



Rialtas na hÉireann
Government of Ireland

Spending Review 2021 – Protection and Renewal of Ireland's Road & Rail Network

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Spending Review 2021 – Overview, Aims & Objectives



Overview

- Capital steady state requirement estimated at €1.3 billion annually.
- Peak land transport expenditure in 2008 of €2.96 billion, decreased to €0.87 billion by 2013.
- Funding marginally increased from 2013-2019 but was not sufficient to meet protection and renewal requirements
- Significant increases in 2020, with €2.5 billion allocated for transport in 2021.
- As the transport network expands, the cost of steady state maintenance increases.
- Protection and renewal comprises a significant component of annual transport expenditure.
- The National Development Plan committed to providing steady state funding in the transport network by 2021.

Aims and Objectives

1. Examine data on road and rail protection and renewal investment from 2007 – 2020 (inputs, outputs and outcomes).
2. Identify unit costs of different types of maintenance on the different networks.
3. Examine the relationship between initial construction, and recurrent protection and renewal investments, considering both current and capital expenditure.
4. Improve understanding of the dynamic costs of degradation and rehabilitation on the network.
5. Improve understanding, and quantify pressures, in terms of protection and renewal investment – e.g. climate adaptation.
6. Revisit recommendations of 2015 VFM and 2018 SR, and report on progress and implementation.

Spending Review 2021 – Key Findings



Key Policy Relevant Findings

- Overall protection and renewal investment from 2014-2020 grew from €0.88Bn to €1.29Bn.
- National Development Plan commitment to achieve steady state funding by 2021 has been largely achieved.
- Accumulated deficits over several years mean parts of network will require further rehabilitation work.
- Protection and renewal is not fully funded by Exchequer. The Department of Transport has no oversight function for certain activities e.g. protection and renewal funded and completed by local authorities roads from their own resources
- Integrated, standardised and consistent data collection of protection and renewal multi-annual targets and funding certainty would achieve great efficiency and transparency
- Future research could consider how the Departments of Transport and of Local Government can collaborate more closely on delivering protection and renewal for regional and local roads.
- Rail has multiannual budgeting since 2014 under the IMMAC structure, with a range of KPIs established for the Infrastructure Manager and assessed by the Commission for Rail Regulation. The current IMMAC is in place for 2020-2025, with a review planned for 2023 to inform the next IMMAC from 2026-2030