



**An Roinn Iompair,
Turasóireachta agus Spóirt**
Department of Transport,
Tourism and Sport

Briefing for Minister

27 June 2020

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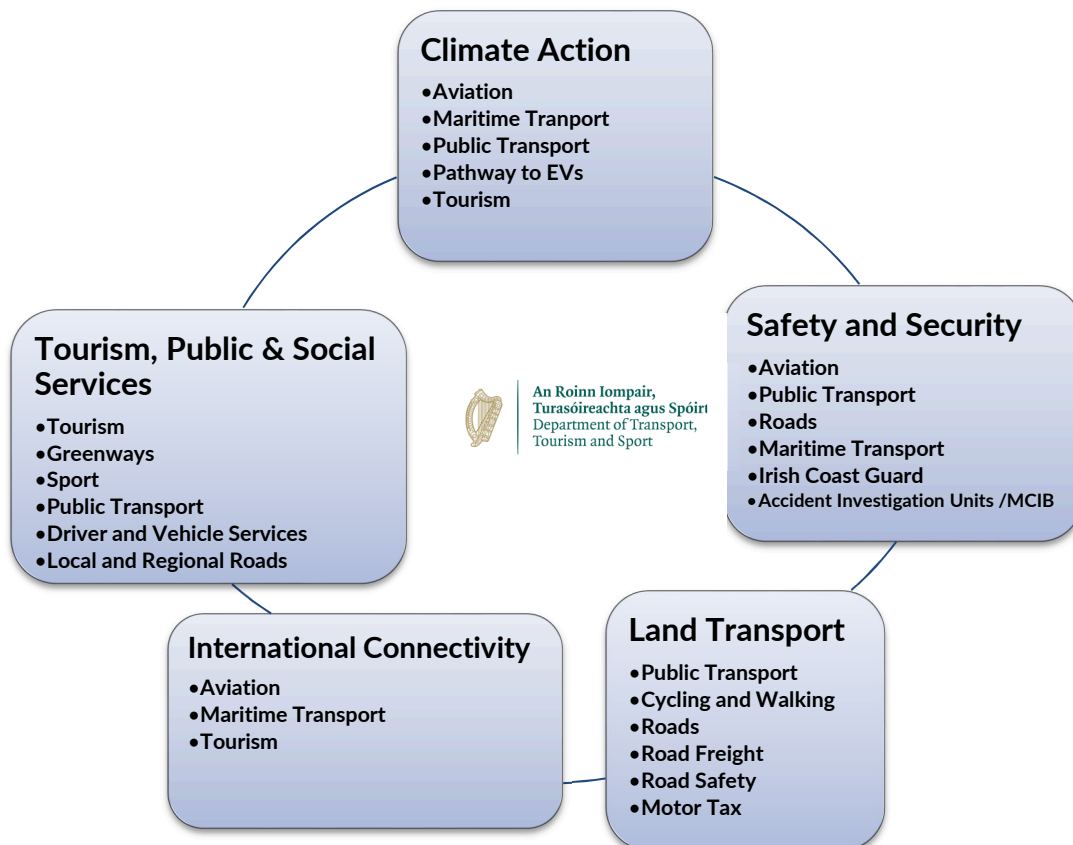
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The Department of Transport, Tourism and Sport

The mission of the Department of Transport, Tourism and Sport is to shape the safe and sustainable development of transport, tourism, and sport, to support economic growth and social progress.

What We Do



Our Financial Resources

The Department's 2020 Gross Exchequer allocation is **€2.7 billion**.

This is largely a capital spending Department; approximately €2 billion of this is allocated to capital expenditure with the remainder allocated to current expenditure.

Sector	2020 Current (€m)	2020 Capital (€m)	2020 Total (€m)
Civil Aviation	26.3	10.7	37.0
Land Transport*	454.9	1,826.5	2,281.4
of which:			
Roads	135.0	1,092.6	
Public Transport	303.7	733.0	
Maritime	95.7	7.3	103.0
Sports & Recreation	80.2	43.1	123.3
Tourism	129.9	55.2	185.1
Gross Total	786.9	1,942.7	<u>2,729.6</u>
Income (A-in-As)	31.4	500.0	531.4
Net Total	755.5	1,942.2	<u>2,697.7</u>

(For clarity, Public Service Obligation payments for transport services are recognised as current expenditure).

*Includes €17m corporate apportionment

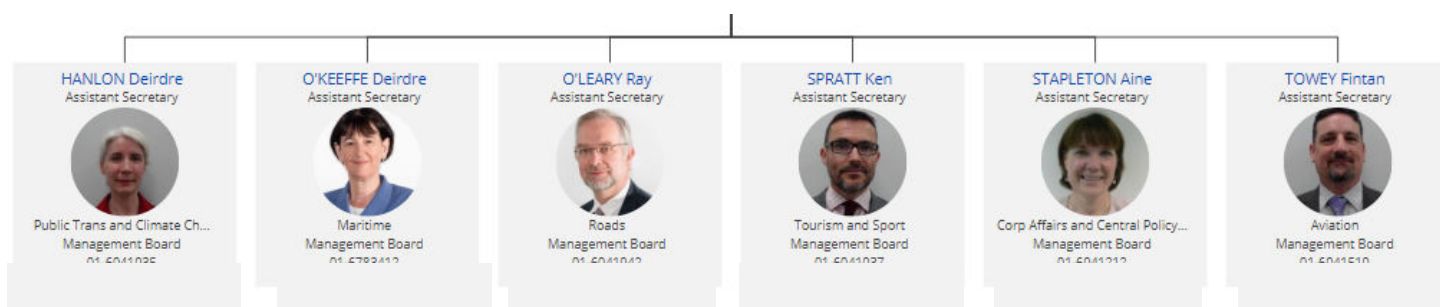
The further revised estimate to be taken in the Dáil shortly will provide additional resources for public transport PSO, Maritime PSO, travel trade compensation and sport funding arising from the Covid crisis.

Who Does What in the Department?

The Department's internal structures, processes and culture, are detailed in its [Corporate Governance Framework](#).

The **Secretary General** of the Department has the following responsibilities:

- implementing Government policies appropriate to the Department;
- monitoring Government policies that affect the Department;
- delivering outputs as determined by the Minister;
- providing policy advice to the Minister on all matters within the remit of the Department;
- preparing Statements of Strategy for submission to the Minister and reporting on its implementation;
- managing the business generally of the Department;
- ensuring proper use of resources and the provision of cost-effective public services;
- preparing an outline of how specific responsibilities are to be assigned to other officers down through the Department;
- managing matters relating to appointments, performance, discipline and dismissal of civil servants below the grade of Principal or its equivalent.



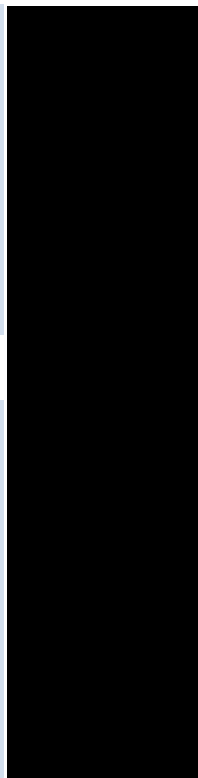
<i>Climate Change</i>	<i>Maritime Transport</i>	<i>Roads</i>	<i>Tourism</i>	<i>Corporate Services</i>	<i>Aviation</i>
<i>Public Transport</i>	<i>Irish Coast Guard</i>	<i>Road Safety</i>	<i>Sports Policy</i>	<i>EU and Brexit</i>	
	<i>Strategic Research and Analysis Research Division</i>	<i>Road Haulage</i>	<i>Sports Capital</i>	<i>Emergency Planning</i>	
	<i>Internal Audit</i>	<i>Motor Tax</i>			

Key Contacts

The Department's Organisational Chart is available [here](#).

<i>Corporate Affairs and Central Policy</i>	<i>Role</i>	<i>Contact Number</i>
Aine Stapleton	Assistant Secretary	
Patricia O'Brien	<u>Departmental Liaison with Minister and Ministerial staff</u>	
Ethna Brogan	Human Resources (PO)	
Joan Curry	Finance (PO)	
Joanna Cullen	ICT & Facilities Management (PO)	
Brian Moyne	ICT	
Carol Lodola	Accommodation and Facilities	
Aoife O'Grady	Communications, Departmental Governance & Covid (PO)	
Saorla Begley	Press Officer	
Minister's Office	Aoife O'Grady until PS appointed	
Reception Leeson Lane		01-604 3487

Public Transport & Climate Change

Deirdre Hanlon	Assistant Secretary	
Laura Behan	Climate Change Unit	
Garret Doocey	Sustainable Mobility Investment	
Kevin Doyle	Public Transport Corporate	
Éanna Ó Conghaile	Public Transport Regulation	
<i>Maritime</i>		
Deirdre O'Keeffe	Assistant Secretary	
Mary Dunning	Maritime Transport	
Clare Finnegan	Maritime Safety Policy	
Caoimhin O Ciarain	Maritime Services	
Brian Hogan	Marine Survey Office	
Eugene Clonan	Irish Coast Guard	
Claire Finn	Strategic Research and Analysis	

Roads

Ray O’Leary	Assistant Secretary
Andrew Ebrill	National Roads
Mary Lally	Road Safety
Claire Martinez	Road Transport and Freight Policy
Dominic Mullaney	Regional and Local Roads
Tim Scully	Driver & Vehicle Computer Services
David Murton	Rail Accident Investigation Unit
Jurgen Whyte	Air Accident Investigation Unit

Tourism and Sport

Ken Spratt	Assistant Secretary
Peter Hogan	Sports Policy
Noel Sheahan	Sports Capital Programmes
John Kelly	Major Events
Maria Melia	Tourism Policy & Marketing
Bernard O’Shea	Tourism Industry & Product Development

Aviation

Fintan Towey	Assistant Secretary
Liam Keogh	
Ronan Gallagher	Aviation Services
Andrea Lennon	Air Navigation Services
Nicola Hayes	Aviation Safety and Security
	Airports

Our Department's Commitments under the Programme for Government

Page	Mission	Commitment
13	A Better Quality Of Life For All TRANSPORT Cycling And Walking	<ul style="list-style-type: none"> ➤ Mandate that every local authority, with assistance from the National Transport Authority (NTA), adopts a high-quality cycling policy, carries out an assessment of their roads network and develops cycle network plans, which will be implemented with the help of a suitably qualified Cycling Officer with clear powers and roles. ➤ Expand and enhance the expertise on active travel needed to dramatically improve infrastructure and participation both in the NTA and local authorities, including by establishing Regional Cycle Design Offices, co-located in the seven Regional Design Offices for roads, to support local authorities ➤ Dramatically increase the number of children walking and cycling to primary and secondary school by mandating the Department of Transport to work with schools across Ireland, local authorities, the Green- Schools programme and local initiatives, including Cycle Bus and School Streets..
14		<ul style="list-style-type: none"> ➤ Widen the eligibility of the Bike to Work scheme. We will provide an increased proportionate allowance for e-bikes and cargo bikes. ➤ Ramp up the Cycle Right programme to ensure that all children are offered cycling training in primary school. ➤ Conduct a review of road traffic policy and legislation to prioritise the safety of walking and cycling.
14	Transport Infrastructure	<ul style="list-style-type: none"> ➤ Commitment to cycling and pedestrian projects will be set at 20% of the 2020 capital budget (€360 million) per year for the lifetime of the Government. ➤ The Government will prioritise plans for the delivery of Metrolink, Luas and other light rail expansion, DART expansion and interconnector and Bus Connects in Dublin, Cork, Galway, and Limerick. ➤ We are committed to maintaining the existing road network to a high standard and funding safety improvements. ➤ We will continue to invest in new roads infrastructure to ensure that all parts of Ireland are connected to each other.
14		<ul style="list-style-type: none"> ➤ We will continue the investment programme in public transport to improve our bus, light rail, commuter, and inter-city rail network across our country
14		We will develop and implement the existing strategies for our cities, such as the <i>Greater Dublin Area Transport Strategy</i> , the <i>Galway Transport Strategy</i> , the draft <i>Cork Metropolitan Area Transport Strategy</i> , as well as strategies being developed for Waterford and Limerick, and other projects progressing through planning.
14	Public Transport	<ul style="list-style-type: none"> ➤ Review fare structures to ensure that public transport is as accessible as possible, supports the delivery of services, and

Page	Mission	Commitment
		incentivises off-peak travel
14		➤ Task the NTA to produce a park and ride implementation plan for each of the five cities to help reduce congestion and journey times. These will integrate car parking facilities with public transport and cycling networks and will include the provision of secure lockers for bicycles.
14		➤ Develop and implement a Sustainable Rural Mobility Plan. This will introduce a public transport service standard under which all settlements over a certain size in terms of population, combined with employment or education places, will have a service connecting them to the national public transport system. Local Link will play a key role in this development. This service standard will be informed by the Connected Ireland research being carried out by the NTA.
14		➤ Recognise the importance of Local Link and in particular its potential for public transport linkages between rural areas. We will review the operations and funding of Local Link within nine months and we will expand the service to attract three times as many passenger journeys.
14		➤ Prioritise public transport projects that enhance regional and rural connectivity, in line with the <i>National Planning Framework</i> , for additional funding in the lifetime of a reviewed and extended <i>National Development Plan</i> .
14/15		➤ Establish a Working Group to utilise the modelling capacity of the NTA and commuter and travel data held by the CIE Group of Companies, the Central Statistics Office, NTA and other stakeholders to identify existing and potential demand for public transport and work to match demand with available services and new services, where appropriate.
15		➤ Ensure a national integrated public transport system with an integrated timetable, one tag-on ticketing system and coordination between bus and rail timetables of all operators.
15		➤ Establish a National Public Transport Forum involving all stakeholders and commence Section 17 of the Dublin Transport Authority Act to establish the Dublin Transport Advisory Council.
15		➤ Explore potential synergies between different forms of transport and transport-related services funded by the State via different departments and agencies. ➤ Accelerate sustainable transport plans for schools. We will complete the review of the School Transport Scheme to seek better outcomes and reduce car journeys. The School Transport Scheme should work in liaison with the Safe Routes to Schools Programme.
15	Buses	➤ Protect and expand regional connectivity and connectivity between towns and villages in rural Ireland. ➤ Address pinch points for buses and expand priority signalling for buses and Real Time Passenger Information.

Page	Mission	Commitment
		<ul style="list-style-type: none"> ➤ Give greater priority to bus services by expanding Quality Bus Corridors, and consider the introduction of Bus Rapid Transit Services.
15	Decarbonisation of Road Transport	<ul style="list-style-type: none"> ➤ Use a range of policy approaches to incentivise use of electric vehicles (EVs) and encourage a shift away from petrol/diesel vehicles. ➤ Review the current motor taxation regime to ensure that it adequately captures the harm caused by NOx (nitrogen oxide) and SOx (sulphur oxide) emissions. This will only apply to newly registered vehicles. ➤ Publish an EV strategy to ensure that charging infrastructure stays ahead of demand and provide planning guidance to local authorities. ➤ Publish a public procurement framework for EVs. By at least 2025, we will only allow public sector bodies to purchase low or no-emissions cars and light goods vehicles. ➤ Require that all new urban buses be electric hybrid or electric. ➤ Legislate for e-scooters and e-bikes. ➤ Publish and implement a 10-year strategy for the haulage sector focused on improving efficiencies, standards, and helping the sector move to a low-carbon future.
15	Rail	<ul style="list-style-type: none"> ➤ In line with the commitment in the <i>National Planning Framework</i> to balanced regional development, prioritise rail projects in Cork, Galway, Limerick, and Waterford on existing and unused lines. ➤ Continue to fund safety works and capital improvements to the rail network, expand the Irish Rail fleet and progress the electrification of rail services to decrease journey times and emissions. ➤ Commission an economic evaluation of higher-speed rail links between our main cities. ➤ Improve cycling and storage facilities at stations and on trains, where possible. ➤ Enhance suburban and commuter rail across the country. ➤ Consider the report on the future of the Western Rail Corridor and take appropriate action. ➤ Ringfence funding to ensure swift train platform lift repair and upgrades, and to ensure accessibility.
16	Taxis	<ul style="list-style-type: none"> ➤ Continue to support the greening of the taxi fleet and continue to provide financial assistance to taxi drivers switching to battery electric vehicles and plug-in hybrid electric vehicles. ➤ Review supports available for wheelchair-accessible taxi vehicles to enhance accessibility for people with disabilities.

Page	Mission	Commitment
16	Road Safety	<ul style="list-style-type: none"> ➤ Introduce a new road safety strategy focused on reducing death and injuries of vulnerable road users, pedestrians, and cyclists. ➤ Prioritise the consolidation of the existing road traffic legislation and use that as an opportunity to rectify any anomalies that may have developed which hinder appropriate enforcement.
16	Other Measures	<ul style="list-style-type: none"> ➤ Review and extend the statutory remit of the NTA. This will allow the NTA to work with local authorities to develop transport strategies with a strong legal basis in our cities, towns, and regions. ➤ Enable schools, workplaces and other institutions to stagger opening and closing times. ➤ Evaluate and bring forward measures for demand management to incentivise modal shift. ➤ Review and reduce speed limits, where appropriate, to address both road safety issues and carbon emissions, and ensure greater compliance. ➤ Run a pilot to examine the potential for ride-sharing apps to improve rural connectivity.
25	Reigniting and Renewing the Economy: Ports	<ul style="list-style-type: none"> ➤ Work with ports and airports to safeguard supply chains for businesses and access for tourists, as the economy is opened on a phased basis. ➤ Review potential to expand passenger and cargo capability at all of our ports, prioritising rail connections and interchange. ➤ Work to ensure that ferry companies provide access for foot passengers without cars.
26	Aviation	<ul style="list-style-type: none"> ➤ Deliver the capital programmes required to support services and ensure safety at our state and regional airports. ➤ Support EU and international action to reduce aviation emissions, in line with the aims of the Paris Agreement and the UN Framework Convention on Climate Change.
	<i>BREXIT</i>	<ul style="list-style-type: none"> ➤ We will continue to work with Dublin and Rosslare Ports and Dublin Airport to make sure they are ready for all Brexit scenarios. ➤ We will continue to underline the importance of the UK Landbridge with the European Commission negotiating team and engage with our partners in France, the Netherlands, Belgium and Germany, to ensure the UK Landbridge remains a viable and efficient route to market.
27	Tourism	<ul style="list-style-type: none"> ➤ Work with our EU partners to introduce new tourism-specific funding supports for Member States and to allow maximum flexibility in state-aid rules to enable the provision of timely and appropriate supports. ➤ Make 2023 the Year of the Invitation – a global invitation to visit Ireland on the 10-year anniversary of The Gathering. ➤ Sustain investment in Tourism Ireland and Fáilte Ireland to improve our overall offering as a top-quality and value-for-money destination.

Page	Mission	Commitment
		<ul style="list-style-type: none"> ➤ Develop and promote Ireland as a long-stay tourism destination to spread tourism more evenly across the country. This will help reduce emissions and maximise economic return. ➤ Develop a Sustainable Tourism Policy document, and in advance of this an Interim Action Plan.
27		<ul style="list-style-type: none"> ➤ Develop a new National Outdoor Recreation Strategy. ➤ Further develop the Wild Atlantic Way, Ireland's Hidden Heartlands, and Ireland's Ancient East to bring further sustainable benefits to rural communities. ➤ Initiate a consultation process with communities along the entire Wild Atlantic Way, with a view to creating a continuous walking route from Malin Head to Kinsale.
28		<ul style="list-style-type: none"> ➤ Initiate a consultation process with communities along the coastline from Carlingford Lough to Cobh, with a view to creating a new tourism trail, the Irish Sea Way, along the east and south-east coast to boost tourism. ➤ Work with the Northern Irish Executive to create a coastal tourist trail, linking the Wild Atlantic Way, the Causeway Coastal Route, and the area along our eastern and southern coast. ➤ Work with local authorities and appropriate agencies to continue developing an integrated national network of greenways to be used by commuters, students, leisure cyclists and tourists. ➤ Support cross-border greenway projects, such as the Sligo-Enniskillen Greenway, and continue to fund longer-term projects across the country, like the Galway to Dublin Greenway, Fingal Coastal Way, also extending the Waterford Greenway into the city centre.
		<ul style="list-style-type: none"> ➤ Invest and promote blueways and recreational trails for the benefit of local communities and tourists alike. ➤ Work with the Northern Ireland Executive to deliver the flagship cross-border Ulster Canal project, in order to restore the all-island inland water system as a premier tourism attraction. ➤ Expand the Walks Scheme to achieve a target of 80 trails. ➤ Continue to sustainably develop the marine sector by building on existing partnerships to optimise our assets for the benefit of tourism and broader economic development. ➤ Promote Seafest, a significant marine and tourism event, in the national calendar. ➤ Support Fáilte Ireland to further develop food trails to build on our reputation for high-quality produce. ➤ Work with the activity tourism sector to identify the interventions the State can make to support its expansion, including exploring the feasibility of a group insurance scheme. ➤ Prioritise the work of Údarás na Gaeltachta in strengthening the identity and branding of our Gaeltacht areas and the development of a Tourism Strategy for the Gaeltacht areas.

Page	Mission	Commitment
		➤ Develop and support the agritourism sector.
28	ACCESS	<ul style="list-style-type: none"> ➤ Deliver the capital programmes required to support services and ensure safety at our state and regional airports. ➤ Fund the Tourism Ireland Regional Cooperative Marketing Fund, which seeks to encourage new access and maximise the potential of existing air and sea services to those areas outside Dublin. ➤ Examine the development of national tourism trails linking our ferry ports and rail network. ➤ Work with the ports and ferry companies to increase the number of foot and cycle passengers.
90	Building Stronger And Safer Communities: SPORT	<ul style="list-style-type: none"> ➤ Target overall participation in sport to reach at least 60% of the population by 2027. ➤ Promote the value of physical activity as part of everyday life, adopting a lifelong perspective underpinned by physical literacy. ➤ Place a strong emphasis on swimming, cycling, walking, and running, which are especially suitable for all generations. ➤ Work with the Local Sport Partnerships to ensure greater roll-out of successful initiatives such as 'Go for Life Games' or 'Men on the Move'. ➤ Work with pre-schools, primary and secondary schools to improve the physical activity habits of all of our children and focus on the period between adolescence and young adulthood. ➤ Deliver a PE build and modernisation programme so that more schools have indoor facilities for PE and local communities have access and extra amenities available to them. ➤ Target resources at programmes that seek to address inequalities in sports participation, in particular socio-economic disadvantage. Prioritise increasing female participation in sport as participants, coaches, referees, and administrators. We will continue to increase funding year on year for the Sport Ireland's Women in Sports programme. ➤ Undertake a review of inclusiveness and participation in all funded sports, to ensure that gender, ethnicity, and culture are not a barrier to involvement. ➤ Mandate Sport Ireland to develop a programme of interventions to boost participation levels among people with disabilities. ➤ Encourage a low-stakes participation approach to underage sport and examine the impact that such an approach has in increasing participation and excellence ➤ Adopt a zero-tolerance approach to racism and drugs in amateur and professional sport.
91	HIGH PERFORMANCE	<ul style="list-style-type: none"> ➤ Publish a High-performance Strategy to define Ireland's direction for at least 12 years, and review it every four years. The strategy will set clear and ambitious medal targets over three Olympic/Paralympic cycles. ➤ Facilitate efforts to explore business and philanthropic funding of high-performance sport to complement state funding.

Page	Mission	Commitment
		<ul style="list-style-type: none"> ➤ Step up state funding to compete with other highly-successful countries of our size, and to facilitate a multi-cycle approach to high-performance funding. ➤ Develop initiatives to increase the level of media coverage, nationally and locally, of women's sport and attendance at women's sport event. ➤ We will complete the development of the Sport National Sports Campus at Abbotstown, in line with <i>Project Ireland 2040</i>.
91	IMPROVED CAPACITY AND GOVERNANCE	<ul style="list-style-type: none"> ➤ Work with Sport Ireland to ensure that all National Governing Bodies (NGBs) and Local Sports Partnerships (LSPs) adopt the Governance Code for the Community, Voluntary and Charity Sector by the end of 2021. The Code brings together good principles of governance for sport, recognising that there is no single model of good governance for the sector. ➤ Support sporting bodies in receipt of public funds to develop evaluation tools for their programmes and initiatives. ➤ Work with sporting clubs to increase volunteer training to focus on issues such as child welfare, disability awareness, first aid, sports administration and governance, and fundraising. ➤ Continue the Sports Capital Programme for clubs and local authority sportsgrounds and the Large Scale Sport Infrastructure Fund (LSSIF). We will prioritise sports capital investment in areas of historic low levels of participation and deprivation. ➤ Develop a Sports Technology Innovation fund to encourage research and development of interventions to support participation and excellence. ➤ Develop a strategy to identify, the type of major sporting events we can and should bid for (in particular those cancelled because of COVID-19), and how these events can be used to increase sporting participation, encourage domestic and international tourism, and promote Ireland.

National Development Plan 2018-2027

NDP Exchequer Phasing 2020 to 2027

[Indicative and subject to annual Estimates process]

LAND TRANSPORT [total]	1,825,790	2,408,800	2,275,660	2,709,100	2,714,800	2,718,000	2,866,000	2,673,000
Road Improvement / Maintenance [subtotal]	1,088,200	1,305,350	1,227,780	1,265,950	1,182,650	1,119,500	1,137,500	1,038,500
Grant to TII-Construction National Roads	480,000	620,000	559,000	577,000	479,000	408,000	431,000	431,000
PPP operational Payments	129,000	127,000	118,000	96,000	96,000	104,000	99,000	
Regional and Local Road Grants	479,200	492,200	517,200	555,800	570,500	570,000	570,000	570,000
A5		28,000	0	0				
Medical Bureau of Road Safety	440	500	500	500	500	850	850	850
NVDF National Vehicle computerisation	4,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Carbon Reduction	7,500	16,000	11,430	15,000	15,000	15,000	15,000	15,000
PUBLIC SERVICE PROVISION PAYMENTS	18,650	18,650	18,650	18,650	18,650	18,650	18,650	18,650
Sustainable Mobility Investment [subtotal]	707,000	1,065,300	1,014,300	1,406,000	1,495,000	1,561,000	1,691,000	1,597,000
Smarter Travel and Sustainable Urban Transport Measures	28,500	56,000	37,600	37,000	27,000	28,000	28,000	28,000
Heavy Rail Safety & Development	341,500	397,000	386,000	445,000	534,000	549,000	644,000	725,000
Public Transport Infrastructure	260,400	554,300	535,700	869,000	879,000	929,000	969,000	794,000
Walking and Cycling Programme	76,600	58,000	55,000	55,000	55,000	55,000	50,000	50,000

Public Transport vs Roads Expenditure

This Department is largely a capital spending Department. Outputs, outcomes and results have a longer timescale. Capital investment can also be uneven over the medium term as, sometimes, in periods of economic downturn. So while previous years show that more funding was allocated to Roads than Public transport, examination of the NDP (*see table above maps*) a rebalancing of that ratio.

	2020	2021	2022	2023	2024	2025	2026	2027
PT	725,650	1,083,950	1,032,950	1,424,650	1,513,650	1,579,650	1,709,650	1,615,650
Roads*	1,088,200	1,305,350	1,227,780	1,265,950	1,182,650	1,119,500	1,137,500	1,038,500
%	67%	83%	84%	113%	128%	141%	150%	156%

*Exchequer

In addition certain elements of the existing road network were procured by PPP. Included in NDP Exchequer phasing are the related PPP payments. When we compare future planned investment in Public transport to Roads, excluding the PPP payments, the balance is further improved. The ratio, based on indicative NDP allocations (and subject to decisions in annual Estimates process), is;

	2020	2021	2022	2023	2024	2025	2026	2027
	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000
PT	725,650	1,083,950	1,032,950	1,424,650	1,513,650	1,579,650	1,709,650	1,615,650
Roads*	959,200	1,178,350	1,109,780	1,169,950	1,086,650	1,015,500	1,038,500	1,038,500
[less PPP]								
%	76%	92%	93%	122%	139%	156%	165%	156%

*Exchequer

This Department is an advocate of the importance of maintaining the infrastructure which has already been invested in as it serves key economic, tourist and social purposes. Using prior years as a basis for assumptions we expect maintenance costs for the years 2020 to 2027 to be in the order of;

	2020	2021	2022	2023	2024	2025	2026	2027
	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000
RLR (90%)	488,000	442,980	465,480	500,220	513,450	513,000	513,000	513,000
TII (60%)	265,000	372,000	335,400	346,200	287,400	244,800	258,600	258,600
Total	753,000	814,980	800,880	846,420	800,850	757,800	771,600	771,600
Maintenance								

Therefore when we compare investment in Public Transport with new Road investment only both the ratios and trend favour Public Transport investment.

	2020	2021	2022	2023	2024	2025	2026	2027
	€'000	€'000	€'000	€'000	€'000	€'000	€'000	€'000
RLR (90%)	488,000	442,980	465,480	500,220	513,450	513,000	513,000	513,000
TII (60%)	265,000	372,000	335,400	346,200	287,400	244,800	258,600	258,600
Total	753,000	814,980	800,880	846,420	800,850	757,800	771,600	771,600
Maintenance								
PPP payments	129,000	127,000	118,000	96,000	96,000	104,000	99,000	0
New road	206,200	363,370	308,900	323,530	285,800	257,700	266,900	266,900
Investment								
PT	725,650	1,083,950	1,032,950	1,424,650	1,513,650	1,579,650	1,709,650	1,615,650
%	352%	298%	334%	440%	530%	613%	641%	605%

National Development Plan – Aviation, Maritime, Sport and Tourism Programmes

Below are the short-medium term high level capital projections for Aviation, Maritime, Sports and Tourism.

YEAR	2020	2021	2022	2023	2024	2025	2026	2027
A. Aviation	10,500	9,900	7,520	6,350	6,000	6,000	6,000	6,000

Aviation capital supports investment in Regional Airports

YEAR	2020	2021	2022	2023	2024	2025	2026	2027
C. Maritime Transport & Safety	6,420	9,700	9,240	10,160	9,650	9,650	9,650	9,650

Maritime capital supports investment in the Coast Guard, in new buildings, refurbishment of existing buildings, assets such as vehicles, boats and equipment. It also supports investment in the Commissioner of Irish Lights, for example ICT and telecommunications equipment

YEAR	2020	2021	2022	2023	2024	2025	2026	2027
D. Sports & Recreation Services	42,935	78,500	48,370	59,600	41,130	56,500	56,500	56,500

Sport capital supports investment in clubs and organisations from every county, as well as investment in large scale infrastructure and the National Sports Campus

YEAR	2020	2021	2022	2023	2024	2025	2026	2027
E. Tourism	55,090	56,450	66,590	68,050	72,050	73,050	34,050	33,050

Tourism capital supports investment in the development and maintenance of national tourist attractions.

COVID-19 Challenges at a Glance

- **International Connectivity**
 - Economic Impacts on aviation, maritime and travel trade sectors have been severe.
 - Government agreed a Roadmap for Safe Overseas Access to be prepared, with a target date for implementation of 9 July:
 - A list of countries with broadly comparable epidemiological situations to Ireland's will be drawn up;
 - A set of safety protocols to be applied in ports and airports, and on planes and ferries, will be prepared and implemented;;
 - There will be no change to current policy in respect of travel to or from Northern Ireland;
- **Maritime Transport**
 - PSO support of up to €15m was provided to support 5 ferry routes in the period for a 3 month period which is due to end shortly.
- **Public Transport**
 - The COVID-19 crisis has been a profound and swift shock to the Public Transport sector.
 - On the 4 June, Government agreed that additional Exchequer funding for 2020 for the existing PSO and Rural Transport services (c. €460m) will be the subject of further engagement with the Minister for PER with a view to being reflected in the Further Revised Estimates.
 - Government agreed on 25 June to provide up to €95 million to support essential public transport routes which will also help to ease the financial pressures facing Bus Éireann Expressway and all other commercial operators.
- **Tourism**
 - The Tourism sector has collapsed. Tourism Recovery Task Force has been established
 - Industry “asks” of €100m grant aid, €250m working capital and €20m to support COVID-19 related re-opening costs are under consideration
- **Sport**
 - Expert Advisory Sports Group established
 - On 19 June a new funding package of up €70 million was approved by Government to support the sport sector National Governing Bodies and Clubs.
- **Roads**
 - TII own resources are depleted due to a loss of toll income. The impact of roads projects is currently being analysed.

COVID-19

European Commission Guidelines

On 13 May, the European Commission presented a set of guidelines and recommendations to help Member States gradually lift travel restrictions and allow tourism businesses to reopen. The Commission's Tourism and Transport package includes:

- An overall strategy towards recovery in 2020 and beyond;
- A common approach to restoring free movement and lifting restrictions at EU internal borders in a gradual and coordinated way;
- A framework to support the gradual re-establishment of transport whilst ensuring the safety of passengers and personnel;
- A recommendation which aims to make travel vouchers an attractive alternative to cash reimbursement for consumers;
- Criteria for restoring tourism activities safely and gradually and for developing health protocols for hospitality establishments such as hotels.

The easing of restrictions is underway across all Member States, Coordination and communication of the restoration measures in each Member State, across the transport, tourism and border management areas, is taking place via the Council's Integrated Political Crisis Response (IPCR) arrangements. The Questionnaire provides information to a new website www.reopen.europa.eu which was launched in June.

Supply Chains

The on-going COVID-19 pandemic is negatively impacting on global supply chains, with freight activity levels across land, sea and air all being affected. Maintaining transport connectivity, to support the movement of goods - particularly essential goods - into and out of Ireland, has been a primary objective throughout the duration of the COVID-19 pandemic, and this continues to be monitored closely.

Current information suggests that supply chains in and out of Ireland continue to function well. Some transport costs, and air cargo prices in particular, have however increased dramatically as capacity has been reduced due to the grounding of the air passenger fleet.

In order to keep freight moving across the EU on all modes during the current pandemic the Commission issued practical advice through their Green Lanes Communication.

Road Haulage

One of the key priorities is to ensure the continuity of transport links to and from Ireland and to and from distribution centres, factories, retail stores and hospitals in Ireland. There has been ongoing and frequent engagement by the Department of Transport, Tourism and Sport with the

two main haulage representative organisations, the Freight Transport Association of Ireland (FTAI) and the Irish Road Haulage Association (IRHA), as well as other stakeholders.

DTTAS has implemented a number of measures to support the continued functioning of the commercial road haulage sector, including:

- A prolonged temporary derogation from certain provisions of the EU driving and rest hours rules (which expired on 31 May 2020). From 1 June, operators and drivers must again comply with the normal rules applicable to driving and resting times for drivers of heavy commercial vehicles;
- The extension of validity periods for driver licenses (driving licenses due to expire between 1 March 2020 and 30 June 2020 inclusive have had their date of expiry extended by 4 months).

In addition, a number of communications have also been issued to help support the freight sector as it operates through these challenging times including:

- Guidance to all supply chain workers that they are exempt from self-restricting movements on their return to Ireland, as long as they are not displaying symptoms of COVID-19;
- A communication regarding Access to Sanitary Facilities and Motorway Services;
- A summary of Motorway Service Area Facilities;
- Communication on the Importance of all Essential Workers at Every Level in the Supply Chain;
- Guidelines for Cleaning HGVs were published; and
- In line with the EU's "Green Lanes" guidance, HGV drivers are exempt from the requirement to complete the Passenger Locator Form.

Domestic Heavy Goods Vehicle (HGV) traffic volumes on the Irish road network have also seen a rebound in activity recently; according to vehicle counts from Transport Infrastructure Ireland (TII). Volumes during the week beginning 1 June were 5-15% below volumes on the equivalent days in 2019. HGV traffic appears to have almost returned to 2019 levels, with even small increases in HGV traffic recorded at certain locations last week, when compared to the equivalent days in 2019.

The Irish Road Haulage Association (IRHA) and Freight Transport Association of Ireland (FTAI) have expressed operational concerns regarding:

- subsidies/support for empty leg trips;
- a request for motor tax refunds for parked up vehicles;
- industry guidelines on social distancing (e.g. two people working in a HGV cab);
- toll holidays
- HGV drivers potentially being required to share cabins on ferries when passenger numbers increase

Public Health Passenger Locator Form

International transport workers including HGV drivers arriving in Ireland from overseas in the course of their duties **are exempt from the requirement to complete the passenger locator form**, and they will not be required to self-isolate for 14 days (unless of course they are displaying symptoms of COVID-19).

HGV drivers travelling from Ireland and entering Great Britain are (as of 8 June) required to complete the UK Public Health passenger locator form, but such drivers are exempt from the requirement to self-isolate.

Road Safety

RSA has resumed services for the National Driver Licensing Service, National Car Test, and Driver Theory Test as of 8 June, on a gradual basis. Resumption was agreed following the establishment of protocols to ensure that the services could be conducted safely, in line with the Government Protocol on safe return to work.

Driver Testing for trucks, buses and motorbikes will resume from 29 June. It is intended that tests for car, van and minibus drivers will resume in the coming weeks, in Phase 3 or 4.

The RSA has issued a letter to Approved Driving Instructors, along with FAQs, with a view to helping them to prepare to resume instruction starting from 29 June.

Regulations are being prepared to extend learner permits that have expired or are due to expire between 1 March and 30 June 2020 for a further 4 months (this will be 8 months in total) and in addition learner permits due to expire between 1 July and 31 October 2020 will be extended by 4 months. This is subject to Regulations being settled by the OPC and signed by the Minister.

Maritime

The maritime sector is essential to the continued supply of goods in and out of the country, accounting for 90% of Ireland's international trade in volume terms.

The on-going pandemic has negatively impacted all transport sectors with freight activity levels across land, sea and air all being affected. In order to maintain continuity of services, the Government agreed to include the emergency provision of a maximum contribution of €15m towards the costs involved in the continued operation of passenger ferry services on five routes. Agreements with Stena and Brittany Ferries have been put in place for the continuation of services on their routes. This emergency support was for a 3 month period which is due to expire shortly. Preliminary analysis suggests that it won't be necessary to continue with the support measure.

Ports in particular have shown a strong resilience during this crisis, mainly due to the extraordinary work that has been done to implement measures to ensure that any risks to their

skilled work force are kept to an absolute minimum. The same can be said of the shipping industry, which is still managing to operate even with the severe drop in freight levels. However, operating at significantly reduced levels of demand for both freight and passengers cannot continue indefinitely. It is unclear for how long this reduction in demand can be sustained by the sector without an impact on overall service levels.

DTTAS are working with maritime stakeholders to better understand the measures that can be put in place to ensure the safety of workers and passengers to allow for recommencement of international travel when the time is right. In this regard, DTTAS has collaborated with the Shipping Industry in preparing COVID-19 Guidance for International Passenger Ferries, Ports and Terminal Service Operators to allow for the ramping up of passenger services while mitigating as far as possible against the risk of COVID-19. This guidance is being reviewed by the HSE and it is hoped to have it finalized shortly.

The industry is also seeking clarity around the roadmap as it relates to international travel and the criteria to be met whereby passengers will be permitted to enter Ireland and not be asked to self-isolate. The transport sector makes investment decisions based on a long term view - where financial risks associated with substantial capital costs are spread over time on the basis of projections around the socio-economic context in which they operate. Other jurisdictions are providing some level of clarity where they can. The more clarity and certainty the Government can bring to this picture the better – accepting that the large degree of uncertainty that persists in relation to the COVID-19 pandemic internationally.

Aviation

Airline passenger numbers have fallen dramatically in Ireland and globally as a result of the COVID-19 pandemic.

On the 10 June, the Minister for Transport, Tourism and Sport announced the formation of a Taskforce for Aviation Recovery, requesting it set out recommendations for consideration by Ministers and Government on what needs to be done to assist the Irish aviation sector to recover from the COVID-19 crisis. It will deliver its final report by the 10 July. An interim report of the Taskforce was published on 23 June. In the Interim Report, the Taskforce makes four recommendations:

- Begin to lift international travel restrictions by 1 July;
- Lift the quarantine requirement on incoming airline passengers by 1 July;
- To support the first two measures, finalise and implement in full a national Code of Practice for Safe Air Travel which applies the aviation health and safety protocols developed by the European Centre for Disease Control and the European Aviation Safety Agency (EASA); and
- In order to mitigate large scale redundancies and job losses confirm continuation of existing financial support measures, including in particular the Temporary Wage Subsidy Scheme to support employment where possible.

Airports

COVID-19 has had a profound and unparalleled impact on the aviation industry. Airline traffic has fallen by 90% across Europe, bringing activity and associated revenue to an all-time low. With the imposition of travel restrictions and loss of flights, our airports are also facing significant financial challenges. Passenger numbers have declined rapidly, with most airports seeing reductions of 99% or more.

Aviation is crucial to Ireland's connectivity, competitiveness and economic recovery. The air transport sector, including airlines and its supply chain, supports over 140,000 jobs and accounted for c.6.8% of GDP in 2018. The air transport industry is estimated to support €8.9 billion of GDP and 143,000 jobs in Ireland. Ireland's aircraft leasing industry contributes a further €541 million to the Irish economy, supporting nearly 5,000 jobs.

Government has introduced a suite of measures to help mitigate the effects of the crisis on our citizens and businesses including grants, low-cost loans, write-off of commercial rates and deferred tax liabilities. Airports and airlines have been able to avail of some of those measures, in particular the COVID-19 Temporary Wage Subsidy Scheme. To help constrain escalating losses, some have taken difficult decisions to lay-off staff on a temporary basis. These staff can, and are, availing of the COVID-19 unemployment payment.

State airports are continuing to facilitate airline services for cargo and for limited numbers of passengers. Regional airports, such as Donegal and Kerry, are also remaining open to facilitate the Government funded PSO air service between those airports and Dublin. By staying open, Donegal and Kerry Airports have been able to maintain a basic level of operations to support essential travel, safeguard regional connectivity and provide support, as required, to air medical and rescue services.

daa announced on 19 May that in the context of expected significantly reduced passenger traffic for several years, the company must adjust the business to match the number of passengers that are likely to use Cork and Dublin airports in the medium term. daa management has implemented measures to address cost reduction in Dublin and Cork airports with almost all staff on a 4 day week. daa has signalled that further cost saving measures, including a VSS, are necessary based on revised traffic forecasts 2020/2021. The Department is engaging with DPER and NewERA on the proposed VSS.

Shannon Group has also been severely hit by the crisis and has introduced a range of cost cutting measures. [REDACTED] employees are currently on a reduced 3 day working week and [REDACTED] employees are on temporary layoff. This position is being kept under review by the company.

Government agreed on 25 June to the provision of emergency funding (€6.1m) to Shannon Airport for completion of the HBS project.

In relation to the regional airports, many staff have taken cuts to pay and working hours. In the case of Knock, approximately 150 staff were temporarily laid off from 30 March. While the airport hopes to reopen in July, subject to the lifting of Government restrictions, it is planning to resize its business in line with projected flight services and passenger demand. As this will result in a cut to employee numbers effective from its re-opening date of 1 July, the airport has initiated a 30-day consultation process with its employees and their union representatives from end May.

Airline Sector

Irish airlines are fully exposed to the dramatic downturn in activity. Ryanair and Aer Lingus were both relatively strong heading into the crisis. However it is clear that a prolonged impact on travel will put even the most resilient balance sheets in a position of needing additional liquidity. The major concern is the level of uncertainty about the return to normal.

Some European states are beginning to lift border and travel restrictions, and many will do so by mid-June or 1 July. But there is still uncertainty about the scale of difficulty in the marketplace linked to consumer confidence and the negative impacts of economic recession. Some analysts predict a return to 2019 traffic levels only in 2022/3.

This means that no airline is immune from financial risk. It may be possible for airlines to secure liquidity support via the Ireland Strategic Investment Fund (ISIF) Pandemic Stabilisation & Recovery Fund. This potential is being explored by officials in DTTAS and DPER.

Aer Lingus has reduced the working hours and pay of staff by 50% each, and has indicated that they are planning to reduce their workforce by 900 (total workforce in Aer Lingus approx. 4,500).

Ryanair has reduced the working hours and pay of staff by 50% each, and indicated that they planning to reduce their workforce by over 3,000 across a number of European bases (Ryanair employs approx. 18,500). They have taken advantage of the UKs Covid Corporate Financing Facility (CCFF) accessing €600m in UK Government Loan Guarantees.

CityJet's fleet has been grounded since 22 March with the majority of staff having been laid off. The airline subsequently entered examinership and an interim examiner was assigned on 17 April.

Stobart Air's fleet is also mostly grounded with the majority of their staff laid off. A minimum level of staff is being maintained and a number of aircraft are still flying in order to operate the State's Public Service Obligation (PSO) air routes from Dublin to both Kerry and Donegal.

Norwegian Air International had ceased the majority of their operations from Ireland, most visibly their transatlantic routes, before COVID-19 struck. Their parent company, Norwegian Air

Shuttle, is in the process of securing state aid/financing assistance from the Norwegian Government.

On 20 May, the European Union Aviation Safety Agency and European Centre for Disease Prevention and Control jointly published guidance on measures to assure the health safety of air travellers and aviation personnel once airlines resume regular flight schedules.

The National Air Transport Facilitation Committee, within its role under ICAO Annex 9 - *Facilitation*, is to adopt a voluntary Code of Practice, having considered the EASA/ECDC Guidance; and, with due regard to the National guidance in place to prevent the spread of COVID-19; in order to coordinate the facilitation by aviation for a safe and gradual restoration of air passenger transport.

The European Aviation Safety Agency will require aviation industry stakeholders to commit to a Charter to abide by the Guidelines, to coordinate with Member States, to design practical solutions, and, to monitor and report on the operational effectiveness of the measures.

The Code of Practice takes into account the promotion to the public and passengers concerning their understanding of the requirements and the importance of voluntary cooperation with the health safety measures.

The concept of 'safe travel' corridors may be considered in consultation with our EU partners and relevant EU and national public health authorities, and in line with the European Commission guidance published on 13 May.

Refunds and vouchers – airlines and package holiday tour operators

EU law is clear on the matter of refunds to airline customers and refunds to those that have booked package holidays. EU Regulation 261 requires airlines to refund consumers in full in circumstances where flights are cancelled. Given the sheer number of cancellations – being unprecedented – is causing delays on the part of airlines, but anyone having difficulties in securing a refund should contact the Commission for Aviation Regulation. Further advice is available on its dedicated passenger rights website www.flightrights.ie

The Package Travel Directive EU 2302/2015 clearly sets out that customers may cancel their holiday in circumstances where the holiday cannot proceed due to unavoidable and extraordinary circumstances at the holiday destination. Clearly COVID-19 qualifies as extraordinary circumstances. The Department and Department of Business, Enterprise and Innovation have published joint advisory guidance in respect to rights to cancel and receive refunds for package holidays – available on the Department's website:

(<https://www.gov.ie/en/publication/40f0d7-guidance-on-the-right-of-travellers-to-terminate-package-travel-cont/>).

In relation to package travel out of Ireland, the Government has agreed to provide a State guarantee to back up refund credit notes which can be issued by Irish licensed travel agents and tour operators instead of cash, if the customer agrees. The benefit to the companies is that it gives them some alleviation from having to provide cash refunds – which is causing liquidity problems – and for the customer there is certainty that the value of the credit note is State protected.

The EU Commission has proposed that airline bookings are insolvency protected. As it stands, the air passenger rights law does not provide for insolvency protection of airline bookings, in the manner that is required under the Package Travel Directive for package travel booked through travel agents. The capacity of the Irish State to provide blanket insolvency protection for airline bookings made with Irish airlines is not a clear-cut issue. The licensed travel agents and tour operators in Ireland are bonded, and therefore already have a level of insolvency protection in place. The Government guarantee only applies where this level of privately-provided insolvency proves insufficient. Airlines have no such insolvency protection in place for bookings and therefore the potential impact on the Exchequer is much greater. This is all the more so given the relative size of Ryanair, in particular. There is no question of the Irish taxpayer providing insolvency protection for all of Ryanair's Europe-wide bookings. So the challenge is much different from dealing with the travel and tour operator issue.

Public Transport

The COVID-19 crisis has been a profound and swift shock to the Public Transport sector. Prior to Phase 1, daily passenger numbers fell by approximately 90% of normal levels across all operators.

This situation continued until mid-May albeit with some upward movement to c. 15% of pre-Covid levels since the implementation of Phase 1 of the Roadmap. Since the implementation of Phase 2 on 8 June, operators have reported a further increase in passenger numbers.

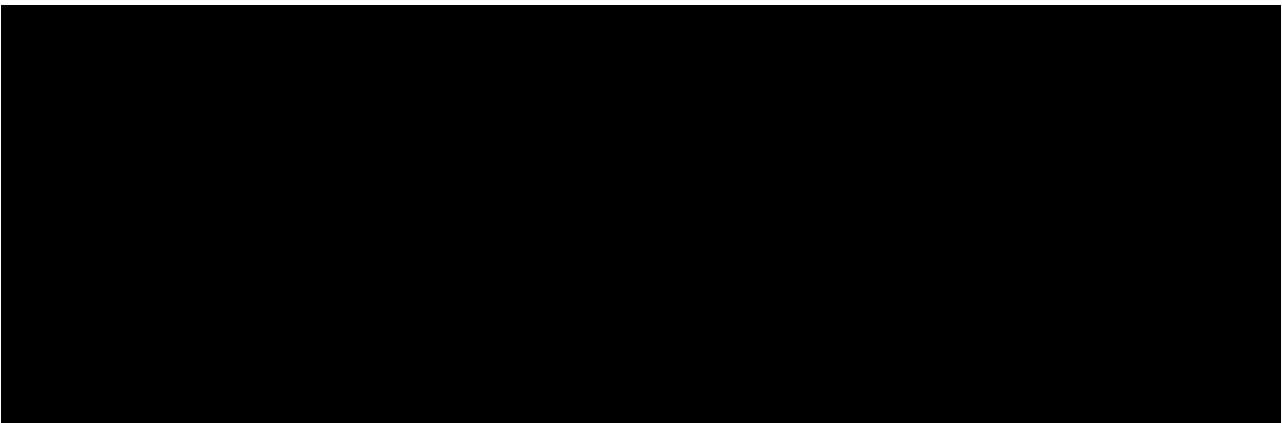
Government agreed on 25 June that the wearing of a face covering be made compulsory on all forms of public transport, and that capacity on trains, buses and trams be increased to 50%.

The NTA is engaging with local authorities to support them in the development of COVID-19 Mobility plans and importantly to also support the local authorities in their delivery of required infrastructure improvements in our cities and towns. The NTA has written to all 31 local authorities to offer its financial and technical support and this support will be funded through the Department's sustainable mobility investment programme. We understand that some local authorities have already put in place improvements to facilitate increased active travel and we anticipate that these improvements will continue in the coming weeks and months.

Financial implications

Following extensive engagement with the Department of Public Expenditure and Reform, we received confirmation that the current 2020 PSO allocation can be utilised to fund the revenue shortfall arising with PSO and Rural Transport operators as a result of COVID-19. Under the 2020 Estimates, the NTA has been allocated approximately €300 million from the Transport, Tourism and Sport Vote for the year. It was expected that this subsidy, together with the c.€100 million State payment for Free Travel, would meet the difference between the c.€600 million fare revenues annually from passengers, and the costs of actually providing the bus and rail services.

However, the financial impact of the passenger situation has put so much extra pressure on the Exchequer-funded PSO arrangements that the original 2020 allocation will be exhausted in June. The NTA have submitted amended draft forecasts and these have been communicated to PER and the SoG on Economic Recovery. Latest estimates suggest that continuing to fund the existing PSO and Rural Transport system will require a further c. €460 million to end year. On 4 June, Government agreed that the estimated additional Exchequer funding requirement for 2020 for the existing PSO and Rural Transport services will be the subject of further engagement with the Minister for Public Expenditure and Reform with a view to being reflected in the forthcoming Further Revised Estimates for Public Services.



Tourism: Engagement with the Tourism sector

The Department of Employment Affairs and Social Protection report '*The Initial Impacts of the COVID-19 Pandemic on Ireland's Labour Market*' confirms that "while there have been job losses in all sectors, individuals working in tourism, hospitality, food and retail have seen the largest job losses." Current estimates suggest that approx. 200,000 jobs have been lost in the sector.

On 20 May, Tourism Ministers announced a Tourism Recovery Taskforce (TRT). The purpose of the TRT is to prepare a Tourism Recovery Plan for submission to the Minister which will include a set of recommendations on how best the Irish tourism sector can adapt and recover in the changed tourism environment. The plan will identify priority aims, key enablers and market opportunities for the sector for the period 2020-2023. The Taskforce may consult with

stakeholders to inform its deliberations and report back in Q3 of this year. The Taskforce has met five times to date – on 27 May, 03, 10, 17 and 24 June.

In line with the recently-announced acceleration and reconfiguration of the Government's Roadmap for Reopening Society and Business, the majority of tourism and hospitality businesses (e.g. cafés, restaurants, hotels, B&Bs, hostels, caravan and camping parks, holiday parks, heritage sites, galleries, museums and bars that also operate as restaurants) are now due to reopen under Phase 3 on 29 June, which is also when any remaining domestic travel restrictions are due to be lifted. It is hoped that domestic tourism can resume from 29 June onwards. Pubs, bars & nightclubs are now due to reopen under Phase 4 on 20 July.


To assist tourism businesses meet social distancing and cleaning requirements in line with the national 'Return to Work Safely' protocol, Fáilte Ireland published detailed guidelines for the sector on Tuesday 09 June, to ensure the safe re-opening of tourism businesses on 29 June. These guidelines were prepared in consultation with the tourism industry and the relevant authorities.

The Departments COVID-19 Tourism Monitoring Group, made up of industry stakeholders, the tourism agencies and Department officials has met regularly since this crisis began. The group is monitoring the disruption to the sector, facilitating the rapid sharing of information and assisting in the formulating the Government's response.

The Department continues to liaise with other Governments Departments and industry representative bodies, to align the economy wide COVID-19 supports and initiatives with tourism and hospitality needs. As a result, many tourism businesses are now availing of the various supports that the Government has already put in place. Fáilte Ireland's COVID-19 Business Support Hub provides a suite of training and advisory supports for tourism businesses.

Department officials have been liaising with their counterparts in Northern Ireland in respect of the crisis and its impact on tourism. NI will be drawing up a recovery plan of their own and we will remain in close contact with them to ensure alignment on relevant areas such as marketing and air access. In addition, Minister Ross recently spoke with Minister Diane Dodds, the Minister for the Economy in the North.

Ireland's tourism sector is deeply dependent on overseas visitors - accounting for 75% of overall tourism revenue. Only a proportion of this activity could expect to be offset by domestic tourism. Fáilte Ireland estimates that a write-down of 2020 overseas tourism business would mean an overall loss to the economy of €2.1bn this year with associated job losses of up to 180,000. Fáilte Ireland research shows that domestic consumers' levels of intent for both a long break and a short break in Ireland in 2020 is down 20% versus the same time last year.



Several EU countries have re-opened their borders for international travellers or will open over the next few weeks in an effort to restart tourism. Travel for Irish people abroad is still not recommended but this may change over the next number of weeks if it is safe to do so. This may be possible through "airbridges", which will allow travel to countries where the curve has been "flattened" to the same degree as it has here. The 14 day quarantine and the requirement to complete a Public Health Passenger Locator Form currently still apply to visitors to Ireland from abroad.

Engagement with the Sport sector

DTTAS is continuing to engage with the sport sector, where all activities were suspended in mid-March in response to the pandemic. A COVID-19 Sports Monitoring Group has been established with Sport Ireland, the Federation of Irish Sport and representatives of the sporting bodies. The group is chaired by the M/State with Special Responsibility for Tourism and Sport, and had its sixth meeting on 23 June.

Sporting bodies and clubs are availing of supports announced for businesses and employers e.g. the Wage Subsidy Scheme which in feedback from Governing Bodies has been recognised as a valuable support. Calls from the sector for a sports resilience fund have been met by a new €70M funding package. This package approved by Government on 19 June to support the sport sector through:

- Funding of up to €40m for the three main field sports organisations – the FAI, the GAA and the IRFU,
- a Resilience Fund of up to €10m to support the National Governing Bodies of Sport,
- a Sports Club Resilience Fund of up to €15m to support clubs, and
- a Sports Restart and Renewal Fund of up to €5m.

Progress is being made on returning to sport, with the announcement of the accelerated roadmap increasing the speed of sports return. On 18 June the Taoiseach announced the Government's decision that from the start of Phase 3 on June 29 sporting activities may recommence, including:

- team leagues for adults and children
- close contact sports
- organised sporting spectator events and fixtures

In addition from 29 June indoor gyms and exercise facilities, yoga, pilates and dance studios and sports clubs and public swimming pools may re-open.

All of the above are subject to the Phases 3 and 4 restrictions on numbers for public gatherings and other important public health advice. From 29 June, indoor gatherings of up to 50 people when conducted in line with public health advice are permissible, rising to 100 people in Phase 4. From 29 June, outdoor gatherings of up to 200 people when conducted in line with public health advice are permissible, rising to 500 people in Phase 4.

High Performance athletes returned to training from the 8 June. Athletes from Northern Ireland are also travelling now to train at the Sport Ireland National Sports Campus in Blanchardstown. Professional rugby and soccer players were also facilitated in a return to training from that date.

Pursuant to the decision to permit the holding of summer camps for children, sports organisations such as the GAA and the FAI are now planning to hold summer camps towards the end of July, which will provide a vital income source. There has been huge interest from parents for these camps and the sports organisations are confident that they can be delivered safely. The Expert Group on Return to Sport issued the following guidance on summer camps:

- Numbers: The restriction on numbers (15) is lifted. However, we advise caution as additional personnel will be required to monitor risk arising from Covid. Additional consideration should be given to the safeguarding recommendation (under 12s ratio 1:8, 12s and over ratio 1:10). The availability of space will be a factor in the numbers of participants
- Indoor: Summer camps can utilise indoor facilities for summer camps. However, this must be done under strict protocol and acknowledging the extra risk associated with indoor activity. The numbers accommodated for outdoor activity should give consideration for the necessity to move indoors at some point during the day (weather dependent).
- Contact: Summer camps may allow a certain degree of contact in their activity in the sporting context. Organisers should observe good contact protocols off the field of play and be aware of the intensity, duration and nature of the activity that involves contact.

Brexit at a Glance

- *Ensuring that any contingency measures put in place by the EU in the event of a “No Trade Deal” Brexit fully protect Ireland’s International Connectivity in the areas of Aviation and Road Haulage, in particular; and*
- *Ensuring Readiness at National Level for the end of the Transition Period on 1 January 2021.*

Progress of EU / UK Negotiations

- The UK has now confirmed that they will not be seeking an extension to the Transition Period;
- The EU chief negotiator, Michel Barnier, has expressed disappointment at the lack of progress to date on key areas of importance to the EU e.g. Level Playing Field, Governance, Fisheries;
- There are some positive signs; the most notable of these is the overall impression that the UK does want a deal, [REDACTED]

- [REDACTED]
- The High Level Conference took place on Monday 15th June between Mr. Barnier and the Presidents of the European Council, the European Commission and the European Parliament. **An intensification of the negotiations was agreed over the period ahead;**

Brexit Challenges

Planning for Brexit is focussed on (a) the transport aspects of the ongoing EU/UK negotiations, (b) readiness measures for transport and tourism from 1 January 2021 and (c) contingency measures at national and EU level should there be no agreement by the end of the transition period. The UK have formally communicated that they do not wish to extend the transition period and it will therefore expire on 31 December 2020.

Current Status of Negotiations

After four full negotiating rounds, overall progress has been disappointing. The EU's approach to the negotiations centre around parallelism. [REDACTED]

[REDACTED]

round of negotiations in June, there was agreement that work should be accelerated. A revised calendar of negotiations, including specialised sessions was agreed with negotiations occurring each week between the 29th June and the 27th July.

Outstanding Issues

[REDACTED]

Contingency and Preparedness

DTTAS is continuing to work with the Department of An Taoiseach and the Department of Foreign Affairs and Trade in relation to contingency and preparedness.

[REDACTED]

[REDACTED]

Ports and Airports

Dublin Airport, Dublin Port and Rosslare Europort are the main trading ports and airports with the UK. These were identified at the outset as requiring additional border control infrastructure in preparation for the UK becoming a 3rd Country. Work is continuing in Dublin and Rosslare Ports for the additional revenue, agriculture and health checks required from 1 January 2021. DTTAS participates in this working group, however responsibility for the provision of the appropriate infrastructure is a matter for OPW in liaison with the individual Departments such as Revenue, the Department of Health, and the Department of Agriculture, Food & the Marine. The necessary works have been completed in Dublin Airport.

Traffic Management – Dublin

A Traffic Management Group for Dublin Port had been established to consider the potential knock-on impacts on the wider area and city traffic management of any potential disruption in a no-deal scenario. The Group had developed management and communication contingency plans for a no-deal Brexit in 2019, including a number of sites as holding areas for HGVs should they have been required. Two of the sites identified were available for a short period only in 2020 and will not be available for 1 January 2021. The Group is now seeking to identify potential alternative sites.

[REDACTED]

[REDACTED]

confident that they could respond to increased capacity demands on direct services to continental EU ports. Since the onset of Covid, the Department has been working to assist ports and shipping companies where possible to keep the supply chains operating. Indications from the sector is that sufficient capacity is available on direct routes and new direct services continue to come on stream providing additional capacity. The Department will keep under review the capacity on direct routes and the capacity of shipping companies to respond to any increased demand in the lead up to the end of the transition period.

Legislation

The omnibus Brexit Act passed in 2019 contained a number of provisions specific to this Department. These related to the provision of pilotage services in harbours and also provided a fall-back solution for the issue of cross-border bus cabotage. This Act was framed in the context of a no-deal Brexit [REDACTED]

[REDACTED] The Department is continuing to review if any further legislative provisions are required.

Climate Change at a Glance

Key Priorities:

- 1. *Delivering on the Programme for Government Commitments on the Transport aspects of the Climate Change agenda;***
 - 2. *A cost-effective way of reducing emissions; and***
 - 3. *Ensuring transport can withstand likely future impacts of climate change.***
- About 20% of Ireland's emissions come from transport, with half of this from private cars.
 - Emission savings in transport tend to be costlier and slower than other sectors, which mean that transport is now making up an ever increasing share of emissions.
 - The EU *Green Deal* – envisaging carbon neutrality for transport by 2050 - will give practical support for accelerating climate action, particularly the movement towards low/zero emitting vehicles.
 - The Department is committed to evidence-based policy making, in the context of rapidly evolving science, technology and international policy and works with colleagues across other Departments and agencies, while also co-funding specific transport climate research.
 - DTTAS has identified five policy pathways to reduce emissions from Ireland's transport sector:
 1. Shift journeys to more sustainable modes;
 2. Reduce greenhouse gas emissions from traditional fuels;
 3. Replace fleets with lower emitting vehicles;
 4. Reduce fuel usage; and
 5. Reduce travel demand.
 - The *Climate Action Plan 2019* commits to a reduction of 45-50% on transport emissions (relative to pre-NDP projections) by 2030. A shift to electric vehicles (EVs) is identified as the primary source of transport emission savings.
 - DTTAS funds some financial incentives to encourage the transition of the vehicle fleet away from fossil fuels and towards alternative fuels such as electricity and gas.

Climate Change

In response to the challenge of climate change, achieving a cost-effective way of reducing emissions is the key priority. Ensuring transport infrastructure and services will be able to withstand the likely future impacts of climate change is also a serious concern.

Policy and International Context

About 20% of Ireland's overall emissions come from transport, with half of these from private car use. Transport sector carbon emissions are 12 megatonnes (mt) each year. Without intervention, they are projected to rise to 15mt annually by 2030. Despite the *National Development Plan* (published 2018), investing in unprecedented expansion of the more sustainable modes of travel (public transport and active travel) over this decade with consequent emissions benefits, the country's growing population and strong economy continue to push transport demand and emissions upwards.

Current EU policy expects that significant emissions reduction in the transport sector will occur only from the second part of this decade onwards. Until then, the bulk of emissions reduction in the transport sector is planned to come from biofuel mix obligations and from improvements in engine efficiencies. To date, no EU Member State has achieved a 7% annual reduction level.

The fact that emission savings tend to cost considerably more in the transport sector than in other sectors, may help explain the relative lack of progress thus far in decarbonising transport globally, and why many countries have been expecting their transport sector to be later than other sectors in making its necessary contribution to national mitigation efforts. As a consequence, transport makes up an ever-increasing share of overall emissions.

The *EU Green Deal* – envisaging carbon neutrality for the energy sectors (including transport) by 2050 – will give practical support and momentum for accelerating climate action, particularly the movement towards low/zero emitting vehicles.

DTTAS Actions to Combat Climate Change

The Department is strongly committed to evidence-based policy making, particularly relevant in the context of rapidly evolving science, technology and international policy development in the climate sphere and where significant behavioral change is the outcome pursued.

Considerable analytical work and modelling is being undertaken across the system. The Climate team engages with colleagues across Departments and Agencies providing a transport input to this work. Furthermore, the Unit works with the EPA and SEAI to co-fund specific transport climate research.

Within the Department, analytical support to climate policy development has been augmented. The Strategic Research and Analysis Unit has been strengthened and has climate focused members that work closely with our Climate Change Unit.

Options for Transport Emissions Reduction Strategies

To illustrate options for reducing harmful emissions from Ireland's transport sector, the Department has identified five policy pathways:

1. Shift journeys to more sustainable modes;
2. Reduce greenhouse gas emissions from traditional fuels;
3. Replace fleets with lower emitting vehicles;
4. Reduce fuel usage; and
5. Reduce travel demand.

The measures vary in terms of their practical potential for yielding emissions savings of the scale sought over the short term especially. International experience suggests that quick results are particularly challenging for measures that require significant behavioural change by citizens; to be successful these often require a well-considered development stage and a lead-time with a planned communication strategy. Similarly, for measures that involve sizable infrastructure changes; good transport infrastructure takes time to develop and build, and international best practice shows that detailed planning, robust cost/benefit analysis, adequate lead-times, and strong delivery management are critical to success. The Table below outlines the mitigation potential of some possible policy actions.

	Potential Mitigation Measure	Estimated emission savings kTCO ₂ (% of transport emissions)
1	Increase in Walking and Cycling: Reduce annual car kms by 2% and replace completely with walking or cycling trips.	120 (1%)
2	Convert the public bus fleet to zero emission alternatives	86 (0.7%)
3	Increase the biofuel obligation scheme: Add 45 million litres of biofuel into the fuel mix.	120 (1%)
4	Quadruple bus passenger KMs travelled	133.1 (1.1%)
5	Double rail passenger KMs travelled	112.9 (0.9%)
6	Increase in EVs: Replace over 57,000 cars (7-8 years old) with EVs.	120 (1%)

While this Table provides a useful overview the approximate impact of some key mitigation measures, the Government will need more detailed analysis to inform decision-making on these policies; to support this, much analysis has already been done, and several more strands of relevant technical and policy work are underway. Importantly, further cross-sectoral analysis to assess the overall effect on society, on the environmental targets, and on the economy of all the

measures across the various sectors – agriculture, transport, energy, built environment, etc. – will be needed to inform Government decisions on the best overall blend of measures, having regard to their combined effect, their sequencing, and any associated re-distribution mechanisms required.

Climate Action Plan

EPA projections indicate that, without intervention, transport emissions could rise between 2020 and 2035, arising from:

- a growing population;
- improving economy and rising employment; along with
- a traditional settlement pattern that causes and is now underpinned by private car use.

The *Climate Action Plan 2019* commits to a reduction of 45-50% on transport emissions (relative to pre-NDP projections) by 2030. To reduce emissions by the extent required to meet this target, the analysis informing the *Climate Action Plan* identified a shift to electric vehicles (EVs) as the primary source of additional transport emission savings. It targets almost 1 million EVs (mainly private cars) on the road by 2030. Critically, the *Plan* expects the bulk of the shift to EVs (and the resulting emissions reduction) to occur close to 2030, when prices have fallen, technologies developed, and behaviour patterns changed more.

Greening the Public Transport Fleet

The *Green Public Transport Fund* supports the uptake of low carbon, energy efficient technologies within the public transport sector i.e. the piloting and uptake of energy-efficient and alternatively fuelled technologies for Public Service Obligation (PSO) operations within the bus fleet and small public service vehicles (SPSV) sector, as well as bridging the price differential between such technologies and conventionally fuelled vehicles.

DTTAS encourages the transition of the public vehicle fleet away from fossil fuels and towards alternative fuels, such as electricity and gas, through:

- **No longer buying diesel-only powered PSO urban buses.** Funded through the Green Public Transport Fund, DTTAS carried out a *Low Emission Bus Trial* examined technologies including diesel, diesel-hybrid, gas and electric buses to help inform future bus purchasing decisions. Subsequently, 9 hybrid double deck buses were purchased to pilot; a framework contract for hybrid buses was thereafter initiated. It is expected that 100 hybrid buses to be delivered by year end or early next year. In addition, 3 hydrogen powered buses are being purchased to trial the viability of the technology in the sector.
- For rail, a 10-year procurement framework for **electric and battery-electric train** units has been established to greatly expand the fleet and reduce its emissions. In the medium term, the *DART Expansion Programme* will see the largest ever investment in fleet with pre-qualifying already started and the electrification of the rail network across the Greater Dublin Area.

- The **Electric Small Public Service Vehicle (eSPSV) Grant Scheme** which offers up to €10,000 to drivers of taxis, hackneys and limousines towards the purchase of an EV.
- **SPSV Recharging Network** - €1.5 million has been earmarked in 2020 to support EV Taxi Recharging Infrastructure at various transport hubs nationwide.
- The **trial of EV rural transport provision**: The *Green Public Transport Fund* was employed to purchase two EVs (one converted to be wheelchair accessible) to provide local link services on Cape Clear.
- **EU Clean Vehicle Directive** which provides for sustainable vehicle procurement by public authorities. The Directive sets binding low- and zero- emission procurement targets by vehicle type, including buses.

Other DTTAS Decarbonisation Policies

Reducing transport emissions have also been supported through the following policies:

- Establishing the **Electric Vehicle Policy Pathway Working Group** to produce a roadmap on the optimum mix of regulatory, taxation and subsidy policies to drive significant ramp-up in passenger EVs and electric van sales from very early in this decade, pursuant to Action 79 in the *Climate Action Plan* (CAP). The *EVPP Working Group* examined how existing and further measures could be implemented to increase the rate of EV uptake in line with CAP targets (i.e. approximately 181,000 EVs on Irish roads by 2025 and 936,000 EVs by 2030). The *Working Group* are finalising their recommendations for Government which should be completed in Q3 2020.
- The **Low Emission Vehicle Toll Incentive (LEVTI) Scheme** which offers a reduction in toll charges. Battery electric vehicles and plug-in hybrid electric vehicles qualify for 50% and 25% toll reductions respectively to an annual threshold (€500 for private vehicles and €1000 for commercial vehicles). The Scheme was expanded in 2020 to include heavy duty vehicles (HDVs) fuelled by electricity, natural gas or hydrogen.
- Commissioning a **Transport Demand Management Study** to understand what measures are available to help address the impacts of growing transport levels in Ireland's major cities, (Dublin, Cork, Limerick, Galway and Waterford). The study will look at a range of factors, including congestion levels and air quality issues, and ultimately should recommend options on how we might better manage travel demand in urban areas. The findings of this study are expected in Q3 2020.
- Convening, in conjunction with the Department of Communications, Climate Action and Environment, the **Urban Transport Related Air Pollution (UTRAP) Working Group** to identify and consider a range of evidence regarding how transport impacts upon air quality, and aims to produce a national policy framework within which Irish cities, including Dublin, can address

transport-related air pollution, particularly nitrogen oxides. Recommendations from this group are expected in the latter half of 2020.

- The proposed introduction of a **Low Emission Heavy Duty Vehicle Grant Scheme** in 2020 to support transition from fossil fuels in the freight sector which will provide funding for up to 30% of the cost differential between fossil-fuelled and alternatively-fuelled vehicles.
- Co-funding **transport decarbonisation research projects**. DTTAS currently co-funds 5 research projects in the fields of: eco-driving; mitigation measures for the heavy duty vehicle sector; and the role of modal shift in the reduction of transport emissions.
- Looking to the future, €8.6 billion has been earmarked for investment in public and sustainable transport measures to 2027. This funding is to support projects such as *MetroLink*, *BusConnects* and the *DART Expansion Programme*. Investment on this scale will transform the public transport network and enable more people to choose sustainable options as their preferred mode of transport – in fact, the *Climate Action Plan* has committed us to achieving an additional 500,000 public transport and active travel journeys daily by 2035.

Roads at a Glance

Key priorities

- 1. Delivering on the Programme for Government Commitment to rebalance Roads and Public Transport investment to ensure a 2:1 ratio between investment in Public Transport and investment in new roads.***
- 2. Maintaining Ireland's existing road network of approximately 100,000km to ensure safety for road users, protect the capital investment already made and provide an efficient roadway for our public transport, cyclists, walkers, car users and the movement of freight.***
- 3. Ensure value for money on all our expenditure - both current and capital - on the existing road network and on new roads.***

For ease of reference, we have divided briefing material into:

1. National Roads;
2. Regional and Local Roads,

National Roads

The total National Roads Budget for 2020 is **€674m**.

- **€644m** is allocated specifically to the national roads programme for Transport Infrastructure Ireland's (TII's) current and capital expenditure:
 - €250m is capital expenditure for new major projects (NDP);
 - €265m is maintenance (current + "steady-state" capital expenditure, for existing routes);
 - €129m is for PPP operation / availability payments; and
 - €30m is allocated for TII's administrative operations.

Further information on this expenditure, and on issues related to Intelligent Transport Systems, is provided below.

Key deliverables under the National Development Plan (NDP)

In the main, exchequer funds for 2020 of approximately €250m are allocated to TII towards the following major new national road projects:

- N4 Collooney to Castlebaldwin, Sligo

Government approved the award of this contract on the 29 January, 2019. Construction works are progressing well. Earthworks, fencing, drainage and structures activities are underway.

- N5 Westport to Turlough, Mayo

Government approved the award of this contract on the 15th Oct 2019 and construction works commenced early this year.

- N22 Ballyvourney to Macroom, Cork

Government approved the award of this contract on the 15th Oct 2019. Work commenced on site in December, 2019.

- N21/N69 Foynes to Limerick (Adare Bypass)

Government approval was received on 30 October, 2019 to submit the scheme to An Bord Pleanála for planning approval. The scheme was published in December 2019 commencing the planning approval process. A date for the oral hearing is awaited.

It may be necessary to proceed with the Adare Bypass element of this project first, to achieve delivery in time for the Ryder Cup in 2026.

- N6 Galway City Ring Road

Oral Hearing commenced on 18 February, 2020 and was suspended on 12 March due to Covid-19 until further notice.

- M8/N40/N25 Dunkettle

Advance and enabling works are underway. The tender return date for the main construction contract is 26 June, 2020.

Maintenance and “Steady State” Funding for National Roads

€35m is allocated to TII for maintenance costs, which is paid from Current allocations.

€230m is allocated to TII from Capital allocations for “steady state” investments on existing road routes, covering essential asset rehabilitation, including cyclical pavement renewals, bridge rehabilitation and other asset renewal / improvement works (including safety works).

Total expenditure of **€265m**.

Current monies of €35m includes for:

- Winter maintenance including the purchase of salt (€6m)
- Traffic Route Lighting (€5m)
- Motorway Maintenance programme (€9m)
- Bridge term contracts (€2)
- Non motorway Maintenance which is allocated directly to local authorities (€13m)

Capital Monies of €230m includes for:

- Road pavement rehabilitation works (€100m)
- Motorway Rehabilitation and Capital Maintenance Works (MMaRC) including renewals, ducting works environmental barrier rehabilitation and responding to collisions and incidents on the network (€36m)
- Safety programmes including remedial works at HD15 & HD17 sites, safety fencing retrofit and traffic calming projects (€22m)
- Bridge programmes including bridge rehabilitation work, Eirspan inspections and design and emergency works (€22m)
- Signing and Lining programmes including network signage, renewal of lining and speed limit updates (€16m)
- Energy Efficiency and Climate measures including the pilot energy efficiency route lighting programme (€6m)
- Tunnel renewals (€5m)
- Other including Safety Barrier works, ITS operations and programme for the Eradication of Invasive Species (€23m)

Committed and contractual obligations for TII

A Public Private Partnership (PPP) is an arrangement between the public and private sector for the purpose of delivering infrastructure or services, which were traditionally provided by the public sector. Through a partnership arrangement, the public and private sector can combine to provide quality public services and infrastructure in the most economically efficient manner.

The figure of **€129m** for PPP Payments is the amount necessary to pay committed payments for PPP projects on national roads. Some of the road assets acquired under PPP service concession arrangements are the N18 Limerick Tunnel, M3 Clonee to Kells, M11 Gorey to Enniscorthy.

Variable Operation Payments (VOPs)

The M3 Clonee-Kells and N18 Limerick Tunnel PPP Contracts both provide for Variable Operation Payments (VOPs). The VOP mechanism, also referred to as “Traffic Guarantee payments”, is unique to these two PPP Toll Concession Contracts and arises in circumstances where actual traffic volumes do not reach the threshold volumes that are specified in the respective PPP contracts.

Covid 19 Impact on VOPs

No Variable Operation payments arose for the M3 in either 2018 or 2019, and none were anticipated for 2020 TII had budgeted for VOP payments (cash flow) to Limerick Tunnel of about €4.5m this year.

Arising from the dramatically reduced traffic volumes experienced since late March, VOP payments for the period Jan – June 2020, which fall due in July 2020, could potentially increase to a payment amount of €10m across both schemes. So from a budgeted cash flow amount of €4.5m, TII's 2020 VOP expenditure (cash flow basis) could now rise to an outturn of about €11.2m, an increase of €6.7m.

Toll Revenue Share and Insurance Risk Sharing

PPP Toll Road Contracts also include Revenue Sharing provisions under which TII receives payments from the PPP Co where traffic volumes exceed those specified in the respective PPP Contracts. In addition to revenue share receipts, TII also receives payments from Insurance Risk Sharing arrangements included in PPP Contracts.

Intelligent Transport Systems

Intelligent Transport Systems (ITS) is the term that describes technology and communications used to improve efficiency and safety for transport users across public and private transport. It includes monitoring equipment such as CCTV and traffic detection sensors; speed control and queue management via gantry signals; and providing information to travellers using Variable

Message Signs (VMS), web services, smartphone apps, news feeds, social media and radio broadcasts. It also encompasses areas such as road asset management, real-time traffic monitoring and analysis, lane control signalling and electronic speed limit signs. ITS is already used extensively by national and local authorities in Ireland. Integrated public transport timetabling and ticketing systems are an application of ITS systems, for example the Journey Planner app or Leapcard ticketing system.

ITS Directive

The European ITS Directive 2010/40/EU and its delegated regulations provide the overarching framework for ITS. The ITS Directive aims to establish interoperable and seamless ITS services across Europe and its delegated regulations cover a number of priority action areas, including Multimodal Travel Information Services, Real Time Traffic Information, and Safety-Related Traffic Information. The European Commission has signalled that it intends to revise the ITS Directive and certain delegated regulations in 2021.

DTTAS and its agencies (TII, NTA) participate in a number of expert groups related to ITS, as well as European-funded projects. These projects primarily relate to implementation of the ITS Directive and its delegated regulations. DTTAS has a project governance role while project implementation falls to its agencies.

EETS Directive

The European Electronic Tolling Services (EETS) Directive sets out rules for Member States which decided to introduce road-charging systems based on electronic tolling services. EETS aims to provide a tolling system for which EU road users can pay with one subscription contract, one service provider and one on-board unit, thus eliminating delays. A revised EETS Directive was adopted in March 2019 and work is underway within National Roads Division on its transposition into national legislation, which must be completed by October 2021.

Connected and Autonomous Vehicles

Connected and Autonomous Vehicles (CAVs) incorporate a range of different technologies that allow vehicles to communicate with one another and with their surrounding environment, and to drive automatically. DTTAS and its agencies are advancing work in areas which serve as the building blocks underpinning autonomous driving, as well as working on provisions for CAV testing and a national CAV Roadmap and Strategy.

CAV testing

Legal advice has been received from the Attorney General's Office that an amendment to the Road Traffic Acts is necessary to allow the testing of autonomous vehicles on public roads in Ireland. This will likely take the form of an amendment to the definition of driving. Preparatory work is underway and a review of road traffic legislation will be conducted in this regard in 2020.

CAV Roadmap and Strategy

DTTAS has committed to publishing a national CAV Roadmap and Strategy, which will set out the steps needed over the coming years to allow for the introduction and deployment of CAVs in Ireland. It is envisaged that the document will go beyond the transport sector and take a whole of Government approach, with a first draft expected in 2020.

Regional and Local Roads

General

This division directly manages the RLR budget and allocations to local authorities. It has a staff of 11 which includes 3 engineering staff. The division is responsible for setting road design standards, updating the Traffic Sign Manual and making recommendations on classification. It also liaises with counterparts in Northern Ireland regarding roads and bridges including the A5 road. The latter is the subject of a separate budget line.

Exchequer monies for Regional and Local Roads for 2020 (€525m) are accounted for as follows:

- €488m is maintenance
- €37m are capital projects (mainly NDP)

Maintenance

Approximately 93% of the Department's 2020 regional and local road budget is allocated to road maintenance and rehabilitation for the 93,500km of regional and local roads in the Country. Significant and costly rehabilitation is required as a result of neglect to the maintenance of the network during the recession which resulted in deterioration of the network to a point beyond where general maintenance was possible. *'If defects are neglected, an entire road section may fail completely, requiring full reconstruction at three times or more the cost, on average, of maintenance costs'*, World Bank Transport Note.

The objective for pavement maintenance and rehabilitation is to reach '*steady state*' which is a point beyond which further deterioration of the network is prevented and requiring primarily maintenance. This will ensure best Value for Money for the exchequer. At present there remains a funding gap in 2020 of €60m for what is required for steady state and what is available (assuming a €100 million contribution by local authorities).

Removal of funding from this objective of steady state will result in a deteriorating, poor quality network for Public Transport, commercial vehicles, cyclists, pedestrians and the general commuting public. In addition, the funding required in future years to again rehabilitate any deteriorating network will be poor value for money as indicated by World Bank note above.

In addition to road pavement maintenance and strengthening, the balance of the regional and local roads 2020 budget is primarily associated with funding bridge rehabilitation projects, road safety schemes in high collision areas, community improvement schemes as well as improvement projects. Bridge rehabilitation is consistently required to maintain an old bridge stock made up of approximately 80% masonry arch structures. Road safety schemes target low cost remedial measures to improve road safety for vulnerable road users and vehicular traffic. Community improvement schemes work with the local community to improve quality of rural roads in low volume areas.

A breakdown by programme of the 2020 RLR budget is set out below:

Restoration Maintenance (RM) - €42m current funding: The purpose of the RM grant is to protect the structural integrity of the road by way of surface dressing through the sealing of the road surface. The purpose of restoration maintenance is to maintain the asset before it requires improvement.

Supplementary Restoration Maintenance (SRM) - €26m capital funding: Supplementary capital funding is being provided for restoration maintenance as the current allocation is not sufficient.

Restoration Improvement Grant (RI) - €245m capital: The RI grant programme is the main road strengthening programme and caters for surface restoration, pavement overlay works, complete road rehabilitation works and for drainage works where required.

Discretionary Grant (DG) - €84.6m capital: Councils have discretion in spending these grants for improvement and maintenance works subject to selecting from a list of eligible works. However Councils are requested to prioritise projects which involve strengthening works, remedying road defects, winter maintenance and drainage works.

Bridge Rehabilitation (BR) - €13.5m capital: This programme allows local authorities to apply for monies to undertake bridge rehabilitation works.

Safety Improvement Works (BS) - €11m capital: This programme allows local authorities to apply for monies to undertake safety improvement works.

Community Involvement Scheme (CIS) - €15.6m capital: The programme facilitates community involvement in repair and improvement of roads.

Drainage Programme - €20m capital: The purpose of this grant is to promote network resilience.

Former National (FN) roads - €7m capital: Based on the findings of the Regional and Local Road Pavement Condition Survey a scheme is being implemented to provide assistance to local

authorities specifically for the maintenance of former national roads which are in a poor condition.

Specific Grant - €18m capital: The Department no longer seeks annual applications from local authorities in respect of the Specific Grant programme (road improvement schemes costing up to €5m.). This programme makes provision for bridge rehabilitation and safety improvement schemes costing over €200,000 (smaller schemes are catered for under the bridge and safety programmes) together with some road and junction upgrades. This year approximately €12 million of the allocation relates to bridge and safety works.

Strategic Grants - €30m capital: The main focus of the Strategic programme is the implementation of the NDP schemes and there is little scope for committing to additional significant projects in the period to 2023. Support is being given, where budgets allow, for some detailed appraisal and preliminary design work to go ahead on projects which might be developed in the future, subject to funding.

The balance of the budget is allocated under a number of miscellaneous headings, including training support to local authorities (current funding), maintenance of salt stocks, pilot schemes e.g. use of recycled material in roadworks, development of the road pavement asset management system.

Capital Projects

Capital projects including NDP Strategic schemes as well smaller specific improvement schemes assist in improving the road network and working towards delivering on the objectives of Project Ireland 2040. Within these improvement schemes provision of cycle lanes and footpaths are made in accordance with current standards.

12 road improvement projects were identified in the NDP for implementation subject to necessary approvals. Three of the schemes have been completed to date. Two NDP projects are due to be completed in 2020 namely:

- Sallins By-Pass
- Sligo Western Distributor Road

It is expected that the following NDP projects will go to construction in 2020:

- Coonagh to Knockalisheen upgrade
- Athy Southern Distributor Road
- Bettystown to Laytown Link Road

Other NDP projects to be commenced on a phased basis within available budgets in the period to 2023 are:

- Shannon Crossing / Killaloe By-Pass / R494 upgrade
- Eastern Garavogue Bridge in Sligo
- Tralee Northern Relief Road
- R498 Latteragh Realignment

Road Asset Management

Local authorities, supported by DTTAS, have developed and implemented a Road Asset Management System across Ireland (MapRoad) over the last number of years.

The Road Management Office (RMO) was established as a shared service between 31 local authorities. The Office works in conjunction with local authorities, the Department and the Local Government Management Agency (LGMA) to:

- Manage the MapRoad system and to develop and update it as required.
- Manage a standardised national Road Opening Licensing system.

In relation to Pavement Management, the RMO and the Department work with local authorities (Road Authorities) to implement and record the following on MapRoad:

- An up to date Road Schedule of Public Roads
- A record of road pavement works
- Information on road surface types and road pavement condition

This information is used by road authorities to prioritise and manage roadwork programmes with a view to using available resources as effectively as possible.

As regards the road opening licensing aspect of the MapRoad programme, road works are a necessary part of the normal economic activity. They do, however, cause congestion and damage to road pavements and it is necessary to manage and regulate them through licensing and consents. It is for this reason the Department and the RMO, in collaboration with Local Authorities, have developed interventions to improve the associated licensing processes. These include:

- the development of a revised single new national guidelines document for Managing Openings in Public Roads and
- the development and implementation of MapRoad Licensing – a central web based system which allows utility companies (and other organisations) to apply on-line for road opening licenses.

A technical support office was set up a few years ago under the aegis of Kildare County Council to assist the Department in a number of initiatives, including bridge maintenance (there are approximately 30,000 structures across the country), collision data collation and analysis, and the application of appropriate and consistent speed limits. The Design Manual for Urban Roads and Streets (DMURS) was updated last year and the Traffic Signs Manual was also updated. New guidance documents on temporary traffic management design and operations were also issued.

Cross Border Projects

A5 Upgrade Project

After the then Government gave a commitment in 2007 to contribute £400 sterling towards the A5 upgrade an expenditure profile linked to specific project milestones was approved by the North South Ministerial Council and formed the basis for ROI payments. £22 million was paid towards the planning and design stages of the scheme.

The balance of the funding contribution was deferred in 2011 at the height of the financial crisis but the Government did undertake to contribute £50 million to scheme implementation. This was not, however, called on as a legal challenge to the scheme resulted in a substantial delay.

As part of the “Building on Recovery” Capital Plan Review undertaken by the Minister for Public Expenditure and Reform in 2017, funding was allocated to this Department in 3 tranches over the period 2019 to 2021 to meet the Government’s revised commitment in the Fresh Start Agreement to contribute £75 million to the scheme.

Unfortunately a further legal challenge and the subsequent need to revisit and update environmental aspects of the scheme has again delayed the project. The funding arrangements in relation to the A5 have been governed by the Stormont House Agreement and Implementation Plan – A Fresh Start. The Government’s Commitment to deliver on its funding commitment to the A5 project, including a total of £75 million up to 2022, is also now included in the “New Decade, New Approach” document.

Allowing for the time required for the conclusion of a public enquiry and for all new decisions to be implemented, together with the possibility of a further legal challenge, the timeframe for the start of construction of Phase 1a of the project is still uncertain. In view of the current state of play and the timeframes involved, provision was not made in 2019 and is not being made in the calendar year 2020 for funding for the scheme by this Department.

Narrow Water Bridge

A commitment to undertake a review of the proposed Narrow Water Bridge project is included in the Fresh Start Agreement with a view to identifying options for its future development. A draft Outline Business Case relating to a Bridge at Narrow Water has been developed by the

Northern Ireland Department for Infrastructure and is being reviewed in advance of consideration by new Ministers, North and South.

The draft Business Case considers the Narrow Water Bridge in light of developments with respect to the Newry Southern Relief Road since 2016. The overall assessment of the case for a Narrow Water Bridge, including in the context of the development of a wider tourism initiative for the region, is not at a stage where there is a clearly defined and costed scheme.

Steady State and Maintenance Funding for Regional and Local Roads

€35m is allocated to maintenance costs, which is paid from Current allocations.

€230m is allocated from Capital allocations for essential asset rehabilitation, including cyclical pavement renewals, bridge rehabilitation and other asset renewal / improvement works (including safety works).

Current monies of €35m includes for:

- Winter maintenance including the purchase of salt (€9m)
- Traffic Route Lighting (€5m)
- Motorway Maintenance programme (€8m)
- Non motorway Maintenance which is allocated directly to local authorities (€13m)

Capital Monies of €230m includes for:

- Road pavement rehabilitation works (€100m)
- Motorway Rehabilitation and Capital Maintenance Works (MMaRC) including renewals, ducting works environmental barrier rehabilitation and responding to collisions and incidents on the network (€36m)
- Safety programmes including remedial works at HD15 & HD17 sites, safety fencing retrofit and traffic calming projects (€22m)
- Bridge programmes including bridge rehabilitation work, Eirspan inspections and design and emergency works (€22m)
- Signing and Lining programmes including network signage, renewal of lining and speed limit updates (€16m)
- Energy Efficiency and Climate measures including the pilot energy efficiency route lighting programme (€6m)
- Tunnel renewals (€5m)
- Other including Safety Barrier works, ITS operations and programme for the Eradication of Invasive Species (€23m)

EV charging network

The Climate Action Plan sets an ambitious target of 936,000 EVs (electric cars, vans and buses) on Irish Roads by 2030.

There is currently a public recharging network of approximately 800 charge points across the country, of which more than 100 are fast chargers. These chargers serve over 17,000 EVs. This network of EV chargers was developed by ESB Networks.

A €20 million project (cofunded by the Climate Action Fund and ESB eCars) is supporting the development of a nationwide, state-of-the-art EV charging network, capable of facilitating large-scale EV uptake over the next decade. There are plans to install over one hundred high powered (150kW) chargers at key locations on the national road network. In addition, subject to planning permission and approval, it is intended to replace one hundred 50kW fast chargers and also to refurbish up to 200 standard (22kW) chargers.

The Public Charge Point Scheme, administered by the SEAI, is available to local authorities to support the installation of public on-street chargers where a demand is identified. The Home Charging Grant, also administered by SEAI, assists EV owners to install chargers at home to facilitate overnight charging.

Updated building regulations, currently being finalised, will include new rules in relation to EV charging points in new buildings. These regulations will promote, over time, more widespread availability of EV charge point installations.

The Department of Communications, Climate Action and the Environment (DCCAE), who lead on the development and funding of EV charging infrastructure, published in September 2018 a Needs Analysis for Fast Chargers to guide developers in selecting appropriate fast charger locations and inform evaluations of applications for support. Under the Climate Action Plan, DCCAE have been tasked with carrying out an updated needs analysis for fast chargers based on a level of 75,000 electric vehicles by 2022, taking into account market developments – including commercial plans for fast charger rollouts following the introduction of fees. We understand that this work is underway.

The first Government assessment of need for EV charging infrastructure was set out in the National Policy Framework on Investment in Alternative Fuels Infrastructure for Transport. We understand that DCCAE are working on an overarching charging infrastructure strategy with a target to be set for the supply of infrastructure to stay ahead of demand. The Strategy will review and update the targets originally set in the National Policy Framework for Alternative fuels Infrastructure taking into account the proposed uptake of electric vehicles set out in the Climate Action Plan.

Road Safety, Motor Tax, Driver Services and Road Freight

- Tragically, a total of 69 people lost their lives on Irish roads to 22 June 2020. This represents an increase of 2 on this date last year, despite there being a huge decrease in volumes of traffic since
- The current framework for road safety is set out in the Government's Fourth Road Safety Strategy 2013 to 2020. The RSA has overall responsibility for overseeing implementation. It reports annually to the Minister for Transport, Tourism and Sport on progress of its implementation.
- The Road Safety Authority is currently developing the next Road Safety Strategy which will cover the period 2021 to 2030. This will bring it in line with a European Union-wide strategy for Road Safety. The Programme for Government states that the new Road Safety Strategy will introduce an ambitious road safety strategy targeting the Vision Zero principle, and will focus on reducing death and injuries of vulnerable road users, pedestrians and cyclists. These principles will be included in the new Strategy for 2021-2030.
- The National Vehicle and Driver File (NVDF), the system that processes motor tax and driving licences is maintained by a division of DTTAS located in Shannon, Co Clare.
- Road Transport and Freight Policy Division (incorporating the Road Transport Operator Licensing Unit) is responsible for licensing, regulation and policy in the commercial road transport sector in Ireland. The commercial road transport sector operates for hire or reward and includes both road haulage and road passenger transport operators.

Road Safety

Road Fatalities

Tragically, a total of 69 people lost their lives on Irish roads to 22 June 2020. This represents an increase of 2 on this date last year, despite there being a huge decrease in volumes of traffic since Covid-related measures were introduced. 28% of these fatalities are pedestrians, compared to 19% for the year to date in 2019. The Road Safety Authority has a number of campaigns planned to address the increase in deaths among vulnerable road users, including pedestrians and motorcyclists.

Road Safety Strategy

The current framework for road safety is set out in the Government's Fourth Road Safety Strategy 2013 to 2020. The RSA has overall responsibility for overseeing implementation. It reports annually to the Minister for Transport, Tourism and Sport on progress of its implementation. The RSA is currently developing the next Road Safety Strategy which will cover the period 2021 to 2030. This will bring it in line with a European Union-wide strategy for Road Safety. The Programme for Government states that the new Road Safety Strategy will introduce an ambitious road safety strategy targeting the Vision Zero principle, and will focus on reducing death and injuries of vulnerable road users, pedestrians and cyclists. These principles will be included in the new Strategy for 2021-2030.

Road Traffic Legislation

The Attorney General's Office currently has parliamentary counsel assigned to and drafting a Road Traffic (Miscellaneous Provisions) Bill. This Bill contains a number of measures which are needed in the near future. These include –

- Amendments to enable the completion of a Motor Third Party Liability Database – essential for enhanced enforcement of the law against uninsured driving, this will help to make roads safer and also reduce insurance costs
- Amendments to enable completion of the Master Licence Record (MLR) – at present the Department maintains records of driving licences and of vehicle ownership but the two cannot be linked. When linkage is enabled through the MLR this will provide significant additional backing to the Garda for addressing road traffic offences
- New measures to enable better traffic management on the M50 – Transport Infrastructure Ireland will be enabled to vary speed limits on the M50 via display signs on gantries. This will allow slowing of traffic in one area to prevent build-ups elsewhere. This is referred to as 'Variable Speed Limits' and is not connected to Graduated Speeding Penalties (see below).
- A number of technical amendments to rectify errors in existing legislation

The Bill also contains provisions for Graduated Speeding Penalties. This is a proposal to have an increasing scale of penalties for speeding, depending on whether a speeding motorist is up to 10km over the speed limit, 10-20, 20-30, or more than 30. The Department understands that

the Government may wish not to proceed with this proposal, and awaits the Minister's instructions in this regard.

Corporate Governance

Road Safety Division has responsibility for the corporate governance of two non-commercial state agencies, the Medical Bureau of Road Safety and the Road Safety Authority.

Driver Licensing Services and Driver Testing

Both the NDLS Counter service and driver theory test centres have now reopened, with clients being required to make appointments and strict protocols being observed to ensure the safety of both staff and clients.

It is envisaged that, in line with Phase 3 of the Government Roadmap, driver testing for trucks, buses and motorcycles will resume on a phased basis from 29 June, with testing for cars, vans and minibus in or before Phase 4. Final dates for service resumption remain under discussion and are dependent on continued positive progression of the country against the overall Government roadmap.

National Car Test (NCT)/Commercial Vehicle Roadworthiness Test (CVRT)

The NCT is currently undergoing a phased reopening after the recent CoVID-19 (Coronavirus) crisis. 15 NCTS centres reopened on June 8th, an additional 4 centres will be reopening from June 22nd as part of Phase 2 of the Roadmap. Applus plan to open a further 16 centres on June 29th with the remaining 12 opening on July 20th.

In late-January, a mechanical fault was detected in a large number of vehicle lifts that are used to carry out underbody inspections as part of the NCT, with the lifts affected by the fault have been taken out of service. As a result, approximately 180,000 vehicles were unable to complete their NCT and receive an NCT certificate. A programme of lift repairs and lift replacement is currently underway (unfortunately the COVID-19 crisis temporarily stalled work in this area) and is expected to be fully completed in September. As many NCT test centres have fully functioning vehicle lifts and with more lifts coming on-stream every week, it is hoped that the backlog of vehicles will be cleared by mid-October.

The CVRT regime has reopened on a phased basis since the 18th of May after the recent CoVID-19 (Coronavirus) crisis.

E-Scooters and E-Bikes

Under current Irish road traffic legislation they are defined as "mechanically propelled vehicles" (MPVs) (Section 3 of the Road Traffic Act 1961). A valid licence, tax and insurance are all necessary to drive a mechanically propelled vehicle. As there is no licence category for PPTs the use of them on public roads or in public places is strictly prohibited. Any person using one may

have their vehicle confiscated by An Garda Síochána and may also be liable for prosecution for road traffic offences.

Any changes to the legal status of PPTs will require primary legislation. However, before legislating for the use of PPTS there should be appropriate infrastructure in place that does not endanger either other vulnerable road users or those using PPTs.

Where a bicycle has an electric motor attached which may be used as an alternate means of propulsion, the vehicle is defined as a mechanically propelled vehicle under the Road Traffic Acts whether or not the motor is being used.

However there is an exception to this; under Article 2(2)(h) of Regulation (EU) No 168/2013 E-bikes are defined as “pedal cycles with pedal assistance which are equipped with an auxiliary electric motor having a maximum continuous rated power of less than or equal to 250 W, where the output of the motor is cut off when the cyclist stops pedalling and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h ”. Legal advice obtained by the Department confirms that as bikes of this type require continuous effort on the part of the cyclist, they are considered to be pedal cycles – in other words, the engine is not the means of propulsion, but an aid to the user.

Motor Tax Policy

Implementation of changes to motor tax rates, and/or policy changes to the motor tax system, generally take place at Budget time and are legislated for as part of the Finance Bill.

Changes to motor tax legislation may be required following Budget 2021. Motor tax for private cars has been based on carbon dioxide (CO₂) emissions since 2008. More stringent emissions testing for cars came into effect from September 2017. At present, emissions readings from both the old and new testing methods are shown on the Certificate of Conformity (CoC), the “birth cert” for the vehicle, from which the CO₂ value for motor tax purposes is taken. Currently the value from the older testing system is used for motor tax. From January 2021, the emissions level based on the new test will be the only value shown on the CoC and, unless compensatory adjustments are made to either the tax rates or the CO₂ level used as the basis of taxation (e.g. reduce the CO₂ level on the CoC by a percentage and use that percentage as the basis for motor tax), tax on almost all new cars will be higher than for the equivalent 2020 or prior make/model, significantly so in some instances. A decision will be required in advance of the Budget on whether any adjustments should be made. Any changes will not be applied to vehicles within the existing fleet.

The changes to the testing system will also impact on Vehicle Registration Tax (VRT), under the auspices of the Minister for Finance. VRT based on CO₂ for private cars was introduced in

tandem with CO₂ for motor tax. Early engagement between the Department and the Department of Finance is required with a view to aligning any potential changes to both systems.

It should also be noted that since January 2018, motor tax has accrued to the Exchequer, following restructuring of financial flows to and from the Local Government Fund, to which motor tax receipts had hitherto accrued.

Programme for Government commitments

“Review the current motor taxation regime to ensure it adequately captures the harm caused by NOx (nitrogen oxide) and SOx (sulphur oxide) emissions. This will only apply to newly registered vehicles.”

Since 1st January 2020, VRT includes a NOx component, as follows:

NOx emissions (NOx mg/km or mg/kWh)	Amount payable per mg/km or mg/kWh
The first 0-60 mg/km or mg/kWh, as the case may be	€5
The next 20 mg/km or mg/kWh or part thereof, as the case may be, up to 80 mg/km or mg/kWh, as the case may be	€15
The remainder above 80 mg/km or mg/kWh, as the case may be	€25

If satisfactory evidence of NOx emissions cannot be provided the following maximum charges apply:

Diesel vehicles: **€4,850**

All others: **€600**

Motor tax is currently based only on CO₂ for private vehicles registered from 2008. While CO₂ values and NOx values can be taken from the CoC for a vehicle for motor tax purposes, SOx levels are not given on the Certificate and would have to be captured in some other way. SOx levels are also not captured as part of the National Car test.

Offline services

Approximately 78% of motor tax transactions are processed online through the Driver and Vehicle Computer Services Division (DVCSD) of the Department, with the remainder (just over 1m transactions) being processed in over 40 offices across 26 local authorities (sharing arrangements apply in the Dublin, Cork and Galway authorities).

Motor Tax Policy Division has been represented on an Inter-Departmental Group on the feasibility of the provision of a suite of government services (including motor tax) through an offline channel, such as An Post.

Road Transport and Freight Policy

Key priorities

Programme for Government commitment: “Publish and implement a 10-year strategy for the haulage sector focused on improving efficiencies, standards, and helping the sector move to a low-carbon future”:

Drawing on the outcome of a number of current studies on decarbonisation of freight and taking into account the freight elements of the EU’s Green Deal, commence work (including public consultation) on a 10 year strategy for the road haulage sector to address efficiencies, standards and the move to a low-carbon future.

Prepare for implementation in Ireland of the forthcoming EU Mobility Package

Continue licensing function throughout period of COVID-19 pandemic.

Sustainable Mobility (Investment & Policy) at a Glance

Key priorities

1. Develop a new Sustainable Mobility Policy, associated implementation plan and funding framework to ensure delivery of policy ambition;
2. Deliver upon ambition of PfG in area of active travel and ensure increased investment results in delivery of desired outputs and outcomes;
3. Consider funding requirements as part of review of National Development Plan taking account of Programme for Government and new programmes and projects, such as Cork Metropolitan Area Transport Strategy etc., which have been developed since its publication in 2018;
4. Ensure appropriate governance and oversight of multi-billion investment programmes across active travel, bus, light rail, metro and rail; and
5. Ensure investment priorities are reflected in EU funding programmes.

Funding Profile under current NDP

TABLE 1 – Sustainable Mobility Investment Programme*				
Subhead	2018	2019	2020	2021
B8	€400m	€481m	€708m	€1,040bn

*Figures rounded; 2018 and 2019 are actual expenditure figures, 2020 represents start of year allocation, while 2021 is a forecast based on current allocations

There will be a COVID impact on planned expenditure this year with exact impact still to be determined; however, projects across the broader programme have been impacted to various degrees.

Impending Project Milestones

TABLE 2 – Summary of impending project milestones Summer 2020		
Project	Milestone	When
Review of Sustainable Mobility policy	Publish report of submissions	Summer
Active Travel	Publish BikeLife report	ASAP
	Open Royal Canal Greenway Phase 2	Summer (exact date TBC)
High- / Higher Speed Rail Study	Launch procurement	Early July
Luas Green Line Capacity Enhancement Project	First of 8 new 55m trams arrive	9 July (provisional) with second on 26 July (provisional)
DART+ Programme	Launch of Maynooth Line consultation	August

Sustainable Mobility (Investment & Policy)

Divisional Priority 1: Develop a new Sustainable Mobility Policy, associated implementation plan and funding framework to ensure delivery of policy ambition.

A **review of sustainable mobility policy** was launched in November 2019 it is the first such review in 10 years and provides an important opportunity to develop an ambitious policy framework for the next 10 years that can provide a strategic backdrop to increased investment across the sustainable mobility programme.

In launching the review the Department published a wide range of background papers (available [here](#)) in relation to a number of important areas of policy, hosted a stakeholder consultation event and presented to Regional Assemblies, all of which has been well received to date. The public consultation period ended on 28 February with over 250 submissions received which are currently being analysed within the Division prior to commencing intra-Departmental consultations on specific ideas received.

A key area of interest is to ensure any revised policy has a well-developed implementation plan and is linked to a defined funding framework to ensure credibility and also provide a solid platform for delivery.

The next public engagement on the process is the intended publication during the summer of a consultation report which will allow for re-engagement with stakeholders, provide a useful update to consultees in terms of issues / themes which have been raised and also potentially allow for communication of Government's ambition in the area generally.

Divisional Priority 2: Deliver upon ambition of PfG in area of active travel (and walking and cycling generally) and ensure increased investment results in delivery of desired outputs and outcomes.

The Programme for Government commits toward a substantial increase in funding to support walking and cycling, both in terms of active travel and leisure orientated walking and cycling.

The Division will urgently work with the National Transport Authority to set out an ambitious five year active travel investment strategy for the major cities with a committed delivery schedule of new, segregated infrastructure which will act as a signature programme for Government's ambition. Consideration will also be required in terms of delivering improvements outside of the major cities, particularly in the larger towns across the country and the NTA's work with all 31 local authorities in relation to COVID-19 mobility plans may prove useful in this regard.

To support this five-year investment strategy, the Department will also work with the National Transport Authority, and other relevant stakeholders as required, to put in place those complementary measures envisaged in the Programme for Government in the areas of local authority level development of active travel policies and plans, improved planning and design supports etc.

The year-on-year increases indicated in the Programme for Government will require engagement with stakeholders to ensure all expenditure delivers in terms of the type of transformative impact envisaged within the Programme and also offers value for money. The table below represents the estimated current profiles for walking and cycling across the Department¹ –

TABLE 3 – Current walking & cycling estimated profiles 2020 to 2024*

	2020	2021 (f)	2022 (f)	2023 (f)	2024 (f)	Totals
Total DTTAS	145					1,042

**2020 figure represents start of year allocation and actual expenditure may differ (e.g. COVID impacts), while 2021 onwards are indicative forecasts only and subject to change / confirmation.*

There are also additional funding programmes outside DTTAS that also support walking and cycling (e.g. Urban Regeneration and Development Fund (URDF), Cycle to Work scheme etc.) and the Department has been engaging with colleagues to ascertain estimated expenditure on walking and cycling in those other programmes; however, it is not a straightforward exercise as some do not operate in a standard ‘look forward’ expenditure profiling framework (e.g. the URDF, it is a competitive bidding process essentially) while available data on others may be difficult to analyse (e.g. the Cycle to Work scheme).

As can be seen from Table 3, and notwithstanding the comment above about other funding programmes across wider Government, the proposed increases provided by the Programme for Government are significant and will require an improved focus on delivery capacity.

In terms of active travel infrastructure delivery in the last 24months the key issue has not been funding but delivery and this issue will require urgent attention in the coming months to ensure that funding allocations are expended appropriately and deliver for the citizen. Commitments in the Programme for Government in relation to Regional Design Offices could potentially have a very important role to play in ensuring delivery of the type of high-quality infrastructure required and providing a consistent approach toward delivery too and the Department will engage with the NTA in relation to the implementation of this commitment.

¹ These figures include active travel, greenways, roads programmes, BusConnects etc. and remain subject to further analysis and refinement

In other areas of the active travel programme, the Department has been working with Cycling Ireland to steadily increase the numbers of children participating in the Cycle Right training programme. Numbers have increased significantly since the programme's launch in 2017 with approximately 5,000 children added each year to the programme and a target of 30,000 was envisaged for 2019 / 2020 school year; however, clearly COVID-19 will negatively impact attainment of that target. The Department has agreed in principle to fund some (relatively minor) ICT administrative expenditure in order to allow the programme expand more rapidly in the future and will engage with Cycling Ireland in the spirit of the Programme for Government's commitment. By the end of the year the Department will need to agree a new Service Level Agreement with the NTA in relation to the Smarter Travel Workplaces and Campus Programmes and again that will provide an opportunity to reflect Government's increased ambition.

Divisional Priority 3: Consider funding requirements as part of review of National Development Plan taking account of new programmes and projects, such as Cork Metropolitan Area Transport Strategy etc., which have been developed since its publication in 2018.


The National Development Plan, published in early 2018, provided an indicative allocation of €8.6bn over 10 years toward National Strategic Outcome 4: Sustainable Mobility and specifically listed a number of projects and programmes, including the three big 'megaprojects' – BusConnects, DART+ (formerly called DART Expansion) and MetroLink. The Programme for Government commits toward a review of the National Development Plan to set out a revised and updated investment strategy out to 2031.

The indicative allocations provided in the NDP were based on very early stage conceptual level estimations and were not underpinned by robust cost estimation processes as that this is only possible at later stages of any project lifecycle. Since publication of the NDP, work has continued on all 3 of the megaprojects; however, the Department has not yet received the Preliminary Business Case in respect of any of the three megaprojects with BusConnects Dublin being the first of the projects expected to reach that stage later in the year.

The Department, and the agencies, have put in place strengthened governance structures around the delivery of the three megaprojects and within those structures there will be a keen focus on ensuring a robust approach toward cost estimation and external verification of same. However, even without any of the megaprojects reaching the Preliminary Business Case Decision Gate 1 under the Public Spending Code, it is to be expected that costs estimated in the robust manner envisaged for these megaprojects will differ considerably from high-level conceptual level costings. It is a priority therefore that the revised NDP reflects this fact for the existing investment programme.

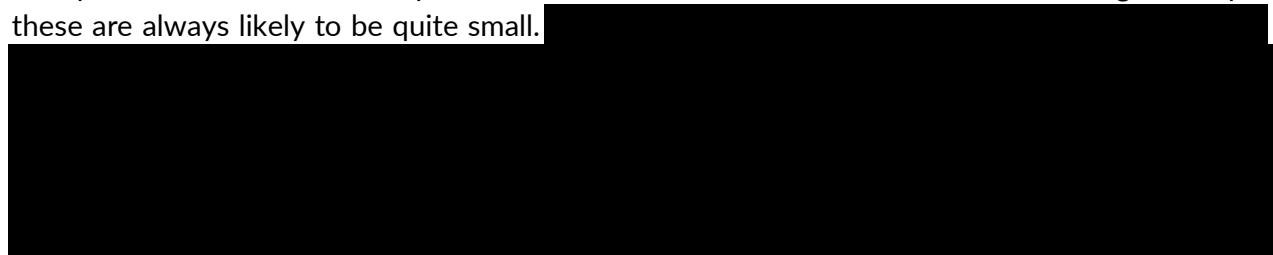
Secondly, there is a need to reassess the current profiling of expenditure in any event given the current status of each of the megaprojects as compared to expectations in 2018. [REDACTED]

[REDACTED]



Thirdly, it is important the revised NDP provides for additional projects and programmes that have been developed since its publication in 2018, and are being currently developed, and which support the overall ambition of the Programme for Government. Earlier this year, the Cork Metropolitan Area Transport Strategy was published and it contains a range of proposed improvements across all modes – active travel, bus, light rail and rail – and those improvements are largely not captured by the current indicative allocations (albeit funding is available to support ongoing active travel delivery, and commencement of planning and design of BusConnects and light rail). Work has also started on the Limerick-Shannon Metropolitan Area Transport Strategy and consideration will be required of its potential infrastructure requirements, while work will start later this year on the Waterford Metropolitan Area Transport Strategy and the review of the Greater Dublin Area Transport Strategy.

As well as Exchequer funding and possible EU funding opportunities (see **Divisional Priority 5**), there is potential for some contributions to be derived from local authority supplementary development contribution schemes (development levies) associated with significant public transport infrastructure development; however, in the context of the overall funding envelope these are always likely to be quite small.



Divisional Priority 4: Ensure appropriate governance and oversight of multi-billion investment programmes across active travel, bus, light rail, metro and rail.

As noted above, there is a substantial investment programme underway across all of the sustainable mobility programme and the Division has been putting in place appropriate and proportionate governance structures to reflect the requirements of the recently revised Public Spending Code.

In active travel a new quarterly meeting was established at the start of the year to oversee the NTA's delivery of both the infrastructure programme and the behavioural change programme and this structure reflects the need for an integrated approach between both facets of the overall active travel programme. Prior to COVID, the Division had been considering the establishment of a broader consultative type structure, expanding on the current bilateral engagement with Cyclist.ie. A number of submissions received during the sustainable mobility

policy review similarly called for such a structure and the matter will be considered further in the coming months.

A new Governance Oversight Group has been established in relation to the public transport investment programme and its three megaprojects – BusConnects, DART+ and MetroLink – and in late January Government noted the intention to supplement the Departmental (and NewERA) membership of this Group with external independent members with specific technical expertise. The recruitment of these external members will be an important issue in the coming months. The Department has engaged JASPERS, an EU/EIB agency, to act as the independent reviewers of business cases for each of the three projects as these projects are brought to Government for its approval, as is required under the Public Spending Code. JASPERS are actively engaged with all three projects and also attend meetings of the Governance Oversight Group as well. Their role as independent reviewers of the business cases aligns with reforms to be introduced by the Department for Public Expenditure and Reform for all major projects over €100million in the future.

In terms of current key projects a short summary update is provided below –

Active Travel

The most significant project under construction at the minute is the Royal Canal Greenway Phase 2 in Dublin which it is expected to be completed over the summer. While the overall active travel programme was impacted by the construction stoppages caused by COVID-19, COVID Mobility Plans have meant that temporary infrastructure is being rolled out in the cities and all local authorities have been contacted by the NTA with an offer of technical and financial support. However, due to the nature of this infrastructure (temporary and low-cost) overall expenditure in relation to the COVID Mobility Plans is not anticipated to be significant and will easily be managed from within the overall active travel programme which will likely see a slowdown in spend due to the COVID impact on the bigger projects.

BusConnects

The Division is currently awaiting submission of a programme level preliminary business case in the autumn which will require Government approval under Public Spending Code Decision Gate 1. To note an important component of BusConnects relates to Next Generation Ticketing which supports commitments made in the Programme for Government in relation to ticketing generally.

DART+ (Formerly DART Expansion)

The Division expects submission of a programme level business case in Q3 /Q4 2020 which will require Government approval under Public Spending Code Decision Gate 1. While it had been hoped to place the order for the fleet expansion component of the programme this will not be possible this year and will take place next year.

Heavy Rail Investment Programme

A new Infrastructure Manager Multi-Annual Contract (IMMAC) was signed in February 2020 and provides €1billion in Exchequer funding for the maintenance, renewal and improvement of the rail network over 2020 to 2024. This represents a 40% increase as compared to the last 5-year contract and means the network is funded on a steady state level as measured on an annual basis.

High-/Higher- Speed Rail

In January 2020 the Department began work on an evaluation of high-/higher speed rail on the Irish network, concentrating on the Belfast-Dublin-Limerick-Cork route (designated a “Core” corridor in EU Regulations). The Department has engaged JASPERS, an EU/EIB agency, to act as technical advisers and will engage external consultants to conduct the actual study. Consultations have taken place with our NI colleagues in the Department for Infrastructure and a tendering process to engage consultants to carry out a Study will launch in July. An application for EU funding in relation to the Study was made in February and on which a decision is awaited; however, the Study will proceed in any event.

ICR fleet purchase

In 2019 Government approved the purchase of 41 additional InterCity Railcars and delivery was scheduled to commence in late 2021. The carriages are being built in South Korea and there were COVID-19 related impacts to work earlier in the year with potential impacts presumably remaining depending on public health measures in South Korea in the coming months / year.

Luas Finglas

The Department recently received a Strategic Assessment Report from the NTA in relation to the proposed extension of the Luas network from Broombridge to Finglas. This is the first Decision Gate under the revised Public Spending Code and the Department is reviewing the Strategic Assessment Report as required under the Public Spending Code and will revert to NTA shortly.

Luas Green Line Capacity Enhancement Project

The Luas Green Line Capacity Enhancement Project is well underway and will deliver an approximate 30% increase in Green Line capacity as compared to previously.

The project comprises three strands:

- Expansion of Sandyford depot (completed)
- Extension of 26 original Luas Green Line trams (11 now delivered, approx. 2 per month delivery schedule but COVID-19 has impacted slightly)
- Addition of 8 new 55m trams (first two to arrive in July).

MetroLink

The Department expects submission of a business case by Q3 / Q4 2020 which will require Government approval under Public Spending Code Decision Gate 1. There has been some delay to surveying etc. due to COVID-19 related restrictions, [REDACTED]

[REDACTED]

National Train Control Centre

Construction has now started on the new National Train Control Centre (after COVID-19 related delay to original construction start date) and the building work will be largely completed by the end of 2021; however, the overall project will not be completed until 2023 / 2024 after commissioning etc. of the new train management system.

Metropolitan Area Transport Strategies

The NTA has statutory responsibility for the planning and development of public transport infrastructure and services in the Greater Dublin Area. The *Transport Strategy for the Greater Dublin Area 2016-2035* sets out a statutory framework for transport investment across the region over a twenty year period. The Strategy must be reviewed every six years and the NTA has indicated that this review will commence during the latter part of 2020. Outside the GDA, the NTA has assisted the local authorities in Cork and Galway to develop the 2016 *Galway Transport Strategy* and the 2020 *Cork Metropolitan Area Transport Strategy*. Work is underway on the *Limerick Shannon Metropolitan Area Transport Strategy* and will start soon on the *Waterford Metropolitan Area Transport Strategy*.

The Strategies (and any reviews thereto) form an important strategic backdrop to any revised (or additional) investment programmes and, extremely importantly, provide for integration with relevant land-use strategies at regional and local levels.

Western Rail Corridor

A financial and economic appraisal of Phases 2 and 3 of the Western Rail Corridor was commissioned by Iarnród Éireann and conducted by EY consultants.

As required under the Public Spending Code, the draft report submitted by EY was reviewed by the Department and observations provided and a revised, and final, report is now expected this week (week commencing 22 June).

In line with commitments made at the time of its commissioning, the financial and economic appraisal will then be subjected to a short independent review. The Department has agreed with JASPERS that it will review the financial and economic appraisal and their involvement will also allow for consideration of issues relating to potential access for EU funding were it to be considered an eligible project. The matter will then be brought to Government for its

consideration in line with the Programme for Government commitment, likely in September / October.

Divisional Priority 5: Ensure investment priorities are reflected in EU funding programmes.

EU Funding for Public Transport

Supporting the Programme for Government commitment to engage with EU institutions in relation to the new Multiannual Financial Framework, the Division has been submitting proposals for inclusion in the new European Regional Development Fund, the new PEACE+ programme and continues to explore all opportunities for increased funding under the Connecting Europe Facility.

The Division works closely with the EU & Central Policy Division to ensure our investment priorities are reflected in EU funding programmes and we are actively looking to raise awareness with our delivery agencies of potential funding opportunities that may exist.

The Division is currently providing feedback on proposals for inclusion in the 2021 to 2027 –

- European Regional Development Fund
 - Proposal is to include active travel infrastructure development in all cities and possible ‘greening’ of Iarnród Éireann InterCity fleet through installation of hybrid packs on the fleet.
- PEACE+ (North / South programme)
 - Proposed priority project for inclusion is the replacement and expansion of the Enterprise rail fleet to allow for a move toward an hourly service, with supporting infrastructure improvements on both sides of the Border also proposed for inclusion.
 - Greenways are also proposed for inclusion although they may form part of the tourism package of projects rather than transport given the projects are largely leisure orientated rather than transport focussed.

The quantum of funding available under these programmes will ultimately depend on the overall Multiannual Financial Framework agreed and then there are various other centrally driven issues which lead to the thematic allocations within programmes and then allocations at project level. All successful projects require co-funding from the Irish Exchequer.

Connecting Europe Facility

The most significant EU funding programme for transport projects, including public transport projects, is the Connecting Europe Facility (CEF). EU & Central Policy Division anticipate a budget of €12.8 billion in co-funding open to all Member States in the next 7 year funding period from 2021.

Over the past year Sustainable Mobility (Investment & Policy) Division has been actively engaging with DG MOVE to raise the profile of Ireland's planned investment in public transport and also secured DG MOVE approval to enter into an arrangement with JASPERS, a EU/EIB advisory service, in relation to all three public transport megaprojects, as well as the proposed high-/higher speed rail study.

As part of their work with the Division, JASPERS will advise on potential funding opportunities and assist with preparing projects for CEF applications. Earlier this year the Department submitted three public transport related applications for CEF funding, the first such applications in a number of years, and JASPERS assisted with preparing all three applications –

- DART Expansion Programme: Kildare Line Study (Study / IÉ-led)
- DART: Upgrade of passenger information systems (Works / IÉ-led)
- Rail Study: review of speeds on Belfast-Dublin-Cork/Limerick line (Study / DTTAS-led).

Announcements in relation to successful applications (CEF operates on a competitive bidding process) will be made known in October.

The only current CEF funded public transport project is the City Centre Resignalling Project which is scheduled to be completed next year and which has received over €10million in CEF funding.

Public Transport Services at a Glance

The Minister for Transport, Tourism and Sport has responsibility for policy and overall funding in relation to public transport.

The National Transport Authority (NTA) has statutory responsibility for securing the provision of public passenger transport services nationally. The NTA also has national responsibility for integrated local and rural transport, including management of the Rural Transport Programme which now operates under the 'Local Link' brand.

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Public Service Obligation

Most public transport services in the country are contracted by the NTA and are known as Public Service Obligation (PSO) services. PSO subvention payments subsidise the provision of public transport in Ireland. The four main PSO providers are Iarnród Éireann, Dublin Bus, Bus Éireann and Go-Ahead Ireland. Iarnród Éireann receives the bulk of PSO funding each year.

The three primary objectives of the PSO programme are:

- To provide transport services which are socially beneficial but financially un-viable;
- To encourage modal shift and public transport use through higher service provision and lower fares; and
- To increase accessibility and social equity.

The PSO subsidy is Exchequer funded, paid through the Department of Transport, Tourism and Sport (DTTaS) to the NTA, who negotiate and manage the contracts with the transport operators. In addition, Local Link rural regular services, operated by private bus operators, are funded by the NTA through the PSO subsidy. Passenger numbers on PSO services reached a record high of 290 million in 2019, representing an increase of almost 24 million or 9% compared to 2018, and a seventh year of continued growth in passenger numbers.

PSO Funding

The defining feature of PSO transport services is that, although they are socially desirable to have, they are largely uneconomic to provide, because their costs exceed the revenues they can generate (in the form of fares).

The provision of public transport services is heavily dependent on passenger fare revenue as it contributes to 65% of the operational cost. The remaining 35% of cost is covered by the PSO Grant and the Department of Employment Affairs and Social Protection (DEASP) grant under the Free Travel Scheme. While Luas services normally do not require an operational subsidy (other than the Free Travel Scheme grant) as fare revenue usually exceeds operational costs annually; that position has changed as a result of the Covid crisis.

Under the 2020 Estimates and prior to the Covid-19 pandemic, €288.667 million was provided for PSO, including approximately €8 million for Local Link rural regular services, which is in addition to €14.896 million provided for Local Link under the Rural Transport Programme (RTP). However, the financial impact of the Covid-19 emergency has put so much extra pressure on the Exchequer-funded PSO arrangements that the original 2020 allocation will be exhausted by the end of June.

On 4th June 2020 Government agreed an increase in PSO subvention to enable the normal range of Exchequer-supported public transport services to continue to run for this year. Continuing to fund the existing PSO system will require up to a further c. €460 million to year end (in addition to the c. €300m already provided).

PSO Direct Award Contracts

Direct Award Contracts are awarded without a competitive tendering process. The NTA has Direct Award Contracts in place with Dublin Bus, Bus Éireann and Iarnród Éireann.

The NTA awarded new five-year contracts with Dublin Bus and Bus Éireann in December 2019. In the case of Iarnród Éireann, the NTA is statutorily required to award a further 10-year contract which was also awarded in December 2019. All three contracts include additional measures to improve operational performance at an individual route level.

Free Travel Scheme

The Free Travel Scheme (FTS) is a non-statutory scheme administered by DEASP, which is available to persons aged 66 years or over who are permanently resident in the State, and to all carers in receipt of Carers' Allowance. The Scheme is also available to certain people with disabilities and people who are in receipt of certain welfare type payments. The fundamental principle of the Scheme as originally envisaged, is to utilise spare capacity on public transport services which operate, in any case, with or without eligible persons.

The 2020 free travel allocation is €95m, the same as in 2019. The free travel grant is intended to compensate the operators when they carry free travel pass holders. Currently there are more than 1,000,000 people eligible to avail of the free travel scheme (FTS) and the numbers are growing each year at about 2% to 3% per annum. Additionally, the health of the nation is improving allowing those eligible for the FTS to travel more often and take longer journeys.

Up until 2012, the level of funding provided was reviewed annually and adjusted on the basis of changes in fares and numbers of eligible participants. However, the link with fares and Scheme participant numbers was disrupted by a freeze on the level of funding to public transport operators introduced by the National Recovery Plan 2011 to 2014. Given the relatively significant fare increases over that period, as well as the increase in FTS passenger numbers, there is now an ever growing deficit in the level of funding provided under the FTS. The NTA have indicated that funding is significantly below the cost of providing the free travel consumed to the detriment of improving, expanding or introducing new services for all passengers.

Fares Determination

The Dublin Transport Authority Act 2008 provides a statutory power to the NTA to establish fares in relation to public passenger transport services.

The fares determinations relates to services provided under a public transport services contract and covers Bus Átha Cliath, Bus Éireann, Iarnród Éireann and LUAS. It also applies to the services operated by Go Ahead in Dublin and Go Ahead in Kildare, along with the Waterford city services operated by Bus Éireann following the public tender competitions.

The BusConnects programme for Dublin will see the transformation of Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. Part of this programme is an intention by NTA to simplify the fares structure, to encourage interchange between services and modes of travel and to reduce boarding times. Under BusConnects there will be two main fares namely, a short distance similar to the current 1-3 stages fare on buses in Dublin and a 90-minute fare which will allow travel on bus, LUAS or DART or any combination of those three for 90 minutes.

In the 2018 fares determination document, the NTA adjusted the Dublin City bus fares towards the two fare system. The 2019 fares determination builds on last year's determination by taking another step toward this new fare structure. To achieve a balanced transition, it is necessary to adjust a number of monthly and annual fares across all operators in Dublin to deliver commonality amongst uni-modal and multi-modal tickets within the Short Hop Zone (SHZ), thereby paving the way for a simplified and easier to understand fares structure. However, it will take at least one other determination in 2020 before the two fare system is finally in place.

Rural Transport

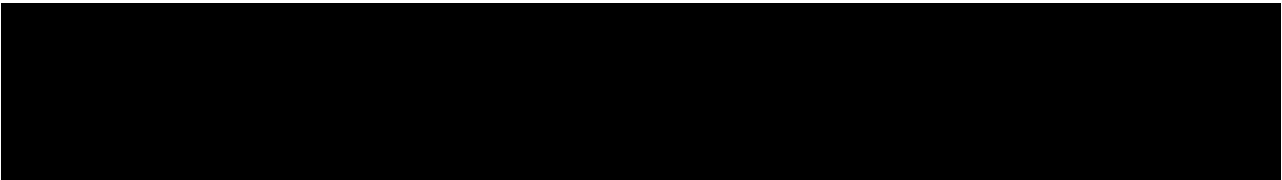
The Department is undertaking a Review of Sustainable Mobility Policy which includes the rural dimension. The public consultation phase of the Review concluded on 28 February 2020. Issues relating to rural travel demand and the establishment of targets for modal shift / emissions reduction are being considered as part of the development of the new Sustainable Mobility Policy Statement.

Public transport in rural areas of the country is primarily provided by bus and coach services, as well as rail and SPSV services (Taxi, Hackney and Local Area Hackney). The NTA seeks to deliver an efficient, accessible and integrated transport system. To deliver for rural Ireland the NTA funds public bus services throughout rural areas through its PSO arrangements, mainly with Bus Éireann, and also through the RTP.

'Connecting Ireland'

The NTA identified a requirement for a complete review of public transport services in non-urban markets, to inform its approach to rolling out improved public transport across the country (excluding the GDA, Regional Cities and Large Towns) and ultimately enable the NTA to present its vision for a countrywide Connected, Low Carbon Public Transport Network.

The review, (working title is "Connecting Ireland") which is due to be completed in the coming weeks, defines a level of service that will allow people living outside of cities to towns, to carry out the full range of trip purposes at a hierarchy of settlements as defined by the Central Statistics Office (CSO) and consistent with the National Planning Framework. It has systematically assessed whether settlements as defined by the CSO are offered this level of connectivity, and identified settlements that today are not. In the Connecting Ireland project, the NTA has drawn up a list of proposed routes and services to address these gaps in connectivity, and propose, subject to the availability of funding, to implement these enhancements over the next 5 years.



Local Link

DTTAS Rural Transport Programme (RTP) funding for Local Link services is managed by the NTA who contract the bus services with private bus operators. There has been a substantial increase in funding for Local Link services since 2016, going from €12.2 million in 2016 to over €21 million in 2019. In 2020 the total amount allocated for Local Link services is €23.4m, comprising Rural Transport Programme (RTP) funding of €14.9m and €8.5m PSO funding for rural regular services.

In 2018, the NTA published the [Local Link Rural Transport Programme Strategic Plan 2018-2022](#). Under the Plan, Local Link aims "to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs". Its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services.

Fifteen Local Link offices, located throughout the country, manage the Local Link services on behalf of the NTA. Amongst the Local Link offices' key functions are (i) to establish unmet transport demand for their respective areas, through their extended links into their local communities and to put forward plans to the NTA for addressing those demands and (ii) to identify opportunities for improved co-ordination and integration of services.

Local Link Services

Local Link services comprise Demand Responsive Transport (DRT) door to door services which respond to local demands and increasingly, conventional fixed services with regular routes, stopping places and timetables.

Rural Regular Services

While delivery of DRT services remains a cornerstone of Local Link, in recent years, a local demand has been identified by Local Link offices for higher frequency scheduled services.

Additional funding since 2016, being provided through PSO, has enabled the introduction of over 75 new rural regular services to end 2019. These new commuter type services operate five, six or seven days per week. They are specifically designed to ensure connectivity with other public transport services and better linkage of services between and within towns and villages.

Local Link Evening/Night-time Services

In recognition of the importance of addressing social isolation in rural areas during evening/night-time hours and following a pilot phase commencing in mid-2018 of 65 new evening/night-time services, 53 performing services have now been mainstreamed and have been budgeted for by the NTA for delivery in 2020. The services are a mixture of DRT and extensions to existing regular services.

Two Pilot initiatives to improve rural transport provision

In addition to its initiatives to improve regular bus services, the NTA through Local Link has also designed initiatives to cultivate the provision of SPSV services and encourage the provision of community transport services.

1. Pilot Local Area Hackney

Ireland has a dispersed settlement pattern and low population densities in rural areas presents a challenge to the sustainable provision of SPSV services. To address this, the NTA has commenced a pilot variant of the Local Area Hackney scheme which will provide grant funding of €6,000 per operator for one year towards the costs of providing the service. A call for applications issued for the provision of the local area hackney service in designated areas of the 15 Local Link areas. To date the take up has been very limited.

2. Pilot Community Transport Service Scheme

The second initiative developed by the NTA will see grant funding provided to pilot a Community Transport Service Scheme to support otherwise unsustainable community services. The NTA issued a closed call for applications confined to the 15 Local Link Offices in early November 2019. Each successful application will receive up to €6,000 towards the overall costs of running the service. A total of 8 applications were received of which 6 have been approved for funding and issued with a Taxi Licensing Exemption. This is a twelve month pilot project.

HSE Open Routes project - in partnership with the NTA

The HSE Social Care Division is undertaking this project, in partnership with the NTA, to look at how non-acute transport services are rolled out across Ireland, with a view to identifying the potential for integration of such services with rural transport services.

Every day thousands of journeys are undertaken across Ireland to enable older people and people with disabilities to access essential services. Managed by service providers this transport network is an integral part of promoting independence and lifestyle choice, a key objective of the HSE Social Care Division. The complexity and challenges of running this transport network has been identified as an ongoing issue by both the HSE and Service Providers. As the number of journeys continues to grow this is likely to place increasing demands on service providers.

Jacobs Engineering, have been engaged to assist the HSE and NTA to undertake this project and a final report is due to issue by Jacobs to the HSE shortly.

Bus Éireann regional and rural services

Over 100 stage carriage & rural routes are operated by Bus Éireann, generally linking a series of settlements of various sizes in a particular region. The NTA is continually working with Bus Éireann to provide improvements on its contracted services, including improvements to many non-urban services. Network changes being implemented on stage carriage services focus on delivering enhanced frequency throughout the day with earlier/later departures, more frequency, increased weekend services including on Sundays/Public Holidays.

Town services

In the case of regular commuting for all trip purposes wholly within towns, the NTA has secured provision of a new network of bus services within Kilkenny City which commenced operation in December 2019. Pre-existing but inadequate services have been enhanced in Athlone, Sligo and partly in Drogheda. Patronage in Athlone has tripled since introduction of enhanced town bus services in January 2017. Similar interventions are proposed in towns of equivalent size and diversity such as Carlow Town, Portlaoise, Mullingar, Ennis and Letterkenny.

When designing networks of services to serve commuting needs within a town, the Authority ensures in as far as funded resources permit that equitable coverage of the town footprint is achieved, major trip attractors are served (e.g. Bus / Rail station, IT, Hospital, PHC, town centre), co-ordination of headway on trunk sections of the network is achieved, and fares and ticketing systems that facilitate interchange at an appropriate node within the network are provided.

NTA Resourcing

After extensive engagement throughout 2019, the NTA was granted sanction by the Department and DPER to proceed with Phase 2 of its Strategic Resourcing plan in 2020. This will entail the recruitment of 22 new direct hires and the internalisation of 42 existing roles, giving a total of 64 new roles. The recruitment process is underway since January 2020. As at 30/04/2020, the NTA employee headcount was 132 direct employees; 114 day-to-day contractors and 65 project-based outsourced placements giving a total number of 311.

The NTA has received an increase in its pay allocation of €3.126 million as part of budget 2020 to facilitate its planned programme of hiring and role internalisations, bringing the administration grant allocation to €16.5m (€12,684,000 for pay and €3,828,000 for non-pay).

CIÉ

CIÉ is a statutory Board, established by the Transport Act 1950 and subsequent legislation. In brief, CIÉ's current corporate structure was established in 1987, pursuant to the Transport (Re-organisation of CIÉ) Act, 1986. Following this restructuring, the ownership of each of the three transport subsidiary companies (Dublin Bus, Bus Éireann and Iarnród Éireann) within the Group has been vested in the CIÉ holding company and not the State, and members of the Board are appointed by the Minister for Transport, Tourism and Sport.

- Dublin Bus (BÁC) operates a comprehensive network of passenger services in Dublin as part of its PSO services. It also operates limited commercial services, which do not benefit from subvention, e.g. Airlink and Tours.
- Bus Éireann (BÉ) operates 3 types of services - provincial city services, rural services and intercity. BÉ Expressway services are not sub-vented and are operated in competition with private operators on main trunk routes.
- Iarnród Éireann (IÉ) operates Intercity, Commuter and DART services – all benefiting from subvention. It also operates and manages Rosslare Europort.

CIÉs Financial Position

The companies are funded in the main by a combination of fares charged to passengers and Exchequer funding for PSO services.

The operating companies in the CIÉ Group began to experience passenger volume declines related to the Covid-19 crisis in mid- March 2020. Between mid-March and mid-May, passenger volumes and fare revenues had declined by c. 90% across IÉ, BÁC and BÉ services.

CIÉ have sought, and received, a derogation regarding their 2019 annual report. The Group has also sought a derogation regarding their 5 year plan.

CIÉ Pensions

CIÉ operates two pension schemes: the 1951 scheme, which mainly covers administrative staff; and the regular wages scheme (RWS), which covers frontline staff such as bus and train drivers across the three CIÉ companies. Pension schemes are required to annually measure their liabilities in accordance with accounting standards and the statutory Minimum Funding Standard

(MFS). Under the accounting standards, the CIÉ pension schemes have the largest deficit of any company in Ireland. [REDACTED]

Both CIÉ Schemes have not met the MFS since the end of 2016 and that remains the position. Since 2016 CIÉ has engaged in ongoing discussions with the unions, Trustees and employees with a view to agreeing a new funding proposal. In December 2019, following over three years of talks between unions and management at the Workplace Relations Commission (WRC), a negotiated settlement, seeking to address the deficits in the two existing CIÉ pension schemes, was reached. The proposal sought to address the deficit through a number of measures, primarily through changes to retirement ages. It is also proposed that both schemes, which offer defined benefit pensions, will remain open for new entrants with some structural changes.

[REDACTED]

On 12th February 2019, the CIÉ Board approved the WRC Proposals as the basis of restoring its Scheme's Minimum Funding Standard (as required under the Pension Act). A ballot of employees took place in June 2020 regarding the proposals, with turnout in the region of two thirds of members. The RWS proposal passed, with over 80% voting in favour. However, the 1951 Scheme proposal was rejected, by c. 70% of members.

The Department will continue to monitor the issue, and encourage CIÉ to continue to engage with the Trustees and the members of the 1951 Scheme. However, it is likely that Pensions Authority may issue a direction in relation to this scheme in order to get it back on track.

Rosslare Europort

Rosslare Europort is unique among the State-owned ports, as it is not a commercial company operating under the Harbours Acts but is operated on a commercial basis as a division of Iarnród Éireann. Technically, the port forms part of the Fishguard and Rosslare Railways and Harbours Company, a 19th-century joint-venture company, consisting today of Iarnród Éireann on the Irish side and Stena line on the Welsh (Fishguard) side.

The port generates revenue of over €10 million per annum (€10.6 million in 2018), with surpluses of approximately €2.5 million. Rosslare is targeting growth and new business opportunities and has received the approval of the Iarnród Éireann Board for a strategic plan to grow the port's business. This includes plans for up to €25 million of investment in customer facilities, port infrastructure, assets and new technology.

In 2019, Irish Ferries halted its summer sailings between Rosslare and France; its sailings to France now operate from Dublin. Rosslare Europort is engaging with a number of potential new shipping customers to supplement existing operators and offer greater choice to freight and passenger business. Earlier this year, Brittany Ferries began operating between Rosslare and Bilbao.

Iarnród Éireann has commenced the preparation of a rail freight strategy with the assistance of external consultants AECOM, who will be engaging with key stakeholders over the coming months. This project will take full account of Project Ireland 2040, the National Development Plan, the Climate Action Plan and related Government policies.

Public Transport and Accessibility for People with Disabilities

Policy

The DTTAS' policy for accessible public transport is embodied in the concept of '*Transport Access for All*' and is based on the principle of universal access to public transport. The NTA has statutory responsibility for promoting the development of an integrated, accessible public transport network.

The UN Convention on the Rights of Persons with Disabilities was ratified by Ireland in 2018. Amongst the obligations on State parties is the progressive realisation of public transport accessibility.

DTTAS has consolidated all of the accessible public transport actions across a range of "whole of Government" strategies into its Accessibility Work Programme. The two key such strategies are the National Disability Inclusion Strategy 2017-2021 and the Comprehensive Employment Strategy for People with Disabilities 2015-2024. The DTTAS Accessibility Consultative Committee, which includes representatives of the Disability Stakeholders Group, disability organisations and relevant State agencies, monitors implementation of these actions on a quarterly basis.

Infrastructure and Services

Accessibility features, such as wheelchair accessibility and audio/visual aids, are built into all **new public transport infrastructure** projects and vehicles from the design stage. Newer systems such as the Luas are fully accessible, as are all new buses purchased by the NTA.

A number of key new major public transport projects are proposed for delivery under the NDP in the period to 2027 all of which will be fully accessible as part of the normal design.

However, work remains to be done on the retro-fitting of **older (legacy) infrastructure**, eg Victorian era train stations. DTTAS funds an on-going Retro-fit Programme, managed by the NTA, to:

- install accessible bus stops in rural and regional areas,
- upgrade bus stops and bus bays at regional bus stations;
- upgrade train stations to make them accessible to wheelchair users, and
- provide grant support to increase the number of wheelchair accessible taxis.

Budget 2018 included a multi-annual allocation of almost €28m for the Retro-fit Programme for the period 2018 to 2021. This ring-fenced funding is a trebling of the previous allocation under the Capital Plan. In 2020 funding is €7m and €9.8m in 2021. Under the NDP there will also be continued funding to retro-fitting older public transport infrastructure.

In addition to funding under the Retro-fit Programme, in 2020 a ring-fenced rail lift refurbishment / replacement programme was established by the NTA, with funding of €3.3 million in 2020. The programme is to renew and replace life-expired lifts and lifts in poor condition, to ensure that the reliability and availability of lift access. Similar funding is envisioned for next year.

Examples of Accessibility improvements and measures planned or underway

Heavy Rail

- **Stations:** Since 2007, 17 rail stations have been built to accessibility standards. 118 of the 144 rail stations on the network have all platforms accessible and in the remaining 26 stations one platform is accessible. The Retro-fit Programme upgrades around three stations yearly.
- **Fleet:** All rail fleet is accessible internally. Due to the platform train interface (gap) advance notice is required if wheelchair users need assistance in alighting/boarding. In May 2019, Irish Rail announced the initiation of a tender process for 600 electric /battery-electric powered DART carriages. The tender scoring for the new fleet will award higher scores to carriage builders who provide the best platform train interface solution for accessibility.
- **Advance notice** for customers requiring assistance has been reduced on the DART network, Northern, Maynooth and Cork commuter lines. Irish Rail is rolling out Customer Service Officers on all Inter-city routes which will eliminate the advance notice requirement for people with disabilities on such services. Irish Rail is developing a smartphone accessibility app to address some of the key communication breakdowns that occur when providing assistance to persons with disabilities.
- **Audio/visual announcements** are available on all intercity and commuter rail services. 47% of the DART fleet is in need of upgraded Passenger Information Systems (PIS). The NTA has approved funding for the replacement of the DART PIS (audio/visual system). Irish Rail intends to award the contract in 2020 for installation on 17x4 car sets in 2021.

Urban Bus

- **Fleet:** All Dublin Bus, Bus Éireann and Go Ahead urban fleets are wheelchair accessible. Approx 68% of the Dublin Bus fleet has a space for both a wheelchair and a buggy which will rise to 100% as the fleet is replaced.
- **Bus Stops:** All bus stops in Dublin, regional cities and towns are wheelchair accessible.
- **Audio/visual announcements:** Available on all Dublin Bus and Go-Ahead fleet.

Regional and Rural Bus

- **Fleet: Bus Éireann** fleets in town services in Sligo, Athlone, Dundalk, Drogheda, Navan and Balbriggan are wheelchair accessible. Approx 89% of Bus Éireann's coach (longer distance high floor) fleet is wheelchair accessible. This increases as vehicles are replaced.
- A new type of low floor bus, for **PSO regional commuter routes up to 50km**, allows wheelchair users to board with normal ramp access and has a dedicated wheelchair space (seats do not need to be removed). In 2019, the NTA took delivery of 52 of these new buses and plan to go to tender this year for 40 more vehicles.
- Approx. 80% of **Local Link** service trips are either fully or partially accessible. The NTA has now conditioned that all new Local Link services tendered must be wheelchair accessible.
- **Bus stops:** Under the Retro-fit Programme there is a programme to deliver accessible bus stops in 43 rural towns (one stop in each direction) with a population of 5,000, by 2021. Pre Covid-19, 12 stops were completed.
- **Bus stations:** Bus Éireann commenced Accessibility Audits on 12 of its bus stations and reviewed the outside area of 4 of their bus stations to incorporate an accessible bus stop, set down area, accessible parking spaces and safe pedestrian facilities. Works to install accessible bus stops outside of Cavan, Monaghan and Drogheda stations, funded under the Retro-fit Programme, were completed last year. Similar works commenced at Ballyshannon and Sligo stations.
- **Audio/visual announcements:** Bus Éireann fleet has, since 2015, been fitted with multimedia screens which show route progress and stop information. A project is underway to roll out on-board audio and visual announcements for all 6,000 bus stops in rural and regional areas – all stops now live in Waterford, Sligo, Athlone, Galway, Tralee and Limerick networks. BÉ hopes to finish the stops in the GDA, eg Route 133 (Wicklow-Dublin) and Cork later this year.

Commercial licenced bus services

- In 2019, the NTA initiated a public consultation on proposals for accessibility requirements for commercial licenced bus services – no such requirements exist at present.

Taxis – Small Public Service Vehicles (SPSV)

- Since 2010 the regulatory framework for SPSVs requires that new taxi or hackney licences may only be granted for wheelchair accessible vehicles (WAVs).

- The WAV Grant Scheme, funded under the Retro-fit Programme, and operating annually since 2014, provides grants for the acquisition or conversion of suitable vehicles to operate as WAVs.
- The number of WAVs has increased from 4% in 2014 to 14.7% currently.
- Under the 2019 WAV Grant Scheme, 1,044 grant assisted vehicles were added to the fleet, 912 of which were associated with new vehicle licences.

Other Accessibility Measures

- The **Travel Assistance Scheme** allows people with disabilities to avail of assistance on how to travel independently on Dublin Bus, Go-Ahead, DART or Luas, within the GDA.
- In 2018, the Minister appointed **people with personal experience of disability** to the Boards of the NTA, CIÉ, Bus Éireann, Irish Rail, and Dublin Bus. Individuals representing people with disabilities have also been appointed to the Taxi Advisory Committee (TAC) and the Railway Safety Advisory Council (RSAC).
- The **Just A Minute (JAM) Card** was launched in 2019 with the NTA, Dublin Bus, Go Ahead, Irish Rail, Luas, Bus Éireann and Local Link becoming Jam Card friendly. It assists people with a communication barrier to tell others discreetly that they need a little extra time.
- Bus Éireann, Dublin Bus, Go Ahead, Irish Rail and Transport Infrastructure Ireland (Luas) each have an **Access Officer** and all, except Go Ahead who are planning to establish one, have a **Disability User Group** in place.
- In 2019 the NTA appointed a **Public Transport Accessibility Manager** whose role includes establishing a formal engagement process with key disability representative groups to ensure the needs of those with a disability are considered in all major public transport improvement plans.

Public Transport Regulation at a Glance

The Department is responsible for policy and legislation on economic regulation of bus, rail and taxi services, regulation of rail safety and the policy framework for the Rural Transport Programme.

Key priorities in the following areas are set out in the following material:

- Bus
- Rail
- Small Public Service Vehicles

Public Transport Regulation

Bus

Bus: Safety

The following issues relating to School Bus Services need to be addressed in 2020:

- The definition of a “public bus passenger service” in the Public Transport Regulation Act 2009 needs to be amended in order to bring commercial school bus services back within the scope of the bus licensing regime operated by the National Transport Authority (NTA).
- The operation of ‘Article 60’ licences, which permit the holder to bring a limited number of children to or from school and school related activities for reward, needs to be updated so that vehicles which operate under them are brought into line with the regulatory framework that underpins the safe operation of all forms of public transport. The ‘Article 60’ regime (which is operated by the Department of Education (DoE)) is currently being reviewed by PTRD in conjunction with DoE, An Garda Síochána and the Revenue Commissioners with a view to introducing the necessary changes.

Bus: Economic/Social Inclusivity

BusConnects Legislation: A number of technical amendments are required in order to enable the delivery of BusConnects. Work is progressing on a draft Bill to provide for the necessary provisions and the coordination of legislative amendments arising in other internal DTTAS Divisions and other relevant Departments.

Revision of EU 1073/2009: Regulation 1073/2009 lays down the rules in respect of access to the international market for coach and bus services. The European Commission is proposing to amend the Regulation which will extend its reach into national bus/coach markets. Ireland will monitor progress in light of changed EU priorities under the German Presidency.

Bus: Economic/Innovation

Review of LPSV Licensing Regime: An initial examination of the licensing regime for LPSVs was conducted by Public Transport Regulation Division (PTRD). This examination included consideration of the proposals to end the requirement for LPSV operators to hold an LPSV licence issued by An Garda Síochána (AGS) and to replace the current LPSV test with an expanded Commercial Vehicle Roadworthiness Test (CVRT). The proposed changes will eliminate duplication which currently exists and will require primary legislation. Further progression of this review has been delayed by the impact of COVID-19 but it is intended to pursue the review in 2021.

Possible Amendment to section 52 of the Dublin Transport Authority (DTA) Act 2008: This project will involve an examination of section 52 of the DTA Act in order to determine if an amendment is required to bring it in line with European requirements regarding the award of Public Service Obligation contracts.

Bus: Brexit

The current regulatory framework for bus services between Ireland and the UK will continue to apply until 31 December 2020. PTRD is continuing to work to ensure that an appropriate framework for Cross-Border Bus Services is in place after this date. [REDACTED]

[REDACTED]

Rail

Rail: Economic

Secondary legislation is currently being developed to transpose the 2016 Market Pillar Directive on railway infrastructure governance and the development of a Single Rail Area. This legislation must also address the incomplete transposition of the earlier 2012 Directive.

Rail: Social Inclusivity

Secondary legislation is currently being developed to give effect to the EU Regulation on Consumer Protection (Co-ordination of national enforcement bodies on consumer rights) in respect of rail passenger rights. In addition, the Department is inputting at EU level in the negotiation of a recast of the EU Regulation 1371/2007 on Rail Passengers' Rights and Obligations.

Rail: Safety

Primary legislation is required in order to amend the Railway Safety Act 2005 to provide for a number of key issues including work place testing for intoxicants for railway safety critical workers and new enabling powers for the Railway Accident Investigation Unit.

Transposition of the 2016 Directives on Interoperability of Rail and the Railway Safety must be completed by 31 October 2020.

Rail: Sustainability

Secondary legislation is currently being developed to amend Transport (Railway Infrastructure) Act 2001 in order to transpose the railway order related requirements of the EU Environmental Impact Assessment Directive.

Small Public Service Vehicle (SPSVs)

SPSV: Economic

SPSV Review: The Taxi Regulation Act 2013 provides the current regulatory and licensing framework for SPSVs which is aimed at protecting consumers and ensuring personal safety. Given substantial changes in how customers engage SPSV services using apps (Uber and Free Now) and the emergence of ridesharing services, a review of the existing framework is both timely and necessary.

Impact of COVID-19 on SPSV industry: Following the introduction of restrictions in response to COVID-19 in mid-March, passenger demand for SPSV services fell dramatically to around 10% of normal levels, similar to falls on scheduled public transport services. Demand for SPSV services is heavily linked to the hospitality and tourism sectors, and there is cautious optimism that demand will begin to return in earnest as these sectors reopen from 29 June 2020.

The majority of SPSV operators are self-employed and can avail of the COVID-19 Pandemic Unemployment Payment of €350 a week. The industry can also avail of other measures such as the COVID-19 Wage Subsidy Scheme, the COVID-19 Restart Grant, and a waiver of commercial rates.

The NTA has also taken action to reduce the immediate financial burden on SPSV operators and to make it easier for them to return to the industry when circumstances change. These actions included licence extensions and the waiver of late licence renewal fees. The NTA has also engaged with the motor insurance industry to facilitate a suspension of SPSV insurance for those SPSV operators who decide to temporarily stop working and suspend their licences. The need for any further measures remains under review in the context of the Government's *Roadmap to Reopening Society and Business*.

SPSV: Safety

Rickshaw Bill: The publication of a General Scheme of a Bill was approved by Government in 2018 to amend the Taxi Regulation Act 2013 so as to provide for the regulation of rickshaws. Pre-legislative scrutiny was completed in November 2018. Work is underway to advance the drafting of this bill with a view to its publication in 2021

Horse Drawn Carriages Bill: Following Cabinet approval to prepare a General Scheme of a Bill in December 2019, PTRD is developing legislative proposals to empower Dublin City Council to regulate horse drawn carriages in Dublin, just as other local authorities regulate this matter elsewhere in the country. The work involves consultation with relevant Government Departments and local authorities.

Aviation at a Glance

Key priority: To maximise air transport connectivity with a safe, competitive, cost-effective and sustainable aviation sector

- Ireland is particularly dependent on air connectivity both socially and economically. Over 140,000 jobs are supported by the air transport sector in Ireland which is estimated to support €8.9 billion of GDP. Ireland is also a significant player globally for aircraft leasing, which contributes a further €541 million to the Irish economy, supporting nearly 5,000 jobs.
- The National Aviation Policy for Ireland (NAP), published in 2015, recognises that the development of Irish aviation must be achieved in a sustainable and resource-efficient manner. The NAP favours measures designed to compensate for carbon emissions from aviation over those approaches that seek to curb access to air transport given its irrefutable delivery of economic and social benefits.
- Aviation is an inherently an international sector so aviation policy and regulation is to a large extent determined in an international context through the International Civil Aviation Organisation and the European Union and States do not have the right to take unilateral action in many areas.
- European aviation is currently experiencing its most challenging crisis, more severe than 9/11 or the global financial crash. Activity levels this week are approx. 80% down on corresponding period in 2019. Irish airlines and airports are fully exposed to the dramatic downturn in activity. Most analysis suggests that it will take several years for air traffic to return to 2019 levels.
- The Department's key priorities for airport policy are ensuring the financial viability of State airports, optimising the capacity of the airport network and designing the most appropriate and targeted funding supports for regional airports.
- DTTAS represents Irish interests in the negotiation of air service agreements, both bilaterally with third countries and at EU level. This is a vital strand to the work of ensuring maximum connectivity for the country.
- Some 44% of all flights to or from Ireland, approximately 113,000 flights per annum, are to or from the UK. Ireland's aviation relationship with the UK will be defined by the agreement that emerges from the EU – UK negotiations on the future relationship post-Brexit. Since there is no certainty that this agreement will be reached by end 2020, it is important that contingency measures are also put in place and work on this has begun. Consultation with key stakeholders is ongoing.

Aviation

As an island nation, Ireland is particularly dependent on air connectivity both socially and economically and aviation plays a critical role in our economy.

Over 140,000 jobs are supported by the air transport sector in Ireland and the air transport industry, including airlines and its supply chain, is estimated to support €8.9 billion of GDP. Approximately, 6.8% of GDP was supported by air transport and foreign tourists arriving by air in 2018 and spending by foreign tourists supports a further €8.7 billion of the country's GDP {source: IATA/Oxford Economics}

Ireland is a significant player globally for aircraft leasing, an industry which contributes a further €541 million to the Irish economy, supporting nearly 5,000 jobs.

Key Issues

Covid 19

European Aviation is currently experiencing its most challenging crisis, more severe than 9/11 or the global financial crash. Activity levels this week are approx. 80% down on corresponding period in 2019. {Source: Eurocontrol}

Irish airlines are fully exposed to the dramatic downturn in activity. Ryanair and Aer Lingus were both relatively strong heading into the crisis. However it is clear that a prolonged impact on travel will put even the most resilient balance sheets in a position of needing additional liquidity. The major concern is the level of uncertainty about the return to normal. Right now there is no clarity on when aviation can expect to try to restart in a significant way. Some European states have begun to reopen their borders and lift travel restrictions but it is not clear whether consumers will return to international travel in the short term.

Current Government advice is to avoid all non-essential travel overseas. This advice is under regular review and is informed through consultation with our public health authorities. Incoming travellers and those returning to Ireland, barring some exemptions, are legally required to complete a Public Health Passenger Locator Form and are advised to self-isolate for a period of 14 days. All Irish airlines are aware of the advice of our public health authorities, and guidelines released by the European Aviation Safety Agency and the European Centre for Disease Prevention and Control, and have adopted measures to aid in the mitigation of the spread of COVID-19. The Department is finalising a national Code of Practice for the adoption of such measures in consultation with aviation stakeholders and the Department of Health

The previous Minister established a Taskforce for Aviation Recovery. The Taskforce issued an interim report on 22 June and a final report with an Action Plan for Recovery of the sector will be finalised in the near future.

A number of airlines have approached DTTAS looking for financial support to weather the crisis. DTTAS officials are engaging with the Departments of Finance and Public Expenditure and NewERA. One potential support mechanism is the Ireland Strategic Investment Fund (ISIF) Pandemic Stabilisation & Recovery Fund.

Single European Sky

The Single European Sky is an EU Commission-led initiative to tackle air traffic congestion across Europe. This was a major problem coming into 2020, and whilst the dramatic fall-off in air traffic caused by Covid-19 will dampen demand and activity for at least the next 2-3 years, there are long term air navigation capacity constraints which need to be resolved. One of the very few upsidest to Covid-19 is that there is now some space to develop meaningful structural reforms to deal with these capacity constraints.

Prior to SES, European air traffic management was highly fragmented, with each State managing its own air traffic control and with little coordination. SES brought a more unified structure to this fractured system, establishing fixed air traffic management charges and setting environmental efficiency and capacity targets. The EU Commission has prioritised the development and agreement of a new round of reform and integration measures in the face of emerging capacity constraint in European air space. Delays had been prevalent across Europe during peak season in 2018 and 2019 as air traffic levels continued to rise, and there was also an increased focus dealing with the level of carbon emissions arising from inefficient flight paths. Without reforms, the system will return to the pre-Covid crisis of delays and inefficient and climate unfriendly flight paths. Ireland has been a strong advocate for the reform initiative, and the Department will seek to play a leading role in shaping the new arrangements over the next few years.

Legislation

There are three proposed Bills at various stages of development, which the Department will be seeking Ministerial and Government approval to progress in 2020:

These are:

- I. The Air Navigation and Transport Bill, which provides for the institutional reorganisation of how aviation regulation is provided in Ireland. It is part of a reform programme that will support global connectivity and futureproof aviation regulation. It will contribute to best practice approaches and ensure that the Regulator is fit purpose for emerging challenges over the following decades;
- II. The Aviation Regulation (Amendment) Bill, which seeks to enhance the regulatory framework for price control at Dublin Airport and strengthen consumer interests; and

- III. A Bill to implement the Beijing Convention (2010) and Montreal Protocol (2014), which taken together provide measures to help deal more coherently with unlawful acts on aircraft, such as unruly passengers.

Airports Policy - Overview

The Department develops and implements policy on airports in line with the National Aviation Policy (NAP) and has corporate governance oversight of daa and Shannon Group. Airports Division also provides funding support to a number of regional airports e.g. Donegal, Kerry and Knock under a Regional Airports Programme (RAP).

Ireland's State airports at Dublin, Cork and Shannon operate under a clear commercial mandate. As above, private regional airports receive Exchequer funding from the RAP in compliance with EU State Aid rules. €31.1m in capital funding is being provided to this Programme under the NDP in the years 2020 - 2023, with €11.5m available in 2020. An additional €11.3m is available for current expenditure in 2020. This amount includes €7.3m to support the operation of two PSO air services provided by Stobart Air between Donegal/Dublin and Kerry/Dublin.

Key priorities for airport policy are (1) ensuring the financial viability of State airports, (2) optimising the capacity of the airport network and (3) designing the most appropriate and targeted funding supports for regional airports.

daa - Dublin Airport and Cork Airport

In light of the impacts of Covid-19, passenger numbers at Dublin Airport are down more than 99% versus 2019 with 9m passengers expected in 2020 down from almost 33m passengers in 2019. In relation to Cork Airport, passenger numbers down by around 98%). daa has undertaken a number of measures to manage its cash flow and "right size" the organisation to align with projected passenger numbers in the medium term. To provide context, the last time daa operated with the passenger numbers forecast for 2021 (21m), it had between 750 and 1,000 fewer employees. daa has developed a suite of measures to address staffing levels, one such measure is a Voluntary Severance Scheme (VSS). The Department is currently engaging with the Department of Public Expenditure and Reform in relation to the terms of the daa's proposed the VSS. Notwithstanding these measures, daa has indicated that [REDACTED] State support may be required.

The construction of a **second runway** at Dublin Airport is underway and is expected to be completed in 2021 at a cost to the daa of €320m. This vital piece of infrastructure will provide additional capacity and enable further growth. As above, daa is a fully commercial State Body and this project is being entirely funded through its own resources with no recourse to Exchequer funding.

A review of the ownership / operating structure of **Cork Airport** as required under the NAP is being finalised and will be submitted to the Minister.

Shannon Airport

Shannon Group has sought a range of supports in both the aviation and tourism sectors (on account of Shannon Heritage being part of the Group). The most pressing of which is the request for €6.1m in emergency funding to complete the Hold Baggage Screening (HBS) project at Shannon Airport. [A Memorandum seeking Government's approval to provide this funding was submitted to Government on 25 June.]

The outlook for the Group for the remainder of 2020 [REDACTED] and a lot will depend on the timing of the recovery which is expected to be protracted and to lag behind recovery at Dublin Airport.

The recent Memorandum to Government also included the proposal to undertake an examination of Shannon Airport's future viability and sustainability including restructuring measures, [REDACTED] supports and/or other measures that may be necessary as part of a wider strategic and structural review of Shannon Group. This will be considered once there is further visibility on the extent of the damage caused by COVID-19 to its strategic and business outlook and funding position.

Regional Airports and domestic PSO services

In relation to regional airports, the Department is currently preparing a new Regional Airports Programme for the period 2020 to 2024. While runway construction was not eligible for funding under previous programmes, the Government agreed (in principle) in June 2019 to contribute €5m in Exchequer resources to the extension of a runway at Waterford Airport. This project, which was originally due for completion in summer 2020, has encountered delays. Construction is now due for commencement in 2021 with a view to being ready for operations in 2022.

As part of the process to develop a new Programme, consideration is being given to the impact of the Covid-19 crisis on aviation, the competing demands for support across the airport sector

and the availability of Exchequer resources going forward. The continuing support for Waterford Airport, given the runway project delays, and the potential expansion of the RAP to include Shannon and Cork airports is being examined in this context. The Department expects to bring forward recommendations to the Minister on regional airport policy in the coming weeks.

A **mid-term review of the PSO Air Services Scheme** will also be carried out in 2020. The review will have regard to Government policy on regional development, tourism, sustainable development and the findings of a 2019 Expenditure Review. The Department will also examine options on the potential for Government support for renewed viable air services on Cork/Belfast and Dublin/Derry routes as set out in the '*New Decade, New Approach*' deal to restore devolved Government in Northern Ireland.

Airport Charges Regulation

The **Commission for Aviation Regulation (CAR)** published its Final Determination on the maximum level of airport charges at Dublin Airport for the period 2020 to 2024 on 24 October 2019. A statutory Appeal Panel was established on 4 February 2020 to consider two appeals received; from daa and Ryanair. The Appeal Panel concluded its work on 4 May 2020. While the Panel largely found the grounds for appeal unsubstantiated, they did refer two items (one from each appeal) back to CAR for review. CAR has two months to reach a decision on variations to the Determination. On 2 June 2020, CAR published a consultation on proposed adjustments pursuant to the findings of the Aviation Appeals Panel. The impact of the pandemic was not taken into account in this appeals process. CAR has indicated that at least one Interim Review will be required due to Covid-19. The Commission intends to issue a consultation paper on this issue in June 2020.

IASS Court Case

The Irish Airlines Superannuation Scheme (IASS) is a multi-employer pension scheme for employees of Aer Lingus, Dublin Airport, Shannon Airport and former SR Technics. It is made up of active members, deferred members and pensioners. The Scheme went into deficit during the recession and was closed to new members in 2009. On account of funding difficulties, the IASS was restructured by the scheme's trustees in Dec 2014 (following approval of the Pensions Authority) resulting in benefit reductions to pensioner, deferred and active members of the scheme.

Subsequently a representative group of pensioners commenced legal proceedings against the State claiming a breach of constitutional rights arising, from the enactment of the State Airports (Shannon Group) Act 2014, and a failure by Ireland to transpose or implement appropriately the provisions of the EU IORPS Directive 2003/41/EC. All of the claims tabled by the plaintiffs are denied and the State strongly defended the case.

[REDACTED]

The State has strongly defended the case. **Judgement was received on 25 June.** While the State succeeded in the case on all counts, it is anticipated that an appeal will be lodged. [REDACTED]

[REDACTED]

[REDACTED] DTTAS is currently considering the judgement in conjunction with DEASP and CSSO.

Connectivity and Market Access

The formation of the EU single market for aviation removed all commercial restrictions on airlines operating with the EU. The single market has transformed air travel in Europe by reducing fares while increasing competition and consumer choice.

Outside of Europe, access to the global air transport markets is still heavily regulated under a framework set down by ICAO – the *Chicago Convention*. Under this framework Ireland has negotiated a series of bilateral air service agreements with third countries. In recent years this strategy has facilitated the development of new direct air links to strategically important destinations such as Beijing and Hong Kong.

Irish bilateral agreements with Saudi Arabia and Oman will go through domestic procedures with the new Government. A bilateral agreement with Egypt is also being finalised with a view to signature and ratification. Aviation Divisions also engages regularly with Tourism Ireland to ensure that our priorities for new bilateral aviation agreements are aligned with target markets identified under the Tourism Strategy. The Government's *Global Ireland* initiative also includes certain action points for the development of air connectivity to key emerging markets in the Asia Pacific region in particular.

Under the EU's external aviation strategy negotiations are currently ongoing with Oman, ASEAN, Israel, Moldova, Jordan and China, DTTAS officials will continue to represent Irish interests at these negotiations, and inform relevant parties of their progress.

Review of National Aviation Policy

The Aviation Divisions have commenced preparations for review and update of the National Aviation Policy² which was published in 2015. The principal goals of the existing national aviation policy are as follows:



Much has changed since 2015. It is timely that we consider a new policy framework that is reflective of the changed circumstances. It is proposed to submit an outline of NAP II to the Minister/Government in Q3.

Brexit

As aviation is a shared competence with the European Union, Ireland's aviation relationship with the UK will be defined by the agreement that emerges from the EU – UK negotiations on the future relationship. Although some progress has been made in the air transport negotiations, there is no certainty as to whether an overall agreement will be reached by end 2020. It is therefore important that contingency measures are also put in place and work on this has begun. Ireland is heavily dependent on aviation links with the UK for trade and tourism. Some 44% of all flights to or from Ireland, approximately 113,000 flights per annum, are to or from the UK. The sector contributes more than €4 billion directly to Ireland's GDP and a further €5 billion from tourism.

² Ireland's [National Aviation Policy](https://assets.gov.ie/14197/9b90e1b8a47d47c8950ead2492a54030.pdf) 2015 - <https://assets.gov.ie/14197/9b90e1b8a47d47c8950ead2492a54030.pdf>

Sustainability and climate change

Ireland's policy to reduce aviation emissions is aligned with the strategies currently being pursued at EU level and globally by the UN's specialised agency, the International Civil Aviation Organisation. Ireland's National Aviation Policy therefore promotes actions on a range of measures based on ICAOs "basket of measures" these include market-based measures (EU-ETS and CORSIA) operational improvements, the development and use of green aircraft technologies and sustainable aviation fuels.

As recognised in the NAP the development of Irish aviation is to be achieved in a sustainable and resource-efficient manner. The NAP favours measures designed to compensate for carbon emissions from aviation over those approaches that seek to curb access to air transport given its irrefutable delivery of economic and social benefits, particularly for an island economy. In this context any proposal to introduce a carbon tax on air transport in Ireland would have to be carefully assessed. Irish airlines have monitored emissions and surrendered allowances via the EUs Emissions Trading System in respect to intra EU/EEA flights since 2012 and will participate in the global ICAO carbon offsetting scheme (CORSIA) from 2021.

Safety and Security

Safety underpins all other objectives in this sector. Maintaining the highest standards of safety in Irish aviation continues to be a priority objective of aviation policy. The Irish Aviation Authority (IAA) has statutory responsibility for regulating safety standards in civil aviation in Ireland.

The Department oversight of the IAA aviation safety regulation functions, saw the publication in May 2020 of a Report on the examination of the IAA carried out under Section 32 of the Irish Aviation Authority Act 1993, by the independent consultants Helios. A further piece of examination work by Helios Consultants remains to be completed in 2020 concerning the IAA oversight role for search and rescue (SAR).

The Department's oversight role also includes ensuring follow-up by the IAA in response to external reports, including relevant recommendations of the AQE Review of SAR Aviation Oversight and of the draft AAU Report on the R116 Accident. [REDACTED]

[REDACTED]

[REDACTED]

A drones policy for Ireland will set out a pathway for collaboration between relevant Government Departments and Agencies across a number of work streams to address the

challenges and opportunities of this evolving market including, enforcement, technological innovation, and U-space, i.e. unmanned aircraft traffic management. A memorandum in this regard is at an advanced stage of preparation for the consideration of the Minister in Q3 2020.

Security

To coincide with work which has commenced this year by the European Commission on a European aviation security strategy, the Department through a sub-group of the National Civil Aviation Security committee (NCASC) will develop **an Irish Aviation Security Strategy** which will sit under the next National Aviation Policy. The Strategy will set out a framework for the future direction of aviation security, including consideration of risk-based security, innovations in technology, and a review of the arrangements for coordination of State and industry partners in the implementation of aviation security.

The response to the Covid-19 pandemic has seen the extension of the implementation deadline for some new European regulatory requirements for aviation security, including the significant new requirements for background checks (criminal history vetting) and enhanced background checks (security clearance) for aviation industry personnel with aviation security responsibilities. Work will continue in 2020 through the NCASC to ensure coordination of State and industry stakeholders towards meeting the new deadlines for compliance, i.e. by January 2022.

Aircraft Leasing, Financing and MRO

The State has taken a number of steps in recent years to bolster Ireland's preeminent position in aircraft leasing. The NAP for example commits to maintain and build Ireland's attractiveness as a base for these activities and particularly to create conditions to facilitate growth and employment in aircraft leasing, financing and also in ancillary services such as aircraft Maintenance, Repair and Overhaul (MRO).

Stakeholder Engagement

The National Civil Aviation Development Forum (NCADF), consisting of all major aviation stakeholders, was established in 2016 in order to facilitate closer collaborative links with industry. The Steering Committee of the Forum is represented at Chief Executive level and has proved to be an ideal forum in the past for ministerial engagement with industry on key cross-sectoral issues

Travel Trade

The Department leads policy on the regulation of the (outbound) travel market i.e. tour operators and travel agents. The regulation of the trade in Ireland is a shared responsibility between the Commission for Aviation Regulation (licensing of agents/operators) and the Competition and Consumer Protection Commission (under the aegis of the Department of Business, Enterprise and Innovation) on more general consumer matters. The EU Package Travel Directive sets the EU wide legal framework.

In response to extensive cancellations of package holidays and demands from customers for refunds from licensed travel agents due to Covid-19, the Government has agreed to back refund credit notes which can be issued by the licensed traders in place of cash refunds if accepted by the customer. The customer who accepts a Note may book a package holiday in the future, or redeem the note for cash after 9 months or at the end of the Notes validity (24 months) if not used previously used to book a holiday and their investment is protected in the event that the trader goes out of business.

Maritime Transport at a Glance

The **Irish Maritime Administration** (IMA) is responsible for the planning and delivery of all the maritime services of the Department which encompass maritime transport safety, regulation, emergency response and ports and shipping policy. It comprises five separate divisions as follows:

Maritime Transport Division is responsible for the overall development and implementation of national ports policy and the legislation required for our commercial ports sector as well as the corporate governance of five port companies. In addition, working with the IMDO, the Division seeks to foster conditions supportive of the development of the Irish based shipping sector and related maritime activities. The Division also has responsibility for overall co-ordination for Brexit matters for all the divisions within the Irish Maritime Administration.

Maritime Safety Policy Division is responsible for the development and enactment of legislation governing merchant shipping, maritime safety and ship source pollution, to ensure Ireland is aligned with best international and European practices. MSPD also has responsibility for the oversight of the Marine Casualty Investigation Board (MCIB).

The **Marine Survey Office** (MSO) fulfils the role of the Irish maritime transport safety regulator, encompassing the prevention of ship sourced pollution and the protection of working and living conditions of seafarers. This includes the regulation of Irish ships, foreign ships whilst in Ireland, seafarers on Irish ships and the security of Irish ports. The sector is very diverse and includes both inland and sea-going vessels including Irish vessels operating abroad and fishing vessels. The MSO also regulates a range of ancillary service providers related to maritime transport activities, including marine equipment providers, recreational craft manufacturers, life raft service stations, marine fuel suppliers, seafarer training establishments and bulk terminals and waste reception facilities at Irish ports etc. It is located in the Department's offices in Leeson Lane, Dublin, with regional offices in Cork and Ballyshannon.

The **Irish Coast Guard** as a Principal Emergency Service, responds to marine emergencies, providing search and rescue services to ships and persons in distress, as well as responding to maritime shipping casualties to prevent, mitigate the danger from pollution by oil or hazardous noxious substances where there is grave and imminent danger to the coastline or to related interests.

Maritime Services Division (MSD) supports the Coast Guard Division and the Marine Survey Office in delivering their functions. It also has a corporate governance role for the Commissioners of Irish Lights who are responsible for lighthouses and other Aids to Navigation on the island of Ireland.

Key Issues

Maritime Transport Division

- Engagement with ports/shipping companies on COVID-19 related matters to ensure the essential supply chain.
- Continued oversight of five port companies to ensure effective corporate governance.
- Monitor implementation of Capital Investment Programmes in the relevant ports to ensure sufficient capacity to meet demand.
- Progress the transfer of Galway Harbour Company to Galway City Council to ensure more appropriate local authority led governance structure.
- Complete the ongoing Ports Capacity Study, which will take account of Brexit and future capacity requirements of the ports to facilitate long-term planning for port infrastructure.
- Commence a review of National Ports Policy in Q4 2020, including climate change/renewable wind energy issues and their integration in future ports policy.

Maritime Safety Policy Division (MSPD)

- Responsibility for the development of maritime safety and environmental legislation primarily to meet international obligations from the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and the EU, but also to address national issues.
- Legislative deliverables include transposition of EU Directives (3 in 2021), secondary legislation to update Ireland's legislative code in relation to amendments to the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from ships (MARPOL), and the development of a General Scheme for a Merchant Shipping (International Conventions) Bill 2020 which will allow Ireland to prepare regulations under and ratify a number of International Conventions
- Support of high ambition actions at International Maritime Organisation and EU levels to reduce greenhouse gas and other emissions from shipping.
- Defence of infringement proceedings at the Court of Justice of the EU in relation to the implementation of Directive 2009/18/EC on the investigation of accidents in the maritime transport sector with particular regard to the independence of the Marine Casualty Investigation Board. The Court has indicated that it will deliver a judgment on 9 July 2020.

Marine Survey Office

- Key priorities are to maintain the current levels of vessel and port inspections along with seafarers' applications, developing and expanding the QMS, whilst also preparing for and implementing new legislative requirements.

Irish Coast Guard

- Under the Major Emergency Framework the Coast Guard is nominated as a Principal Emergency Service (Ireland's 4th 'Blue Light' service) along with An Garda Síochána, National Ambulance Service and the Fire Service. It carries out its functions under the National Search and Rescue (SAR) Plan and powers granted under the Sea Pollution Act and Merchant Shipping (Salvage and Wreck) Act 1993.
- The Coast Guard responds to marine emergencies and these include providing search and rescue to ships and persons in distress, and responds to maritime shipping casualties to prevent, mitigate the danger from pollution by oil or hazardous noxious substances where there is grave and imminent danger of major harmful consequences to the coastline or to related interests.
- The Coast Guard responds to approximately 2,800 incidents each year. The type of incidents are varied including persons adrift in the seas, sinking craft, medical evacuations off vessels and islands, emergency medical transfers for the HSE, mountain and coastal rescue and managing the response to ship sourced pollution events or vessels of all types that get into difficulty or distress.
- The rescue response is carried out principally by approx. 1000 local Coast Guard cliff, boat and coast rescue volunteers and 3,000 lifeboat men and women and the contracted Coast Guard helicopter service.

Maritime Services Division (MSD)

- In its role to support the Coast Guard and the Marine Survey Office, MSD priorities are a) service modernisation through for example IT systems development; b) enhancing governance and oversight, through for example the delivery of the new National SAR implementation Plan and roll out of QMS for MSO activities; and c) effective management of contracts and procurement, including for example the new SAR aviation contract and the Coast Guard building programme.

Tourism at a Glance

Key priorities

- 1. To support a vibrant, attractive tourism sector that makes a significant contribution to employment across the country, is economically, socially and environmentally sustainable, helps promote a positive image of Ireland overseas, and enables local communities to prosper.*
- 2. Provide support to allow the tourism sector adapt and recover in the changed tourism environment as a result of the Covid-19 crisis.*

The Government's Tourism Policy Statement, *People, Place and Policy: Growing Tourism to 2025*, affirms tourism as a key element of economic strategy, with development in the tourism sector reflecting the highest standards of environmental and economic sustainability. This policy statement is implemented by through a series of Action Plans, the most recent of which covers the period 2019-2021.

The outbreak of COVID-19 has resulted in the Tourism Action Plan 2019-2021 being put on hold, with the immediate focus being the preparation of a Tourism Recovery Plan.

Both international and domestic tourism has been decimated by the Covid-19 crisis. International tourism has collapsed and the OECD estimates that the impact of the Covid-19 crisis on tourism industry could result in a 60-80% decline in international tourism in 2020, depending on the duration of the crisis and the speed with which travel and tourism rebounds.

Fáilte Ireland research shows that domestic consumers' levels of intent for both long break and short break in Ireland in 2020 is down 20% versus the same time last year. [REDACTED]

[REDACTED]

A **Tourism Recovery Taskforce (TRT)** was established on 20 May 2020, which has been tasked with the preparation of a Tourism Recovery Plan, to include recommendations on how best the Irish tourism sector can adapt and recover in the changed tourism environment as a result of the Covid-19 crisis. The plan will identify priority aims, key enablers and market opportunities for the sector for the period 2020-2023. The Taskforce will report back to the Ministers later this year.

Tourism

The role of the Tourism Unit (Tourism Policy & Marketing Division and Tourism Industry & Product Development Division) is to ensure the appropriate structures and resources are in place to support the growth of a sustainable and competitive tourism sector.

The tourism aim is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country, is economically, socially and environmentally sustainable, helps promote a positive image of Ireland overseas, and enables local communities to prosper.

Tourism Policy and Marketing

The main functions of the Tourism Policy and Marketing Division are to develop, monitor and review the overall policy framework for tourism and to ensure Ireland is effectively marketed as a tourism destination overseas.

Tourism Industry and Product Development

Tourism Industry and Product Development Division oversees the development and delivery of national tourism policy objectives with specific regard to the development of the Irish tourism industry and the Irish tourism product. The Division also develops Greenways policy, implements the Greenways strategy and funds the development of Greenways.

Financial Allocation 2020-2023

Current funding for Tourism is provided by the Department to Fáilte Ireland and Tourism Ireland. Capital funding is provided by the Department for Greenway development by the local authorities and State Agencies, to Fáilte Ireland for capital investment in tourism and to Tourism Ireland for digital marketing and media assets.

Sub head	2020	2021	2022	2023
	Current	Capital	Capital	Capital
	€m	€m	€m	€m
E3 – Fáilte Ireland	67.5	1.1		
E4 – Tourism Ireland Pay	16.2			
E5 – Tourism Marketing Fund	44.2	2.5		
E6 – Tourism Product Development		33.9*	32.4**	42.0**
E7 – Greenways		27.0***	20.0	20.0
Total	128.1	64.5	52.4	62.0

*Includes €5.961m in E6 capital carryover from 2019

** Subject to D/PER approval.

*** Includes €4.5m Carbon Tax Fund and €3.5m carryover from 2019

Tourism Agencies

Fáilte Ireland

The National Tourism Development Authority – Fáilte Ireland – was established under the National Tourism Development Authority Act 2003, following the amalgamation of Bord Fáilte Éireann and CERT, to encourage, promote and support tourism as a leading indigenous component of the Irish economy.

Tourism Ireland

Tourism Ireland CLG, the all-island tourism marketing company, was formally incorporated in 2000, following the designation of tourism as an area for cooperation under the Good Friday Agreement (1998). Its overall objective is to promote increased tourism to the island of Ireland.

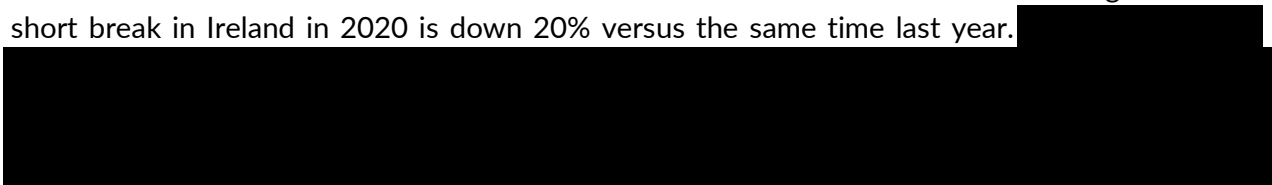
Policy

The Government's Tourism Policy Statement, *People, Place and Policy: Growing Tourism to 2025*, affirms and has agreed that it will place tourism as a key element of its economic strategy, with development in the tourism sector reflecting the highest standards of environmental and economic sustainability. This policy statement is implemented by way of a series of Action Plans, the most recent of which, Tourism Action Plan 2019-2021, sets out the actions identified as priorities to be progressed during this period in order to maintain sustainable growth in overseas tourism revenue and employment. The outbreak of COVID-19 has resulted in the Tourism Action Plan 2019-2021 being put on hold, with the immediate focus being the preparation of a Tourism Recovery Plan.

Covid-19

Key Issues

Both international and domestic tourism has been decimated by the Covid-19 crisis. International tourism has collapsed and the OECD estimates that the impact of the Covid-19 crisis on tourism industry could result in a 60-80% decline in international tourism in 2020, depending on the duration of the crisis and the speed with which travel and tourism rebounds. Fáilte Ireland research shows that domestic consumers' levels of intent for both long break and short break in Ireland in 2020 is down 20% versus the same time last year.



Covid-19 Tourism Response

Tourism Recovery Taskforce

The Tourism Ministers established a **Tourism Recovery Taskforce (TRT)** on 20th May. The purpose of the TRT is to prepare a Tourism Recovery Plan for submission to the Ministers which

will include a set of recommendations on how best the Irish tourism sector can adapt and recover in the changed tourism environment as a result of the Covid-19 crisis. The plan will identify priority aims, key enablers and market opportunities for the sector for the period 2020-2023. The Taskforce may consult with stakeholders to inform its deliberations and will report back to the Ministers later this year.

The Taskforce is made up of an independent chairperson and 13 other members from a broad spectrum of backgrounds including tourism policy, tourism enterprise, international, private and public service. The Taskforce will establish working groups to carry out specific tasks and will undertake a widespread stakeholder consultation process whereby all sectors and interested parties will have an opportunity to provide constructive inputs and innovative ideas on how this vital sector to our economy can adapt and recover in a meaningful and sustainable way.

The Membership of the TRT is as follows:

- **Ruth Andrews (Chair)**, CEO, ITOA and special advisor to AVEA
- **Eoghan Corry**, Travel Industry commentator
- **Martin Dalby**, CEO, Center Parcs
- **Tom Enright**, CEO, Wexford County Council
- **Elaina Fitzgerald Kane**, Director, Fitzgerald's Woodlands House Hotel (*Since Feb 2020 President of the IHF*)
- **Niall Gibbons**, CEO, Tourism Ireland
- **John Herlihy**, VP, EMEA and LATAM, LinkedIn
- **Stephen Kavanagh**, Non-executive director of Aer Lingus and CDB Aviation
- **Paul Kelly**, CEO, Fáilte Ireland
- **Eimear Killian**, GM, Brasserie on the Corner & Blake's Bar, Galway
- **John McLaughlin**, CEO, North & West Coast Links Golf Ireland
- **Pat O'Leary**, Chair of Kerry Tourism Industry Federation
- **Ken Spratt**, A/Secretary for Tourism and Sport, DTTAS
- **Jane Stacey**, Head of Tourism Unit, OECD

It is anticipated that after the Tourism Recovery Taskforce has completed its work, and subsequent to the implementation of a Tourism Recovery Plan, the focus will once again shift to the development of a Sustainable Tourism Policy document and in advance of this an interim action plan as set out in the Programme for Government.

Fáilte Ireland's COVID-19 Business Support Hub

Fáilte Ireland has set up a COVID-19 Industry Advisory Group which meets weekly. The purpose of this group is to provide support to the tourism industry and to facilitate the timely sharing of information and insights to help improve the sector's understanding and response to the crisis. Fáilte Ireland has also developed a COVID-19 Business Support Hub which offers a suite of targeted supports for tourism businesses including a series of webinars from experts in each field, as well as advice guides with detailed FAQs and templates where necessary.

Roadmap for Reopening Society and Business

In line with the recent [5th June] acceleration and reconfiguration of the *Roadmap for Reopening Society and Business*, there are now just two remaining phases instead of three – with Phase 3 due to start on the 29th of June and Phase 4 on the 20th of July, subject to the continued successful suppression of the COVID-19 virus.

Under the revised *Roadmap*, the reopening of many tourism and hospitality businesses (e.g. hotels, hostels, caravan and camping parks, galleries, museums and bars that also operate as restaurants) has been brought forward to Phase 3 at the same time as cafés and restaurants.

Phase 3 is also when any remaining domestic travel restrictions are due to be lifted

Fáilte Ireland's Operational Guidelines for the Tourism Sector

On June 9th 2020, Fáilte Ireland published operational guidelines to assist tourism businesses reopen safely, in line with the Government's *Roadmap for Reopening Society and Business*. These guidelines, which were prepared in consultation with the tourism industry and the relevant authorities, are intended to assist tourism business meet requirements in line with the *Return to Work Safely Protocol* and based on the latest health advice.

The guidelines comprise eight documents in total - a general overview document plus more detailed guidelines for each of seven sectoral strands – hotels & guesthouses; self-catering properties; B&Bs; caravan & camping parks; restaurants and cafés; visitor attractions; and activity providers. All the guidelines are available on the Fáilte Ireland website (<https://covid19.failteireland.ie/industry-updates/guidelines-for-re-opening-published/>).

EU Recovery Plan

On 27 May, the European Commission published a revised proposal for the next Multiannual Financial Framework to run from 2021-2027, along with a proposed temporary and frontloaded new European recovery package called “Next Generation EU”, to run over the period 2021-2024. The eligibility criteria for these funds has been further expanded to include objectives that will provide supports for small businesses, tourism, culture and natural heritage, among a range of other areas. ‘Next Generation EU’ will deliver €750 billion of targeted reinforcements to the long-term EU budget for 2021-2027, bringing the total financial firepower of the next EU budget to €1.85 trillion.

Next Generation EU will raise money by temporarily lifting the own resources ceiling to 2.00% of EU Gross National Income, allowing the Commission to use its strong credit rating to borrow €750 billion on the financial markets. This additional funding will be channeled through EU programmes and repaid over a long period of time throughout future EU budgets – not before 2028 and not after 2058.

This legislation is still being debated in the European Council and Operational Programmes for the period 2021-2027 will be agreed based on the new regulatory framework. The Operational Programmes are expected to be completed by the end of 2020, or early in 2021. The amount of European funding that will be allocated to Ireland and all other Member States is still being negotiated.

Restarting International Tourism

Several EU countries have announced that they will be re-opening their borders for international travellers over the next few weeks in an effort to restart tourism. Travel for Irish people abroad is still not recommended but this may change over the next number of weeks if it is safe to do so. This may be possible through "airbridges", which will allow travel to countries where the curve has been "flattened" to the same degree as it has here. The 14 day quarantine and the requirement to complete a Public Health Passenger Locator Form still apply to visitors to Ireland from abroad.

Domestic Marketing Campaign

Regionally and seasonally, Republic and Northern Ireland residents are far more likely to travel to rural Ireland and travel throughout the year. Domestic consumers spend €2.4 billion representing 56% of all trips and 32% of total tourism revenue.

The importance of our domestic visitors is particularly evident regionally with 84% of all Republic of Ireland domestic trips to destinations outside of Dublin and 75% of Northern Ireland trips. Domestic tourism is likely to be a much bigger share of the overall tourism market for a number of years as Irish people may be more likely to holiday at home. Hence, maximising the domestic opportunity over the next few years is crucial if we are to rebuild the sector and grow jobs throughout the country.

All of the above does not take away from the importance of overseas tourists. Even if the domestic market could grow by 50%, it would still not be enough to sustain the industry's current operational capacity into the medium to long term.

On 21 February, Fáilte Ireland unveiled its brand new €6m domestic and Northern Ireland marketing campaign entitled 'Keep Discovering' to help grow domestic holidays in Ireland. It was to run until 31st December 2020 with a new 60 second television ad and was also to feature on radio, large scale outdoor billboards, in cinemas and across a range of digital channels. This campaign was put on hold due to Covid-19.

Funding Challenges

Tourism has been very significantly impacted in the current COVID-19 crisis. With international travel at a virtual standstill, domestic travel significantly restricted and tourism and hospitality businesses closed, the impact of COVID-19 on Ireland's tourism sector has been immediate, unprecedented and catastrophic.

When restrictions are relaxed, the restart of the tourism sector will be very slow and phased leaving tourism enterprises with significantly reduced income this year. Businesses have fixed costs and no income. Many tourism businesses will be unable to build their usual working capital reserves in summer 2020, and, without assistance, will find it difficult to survive.

Fáilte Ireland has submitted a proposal to the Department for additional funding for two new schemes, one for current funding and one for capital funding. The purpose of the proposal for current funding is to provide assistance to approximately 2,000 tourism enterprises to cover sunken and unavoidable costs (e.g. insurance, leasing of equipment and utility bills and security).

The second scheme is seeking additional capital funding to provide support to tourism businesses to cover some of the capital costs associated with adapting their businesses to meet the requirements of the COVID-19 reopening guidelines announced on 9 June 2020. The aim of the scheme would be to assist tourism businesses to meet the costs of implementing the necessary social distancing measures and put in place the necessary interventions to ensure customers feel safe. The grant would apply to

- Approved accommodation providers (Hotel, B&B, Self-Catering, Hostel, caravan & camping)
- Attractions
- Activity centres & providers
- Bars & Restaurants Active in tourism – Must be licenced

As an island, the restoration of air connectivity will be essential to restoring our levels of overseas tourism. Impactful approaches to stimulating the replacement of lost air capacity are needed as a priority. Significant additional funding is required at scale to influence airline route decisions. Tourism Ireland are finalising a list of priority routes to assist inbound tourism. Key markets will be North America, Mainland Europe and the Middle East. Great Britain will be important as an access point for regional airports. Tourism Ireland has submitted a proposal for significant funding to:

- De-risk the start-up of routes to key strategic inbound destinations.
- Partner with airlines to maximise the inbound demand during autumn and winter 2020.
- Provide a lifeline of demand for regional airports.

This supply line of air services would also require an additional marketing fund and industry support fund for sales platforms overseas.

Sport at a Glance

Key priorities

1. **Getting Ireland back to participation in sport, in line with the Roadmap for the Reopening for the Reopening of Society and Business.**
 2. **Providing financial support to National Governing Bodies of Sport and clubs through new grant schemes to be developed following the recent approval of a €70m funding package for sport.**
- The National Sports Policy 2018 - 2027 sets out targets for Irish sport to achieve in the coming years. They include:
 - overall participation in sport to rise from 43% to 50% of the population by 2027
 - more targeted high performance funding to deliver more Olympic/Paralympic medals
 - all funded sports bodies adopting the Governance Code for the Community, Voluntary and Charity (CVC) Sector
 - The Sports Capital Programme (SCP) is the primary vehicle for Government support for the development of sports and physical recreation facilities throughout the country.
 - The new Programme for Government commits to continuing the SCP and states that “we will prioritise sports capital investment in areas of historic low levels of participation and deprivation”. The new Programme also commits to continuing the Large Scale Sport Infrastructure Fund, which had its first grants announced in January.
 - All Sporting activity, at all levels, was suspended on 24 March 2020. Arising from the accelerated roadmap announced on 19 June, all sporting activity may resume from phase 3 (decision to actually resume is for the sporting bodies themselves, some will defer).
 - All sports facilities, including gyms and swimming pools, may also reopen from 29 June.
 - Resumption of sport remains subject to the Phases 3 and 4 restrictions on numbers for public gatherings and other important public health advice. Mass gatherings at sports events remain a significant issue to be addressed.
 - The development of a National Velodrome and Badminton Centre at the National Sports Campus is provided for in the National Development Plan. A revised business case and financial appraisal for the project is currently being assessed.
 - As per the Programme for Government, develop a policy and a strategy for bidding and hosting Major Events and an assessment model for State financial support.
 - Prepare for postponed staging of EURO 2020

Sports Policy

The high level goals for sport, as set out in the National Sports Policy 2018-2027 are:

- To increase participation in sport and physical activity from 43% in 2017 to 50% by 2027 (shorter term target for 2022 is 47%) so that a significantly higher proportion of Irish children and adults from all sectors of society are regularly involved in all forms of active and social participation in sport.
- The most recent survey from the Irish Sports Monitor Report (mid-year 2019) indicated that 46% of the Irish population (approximately 1.78 million people) participated in sport at least once a week in 2019 compared to 43% in 2017. This participation level is positively influenced by the pandemic and is likely to decrease in line with the easing of restrictions and people returning to their workplaces.
- To have more Irish teams and athletes systematically and fairly achieving world-class results at the highest levels of international competition. The target is to increase the number of medals at successive Olympic and Paralympic Games to 20 medals by 2028, compared to 13 in 2016. The target for Tokyo 2020 is 3-4 Olympic medals and 10-12 Paralympic medals.
- To improve capacity so that we will have “fit for purpose” Irish sporting bodies with strong leadership, ethics, and governance at all levels.

The National Physical Activity Plan (NPAP), launched in early 2016 as part of the Healthy Ireland framework, is co-sponsored by this Department and the Department of Health. It has similar participation objectives but expires at end 2020. A review is to be held later this year and is likely to propose the development of a new replacement plan, probably covering the period 2021-2025.

Prior to the suspension of sporting activities due to Covid-19, the following had been flagged as key outputs for 2020 to achieve the above goals:

- Publish a Sports Action Plan 2020-2022 setting out priority actions for the next three years (in final draft form but to be reviewed in light of new Programme for Government)
- Hold a Stakeholder Forum to address issue of Children's Sport Participation
- Develop a National Swimming Strategy
- Complete a joint review of the National Physical Activity Plan 2016-2020 with D/Health
- Launch the High Performance Strategy 2020 – 2029 (to be reviewed in the light of the Programme for Government)
- Continue to progress the development of the Sport Ireland National Sports Campus in Abbotstown
- Approve projects for Dormant Accounts Programme 2020 (€8m.) aimed at increased participation rates amongst disadvantaged communities and people with disabilities. Approx.

20% of all expenditure from Dormant Accounts is allocated to dedicated sports participation projects for the disadvantaged.

- Progress grants already approved under the Sports Capital Programme and open a new round of the Programme later in 2020.
- Advance the first projects awarded grants under the new Large Scale Sport Infrastructure Fund (as announced in January 2020).

Covid-19 Impacts

Due to Covid-19 all sporting activity, at all levels, stopped on 24 (?) March 2020.

The publication on 1 May 2020 of the Roadmap for the Reopening of Society and Business was widely welcomed by the sports community.

Subsequent to the Roadmap's publication, the outgoing Minister and Minister of State established an Expert Group on the Return to Sport.. The Group, chaired by the Department, is tasked with providing guidance to Ireland's sporting bodies to prepare for the phased return to sporting activity in line with the Government Roadmap for Reopening Business and Society. The National Governing Bodies of sport have been working over recent weeks to develop protocols for returning to training and competition in their respective sports. The Expert Group will assess the consistency of the various protocols being prepared by the National Governing Bodies of Sport in line with the Roadmap.

Of the total number of sports – circa 70 - approximately 25 different sports (all outdoor and all non-competitive) resumed during phases 1 and 2 i.e. those like golf and tennis that could be played in accordance with the prevailing social distancing and other public health requirements. Individual sports were the focus in phase 1, small team sports of up to 15 people in a group are the focus of phase 2.

Arising from the accelerated roadmap announced on 19 June, all sporting activity may resume from phase 3 (but the decision to actually do so is for the sporting bodies themselves to decide, Some sporting bodies will defer a restart until later in the summer and perhaps even into the autumn. All sports facilities, including gyms and swimming pools, may also reopen from 29 June.

The resumption of sport remains subject to the Phases 3 and 4 restrictions on numbers for public gatherings and other important public health advice. Sport cannot be economically run on the basis of the indoors and outdoors limits on mass gatherings set down for both phases 3 and 4 (50/100 and 200/500, respectively). Mass gatherings at sports events remain a significant issue to be addressed for sport to recover its capacity.

Sports Capital Programme

The Sports Capital Programme (SCP) is the primary vehicle for Government support for the development of sports and physical recreation facilities and the purchase of non-personal sports equipment throughout the country. It is part funded from the proceeds of the National Lottery.

The new Programme for Government commits to continuing the SCP and states that “*we will prioritise sports capital investment in areas of historic low levels of participation and deprivation*”.

The SCP itself aims to foster an integrated and planned approach to developing sports and physical recreation facilities throughout the country. In particular, its stated objectives are to:

- Assist voluntary and community organisations, national governing bodies (NGBs) of sport, local authorities and ETBs and schools to develop high quality, safe, well-designed, sustainable facilities in appropriate locations and to provide appropriate equipment to help maximise participation in sport and physical recreation.
- Prioritise the needs of disadvantaged areas in the provision of sports facilities.
- Encourage the sharing of local, regional and national sports facilities by clubs, community organisations and national governing bodies of sport.

Over 12,000 projects have now benefited from sports capital funding since 1998, bringing the total allocations in that time to close to €1 billion. The programme has transformed the sporting landscape of Ireland with improvements in the quality and quantity of sporting facilities in virtually every village, town and city in the country.

Significant changes have been made under the most recent rounds of the programme to make the process as user-friendly, fair and transparent as possible. The most significant changes have included:-

- Various measures to reduce the number of applications deemed invalid during the assessment process (this rate sometimes ran at over 40 %). Measures in this regard have included a simplified application form and the opportunity for applicants to correct their application during the assessment stage. The measures succeeded in reducing the invalid rate to just 5% under the most recent (2018) round.
- A transparent scoring system for applications which was published in advance of assessment work commencing.
- In relation to actual allocations awarded, a direct correlation between the score obtained following assessment and the level of grant awarded.

The most recent round of the programme closed for applications towards the end of 2018. A record number of applications were received (2,337 seeking a total of €162m). Following detailed assessment of all applications, 1,650 individual allocations (with a value of €57m) were made last year.

After each round of the Programme, the Division undertakes a detailed Review of it to identify the elements that worked well and also to recommend possible changes for the next round. The Review of the 2018 round has now been completed and once it is signed-off by Ministers it should form the basis for any changes to the terms and conditions of the next round of the SCP. It should be noted that the existing Capital envelopes should allow a new round of the Programme to open in the coming months with approx. €40m available to allocate.

In relation to the short to medium terms, the main work of the Division continues to be the processing and paying out of previously allocated grants. There are currently more than 3,300 active grants with a total value of €98m.

Large Scale Sport Infrastructure Fund

The National Sports Policy was published in 2018 and provided for a Large Scale Sport Infrastructure Fund (LSSIF). A capital allocation of at least €100m over the period 2018 to 2027 was provided in the National Development Plan for the fund. The new Programme for Government commits to continuing the LSSIF.

The aim of the fund is to provide Exchequer support for larger sports facility project where the Exchequer investment would be greater than the maximum amount available under the SCP. Previously, any large allocations for sports infrastructure (e.g. Croke Park, Aviva, Thomond Park, Pairc Ui Chaoimh) tended to be made on an ad-hoc basis and there was no formal application process available.

The first call for applications under the LSSIF was confined to National Governing Bodies of Sport (NGBs) and Local Authorities. New swimming pool projects were also considered. Provisional allocations totalling €77.4m for 25 projects under Stream 2 (construction) were announced on 10th January 2020. On 13 January further provisional allocations of €5m for a further 7 projects under Stream 1 (design) of the LSSIF were announced.

The evaluation procedures and guidelines for the LSSIF provide that once provisional allocations are announced, the successful projects will undergo a further process of due diligence. This process includes a further review of projects including economic appraisals and feasibility studies as appropriate to comply with the Public Spending Code. This process is ongoing. It is not planned to open a new round of the Fund in the short term and the priority is on advancing the projects allocated funding earlier this year. In this regard the financial implications of the Covid crisis on the NGBs may result in some delays to the original planned timelines for projects.

Local Authority Swimming Pool Programme (LASPP)

The LASPP provided grant aid to a maximum of €3.8m to local authorities towards the capital costs of new swimming pools or the refurbishment of existing pools. To date 52 pools have been completed and three swimming pool projects (Lucan, Buncrana and Edenderry) remain in the LASPP. Any future swimming pools will be advanced under the LSSIF and a number of swimming pool projects were successful under the first set of allocations. .

The existing provisions for the SCP, LSSIF and LASPP are as follows

Programme	2020	2021	2022	2023	2024
LSSIF	€18.5m	€20.47m	€25.6m	€7.13m	€22.5m
LASPP	€4.7m	€4.1m	€3.9m	0	0
SCP	€32m	€24m	€20m	€30m	€30m

Development of National Sports Campus

The National Development Plan 2018-2027 included a commitment to develop a National Velodrome and Badminton Centre at the National Sports Campus in 2020 and 2021. The proposal at that time comprised a 250-metre cycling track, 12-16 Badminton Courts in the in-track area, spectator seating and ancillary facilities including office space. A review of the original design scheme for the project was undertaken by Sport Ireland in 2019 to assess the suitability and fitness of the design for present and future purposes. The review, which was completed in October 2019, proposed a number of design changes. A revised business case and financial appraisal for the project is currently being examined in line with the Public Spending Code.

Major Sports Events

Major Events require Government support and input to both win bids and to deliver and host the events. This can come in the form of financial support, legislation, commercial protections, ICT, transport and security provisions as well as political support.

The Major Events Division was established in late 2019 and the role of the Department in relation to Major Events is to

- Develop a policy and a strategy for bidding and hosting Major Events and an assessment model for State financial support.
- Manage and co-ordinate State support and input into Major Event bidding and hosting and to protect and promote the State's interests as part of this process. In summary this can be expressed

- Assess – assess the economic, sporting and social case for supporting a bid to host a Major Event
- Bid – support bids for Major Events by sporting organisations, in particular in relation to Government guarantees and the support of public services
- Deliver – assist hosting and delivery, where appropriate, in particular in relation to Government guarantees and the support of public services

Major Events Policy and Strategy

A key function of the Division will be to develop a policy and a strategy for bidding and hosting Major Events and an assessment model for State financial support. Major Events have the potential to deliver very considerable sporting and economic returns to a host country as well as boost its international profile. Although Ireland has hosted and bid for some very big events in the past, there is no central Government policy on Major Events. Accordingly, there is no policy at present on the type of events that are most suitable for Ireland and address our broader sporting, tourism, social and economic objectives.

EURO 2020

EURO 2020 was due to be held in June 2020 across 12 cities ranging from Dublin to Baku. Ireland was due to host four games, three first round group games and one second round game. Based on a pre-event economic study, up to 96,000 visitors were expected, delivering an economic impact of up to €126m including an estimated tax return to the Exchequer of €26m. The event has now been postponed until June 2021. How and in what form the EUROs are delivered in Ireland and across the continent is completely dependent on how the pandemic develops.

Ireland's bid to host was won in 2014 and the Division, which is leading the Government input into the hosting of the event, has been part of the Local Organising Structure with Dublin City Council and the FAI since early 2017. As well as monitoring the delivery of a number of Government Guarantees on matters such as commercial protections and tax treatment, the Department is supporting the promotion of the event and provision of transport through allocations to Fáilte Ireland and the National Transport Authority. The Department of Justice and Equality is supporting the provision of security through Garda resources.

Ryder Cup 2026

In October 2018, the Professional Golf Association (PGA) of the European Tour approached the Department with a view to opening discussions in regard to the hosting of the Ryder Cup in Adare Manor in 2026. After a number of months of consideration and negotiation, including an economic impact study, the Government approved a package of financial support for the hosting of the 2026 Ryder Cup in Adare in July 2019.

[REDACTED]

COVID-19 has led to the postponement of the Irish Open, in 2020 and the cancellation of the Staysure (Seniors) Golf Tournament. While Ryder Cup 2026 is six years away the COVID-19 crisis could still affect its timing. It now appears that the 2020 tournament, scheduled for September in the United States, is to be postponed until 2021 with the likely consequence that it would be proposed to hold the tournament in Adare Manor in 2027 rather than 2026.

A group comprising the Department, Sport Ireland, Limerick City and County Council, Tourism Ireland and Fáilte Ireland have been in contact with the [REDACTED] since January. [REDACTED]

[REDACTED] anagement Plan and structure will be prepared in due course.

FIFA World Cup 2030

Since October 2018, UK & Ireland government authority and football stakeholders have been engaged in a feasibility study to determine whether to progress a five nation bid for the 2030 FIFA World Cup. DTTAS officials along with representatives from UK Sport, DCMS, Devolved Administration government authorities and football partners are fully integrated into discussions and planning. FIFA have not confirmed the bid timeline but it could be as early as 2022 or as late as 2024. Progress has been slowed somewhat by the COVID-19 pandemic. A meeting of governmental authorities will be held in July. [REDACTED]

[REDACTED]

[REDACTED]

Financial Allocation

[REDACTED]

Accident Investigation Units at a Glance

Three independent accident investigation units work within the Department of Transport, Tourism and Sport. These are:

- Marine Casualty Investigation Unit (MCIB);
- Railway Accident Investigation Unit (RAIU); and
- Air Accident Investigation Unit (AAIU)

Marine Casualty Investigation Board (MCIB)

In Ireland, the Marine Casualty Investigation Board (MCIB) is the independent body established in 2002 under the Merchant Shipping (Investigation of Marine Casualties) Act 2000 to investigate marine casualties and publish reports of such investigations. Section 8 of the 2000 Act provides that the Board shall be independent of the Minister for Transport, Tourism and Sport in the performance of its functions and, in general, shall be independent of any other person or body whose interests could conflict with the functions of the Board. Section 9 sets out the composition of the five person Board, which consists of three persons appointed by the Minister for Transport, Tourism and Sport, the Chief Surveyor of the Department of Transport, Tourism and Sport (DTTAS), and the Secretary General (SG) of the Department or his or her nominee (current nominee is a Senior Investigator from the Rail Accident Investigation Unit of the Department).

The MCIB examines and if necessary carries out investigations into all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways. The MCIB objective in investigating a marine casualty is to establish the cause or causes with a view to making recommendations, for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea and on inland waterways.

The MCIB is a non-prosecutorial body which does not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault. In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.

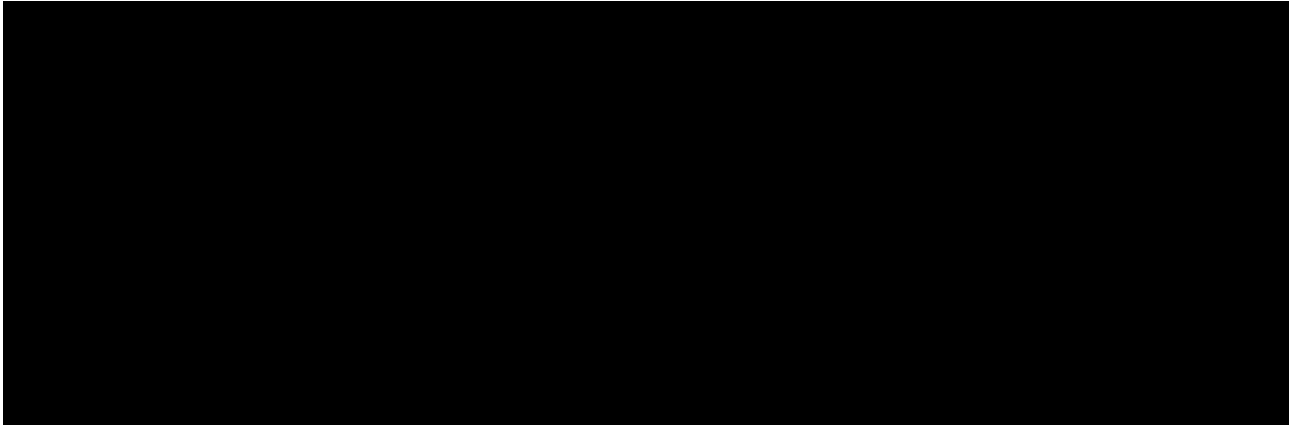
Court of Justice of the European Union (CJEU) Judgment expected on 9 July 2020

Notwithstanding the various legal and administrative safeguards outlined by the Department^[1], the EU Commission lodged a case with the CJEU on 26 March 2019 in connection with our transposition and implementation of Article 8.1 of Directive 2009/18/EC, which establishes the principles governing the investigation of accidents in the maritime transport sector. The Directive applies to a small subset of the marine casualties that come within the remit of the MCIB (an average of less than 3 casualties in any given year). Article 8 relates to the characteristics and role of the investigative body.

The EU Commission expressed concern at the independence of the MCIB in the context of the independence requirements in Article 8 of the Directive, with particular regard to the membership of the Chief Surveyor and the SG of DTTAS or his/her nominee on the Board. The Commission argued that “any party whose interests could conflict” with the role of the

^[1] In the 2000 Act as well as in the Code of Practice for the Governance of State Bodies, the Ethics in Public Office Act 1995, the Standards in Public Office Act 2001 and the MCIB Code of Business Conduct.

investigative body should not be appointed as a member of the MCIB. The Commission also suggested that “an inherent risk of conflict of interest” is sufficient to preclude an individual from appointment to the Board, thus setting a very high theoretical bar for membership of the MCIB.



The CJEU has indicated that a judgment in this case will be delivered on 9 July 2020. The case has potential implications for the composition and operation of the MCIB in the event of a ruling in favour of the Commission.

The Department has prepared some possible amendments to the 2000 Act and options for interim measures pending legislative change, which will be finalised in the event of a negative Court ruling. Emergency primary legislation to amend the 2000 Act may be required along with interim measures to demonstrate intent to the Commission and to avoid the institution of further proceedings seeking the imposition of fines against Ireland. Any final remedy will require legal advice after the judgment and both EU Commission and Ministerial/Government approval. Any proposed new policy approach that is necessitated by the Court decision will be the subject of a future submission to the Minister and Government.

Railway Accident Investigation Unit (RAIU)

The Railway Accident Investigation Unit (RAIU) is the independent railway accident investigation organisation for Ireland.

The RAIU is concerned with the investigation of accidents and incidents on:

- The national railway network;
- The DART;
- The LUAS;
- Industrial railways;
- Heritage railways.

The purpose of an investigation by the RAIU is to improve railway safety by establishing in so far as possible the causes of an accident with a view to making safety recommendations for the avoidance of similar accidents in the future.

The RAIU's investigations are entirely independent and are focused on railway safety improvement. It is not the purpose of an RAIU investigation to attribute blame or liability.

The RAIU was established by the Railway Safety Act 2005 as amended by Statutory Instrument No. 258 of 2014 for the independent investigation of railway accidents. The establishment of the RAIU also fulfils Ireland's duty to provide an independent rail accident investigation body under the European Railway Safety Directive (2004/49/EC).

Air Accident Investigation Unit (AAIU)

The Air Accident Investigation Unit (AAIU) is located within the Department but is independent in its role. Under International Convention, European Regulation and Statutory Instrument, the role of the AAIU is to promote aviation safety through the private investigation and public reporting of accidents and incidents. The AAIU is obliged to:

- Conduct investigations into air accidents and incidents that occur within the State and its territorial waters;
- Support foreign investigation authorities who conduct investigations into occurrences to Irish Register/Operated aircraft abroad;
- Conduct investigations where the State of Occurrence delegates the investigation back to the State of Registry/Operator;
- Conduct foreign investigations where the investigative responsibility lies solely with the State of Registry;
- Conduct investigations into State aircraft when and where agreement is reached between the Ministers of the Department of Defence and the Department of transports Tourism and Sport.

AAIU does not apportion blame or liability. Investigations are held in private; they are confidential and protected by Law.

Agency Governance at a Glance

The Department of Transport, Tourism and Sport oversees the corporate governance of 23 commercial and non-commercial agencies:

Commercial Agencies

[Córas Iompair Éireann](#)

[Bus Átha Cliath](#)

[Bus Éireann](#)

[Dublin Airport Authority](#)

[Dublin Port Company](#)

[Galway Harbour Company](#)

[Irish Rail](#)

[Irish Aviation Authority](#)

[Port of Cork Company](#)

[Port of Waterford Company](#)

[Shannon Foynes Port Company](#)

[Shannon Group](#)

Non-Commercial Agencies

[Commission for Aviation Regulation](#)

[Commission for Railway Regulation](#)

[Commissioner of Irish Lights](#)

[Fáilte Ireland](#)

[Sport Ireland](#)

[Marine Casualty Investigation Board](#)

[Medical Bureau of Road Safety](#)

[National Transport Authority](#)

[Road Safety Authority](#)

[Tourism Ireland](#)

[Transport Infrastructure Ireland](#)

Code of Practice

A [Code of Practice](#) is in place for best practice in corporate governance by both commercial and non-commercial State bodies. All State bodies have a responsibility to implement the Code which seeks to ensure that the interests of the taxpayer are served, that value for money is pursued in all endeavours and that the bodies act with transparency and integrity at all times.

In March 2018, the Department adopted a framework document for the Department's oversight of both commercial and non-commercial State bodies in respect of governance. The framework provides guidance to all the stakeholders with respect to Government's current objectives for State bodies and their subsidiaries and enables us maintain a consistent and structured approach to governance. The Management Board review the compliance of its agencies with the Code of Practice, in July for Commercial agencies and September for Non-Commercials.

Appointments to State Boards

The appointment system for State Boards appointments is operated by PAS and applies to all State Boards both commercial and non-commercial. The process of appointment is a transparent assessment system designed and implemented by the independent PAS to support the relevant Minister in making appointments to State Boards under his/her remit. The appointments system does not apply to the Boards of the cross-border bodies established under the Good Friday Agreement, as the responsible Minister in each jurisdiction does not appoint the respective board members but, instead nominates them for approval by the North South Ministerial Council.

Each Department has a State Boards Liaison Officer (SBLO) who is the official contact for the Department with the Public Appointments Service (PAS).

In January 2017, the Minister approved and published new principles and procedures by which the appointment processes within the Department of Transport, Tourism and Sport would follow. This process includes an additional internal selection process which is undertaken following the receipt of a list of shortlisted candidates from PAS. This process would enable the Minister to make appointments with confidence in the ability of the selected person to contribute effectively to a State Board.

Compliance with the Government Decision of 30/09/2014 on gender balance on State boards is an essential requirement of the appointment guidelines. Following the March 2019 report of the Inter-Departmental Group on Gender Balance on State Boards Options and Recommendations for Government, it has become necessary for Gender Balance to be addressed when appointing board members. Line Divisions should plan to attain a target of at least 40% representation of each gender on State boards. This Department reports to the Department of Justice and Equality on Gender balance data for State boards twice a year.

The Selection and Appointment Process

- 6 months in advance of a vacancy arising an e-submission is sent to the Minister seeking permission to fill the vacancy.
- The Line Division engage with the Agency Chairperson and prepare an information booklet with PAS on the job specification.
- An e-submission is submitted to the Minister for approval to publish on PAS website stateboards.ie.
- PAS arrange an assessment of all applications and forward the shortlist of candidates to the SBLO.
- The Line Division prepare an e-submission for the Minister's approval on the proposals for the internal assessment panel. Once approval received a discussion/interview takes places with the shortlisted applicants.
- The Line Division prepare an e-submission for the Minister's approval enclosing a shortlist of selected candidates (no more than 3).
- Minister makes decision on successful candidate, PAS are informed and relevant websites are updated.

Boards of State Agencies under the aegis of DTTAS

Name of Board	Total number of places on Board	Total number of vacancies on Board	Vacancy Type
Bus Átha Cliath	9	0	-
Bus Éireann	9	0	-
Córas Iompair Éireann	12	0	-
daa plc	13	1	Board Member
Dublin Port Company	8	1	Chairperson
Galway Harbour Company	8	3	Board Members
Iarnród Éireann	9	0	-
Transport Infrastructure Ireland	11	4	Board Members
Irish Aviation Authority	9	1	Board Member
Sport Ireland	13	2	Board Members
Marine Casualty Investigation Board	5	0	-
Medical Bureau of Road Safety	5	1	Board Member
National Tourism Development Authority (Fáilte Ireland)	13	0	-
National Transport Authority (NTA)	12	1	Board Member
Port of Cork Company	8	1	Board Member
Port of Waterford Company	8	0	-
Railway Safety Advisory Council	14	0	-
Road Safety Authority	9	4	Board Members
Shannon Group Plc	10	0	-
Shannon Foynes Port Company	8	1	Board Member
Taxi Advisory Committee to the NTA	14	0	-
Tourism Ireland	12	4	Board Members
TOTAL	219	24	

State Board vacancies decisions pending

Non-commercial Agencies

Body	Name	Expiry Date	Position Type	Current status
RSA	Vacancy	01/04/2020	CEO	New appt -awaiting Ministerial approval
TII	Michael Nolan	31/01/2021	CEO	Process of appointment of new CEO underway
RSA	Dimitris Karagiorgis	20/09/2020	Board Member	Reappt e-submission in prep for Minister
RSA	Kevin Goulding	13/08/2020	Board Member	Reappt e-submission in prep for Minister
RSA	Vacancy	13/09/2019	Board Member	Process concluded and awaiting appointment of new Minister
MBRS	Paul Burns	25/03/2020	Ordinary Member	External Nomination – Bar Council of Ireland. Process concluded and awaiting appointment of new Minister
Sport Ireland	Vacancy	30/09/2019	Board Member	Process concluded and awaiting appointment of new Minister
Sport Ireland	Vacancy	30/09/2019	Board Member	Process concluded and awaiting appointment of new Minister
TII	Vacancy	01/03/2010	Board Member	Process concluded and awaiting appointment of new Minister
TII	Vacancy	08/07/2019	Board Member	Process concluded and awaiting appointment of new Minister
TII	Vacancy	07/09/2019	Board Member	Process concluded and awaiting appointment of new Minister
TII	Vacancy	01/03/2020	Board Member	Process concluded and awaiting appointment of new Minister

Commercial Agencies

Body	Name	Expiry Date	Position Type	Current status
Dublin Port Co.	Vacancy		Chairperson	Process concluded & awaiting appointment of new Minister
Port of Cork	Brendan Keating		CEO	Recruitment process underway
IAA	New		Aviation Regulator	Process currently underway
Port of Cork	Vacancy	29/01/2020	Board Member	PAS process underway
SFPC	Vacancy		Board Member	PAS process currently ongoing
SFPC	Edmund Jennings	23/07/2020	Board Member	PAS process currently ongoing
daa	Vacancy	04/04/2020	Board Member	e-sub with Minister to fill from panel

State Board vacancies arising

Non-commercial Agencies

Body	Name	Expiry Date	Position Type	Current status
RSA	Vacancy	13/09/2019	Board Member	
NTA	Vacancy	30/11/2019	Board Member	PAS process
Sport Ireland	Kieran Mulvey	30/09/2020	Chair	Process started
Sport Ireland	John Treacy	30/09/2020	CEO	

Commercial Agencies

Body	Name	Expiry Date	Position Type	Current status
Bus Éireann	Deirdre Ashe	22/08/2020	Board Member	PAS process
GHC	Vacancy	31/07/2018	Board Member	PAS process
GHC	Vacancy	26/08/2018	Board Member	PAS process
GHC	Vacancy	22/05/2019	Board Member	PAS process
Port of Waterford	John Kehoe	01/07/2020	Employee Representative	Employee Representative
IAA	Vacancy	05/10/2019	Board Member	PAS process

Internal Audit at a Glance

- The internal audit function of DTTAS comprises the Department's Audit Committee and the Internal Audit Unit (IAU).
- The Audit Committee is comprised of 4 members. 2 members are non-executive and one of these of these is appointed as Chairperson. The Committee meets on 4 occasions each year. The Committee prepares an annual report in relation to its activities and considerations and this is presented to the Secretary General by the Chairperson.
- The Internal Audit Unit (IAU) is comprised of 2 officers. The Head of Internal Audit (HIA) is a Chartered Member of the Institute of Internal Auditors.
- AU operates in accordance with the International Standards for the Professional Practice of Internal Auditing as adopted by the Department of Public Expenditure and Reform (DPER).
- The Unit is augmented by the assistance of contractors (currently Ernst & Young) who are appointed on foot of a framework agreement which was put in place by the Office for Government Procurement.
- Internal audit activity is guided by a strategic internal audit framework which covers a 3 year period. The fourth such framework covers the period 2019-2021. The framework is reviewed each year and amended as appropriate to reflect any significant changes that have occurred in the intervening period.

Structure

The internal audit function is comprised of the Department's Audit Committee and the Internal Audit Unit (IAU). Both the Committee and the IAU operate under their respective charters which are jointly approved by the Secretary General and the Chairperson of the Audit Committee. The Charters are reviewed annually and amended as appropriate.

The Audit Committee is comprised of 4 members. 2 members are non-executive and one of these is appointed as Chairperson. The Committee meets on 4 occasions each year. The Committee prepares an annual report in relation to its activities and considerations and this is presented to the Secretary General by the Chairperson.

Audit reports prepared by IAU are presented to Audit Committee where they are considered for adoption. Subsequent to each Audit Committee meeting the Head of Internal Audit presents a report to Management Board detailing the outcome of the meeting.

The Internal Audit Unit (IAU) is comprised of 2 officers. The Head of Internal Audit (HIA) is a Chartered Member of the Institute of Internal Auditors and his colleague is currently completing the IPA/CIPFA certificate in internal audit skills. IAU operates in accordance with the International Standards for the Professional Practice of Internal Auditing as adopted by the Department of Public Expenditure and Reform (DPER).

The Unit is augmented by the assistance of contractors (currently Ernst & Young) who are appointed on foot of a framework agreement which was put in place by the Office for Government Procurement.

Audit Process Overview

Internal audit activity is guided by a strategic internal audit framework which covers a 3 year period. The fourth such framework covers the period 2019-2021. The framework is reviewed each year and amended as appropriate to reflect any significant changes that have occurred in the intervening period.

IAU's annual business plan is informed by the strategic framework and contains details of audits to be undertaken together with any other important IAU activities.

Both the strategic framework and IAU Annual Business Plans are approved by both the Audit Committee and the Management Board. Similarly any proposed changes to either the strategic framework or business plan must be similarly approved.

The HIA prepares regular reports on activity and progress towards achievement of the business plan and presents these to Audit Committee on each occasion that it meets.

Procedures are in place to ensure that implementation of audit recommendations is tracked and reported upon.

Both the Audit Committee and the Head of Internal Audit have the right of unrestricted access to the Secretary General and vice versa.

Other Relevant Developments

In late 2018/early 2019 The Institute of Internal Auditors (IIA) completed an External Quality Assessment (EQA) to assess internal audit's compliance with the international standards. The final report concludes that the department is generally compliant with 59 of the standards and partially compliant with the other 5. The report contains 5 recommendations which are currently being implemented and when this is achieved the Unit will be fully compliant with the standards.

Audit relationship with other committees – Both the Audit and Risk Committees in the Department have recognised the mutual benefits to be gained from greater consultation and cooperation between them.

They have decided to hold a joint meeting at least annually to discuss matters of mutual interest. In addition they have agreed that:

- each Committee has a right of mutual access to the other at any time should it wish to highlight matters of concern;
- both Committees shall endeavour to meet jointly on at least one occasion each year to discuss matters of mutual interest; and
- each Committee shall furnish the other with a copy of the approved minutes of each meeting which it holds.

On the occasion of each of its meetings, the Audit Committee also receives verbal updates on any significant development or matters that have arisen or have been discussed by the Department's Governance Committee.

Strategic Research and Analysis

The high level function of the Strategic Research and Analysis Division is to provide a strategic analytical and research resource to support the Department, its divisions and Agencies, with the aim of ensuring policy and programme development, monitoring, and evaluation is evidence based and objectives led. Key objectives of the division include:

- Supporting and implementing Public Spending Code and D/PER requirements relating to economic appraisal and evaluation as a division of the Irish Government Economic and Evaluation Service;
- Undertaking strategic research and analysis to support evidence-based policy;
- Providing analytic support for the work of the Climate Change division;
- Supporting increased availability, quality and visibility of statistical information;
- Representing the department at the International Transport Forum and delivering on the Irish Presidency of the ITF into 2021.