the assumption of an annual inflation rate of two per cent in line with Department of Public Expenditure & Reform requirements. TII is subject to both internal and external audit on the monies spent on PPP schemes as well as the processes underpinning the calculation and payments made and monies received.

Details of TII’s PPP payments and outstanding debt associated with each scheme are provided in March and September of each year to the Central Statistics Office as part of the biannual Excessive Deficit Procedure Returns. While PPP Co’s do not report ‘profit’ to TII, they do file audited financial statements which are also made available to TII. As identified below, in instances where traffic demand risk was assumed by the private sector, there are circumstances where the private sector in fact reports losses on a 12-month basis.

Road Concession PPP Schemes	Profit before Tax*
Financial Year Ending: 31 Dec 2022	
M1 Dundalk Western Bypass	€8.885m
M3 Clonee-Kells	€3.137m
M4/M6 Kilcock-Kinnegad	€5.158m
N6 Galway-Ballinasloe	(€4.186m)
M7/M8 Portlaoise-Cullahill	(€18.674m)
N25 Waterford City Bypass	€0.912m
Financial Year Ending: 31 Dec 2021	
M8 Rathcormac-Fermoy	€6.219m
N18 Limerick Tunnel	(€3.800m)

**Source: Profit on ordinary activities (after interest, before tax) as shown in P&L of PPP Co audited Financial Statements*

In addition, TII has completed Post Project Reviews for ten of the PPP schemes in operation. The reviews are published on TII website and can be located at https://www.tii.ie/tii-library/post_project_reviews/Public-Private-Partnership-Post-Project-Reviews.pdf. Post Project Reviews on the balance of the schemes are being prepared by TII.

6. Government initiative on 2023 toll rates

Given the elevated levels of inflation experienced in the 12-month period to August 2022 and the consequent impact on 2023 toll rates, a government decision was made on 28 November 2022 to request TII to seek the deferral of the application of toll increases, by agreement, with the eight concession toll roads for a six-month period from 1 January 2023 to 30 June 2023 in an effort to alleviate the impacts of inflation and provide support to households. TII subsequently received a Ministerial Direction dated 13 December 2023, engaged with PPP companies and their funders and reached agreement prior to year-end.

The process leading to the deferral of increases is set out in an Information Note dated 15 February 2023 and included as a separate document provided to the Committee (Opening Statement - Appendix B).

The anticipated cost of the deferral of toll increases (inclusive of costs and additional administration charges) on the eight toll concession roads is expected to be €7.6m.

The full cost to TII of tolls not collected on M50 is still not fully ascertained but is expected to be in the region of €7.2m.

Appendix 1 – Financial Summary of PPP Contracts

M1 Dundalk Western Bypass PPP Scheme

- **30-year PPP Toll Road Concession**
- The M1 Dundalk Western Bypass PPP contract was awarded to Celtic Roads Group (Dundalk) Ltd. consortium in February 2004. The contract is for a 30-year term. The scheme involved the construction of an 11km stretch of road forming part of the N1/M1 national primary route in the vicinity of the town of Dundalk, Co. Louth, together with approximately 8km of associated side roads and tie-ins. The construction works were completed in 2005. The PPP Contract also includes the operation and maintenance of existing motorway with an approximate length of 42km, i.e., the Dunleer Bypass and the Dunleer/Dundalk Motorway as well as the operation and maintenance of the tolling facilities between junction 7 and 10 on the M1 (Gormanston to Monasterboice) scheme.

Financial Close: 2004

Road opened: 2005

Contract expiry: 2034

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	-	-	-	-	-	-
Operational Payments	-	-	-	-	-	-
Variation Payments	€4.8m	€0.2m	€0.3m	€0.2m	€2.2m	€7.0m
Total	€4.8m	€0.2m	€0.3m	€0.2m	€2.2m	€7.0m

- **TII Construction contributions** – The construction cost of the project was €113m (ex. VAT). TII made no contributions to the construction costs.
- **TII Operational Payments (VAT not applicable)** – There are no Operational Payments specified in the PPP contract.
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €4.8m. The projected VPs in 2023 are €0.2m. The total future VPs from 1 Jan 2023 to contract expiry are projected to be €2.2m (for committed variations).

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 3.4% in 2018 and 4.8% in 2019 (ADT₂₀₁₉ = 41,458). Traffic levels fell by 30.5% in 2020 and 20.3% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 0.8% lower than 2019 levels (ADT₂₀₂₂ = 41,114). PPP Co toll revenues were €30.6m pre-COVID (2019). PPP Co toll revenues increased by 5.7% to €32.3m in 2022.

- **Revenue Share Payments to TII (ex. VAT):** TII has received **€12.9m** in Revenue Share payments up to 31 Dec 2022. Revenue Share payments in 2022 were €2m compared to €0m in 2021. (There were no Revenue Share payments in 2021 because traffic levels didn't reach the revenue share threshold.) Future projections of revenue share will depend on traffic levels and inflation and could range between €40m and €57m. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-34).

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money.

- 2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2000*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 111.7 for August 2000 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2000}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2000} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2000} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2000}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.60	111.7	167.7	1.501	0.901	1.108	1.10
Car	1.15	111.7	167.7	1.501	1.727	2.124	2.10
Bus/Coach	2.05	111.7	167.7	1.501	3.078	3.786	3.80
LGV	2.05	111.7	167.7	1.501	3.078	3.786	3.80
2 & 3 Axle	2.90	111.7	167.7	1.501	4.354	5.355	5.40
4 Axle	3.70	111.7	167.7	1.501	5.555	6.833	6.80

M4/M6 Kilcock-Kinnegad PPP Scheme

- **30-year PPP Toll Road Concession**
- The M4/M6 Kilcock/Kinnegad PPP Contract was awarded to Eurolink Motorway Operation Ltd in March 2003. The contract is for a 30-year concession period. The scheme involved the construction of 39km of motorway, including 19 overbridges, 7 underbridges and 3 underpasses. The scheme, which is tolled between junctions 8 and 10, opened to traffic in December 2005. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works of the motorway section for the contract period.

Financial Close: 2003

Road opened: 2005

Contract expiry: 2033

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€159.8m	-	-	-	-	€159.8m
Operational Payments	€8.4m	-	-	-	-	€8.4m
Variation Payments	€7.2m	€0.3m	€0.3m	€0.3m	€3.6m	€10.8m
Total	€175.4m	€0.3m	€0.3m	€0.3m	€3.6m	€179.0m

- **TII Construction contributions** – The construction cost of the project was €302m (ex. VAT). TII paid circa 53% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €8.4m. There are no further OPs on the project. **The total OPs to be made over the contract are €8.4m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €7.2m. The projected VPs in 2023 are €0.3m. The total future VPs from 1 Jan 2023 to contract expiry are projected to be €3.6m (for committed variations).

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 4.2% in 2018 and 4.6% in 2019 (ADT₂₀₁₉ = 30,262). Traffic levels fell by 33.8% in 2020 and 20.6% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 1.4% lower than 2019 levels (ADT₂₀₂₂ = 29,843). PPP Co toll revenues were €30.2m pre-COVID (2019). PPP Co toll revenues increased by 5.3% to €31.8m in 2022.

- **Revenue Share Payments to TI (ex. VAT):** TII has received **€39.2m** in Revenue Share payments up to 31 Dec 2022. Revenue Share payments in 2022 were €7.1m compared to €4m in 2021. The lower Revenue Share payments in 2021 reflected the reduction in traffic due to COVID. Future projections of revenue share will depend on traffic levels and inflation and could range between €122m and €142m. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-33). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-33).

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money.

- 2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2000*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 111.7 for August 2000 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2000}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2000} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2000} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2000}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.90	111.7	167.7	1.501	1.351	1.662	1.70
Car	1.75	111.7	167.7	1.501	2.627	3.232	3.20
Bus/Coach	2.65	111.7	167.7	1.501	3.979	4.894	4.90
LGV	2.65	111.7	167.7	1.501	3.979	4.894	4.90
2 & 3 Axle	3.50	111.7	167.7	1.501	5.255	6.463	6.50
4 Axle	4.30	111.7	167.7	1.501	6.456	7.941	7.90

M8 Rathcormac-Fermoy PPP Scheme																																									
<ul style="list-style-type: none"> • 30-year PPP Toll Road Concession • The M8 Rathcormac/Fermoy contract was awarded to the Direct Route (Fermoy) Ltd. consortium in June 2004. The PPP contract involved the design, construction, operation and maintenance of approximately 17.5 km of motorway. The scheme includes three grade separated interchanges at Rathcormac South, Corrin, and Moorepark and a 450m long viaduct spanning the Blackwater Valley. The scheme, which is tolled between junctions 14 and 17, opened to traffic in October 2006. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works of the motorway section for the contract period. 																																									
Financial Close: 2004		Road opened: 2006			Contract expiry: 2034																																				
<ul style="list-style-type: none"> • Historic and projected TII payments are summarised below with projected figures highlighted in red: <table border="1"> <thead> <tr> <th>TII Payments (payable basis ex. VAT)</th> <th>Contract start - 31 Dec 2022</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>1 Jan 2023- Contract Expiry</th> <th>Total Contract</th> </tr> </thead> <tbody> <tr> <td>Construction Payments</td> <td>€85.7m</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>€85.7m</td> </tr> <tr> <td>Operational Payments</td> <td>€62.9m</td> <td>€2.1m</td> <td>€1.4m</td> <td>€0.9m</td> <td>€1.3m</td> <td>€64.2m</td> </tr> <tr> <td>Variation Payments</td> <td>€2.7m</td> <td>-</td> <td>€0.9m</td> <td>-</td> <td>-</td> <td>€2.7m</td> </tr> <tr> <td>Total</td> <td>€151.3m</td> <td>€2.1m</td> <td>€2.3m</td> <td>€0.9m</td> <td>€1.3m</td> <td>€152.6m</td> </tr> </tbody> </table>							TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract	Construction Payments	€85.7m	-	-	-	-	€85.7m	Operational Payments	€62.9m	€2.1m	€1.4m	€0.9m	€1.3m	€64.2m	Variation Payments	€2.7m	-	€0.9m	-	-	€2.7m	Total	€151.3m	€2.1m	€2.3m	€0.9m	€1.3m	€152.6m
TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract																																			
Construction Payments	€85.7m	-	-	-	-	€85.7m																																			
Operational Payments	€62.9m	€2.1m	€1.4m	€0.9m	€1.3m	€64.2m																																			
Variation Payments	€2.7m	-	€0.9m	-	-	€2.7m																																			
Total	€151.3m	€2.1m	€2.3m	€0.9m	€1.3m	€152.6m																																			
<ul style="list-style-type: none"> • TII Construction contributions – The construction cost of the project was €171m (ex. VAT). TII paid circa 50% of the construction costs. • TII Operational Payments (VAT not applicable) – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €62.9m. The OPs in 2023 will be €0.9m. The total future OPs from 1 Jan 2023 to contract expiry are projected to be €1.3m, assuming CPI of 2% p.a. The total OPs to be made over the contract are projected to be €64.2m. • TII Variation Payments (ex. VAT) – The total VPs to 31 Dec 2022 were 2.7m. At this stage there is no future commitment to variations. 																																									
<ul style="list-style-type: none"> • Traffic Levels and Toll Revenues (ex. VAT): Traffic levels grew at 2.4% in 2018 and 2.8% in 2019 (ADT₂₀₁₉ = 19,758). Traffic levels fell by 32.1% in 2020 and 21.5% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 4.2% lower than 2019 levels (ADT₂₀₂₂ = 18,929). PPP Co toll revenues were €14.2m pre-COVID (2019). PPP Co toll revenues increased by 4.5% to €14.9m in 2022. 																																									
<ul style="list-style-type: none"> • Revenue Share Payments to TI (ex. VAT): There have been no revenue share payments to 31 Dec 2022. Future projections of revenue share will depend on traffic levels and inflation and could range between €0m and €7m. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-34). 																																									
<ul style="list-style-type: none"> • Handback – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard. 																																									
<ul style="list-style-type: none"> • Value for Money – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money. 																																									

- 2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2000*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 111.7 for August 2000 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2000}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2000} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2000} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2000}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.60	111.7	167.7	1.501	0.901	1.108	1.10
Car	1.15	111.7	167.7	1.501	1.727	2.124	2.10
Bus/Coach	2.05	111.7	167.7	1.501	3.078	3.786	3.80
LGV	2.05	111.7	167.7	1.501	3.078	3.786	3.80
2 & 3 Axle	2.90	111.7	167.7	1.501	4.354	5.355	5.40
4 Axle	3.70	111.7	167.7	1.501	5.555	6.833	6.80

N6 Galway-Ballinasloe PPP Scheme

- **30-year PPP Toll Road Concession**
- The N6 Galway/Ballinasloe PPP contract was awarded to the N6 (Concessions) Limited consortium in April 2007. The scheme involved the construction of approximately 56km of new dual carriageway, a 7km link road to the Loughrea bypass, 32km of side roads and five grade-separated junctions. The scheme extends from Doughiska, east of Galway City to the existing N6 east of Ballinasloe in County Roscommon. The scheme, which is tolled between junctions 15 and 16, opened to traffic in December 2009. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Financial Close: 2007

Road opened: 2009

Contract expiry: 2037

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€177.3m	-	-	-	-	€177.3m
Operational Payments	€169.7m	€1.8m	€1.3m	€0.8m	€20.4m	€190.1m
Variation Payments	€5.7m	€0.1m	€1.5m	-	-	€5.7m
Total	€352.7m	€1.9m	€2.8m	€0.8m	€20.4m	€373.2m

- **TII Construction contributions** - The construction cost of the project (including claims) was circa €309m (ex. VAT). TII paid circa 57% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €169.7m. The OPs in 2023 will be €0.8m. The total future OPs from 1 Jan 2023 to contract expiry are projected to be €20.4m, assuming CPI of 2% p.a. **The total OPs to be made over the contract are projected to be €190.1m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €5.7m.

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 13.8% in 2018 and 5.1% in 2019 (ADT₂₀₁₉ = 13,966). Traffic levels fell by 36% in 2020 and 23.5% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 5.9% lower than 2019 levels (ADT₂₀₂₂ = 13,137). PPP Co toll revenues were €9.6m pre-COVID (2019). PPP Co toll revenues increased by 1% to €9.7m in 2022.

- **Revenue Share Payments to TI (ex. VAT):** There have been no revenue share payments to 31 Dec 2022. Future projections of revenue share will depend on traffic levels and inflation and could range between €0m and €0.5m. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34); 0% p.a. (2035-37). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-37).

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money.

- 2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2004*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 129.2 for August 2004 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2004}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2004} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2004} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2004}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.694	129.2	167.7	1.298	0.901	1.108	1.10
Car	1.330	129.2	167.7	1.298	1.726	2.123	2.10
Bus/Coach	2.371	129.2	167.7	1.298	3.078	3.785	3.80
LGV	2.371	129.2	167.7	1.298	3.078	3.785	3.80
2 & 3 Axle	3.354	129.2	167.7	1.298	4.353	5.355	5.40
4 Axle	4.280	129.2	167.7	1.298	5.555	6.833	6.80

N25 Waterford City Bypass PPP Scheme

- **30-year PPP Toll Road Concession**
- The Celtic Roads Group (Waterford) Ltd. consortium was awarded the N25 Waterford City Bypass PPP contract in April 2006. The scheme comprised the construction of the N25 bypass extending from Kilmeaden in County Waterford to Slieverue in County Kilkenny. The route crosses the River Suir at Grannagh thus providing Waterford with a second major bridge over the Suir and allowing traffic on the N25 Cork to Rosslare route to bypass the city. The scheme comprised approximately 23km of dual carriageway, a bridge over the River Suir of approximately 475m in length and approximately 4km of single carriageway construction. The contract included an additional 11km of side roads and tie-ins and a 2km railway realignment. The scheme, which is tolled, opened to traffic in October 2009. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Financial Close: 2006

Road opened: 2009

Contract expiry: 2036

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€105.4m	-	-	-	-	€105.4m
Operational Payments	€81.3m	€4.0m	€2.8m	€1.8m	€5.9m	€87.2m
Variation Payments	€2.4m	€0.03m	€0.04m	€0.04m	€0.6m	€3.0m
Total	€189.1m	€4.0m	€2.8m	€1.9m	€6.5m	€195.6m

- **TII Construction contributions** – The construction cost of the project was €262m (ex. VAT). TII paid circa 40% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €81.3m. The OPs in 2023 will be €1.8m. The total future OPs from 1 Jan 2023 to contract expiry are projected to be €5.9m, assuming CPI of 2% p.a. **The total OPs to be made over the contract are projected to be €87.2m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €2.4m. The projected VPs in 2023 are €0.04m. The total future VPs from 1 Jan 2023 to contract expiry are projected to be €0.6m (for committed variations).

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 5.2% in 2018 and 6.4% in 2019 (ADT₂₀₁₉ = 9,668). Traffic levels fell by 24.4% in 2020 and 10.3% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 11.3% higher than 2019 levels (ADT₂₀₂₂ = 10,765). PPP Co toll revenues were €7.3m pre-COVID (2019). PPP Co toll revenues increased by 17.5% to €8.6m in 2022.

- **Revenue Share Payments to TI (ex. VAT):** There have been no revenue share payments to 31 Dec 2022. It is not anticipated that TII will receive revenue share payments in future as traffic levels are not projected to exceed the minimum revenue share thresholds.

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme completed in 2012 did not specifically deal with value for money but confirmed the need for the scheme and its key objectives, verifies that the specified objectives had been delivered, and confirmed that the project has been successfully completed.

- **2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2000*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 111.7 for August 2000 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2000}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2000} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2000} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2000}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.60	111.7	167.7	1.501	0.901	1.108	1.10
Car	1.15	111.7	167.7	1.501	1.727	2.124	2.10
Bus/Coach	2.05	111.7	167.7	1.501	3.078	3.786	3.80
LGV	2.05	111.7	167.7	1.501	3.078	3.786	3.80
2 & 3 Axle	2.90	111.7	167.7	1.501	4.354	5.355	5.40
4 Axle	3.70	111.7	167.7	1.501	5.555	6.833	6.80

N18 Limerick Tunnel PPP Scheme

- **35-year PPP Toll Road Concession**
- The DirectRoute (Limerick) Ltd consortium was awarded the Limerick Tunnel PPP contract in August 2006. The contract term is 35 years. The Limerick Tunnel PPP Scheme involved the construction of approximately 10km of new dual carriageway along with associated link roads and side roads. The tunnel crossing of the River Shannon involved an immersed tube tunnel, approximately 0.9km in length, linking the townland of Coonagh on the northern bank with the townland of Bunlicky on the southern bank of the Shannon. The scheme, which is tolled between junction 2 and 4, opened to traffic in July 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Financial Close: 2006

Road opened: 2010

Contract expiry: 2041

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€181.1m	-	-	-	-	€181.1m
Operational Payments	€57.7m	€8.8m	€0.8m	€0.8m	€14.7m	€72.3m
Variation Payments	€0.04m	-	-	-	-	€0.04m
VOPs	€65.979m	€8.4m	€6.0m	€7.2m	€117.6m	€183.6m
Total	€304.8m	€17.2m	€6.8m	€8.0m	€132.3m	€437.1m

- **TII Construction contributions** – The construction cost of the project was €361m (ex. VAT). TII paid circa 50% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – The total OPs to 31 Dec 2022 were €57.7m. The OPs in 2023 will be €0.8m. The total future OPs from 1 Jan 2023 to contract expiry will be €14.7m. This is based on a fixed annual indexation of 2% per annum. **The total OPs to be made over the contract will be €72.3m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €0.04m. At this stage there is no future commitment to variations.
- **TII Variable Operating Payments (VOPs) (ex. VAT):** The total VOPs to 31 Dec 2022 were €66m (payable) and €63.3m (cashflow). VOPs in 2022 decreased by €2.4m (from €8.4m to €6m, payable). TII expects to continue to pay VOPs until 2036, the extent to which will depend on traffic levels and toll inflation. VOPs are projected to be c. €7.2m in 2023. VOP projections from 1 Jan 2023 to contract expiry could range between €91.7m and €117.6m. The higher projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34); 0% p.a. (2035-41). The lower projection assumes 2% inflation with traffic growth at 2% p.a. (2023-41). **The total VOPs to be made over the contract could range between €158m and €184m.**

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 6.4% in 2018 and 5% in 2019 (ADT₂₀₁₉ = 25,070). Traffic levels fell by 32.9% in 2020 and 21.4% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 0.8% higher than 2019 levels (ADT₂₀₂₂ = 25,270). PPP Co toll revenues were €16.6m pre-COVID (2019). PPP Co toll revenues increased by 7.3% to €17.8m in 2022.

- Revenue Share Payments to TI (ex. VAT):** There have been no revenue share payments to 31 Dec 2022. It is anticipated that revenue share payments will commence in 2023 and could range between €50m and €84m, (nominal), depending on traffic levels and inflation. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34); 0% p.a. (2035-41). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-41).
- Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- Value for Money** – The Post Project Review for the Scheme completed in 2015 confirmed that the decision to procure the Scheme as a PPP represented value for money.
- 2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2003*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 125.9 for August 2003 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2003}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2003} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2003} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2003}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.676	125.9	167.7	1.332	0.900	1.108	1.10
Car	1.296	125.9	167.7	1.332	1.726	2.123	2.10
Bus/Coach	2.310	125.9	167.7	1.332	3.077	3.785	3.80
LGV	2.310	125.9	167.7	1.332	3.077	3.785	3.80
2 & 3 Axle	3.268	125.9	167.7	1.332	4.353	5.354	5.40
4 Axle	4.170	125.9	167.7	1.332	5.554	6.832	6.80

M3 Clonee-Kells PPP Scheme

- **45-year PPP Toll Road Concession**
- The M3 Clonee/Kells PPP contract was awarded to the Eurolink Motorway Operations Ltd consortium in March 2007. The scheme, which provides bypasses of Dunboyne, Dunshaughlin, Navan, Kells and Carnaross, involved the construction of a motorway of approximately 47km in length which is linked by ancillary roads within the pre-existing road network through grade-separated junctions at Pace, Dunshaughlin, Blundelstown, Kilcarn, Athboy Road and Kells. The full scheme also includes 10km of new N3 Dual Carriageway road from Kells to North of Carnaross and 4km of the Kells N52 Bypass. A further 4km of National Secondary Type 1 Dual Carriageway and a total of 40km of Regional and Local Roads were constructed. In addition, over 100 structures consisting of 62 bridges and various culverts and retaining walls were required. The scheme, which is tolled between junction 5 and 6 and also junctions 9 and 10, opened to traffic in June 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Financial Close: 2007

Road opened: 2010

Contract expiry: 2052

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€246.1m	-	-	-	-	€246.1m
Operational Payments	€261.6m	€18.3m	€20.2m	€21.2m	€150.9m	€412.4m
Variation Payments	€28.0m	-	€0.1m	-	-	€28.0m
VOPs	€17.8m	€2.0m	-	-	-	€17.8m
Total	€553.4m	€20.3m	€20.2m	€21.2m	€150.9m	€704.2m

- **TII Construction contributions** – The construction cost of the project (including claims) was circa €522m (ex. VAT). TII paid circa 47% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €261.6m. The OPs in 2023 will be €21.2m. The total future OPs from 1 Jan 2023 to contract expiry are projected to be €150.9m, assuming CPI of 2% p.a. **The total OPs to be made over the contract are projected to be €412.4m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €28m. It is difficult to predict what variations if any may be required in the future. At this stage there is no future commitment to variations.
- **TII Variable Operating Payments (VOPs) (ex. VAT):** The total VOPs to 31 Dec 2022 were €17.8m (payable) and €17.8m (cashflow). VOPs in 2022 decreased by €2m (from €2m to €0m, payable). On the assumption that traffic levels going forward do not fall below 2022 levels, it is not expected that TII will pay further VOPs for the remainder of the contract. **The total VOPs to be made over the contract is expected to be €17.8m.**

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at 6.1% in 2018 and 4.9% in 2019 (ADT₂₀₁₉ = 35,062). Traffic levels fell by 28.2% in 2020 and 18.5% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 1.3% lower than 2019 levels (ADT₂₀₂₂ = 34,600). PPP Co toll revenues were €17.3m pre-COVID (2019). PPP Co toll revenues increased by 6% to €18.4m in 2022.

- **Revenue Share Payments to TII (ex. VAT):** There have been no revenue share payments to 31 Dec 2022. It is anticipated that revenue share payments will commence in 2026 and could range between €379m and €572m (nominal), depending on traffic levels and inflation. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34); 0% p.a. (2035-52). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-52).
- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money
- **2023 Tolls** – The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO’s publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2000*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO’s website: 111.7 for August 2000 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2000}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2000} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2000} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2000}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.450	111.7	167.7	1.501	0.676	0.831	0.80
Car	0.875	111.7	167.7	1.501	1.314	1.616	1.60
Bus/Coach	1.325	111.7	167.7	1.501	1.989	2.447	2.40
LGV	1.325	111.7	167.7	1.501	1.989	2.447	2.40
2 & 3 Axle	1.750	111.7	167.7	1.501	2.627	3.232	3.20
4 Axle	2.150	111.7	167.7	1.501	3.228	3.970	4.00

M7/M8 Portlaoise-Cullahill PPP Scheme

- **30-year PPP Toll Road Concession**
- The M7/M8 Portlaoise PPP contract was awarded to the Celtic Roads Group (Portlaoise) consortium. The contract was awarded in June 2007. The project, which provides bypasses of Abbeyleix, Durrow, Cullahill, Mountrath, Castletown and Borris-in-Ossory, involved the construction of a tolled motorway of approximately 41km total length. There are grade separated junctions at Portlaoise, Borris-in-Ossory and Rathdowney as well as a partial motorway to motorway interchange at Aghaboe. The scheme also included a new 3km regional link road from the motorway back to Borris-in-Ossory along with approximately 15km of side roads. The scheme, which is tolled between Junction 18 (Portlaoise West) and Junction 19 (the M7/M8 interchange junction), opened to traffic in May 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Financial Close: 2007

Road opened: 2010

Contract expiry: 2037

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Construction Payments	€43.6m	-	-	-	-	€43.6m
Operational Payments	€36.1m	€1.3m	€1.4m	-	-	€36.1m
Variation Payments	€5.2m	-	-	-	-	€5.2m
Total	€84.9m	€1.3m	€1.4m	-	-	€84.9m

- **TII Construction contributions** – The construction cost of the project was €300m (ex. VAT). TII paid circa 15% of the construction costs.
- **TII Operational Payments (VAT not applicable)** – OPs are indexed using CPI. The total OPs to 31 Dec 2022 were €36.1m. There will be no further OPs on the project. **The total OPs to be made over the contract are €36.1m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €5.2m. At this stage there is no future commitment to variations.

- **Traffic Levels and Toll Revenues (ex. VAT):** Traffic levels grew at -0.4% in 2018 and 1.5% in 2019 (ADT₂₀₁₉ = 23,935). Traffic levels fell by 34.5% in 2020 and 20.6% in 2021 compared to pre-COVID levels. Traffic levels in 2022 were 2% lower than 2019 levels (ADT₂₀₂₂ = 23,449). PPP Co toll revenues were €17.9m pre-COVID (2019). PPP Co toll revenues increased by 6% to €18.9m in 2022.

- **Revenue Share Payments to TI (ex. VAT):** There have been no revenue share payments to 31 Dec 2022. Future projections of revenue share will depend on traffic levels and inflation and could range between €19m and €23m. The lower projection assumes 2% annual inflation with traffic growth: 1% p.a. (2023-31); 0.5% p.a. (2032-34); 0% p.a. (2035-37). The upper projection assumes 2% inflation with traffic growth at 2% p.a. (2023-37).

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money.

- 2023 Tolls** The 2023 Maximum Tolls were calculated in accordance with the Toll Bye-Laws following CSO's publication of the August 2022 Consumer Price Index (CPI). The 2023 Maximum Tolls were calculated by multiplying the Base Tolls per Class of Vehicle (*as defined in the Toll Bye-Laws*) by the CPI for August in the previous year, dividing by the Opening Index (*August 2004*), and then adding applicable VAT (@23%). The calculated amounts were then rounded to the nearest 10 cents for each Class of Vehicle. The CPI figures used in the calculation were published on CSO's website: 129.2 for August 2004 and 167.7 for August 2022. (*Base Reference Period for CPIs: Nov 1996 = 100*).

$$Maximum\ Toll_{2023} = (Base\ Toll) \times \left\{ \frac{CPI_{Aug\ 2022}}{CPI_{Aug\ 2004}} \right\} + VAT$$

Class of Vehicle	Base Tolls (1)	CPI _{Aug 2004} (2)	CPI _{Aug 2022} (3)	CPI _{Aug 2022} /CPI _{Aug 2004} (4) = (3)/(2)	Base Tolls * (CPI _{Aug 2022} /CPI _{Aug 2004}) (5) = (1) * (4)	Add 23% VAT (6) = (5) * 1.23	2023 Maximum Tolls (7) = (6) rounded to nearest 10 cents
Motorbike	0.694	129.2	167.7	1.298	0.901	1.108	1.10
Car	1.330	129.2	167.7	1.298	1.726	2.123	2.10
Bus/Coach	2.371	129.2	167.7	1.298	3.078	3.785	3.80
LGV	2.371	129.2	167.7	1.298	3.078	3.785	3.80
2 & 3 Axle	3.354	129.2	167.7	1.298	4.353	5.355	5.40
4 Axle	4.280	129.2	167.7	1.298	5.555	6.833	6.80

M50 Upgrade PPP Scheme

- **35-year PPP Toll Road Concession**
- The M50 Upgrade PPP contract was awarded in September 2007 with a contract term of 35 years to M50 Concession Limited. The M50 Upgrade PPP Contract construction comprised the widening of 24km of the M50 from south of the M1/M50 (Turnapin) interchange to the N3 interchange and from south of the Ballymount interchange to the Sandyford interchange, including the upgrade of junctions along these sections. The upgrade works were completed in 2010. The PPP Co’s investment costs are recouped through availability payments paid by TII. In addition to the M50 Upgrade PPP contract, separate M50 Upgrade works were procured through two Design & Build contracts. These contracts provided for (i) the widening of approximately 8km of mainline carriageway between the N4 (Junction 7) and Ballymount (Junction 10) along with the upgrading of the N4, N7 and Ballymount interchanges, and (ii) the widening of 1.3km of motorway south of the N3 interchange. These upgrade works were completed in 2008. The PPP Co is responsible for ongoing operation, maintenance and lifecycle works of the mainline of the M50 motorway from the M1/M50 interchange to the Sandyford interchange for the contract period.

Financial Close: 2007

Road opened: 2010

Contract expiry: 2042

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Availability Payments	€287.0m	€22.6m	€23.1m	€25.0m	€576.5m	€863.5m
Variation Payments	€55.8m	€3.0m	€2.2m	-	-	€55.8m
Total	€342.9m	€25.6m	€25.4m	€25.0m	€576.5m	€919.4m

- **TII Availability Payments (ex. VAT)** – APs are indexed using CPI. The total APs to 31 Dec 2022 were €287m. The APs in 2023 are projected to be €25m. The total future APs from 1 Jan 2023 to contract expiry are projected to be €576.5m, assuming CPI of 2% p.a. **The total APs to be made over the contract are projected to be €863.5m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €55.8m. At this stage there is no future commitment to variations.
- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- **Value for Money** – The Post Project Review for the Scheme completed in 2014 confirmed that the decision to procure the Scheme as a PPP represented value for money.

N7/N11 Arklow-Rathnew PPP Scheme

- **27.3-year PPP Toll Road Concession (25-year operations)**
- The N11 Arklow/Rathnew PPP contract was awarded to N11 Arklow Rathnew PPP Limited in April 2013. The N11 Arklow/Rathnew PPP contract includes the design, construction, operation, and maintenance of approximately 16.5km of dual carriageway on the Arklow to Rathnew section of the N11, the operation and maintenance of an additional 30km section of the existing M11/N11 route (Arklow-Gorey and Arklow Bypass), the design and construction of the N11 Gorey Service Area and the design, construction, operation, and maintenance of the N7 Newlands Cross Junction Upgrade. The Newlands Cross section was completed in November 2014 and the Arklow/Rathnew section opened to traffic in July 2015. The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII.

Financial Close: 2013

Road opened: 2015

Contract expiry: 2040

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Availability Payments	€120.4m	€16.0m	€16.3m	€16.7m	€309.4m	€429.8m
Variation Payments	€4.9m	€0.1m	€0.01m	€0.01m	€0.15m	€5.0m
Total	€125.3m	€16.1m	€16.3m	€16.7m	€309.5m	€434.8m

- **TII Availability Payments (ex. VAT)** – APs are indexed using CPI. The total APs to 31 Dec 2022 were €120.4m. The APs in 2023 are projected to be €16.7m. The total future APs from 1 Jan 2023 to contract expiry are projected to be €309.4m, assuming CPI of 2% p.a. **The total APs to be made over the contract are projected to be €429.8m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €4.9m. The projected VPs in 2023 are €0.01m. The total future VPs from 1 Jan 2023 to contract expiry are projected to be €0.15m (for committed variations).

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme has not yet been completed.

N17/N18 Gort to Tuam PPP Scheme

- **28.6-year PPP Toll Road Concession (25-year operations)**
- The M17/M18 PPP Scheme was awarded to the DirectRoute (Tuam) Ltd. consortium in April 2014. The M17/M18 PPP Contract comprises the design, construction, operation, and maintenance of approximately 53km of motorway along with the design and construction of 4km of dual carriageway. The scheme provides bypasses for the towns of Clarinbridge, Claregalway and Tuam. The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The scheme opened to traffic in September 2017.

Financial Close: 2014	Road opened: 2017	Contract expiry: 2042
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- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments <i>(payable basis ex. VAT)</i>	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Availability Payments	€168.3m	€33.0m	€33.5m	€34.4m	€731.5m	€899.8m
Variation Payments	€4.0m	€0.4m	€0.1m	-	-	€4.0m
Total	€172.3m	€33.4m	€33.6m	€34.4m	€731.5m	€903.8m

- **TII Availability Payments (ex. VAT)** – APs are indexed using CPI. The total APs to 31 Dec 2022 were €168.3m. The APs in 2023 are projected to be €34.4m. The total future APs from 1 Jan 2023 to contract expiry are projected to be €731.5m, assuming CPI of 2% p.a. **The total APs to be made over the contract are projected to be €899.8m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €4m. At this stage there is no future commitment to variations.
- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- **Value for Money** – The Post Project Review for the Scheme has not yet been completed.

M11 Gorey-Enniscorthy PPP Scheme

- **28.8-year PPP Toll Road Concession (25-year operations)**
- The M11 Gorey to Enniscorthy PPP contract was awarded to Gorey to Enniscorthy M11 PPP Limited in October 2015. The PPP contract includes the design, construction, operation, and maintenance of approximately 31.4km of dual carriageway (M11 and “N80 Link Road” routes) and the design, construction, and financing of 8.0km of single carriageway (N30 route). The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The M11 mainline section opened to traffic in July 2019 with N30 section opening in August 2019.

Financial Close: 2015

Road opened: 2019

Contract expiry: 2044

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Availability Payments	€62.0m	€18.3m	€18.2m	€18.5m	€413.6m	€475.6m
Variation Payments	€7.8m	€6.8m	€0.02m	€0.2m	€0.2m	€8.0m
Total	€69.8m	€25.1m	€18.2m	€18.7m	€413.8m	€483.7m

- **TII Availability Payments (ex. VAT)** – APs are indexed using CPI. The total APs to 31 Dec 2022 were €62m. The APs in 2023 are projected to be €18.5m. The total future APs from 1 Jan 2023 to contract expiry are projected to be €413.6m, assuming CPI of 2% p.a. **The total APs to be made over the contract are projected to be €475.6m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €7.8m. There are some close outs required to the construction phase in 2023 with a cost estimate of €0.2m.
- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- **Value for Money** – The Post Project Review for the Scheme has not yet been completed.

N25 New Ross Bypass PPP Scheme

- **29-year PPP Toll Road Concession (25-year operations)**
- The contract for the N25 New Ross Bypass PPP Scheme was awarded to New Ross N25 Bypass Designated Activity Company in January 2016. The PPP contract includes the design, construction, operation and maintenance of sections of both the N25 and N30 routes. More particularly the scheme comprised works of approximately 13.6km of dual carriageway (N25 and N30 routes) and 1.2km of single carriageway (New Ross N30 route). The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The scheme opened to traffic in January 2020.

Financial Close: 2016

Road opened: 2020

Contract expiry: 2045

- **Historic and projected TII payments are summarised below with projected figures highlighted in red:**

TII Payments (payable basis ex. VAT)	Contract start - 31 Dec 2022	2021	2022	2023	1 Jan 2023- Contract Expiry	Total Contract
Availability Payments	€33.8m	€11.6m	€11.9m	€12.0m	€275.0m	€308.8m
Variation Payments	€7.7m	-	-	-	-	€7.7m
Total	€41.5m	€11.6m	€11.9m	€12.0m	€275.0m	€316.5m

- **TII Availability Payments (ex. VAT)** – APs are indexed using CPI. The total APs to 31 Dec 2022 were €33.8m. The APs in 2023 are projected to be €12m. The total future APs from 1 Jan 2023 to contract expiry are projected to be €275m, assuming CPI of 2% p.a. **The total APs to be made over the contract are projected to be €308.8m.**
- **TII Variation Payments (ex. VAT)** – The total VPs to 31 Dec 2022 were €7.7m. At this stage there is no future commitment to variations.
- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the road to the required handback standard.
- **Value for Money** – The Post Project Review for the Scheme has not yet been completed.

Motor Serviceway Area (MSA) Tranche 1 PPP Scheme

- **25-year PPP Concession**
- The contract provides for the design, construction, operation, maintenance and finance of three service area facilities constructed at M1 North (near Castlebellingham); M1 South (near Lusk); and on the M4 (near Enfield). In 2009, the NRA signed a Public Private Partnership (PPP) contract with the *Superstop* consortium to build the Tranche 1 MSAs, all three double-sided facilities.

Financial Close: 2009	Road opened: 2010	Contract expiry: 2034
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- **TII Construction contributions** – The construction cost of the project was €63m (*ex. VAT*). TII paid circa 75% of the construction costs.
- TII is not required to make any payments during the operational stage of the project.

- **Revenue Share Payments to TII** (*ex. VAT*): TII has received **€12.7m** in revenue share payments to date (from operations commencement in 2010) and is expecting a further €0.7m payment in 2023 relating to FY2022 revenues. Future projections of revenue share will depend on the growth in sales at the motorway service areas (fuel, retail and restaurant) and could range between €40m and €49m. The lower projection assumes the minimum contractual payments and the upper projection assumes 2% growth in sales per annum.

- **Handback** – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the motorway service area assets to the required handback standard.

- **Value for Money** – The Post Project Review for the Scheme confirmed that the decision to procure the Scheme as a PPP represented value for money.

Motor Serviceway Area (MSA) Tranche 2 PPP Scheme		
<ul style="list-style-type: none"> • 25-year PPP Concession • The contract provides for the design, construction, operation, maintenance and finance of two service areas at M6 Athlone Service area, M9 Kilcullen Service Area as well as the fit out, operation, maintenance and finance of a third service area at M11 Gorey Service Area on the national road network. 		
Financial Close: 2018	Road opened: 2019	Contract expiry: 2043
<ul style="list-style-type: none"> • TII Construction contributions - – The construction cost of the project was circa €26m (ex. VAT). TII did not make any contributions to the construction costs. • TII is not required to make any payments during the operational stage of the project. 		
<ul style="list-style-type: none"> • Revenue Share Payments to TI (ex. VAT): TII has received €653k in revenue share payments to date (from operations commencement in 2019) and is expecting a further €400k payment in 2023 relating to FY2022 revenues. Future projections of revenue share will depend on the growth in sales at the motorway service areas (fuel, retail and restaurant) and could range between €9m and €10m. The lower projection assumes 1% growth in sales per annum and the upper projection assumes 2% growth. 		
<ul style="list-style-type: none"> • Handback – at the end of the contract the PPP Co will have to carry out and fund the necessary renewal works to bring the motorway service area assets to the required handback standard. 		
<ul style="list-style-type: none"> • Value for Money – The Post Project Review for the Scheme has not yet been completed. In line with the guidance set out in the Public Spending Code, TII will commission a Post Project Review once sufficient time has elapsed for the benefits and outcomes of the scheme to materialise. The Public Spending Code indicates a period of 3-5 years following scheme commencement. However, a period of scheme operation post-COVID will be necessary in order to complete a meaningful review. 		

Appendix 2 – Numbers employed in PPP Co supply chain

PPP Co.	Project	Total Full Time	Total Part Time	Total ¹
M50 Concession Ltd	M50	29	0	29
EuroLink	General	4	0	4
	M3	20	1	21
	M4	25	4	29
M6 Concession Ltd	M6	40	0	40
DirectRoute	General	2	1	3
	M8	29	10	39
	Limerick Tunnel	34	13	47
	M17/M18	14	4	18
BAM	M11 GtE	12	6	18
	N11 Arklow	13	5	18
	N25 New Ross	4	8	12
CRG	M1	31	30	61
	M7/M8	19	25	44
	N25 Waterford	16	13	29
Applegreen (Superstop)	T1 MSA	182	175	357
Circle K (Beech Hill Gateway Services DAC)	T2 MSA	91	106	197
	Total	565	401	966

¹ Figures correct as of January 2022

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APPENDIX E

National Development Plan National Roads Capital Programme and Greenways Delivery Status Update

Joint Committee on Transport and
Communications Networks

Date: 28th June 2023

CAP-ADW-0002

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1. MAJOR SCHEMES UPDATE

National Roads Update June 2023	
MAJOR SCHEMES PROGRAMME	
Capital Investment Plan - Major Projects at Construction	
Project Name	Project Status June 2023
N5 Westport to Turlough	A 10km section of dual carriageway forming a bypass of Castlebar opened to traffic on 26 April. The official opening of full scheme took place on the morning of 15 June and the road opened to traffic that afternoon.
N8/N25 Dunkettle Interchange	Construction works are approximately 90% complete. The Contractor is opening , a significant number of links end June/early July. Opening of the links will trigger the gradual switching off of the traffic lights at the existing roundabout junction. Forecast Substantial Completion end of year ahead of contract completion date of February 2024
N22 Ballyvourney to Macroom	Construction works approximately 90% complete. Cork County Council is dealing with significant claims raised by the Contractor. The Macroom bypass section of the project opened to traffic on 9 December. It is anticipated that the rest of the project will be completed ahead of the Contract Completion Date in Q2 2024.
N56 Letterilly to Kilraine Junction	Substantial Completion issued 10 March 2023.
N56 Letterilly to Kilraine Junction Phase 2	Tender Documents drafted. Due diligence review ongoing.
N56 Dungloe to Cloghbolie	Substantial Completion issued, effective 1 April 2022. Snagging ongoing.
N56 Kilkenny to Letterilly	Substantial Completion issued 20 December 2019; snagging is ongoing.
N59 Moycullen Bypass	Construction ongoing, approx. 80% complete. Works are currently behind programme, the Completion Date has been extended by 3 months to November 2023. A Final Account Settlement Agreement (FASA) was issued on 1 February and accepted by both parties. Works on site are progressing well since FASA was executed.
N69 Listowel Bypass	Construction works ongoing. Permanent piling for River Feale Bridge is complete and works on the scour protection wall at the front of the south abutment are nearing completion. The Contractor advised Kerry County Council that his subcontractor for the River Feale Steel bridge is in financial difficulty in Italy. However, fabrication of the steel superstructure continued and is ready for shipping. The Contractor has quarry issues and both the Planning Authorities of Kerry and Limerick are aware of same.

Capital Investment Plan - Major Projects with Planning Approval	
Project Name	Project Status June 2023
N5 Ballaghaderreen to Scramogue	Roscommon County Council issued the tender documents to the three pre-qualified candidates on 22 July 2022. The tender return date was originally scheduled for 22 December, however, at the request of tenderers this has been extended to 24 March 2023. One tender was received by the closing date. The tender assessment report was submitted to TII on 31 May recommending the award of the contract to the sole tenderer. The updated Business Case was submitted to TII on 7 June. Department of Transport is preparing a Memo to Cabinet seeking approval to award this contract.
N28 Cork/Ringaskiddy	Significant advance works ongoing, including major utility diversions. Cork County Council submitted a Derogation Report proposing the use of an NEC Target Cost Contract, this was approved on 5 April. Tenders for Technical Advisor appointment, Phases 5, 6 & 7 were received on the 21st June. The Main Works tender Prior Information Notice will be published in June 23. Prequalification of Contractors to commence in August 23. Construction is expected to commence in Q4 2024 subject to PSC Gate 3 and Cabinet approval.
N21/N69 Limerick to Adare to Foynes	An Bord Pleanála published the scheme confirmation notices for the N21/N69 Foynes to Limerick project on 5 October 2022. Three judicial review proceedings were withdrawn on 12 June 2023 - Scheme now clear to progress to Phase 5. Review underway of procurement strategy.
Capital Investment Plan - Major Projects Requiring Planning Approval	
Project Name	Project Status June 2023
N2 Slane Bypass and Public Realm Enhancement Scheme	Meath County Council are finalising Phase 3 Design and Statutory Documents following reviews and Audit carried out in Q4 of 2022 and pre planning consultations with An Bord Pleanála (ABP). Final Statutory Documents expected to be completed in Q3 with TII approval to Publish also expected to be complete in Q3 2023. Submission to ABP to include Public Realm measures in Slane.
N2 Ardee to South of Castleblaney Bypass	Funding of €600,000 was allocated in February to cover existing commitments at the time. This is insufficient to allow the Phase 3 Design & Environmental Evaluation process to be completed.

NDP - N2 Clontibret to the NI Border	Scheme progression subject to Monaghan County Council successes in attracting CEF funding.
N3 M50 to Clonee	This scheme is at Phase 3 design and environmental evaluation. The Preliminary Business Case was submitted to TII in December 2022. Timing of future deliverables uncertain as 2023 allocation is to meet current commitments only then review project to prioritise buses and cycleways. Topographic survey contract recently awarded to inform the buses and cycleway prioritisation process. Re-scoping of project under discussion.
N6 Galway City Ring Road	An Bord Pleanála (ABP) approved the scheme with conditions on 6 December 2021. Three applications for judicial review have been granted by the High Court. The High Court has imposed a stay on progressing the scheme. On 30 January the High Court quashed the ABP decision to approve the scheme and remitted the application back before the Board to the point in time immediately after the submission of the Inspector's Report. ABP to reconsider the application and make a new decision. The NTA have commenced work on the update to the Galway Transport Strategy. The new GMATS will assess the need for the proposed N6 GCRR as well as other transport modes.
N11/M11 Junction 4 to Junction 14 Improvement Scheme	This project is to provide for bus priority measures, active travel, junction safety and strategic network resilience on the M11/N11 between junctions 4 to 14. This major scheme is at Phase 2 preferred route option selection, no funding was provided in 2023 to progress the Major Project. Bus Priority Scheme between Loughlinstown Roundabout and Junction 9 (Glenview) is being funded separately under Protection and Renewal. A request from Wicklow County Council to provide funding to progress a continuous inbound priority bus lane was submitted to the Department on 19 April. There has been ongoing engagement on the matter and a decision is awaited.
N11/N25 Oilgate to Rosslare Harbour	Phase 2 (Options Selection) completed in November 2021 with approval granted to proceed to Phase 3 (Design and Environmental Evaluation). Phase 3 is ongoing. Some European Union Connecting Europe Facility (CEF) funding has been received and more will be received in 2024.
TEN-T Improvement Donegal	Preliminary Business Case submitted for Gate 1 Approval in Principle (PSC) in June 2023. Finalising of remaining Phase 3 deliverables underway.
M20 Cork to Limerick	The preferred transport solution has been decided and the design team are currently engaged in the Phase 3 Design and environmental evaluation with a view to having a business case submitted at the latter part of 2023. Alternative Funding study ongoing, including discussions with Cork and Limerick local authorities. Timelines indicated subject to Government approvals and Statutory approvals.

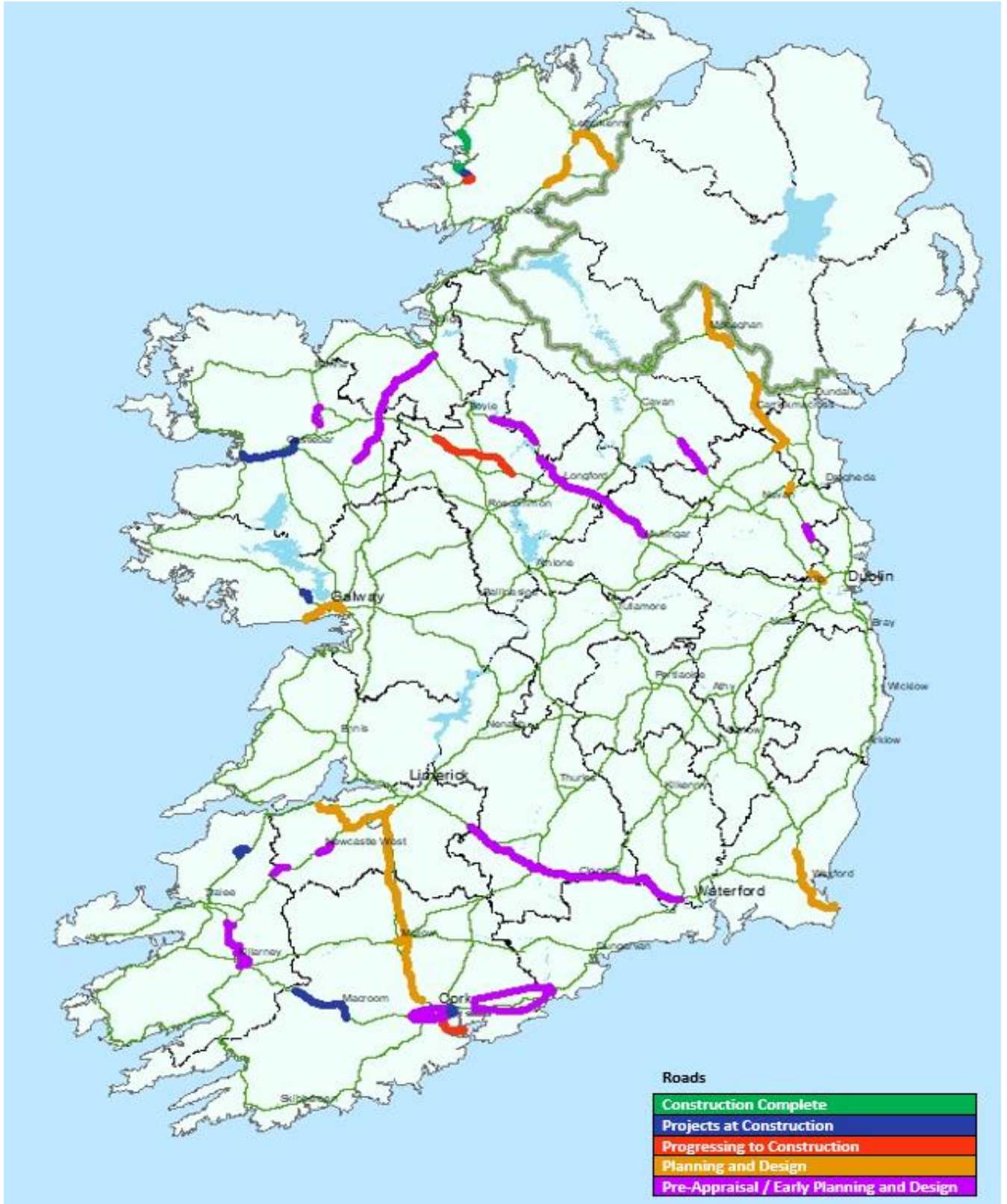
N52 Ardee Bypass	Part 8 (Statutory process) Planning approved was confirmed on 7 April 2022. A judicial review process has however delayed the Compulsory Purchase Order and scheme delivery.
N72/N73 Mallow Relief Road	Phase 2 Options Selection completed. 2023 grant allocation was to meet the commitments at the time of grant announcement and not to enter new commitments. It was therefore not possible to progress scheme to the next Decision Gate. Cork County Council submitted a request to TII for an increase in the allocation to allow progression of the scheme. The request was referred to Department of Transport however there is no change in scheme status at present.. Multiple representations/queries received from elected reps.
Major Projects at Pre-Appraisal/Early Activities	
Project Name	Project Status June 2023
N2 Rath Roundabout to Kilmoon Cross Transportation Corridor	Phase 2 deliverables finalised in December 2022. The allocation provision for 2023 was to meet current commitments in February at the time of the grant announcement. These commitments include a geotechnical survey contract awarded in 2022 and other historical technical advisor fees.
N3 Virginia Bypass	The Preferred Transport Solution was advertised on 16 May 2023, this display will run until the 16 June. Site investigation and topographical fieldworks are complete. Phase 1 of the Archaeological Geophysical Survey works is also complete and draft reporting is being compiled . TII granted approval to progress the Scheme from Phase 2 (Options Selection) to Phase 3 (Design and Environmental Evaluation) on 14 June.
N4 Carrick on Shannon to Dromod	Phase 2 Option Selection is complete and Gate Review Statement has been approved. Phase 3 Geotechnical Investigation and Topographic Surveys progressing on site.
M4 Maynooth to Leixlip	M4 Transport Solutions between Junctions 5 (Lucan) and 7 (Maynooth)- Bus Priority Measures (Public Transport), Addressing active travel severance issues, Safety improvements (including Junction 7 reviews). The major scheme is at Phase 2 option selection. The scheme did not initially receive an allocation in 2023. An allocation of €400,000 was subsequently provided in May to complete Phase 2 following a TII endorsed Kildare County Council funding request submission to the Department of Transport to complete Phase 2 option selection. The Eastbound bus priority measures have Part 8 planning approval and are progressing to construction. The bus priority measures are funded separately under a Protection and Renewal budget.

N4 Mullingar to Longford	Close out of Phase 2 reporting is ongoing (a draft Emerging Preferred Transport Corridor has been determined) and is expected to be complete in Q3. The allocation provision in 2023 was to meet the commitments in February at the time of announcement, TII are therefore not in a position to confirm approval for the scheme to progress to the next phase.
N17 Knock to Collooney	Close out of Phase 2 reporting is ongoing. Emerging Preferred Transport Corridor was announced in Q1 and public consultation period is complete. Phase 2 Route Selection is expected to be complete by year end. Additional tasks including traffic modelling and reporting are ongoing. The allocation provision in 2023 was to meet the commitment at the time of announcement, TII are therefore not in a position to confirm approval for the scheme to progress to the next phase.
N21 Abbeyfeale Relief Road	The preferred route was published on 9 November 2021. Work is progressing on Phase 3 (Design and Environmental Evaluation).
N21 Newcastlewest Relief Road	The preferred route was published on 9 November 2021. Work is progressing on Phase 3.
N22 Farranfore to Killarney	Preferred Route expected in Q2/2023 as TII require further work following Peer Review. The 2023 grant allocation was to cover existing commitments at the time of announcement and not to enter new commitments. It is not possible to progress the scheme further in the current year.
Major Projects at Pre-Appraisal/Early Activities (cont.)	
Project Name	Project Status June 2023
N24 Cahir to Limerick Junction	The preferred route was published in May. Work is progressing on phase 3 (Planning and Environmental Evaluation).
N24 Waterford to Cahir	Phase 2 activities ongoing. Public Consultation No 2 on Alternatives and Options was held from 03 May to 01 June. It is anticipated that the Preferred Transport Solution will be on display in Q4 2023.
N25 Carrigtwohill to Midleton	No grant allocation received for this scheme in 2022 or 2023. This scheme is suspended and cannot progress any further at this point.
N25 Midleton to Youghal	Strategic Assessment Report submitted to Department of Transport in January 2023. Awaiting Feedback. Cork County Council preparing documentation for appointment of Technical Advisors for Phases 1 & 2.
N25 Waterford to Glenmore	The preferred transport solution has been confirmed. However, the scheme did not receive an allocation in 2022 or 2023 and therefore cannot progress to Phase 3 (Design and Environmental Evaluation) at this time.

<p>N40 Cork Northern Transport Project</p>	<p>The Strategic Assessment Report is complete, and a response is awaited from the Department of Transport (DoT). The 2023 grant allocation was to cover current commitments at the time of announcement and therefore is insufficient to progress scheme. A letter received from Cork City Council requesting an increase in the allocation to allow progression of the scheme was submitted to the DoT. There is currently no change in status.</p>
<p>N52 Tullamore to Kilbeggan</p>	<p>Emerging Preferred Corridor was announced in October 2021. Phase 3 cannot commence at this time because no funding provided in 2022 or 2023.</p>
<p>N58 Foxford Bypass</p>	<p>Strategic Assessment Report (SAR) has been submitted to TII for review and comments have issued to Mayo NRO. Revised SAR is awaited.</p>
<p>N40 TEN-T Route Study (Protection & Renewal)</p>	<p>Technical Advisors to undertake phases 1 and 2 of the Project Management Guidelines have been appointed by Cork City Council. Phase 1 ongoing. Design of safety interventions to be taken through planning as part 8 or Section 38 ongoing. Part 8 published 27 April for extension to N40 J10 Mahon diverge lane. Extensive traffic surveys deferred to Q4 2023, after Dunkettle changes complete.</p>

2. MAJOR SCHEMES MAP

**Map of Major Schemes
 June 2023**



3. MINOR SCHEMES AT OR GOING TO CONSTRUCTION UPDATE

National Roads Update June 2023	
MINOR SCHEMES PROGRAMME	
Minor Schemes at Construction	Project Status June 2023
N15 McGroary's Brae Improvement Scheme	Tender Documents complete and the scheme construction tender was advertised April 2023.
N16 Lugatober Realignment	Works commenced on site on 14 February. Date for Substantial Completion is provisionally 13 August 2024. Standing Conciliator appointed.
N24 Beary's Cross	Works substantially completed on the 24 March 2023.
N51 Dunmoe Phase 2	Contract awarded and construction commenced in July 2021 and is currently ongoing. Certificate for substantial completion expected to be issued in early Q3.
N55 Corduff to South of Killydoon - Section B	Construction commenced on site on 30 January 2023. The works are currently progressing on site. Land acquisition is ongoing.
N55 Ballymahon Traffic Management	Revised Part 8 Planning Process is ongoing, final date for submissions was June 7. Discussions ongoing with local representatives regarding details of scheme. Expecting to have the updated planning in place and Contract Documents prepared by Q4.
N60 Heathlawn	Mayo County Council awarded the construction contract to P&D Lydon Ltd. on 10 October 2022. Construction works are progressing well and are approx. 30% complete.
N73 Clogher Cross to Waterdyke	Construction completed. Opened to public on 15th March 2023.
N73 Annakisha South Improvement Scheme	Contract awarded June 2023. Construction start scheduled for July 2023.
N74 Ballyhusty Realignment	Construction ongoing and 95% complete on site.
N77 Ballyragget Village to Ballynaslee Road Improvement	TII approval to proceed to Phase 5 granted on 13 July 2022. Tender documents are currently being finalised.
N84 Kilmaine - Shrulie Road Realignment at Gorteens	Mayo County Council awarded the construction contract to Harringtons in October 2022. Works commenced on site on 6 February following relocation of overhead line by Eir in January and were substantially complete in April.
N86 Ballynasare & Ballygarret	Phase 2A Construction tender awarded. Construction works on Phase 2A nearing completion. Tender documents for Phase 2B being prepared.

4. MINOR SCHEMES AT CONSTRUCTION MAP

Map of Minor Schemes at or Going to Construction
June 2023



5. MINOR SCHEMES AT PLANNING & DESIGN UPDATE

MINOR PROJECTS AT PLANNING & DESIGN		
County	Project Name	Project Status June 2023
Cavan	N3 Dublin Road Roundabout	A new Traffic survey has been completed and the technical advisors have updated the Traffic model providing draft options. Discussions ongoing with TII regarding the safety aspects of the scheme.
Cavan	N55 Ballinagh Relief Road	Currently in Phase 0 of TII Project Management Guidelines. The Strategic Assessment report was approved in early June . Cavan County Council are preparing the Phase 0 deliverables and will seek TII approval to proceed to option selection
Clare	N19 Shannon Airport Access	Phase 2 Public Consultation now completed. The preferred route was published on 22 November 2021. Work progressing on Phase 3.
Clare	N67 Blake's Corner	An Bord Pleanála (APB) approved the scheme in September 2022 however a Judicial Review application has been submitted.
Cork	N25 Carrigtwohill to Midleton Minor scheme	Technical Advisor appointed to develop a series of minor safety improvements in light of the absence of funding for the previous Carrigtwohill to Midleton major scheme.
Cork	N71 Bandon Bypass Extension	Cork County Council preparing documents to procure Technical Advisors to complete Phase 2, and deliver phases 3 and 4, ongoing.
Cork	N71 Newmills/Owenahincha	Cork County Council preparing documents to procure Technical Advisors to complete Phase 2, and deliver phases 3 and 4, ongoing.

MINOR PROJECTS AT PLANNING & DESIGN (cont.)

County	Project Name	Project Status June 2023
Cork	N71 Cork Road (Skibbereen) Drainage Upgrade Minor Scheme	Upgrade an existing culvert and road drainage system in this area to mitigate potential flood risk. Scheme paused due to Judicial Review proceedings taken.
Donegal	N13 Bridgend	Currently approaching the end of TII Project Management Guidelines Phase 2 Options Selection. The Preferred Options is due for selection in July 2023.
Donegal	N15 Corcam Bends	The Scheme is now mid-Phase 2 Options Selection. Anticipated that the preferred Options will be identified by Q4 2023. Timelines amended as a new procurement process for Technical Consultants was required AND due to the environmental complexity of the scheme and the longer than anticipated Planning Process required.
Donegal	N56 Doonwell to Drumbrick	The scheme is currently at Phase 3. Emerging Preferred Corridor has been identified. Timelines amended due to the environmental complexity of the scheme and the longer than anticipated Planning Process required.
Donegal	N56 Gortahawk to Falcaragh	Scheme at Phase 1 of TII Project Management Guidelines. Strategic Assessment Report has been approved. TII approval of Phase 0 Gate Review received.
Galway	N17 Milltown to Gortnagunnad Realignment	Galway County Council submitted the scheme (Natura Impact Statement and Compulsory Purchase Order) to An Bord Pleanála (ABP) in December 2021. ABP approved the scheme with conditions on 20 October 2022. TII approval has been given to proceed to Phase 5 Enabling Works and to commence land acquisition procedures. Detailed Geotechnical Investigation contract was awarded in April and is due to commence on site 26 June. Archaeological Investigation contract went to tender on 19 June.
Galway	N59 Bunnakil to Claremount	Method statements for enabling works have been prepared and submitted to National Parks & Wildlife Service (NPWS) for agreement in December 2021. NPWS has advised Galway County Council that they will not agree to the method statements due to potential impacts on freshwater pearl mussel population in the Owenriff river. Galway County Council have sought a high-level meeting with NPWS to try to resolve issue regarding non-approval of method statements. Work on tender documents for Phase 5 advance works (Geotechnical Investigations and Archaeology) is complete.

MINOR PROJECTS AT PLANNING & DESIGN (cont.)

County	Project Name	Project Status June 2023
Galway	N63 Liss to Abbey Realignment	Scheme submitted to An Bord Pleanála (ABP) in February 2022. Two objections to the Compulsory Purchase Order (CPO) were received and ABP undertook an oral hearing on 24 November. ABP approved the Scheme and the associated CPO on 25 May.
Galway	N65 Kilmeen Cross	Phase 2 Option Development being finalised. Scheme did not progress in 2022 or Q1 & Q2 2023 due to a lack of resources in the Galway National Roads Office.
Galway	N84 Galway to Curraghmore	Currently at Phase 0. Consultant has been appointed from the Technical Advisors Framework for Phases 0-2 in May and has recently commenced work on the project.
Kerry	N22 Garries Bridge Improvement Scheme	Currently at Phase 3 - Planning and Design ongoing. Flood model being finalised.
Kerry	N22 Lewis Road Junction	Part 8 Planning approved with modification (removal of Pedestrian Underpass). Scheme will require resubmission of planning. Part 8 application for underpass / Active Travel link to be progressed in Q2 2023. Land yet to be acquired.
Kerry	N70 Blackwater Bridge to Sneem	Phase 4 Gate Review Statement signed off. Technical Advisors appointed for Phases 5, 6 and 7. Preparation of tender documents ongoing.
Kerry	N70 Creamery Cross	Planning and Design ongoing but delayed due to procurement of various surveys including topographical and geotechnical investigations .
Kerry	N70 Milltown Castlemaine	Planning and Design ongoing. Archaeological Geophysical Survey revealed a buried enclosure along previous preferred route so route options being reassessed to avoid buried enclosure.
Kerry	N70 Waterville to Ballybrack	At Planning and Design stage, requires Section 177AE approval from An Bord Pleanála.
Kerry	N70 Coolroe to Glenbehy	Planning and Design ongoing but delayed due to procurement of various surveys including topographical and geotechnical investigations .
Kilkenny	N24 Carrick Road Improvement	TII approval to proceed to Phase 4 granted on 26 October. Planning application was submitted to An Bord Pleanála on 24 November 2022. A decision was anticipated on 25 May, but Kilkenny County Council received notification that this has been delayed to on/before 21 July.

MINOR PROJECTS AT PLANNING & DESIGN (cont.)

County	Project Name	Project Status June 2023
Leitrim	N16 Munakill Realignment	Phase 3 Design and Environmental Evaluation is ongoing and expected to be complete in Q3/Q4 2023. Geotechnical Investigation work ongoing.
Limerick	N20 Rourke's Cross	An Bord Pleanála approved the Compulsory Purchase Order 23 April 2021. The approval is the subject of a Judicial Review (JR) The JR hearing schedule to commence on 17th October 2023.
Louth	N53 Hackballscross to Rassan	Phase 4 - Statutory Processes ongoing. Oral Hearing for Compulsory Purchase Order held on 10th January. Awaiting An Bord Pleanála decision.
Mayo	N26 Ballina Bypass Phase 1	Technical Consultants have been appointed to aid in the Phase 2 Option Selection Process. A Public Consultation on the Preferred Route Option took place on 26 April.
Mayo	N26 Foxford to Mount Falcon	Strategic Assessment Report approved by TII. Approval given to proceed to Phase 1. Feasibility Report was submitted to TII on 19 May.
Mayo	N59 Newfield to Derrada	Phase 5 Design Review was to be carried out in 2022, however, Mayo is currently assessing availability of resources for this work. Agreement reached in Steering Committee to revise scheme extents to Newfield to Derrada.
Mayo	N59 Newport to Derrada Realignment LVNS	Detailed design and preparation of contract documents is ongoing. The scheme will be ready to go to tender in Q2 2023. The tender process will commence as soon as tender documentation has been finalised.
Mayo	N60 Manulla Cross	Technical Advisors appointed to aid the Phase 2 assessment of Options. The Preferred Route Option was presented to the public on 29 March.
Meath	N52 Grange to Clontail Scheme	Compulsory Purchase Order published on 17 Aug 2022 and is still with An Bord Pleanála.
Monaghan	N54 Tullybryan (Minor Works Project)	Currently in Phase 4. Part 8 Planning approved. Compulsory Purchase Order was published in June 2022. A total of 10 no. objections were submitted to An Bord Pleanála (ABP). The Board are currently in the process of assessing submissions. Monaghan County Council are in discussions with affected landowners regarding Accommodation Works. ABP informed Monaghan County Council on 4th April 23 that their Determination has been delayed due to workload at inspectorate level.
Offaly	N62 Crancreagh (Cloghan to Derrinlough)	Planning and Design Phases to be progressed by Westmeath National Roads Office. Currently at Phase 2 Option Selection. Phase 2 expected to be complete by year end.

MINOR PROJECTS AT PLANNING & DESIGN (cont.)

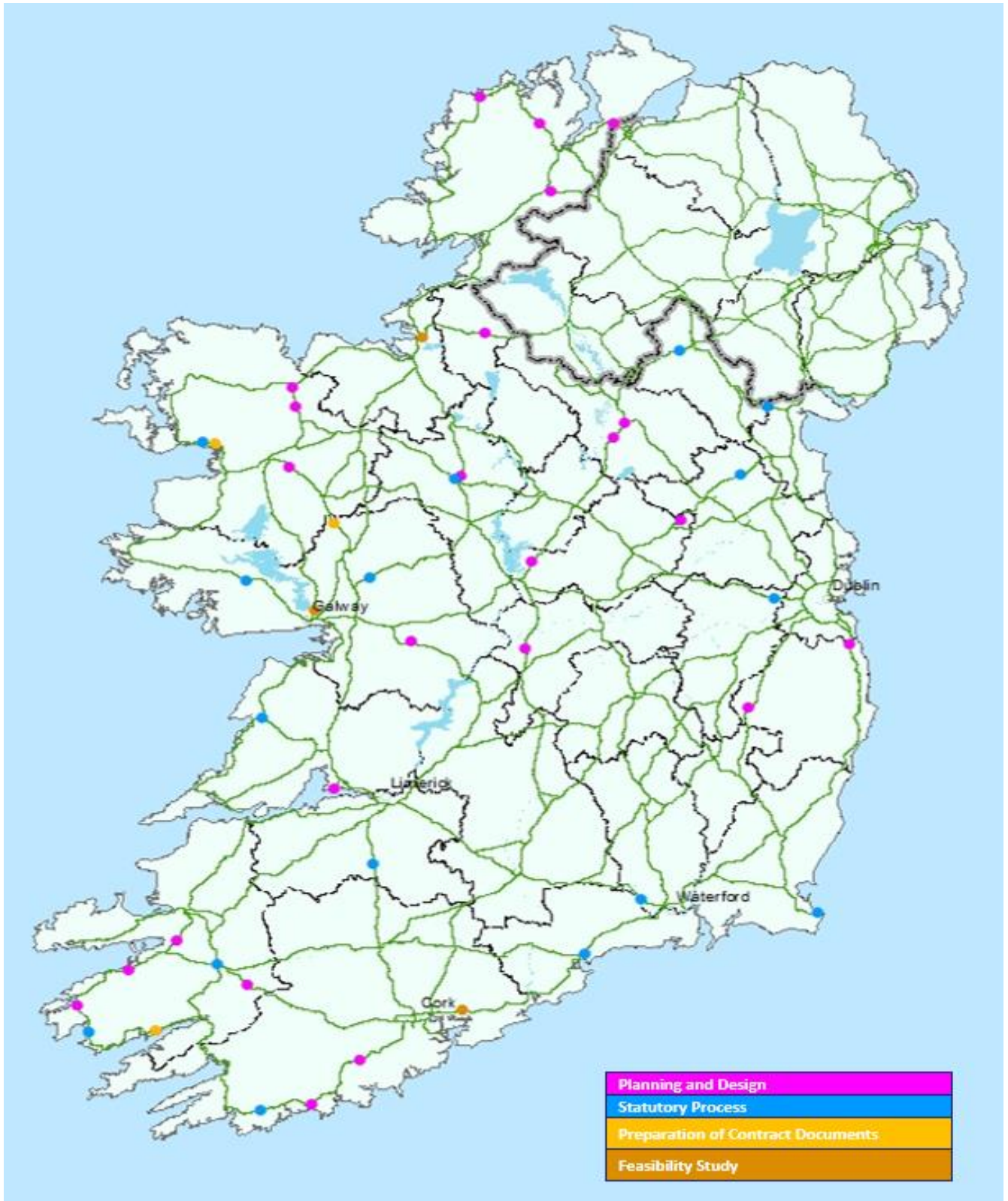
County	Project Name	Project Status June 2023
Roscommon	N61 Clashaganny to Tulsk (Minor 2016)	Part 8 Planning Approval received from Roscommon on 27 February has received a Judicial Review from one party on multiple grounds, leading to uncertainty in delivery timeline. RCC have decided to agree to the setting aside of the Council's decision in respect of the Part 8 planning approval.
Roscommon	N61 Gortnacranagh to Tulsk	Strategic Assessment Report approved by TII. Approval given to Roscommon County Council to appoint technical advisors for Phases 1 -4. Phase 2 commenced in July 2022.
Sligo	N16 Sligo to Drumkilsellagh	Phase 0 ongoing.
Waterford	N25 Cushcam Junction	At Planning and Design stage. Local Authority are to return the scheme to Planning due to changes to the drainage design.
Westmeath	N52 Cavestown to Kilrush	Project is currently at Phase 1 of TII Project Management Guidelines. Planning and Design being progressed by Westmeath National Roads Office. Phase 0 complete in Q1. Phase 1 expected to be complete in Q3.
Westmeath	N55 Athlone to Ballymahon	Phase 2 Route Selection being finalised following review of Route Selection Report and impacts of National Investment Framework for Transport Ireland. Phase 2 expected to be complete in Q2/Q3.
Wexford	N25 Rosslare Europort Access Road	Planning application was submitted to An Bord Pleanála on 5 July 2022. An Bord Pleanála tentatively scheduled an Oral Hearing for 5 April, but as the objections to the Compulsory Purchase Order were withdrawn, the Oral Hearing was subsequently cancelled. The advised decision date of 26 May has now passed and An Bord Pleanála have yet to issue their decision; no date has been provided as to when a decision will be given.
Wicklow	N81 Hangmans Bend Realignment	Commence surveys and preliminary investigations to develop route improvement options. Procurement of technical advisers for Phases 2 to 4 complete and advisors have been appointed.

MINOR PROJECTS AT PLANNING & DESIGN - BUS PRIORITY MEASURES

County	Project	Project Status June 2023
Kildare	M4 Bus Priority Measures	Kildare County Council approved the Part 8 Planning on 27 February for the eastbound bus priority measures. AA was screened out and there is no Compulsory Purchase Order required. Scheme will fit within existing land take. Kildare County Council has commenced tender documents preparation for the procurement of Technical Advisors for Phase 5 (Detailed Design, Tender Documents Preparation and Tender). The signage, operational requirements and necessary changes in legislation, are under discussion within TII and with DOT. The minister approved funding to enable Kildare County Council complete options selection for the M4 Maynooth Leixlip scheme. This is on the basis that westbound bus priority and active travel measures were developed as part of, and therefore can be extracted, from the major scheme going forward.
Wicklow	N11M11 Bus Priority Interim Scheme (previously WW/21/25702)	Scheme divided into 3 sections, A, B & C. Option selection complete for sections A and C. 2023 allocation condition is to prioritise sections A and C. TII is waiting for a response from DoT regarding a March 2023 Wicklow County Council letter requesting that section B be progressed in tandem with sections A and C.

6. MINOR SCHEMES AT PLANNING & DESIGN MAP

Map of Minor Schemes at Planning or Design
June 2023



7. PAVEMENT PROGRAMME

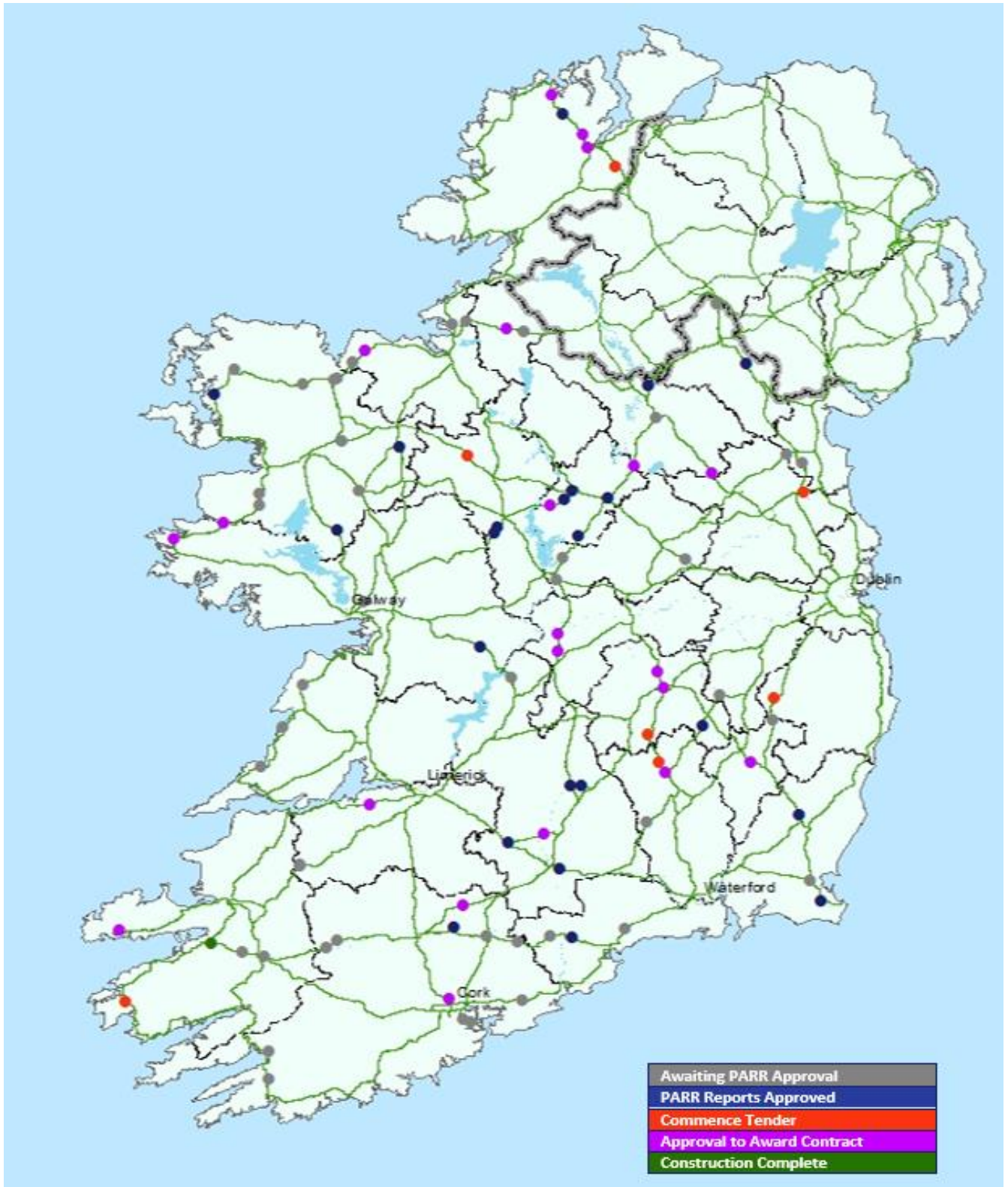
National Roads Update June 2023		
PAVEMENT PROGRAMME		
Route	County	Scheme Name
80	Carlow County Council	N80 Clonmacshane to Ballykealey
81	Carlow County Council	N81 Bough to County Boundary
3	Cavan County Council	N3 Whitegate to Maghera
3	Cavan County Council	N03 Pollamore to Kilmore Roundabout
54	Cavan County Council	N54 Butlers Bridge to Border Phase 1
55	Cavan County Council	N55 Cavan / Longford Border
67	Clare County Council	N67 Cloonbony to Rinneen
67	Clare County Council	N67 Lisdoonvarna
20	Cork City Council	N20 Lavitt's Quay to West Link Business Park Phase 1
28	Cork City Council	N28 Carr's Hill
25	Cork County Council	N25 Loughaderra Lake - Design
28	Cork County Council	N28 Shanbally
71	Cork County Council	N72 Lyradown Phase 1
71	Cork County Council	N71 Seafield to Knockroe Pavement Repairs Phase 4 - Design
71	Cork County Council	N71 Ballylicky to Dromkeal
72	Cork County Council	N72 Fermoy Town Phase 1
72	Cork County Council	N72 Castletownroche
72	Cork County Council	N72 Meenskeha
72	Cork County Council	N72 Kilmagner to Littlegrace Phase 1 - Design
73	Cork County Council	N73 Ballyenaghan
14	Donegal County Council	N14 Tullyrap to Ballyholey
56	Donegal County Council	N56 Four-Lane, Letterkenny - Pavement
56	Donegal County Council	N56 Creeslough Village to Cashelmore
56	Donegal County Council	N56 Mountain Top to Illistrin - Pavement Scheme
56	Donegal County Council	N56 North of Termon
59	Galway County Council	N59 Crocknaraw
59	Galway County Council	N59 Derrynacleigh
59	Galway County Council	N65 Killimor to Ramore Cross
83	Galway County Council	N83 Claregalway
22	Kerry County Council	N22 Park Road Roundabout to Ballyspillane
70	Kerry County Council	N70 Creamery Cross to Kenneigh Phase 1
72	Kerry County Council	N72 Killorglin Pavement Improvement Works
86	Kerry County Council	N86 Dingle Town
72	Kerry County Council	N72 Killalee
78	Kildare County Council	N78 Athy Main Street Pavement
77	Kilkenny County Council	N77 Georges Tree to Dunmore West
77	Kilkenny County Council	N77 Knockroe
76	Kilkenny County Council	N76 Callan Bypass
77	Laois County Council	N77 Portlaoise to N7 Pavement
77	Laois County Council	N77 Course to Dunmore
78	Laois County Council	N78 Ballylehane Lower to Farnans

PAVEMENT PROGRAMME (cont.)		
Route	County	Scheme Name
80	Laois County Council	N80 Kyletalesha to Mountmellick Phase 2
16	Leitrim County Council	N16 Manorhamilton to Cornacloy Phase 1
16	Leitrim County Council	N16 Manorhamilton to Cornacloy Phase 2
21	Limerick City and County Council	N21 Abbeyfeale to Mount Mahon Pavement Strengthening
21	Limerick City and County Council	N21 Abbeyfeale Town Pavement
69	Limerick City and County Council	N69 Hegarty's Cross to Askeaton By-Pass. (Phase 2)
4	Longford County Council	N4 Longford bypass Pavement (Phase 2)
55	Longford County Council	N55 Ballymahon Street Pavement Strengthening
55	Longford County Council	N55 Edgeworthstown North
63	Longford County Council	N63 Farranyoogan
63	Longford County Council	N63 Gowlan
63	Longford County Council	N63 Agnaskea Bridge
2	Louth County Council	N2 Funshog
52	Louth County Council	N52 Ballygowan
5	Mayo County Council	N05 Knockatemple
59	Mayo County Council	N59 Srahanarry
59	Mayo County Council	N59 Ballina Town - Pavement
59	Mayo County Council	N59 Bunree
59	Mayo County Council	N59 Srahnamonragh
59	Mayo County Council	N59 Knappagh to Liscarney – Phase 1
60	Mayo County Council	N60 Claremorris Town
83	Mayo County Council	N83 Tavraun
84	Mayo County Council	N84 Kilmaine Village
2	Meath County Council	N51 Slane to County Boundary
2	Monaghan County Council	N2 Lislanley to Clontibret
2	Monaghan County Council	N2 Moy to Mullabryan
62	Offaly County Council	N62 Boolinarig Little to Derrinlough
62	Offaly County Council	N62 Cloghan to Stonestown
5	Roscommon County Council	N5 Frenchpark to Bellanagare
63	Roscommon County Council	N63 Athleague to Clonyourish
63	Roscommon County Council	N63 Clonyourish to Ballinagard Road
15	Sligo County Council	N15 Rathcormack South
16	Sligo County Council	N16 Lugatober to Co. Boundary
59	Sligo County Council	N59 Owenbeg Phase 3
59	Sligo County Council	N59 Tullylin to Fiddaun
59	Sligo County Council	N59 Ballisadare Pavement Overlay
24	Tipperary County Council	N24 Main Street Tipperary Town Pavement Strengthening & Fr. Matthew St. Tipperary
24	Tipperary County Council	N24 Knockagh Roundabout - Pavement Scheme
62	Tipperary County Council	N62 Slievenamon Road Thurles Pavement Strengthening Ph 2

PAVEMENT PROGRAMME (cont.)		
Route	County	Scheme Name
65	Tipperary County Council	N65 Carrigahorig Village Pavement Scheme
74	Tipperary County Council	N74 Golden to Knockroe
75	Tipperary County Council	N75 Liberty Square to Anner Hotel
25	Waterford City and County Council	N25 Lemybrien Pavement Overlay
72	Waterford City and County Council	N72 Lismore
72	Waterford City and County Council	N72 Kilcloher to Carrigeen
55	Westmeath County Council	N55 Glasson to Lissoy
62	Westmeath County Council	N62 Clonbonny to Garrycastle
25	Wexford County Council	N25 Ashfield Cross to Ballykillane Phase 2
25	Wexford County Council	N25 New Ross Roundabout to Clonard Great
80	Wexford County Council	N80 Scarawalsh to Ballycarney Phase 2
81	Wicklow County Council	N81 Tuckmill to Castleruddery Lower

8. PAVEMENT PROGRAMME MAP

Map of Pavement Programme
June 2023



9. MINORS ACTIVE TRAVEL PROGRAMME UPDATE

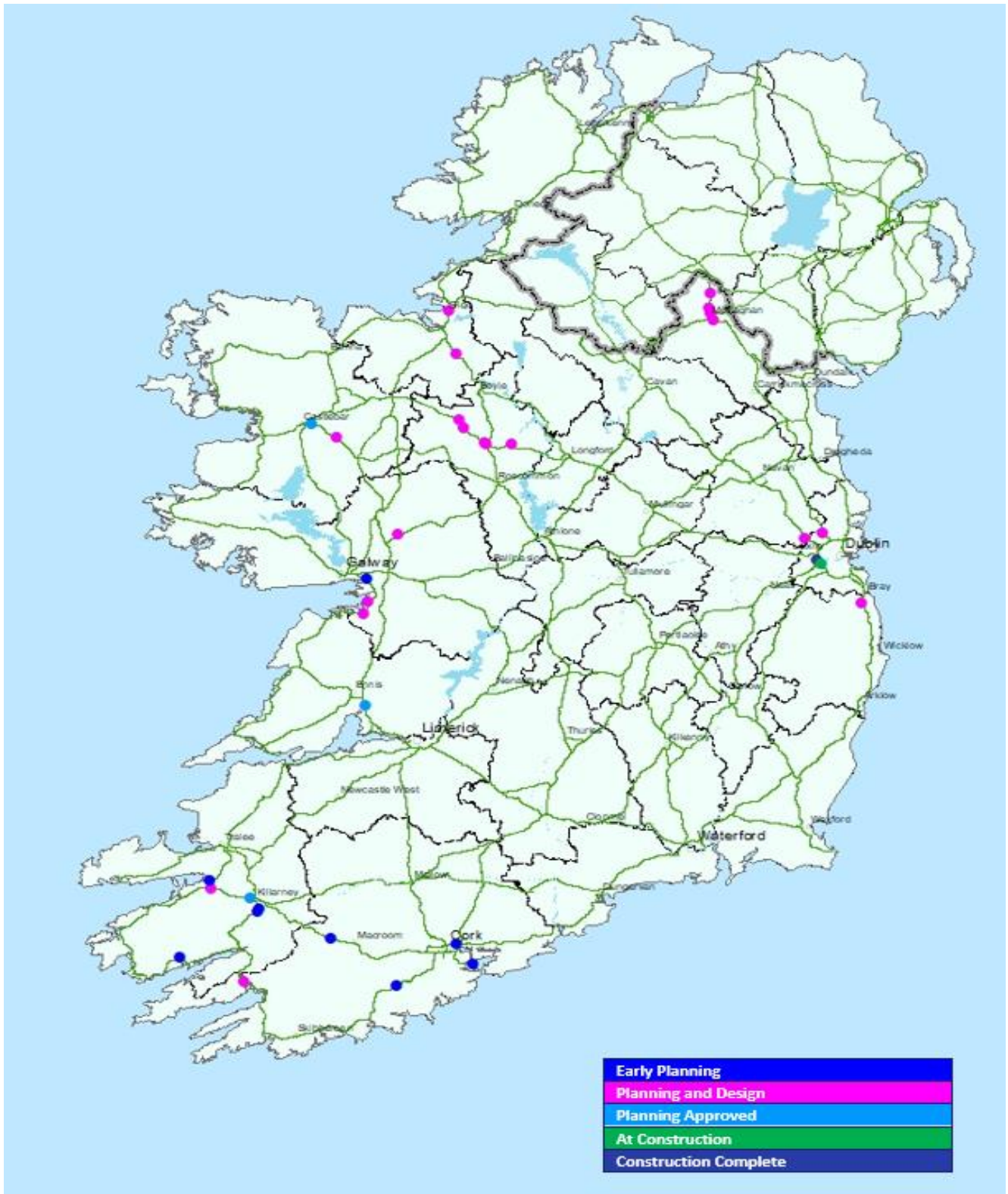
MINOR PROJECTS ACTIVE TRAVEL	
Project Name	Project Status June 2023
AT - M3 Links Retrofit	Planning and Design. Some sections may need planning consent. Technical advisers required to advance this scheme - this work is to be carried out by the Westmeath National Roads Office.
AT - N2 Cycle path - Phase 3 to Emyvale Village	Preliminary Designs are being finalised. Environmental Impact & Appropriate Assessment screening reports are complete. Part 8 Documentation being prepared. Compulsory Purchase Order likely along part of the scheme.
AT - N2 Cycle path -Ballyalbanny Junction to Coolshannagh RoB	Further analysis being carried out on existing roundabout considering all modal usage and wider active travel network.
AT - N2 Cycle path -Upgrade of Hard verge to Cycle path N2 Ballyalbanny to Tydavnet	Preliminary Designs are being finalised. Environmental Impact & Appropriate Assessment screening reports are complete. Part 8 Documentation being prepared. Compulsory Purchase Order likely along part of the scheme.
AT - N2 Cycle path - Corlat Roundabout to Collegiate College	Preliminary Designs are being finalised. Environmental Impact & Appropriate Assessment screening reports are complete. Part 8 Documentation being prepared. Compulsory Purchase Order likely along part of the scheme.
AT - N2 Monaghan, Corlat to Coolshannagh	Technical Advisors to be appointed.
AT - N4 Toberbride to Collooney	Project Currently at Phase 2. Technical Services provider currently being procured for Phase 2 to 4.
AT - N4 Collooney to Castlebaldwin	Project Currently at Phase 2. Technical Services provider currently being procured for Phase 2 to 4.
AT: N4/ N16 Sligo Urban	Development of Consultant Brief ongoing.
AT - N8 Dunkettle Waterfront Cycleway from Tivoli to Little Island	At Phase 0. Consultants now appointed and feasibility commenced.
AT - N11 Kilmacanogue to Southern Cross Road	Phase 2 Option Selection advanced (in association with the NTA). The project team has determined that an Environmental Impact Assessment Report and submission to An Bord Pleanála is required, delaying the project by approximately one year in order to complete the necessary surveys.
AT - N70 Tinnahaly - Killorglin	At Phase 2 Route Selection. Surveys and landowner engagement ongoing. Public consultation likely in Q3 2023.
AT - N70 Parknasilla to Sneem	Kerry County Council have appointed Technical Advisors. Draft feasibility report received and is currently under review. Tender for environmental screening report under preparation.
AT - N71 Glengarriff to National Park Cycle/walkway	Cork County Council appointed technical advisor. Phase 2 and 3 in progress. Delay in completion of route options phase due to environmental constraints. Scope and feasibility under further assessment.

MINOR PROJECTS ACTIVE TRAVEL (cont.)	
Project Name	Project Status June 2023
AT - N71 Dinis to Torc	Kerry County Council progressing this scheme in house in consultation with NPWS. Feasibility and options assessment underway.
AT - N71 Torc to Muckross	Kerry County Council have appointed Technical Advisors. Draft feasibility report received and is currently under review. Tender for environmental screening report under preparation.
AT - N72 Fossa Killarney	Part 8 achieved. Detailed design ongoing. Land acquisition negotiations ongoing, stakeholder co-ordination ongoing.
AT - N72 Killorglin Approaches (Anglont)	Phase 3 - Design and Environmental Assessment underway. Additional site investigation required. Further design review required. Compulsory Purchase Order under preparation.
AT - N5 Strokestown	TII have sought a revised Part VIII delivery programme from Roscommon County Council. Part VII likely Q4 2023.
AT - N5 Tulsk	Geophysical Survey Contractor appointed. Site works commenced May 2023. Preliminary Archaeology, Architectural & Cultural Heritage Impact Assessment consultant appointed. Technical Consultancy Services ongoing with early July return date. Preparation of Project Execution Plan ongoing.
AT - N5 Frenchpark	Geophysical Survey Contractor appointed. Site works commenced May 2023. Preliminary Archaeology, Architectural & Cultural Heritage Impact Assessment consultant appointed. Technical Consultancy Services ongoing with early July return date. Preparation of Project Execution Plan ongoing.
AT - N5 Bellanagare	Geophysical Survey Contractor appointed. Site works commenced May 2023. Preliminary Archaeology, Architectural & Cultural Heritage Impact Assessment consultant appointed. Technical Consultancy Services ongoing with early July return date. Preparation of Project Execution Plan ongoing.
AT - N5 Tulsk to Rathcroghan	Geophysical Survey Contractor appointed. Site works commenced May 2023. Preliminary Archaeology, Architectural & Cultural Heritage Impact Assessment consultant appointed. Technical Consultancy Services ongoing with early July return date. Preparation of Project Execution Plan ongoing.
AT - N60 Castlebar to Breaffy	Detailed design ongoing. Land acquisition will be required for the project. Valuer has been appointed and preliminary negotiations are ongoing. Scheduled Compulsory Purchase Order in June has been put on hold pending outcome of legal advice and potential publication of Roads Bill. This may lead to delays.

MINOR PROJECTS ACTIVE TRAVEL (cont.)	
Project Name	Project Status June 2023
AT - N60 Heathlawn to Balla	Public consultation on route options held in March. Completion of Option selection report ongoing. Potential for scheme to be extended and modified subject to speed limit review.
AT - N63 Abbeyknockmoy Village	Road Safety Audit resourcing impacting delivery. Part VIII planning application expected to be lodged in August subject to Road Safety Audit outcomes. It is likely that a Compulsory Purchase Order will be required to acquired lands.
AT - N67 South of Ballindereen Cycleway	Road Safety Audit resourcing impacting delivery. Planning expected to be lodged in July. It is likely that a Compulsory Purchase Order will be required to acquired lands.
AT - N67 Kinvara Village	Consultant appointed Phase 3-4 in March. Kick off meeting held. Preliminary route carried out. Risk Identification Workshop held. Preliminary route report finalised.
AT - Clarinbridge to Oranmore	Feasibility Study ongoing. Preliminary findings show extensive land acquisition will be required. Revised options being examined.
AT - N18 Cycle/Walkway at Latoon Bridge	Part 8 planning was adopted in September 2022. Tender delayed due to need for additional Site Investigations. Construction will not commence pending completion of Irish Water scheme.
AT - N71 Glasslinn Road	Part 8 planning consent granted. Land acquisition agreements in place. Detailed design and tender to be completed. Construction expected to commence Q3 2023.
AT - N56 Letterkenny Urban	Phase 0 complete and Gate Approval received. Phase 1 commenced. Procurement of Consultant for delivery of Phase 1 to 7 underway.
AT - N22 Baile Bhuirne Macroom Active Travel	Tender assessment complete and technical advisors in process of being appointed for Phases 1-4.
AT - M28 Ringaskiddy	Tender for the appointment of technical advisors is underway
AT - M50 Pedestrian/Cycling Connectivity (Network Operations)	Opened to Public / Cyclist in March.
AT: Naas Road/M50 Crossing-Ped/Cycle Improvements	Construction Commenced May 2023

10. MINORS ACTIVE TRAVEL MAP

Map of Minors Active Travel Programme
June 2023



11. GREENWAYS PROGRAMME UPDATE

National Roads Update June 2023		
GREENWAYS PROGRAMME - CONSTRUCTION COMPLETE		
Project Name	County	Project Status June 2023
N Kerry - Tralee to Fenit	Kerry	Project being completed using direct labour. 6.5km was officially opened in June, remainder opened 28 October. Trailhead, access, accommodation works and upgrade works will continue in 2023.
N Kerry - Listowel to Limerick Border	Kerry	Project being completed using direct labour. Opened for use Oct 22. Trailhead, accommodation works and upgrade works will continue in 2023.
Limerick Greenway - Rathkeale to Abbeyfeale	Limerick	Greenway is complete and open for use. Upgrade works ongoing to align with TII standards resulting in phased closures through 2022 & 2023. Trailhead works commenced April 2023.
Mid Shannon Wilderness - Corlea Bog	Longford	The scheme is now substantially complete.
Royal Canal Branch Line- Kilashee to Longford Town	Longford	Asset Enhancement/ Management funding.
Royal Canal - Meath - Ancillary Works	Meath	This project is substantially complete.
Grand Canal - Killina to Killina School	Offaly	The scheme is now substantially complete. Expenditure in 2023 pertains to retention, snagging and land costs.
Waterford Greenway (2018 reallocation)	Waterford	The works comprise asset renewal and improvement works; Minor realignment undertaken at Killoteran. Parapet walls at Kilmacthomas re-pointed.
NCN - Galway to Maynooth Cycleway	Westmeath	Asset Enhancement/ Management funding.

GREENWAYS PROGRAMME - PROJECTS AT OR GOING TO CONSTRUCTION

Project Name	County	Project Status June 2023
Midleton to Youghal	Cork	Scheme delivered in phases. First phase Midleton to Mogeely (8km) now expected to be complete in Q4 2023. Overall scheme completion date now early-mid 2024.
Connemara - Clifden to Recess	Galway	Site clearance now completed on a 3km section and greenway construction using direct labour is ongoing. Negotiations are ongoing with other landowners but are unlikely to be resolved even with the addition of Greenway Sustainability Payment. Final negotiations expected in July 2023. Galway County Council are preparing a Compulsory Purchase Order which will impact on construction programme if issued.
Grand Canal - Aylmer Bridge to Sallins	Kerry	Construction works have commenced on site and works are on programme.
South Kerry - Stages 2 & 3 - Glenbeigh to Cahersiveen	Kerry	An Bord Pleanála (ABP) granted permission for the scheme - Appeals to Supreme Courts rejected - Scheme progressing to construction. Advance & enabling works commenced Dec 22. Procurement of Technical Advisors for Phase 5,6,7 commenced Feb 23. D&B tender doc prep commenced.
Cockleshell Road to the Spa	Kerry	Currently at Phase 5 of TII Project Management Guidelines. Project to be delivered using direct labour. Land acquisition difficulties have delayed construction start.
Clew Bay - Achill Sound & Extension to Bannacurry	Mayo	Construction on-going via direct labour. Circa 4 km now constructed and partial opening expected in July. TII have received approval from the Department of Transport to acquire land using the voluntary land Acquisition model using Greenway Sustainability Payment instead of the existing Permissive Access Model. Commonage will be dealt with via disturbance payments. Tender for Achill Sound Main Street works issued. Mayo County Council are ruling out main street works during tourist season however main street works are expected to be completed in 2023.
Boyne Valley to Lakelands - Nobber to Kingscourt	Meath	Works have commenced on the next section of this greenway (Nobber to Kingscourt). Construction on programme.

GREENWAYS PROGRAMME - PROJECTS AT OR GOING TO CONSTRUCTION (cont.)		
Project Name	County	Project Status June 2023
Boyne Valley to Lakelands: Wilkinstown to Castletown	Meath	Final section of Navan to Kingscourt Greenway. Construction has commenced - part funded by ORIS and Meath County Council
Grand Canal - Kilbeggan Link	Offaly	Facilities/ Amenities (Trail head & Car Parking) in a one-acre parcel of land. Design Report awaited.
Grand Canal - Daingean to Tullamore & Henesy's Br. to Turraun	Offaly	Construction Works ongoing. The main works were substantially complete in 2022, with minor enhancements to be completed in 2023.
Grand Canal - Daingean to Edenderry	Offaly	This project has been delivered in five different phases, four of which are completed to date (constituting circa 17km of construction). It is hoped that the remaining section (to the county boundary with Kildare) can be complete in 2023, however this is dependent upon design measures being carried out by Waterways Ireland (with construction also to be undertaken by Waterways Ireland).
Grand Canal - Turraun to Shannon Harbour	Offaly	This project is being delivered in four different phases; all of which are now proposed for completion in 2023.
Grand Canal - 12th Lock to Hazelhatch Bridge	South Dublin	The tender validity period expired while South Dublin County Council was waiting for Waterways Ireland (WI) Licence to access the site before the contract could be awarded. Contract to be retendered when WI licence resolved.
NCN - Athlone Bridge Cycleway (Castle to the Marina) - WH	Westmeath	Construction ongoing with envisaged substantial completion now scheduled to be August; the delays in completion pertain to issues with delivery of finishing materials (cladding) from Germany.
South Eastern - Waterford to New Ross	Wexford	The scheme is being delivered in separate lots; Lots 1-3 are substantially complete, with tender documents being prepared for other sections. Current engagement with landowners at Lot 7 may require local deviation of route and possibly require a Part 8 and Compulsory Purchase Order for that Lot 7. Minor works underway at Lots 1-3 to allow advance opening of those lots in Q3. Lot 5A - tender assessment is underway.

GREENWAYS AT PLANNING		
Project Name	County	Project Status June 2023
Barrow Valley - Bagenalstown to Palace East	Carlow	Scheme on hold. Carlow County Council confirmed interest at end 2022 in re-examining the feasibility of delivery in 2023 but have now confirmed that they wish to await finalisation of the Waterways Ireland Masterplan for the area before progressing.
Cavan Railway - Cavan Town UCG - Leitrim Greenway at Belturbet	Cavan	Appraisal and assessment with respect to Phase 2 (Options Selection) is ongoing. TII are engaging with Cavan County Council with a view to the closing out of draft deliverables. Timelines will be subject to the satisfactory closeout of Phase 2 and the subsequent procurement of a Technical Services provider for Phases 3 & 4.
West Clare Railway - Kilrush - Kilkee	Clare	Consultant appointed. Planning and Design underway. Public consultation regarding route corridor options complete Sept. 2022. Route Options Assessment underway. Additional topographic investigation required, landowner engagement ongoing.
Ennis to Ennistymon	Clare	Strategic Assessment Report returned from DoT. Technical Advisors appointed. Constraints study complete. Second Public Consultation took place Feb 2023.
Ennistymon to Milltown Malbay	Clare	Strategic Assessment Report returned from DoT. Appointment of Technical Advisors from Phase 1 - 4 underway.
Milltown Malbay to Moyasta	Clare	Strategic Assessment Report returned from DoT. Appointment of Technical Advisors from Phase 1 - 4 underway.
Shannon to Bunratty & Onto Limerick	Clare	Currently at Phase 0 of TII Project Management Guidelines. TAs appointed to carry out feasibility study for early delivery of sections from Shannon to Bunratty to Sixmilebridge. Stakeholder engagement ongoing. Tender for appointment of TAs for Phase 0 to be prepared.

Limerick to Scarriff - O'Briens Bridge to Scarriff	Clare	Technical Advisors have been appointed. Additional stakeholder consultation regarding use of ESB lands ongoing, impacting programme. Updates to feasibility report required. Public Consultation on Route Corridor Options June/July 2023.
Mallow to Dungarvan - Mallow - Cork/Waterford Border	Cork	First public consultation completed in April 2022. Feasibility and Route Options Assessment Report being finalised. Consultation with individual landowners on Emerging Preferred Route commenced March 23. Further assessment of route options as a result.
West Cork GW - Cork to Schull	Cork	Phase 0 complete. Strategic Assessment Report approved. Tender docs for next phases under preparation
South Cork GW - Cork to Kinsale	Cork	Phase 0 complete. Strategic Assessment Report issued for approval. Tender docs for next phases under preparation
Charleville to Cork	Cork	Phase 0 Strategic Assessment Report complete. Scheme to be delivered as part of NM20 major scheme. NM20 Technical advisors are appointed for this scheme.
Muskerry Greenway (Lee to Sea) - Macroom - Dripsey - Farran	Cork	Phase 0 complete and Strategic Assessment Report issued for approval. Tender docs for next phases under preparation
Inishowen Greenway - Bridgend to Buncrana & Newtowncunningham	Donegal	It has been deemed appropriate that the project should be fully calibrated with TII Project Management Guidelines procedures and processes (earlier stages of Planning & Design pre-date TII involvement). The Phase 0 process is now currently concluding. Request for gate approval issued 06/06/23. Tender documents under development for the procurement of technical consultants for project recalibration.

Burtonport to Letterkenny Greenway	Donegal	Currently at Phase 1 of TII Project Management Guidelines. Draft of feasibility report has been prepared and is being reviewed by Donegal County Council. Public Consultation No. 01 completed in April.
Barnesmore Gap Greenway	Donegal	Currently progressing through Phase 2 of the TII Project Management Guidelines. Public Consultation No 01 completed in March. Second Public Consultation scheduled 21st/22nd June. Preparation of updated PEP and Project Brief commenced. Phase 2 expected to be complete by end of 2023.
Inishowen - Bunrana - Carndonagh	Donegal	Currently at Phase 1 of TII Project Management Guidelines. Public Consultation No. 01 completed in May.
Inishowen Greenway - Three trees to Cardonagh	Donegal	Strategic Assessment Report submitted 25 May and reviewed; minor updates required to comply with TAF (13/06/23). On completion Donegal County Council will Seek gate approval to enable the appointment of technical consultants for phase 1-4 delivery.
Carrigans to Lifford Greenway	Donegal	Strategic Assessment Report complete and approved. Gate 0 approval received. Tender documents for the procurement of technical consultants for phases 1-4 being finalised for issue.
Fingal Coastal Way - Donabate - Fingal Co. Bdy, N of Balbriggan	Fingal	Options Assessment stage: The draft Option Selection Report was peer reviewed by TII and the Emerging Preferred Route Public Consultation for phase of proposals ended on 22 Dec 2022.
Connemara - Galway to Oughterard	Galway	Currently at Phase 2. Peer Review on Options Selection Report carried out March. Public Consultation held in May. Options Selection Report to be finalised early Q3.
Connemara - Derrygimlagh - Clifden - Kylemore Abbey	Galway	Technical Advisors for Phase 0 and Phase 1. appointed. Draft Strategic Assessment Report expected end June.

Athenry to Milltown	Galway	Consultants appointed to carry out Phase 0 and Feasibility Report. Strategic Assessment Report completed. Feasibility report underway. Issues with respect to All Island Rail Strategy and potential reopening of rail line being examined. Draft Feasibility Report expected end June.
South Kerry - Stage 1 - Cahersiveen to Reenard Pt	Kerry	Planning and design to be recommenced for this scheme. Clarification on requirements for An Bord Pleanála needed. Tender competition for appointment of TAs commencing June 23.
Tralee to Listowel	Kerry	Currently at Phase 1 of TII Project Management Guidelines. Strategic Assessment Report was submitted and approved. Programme under review. Assessment of tender for TAs underway.
Sth Kerry Greenway connection into Nth Kerry Greenway	Kerry	Currently at Phase 0 of TII Project Management Guidelines. Technical advisors appointed. Draft Strategic Assessment Report under review by Kerry County Council.
Grand Canal - Sallins Bridge - Clonkeen (Co. Offaly Border)	Kildare	New Part 8 Planning consent required for a bridge near Robertstown. A second new bridge will also be required near Bonyngue. Kildare County Council expect to go to construction on a 9km section of this greenway in 2023.
Inistioge (Woodstock Estate) to New Ross (South East Greenway)	Kilkenny	Technical Advisors to be appointed - tender documents prepared with call off from TII framework to be progressed. Strategic Assessment Report to be developed and issued to TII for Gateway approval.
SLNCR - Sligo Town to Blacklion, Co. Cavan	Leitrim	Currently at Phase 1 of TII Project Management Guidelines. Section 85 agreements agreed between the various Local Authorities (Sligo, Leitrim and Cavan) recognising Leitrim County Council as the Lead Authority. Memorandum of Understanding agreed with Fermanagh and Omagh District Council in respect of Cross Border arrangements. TII to fund (as agreed with the DoT) Planning and Design works in Fermanagh through Leitrim County Council. It is expected that the project will progress to Phase 2 (Options Selection) of the TII Project Management Guidelines in July 2023.

Limerick Greenway - Rathkeale - Adare - Patrick's Well	Limerick	Strategic Assessment Report approved. Gate Review Statement issued. Programme impacted as a result of re-opening of disused rail line to freight. Technical Report received from Irish Rail. Tender docs for appointment of TAs for next phase now under preparation.
Limerick Greenway - Patrickswell to Colbert Station	Limerick	Strategic Assessment Report approved. Gate Review Statement issued. Programme impacted as a result of re-opening of disused rail line to freight. Technical Report received from Irish Rail. Tender docs for appointment of TAs for next phase now under preparation.
Charleville to Patrickswell	Limerick	Phase 0 complete, Strategic Assessment Report issued for approval. Tender for Phase 1-4 underway.
UL Loop - UL to Montpellier via Castleconnell	Limerick	Currently at Phase 0 of TII Project Management Guidelines. Technical advisors now appointed. Phase 0 complete, Strategic Assessment Report issued for approval. First public consultation took place Feb 2023.
Mid Shannon Wilderness - Kilnacarrow Br.- Darogue/Ballymacormack	Longford	The strategy with respect to this Greenway is currently being reviewed. Forecast timelines will be confirmed once a delivery / implementation strategy has been agreed.
Dundalk Bay to Carlingford Lough Greenway	Louth	Currently at Phase 1 of the TII Project Management Guidelines. A procurement process is currently taking place with respect to a Technical Services provider.
BCWIG - Viaduct, Westport - Moy Cycle Br. Ballina	Mayo	Consultants appointed in March 2023. Strategic Assessment Report expected Q3.
Clew Bay - Belclare to Murrisk	Mayo	Project reverting to Phase 2 Option Selection. Consultants appointed in March 2023. Options Selection Report ongoing.
Great Western Greenway - Newport Village	Mayo	Second Public Consultation held 14 December 2022. Options Selection Report is advanced, report being revised following TII review.

Boyne Greenway & Navigation Scheme - Oldbridge Est. Entrance, Navan	Meath	At Phase 2 Route Selection stage. The draft Option Selection Report was peer reviewed by TII. Further flood study analysis recently concluded by technical advisors, to enable Option Selection Report finalisation, is under review by Meath County Council. The project will require an EIS.
Ulster Canal - Smithboro - Clones	Monaghan	Subject to TII gateway approval, it is expected that a Part 8 application will initiate the Statutory Process (Now likely Q3), this will be proceeded by a Compulsory Purchase Order.
Ulster Canal - Smithboro - Monaghan	Monaghan	Subject to TII gateway approval, a Part 8 application will initiate the Statutory Process (Now likely Q3), this will be proceeded by a Compulsory Purchase Order.
Ulster Canal Greenway - Monaghan to Northern Ireland Border	Monaghan	Following a request from Monaghan County Council and engagement with the Department of Transport, TII assumed the role of approving/ funding authority for this project in February 2023 (previously funded through SEUPB). The Compulsory Purchase Order for the project has been lodged with An Bord Pleanála; A date for Oral Hearing is awaited.
Grand Canal - Leabeg to Boora	Offaly	1.2km of Greenway to complete a c. 20km link (Remaining sections along the Grand Canal) between Tullamore and the tourist attraction of Lough Boora Discovery Park.
Lough Ree G/w - Athlone to Ballyleague/Lanesborough	Roscommon	Consultants appointed for Phase 0 to 1. Strategic Assessment Report Approved. Public Consultation PC1 held 22 April. Feasibility Report expected Q3.
Lough Key to Carrick on Shannon	Roscommon	Consultants have been appointed. Strategic Assessment Report (SAR) underway. SAR has been reviewed by TII. SAR expected to be finalised in June.
Lough Ree G/w - Ballyleague/Lanesborough to Tarmonbarry/Strokestown/Roosky	Roscommon	Consultants appointed for Phase 0 to 4. Strategic Assessment Report Approved. Public Consultation PC1 held 19 April. Feasibility Report expected Q3.

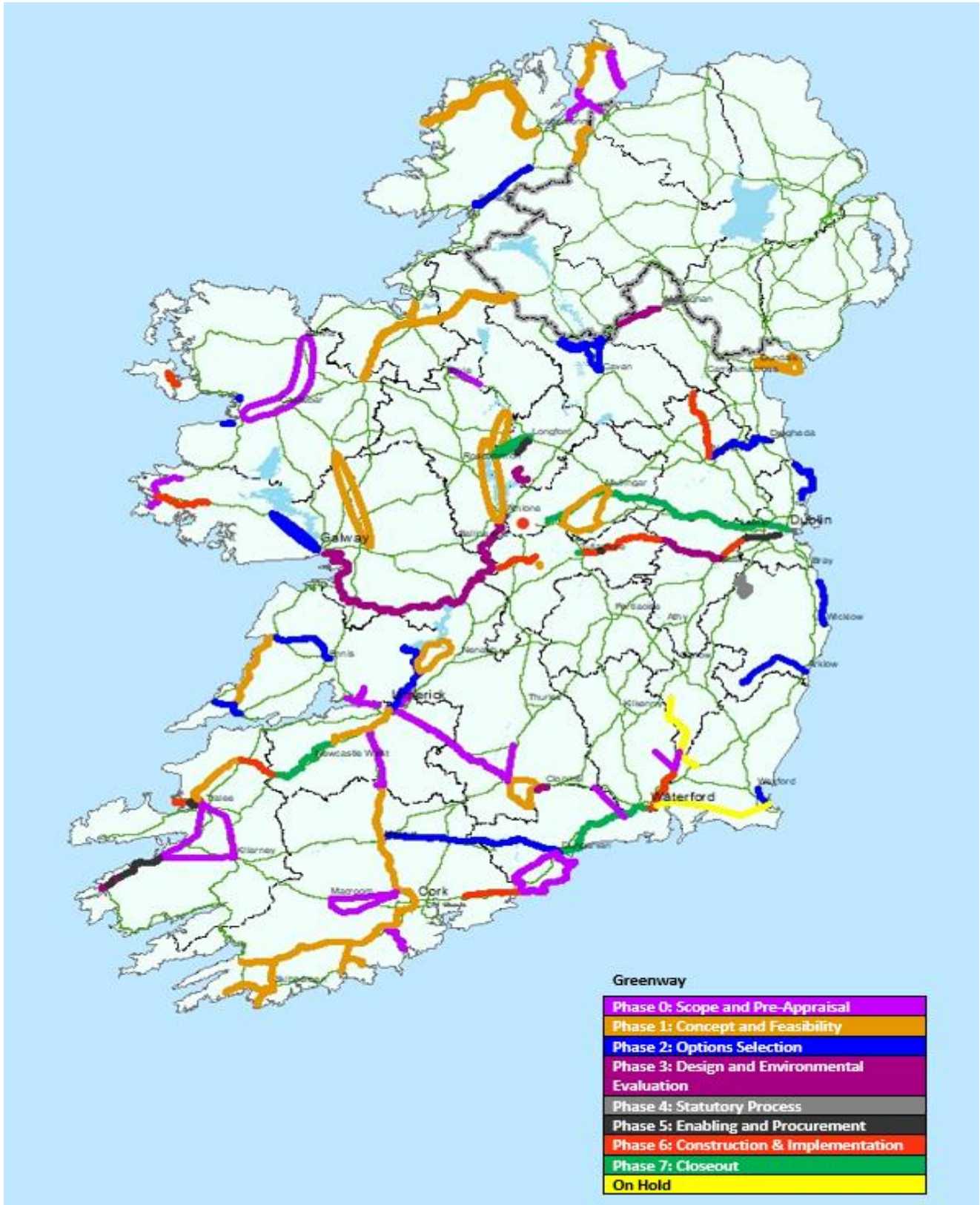
Sligo Greenway - Bellaghy - Charlestown - Collooney	Sligo	Currently at Phase 1 of TII Project Management Guidelines. Public Consultation No. 01 currently taking place.
Suir Blueway - Waterford Greenway Link - Carrick on Suir to Kilmeaden	Tipperary	Consultant appointed to complete Phases 0-2. Strategic Assessment Report currently being finalised.
Suir Blueway - Marlfield to Cahir - Marlfield Village to Swiss Cottages	Tipperary	Consultant appointed to complete Phases 0-2. Strategic Assessment Report approved. Feasibility study underway.
Lough Derg Greenway - Ballina to Dromineer	Tipperary	Consultant appointed. Strategic Assessment Report complete. Phase 0 Gate Approval issued. Feasibility study underway.
Cashel to Cahir Greenway - Cashel to Cahir Town	Tipperary	At Phase 0 - Consultant appointed in 2021. Scoping report under review. Tipperary County Council are updating Strategic Assessment Report following TII review.
Suir Blueway - Gas House Br. - Suir Island, Clonmel	Tipperary	Design and Environmental Evaluation in progress. Draft Environmental Assessment Report received by TII November 2022. Updated pack received, legal review underway. Project Appraisal under review.
Marlfield Blueway Clonmel - Convent Road to Marlfield	Tipperary	Design and Environmental Evaluation in progress.
East Limerick Greenway (Tipperary)	Tipperary	At Phase 0 - Scheme may be delivered as part of N24 Cahir to Limerick Junction major scheme. N24 Technical advisors to be appointed to carry out feasibility study. Draft Strategic Assessment Report submitted for approval.
Pathfinder - Youghal to Dungarvan	Waterford	A Feasibility Study was carried out initially to inform Phase 0 which commenced in March 2023. Draft Strategic Assessment Report is currently under review by TII. Technical

		Advisors - Letter issued to Successful Tenderer for Phases 2 to 4.
NCN - Galway to Athlone Cycleway - WH	Westmeath	Preferred route published in March. Phase 3 ongoing. Conciliation on consultant's claims in June may impact on delivery. Awaiting Conciliator's Recommendation
Blessington E - Blessington Lake Loop	Wicklow	Natura Impact Statement submitted to An Bord Pleanála (ABP) in January 2022. ABP have deferred their original decision date of 25 October 2022. A request for further information was issued to Wicklow County Council on 16 Mar 2023, with 12 weeks to respond. Due to volume of additional information and associated surveys. Wicklow County Council have requested an extension to Jan 2024 for the submission of further information.
Greystones to Wicklow	Wicklow	Planning and Design stage. Technical Advisers have been appointed for Phases 2 to 4. Option Selection has commenced.
Arklow to Shillelagh	Wicklow	Option Selection being finalised. Review of route through Aughrim required due to local objections.
Kilbeggan to Mullingar Greenway	Westmeath	Consultant appointed in April to progress the project through Phases 1 to 4 of the TII Project Management Guidelines. Public Consultation No. 01 was held on 18th May. Phase 1 Ongoing.
Rosslare to Waterford, Rosslare Europort to Belview	Wexford	The preferred route identified was centred around the out-of-service Rosslare Strand to Waterford rail corridor. A public consultation on route options was held in September/October 2020 with the intention at that time to submit an application for planning consent to An Bord Pleanála (ABP) in November 2020. However, progression of the project was then put on hold due to the All Island Strategic Rail Review. All of this was prior to TII's involvement with Greenways.

Wexford Town to Rosslare Greenway	Wexford	Currently at Phase 2 of TII Project Management Guidelines.
New Ross to St. Mullins	Wexford	Technical Advisors to be appointed (tender documents being prepared). Strategic Assessment Report to be developed and issued to TII for Gateway approval.
Greenways Study - Project Name	County	Project Status June 2023
New Greenway Schemes Assessment - KY	Kerry	At Phase 0

12. GREENWAYS PROGRAMME MAP

**Map of Greenway Programme
 June 2023**





Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Bonneagar Iompair Éireann
Ionad Ghnó Gheata na Páirce
Sráid Gheata na Páirce
Baile Átha Cliath 8
D08 DK10



Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10



www.tii.ie



info@tii.ie



+353 (0)1 646 3600



+353 (0)1 646 3601