Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Transport Infrastructure Ireland Annual Report and Financial Statements

2024

About this Report

The Annual Report and Financial Statements for 2024 provide a brief overview of Transport Infrastructure Ireland (TII) and our purpose to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth, and respecting the environment. The report is intended to provide information to our stakeholders regarding TII's financial statements, strategy, and governance framework. Our reporting approach on our activities focuses on providing a clear view of TII's accomplishments during 2024 and the goals set for 2025. The information in this report has been prepared in accordance with the Code of Practice for the Governance of State Bodies (2016).

Glossary

AADT	Annual Average Daily Traffic
BRUCE	Better Road User Charging Evaluation
CEDR	Conference of the European Directors of Roads
DPENDR	Department of Public Expenditure NDP Delivery and Reform
DoT	Department of Transport
ETC	Electronic Toll Collection
EVs	Electric vehicles
GHG	Greenhouse Gases
HGVs	Heavy Goods Vehicles
LiDAR	Light detection and ranging
NDP	National Development Plan (2018-2027)
NRA	National Roads Authority
NTA	National Transport Authority
MMaRC	Motorway Maintenance and Renewals Contract (Contractors)
OMTTCC	Operations and Maintenance of Tunnels and Traffic Control Centre
PPP	Public Private Partnership
RPA	Railway Procurement Agency
SAR	Strategic Assessment Report
SIP	Sustainability Implementation Plan
TII	Transport Infrastructure Ireland
VMS	Variable Message Signs

Contents

Opening statement from Chair and CEO	1
Our Organisational Structure and Overview	3
Our Strategic Goals and Strategy in Action	5
Sustainability at TII	11
Our People	21
20 Years of Luas	23
Conferences and Awards	27
MetroLink	31
National Roads Network Management & Operations	35
Commercial Operations	39
Capital Programme	43
Professional Services	53
Regulatory and Corporate Services	57
Governance Statement and Board Members' Report	61

Icons designed by Freepik

Great Western Greenway, Co Mayo

Opening statement from Chair and CEO

The transformative journey in mobility continues

Delivering National Road Network Improvements and Luas Expansion

In partnership with local authorities, TII delivered several major project completions in 2024 and is progressing work in 2025. The N40/M8/N25 Dunkettle Interchange opened in February, enhancing traffic flow and connectivity in the Cork region. In March, the N56 Dungloe to Glenties project reached completion, incorporating a 27-kilometre segregated cycleway. The N69 Listowel Bypass was officially opened in June, enhancing infrastructure and accessibility in north Kerry. Construction on the N5 Ballaghaderreen to Scramoge project continued throughout the year and will carry on into 2025.

Advance works commenced on the N21 Adare Bypass, and the construction contract was formally awarded in February 2025. This bypass forms part of the broader N21/N69 Limerick to Foynes project, aimed at enhancing connectivity on the national road network. The M28 Cork to Ringaskiddy project also progressed, with the contract signed to commence work in May 2025. Planning and design of light rail projects progressed throughout the year.

In October, the Government approved the Business Case for the Luas extension to Finglas, followed by the submission of its Railway Order application to An Bord Pleanála in November 2024. The Luas Cork project advanced with the selection of a preferred route, and the non-statutory public consultation began in May 2025. The Luas Lucan project completed its capacity study, and work on route selection continues in 2025.

Decarbonisation of Mobility

TII has made significant progress in the decarbonisation of mobility throughout 2024, with ongoing efforts continuing into 2025.

The Department of Transport published the National Road Electric Vehicle (EV) Charging Network Plan in May 2024, with a focus on enhancing EV infrastructure along Ireland's National Road Network. In partnership with Zero Emission Vehicles Ireland (ZEVI), TII developed and launched several Government funded EV Recharging Infrastructure Grant Schemes to incentivise private sector delivery.

We also made progress in advancing sustainable construction practices through the successful pilot of the Carbon Ladder on the M7 Kildare Bypass Pavement Renewal Scheme. This was the first trial of the Carbon Ladder in Ireland and achieved a Carbon reduction of 21% compared with standard methods of construction. It forms part of an initiative to apply green criteria in procurement.

We funded a programme of 44 Greenway projects in 2024 and are continuing delivery in 2025. Of these, nine opened to the public, including the 6 km Carlingford Lough Greenway and the 15 km Mogeely to Youghal Greenway. 6.5 km of segregated active travel infrastructure was also delivered under the TII Minor Road Safety Programme. Construction commenced on four further active travel projects: N28 Ringaskiddy Village, N71 Glasslinn, N71 Gallanes, and N72 Fossa–Killarney.

MetroLink, Ireland's largest-ever public transport investment, also took a major step forward in 2024 with the appointment of Dr. Sean Sweeney as Programme Director. Dr. Sweeney brings a wealth of experience and a strong vision for Ireland's first-ever mega project, and his expertise will be crucial in delivering this project. Dr. Sweeney's project team are engaging with the marketplace and will conduct market consultations throughout 2025.

Road Safety

TII funded works to support the An Garda Síochána initiative to enhance speed limit enforcement through the deployment of safety cameras. In partnership with local authorities, TII also utilised €20 million on road safety improvement schemes across the National Road Network. Approximately 90% of these schemes were implemented on single carriageway sections. The selection and prioritisation of the schemes was guided by the EU Road Safety Policy Framework 2021–2030 and the Government's Road Safety Strategy: Vision Zero, which aim to halve fatalities on national roads by 2030.

Stakeholder Engagement and Climate Adaptation

On behalf of the Government, TII delivered the Transport Research Arena (TRA) 2024 Conference in April. TRA is one of the world's leading transport conferences and is hosted every two years by a different European country. The event serves as an interactive forum for collaboration among three key sectors involved in transport: the academic research community, industry, and policymakers. The 2024 conference attracted over 4,000 delegates, fostering knowledge exchange and innovation across the transport sector. TII is maintaining active stakeholder engagement during 2025 and will remain focused on developing strong partnerships to support our delivery mandate.

Operations

In June, we celebrated twenty years of Luas light rail service operations. The occasion was marked with the publication of a report, highlighting the transformative impact of Luas on Dublin's development over the past two decades as a high-capacity and reliable public transport system. TII oversees the operation and maintenance of the Luas network in Dublin in partnership with the National Transport Authority. TII's responsibilities include the management of the Luas operations and maintenance contract with Transdev, the Luas Operator.

Passenger demand continued to grow in 2024, with over 54 million journeys recorded on the Red and Green lines and a new timetable was brought into operation for both lines in May 2025 improving passenger experiences. Over two million motorists use the M50 and Dublin Tunnel toll roads each year. In 2024, traffic volumes across the National Road Network continued to increase, and this growth will continue nationally into 2025. There were 68.4 million tolling transactions totalling a value to the state of €240 million. Net revenues collected (gross revenues minus operating costs, taxes, and local authority rates) are invested in the operation and maintenance of the national road network, reducing the amount of exchequer funding requirements.

Acknowledgements

On behalf of the TII Board, we extend our appreciation for the hard work and dedication of TII staff, without whom the achievements of 2024 would not have been possible. We would also like to acknowledge the commitment and guidance shown by our fellow Board members throughout the year. We extend our sincere thanks to Minister Eamon Ryan, Minister for State Jack Chambers, and the staff of the Department for Transport for their continued engagement and support. The Board would also like to welcome the new Minister for Transport, Minister Darragh O'Brien, and TII is committed to supporting the Minister in shaping and delivering the new National Development Plan (NDP). This will be made possible by the continued efforts of our colleagues at TII, working in partnership with local authorities, the National Transport Authority, and the wider engineering, design, and construction community. Together, we remain committed to delivering and operating safe, sustainable, and connected transport infrastructure for Ireland.

Gareth and Peter

Chair of the Board | Chief Executive Officer

Our Organisational Structure and Overview

Providing an integrated approach to the future development and operation of the national roads network, light rail infrastructure and MetroLink throughout Ireland, TII is made up of seven, mutually supportive divisions under the direction of the Department of Transport, in partnership with local authorities and the National Transport Authority.

- MetroLink
- Network Management
- Commercial Operations
- Capital Programme
- Corporate Services
- Professional Services
- Business Services

Our performance in 2024 is discussed in the context of each of our divisions, with separate sections in our Annual Report and Financial Statements dedicated to MetroLink, Network Management, Commercial Operations, Capital Programmes, Professional Services, and TII's supporting Corporate Services and Business Services consolidated into one section below.

The Chief Executive's Office works across TII to connect and co-ordinate divisions and integrate strategic cross divisional initiatives.

TII's integrated strategy for sustainability and climate action is chief amongst these.

The Chief Executive's Office provides direct support and assistance to the Chief Executive in all areas including communications, stakeholder and relationship management, collaboration, influence, and engagement.

Our Strategic Goals and Strategy in Action

TII fulfils an important national strategic significance, touching the lives of citizens and visitors alike on a daily basis.

Our purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth, while respecting the environment.

In fulfilling our purpose, we strive towards three overarching aims that represent our vision:

To ensure that Ireland's national road and light rail infrastructure is safe and resilient, delivering better accessibility and sustainable mobility for people and goods.

To be leaders in the delivery and operation of sustainable transport infrastructure and services.

To be recognised as an organisation that values its people, customers, partners and the environment.

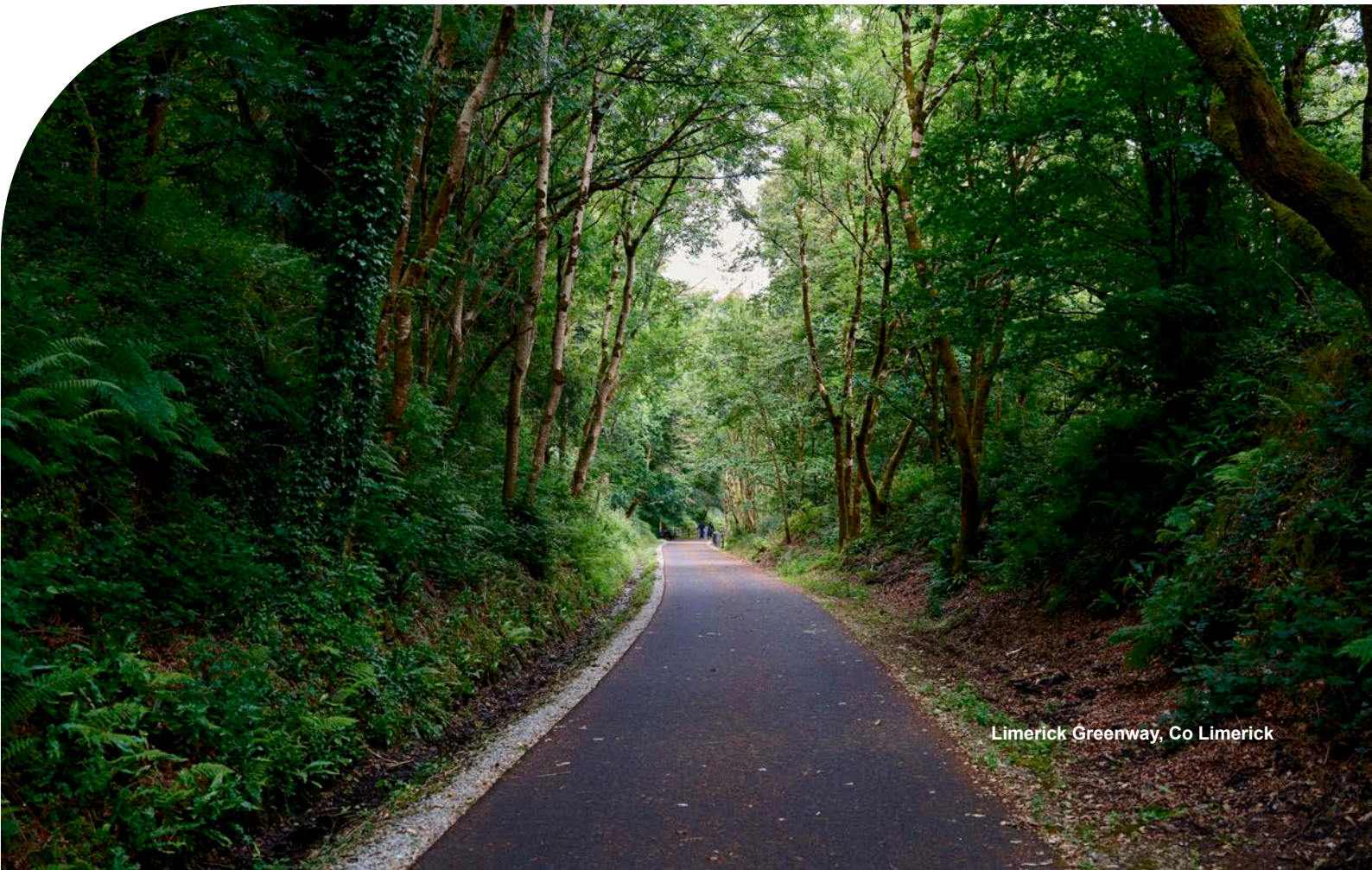
Our 2021-2025 revised Statement of Strategy supports the implementation of the National Development Plan, in line with national transport and climate policies.

In delivering our Statement of Strategy, we give careful consideration to:

- National policies, strategies, plans and frameworks relevant to transport and to TII's contributions to development;
- Relevant developments and trends in economic, social, technical and legal environments; and
- TII's capability to deliver results in line with its statutory remit.

TII executes its strategy through seven goals and objectives within the following categories:

- Existing Infrastructure
- New Infrastructure
- Services
- Safety
- People
- Engagement and Collaboration
- Organisational Excellence



Limerick Greenway, Co Limerick

Goal

Existing Infrastructure

To operate, maintain and extend the life of national roads and light railway infrastructure to ensure the safety and efficiency of our transport networks. To ensure appropriate management of environmental resources and transition to a low-carbon and climate resilient society.

New Infrastructure

Deliver national road, light railway, metro, and active travel infrastructure, contributing to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low carbon future.

TII strategic objectives which achieve our goals

1. Maintain and change existing infrastructure to reduce transport-related deaths, injuries, and risks.
2. Extend the lifespan and optimise the use of our transport infrastructure, minimising the need to build new infrastructure.
3. Maintain our transport systems to ensure they are safe, resilient, and available for use.
4. Introduce measures to support the reduction of carbon and other emissions in our operations.
5. Support the use of emerging technologies such as connected cooperative and automated mobility.
6. Provide information to our customers.

1. Reduce transport-related deaths and injuries by modernising our infrastructure.
2. Support Ireland's economic recovery with the efficient movement of people and products.
3. Improve regional accessibility, meeting the needs of bus operators and their passengers, with lifeline routes for rural communities.
4. Deliver infrastructure that supports low-carbon transport systems and emission reductions.
5. Plan and design major transport schemes to encourage active travel and public transport.
6. Promote further use of low-carbon products in our construction projects.
7. Enhance biodiversity on TII land and strive to achieve net gain on future projects.

Performance in 2024

- TII launched a project on the M50/M1 Southbound Tunnel to enhance tunnel operations by introducing lane control signalling and variable speed limits, involving new gantries, infrastructure modifications, and ITS equipment upgrades.
- We advanced the strengthening of the light rail initiative, improving capacity and reliability.
- We initiated the SRAR Project to deliver new control rooms, substantially completed in December 2024.
- TII commenced capacity enhancement studies for both the Red and Green Luas lines, with completion expected in late 2025.
- We progressed work on the Red Cow Depot extension project.

- We completed three major projects, including the Dunkettle Interchange Upgrade Scheme, N56 Dungloe to Glenties and the N69 Listowel Bypass.
- We delivered a total of 60km of Greenways, with a further 88km progressing to construction in 2025. We funded a total of 44 active travel projects in 2024 at various stages of delivery.
- The planning and design development phase of MetroLink progressed significantly with the appointment of a Programme Director, completion of a second round of public consultation, mobilisation of over 700 personnel, and issuance of Periodic Indicative Notices for market consultations.
- Progress was made on procuring a long-term fleet supply contract for new Luas rolling stock, with the prequalification phase completed, contract and tender documents advanced, the business case approved, and the tender for the first lot to replace the Red Line fleet currently in progress

Goal

People

Maintain, enhance and harness the capability of our people, while promoting TII's values, to ensure the delivery of our goals.

Services

Operate TII's light rail, tolling, and traffic control systems. This includes managing technologies such as intelligent transport systems, traffic signal coordination, and motorway control centres that monitor and optimise traffic flow. These systems play a key role in the electrification, digitalisation, and decarbonisation of Ireland's transport network.

TII strategic objectives which achieve our goals

1. Provide a positive employee experience, embracing diversity and inclusion.
2. Support personal development, motivating and building the capacity of our team.
3. Embed best-practice workforce planning as we respond to change.
4. Maintain, develop and share TII knowledge and expertise.

1. Optimise the performance of TII's light rail system and national roads services, supported by innovation and ongoing performance improvements.
2. Implement national policy for demand management, encouraging people to use public transport. Operate eFlow, Dublin Tunnel and interoperability services, delivering national policies on mobility, infrastructure funding and the European Green Deal.
3. Support and develop carbon-reduction measures in the transport sector.
4. Invest in cooperative intelligent transport systems to improve our services.
5. Maintain design standards for roads and bridges.
6. Achieving a 73% reduction in direct and indirect emissions while working to decrease indirectly generated carbon emissions further down the supply chain. This is within the context of the need for the transport sector to reduce emissions by 50% by 2030 in line with global climate goals.

Performance in 2024

- We ran initiatives to boost employee experience, including Wellness Week, Neurodiversity and Deaf Awareness Training, and Supporting Women in Menopause initiatives.
- We launched an Employee Engagement Pulse Survey and Action Plan focused on communication, culture, and recognition.
- We delivered Equality, Diversity, and Inclusion (EDI) initiatives like the Elevating Women in Leadership Programme, training in Irish Sign Language and Disability Awareness, and Strategic EDI Policy/Document Analysis.
- We set up the Alternative Fuels Projects Unit (AFPU) to lead the provision of electric vehicle recharging and alternative fuel infrastructure.
- Our staff participated in national and international conferences and knowledge-sharing events.
- We supported educational outreach through sponsorship of school science initiatives and the Biodiversity Schools Competition.

- Our light rail systems carried over 54 million passengers, reflecting continued public transport demand and network reliability.
- Tolling activity on the M50 remained high, with traffic volumes increasing by 2% and AADT levels exceeding 160,000 vehicles per day.
- We achieved 97.14% tolling compliance for the M50, and the Interoperability Management Platform processed 68.4 million tolling transactions.
- We continued to upgrade network lighting to LEDs, modernise our fleet, and install PV solar panels to reduce emissions, in line with TII's Climate Action Roadmap.
- The Dunkettle Interchange Upgrade Scheme delivered carbon savings by sustainably sourcing 450,000 tonnes of fill material locally.
- We implemented water and waste tracking building initiatives, and enhanced cycling facilities to encourage sustainable mobility. We published 144 technical documents on www.tiipublications.ie.

Goal

Engagement and Collaboration

Engage and collaborate, partnering effectively with external parties, both nationally and internationally, to support the achievement of our strategy.

Safety

Reduce the risk and number of collisions, injuries and deaths on our light rail and road infrastructure.

TII strategic objectives which achieve our goals

1. Foster and maintain relationships with external stakeholders and suppliers.
2. Procure and manage our contracts responsibly.
3. Participate in research and collaboration to support innovation and best practice.
4. Communicate with the communities affected by TII projects.
5. Engage with suppliers to ensure the application of our sustainability principles.
6. Increase awareness of TII's work, expertise and impact.

1. Deliver on TII actions in the Government's Road Safety Strategy.
2. Target investment based on analysis of collision data and a proactive risk-based approach.
3. Continuously improve the safety of workers engaged in TII construction and operations.
4. Promote new technologies, design standards and procedures to improve safety on TII networks.
5. Strengthen TII's safety culture through leadership, engagement and communication.
6. Provide light rail and metro systems that are safe for everyone.

Performance in 2024

- We successfully delivered the 10th edition of the Transport Research Arena (TRA2024), which took place from April 15–18, 2024. The state event, run on behalf of the Department of Transport, attracted over 4,200 delegates from Ireland, Europe, and across the globe.
- Our Annual National Roads and Greenways conference held in Athlone in October 2024 was attended by over 300 Local Authority officials.
- We partnered with Eolas to deliver the 2024 Transport Ireland Conference in June. The event brought together key stakeholders to explore the latest ambitions, challenges and tangible opportunities for decision-makers to transform Ireland's transport sector.
- TII was actively involved in a host of national and EU working groups, including those focused on camera enforcement, high-voltage cables in roads, and the Zero Emission Safety.

- In 2024, TII provided approximately €20m in funding for road safety improvement schemes on the existing road network, with approximately €18m allocated to single carriageway networks and €1m to the motorway network.
- Road traffic fatalities on all roads in 2024 totalled 172, a decrease of 8 from 2023. Of these, 70 occurred on national roads.
- Pedestrian fatalities on national roads decreased by 1, totalling 12 in 2024.
- Cycle fatalities remained the same as in 2023, with 1 reported.
- Actions were completed within Phase 1 of the Government's Road Safety Strategy in 2021-2024: (2024: TII Actions 12- completed 11, 1 Action due for completion in 2025).
- We carried out 537 principal bridge inspections.

Goal

Organisational Excellence

Implement best practice in governance and how we conduct our business in TII, achieving a high standard of professionalism, compliance, assurance and securing value for money in all we do.

TII strategic objectives which achieve our goals

1. Promote a culture of good governance in TII, in line with public body guidelines.
2. Deploy robust control systems and structures that ensure compliance and accountability.
3. Promote innovation with new methods and technologies.
4. Report on the implementation of our Sustainability Principles.
5. Report on the implementation of the Public Sector Equality and Human Rights Duty.
6. Build our capabilities to utilise data science and analytics to optimise TII's transport networks, sharing with our stakeholders.
7. Deliver efficient, easy-to-use and responsive services for TII customers.

Performance in 2024

- We published a comprehensive update to the TII Project Appraisal Guidelines, in line with DoT's Transport Appraisal Framework and the Government's Infrastructure Guidelines.
- We made significant organisational developments in 2024, including the establishment of a dedicated MetroLink Division, the launch of the Strengthening Light Rail initiative, and the creation of a new AFIR (Alternative Fuels Infrastructure Regulation) Unit to support the delivery of EU-aligned infrastructure for low- and zero-emission vehicles.

Windblade Bridge on the Midleton to Youghal Greenway, Cork

Sustainability at TII

Our vision is to lead in the delivery and operation of sustainable transport, enabling our networks to drive inclusive growth, create job opportunities, enhance the well-being of all persons including vulnerable groups, strengthen our resilience to address climate change, maintain our commitment to the environment and continue to prioritise safety.

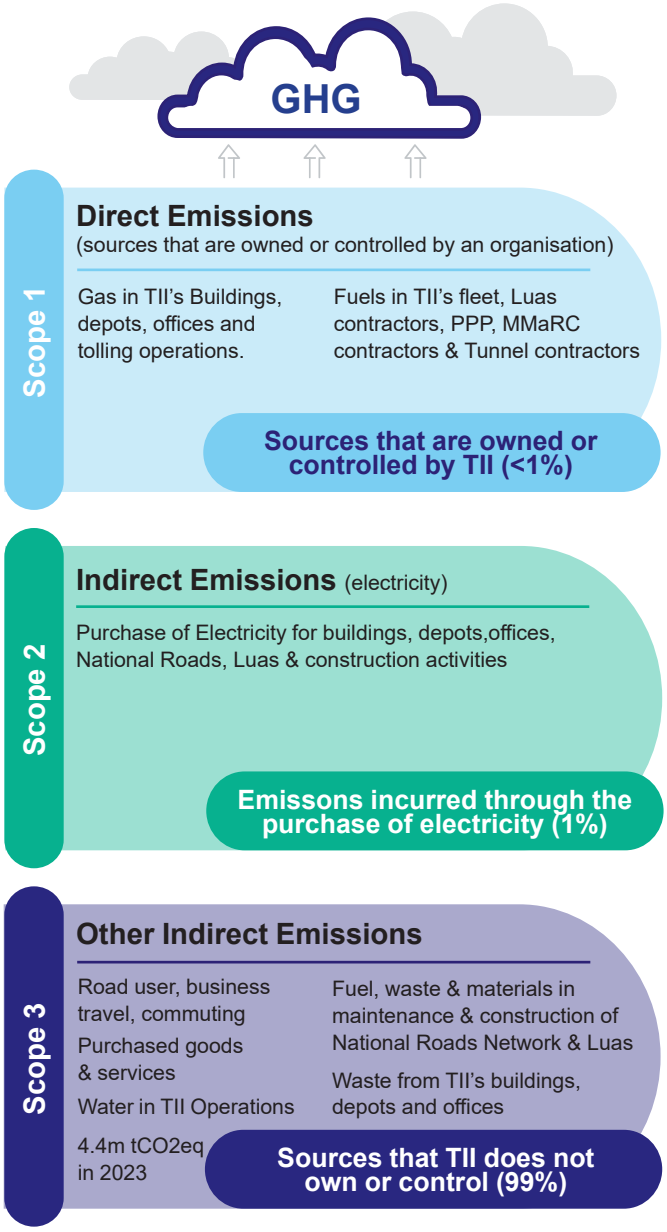
TII's main purpose is to provide sustainable, high-quality transport infrastructure and services, supporting economic growth and enhancing quality of life. Greater sustainability in design and operation of our transport system helps the well-being of our society, makes our economy more efficient and protects our environment for generations to come.

TII is committed to good governance and ethical practice, and we recognise the vital importance of sustainability as a corporate priority.

Ireland's Carbon Emission Profile

The Environmental Protection Agency (EPA), in conjunction with the Sustainable Energy Authority of Ireland (SEAI), is responsible for reporting on Ireland's GHG emissions. The latest GHG emissions data for Ireland is based on provisional figures included in the SEAI's energy balance provided in June 2024. Ireland must reduce emissions by 51% by 2030.

The latest available figures from 2023 show that GHG emissions in Ireland are estimated to be 6.8% lower than emissions in the year previous (55.01 million tonnes carbon dioxide equivalent (Mt CO2eq), compared to 59.00 Mt CO2 eq). The transport sector represents a major source of Ireland's GHG emissions, accounting for over 21% (11.2 Mt CO2eq). The transport sector must reduce emissions by 50% by 2030 (compared to 2018) from 122 Mt CO2eq to 6 2 Mt CO2eq



The Greenhouse Gas Protocol

Greenhouse gas emissions can be categorised in a number of ways to help understand emissions and the associated reporting. TII uses the Greenhouse Gas Protocol for measuring and reporting on its emissions. The Greenhouse Gas (GHG) Protocol is an internationally recognised standard to measure and manage emissions.

Climate Action Roadmap 2024

The Public Sector Climate Action Mandate outlined in Climate Action Plan 2024 (CAP 24) focuses on the main climate action objectives and decarbonisation targets on Scope 1 and 2 emissions. These must be adopted by public bodies, including TII, as a means of leading by example in terms of decarbonisation.

The TII Climate Action Roadmap 2024 (Roadmap) was published in June and sets out TII's plans to reduce emissions and meet decarbonisation and energy efficiency targets. The Roadmap and information on TII's sustainability related projects and activities can be found in the Sustainability section of the TII website. Along with reporting on progress in the Roadmap, TII also submits a response to the mandate on the SEAI reporting portal as required.

TII is continuing to deliver upon the TII actions as outlined in the Climate Action Plan.

Alongside delivering upon those named actions, TII is actively implementing the actions outlined in the mandate and the current progress is outlined in TII's Climate Action Roadmap. Certain activities relating to the mandate are also documented in this report including progress on emissions reduction, sustainability initiatives and training etc.

TII is compliant with Circular 1/2020: Procedures for offsetting the emissions associated with official air travel.

The public sector must achieve a 51% reduction in GHG emissions and a 50% improvement in energy efficiency by 2030. Each public sector organisation has been set an individual target by the SEAI for overall GHG emissions reduction from energy.

TII's emissions target is to reduce GHG emissions from energy by 73% by 2030 compared to a 2016-2018 baseline (average). For 2023, TII's GHG emissions from energy were 19,326 tCo2, a reduction of 32% from the baseline. The roadmap sets out 25 projects to be delivered between 2024 and 2030. We expect to meet our targets if the decarbonisation of the electricity grid is delivered as planned and all projects can be funded and implemented.

Currently, TII's emissions covered by these targets represent less than 1% of TII's overall emissions. The remaining 99% of emissions are not controlled, but can be influenced, by TII. TII is working with partners, stakeholders, and suppliers to reduce the overall emissions associated with the operation, protection and renewal, construction of transport infrastructure, and use of TII's transport networks.

This includes:

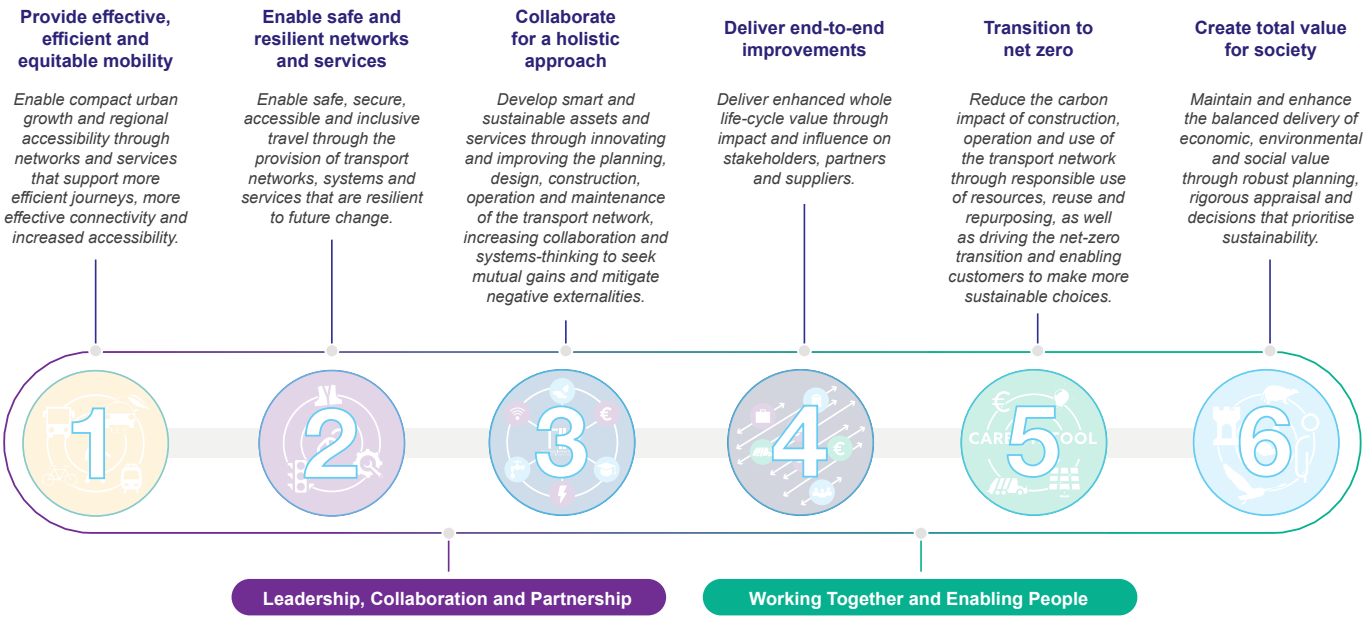
- TII's development of policies, strategies, industry standards and guidelines
- Working with the supply chain to use more sustainable products and processes for projects; and
- Encouraging sustainable travel choices through the development of demand management measures and the provision of public transport and active travel infrastructure and services.

2024 Sustainability Highlights and Future Goals

TII's Sustainability Implementation Plan (SIP) is a supporting document to TII's Statement of Strategy which is the foundation for embedding sustainability across TII. It sets out a clear vision and lays out paths towards sustainability implementation across our organisation and activities. At its core are six guiding principles which help implement sustainability across our organisation.

There have been significant changes to European and national policies responding to the climate and biodiversity crises. Therefore, the SIP was reviewed and updated during 2023. This review resulted in an updated version, published in March 2024. The latest iteration of the SIP addresses the policy changes and builds on the previous plan with a focus on the impact of sustainability actions.

The following sections outline key achievements and future goals under each of the six guiding principles.



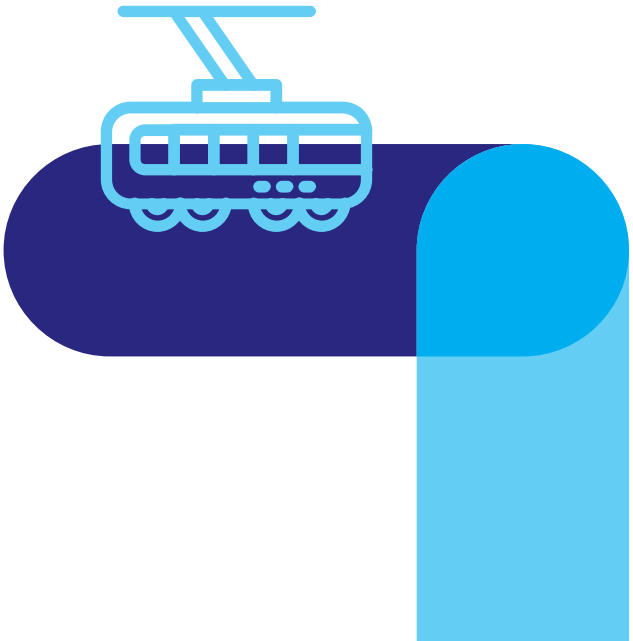
South East Greenway, Wexford

SIP Principle 1 - Provide effective, efficient and equitable mobility

Enable compact urban growth and regional accessibility through networks and services that support more efficient journeys, more effective connectivity and increased accessibility.

Highlights of 2024

- **MetroLink** - In alignment with the Climate Action Plan, MetroLink continued to progress, including through the conclusion of a six-week oral hearing before An Bord Pleanála in March 2024, onboarding an interim leadership team, and completing the recruitment of the MetroLink Programme Director in September.
- **National Cycle Network** - The National Cycle Network (NCN) Plan was launched by Transport Minister Eamon Ryan on 10 January 2024. TII is responsible for programme management in collaboration with local authorities and stakeholders. The NCN aims to create 3,500 km of safe, high-quality cycle routes, connecting over 200 cities, towns, and villages across Ireland. Our role ensures the integration of existing and planned greenways, road infrastructure, and other cycling routes to promote sustainable transportation and improve public health.
- **Greenways** - 79 Greenway Projects were funded in 2024. A total of 60km was completed and opened to the public with a further 88km anticipated to go to construction in 2025.
- **Public Transport Corridors** - In 2024, construction advanced on the provision of a pilot peak period bus corridor using on the N/M4 national road travelling eastward from Celbridge to Leixlip/Lucan - on route toward Dublin City. Planning, design, and environmental evaluation works commenced on advancing a similar scheme from Leixlip/Celbridge toward Maynooth travelling westward. Additionally, work on sections of the N3 and N11/M11 road corridors advanced through the statutory processes. Transportation solutions to enhance public transport transit and active travel movements is ongoing.
- **M4 Eastbound Bus Priority Measures** - In 2024, a pilot scheme for prioritised bus lane on M4 eastbound between Junction 6 Celbridge and Junction 5 Leixlip commenced with civil works progressing in discrete sections to minimise disruption to the live traffic environment. These works included completion of drainage & ducting, ITS plinths & maintenance laybys for the initial sections. The hard shoulder strengthening, barrier installation and full resurfacing of the motorway is to be carried out in 2025. Procurement of the ITS equipment and its integration into the traffic management system (NIMS) will follow to facilitate the operation of the facility subject to available funding.
- **Road User Charging** - Work continued to advance with best practice knowledge sharing sessions and preparations for a road user charging pilot, pending the outcome of the Department of Transport's "Moving Together" National Demand Management Strategy.



SIP Principle 2 - Enable safe and resilient networks and services

Enable safe, secure, accessible and inclusive travel through the provision of transport networks, systems and services that are resilient to future change.

Highlights of 2024

Climate Adaption

- TII is continuing to proactively prepare for the impacts of climate change through improving its understanding of climate risks.
- In 2024, TII continued to implement the actions set out in TII's Climate Adaptation Strategy, 2022. We focused on the early stages of climate change risk assessments for national roads and light rail, involving data gathering for both climate and asset data. A number of pilot climate change risk assessments were undertaken. A methodology was also developed to consider the costs of implementing TII's Climate Adaptation Strategy.
- TII engaged with the EPA and Climate Ireland to develop climate adaptation indicators for the national road network and light rail. This report was published in 2024.

Road Safety

- The Safe System approach has been fully integrated into TII's standards and guidance documents, aligning with both the Government Road Safety Strategy and the European Directive on Road Infrastructure Safety Management. In support of this integration, TII Road Safety delivered over 5,000 person-hours of training in 2024, aimed at enhancing understanding and implementation of Safe System principles across the sector.
- In collaboration with An Garda Síochána, speed management measures were expanded on the N5, N2 and N3, with the installation of Average Speed Safety Cameras. Additional static speed cameras were also installed on the N17, N59, N13, N69, N22, N25 and N80.
- A Safety Ranking for National Roads has been developed which will be repeated every five years in line with the European Directive.

Dunkettle Interchange

SIP Principle 3 - Collaborate for a holistic approach

Develop smart and sustainable assets and services through innovating and improving the planning, design, construction, operation and maintenance of the transport network, increasing collaboration and systems-thinking to seek mutual gains and mitigate negative externalities.

Highlights of 2024

- **High-Speed Weigh-In-Motion (WIM) framework contract -** TII awarded the second-generation High-Speed Weigh-In-Motion (WIM) framework contract to BAM / QFree in March 2025. The first call-off contract within this framework shall deliver 10 WIM sites facilitating the collection and storage of weight data pertaining to vehicles using the Irish national road network. TII is also developing a Weigh-In-Motion Data Management Solution which shall enable integration of WIM Data into TII's Network Operations so as to inform a safe and sustainable approach to infrastructure design, asset management and protection.
- **Bio-based Binder** – In line with our Circular Economy Strategy, we delivered a number of pilot pavement maintenance projects using 'Bio-based Asphalt Pavement Binders and Rejuvenator' with warm mix additives and combined with high levels of recycled asphalt pavement in Counties Clare and Meath to test the performance of bio-binders in real life conditions.
- **Procurement -** In 2024, we established a system to gather and record data on Green Public Procurement in line with EU open standards for publishing Public Procurement data. We successfully piloted the CO2 Performance Ladder on the M7 Kildare Bypass Pavement Renewal Scheme. The contractor received its level 4 certification, achieving a reduction of 21% in CO2 savings for this project. Following the success of the pilot project, it has been agreed to roll out the CO2 Performance Ladder on all Highspeed Pavement projects contracted with TII.
- **Supply Chain -** TII is a Partner and Board Member of Ireland's Supply Chain Sustainability School. The school and its partners are working to enable a world class sustainable built environment through knowledge and collaboration.

SIP Principle 4 - Deliver end-to-end improvements

Deliver enhanced whole life-cycle value through impact and influence on stakeholders, partners, and suppliers.

Highlights of 2024

Circular Economy

- In line with our Circular Economy Strategy, new Life Cycle Assessment (LCA) models are being established to balance economic, environmental, and social costs. Guidance on LCA and procurement will be prepared in 2025/6, alongside exploring LCA for pavements.
- TII commenced a project embedding environmental parameters in pavement maintenance in Q2 2024. This focuses on asset management planning and management systems within TII and local authorities. The TII Standards Commission has commenced the development of data standards in 2024, with an information modelling policy and strategy underway.

SIP Principle 5 - Transition to net zero

Reduce the carbon impact of construction, operation and use of the transport network through responsible use of resources, reuse and repurposing, as well as driving the net-zero transition and enabling customers to make more sustainable choice.

Highlights of 2024

Alternative Fuels Infrastructure Programme

TII, in partnership with Zero Emission Vehicles Ireland (ZEVI), is accelerating the delivery of EV recharging infrastructure by incentivising private sector involvement through the ZEVI-funded EV Recharging Infrastructure Light Duty Vehicles (LDV) National Road Grant Schemes

Some of the key highlights are covered below:

- **Phase 1 (LDV1):** Launched in 2024 covering 1,010 km of the NRN. In July 2024, 17 new high-powered recharging pools were announced, adding 131 recharging points. Completion is expected by December 2025.
- **Phase 2 (LDV2):** Launched in October 2024, covering 1,200 km of the TEN-T Comprehensive NRN. Completion is expected by December 2025.

Decarbonisation Initiatives

- In line with TII's Climate Action Roadmap, we are continuing to deliver **decarbonisation projects such as** upgrading lighting to LEDs and installing solar panels to reduce our emissions.
- We completed the N22 Ballyvourney to Macroom **Carbon Benchmarking and Analysis Project,** in line with TII's Circular Economy Policy.
- The **Dunkettle Interchange Upgrade Scheme** was completed in 2024. The project delivered carbon savings by, amongst other things, sustainably sourcing 450,000 tonnes of surplus general fill material from other construction sites within an 8km radius instead of from the closest licensed quarry located approximately 15km away
- We commenced the **ISO 14001 Environmental Management System Certification** process for our Parkgate Street office.
- We implemented several initiatives in our buildings including tracking water use and waste production. Parking facilities continued being phased out in favour of public transport, with five spaces converted to cycling facilities. New bike cages, drying areas, lockers, and showers were completed in the basement, and cycling promotion is ongoing.
- We completed a review of paper-based processes and embarked on actions to reduce paper usage as part of the Climate Action Mandate activities in 2024.

Luas, Green Line, Dublin

SIP Principle 6 - Create total value for society

Maintain and enhance the balanced delivery of economic, environmental, and social value through robust planning, rigorous appraisal and decisions that prioritise sustainability.

Highlights of 2024

Light Rail

The Luas extension to Finglas reached a milestone in November 2024 with the Railway Order submission. Most of the proposed route will feature grass track, a sustainable innovation for urban transport in Ireland. We progressed work on the emerging preferred route for Cork Light Rail and for an extension of the Luas to Lucan.

Guidance, Technical Standards and Research

We published national standards and project management guidelines to facilitate all road users on the national road network, including:

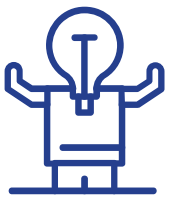
- Updates to the Guidelines for Cultural Heritage Impact Assessments of TII National Roads & Greenways Projects
- Updates to the Project Appraisal Guidelines to support the appraisal of projects in a more sustainable way.
- Updated Earthworks Guidance and specifications contributing to better use of natural resources.
- A new standard on Population and Human Health - Assessment of Proposed National Roads.
- An overarching Technical Document for the Design and Delivery of Soft Landscape Treatments in Urban Transport Environments.
- Updates to the Carbon Tool User Guidance contributing to decarbonisation.

Fossil Fuel Phase Out

We updated our procurement and design procedures to comply with the requirement to eliminate fossil fuel heating after 2023. We are investigating alternative energy supply options. This requirement will be applied to all new builds or renovations under the TII remit moving forward.

Sustainability Training

In line with the Climate Action Mandate, senior management completed climate action leadership training. All modules were recorded and are now available for all staff.



Our People

In 2024, TII built on its blended work policy and made substantial efforts in optimising its current office space. In line with government policies on Climate Action, Blended Working, the National Sustainable Mobility Policy, and the Public Service Agreement 2024-2026, TII has reviewed its headquarters office space requirements considering both reduced utilisation by current TII staff and a projected increase in resourcing for upcoming projects. Current office space is being optimised rather than any further office expansion or office acquisition.

TII carried out a number of initiatives towards achieving the strategic objective to 'Provide a positive employee experience, embracing diversity and inclusion' and towards the broader 'People' goal to 'Maintain, enhance and harness the capability of our people, while promoting TII's values, to ensure the delivery of our goals.' This included regular employee champion engagements, continuation of TII's health and wellbeing Flourish Programme, providing monthly webinars and initiatives centred around improving staff physical, mental, and social wellbeing, including Wellness Weeks 2024, Equality, Diversity and Inclusion (EDI) initiatives such as Neurodiversity Awareness Training, Supporting Women in Menopause initiatives, Deaf Awareness, and Irish Sign Language Training.

Staff feedback provided through the employee engagement pulse survey in 2023, subsequent focus groups, and divisional workshops carried out in 2024, highlighted areas of focus for TII and provided information that guided the development of an Employee Engagement Plan and set of actions with the overarching ambition to make TII a great place to work. The plan was communicated to all staff in Q4 2024 with many actions commenced by year-end 2024, including those in the areas of communication, culture, and recognition, with remaining actions planned for delivery across 2025.

Equality, Diversity & Inclusion Initiatives

TII's ambition is to be a thriving organisation demonstrating equitable and inclusive practices and systems, energised by the contribution of a network of diverse employees and stakeholders. TII carried out a series of initiatives throughout 2024 to help accelerate the delivery of its vision and objectives, including:

- Elevating Women in Leadership Programme.
- Rollout of EDI training including Irish Sign Language Training, Disability Awareness Training, Line Management Training-Supporting Women in Menopause.
- Strategic EDI Policy/Document Analysis.

We published our third Gender Pay Gap report in December. This report identifies strategic actions TII will take to reduce its pay gap in the future. These actions include:

- Recruitment & Retention Strategy - TII will continue to review its Recruitment and Retention strategy to identify how it can attract more women and a broader diversity of talent into TII and retain and develop their careers in TII.
- Talent Management & Succession Planning – TII will continue to enhance its approach to talent management and succession planning to include a focus on the diversity of our talent pipeline.
- Employee Engagement & Culture - TII will continue to investigate gender differences in employee experience in its Employee Engagement Surveys and wider engagement initiatives.

Through these initiatives, we aim to build a culture of inclusiveness and equality within TII itself, where diversity is celebrated and where destructive or potentially discriminatory behaviours are recognised, addressed, and remedied.

We recognise that this is the start of the journey, and that focused efforts will be needed to educate our organisation and to ensure that continuous improvements are made to support and enable staff, particularly those more vulnerable to potentially discriminatory behaviour, to thrive, promoting equality of opportunity for all.

20 Years of Luas

On 30 June 2024, the Luas light rail service marked its 20th anniversary, a milestone that celebrates two decades of its transformative impact on Dublin's transport landscape. Since its launch in 2004, Luas has grown into a vital part of the public transport network, providing fast, reliable, and sustainable mobility to millions of passengers each year.

Over the last 20 years, Luas has grown into a network spanning 43 kilometres with 67 stops across the Green and Red Lines. It has carried more than 650 million passengers, with 2024 surpassing 50 million annual trips for the first time. Today, nearly 1 in 5 public transport trips in Dublin are made on Luas, underscoring its central role in connecting communities and supporting economic growth.

Luas has been a catalyst in reshaping Dublin's urban environment, fostering sustainable development and enhancing quality of life for residents. Its line extensions and capacity enhancements have supported housing and employment growth along its corridors. Luas connects communities and places, supports the delivery of new development and growth, and provides high-quality connection to key economic centres across Dublin.

As a convenient, reliable, and safe mode of transport, Luas promotes sustainable travel while contributing significantly to Ireland's climate action goals. Its zero-emissions operation at street level aligns with national efforts to reduce carbon footprints and encourages behavioural shifts towards public transport usage.

Annual demand on Luas has grown steadily over time. In 2024, weekly passenger numbers averaged 1 million, with 75% of passengers using the service at least twice a week. Despite being just 43km in length, Luas accounts for nearly one-sixth of all public transport trips in Ireland, underscoring its efficiency and popularity. During peak hours, 58 operational trams accommodate up to 18,000 passengers, providing unmatched capacity compared to other urban transport modes.

Looking Ahead

As Dublin continues to grow, Luas remains central to plans for sustainable urban development. It presents a model for how large-scale growth can be delivered sustainably by applying the principles of Transit-Oriented Development. Future expansions, such as the proposed Green Line extension to Finglas, promise to further enhance connectivity and accessibility for residents across the city.

To maintain its success, future priorities for Luas include improving performance and capacity while addressing challenges such as overcrowding and anti-social behaviour. Increasing priority at junctions and renewing assets will ensure that Luas continues to meet the needs of Dubliners effectively.

As it looks ahead to future milestones, Luas continues to shape the city's journey towards a greener and more connected future

Luas, Green Line, Dublin

The number of passenger averages

1 million

per week in 2024

75%

of passengers travel by Luas at least twice a week

1 in 5

public transport trips in Dublin were on Luas

58 operational trams in morning peak- total capacity

18,000 people

2 in 3

Luas passengers are travelling to work, school or college

58%
growth in Luas demand in the last decade

Conferences and Awards

Transport Research Arena

The 10th edition of the Transport Research Arena (TRA2024) was held at the Royal Dublin Society (RDS) from April 15-18, 2024. Hosted by the Department of Transport and delivered by TII, in collaboration with key national and European stakeholders, the state event attracted over 4,200 delegates from Ireland, Europe, US, and more widely across the globe.

As Europe's largest multi-modal transport research and innovation conference, TRA2024 provided a platform for collaboration among researchers, policymakers, industry leaders, and public authorities. Under the theme "Transport Transitions: Advancing Sustainable and Inclusive Mobility", the event focused on shaping the future of transport through innovation, sustainability, and inclusivity.

Each day focused on one of four central themes, designed to address key challenges and opportunities in transport research and innovation. These provided a framework for collaboration, enabling participants to share best practices, showcase cutting-edge innovations, and align policies with emerging trends in mobility.

TRA2024 marked a pivotal moment for Ireland's transport sector, offering a unique opportunity to highlight its commitment to sustainable mobility while strengthening international connections. The event brought together diverse stakeholders across all transport modes—road, rail, aviation, waterborne, and cross-modal systems—fostering dialogue on critical issues shaping the future of mobility.

High-level representatives from the European Commission's Directorate Generals for Research and Innovation (DG RTD) and Mobility and Transport (DG MOVE) were present alongside four European Joint Undertakings: Clean Aviation, Clean Hydrogen, Europe's Rail, and SESAR. This marked the first significant presence of these Joint Undertakings at a TRA conference.

The European Climate, Infrastructure and Environment Executive Agency (CINEA) managed an "Innovation Zone" where EU-funded projects displayed cutting-edge developments. Additionally, a Horizon Europe brokerage event facilitated by GREENET enabled participants to explore future research collaborations aligned with upcoming Horizon Europe calls.

TRA
TRANSPORT RESEARCH ARENA
DUBLIN 2024
10th CONFERENCE • 15-18 April

Safe & Inclusive Transport

Sustainable Mobility of People & Goods

Efficient & Resilient Systems

Collaborative Digitalisation

TRA2024 Conference Themes

TRA2024 also served as a platform to deepen Ireland's engagement with European partners. Invitations were extended to senior officials from EU member states as well as representatives from EU parliamentary committees. Special outreach efforts targeted EU accession countries through bespoke events designed to enhance their participation.

The event further reinforced its educational mission by inviting secondary level schools to nominate 15/16-year-old students to a bespoke programme, which included a special session on Sustainable Mobility with transport policymakers and strategists.

Minister for Transport Eamon Ryan served as TRA2024 President, with Minister Jack Chambers as Vice-President. Their leadership underscored Ireland's commitment to hosting a world-class state event that showcased its innovative approach to transport policy and sustainable mobility solutions.

Transport Ireland Conference

The 2024 Transport Ireland Conference took place in Dublin on 20 June. The event, which was organised by Eolas in partnership with TII, brought together key stakeholders to explore the latest ambitions, challenges and tangible opportunities for decision-makers to transform Ireland's transport sector. Stakeholders included Jack Chambers TD, Minister of State, Department of Transport, the National Transport Authority, and Tallinn Transport Department (Estonia).

The event served as a platform for decision-makers to explore actionable strategies for advancing Ireland's transport systems. It included discussions on public transport improvements, road safety initiatives, and leveraging data for better transport planning.

National Roads and Greenways Conference

In October, we hosted the National Roads and Greenways Conference in Athlone. This annual event brought together over 300 local authorities and key stakeholders from across the transport sector, working in partnership with TII to enhance transport on national roads and greenways.

This year's conference focused on several critical themes: rural connectivity, urban mobility, greenways and the National Cycle Network Plan, protection and renewal of our infrastructure assets, and decarbonisation. We were honored to have Minister for Transport Eamon Ryan deliver a keynote speech, highlighting the importance of these initiatives.

Awards

We were pleased to be nominated for several awards across a range of categories in 2024, reflecting our commitment to innovation, sustainability, and delivery in transport infrastructure and services.

eGovernment Awards

AI & Governance category: For leveraging artificial intelligence in asset management for active travel infrastructure and greenway networks.

Public Sector Digital Transformation Awards

Winner: Outstanding Contribution to Planet Earth category: For the development of a Biodiversity Net Gain accounting methodology.

Community Engagement category: Recognising TII's adoption of a digital-first approach to public consultations.

Technology Ireland Industry Awards

Technology Innovation of the Year: For integrating advanced digital technologies into transport infrastructure projects.

Chartered Institute of Logistics & Transport Ireland Awards

Mobility & Transport category: For contributions to sustainable mobility initiatives across Ireland.

Transport Transitions:
Advancing Sustainable and Inclusive Mobility
TRA
DUBLIN 2024
WATER

MetroLink

MetroLink is a key project in the National Development Plan. TII is the Sponsoring Agency for MetroLink and is responsible for the delivery of the project. The National Transport Authority is the Approving Authority and has oversight of TII's delivery.

MetroLink is the single largest public transport investment in the State's history and a transformative piece of new public transport infrastructure, the first of its kind in Ireland. When operations commence, there will be trains every three minutes during peak periods. This can rise to a service every 90/100 seconds by 2060 if required. The system will be capable of carrying up to 20,000 passengers per hour in each direction.

MetroLink will comprise a high-capacity, high-frequency, modern and efficient metro railway, with 16 new stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area.

When completed, passengers will be able travel from Swords to Dublin city centre in approximately 25 minutes and it is estimated that MetroLink will carry up to 53 million passengers annually. MetroLink differs from other rail services currently available in Ireland (DART, InterCity and Luas) in that it will:

- Offer higher frequency services;
- Carry more people over shorter distances;
- Be fully segregated from all other road users (interference with road traffic or pedestrians); and
- Be fully automated (Driverless train service).

Strengthening Delivery Capacity

2024 marked a pivotal year for MetroLink, with the project advancing significantly across planning, procurement, and team mobilisation.

To support the scale and complexity of MetroLink, we continued to build a world-class delivery team. Over 800 personnel have now been mobilised to work exclusively on the project, working across the preparation and delivery of tender design, enabling works, and stakeholder engagement, among other activities. A key development in 2024 was the appointment of Dr. Sean Sweeney as Programme Director for MetroLink, a pivotal role as the project moves toward delivery.

Dr. Sweeney brings over 30 years of experience in delivering large-scale infrastructure projects. Most recently, he served as Chief Executive Officer of City Rail Link in Auckland, where he led the development and delivery of New Zealand's first metro line. His expertise will be essential as MetroLink approaches several critical milestones, including the potential granting of a Railway Order and Government consideration of Decision Gate Two, which would sanction the start of procurement for the main infrastructure contracts.

St Stephens Green Entrance

Laying the Groundwork for Delivery

In 2024, progress was made across both the planning and procurement phases of the MetroLink project. A key focus was the continued advancement of the Railway Order process, a critical step in securing statutory approval for construction.

The process has included two comprehensive rounds of public consultation, including the most recent in October 2024, which generated 43 submissions to An Bord Pleanála.

Significant progress has also been made in preparing for procurement. Prior Information Notices (PINs) were issued for the Advanced Works, Project Delivery Partner, and M400 series contracts, inviting market engagement and laying the foundation for future procurement. Market consultations for these packages were completed in 2024, reflecting the scale and complexity of the programme, and the opportunities for industry collaboration.

These consultations have informed the development of six major scope packages to be issued in 2025:

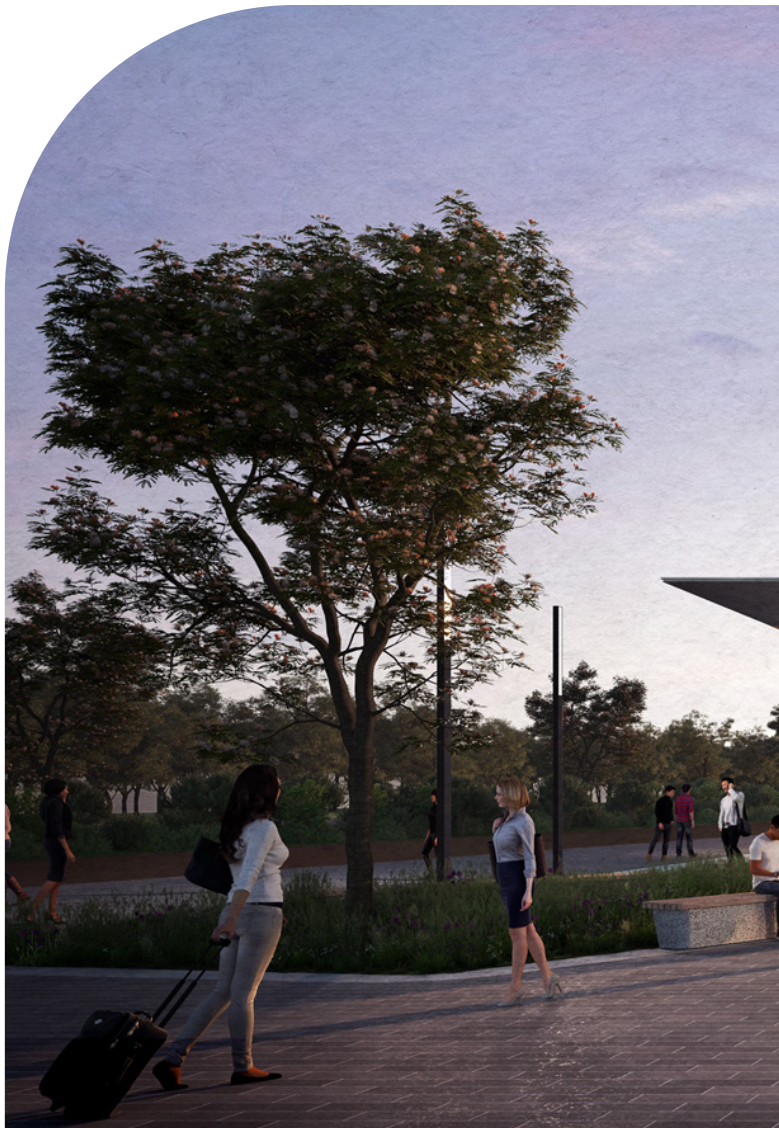
- M110 – Enabling and Specialist Heritage Works
- M130 – Archaeology Services
- M140 – Utilities South
- M150 – Utilities North and Central
- M160 – Environmental Monitoring
- M170 – Utilities Strengthening Works
- The M120 Specialist Heritage Works package has been consolidated into the M110 contract, streamlining delivery and enhancing coordination.

A further PIN for Advanced/Enabling and Utility Works is scheduled for 2025.

Looking Ahead

As we move into 2025, MetroLink is poised to enter a new phase. Subject to Government approval of Decision Gate Two, we anticipate launching procurement for the main infrastructure contracts, a key step toward full-scale delivery.

While the core service projections remain consistent with the Preliminary Business Case, the delivery timeline has been updated to reflect current planning and funding realities. Following the granting of a Railway Order and subsequent approvals, construction is expected to begin in the coming years, with the first passenger services projected to commence in 2034.

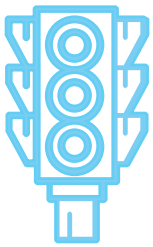


Northwood Aerial

Swords Plaza

National Roads Network Management & Operations

Network Traffic and Operations



National Roads

TII has responsibility for the management and operation of the National Road Network (NRN), in partnership with local authorities. We directly manage approximately 50% of the national primary network, which includes around 1,300 km of motorways and dual carriageways. Of this, approximately 460 km of the motorway network is managed through 13 Public Private Partnership (PPP) contracts, while the remaining sections are maintained by three regional Motorway Maintenance and Renewals Contractors (MMaRC).

TII manages the Dublin Tunnel and Jack Lynch Tunnel in Cork under the Operation and Maintenance of Tunnels and Traffic Control Centre (OMTTCC) contract. The Limerick Tunnel is managed under a PPP contract. Additionally, we operate nine online Motorway Service Areas through PPP concession arrangements, which are distinct from the privately-owned offline Service Areas located near interchanges

Alternative Fuels Projects Unit (AFPU)

TII's responsibilities have been expanded to include the provision of electric vehicle recharging and alternative fuel refuelling infrastructure. In response to this, we established the Alternative Fuels Projects Unit, with its focus on the planning for the provision of four key elements:

- NRN electric vehicle recharging infrastructure for cars and vans (LDVs).
- NRN electric vehicle recharging infrastructure for heavy duty vehicles (HDVs) such as lorries and buses.
- NRN hydrogen refuelling stations for heavy duty vehicles (HDVs) such as lorries and buses.
- Establishment of data infrastructure to support the data users of the electric vehicle infrastructure in Ireland and meet Ireland's regulatory obligations as laid out under AFIR.

Network Traffic

In 2024, traffic volumes across the network increased by 2% compared to 2023, reflecting a steady rise in overall mobility. The maximum Annual Average Daily Traffic (AADT) levels surpassed 160,000 vehicles per day across the network. Within the Dublin Tunnel, total traffic volume reached 9,684,812 vehicles for the year, of which 6,401,148 were tollable, indicating significant usage of this critical infrastructure.

Roads across different regions experience different levels of growth. Heavy Goods Vehicles (HGVs) saw a slight growth of 1% relative to 2023. Light Goods Vehicles (LGVs) grew nationally by 4% in 2024. In recent years, LGV traffic is growing at a higher rate than HGV traffic.

An additional project has commenced on site on the M50 / M1 southbound approach to Dublin Tunnel to introduce lane control signalling and variable speed limit regimes to support the operation of the Dublin Tunnel. This involves construction of new gantries, modification of existing infrastructure, and the replacement or install of ITS equipment.

In 2024, significant changes were made to the management of national roads in Ireland. On 10 December, the Minister of Transport signed a Statutory Instrument designating the M50 and parts of the N1 and N11 as national managed roads. Consequently, TII is now responsible for their signage and speed limits, a responsibility previously held by local authorities.

Although Section 77A of the Roads Act has yet to commence, it will enable TII to operate CCTV cameras on national roads, such as the M50. In preparation for this, Four safety cameras were installed on the M50 in 2024. TII is currently collaborating with DoT, An Garda Síochána, and the Courts Service to establish a method for commencing enforcement operations. This initiative is part of the ongoing efforts with the DoT and other relevant stakeholders.

Incident Management

While incidents can occur on any part of the network, the highest concentrations occur on urban motorways where congestion is greatest. In 2024, our Motorway Operations Control Centre responded to 15,171 traffic incidents, marking a 9% increase compared to 2023. Among these incidents, 2,160 were road traffic collisions. Overall, there were 5,884 total incidents reported in 2024.

Dublin Tunnel

We commenced a series of significant upgrades aimed at modernising Dublin Tunnel operations. These upgrades include enhancements to CCTV and control systems, ensuring improved safety and efficiency for all users. Temporary closures at night were undertaken to ensure the successful completion of the upgrades, minimising disruption during peak hours and maintaining high standards of operation.

Winter Operations

TII manages a network of 134 weather stations, located predominantly on the NRN. These stations service both our road network and Luas system. The stations provide detailed real time weather data that is used to generate the winter weather forecasts required to determine whether roads require treatment or not.In 2024, nine of the 11 M50 Gantry weather monitoring sites were installed. We also approved the installation of 20 Groundcast sensors to assist local authorities in their winter maintenance operations. The Groundcast sensor installation programme is currently a work in progress.

During the 2024 season, MMaRC operators and local authorities used 47,412 tonnes of salt on the NRN.

Five salt storage depot upgrades were carried out in 2024, with brine saturator installations carried out in Local Authority depots as part of TII's transition to pre-wet salting operations on the Local Authority maintained National Road Network.

The new Strategic salt storage depot county Sligo is a work in progress, this project is in collaboration with the Department of Transport.

Network Traffic and Operations

Hail showers led to localised issues on motorways on several occasions throughout the year, resulting in 16 collisions involving 21 vehicles on the NRN. Hail showers lead to a rapid reduction in pavement temperature and the formation of a layer of ice on the road surface. At motorway speeds, encountering a sudden carpet of hail on the road can lead to loss of control and serious collisions. Pre-treatment with salt does not work for hail.

We continue to collaborate closely with the Road Safety Authority and An Garda Síochána in a campaign to highlight the risks of hail and to encourage drivers to moderate their speeds when there is a risk of hail. We have initiated a protocol with Met Éireann, who provide regional hail alerts which are displayed on our network variable message signs.

A pilot scheme to improve hail detection was launched in 2023. This system aims to automate hail event detection and display warnings on nearby VMS signs. No hail events were recorded in the western region during the pilot. TII, Met Éireann, and our Road Weather Information Service provider monitor the sites to review data and performance.

Across 2024, upgrades of €3.5 million were approved, including for the delivery of nine permanently mountable pre-wet spreaders, the procurement of a further nine, and for five new brine saturator installations.

Motorway Service Areas

We operate nine service areas, under PPP agreements, at six locations along the motorway network. These facilities are either double sided serving each direction of the motorway, or single sided serving both directions through a purpose-built road junction. They are located at:

- M1 Lusk (double-sided)
- M1 Castlebellingham (double-sided)
- M4 Enfield (double-sided)
- M6 Athlone (single-sided)
- M9 Kilcullen (single-sided)
- M11 Gorey (single-sided)

Renewal and accessibility enhancement works continued at Lusk, Castlebellingham, and Enfield to upgrade amenity facilities to ensure that they are accessible and usable for all. These include renewal and enhancements of public toilet and shower facilities, baby changing facilities, and new internal children's play areas. Works are expected to be completed in Q1 2025

ITS and Technology Deployment

The Intelligent Transport Systems (ITS) deployments programme made significant progress in 2024. Key achievements included the completion of works around Dunkettle in Cork.Variable Message Signs (VMS) were deployed on major inter-urban routes such as the M4, M7, M8, and M9. Additionally, older VMS on the M1 were replaced under the Lifecycle Replacement Programme.

VMS, cameras, and journey time systems were successfully installed on all national road approaches to the Dunkettle Interchange. These systems greatly assisted with temporary traffic management and incident responses, particularly during traffic switchovers on various links.

In February, the EU Connecting Europe Facility co-funded Cooperative Intelligent Transport Systems (C-ITS) Pilot Project was launched to the public, with over 900 participants receiving messages via in-vehicle equipment or a mobile app. These messages, sent by operators at TII's Motorway Operations Control Centre, included incident alerts, journey times, and safety messages. The pilot concluded in December 2024, with an evaluation report highlighting positive changes in driving behaviour and benefits to safety, efficiency, and society.

We are currently exploring ways to build on the success of the pilot programme. In 2025, we will develop plans to enhance the pilot system, add new functionalities, and transition to a fully operational system. These plans aim to incorporate C-ITS communication with Original Equipment Manufacturer (OEM) vehicles equipped with in-built C-ITS, extending beyond just pilot participants.

Asset Renewals

The asset value of the national road network is approximately €31 billion (as assessed in 2019) and requires ongoing reinvestment to protect its value and ensure that it continues to perform as designed.

Network Pavements

An updated three-year rolling programme for pavement renewals continued in 2024.

Bridge Rehabilitation and Strengthening

We continued with our programme of bridge rehabilitation and strengthening works under TII's EIRSPAN bridge management system. Bridges and culverts on the network were subject to 537 principal inspections, including 329 bridges, 169 gantries, and 39 high masts.

A total of 1,844 national road bridges and culverts received annual routine maintenance to ensure traffic safety and serviceability. Major refurbishment works were completed on 20 structures. Key projects included surface re-profiling and profile correction at the M50 Junction 6 Rotary Bridges, replacement of expansion joints on the N6 Shannon Bridge, and the extensive refurbishment of Tay Lane Footbridge in Rathcoole. Additionally, the N70 Gleensk road embankment repairs were completed to stabilise a slippage, involving the construction of a new 41m long contiguous piled embedded wall.

Signs and Lines

Maintaining the quality of lining and delineation is crucial for the continued safe operation of the national road network. In 2024, we completed 585 km of road marking and stud renewals on the single carriageway network. The condition of our network delineation remains largely consistent with the previous year; however, there has been some drop-off in road stud performance, which will be targeted as part of the 2025 programme.

AFHDV and ZEHDV

The Low Emissions Vehicle Toll Incentive (LEVTI) scheme was concluded by TII at the end of 2023. This was replaced by the Zero Emissions Heavy Duty Vehicle (ZEHDV) scheme in early 2024.

In 2024, there were 20 applications for 36 vehicles. Of these, 5 applications were extended into 2025, 6 were cancelled, and 9 received payment. Specifically, 9 ZEHDV applicants for 15 vehicles were paid in 2024, and 3 Alternatively Fueled Heavy Duty Vehicle (AFHDV) applicants for 6 vehicles, carried over from 2023, were also paid.

In total, €1,129,561 was paid to ZEHDV applicants and €436,935 to AFHDV applicants, amounting to €1,566,496. Notably, there was increased interest from bus operators compared to previous years.

Salt Spreaders

Commercial Operations

Luas and Tolling Business

Light Rail Network Management

TII oversees the operation, maintenance and asset management of the Luas network in Dublin in partnership with the NTA.

TII's responsibilities include the management of the Luas operations and maintenance contract with Transdev, the Luas Operator, as well as:

- Oversight of operational safety matters;
- Revenue, budget management, and ticketing and fares policy in conjunction with the NTA;
- Life cycle asset management and renewals of Luas infrastructure and rolling stock;
- Service planning and timetabling;
- Oversight of advertising and delivery of marketing and public information; and
- Management of stakeholders interfacing with Luas network (e.g. planning and development).

In 2024, Luas began its phased transition of customer service channels to the TFI Help Centre, joining other public transport operators such as Bus Éireann, Iarnród Éireann, Go Ahead, and Dublin Bus. This consolidated call centre, managed by Capita Ireland in their Clonakilty office, Cork, aims to provide improved customer service to all passengers travelling on public transport in Ireland.

2024 Performance and Outcomes

Patronage on the Luas red and green lines continued to increase in 2024, reaching a record-breaking 54,015,041 passenger journeys. This figure surpasses any previous records or projections.

Luas operated 4,175,590million tram kilometres in 2024, representing 98.25% of scheduled service kilometres.

Tolling Operations

Around two million domestic and foreign motorists use the M50 and Dublin Tunnel toll roads each year. Net revenues collected gross revenues minus operating costs, taxes, and local authority rates - are invested in the operation and maintenance of the national road network, reducing the pressure on Exchequer funding requirements.

2024 Performance and Outcomes - M50 eFlow Tolling

Traffic volumes and revenue for the M50 eFlow Toll continued to grow in 2024, maintaining upward trajectory seen in previous years.

The AADT for the toll road was 158,733 trips, an increase of almost 2% on the previous year (2023: 156,028). In total, approximately 58 million passages were recorded on the toll road which is an increase of 2% from the previous year (2023: 57 million).

Year on year toll income grew by 12% to €212m, due to the combined effect of higher traffic volumes and an inflation-linked increase in toll charges which entered into effect in January 2024. The overall estimated tolling compliance rate was 97.14% which is generally in line with 2023 (97.17%).

2024 Performance and Outcomes - Dublin Tunnel Toll

In 2024, the Average Annual Daily Traffic for the Dublin Tunnel was 26,503, reflecting a 0.8% increase from 2023 (26,285). Throughout the year, approximately 9.7 million passages were recorded, with 65% classified as 'tollable' traffic (subject to toll charges) and 35% as non-tollable (exempt from toll charges under the Byelaws).

Toll income for Dublin Tunnel amounted to approximately €32 million, collected from 6.3 million passages. This represents an 18% increase (2023: €27 million).

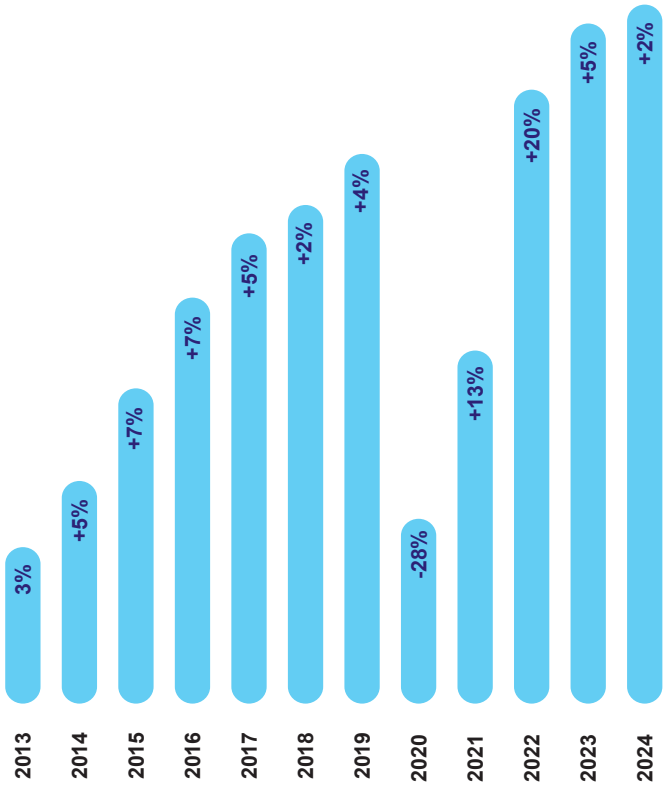
Tolling Interoperability

TII provides tolling Interoperability Management Services to support the operation of electronic tags on all toll plazas in Ireland. In 2024, we improved the reporting functionality on the Interoperability Management Platform (IMP) with a better focus on trend analysis. We also automated many of the manual processes, especially regarding alerts/alarms and reporting.

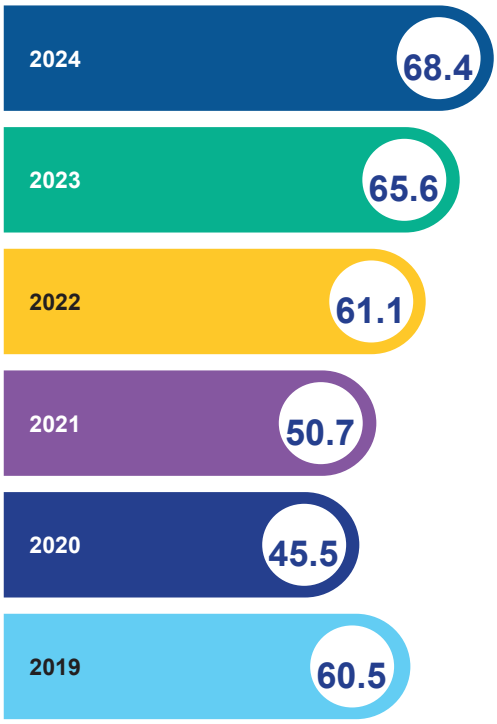
Traffic volumes and associated journeys throughout the national road network continued to grow in 2024. There were 68.4 million tolling transactions processed by the IMP, equating to €240 million in financial value. This represented a 4% increase in transaction volumes and a 16.5% increase in financial value.

There was a 2% increase in total trips recorded across the NRN (excluding Eastlink), amounting to 147.62 million trips. Electronic toll collection transactions, inclusive of M50 passages, grew by 5%.

Highlights include reaching the 1 million tag user milestone and preparing and approving European electronic toll service (EETS) accreditation documentation to accept EETS providers into the Irish Tolling Network.



Growth in M50 eFlow AADT Volumes Year on Year



National Interoperable ETC Transactions (figures in millions)

The table above sets out the key tolling statistics for 2019 to 2024

2024 Facts

Luas Facts

54million

passenger journeys

Network Management Facts

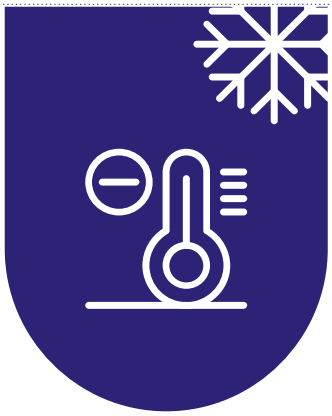
Our winter service fleet consists of

340 demountable snow ploughs

401 salt spreaders

47,412

tonnes of salt were used on National Roads Network in 2024.



67

nights in 2024 where the temperature reached below

ZERO

134

weather stations in operation on the National Roads Network

Luas, Greenline, Dublin

Capital Programme

National Roads, Active Travel Greenways & Light Rail (Luas)

Capital Investment Plan

Roads

The Roads Act 1993 mandates TII to secure the provision of a safe and efficient network of national roads. Delivery of the roads, active travel and greenway Capital Programmes is achieved in partnership with Local Authorities and through the network of Local Authority National Roads Offices. Projects are delivered from concept and feasibility through to construction and operation.

The National Development Plan (NDP) capital investment plan allocates Exchequer capital funding to TII of approximately €2,400 million over the period 2021-2025 and approximately

€5,600 million over the period 2026-2030. Delivery of New Roads Improvements is likely to progress more swiftly in the period from 2026-2030, with prioritisation of the following: Maintenance of the existing road asset:

- Progression of projects under construction or progression to construction;
- Progression of projects with planning approval or in the planning approval process; and
- For projects in early planning, the focus is on progressing bypasses and other projects that support the Town First Objective and compact growth.

The exchequer has committed to annual funding in the order of more than €60 million for the delivery of the Greenways programme. Approximately half of this funding is being directed towards construction and the remainder to progressing a portfolio of projects through the planning and design process.

Major Projects

Completions

- **Dunkettle Interchange Upgrade:** The Dunkettle Interchange Upgrade Scheme was officially opened by the Tánaiste, Micheál Martin TD, on 12 February. This €215 million project improves traffic flow and safety at the junction of four national roads near Cork City. It includes 18 new road links, seven new bridges, upgrades to five existing structures, and 2.9 km of new walkways and cycleways. Despite high traffic volumes, peak hour journey times have reduced by nearly 50%, with significant savings on the N40 to N25 and M8 Southbound routes.
- **N56 Dungloe to Glenties:** The N56 An Clochán Liath (Dungloe) to Glenties road was officially opened by the Minister of State at the Department of Transport, Jack Chambers TD, on 25 April. The combined project spans 27 km and includes a segregated cycleway along its length, representing a total investment of over €100 million. This project improves approximately 27 km of the N56 and provides an independent 2m wide shared footway and cycle track.
- **N69 Listowel Bypass:** An Taoiseach Simon Harris TD officially opened the new N69 Listowel Bypass on 19 August. The €62 million project is a six-kilometre western and northern bypass of Listowel town centre, consisting of approximately 3.6 km of new road, 2.3 km of on-line improvement of the existing network, and 1.5 km of new roundabouts and junction improvements. The bypass will divert 7,000 vehicles per day away from Listowel town centre, greatly enhancing infrastructure and accessibility in north Kerry.

- **Boyne Valley to Lakelands Greenway:** On 12 May 2024, Minister for Finance, Jack Chambers TD, and Minister for Rural and Community Development, Heather Humphreys TD, officially opened the Boyne Valley to Lakelands Greenway. This Greenway, developed along the disused Navan to Kingscourt railway line, offers a 30 km route for walkers and cyclists. The route begins at Blackwater Park in Navan and ends at Kingscourt Railway Station, passing through Wilkinstown, Castletown, Nobber, and Kilmainhamwood, and linking with Dun na Ri Forest Park. With 98% of the route being segregated and traffic-free, it provides a safe and scenic path.
- **Grand Canal Greenway:** On 10 January 2024, the Minister for Transport, Eamon Ryan TD, opened the latest extension to the Grand Canal Greenway, an 11 km stretch from Aylmer Bridge to Sallins, Co. Kildare. During the inauguration, the Minister also unveiled the new NCN plan. Once completed, this Greenway will provide a nearly continuous, mostly segregated route along the entire 130 km canal, stretching from Dublin to the River Shannon.

At Construction

- **N5 Ballaghadereen to Scramoge:** This project will see the construction of 33.4 km of new single carriageway road. The new road will tie into the existing Ballaghaderreen Bypass to the townland of Scramoge in County Roscommon and provide a bypass of Frenchpark, Ballanagare, Tulsk and Strokestown. The project is anticipated to be substantially completed by 2027

Luas Fleet Supply Enhancement

Throughout 2024, significant progress was made on the procurement of a long-term fleet supply contract for new rolling stock for existing Luas lines and new projects. The prequalification phase was completed, and substantial progress was achieved on contract and tender documents. The business case was completed and approved. The tender for the first lot to replace the Red Line fleet is currently in progress.

Luas Finglas, Cork Light Rail Transit (LRT) and Luas Lucan

- **Luas Finglas:** The preliminary business case for Luas Finglas was approved by DoT on 22 October, and a Railway Order was submitted to An Bord Pleanála on 18 November. Preparations for market consultation are underway, and discussions have commenced with the Government Contracts Committee for Construction on derogations for use of NEC4 contracts.
- **Cork LRT:** Recommendations regarding options for public consultation on Cork LRT were made across 2024. Preparations are ongoing for public consultation in early 2025 pending agreement between parties on the Emerging Preferred Route.
- **Luas Lucan:** A Red Line capacity study was completed, and work on the Emerging Preferred Route is ongoing. Additionally, work has commenced on the operation and maintenance study and depot strategy.
- **Donegal TEN-T:** The TEN-T Priority Route Improvement Project in Donegal has advanced to Phase 3 Design & Environmental Evaluation. This project focuses on transforming connectivity and access within Donegal by addressing critical transport deficiencies along three targeted sections of the existing TEN-T/national route. The project includes 42km of improved mainline and new bypass road, 63km of active travel pathways, and 8 new multimodal hubs with EV charging. The Primary Business Case assessment is ongoing, with Gate 2 Pre-Tender Approval as the next milestone. Construction is expected to commence post-2027, subject to planning and government appeals. The forecast cost range is between €780m and €915m.

Additional Major Projects

Additional Major Projects Active in Planning & Design phase include:

- **N/M20 Cork to Limerick:** The project has advanced to Phase 3 Design & Environmental Evaluation phase. The preferred transport corridors for the 80km motorway have been further refined, incorporating public transport and active travel facilities. The project aims to create a safer and more efficient transport corridor between Cork and Limerick. The next milestone is Gate 1, with construction subject to planning and government appeals. The forecast cost range remains greater than €1 billion.

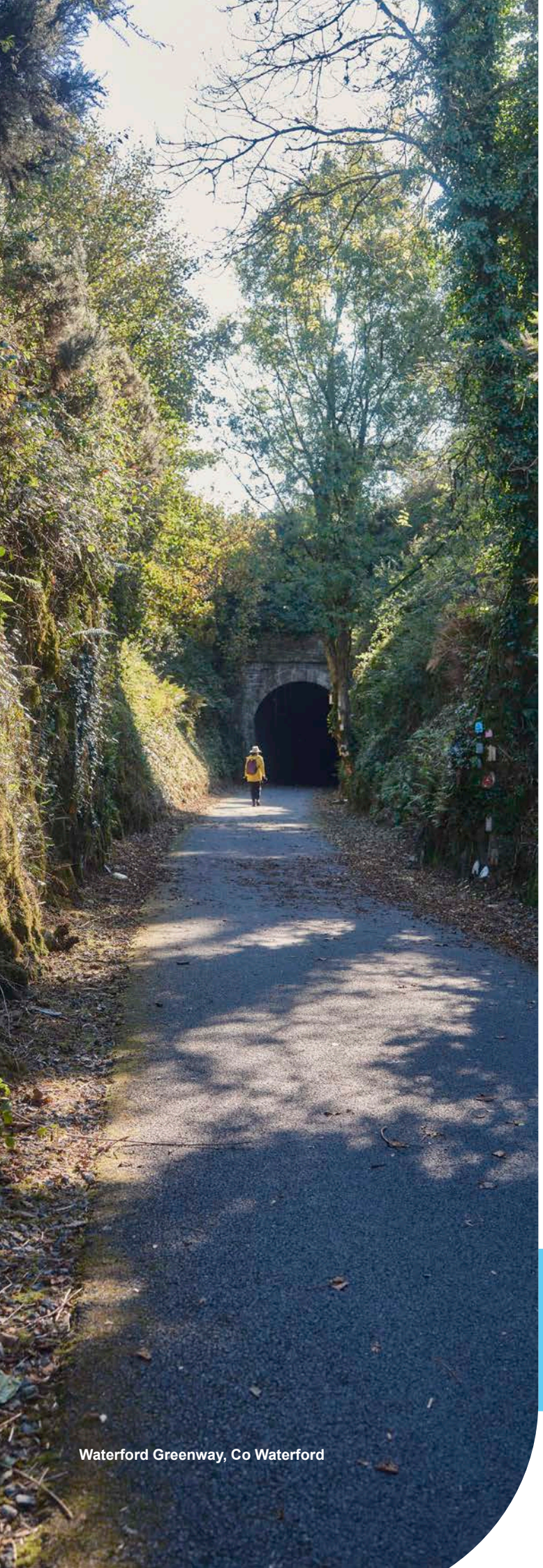
- **N2 Clontibret to Border Road Scheme:** The 28km road scheme has progressed to Phase 3 Design & Environmental Evaluation. The scheme aims to upgrade a section of the N2 Dublin-Derry Road to enhance safety, reduce journey times, and bypass towns and villages along the route. The project, which is now awaiting Gate 1 Approval in Principle, will improve connectivity between Dublin and the North-West region. Construction is expected to commence post-2030, with a forecast cost range of €370m to €425m.
- **N3 Virginia Bypass:** This 14.5km multi-modal transport scheme has advanced to Phase 3 Design & Environmental Evaluation. It aims to improve the N3 national primary route. The project will bypass the town of Virginia, alleviating traffic and improving noise and air quality for residents. The scheme, which extends from Edenburt to Lisgrea, is awaiting Gate 1 Approval in Principle.
- **N4 Carrick-on-Shannon to Dromod Bypass:** The project is currently at Phase 3 Design and Environmental Evaluation and consists of the N4 Carrick-on-Shannon Bypass with Active Travel and Demand Management Measures. The Bypass will be 5.8km long and include a new bridge over the River Shannon. The Active Travel and Demand Management Measures will include reduced speed limits, pedestrian crossings, shared footways and cycleways, new two-way cycleways and junction upgrades to improve safety and accessibility for vulnerable road users in Carrick-on-Shannon.
- **N6 Galway City Ring Road:** The proposed national road comprises 12.5 km of motorway, 5 km of single carriageway, and a new bridge crossing of the River Corrib. The scheme was subject to judicial review proceedings, which saw further consideration and a new decision by An Bord Pleanála. TII remains committed to the N6 GCRR and is supporting Galway City & County Councils. Further information for ABP to consider has been submitted. The project is now in Phase 4 Statutory Process.
- **N2 Slane bypass and Public Realm Enhancement Scheme:** The proposed project is 3.4 km in length and is envisaged to run east of Slane Village. It has advanced to Phase 4 Statutory Process, with a forecast cost range of €130m to €140m. In December 2023, Meath County Council submitted an application for development consent to An Bord Pleanála**.**
- **N52 Ardee Bypass:** This scheme consists of 4.5km of Type 2 Single Carriageway, six road junctions, including a proposed roundabout on the N2, and two river bridge structures. The project is currently in Phase 4 Statutory Process, with construction planned from 2026 until 2028, progressing to gate approval, subject to Judicial Review proceedings. The forecast cost range is €40m to €50m, subject to review.
- **N72 Mallow Relief Road:** The proposed project is 5km in length and aims to provide specific relief to Mallow town centre. The N72 is a national secondary road that runs east-west from its junction with the N25 near Dungarvan in Waterford to the N70 in Killorglin in Kerry. The project has identified a preferred route. The next milestone is Gate 1 Approval in Principle, with construction subject to planning. The forecast cost range is €40m to €50m.
- **N3 M50 to Clonee (Transportation Corridor):** The proposed project is 7km in length and aims to address public transport and commercial vehicle flow disruptions on the N3 between Junction 1 (M50) and Clonee (Junction 4). The project, which is currently in Phase 3 Design & Environmental Evaluation, includes potential online improvements to the mainline and junctions, as well as the development of bus lanes. The Preferred Option has been chosen. The next milestone is Gate 1 Approval in Principle, with construction timeframes to be confirmed.

- **N11/N25 Oilgate to Rosslare Harbour:** The proposed 33km project aims to improve the N11 route south of the M11 Gorey to Enniscorthy motorway, connecting Oilgate village to the N25 road to Rosslare Europort. The project is in Phase 3 Design & Environmental Evaluation, with a forecast cost range of €400m to €500m. The project will enhance safety, capacity, and connectivity between Wexford, surrounding areas, and international markets.
- **N24 Cahir to Limerick Junction:** Currently in Phase 3 Design & Environmental Evaluation, the proposed 35km project will enhance accessibility between Limerick and Waterford, addressing substandard road conditions and congestion issues. The next milestone is Gate 1 Approval in Principle, with construction timeframes to be confirmed.
- **N2 Rath Roundabout to Kilmoon Cross (Transportation Corridor):** The proposed project is 6km in length and aims to address safety, public transport flow, and traffic disruption issues on the N2. The next milestone is Gate 1 Approval in Principle, with construction timeframes to be confirmed. The forecast cost range is €90m to €100m, with a Benefit-Cost Ratio pending evaluation.
- **N21 Abbeyfeale Relief Road:** The proposed project is 6.55km in length and aims to address congestion issues in Abbeyfeale. Currently in Phase 3 Design & Environmental Evaluation, the project will enhance connectivity between Limerick, Kerry, and the South-West region. The forecast cost range is €75m to €100m and the project will improve road safety, journey time reliability, and the urban environment, benefiting local residents and supporting economic growth in the region.
- **N21 Newcastle West Relief Road:** The proposed project is 7.3km in length and aims to address congestion issues in Newcastle West. Currently in Phase 3 Design & Environmental Evaluation, the project will enhance connectivity between Limerick, Kerry, and the South-West region. The next milestone is Gate 1 Approval in Principle, with construction timeframes to be confirmed. The forecast cost range is €75m to €100m.

Preparing Schemes for Construction

- **M28 Cork to Ringaskiddy:** This project, which forms part of the core TEN-T network, aims to upgrade approximately 12.5km of the N28 route from the N40 South Ring Road to the port in Ringaskiddy. In 2024, the project was tendered and is now progressing towards award and construction commencement.
- **N21 Foynes to Limerick:** The N21 Foynes to Limerick scheme provides a dual carriageway to the N21 Limerick to Kerry route, in addition to a new link to the Tier One Port of Foynes. It comprises 16 km of new road from Foynes to Rathkeale with a single carriageway link road to the existing N69 at Askeaton and 16 km of dual carriageway from Rathkeale to Attyflin, east of Adare, incorporating the Adare Bypass. Advance works and land purchase are ongoing. In December 2024, the construction contract for the Adare Bypass was awarded. These works are the first section of the Adare to Foynes project, with other sections progressing to procurement in 2025.

N59 Moycullen Bypass, Galway



Waterford Greenway, Co Waterford

Minor Road Projects

Three minor schemes the N16 Lugatober, N60 Heathlawn, and the N73 Annakisha were completed in 2024. The N15 Mc Groary's Brae and N55 Corrduff to Killydoon have been substantially completed. Four additional minor projects are aimed for completion in 2025.

Active Travel

We continue to support the delivery of active travel infrastructure such as cycleways and active travel facilities associated with the NRN. A total of 6.5 km of segregated active travel facilities were delivered under the TII Minors Safety Programme. Additionally, four active travel projects commenced construction, including the M28 Ringaskiddy Active Travel, N71 Glasslinn, N71 Gallanes, and N72 Fossa Killarney.

44 active travel projects received funding at various stages of delivery. The new National Cycle Network Plan sets out how the country will be crisscrossed with 3,500 km of safe, high-quality, and inviting cycle routes, linking over 200 cities, towns, and villages and reaching up to 2.8 million people nationally. TII is responsible for programme management in collaboration with local authorities and stakeholders. Our role ensures the integration of existing and planned greenways, road infrastructure, and other cycling routes to promote sustainable transportation and improve public health.

We continue to actively engage with DoT and other agencies in the development and updating of standards and technical guidance to deliver active travel projects on the NRN.

National and Regional Greenways programme

Delivery of the National and Regional Greenways programme saw further notable progress, with 79 Greenway Projects receiving funding in 2024. A total of 60km was completed and opened to the public with a further 88km progressing to construction in 2025.

The following Greenways sections were officially opened in 2024:

- **Midleton to Mogeely –** 7 km was open to public use in 2023, a further 10km was delivered in 2024 and the full 17km was officially opened on 10 October.

In addition, the following sections were opened for public use:

- **Mogeely to Youghal** – 15 km
- **Achill Sound Village** – 1.4 km
- **Leabeg to Lough Boora** – 1.35 km
- **Tralee to Listowel Greenway** – 0.3 km
- **Clifden to Recess Greenway** – 3 km of quiet road
- **Tonragee Realignment Achill** – 0.3km (no official opening)

2024 Performance and Outcomes

Construction is ongoing on the N5 Ballaghaderreen to Scramoge and Adare Bypass projects. Both projects are expected to be completed in 2027.

The N28 Cork to Ringaskiddy is due to commence construction early this year following Gate 3 approval.

The TEN-T Project in Donegal received Cabinet gate 1 approval in July of 2024, allowing this significant project to proceed to planning approval. This is the first Major Roads project to go through the external approval process under the Infrastructure Guidelines. The goal is to submit this project for planning approval in Q3 2025.

In 2025, we anticipate that the following projects will be submitted for planning approval:

- N3 Virginia Bypass
- N4 Carrick-On-Shannon Bypass
- N72/73 Mallow Relief Road
- N21 Newcastlewest Bypass
- N71 Abbeyfeale Bypass Projects

The Majors planning pipeline will be progressed in 2025 to support a ramp-up in delivery.

The following Minor Schemes opened to traffic:

- N16 Lugatober
- N60 Heathlawn
- N73 Annakisha

A further two minor schemes were substantially completed:

- N15 Mc Groary's Brae
- N55 Corrduff to Killydoon

The goal is to complete a further four minor projects in 2025.

N21 Adare Bypass

2024 Network Indicators

M50 Performance Summary

The M50 is the most heavily used road in the country with close to 150,000 vehicles travelling several sections on an average day.

14,267

Highest hourly flow recorded on the N3 - N2 section at 1pm and 2pm on 8th March.

MAR 08

193,774

Highest Daily Flow Recorded on M50 between the N3 - N2.

2,079

Total No. of Incidents of which **676** were Traffic Collisions.

1.7 billion

Vehicle km travelled which represents a 2% increase on 2023.

N40 Performance Summary

Several sections of the N40 Cork Southern Ring Road carry in excess of 80,000 vehicles on an average day.

8,530

Highest hourly flow recorded on the Kinsale Rd - Douglas section at 4pm - 5pm on 3rd October.

MAY 30

104,281

Highest Daily Flow Recorded on the Kinsale Rd - Douglas section.

304

Total No. of Incidents of which **99** were Traffic Collisions

0.37 billion

Vehicle km travelled which represents a 5% increase on 2023

Professional Services

The Professional Services division publishes guidance documents and provides technical support to other TII divisions as follows:

1. Strategic and Transport Planning;
2. Archaeology and Heritage;
3. Environmental Policy and Compliance;
4. Standards and Research; and
5. Safety at TII:
    - Road safety;
    - Construction health and safety; and
    - Light Rail safety.

Strategic and Transport Planning

Strategic and Transport Planning monitors the performance of the national road and light rail network, assesses future network demands, and carries out strategic studies.

During 2024, we published the Macroom Bypass Impact Evaluation, the first in a series on the impacts of TII-funded bypasses in six towns and villages. The study reported on the impacts of the bypass across a range of areas, including motorised and active modes, local economy, accessibility and social inclusion, safety, and the local environment.

In collaboration with Fáilte Ireland, we published a dashboard and insights from the Mobility and Outdoor Value Estimates (MOVE) project. MOVE aims to develop a methodology for monitoring the use and impact of Ireland's Greenways. A programme of intercept surveys and counts is underway to understand the profile and preferences of greenway users.

We published a comprehensive update to our Project Appraisal Guidelines (PAG) in 2024. This included the publication of 12 PAG units, comprising updates to existing guidance and new documents, in line with DoT's Transport Appraisal Framework and Infrastructure Guidelines. The PAG updates were coordinated with the latest TII project management and environmental assessment procedures. Updates to best practice and techniques were also incorporated, including guidance on the assessment of multi-modal transport projects, active modes projects and the incorporation of user emissions and carbon impacts into the appraisal process.

Archaeology and Heritage

Archaeology and Heritage's primary objective is to minimise impact associated with TII projects and programmes. During 2024, we managed archaeology, built and cultural heritage on 245 schemes including national road, public transport, and greenway schemes. Site works included built heritage and paleo-environmental surveys, archaeological investigations and excavations, and the archaeological monitoring of construction activities.

TII Cultural Heritage Impact Assessment Guidelines were published in February and are now applicable to all our national road and greenway projects. The Automatic Detection of Archaeological Features Machine Learning Model research project was successfully completed in 2024 by an Irish and Slovenian research consortium led by the Discovery Programme, the all-Ireland centre for archaeology and heritage research. The key outcome of this project is an open-source software tool available on GitHub. Since completion, the model is now being applied to all TII projects.

Two books were published in 2024; Places for the Living and Places for the Dead, Archaeological Discoveries on the N25 New Ross Bypass, and Building on the Past: Archaeological Investigations on the N2/M2 Finglas to Ashbourne Road Project. These are also available as ePubs and PDFs.

For Heritage Week 2024, our Connections and Reflections Seminar at the Royal Irish Academy, featured speakers on heritage works from Dublin, Kilkenny, Roscommon, Mayo, Sligo, Kerry, and Wexford. TII archaeologists also presented at events in Cork and Galway. The Rathcroghan Visitor Centre in Roscommon hosted a lecture on the N5 Ballaghaderreen-Scramoge project. We were also a co-organiser of the Áonach na nDéise - Woodstown Viking Heritage Festival. In total, over 1,300 people participated in one or more of our Heritage Week events.

In 2025, we will contribute to Lidar guidelines being published by the European Archaeological Council. We also intend to publish updated guidelines on Palaeo-environmental Sampling and Communicating the Results of TII's work, as well as new guidelines on C14 sampling.

Environmental Policy and Compliance

The Environmental Policy and Compliance Section provides environmentally related technical, legal and policy support to project teams involved in the planning, design, construction and operation of National Road, Greenways and Light rail networks. The environmental areas addressed include climate change and carbon evaluation, biodiversity which incorporates ecology, landscape preparation and maintenance, waste management, air quality, noise and vibration, soils and geology, surface and groundwater and drainage.

The Section ensures that TII is compliant with national and EU environmental legislation and policies. It promotes current and future best practice in project design and execution, through project reviews, research, standards development and participation in international working groups. It also undertakes Appropriate Assessment (AA) screening and AA for TII managed projects and programmes. In 2024 the following standards and technical documents developed by the section were published on www.tiipublications.ie

- A new standard on Population and Human Health - Assessment of Proposed National Roads.
- A new Guidance document on the Environmental Impact Assessment of Rural Cycleways (Offline & Greenways)
- A new Guidance document on Irish Road Surface Correction Factors for CNOSSOS-EU:2020 (road traffic noise emission model)
- A new Guidance document for the Implementation of Soft Landscape in Towns and Villages on National Roads
- An updated User Guidance document on TII's Carbon Tool for Road and Light Rail Projects

Standards and Research

We maintain and regularly update a wide range of standards, guidelines and technical documents relating to the planning, design, construction, maintenance, and operation of national roads, which are made available online through the TII Publications website. In 2024, 144 technical documents were published, including 110 revisions and 34 new documents.

We continue to provide training courses on technical standards for road engineers. In 2024, we delivered 15 events, reaching 738 attendees. TII's Annual National Roads and Greenways conference was held in Athlone in October 2024 and was attended by over 300 Local Authority officials engaged on national road and greenway projects. This event targets local authority staff engaged on national road projects and other users of our standards.

In line with TII's Research Strategy (2022-2026), we commission projects to address specific research needs. Our ongoing collaboration with the Conference of the European Directors of Roads (CEDR) continued throughout 2024, enabling TII to engage in several collaborative research projects. Throughout the year, six CEDR Transnational Research Programmes were underway, involving 11 TII staff. Seven of these programmes were successfully completed.

Safety at TII

One of our key strategic goals is to improve national road and light rail safety, prioritising safety across the full range of TII activities. We review safety across both our road and rail infrastructure, in addition to reporting on worker and contractor health and safety at our construction sites.

Road Safety

TII implements the EU Directive on road infrastructure safety management, which applies to all motorways and national primary routes. In line with the EU Road Safety Policy Framework 2021-2030 and the Vision Zero policy, we aim to halve the number of tragedies on national roads by 2030.

In 2024, we provided approximately €20m in funding for road safety improvement schemes on the existing road network, with approximately €18m allocated to single carriageway networks and €1m to the motorway network.

Road traffic fatalities on all roads in 2024 totalled 172, a decrease of eight from 2023. Of these, 70 occurred on national roads. While there were 10 more fatalities in 2024 than 2023, this increase resulted from two additional fatal collisions (60 fatal collisions in 2024 compared to 58 in 2023). There was an increase of one fatal injury reported on motorways. Primary roads saw an increase of 12 fatalities, while secondary roads saw a decrease of three fatalities.

In 2024, pedestrian fatalities on national roads decreased slightly, with a total of 12 incidents, down from 13 in the previous year. Cycle fatalities remained consistent with 2023, with one reported case. A total of 56 fatalities occurred along sections of undivided carriageway, with 11 on urban roads, and 14 occurred on sections of divided carriageway.

11 actions within Phase 1 of the Government's Road Safety Strategy in 2021-2024 were completed. One action is due for completion in 2025.

Construction Health and Safety

We continue to carry out regular safety inspections to assess the safety performance of projects and report on compliance with best practice in occupational and construction health and safety. Reportable Lost Time Accidents (LTAs), Dangerous Occurrences, and Near Misses are reported from all TII Major Road, Light Rail construction projects, and the Motorway Maintenance and Renewals Contracts (MMaRCs).

In 2024, there was a significant improvement in safety performance. Major Construction projects reported only one LTA, one Dangerous Occurrence, and three Near Misses. For MMaRCs, there were two LTAs, one Dangerous Occurrence, and 28 Near Misses. This marks a notable reduction in incidents compared to the previous year, which saw 46 Near Misses. These results reflect our ongoing commitment to enhancing safety standards across all projects.

Light Rail Safety

We continually monitor the safety performance of the Luas system and carry out monthly analysis of incidents and accidents to identify trends and emerging safety issues, reporting to the board.

There were no fatalities reported on the Luas network during 2024.There were two road traffic collisions, both caused by red light infringements by motorists. There was one reportable contact between a pedestrian and a tram. There were three reportable contacts between a tram and a cyclist, one between a scooter and tram, and one between a motorcyclist and tram. There were 12 injuries resulting from Luas accidents in 2024.

Throughout the year, several safety campaigns were run to raise the awareness of the importance of safety on and around the Luas system.

2024 Performance and Outcomes

- Published 144 new standards technical documents on TII's Publications.
- Published the Macroom Bypass Impact Evaluation.
- Organised and delivered the Transport Research Arena conference on behalf of DoT, in Dublin in April 2024.
- Published a dashboard and insights from the Mobility and Outdoor Value Estimates (MOVE) project.
- Published an update to our Project Appraisal Guidelines, in line with the Transport Appraisal and Framework Infrastructure Guidelines.
- Published Cultural Heritage Impact Assessment Guidelines for all national road and greenway projects.
- Maintained ISO 45001 accreditation of TII's Safety Management System;
- Reported on TII actions under Phase One of the Road Safety Strategy (2021-2030)

Grand Canal Greenway, Offaly

Regulatory and Corporate Services

Land Use Planning

As a prescribed body in relation to land use we have responsibility for planning under Section 22 of the Roads Act, 1993. This includes providing input into national and regional land use and transport policy documentation, Strategic Development Zones, local authority development and local area plans.

TII has the status of a statutory consultee for development management under Article 28 of the Planning and Development Regulations, as amended. Our Land Use Planning Section coordinates and manages our response to planning applications with input from colleagues. In addition, we receive and assess planning application proposals under other sections of the Planning Acts such as Strategic Infrastructure Development, State and Local Authority Developments, and sign licensing.

The Section also responds to An Bord Pleanála requests on applications on appeal requiring input from TII, EIS and SEA scoping requests, and pre-planning referrals from local authorities.

Freedom of Information

The Freedom of Information (FOI) Act 2014 provides that every person has, subject to certain exemptions specified in the Act, the following legal rights:

- The right to access official records held by Government Departments and all public bodies that conform to the provisions of Section 6 of the Act;
- The right to have personal information held on them corrected or updated where such information is incomplete, incorrect or misleading; and
- The right to be given reasons for decisions taken by public bodies that affect them.

Since 2016, TII publishes details of FOI requests received for non-personal information in an FOI Disclosure Log, in accordance with the requirements of the Department of Public Expenditure NDP Delivery and Reform's Code of Practice for Freedom of Information for Public Bodies. The Disclosure Log is available to view in the FOI section of our website. A dedicated email address (foi@tii.ie) is available to facilitate FOI requests.

Access to Information on the Environment

The European Communities (Access to Information on the Environment) Regulations 2007 to 2018 give legal rights to those seeking access to information on the environment from public authorities. Under the Regulations, information relating to the environment held by, or for, a public authority must, be made available on request to any person, subject to certain exceptions A dedicated email address (aie@tii.ie) is available to facilitate requests under the Regulations.

Re-Use of Public Sector Information

Under the European Union (Open Data and Re-use of Public Sector Information) Regulations 2021, public sector bodies are required to facilitate the re-use of most public sector information. Re-use includes copying, modifying, translating, adapting, and distributing.

During 2024, TII continued to supplement the information we make freely available for re-use on the Government's Open Data portal at Data.gov.ie.

Official Languages

The Official Languages Act 2003 seeks to promote the use of Irish for official purposes in the State by increasing and improving the quantity and quality of services provided for the public through Irish by public bodies. The Act and Regulations made under the Act place specific requirements on public bodies, including TII, regarding the use of Irish; for example, in responding to correspondence received in the Irish language and the use of the Irish language on stationery and signs, as well as the publication of certain documents bilingually.

Section 11 of the Act requires public bodies to prepare a scheme detailing the services the public body will provide through the medium of Irish, through the medium of English, and both languages. TII's current scheme was approved by the Minister of State at the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media in 2020 and is published on the Official Languages section of our website.

Under the Official Languages Amendment Act, 2021, the Department is due to publish Language Standards which will be the successor to Language Schemes. These are expected to be issued in 2025, following a public consultation.

Data Protection

The commencement of the Data Protection Act 2018 and the application of the General Data Protection Regulation (GDPR) during 2018 created a legal framework that has significantly enhanced the data protection rights of individuals and strengthened the responsibilities of organisations when processing personal data. In 2024, TII continued to develop policies, systems and procedures aimed at increasing staff awareness of data protection obligations and ensuring TII's compliance with the requirements of data protection legislation. A dedicated email address (dataprotection@tii.ie) is in place to facilitate data protection queries.

N26 Cloongullane, Mayo

Accessibility

TII supports the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), ratified by Ireland in 2018, whose purpose is to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities. TII is committed to ensuring that our services, infrastructure, premises and information are fully accessible and that our staff receive appropriate accessibility awareness training. A cross-sectoral Accessibility Committee has been set up to ensure compliance with the Disability Act 2005.

The Committee seeks to ensure, as far as possible, that all appropriate measures and facilities are available for customers and staff with disabilities. In accordance with the Disability Act, TII has appointed an Access Officer with responsibility for assisting customers with disabilities in accessing the services and publications provided by TII and for acting as a point of contact for people with disabilities wishing to access such services. Further information on TII's accessibility policy, with contact details for our Access Officer are provided on the Accessibility page of our website.

During 2024, we continued to participate in the Department of Transport's Accessibility Consultative Committee (ACC). The ACC brings together officials from the Department, relevant agencies, representatives from disability organisations and members of the Disability Stakeholder Group (DSG).

Customer Service

The provision of quality customer service is central to TII's activities, and we strive to continually improve our business practices to provide the highest standards in our dealings with our customers. How TII honours its commitments to providing quality service, and monitors performance, is set out in the TII Customer Charter and Customer Action Plan 2024–2027, which are available on the Customer Service page of our website. A dedicated email address (customerservice@tii.ie) is in place to facilitate customer service complaints for anyone who might feel they were not treated adequately, courteously, or fairly in their dealings with the staff of TII.

Information Technology (IT)

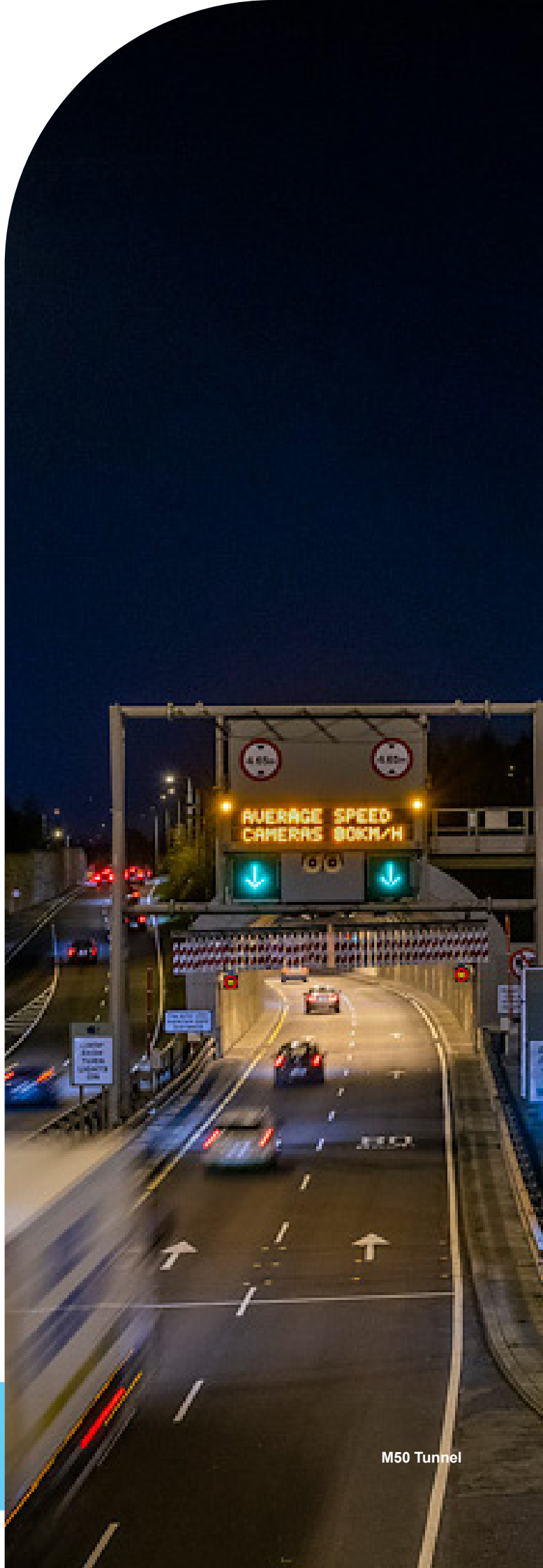
The IT Department is responsible for Corporate IT Services in TII. This includes development and support for the corporate IT infrastructure, including the internal IT Network and Cloud-based services. The team supports hardware and software for up to 430 users of internal. IT systems and several hundred external guest users from other organisations who access some TII applications and data.

The team is also responsible for implementing and monitoring security controls around the use of IT systems, working closely with the Information Security Officer. Management and testing of IT Disaster Recovery plans is contained within this area of work. The IT Department is responsible for the support of over 50 Business Applications in use across the organisation including engineering, finance and HR systems.

The IT Department has an internal Systems Development function responsible for the enhancement and maintenance of 15 bespoke line-of-business applications. The team works with the business to identify requirements and to develop applications. It also provides data engineering services for the organisation in developing data sharing, application programme interfaces to data and automated data processing.

Among the tasks completed in 2024 by IT were:

- Onboarding of 500 additional members of the Metrolink team onto TII core IT systems;
- Replacement and upgrade of TII's Wifi to support the increased number of staff;
- Upgrade of all desks with new IT equipment as part of building fitouts and to support the move to bookable shared workspaces;
- Implementation of a new security monitoring and alerting system and services;
- Continued progress on the development and implementation of business application systems and enhancements, including updates to the Road Safety Audits System and the TII Publications Website, and automation of data transfers with external parties;
- Implementation of the Cloud First Strategy through migration to new cloud systems for Network Monitoring, File Sharing, Wifi Management, and system authentication;
- Implementation of increased IT Security Controls by closing out the remaining recommendations towards compliance with the Public Sector Baseline Standard.



M50 Tunnel

TII Governance Statement and Board Members' Report

The Board

Mr. Gareth Llewellyn (Chairperson)

Gareth was appointed as Chairperson designate of TII in November 2021 (confirmed in January 2022) following his retirement as Chief Executive of DVSA, a UK government trading fund providing services to over 40m customers. Prior to this he held global executive roles with National Grid plc and Anglo American plc and was also Executive Director at Network Rail responsible for safety, technical and engineering issues. As a non-executive director Gareth floated the waste management company Biffa plc and established the DfT's Renewable Fuels Agency. Gareth retired as a non executive director at Harwich Haven Authority in December 2021, which provides pilots for the world's largest container ships arriving and departing from Felixstowe. He was also a non-executive director at Sage Housing which, backed by Blackstone, is the largest provider of high-quality affordable and social housing in the UK.

Gareth was a Fellow at the Cambridge Institute for Sustainability Leadership and in 2005 was asked to address the UN General Assembly on human rights and business.

Mr. Peter Walsh (CEO)

Peter Walsh is a Chartered Civil Engineer with more than 40 years' experience. He has worked for a building contractor and a consultant engineer, but mainly for Local Authorities in road construction, prior to joining the NRA in 2000. With the NRA, he worked on the delivery of the motorway network until 2015, when the NRA was merged with the RPA to form TII.

In the newly formed TII, he took up the position of Director of Capital Programme Management. In that position he was involved with Light Rail and Metro capital projects along with national road projects. Peter Walsh was appointed TII's CEO on 1st October 2020.

Mr. Aebhric Mc Gibney

Aebhric Mc Gibney (M. Litt (Econ), MBA, C Dir) is the Public & International Affairs Director with Dublin Chamber of Commerce. He is a Chartered Director and has previously served on the Board of Córas Iompair Éireann, chairing its Finance and Property Committee. Previously, he has worked as a lecturer with Trinity College Dublin, an economic consultant with Fitzpatrick Associates and as Senior Economist with IBEC.

Ms. Mary O'Donovan

Mary O'Donovan (B.E. Elec, MBA C. Dir) is a Chartered Director with Board experience in the public, private and charitable sectors. She previously served as a Board member of the Residential Tenancies Board and a Board Member of An Post. She has more than 30 years' experience as a consultant and senior executive and has held senior roles including Customer Services Director, Chief Information Officer, Chief Operations Officer and General Manager in the Telecommunications and BPO sectors.

Ms. Patricia O'Shea

Patricia O'Shea is a corporate lawyer, qualified to practice in England & Wales with over 30 years experience gained largely in the IT and aviation sectors. She worked for a number of years with IBM, holding General Counsel, Company Secretary and Director roles. She is Group Head of Legal at daa plc encompassing its national and international operations. She has served on the Executive Board of the National Maternity Hospital for a long number of years. She is a member of the Advisory Board of Asia Matters.

Mr. Aidan Skelly

Aidan Skelly is a former Chief Financial Officer of EirGrid plc. Prior to joining EirGrid he held a number of senior financial and commercial positions in Ireland and the UK. He is a Chartered Accountant with a B. Comm from UCD and an MBS in Corporate Leadership from DCU. He is also a director of AirNav Ireland and of Respond, an Approved Housing Body.

Dr. Damien Ó Tuama

Damien Ó Tuama is a mobilities researcher with over 20 years' experience in the private sector. He completed his doctoral research exploring transitions in mobility systems in 2015 (Trinity College Dublin) and is currently an Evaluator and Steering Committee member for research projects under the EPA Research Programme Annual Call under the pillars of Climate and Sustainability.

He holds the post of National Cycling Coordinator for Cyclist.ie - the Irish Cycling Campaign and An Taisce. He was a board member of the European Cyclists' Federation from 2016 to 2021.

Mr. Desmond Kenny

Des Kenny has over 35 years' experience working in the disability sector in Ireland, both professionally and on a voluntary basis campaigning for the rights and the inclusion of disabled people into mainstream life and services. He served as Chief Executive Officer of the National Council for the Blind of Ireland (NCBI) to his retirement Des has contributed to policy formation in the sector and served on a number of statutory boards including two four-year terms on the National Disability Authority. He is a holder of an MBA and an MSC-Econ in Health Care Management.

Ms. Colette Byrne

Colette Byrne is a former Chief Executive with Kilkenny County Council, having previously served as Chief Executive of Offaly County Council. Colette has 40 years service in the Public Sector, with over 20 at Senior Management level and holds an MA in Public Sector Management. Colette Byrne joined the Board of TII in January 2021.

Mr. Michael Wall

Michael Wall is a barrister specialising in planning, environmental and construction law. He is a board member of the National Asset Management Agency (NAMA) and a former member of the boards of An Bord Pleanála and the Sustainable Energy Authority of Ireland (SEAI). He has worked as an architect in private practice and in project management, is a fellow of the Royal Institute of Architects of Ireland and a member of the Irish Planning Institute. Mr Wall has an MBA from University College Dublin as well as degrees in architecture, planning and law. He is Chairperson of the Irish Georgian Society and a board member of the Abbey Theatre and Simpson's Hospital.

Ms. Sadhbh O Neill

Sadhbh O Neill is the senior climate advisor to Friends of the Earth Ireland and is a leading Irish climate policy analyst and environmentalist. She holds an MA in Philosophy and Public Affairs (UCD), and a BA in English literature and Philosophy (TCD) and is a PhD candidate at UCD School of Politics and International Relations researching climate ethics and carbon trading. In addition to working part-time for Friends of the Earth, she works as a part-time lecturer at DCU and TU Dublin in climate politics and law and contributes regularly to the *Irish Times* science and opinion pages. In the 1990s she served 5 years as a member of Dublin city council.

Ms. Annmarie Farrelly

AnnMarie Farrelly is Chief Executive of Fingal Council. Originally from Corduff, Co Monaghan, she previously worked for Dublin County Council before joining Fingal County Council on its establishment in 1994. She was Fingal County Council's Director of Housing and Community from 2011 to 2015 before serving as Director of Planning and Strategic Infrastructure from 2015 to 2019 prior to her appointment as Chief Executive.

Luas, GreenLine, Broombridge Depot

Executive Team

Rachel Cahill, Director

Executive Office and Sustainability Lead

Rachel Cahill is Director of TII's Chief Executive Office with responsibility for leading TII's Sustainability Strategy. Rachel is a chartered accountant with over 25 years' experience working in complex and demanding financial and operational environments including the last 15 years working in the transport and mobility sector. Prior to joining TII, Rachel spent 10 years working in the banking industry in both operational and financial roles.

Pat Maher, Director

Network Management

Pat Maher is Director of Network Management for TII. He is a chartered engineer and holds masters degrees in civil engineering from the University of Galway and from the University of Calgary, Canada. Having worked with consulting engineering firms in the UK and Ireland he joined the NRA in 1999. He became Director of Network Management in TII at the merger of the RPA and NRA.

Nigel O'Neill, Director

Capital Programme Management

Nigel O'Neill is Director of Capital Programme for TII. Nigel has BSc and MSc degrees in engineering and is a Chartered Engineer and member of the Institution of Engineers of Ireland.

Nigel has 34 years experience in the private and public sectors including civil engineering, project management, public procurement, strategic transport planning, Public Private Partnerships (PPP), tolling operations and light railway operations.

Cathal Masterson, Director

Commercial Operations

Cathal Masterson is Director of TII's Commercial Operations Division. Cathal is a chartered civil engineer with a degree in civil engineering and an MSc in project management. He has a strong track record in managing transport and mobility operations and driving change management initiatives. Prior to joining the public sector in 2008, Cathal worked for consulting firms on a variety of transport projects for public and private sector clients.

Tony Redmond, Director

Corporate Services

Tony Redmond is Director of Corporate Services for TII. His previous role was Head of Procurement. He is a chartered management accountant with an MBS in Strategic Procurement from DCU and a Diploma in Digital Transformation Management from UCD. Prior to joining the public sector in 2002, Tony worked in the UK and USA mainly in the airline industry. The Corporate Services Directorate provides expertise in procurement, ICT, land use planning and regulation to support the delivery of TII's projects and operations.

Audrey Keogh, Director

Business Services

Audrey Keogh is Director of Business Services for TII. She is a Fellow of the Institute of Chartered Accountants in Ireland with over 25 years of experience in Finance roles in the public sector, practice and industry. This Directorate provides expertise in the areas of HR, financial processing and reporting, Governance and Legal and Land and Property.

Helen Hughes, Director

Professional Services

Helen Hughes is the Director of Professional Services This Division provides technical and safety specialist advice and develops standards to support the delivery and operations of TII national road , Greenways and light rail networks. and. She has over 30 years experience in transport planning, design, project appraisal and project management and has worked in the UK, Ireland and France in both the public and private sectors. She also has experience in the development of strategies, policies, standards and carrying out research. She is a Chartered Engineer with a Bachelor of Civil Engineering degree and a Diploma in Project Management.

Sean O'Neill, Director

Corporate Communications

Sean O'Neill, Director Corporate Communications Sean O'Neill is Director Corporate Communications for TII. He has over 20 years working as a communications professional across a diverse range of business sectors from biotechnology to major infrastructure projects. He joined the National Roads Authority as Head of Communications in 2005. Sean is a member of the Public Relations Institute of Ireland and holds a Masters in Communications Management.

Sandra McCarthy, Head of Governance & Legal

Secretary to the Board

Sandra McCarthy is Head of Governance & Legal at TII and Secretary to the Board. She is a qualified solicitor and joined TII in 2017 as in house Property Lawyer, managing all legal property issues for TII. Sandra became Head of Governance & Legal in May 2024 with oversight of the provision of legal services to TII and corporate governance matters.

Sandra holds an honours degree in Law & European Studies and an Advanced Diploma in Planning & Environmental Law. She is also admitted to practice in England and Wales.

Dr. Sean Sweeney

Sean Sweeney is an engineer with a PhD in construction economics from the University of Melbourne. After graduating in engineering from the University of Auckland, Dr Sweeney spent seven years working on the development of the NZ national Museum -"Te Papa" in Wellington before heading overseas to work in the USA and Europe and then settling in Australia.

In Australia, he delivered a programme of major public infrastructure in Victoria and ran a top tier Australian construction firm. More recently he established and implemented a $2.5bn prison construction programme for New South Wales.

Prior to coming to Dublin, Sean was CEO of City Rail Link Ltd, the company tasked with delivering New Zealand's first underground metro in Auckland which is New Zealand's largest ever infrastructure project.

Edel McCormack, Head of Governance & Legal

Secretary to the Board (Outgoing)

Edel McCormack was Head of Governance and Legal at TII and Secretary to the Board until her resignation on 2nd May 2024. She is a qualified Solicitor and joined the Railway Procurement Agency (RPA) in 2013 as in-house Property Lawyer, managing all legal property issues for RPA. Edel became Head of Governance and Legal in 2015, with oversight of the provision of legal services to TII and corporate governance matters.

Edel holds a degree in Civil Law, a Masters in European Law, a Masters in Ethics (Corporate Responsibility) and Diplomas in Arbitration and Public Relations. She is also admitted to practice in England and Wales.

Board Responsibilities

Matters Reserved for the Board

The Code of Practice for the Governance of TII outlines all the matters specifically reserved for Board decision. The following key matters are reserved for Board decision:

- approval of TII's Code of Practice;
- approval of Annual Report, Annual Budget and Corporate Business Plan;
- approval of the Financial Statements;
- terms of reference of the Board committees;
- delegated authority levels, treasury policy and risk management policies;
- any decision to perform a function directly rather than through a Local Authority;
- the establishment of new toll schemes or revocation of a toll scheme; new bye-laws for a toll scheme or a rail system;
- Appointment, remuneration, performance management and succession planning in respect of the CEO;
- Significant acquisition, disposal and retirement of assets valued in excess of €1 million.

To ensure that the Board may fulfil its responsibilities with regards to the strategic direction of TII, the following approvals are reserved to the Board for major schemes, defined for consistency with the Public Spending Code as schemes of capital value over €20 million. Any decision to:

- submit a major road scheme CPO and EIS to An Bord Pleanála;
- submit a major Railway Order Application to An Bord Pleanála;
- commence construction of a major scheme;
- enter a PPP contract (all PPP contracts reserved, even if non-major); and
- Under the Government's Capital Works Management Framework, TII is obliged to use the Public Works Contracts (PWC) suite of contract forms. Where these PWC forms are not suitable for use on TII projects, TII may seek a derogation from the Government Contracts Committee for Construction (GCCC) under Section 6 (c) of DPENDPDR Circular 01/2016. Board approval is also required for any significant variance in contract terms and conditions from those which are either approved by DPENDPDR or the GCCC. Where it is proposed to seek the sanction of the GCCC for a derogation from the requirement to use the PWC suite, the prior approval of the Board will be sought, which approval shall cover the application to the GCCC and any significant variances in contract terms and conditions from those which are approved by DPENDPDR or the GCCC.

Delegation by the Board

The Board has delegated the following:

- use of the Seal, to the CEO, the Director of Business Services, Director of Commercial Operations and the Head of Legal and Governance as Secretary to the Board (the use of which is to be recorded in the CEO Report to the Board);
- approval of Speed Limits, to the CEO or any member of staff that is so authorised;
- planning issues, to the CEO or any member of staff that is so authorised;
- recommendations to the Commissioner of An Garda Síochána about the Road Traffic Acts, as provided for in Section 23 of the Roads Acts;
- appointment of authorised persons, about inspection, surveying and the like, as provided for in Section 78 of the Roads Act; and
- giving directions to Local Authorities as provided for in regulation 3(7) of the Road Infrastructure Safety Management Regulations.

Statement of Responsibilities

The Roads Acts 1993 to 2015, require TII to prepare financial statements for each financial year in such form as may be approved by the Minister for Transport with the consent of the Minister for Public Expenditure, NDP Delivery and Reform.

The Board of TII is responsible for keeping adequate accounting records which disclose with reasonable accuracy, at any time, the financial position of TII and which enable it to ensure that the financial statements comply with the Roads Acts 1993 to 2015.

TII is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud or other irregularities.

In preparing those financial statements, TII is required to:

- select suitable accounting policies and then apply them consistently;
- ensure that any judgements and estimates that are made are reasonable and prudent;
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- ensure the financial statements present a true and fair view of TII's financial performance; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that TII will continue in operation.

The Board is responsible for approving the annual plan and budget. The performance of TII as against the annual plan and budget is evaluated at every Board meeting. The Board considers the financial statements give a true and fair view of the financial performance and the financial position of TII on 31 December 2024.

Board Structure

The Board's composition is a matter for the Minister as is the appointment and reappointment of Board Members and terms and conditions of their appointment. Under the Code of Practice, where the Chairperson considers that specific skills are required on the Board, he/she can advise the Minister so that the Minister may take the Chairperson's views into account when making appointments.

The Board is satisfied that its Members are free from any business or other relationship that could materially affect, or could appear to affect, the exercise of their independent judgement. All Board Members disclose any interest and absent themselves from Board discussions and decisions where they are conflicted or have a direct or indirect interest as required by the Code of Practice. All Members are subject to the disclosure requirements of Section 37 of the Roads Act 1993 and provide Declarations of Interest as required by Section 40. Conflicts of Interest is a standing item on the agenda of all Board meetings.

Board Members annually complete a Board self-assessment evaluation questionnaire while Audit and Risk Committee members complete a checklist for the effectiveness of the Audit and Risk Committee. The Code of Practice requires an external evaluation of Board Effectiveness every three years. An external review of effectiveness, as required by the Code of Practice, was carried out in 2022 and reported on to the Board in February 2023. The Board conducted an annual review of its own effectiveness in 2024.

Gender Balance in the Board Membership

As at 31 December 2024, the Board had five (41.66%) female and seven (58.34%) male members, with up to two positions vacant.

The Board therefore meets the Government target of a minimum of 40% representation of each gender in the membership of State Boards. The Minister for Transport has sole discretion in appointments to the TII Board under the Roads Act.

The Minister's attention is brought to the gender balance of the TII Board in the annual Comprehensive Report.

Board Members – Schedule of Appointment Terms

	Board Member	Role	Date of First Appointment	Current Term Ends
1	Gareth Llewellyn	Chairperson	23.11.21	22.11.26
2	Peter Walsh	Chief Executive Officer	22.10.20	21.10.25
3	Mary O'Donovan	Ordinary Member	11.10.18	10.10.26
4	Aebhric Mc Gibney	Ordinary Member	11.10.18	10.10.26
5	Desmond Kenny	Ordinary Member	07.10.20	06.10.26
6	Patricia O'Shea	Ordinary Member	07.10.20	06.10.26
7	Damien Ó Tuama	Ordinary Member	07.10.20	06.10.26
8	Aidan Skelly	Ordinary Member	07.10.20	06.10.26
9	Colette Byrne	Ordinary Member	25.01.21	24.01.26
10	Michael Wall	Ordinary Member	15.05.23	15.05.28
11	Sadhbh O'Neill	Ordinary Member	15.05.23	15.05.28
12	AnnMarie Farrelly	Ordinary Member	15.05.23	15.05.28

The Board has an effective Committee structure to assist in discharging its responsibilities. The Board has established two committees, as follows:

Audit and Risk Committee

The Audit and Risk Committee comprises of five Board members, chaired by Mary O' Donovan. The role of the Audit and Risk Committee (ARC) is to support the Board in their responsibilities for risk, control and governance by reviewing the comprehensiveness of assurances in meeting the Board's assurance needs and reviewing the reliability and integrity of these assurances. The responsibilities of the ARC are outlined in its written terms of reference, which are reviewed annually by the Committee and approved by the Board.

The ARC formally reports to the Board providing such information or advice, as deemed appropriate through the ARC Chair's regular presentations to the Board about committee activities, issues and related recommendations. The ARC provides the Board with an annual report, timed to support the finalisation of the annual report and financial statements and the review by the Board of the effectiveness of the system of internal control, summarising its conclusions from the work it has done during the year.

Infrastructure Committee

The Infrastructure Committee comprises of seven Board members, chaired by Aidan Skelly. The responsibilities of the Infrastructure Committee are outlined in its written terms of reference, which are reviewed annually by the Committee and approved by the Board. The Infrastructure Committee supports the Board in the fulfilment of its governance, decision making and oversight responsibilities in respect of significant infrastructure projects and maintenance.
The Committee reports to the Board making recommendations to it in the fulfilment of these responsibilities.

Board Members - Schedule of Attendance

2024	Board		Audit & Risk Committee		Infrastructure Committee	
	A	B	A	B	A	B
Gareth Llewellyn	10	10	-	-	10	9
Peter Walsh	10	10	-	-	10	10
Colette Byrne	10	10	9	9	-	-
Desmond Kenny	10	10	9	9	-	-
Aebhric Mc Gibney	10	8	-	-	10	10
Mary O'Donovan	10	9	9	9	-	-
Patricia O'Shea	10	9	9	9	-	-
Damien Ó Tuama	10	10	9	9	-	-
Aidan Skelly	10	10	-	-	10	10
Michael Wall	10	10	-	-	10	9
Sadhbh O'Neill*	10	8	-	-	10	6
AnnMarie Farrelly	10	10	-	-	10	10

* Sadhbh O'Neill ran for Public Office in 2024 and therefore recused herself from the Board from 11 October 2024.

Column A indicates the number of meetings held during 2024 when the Board Member was a member of the Board and/or Committee.

Column B shows the number of meetings attended during 2024 when the Board Member was a member of the Board and/or Committee.

Board Members - Schedule of Fees and Expenses

			2024	2024
		Note	Fees	Expenses paid (€)
Gareth Llewellyn	Chairperson	Note 1	20,520	11,433
Peter Walsh	Chief Executive Officer	Note 1	-	-
Colette Byrne	Ordinary Member	Note 1	11,970	682
Desmond Kenny	Ordinary Member	Note 1	11,970	552
Aebhric Mc Gibney	Ordinary Member	Note 1	11,970	-
Mary O'Donovan	Ordinary Member	Note 1	11,970	1,573
Sadhbh O'Neill	Ordinary Member	Note 2	9,330	190
Patricia O'Shea	Ordinary Member	Note 1	-	-
Damien Ó Tuama	Ordinary Member	Note 1	11,970	-
Aidan Skelly	Ordinary Member	Note 1	11,970	-
Michael PG Wall	Ordinary Member	Note 1	11,970	-
AnnMarie Farrelly	Ordinary Member	Note 1	-	-
		Total	**113,640**	**14,430**

Note 1: Non-commercial Public Service Bodies Category 2 Board fees (Chairperson €20,520, Director €11,970) apply from 14 July 2015. In accordance with the Department of Public Expenditure, NDP Delivery and Reform's "One Person One Salary" principle, Peter Walsh, Patricia O'Shea and AnnMarie Farrelly did not receive a fee for serving on the Board.

Note 2: Sadhbh O'Neill ran for Public Office in 2024 and therefore recused herself from the Board from 11 October 2024.

Key Personnel Changes

There were no changes in Board members in the year, please see the table "Board Members - Schedule of Appointment Terms" for reference. There were two changes to Senior Management as follows

- Sean Sweeney joined TII as MetroLink Programme Director in September 2024.
- Sandra McCarthy replaced Edel McCormack as Head of Governance and Legal in May 2024.

Disclosures Required by the Code of Practice for the Governance of State Bodies (2016) and the annexes thereto.

The Board is responsible for ensuring that TII has complied with the requirements of the Code of Practice for the Governance of State Bodies, as published by the Department of Public Expenditure, NDP Delivery and Reform in August 2016. The following disclosures are required by the Code:

Consultancy Costs

Consultancy costs include the cost of external advice to management and exclude outsourced 'business-as-usual' functions.

	2024	2023
	€'000	€'000
Legal Advice	2,444	1,629
Tax, financial/actuarial advice	224	169
Other-project management and business support	145	303
Total	**2,813**	**2,101**
Consultancy costs capitalised	-	-
Consultancy costs charged to the Statement of Income and Expenditure	2,813	2,101
Total	**2,813**	**2,101**

Legal Costs and Settlements

The table below provides a breakdown of amounts recognised as expenditure in the reporting period in relation to legal costs, settlements and conciliation and arbitration proceedings relating to contracts with third parties. This does not include expenditure incurred on general legal advice received by TII which is disclosed in Consultancy costs above.

	2024	2023
	€'000	€'000
Legal fees – legal proceedings	739	649
Conciliation and arbitration	-	-
Settlements	-	-
Total	**739**	**649**

These legal costs comprise costs for 1 case (2023:2 cases). There are no costs on legal disputes involving other State bodies. Included in legal fess are litigation cost related to toll collections. Additional costs and settlements were paid by TII's insurers. The conciliation and arbitration costs above relate to those costs directly incurred by TII and do not include conciliation and arbitration payments paid by Local Authorities.

Travel and Subsistence Expenditure

Travel and subsistence expenditure is categorised as follows:

	2024	2023
	€'000	€'000
Domestic		
- Board	9	9
- Employees	423	390
International		
- Board	5	3
- Employees	129	100
Total	**566**	**502**

Hospitality Expenditure

Income and Expenditure Account includes the following expenditure:

	2024	2023
	€'000	€'000
Staff hospitality	1	1
Client hospitality	1	1
Total	**2**	**2**

Risk Management

The Board has overall responsibility for determining the nature and extent of the significant risks it is willing to accept in order to achieve TII's strategic objectives. The Board shall review material risk incidents and note or approve managements actions, as appropriate.

While the ultimate responsibility for risk management rests with the Board, it is supported by the ARC, which reports the findings of its reviews to the Board. The ARC receives regular reports from the Corporate Risk Manager outlining the top strategic risks and the internal and independent auditors assess progress against agreed action plans to manage identified risks during the audit process

TII Risk Management Policy

TII's Risk Management Policy is subject to annual review and approval by the Board to confirm that it follows best practice and meets the requirements of the Code of Practice for the Governance of State Bodies (2016).

TII Risk Management Framework

TII has adopted an Enterprise Risk Management framework to support its Statement of Strategy and Annual Plan and Budget. The framework includes a tailored risk management process to ensure principal risks are identified, evaluated, prioritised, managed, reviewed and reported consistently across all areas in TII. Enterprise Risks are reviewed by an Enterprise Risk Committee and feed into the Board and ARC wider discussions. All Enterprise Risks are assigned an owner from the Executive team who regularly review their assigned risks.

The Executive team use the strategic objectives to identify potential risk and uncertainty. The output from these exercises is used to review and refresh all risk registers across TII. A defined risk appetite supports and enables prioritisation and mitigation planning.

TII regularly reviews its risk management framework and the application of its risk management practices to ensure that the risk management framework remains current and relevant.

TII implemented a Risk Management Framework in 2017. The Framework is subject to annual review and approval by the Board.

TII Risk Appetite

TII adopts a conservative approach to risk, consistent with its role as a non-commercial statutory state agency and the accountability requirements of the public sector. It is acknowledged that even in the perceived most cautious and prudent organisations, innovation and change needs to happen and therefore depending on the activity or priority some risk appetite is required.

Strategies for controlling risk are tailored to the level of TII's willingness to accommodate risk, in line with TII's Risk Appetite Statement. TII risk owners consider whether current risk controls and mitigation activities are adequate to bring the potential likelihood or consequence of the risk to a tolerable level. Further actions are defined and implemented if the risk is not deemed to be within appetite.

TII's Risk Appetite is subject to annual review and approval by the Board.

Statement of Compliance

TII has instituted appropriate measures to comply with the Code of Practice which sets out principles of corporate governance which the boards of state bodies are required to observe.

TII was in compliance with the Code of Practice for the Governance of State Bodies for 2024.

For 2024, TII was covered by the 2021 to 2025 Oversight and Performance Delivery Agreement between TII and the Department of Transport, as updated annually by a supplemental performance delivery agreement to reflect annual financial and HR inputs.

Compliance with Legislation

TII complies with corporate governance and other obligations imposed by, inter alia, the:

- Roads Acts 1993 to 2015 (as amended);
- Transport (Railway Infrastructure) Act 2001 (as amended);
- Railway Safety Act 2005 (as amended);
- Ethics in Public Office Act 1995 (as amended);
- Standards in Public Office Act 2001;
- Official Languages Act 2003 (as amended);
- Disability Act 2005;
- Safety, Health & Welfare at Work Act 2005;
- Freedom of Information Act 2014;
- Regulation of Lobbying Act 2015 (as amended);
- Protected Disclosures Act 2014 (as amended);
- Data Protection Acts 1988-2018 and associated legislation; and
- General Data Protection Regulation (GDPR)

TII Human Rights and Equality

TII acknowledges its public sector duty under Section 42 of the Irish Human Rights and Equality Commission Act 2014 and is committed to ensuring that there is a culture of respect for Human Rights and Equality ('HRE') for its staff and for the people to whom it provides services.

Guided by the principles and rights set out in the Universal Declaration of Human Rights ('UDHR'), TII takes a broad view of HRE and has identified key areas in which the organisation has regard to HRE in its activities, which include:

1. Accessibility
2. Human Health & Safety
3. Gender Balance, Diversity and Inclusion
4. Sustainability

Below are HRE relevant activities which TII completed in 2024 in each of these key areas together with examples of two projects, MetroLink and Project BRUCE, which demonstrate TII's commitment to HRE in its activities:

Accessibility

TII supports the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) – ratified by Ireland in 2018 – the purpose of which is to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities. TII continues to support key government programmes such as the National Disability Inclusion Strategy (NDIS) - a whole of government approach, the aim of which is to make transport progressively more integrated and accessible in both urban and rural areas. TII also supports the Comprehensive Employment Strategy 2015 – 2024, which seeks to ensure that people with disabilities who wish to work are supported and enabled to do so. Similarly, TII supports associated Department of Transport ('DoT') policy such as Transport Access for All - which places Universal Design at the heart of transport - as well as the DoT Sustainable Mobility Policy. An updated version of the NDIS is expected to be published by the Department of Transport in Q2 2025.

In consideration of the above, TII continues to consult as widely as possible on matters of disability, to adhere to best practice in sustainable and accessible public transport and to seek innovative ways of progressing the goals set out in both international and national policy.

The Luas User Group advises TII in relation to the accessibility of its transport services and facilities with a view to improving public transport services for everybody in accordance with "Transport Access for All," the Department's Sectoral Plan under the Disability Act 2005 and the National Disability Strategy Implementation Plan. The Luas User Group consults on Light Rail, Metro, National Roads, Greenways and Motorway (including Motorway Service Areas) and in 2024 met on three pre-scheduled occasions. These meetings included updates and feedback on all ongoing projects, as well as discussions relating to operations and services across the public transport, roads, and greenways networks.

In line with the UN Convention on the Rights of Persons with Disabilities (ratified by Ireland in 2018) TII has sought to engage directly with persons with disabilities, through the Disabled Persons Organisations (DPOs). An invitation to engage was sent to all members of the DPO Coalition in 2021, in 2022 and again in 2024. The purpose of this was to invite groups or persons to consult directly on all projects should they so wish. Voice of Vison Impairment (VVI) was the only DPO to respond and TII have subsequently engaged closely with them on all transport related matters since then. In 2024, TII held six bilateral meetings with VVVI, with a particular focus on Metrolink and Luas Finglas. Arising from these meetings with VVI, TII have sought new ways of communicating visual material and complex engineering drawings to people with sight loss. TII's Access Officer has worked with the National Disability Authority and consulted with other public bodies to develop effective methodologies for the accessible communication of visual material.

In addition to scheduled meetings, TII also arranges topic-specific presentations and site visits with the User Group and with DPOs. For example, in 2024, a second User Group/VVI site visit to Broombridge Depot was arranged to look at the proposed information decal stickers in-situ, while TII Rolling stock continued to engage on accessibility with respect to the planned future procurement of the new light rail fleet and TII Architecture presented on the proposed Red Cow Public Transport Interchange.

Voice of Vision Impairment made a robust submission in response to the Metrolink Railway Order and attended at the Oral Hearing in March 2024. Residual concerns with respect to the scheme remain, particularly with respect to shared space, conflict with e-mobility, safe and accessible approaches to the stations and accessible communication of visual material. TII and Metrolink have committed to a series of thematic workshops with User Groups and DPOs at detailed design stages. Given the scale and potential impact of the Metrolink scheme, it is advisable that a dedicated Access Officer and Access Team be appointed to the overall project team, to ensure that accessibility is embedded across all disciplines and decisions. Further detail on the manner in which HRE issues have been approached in the Metrolink Project are set out under 'Metrolink' below.

As well as the requisite Access and Inquiry Officer roles, TII has an established internal Accessibility Committee which meets three times a year to promote a cross-divisional approach to accessibility and to encourage the highest standards of service for all users. The Committee comprises of individuals from across all the directorates of TII and has developed protocols to address, inter alia: The Irish Sign Language Act 2017, the European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020 and the Employment Equality Act 2015, as well as recommending ongoing training for staff in the field of disability awareness training and accessible communications.

The European Accessibility Act will come into effect on 28th June 2025. This will confer obligations across all divisions in TII regarding its infrastructure, its products, and its services. TII intends to run a series of internal workshops on this, on foot of legal guidance relating to the Act and on foot of discussions with NTA and other transport providers.

TII's innovation project, entitled 'ALL Aboard: TII's Accessibility Podcast,' was launched in May 2023, and has been well received and supported. It is hoped that the medium of podcast can facilitate an innovative and informal way of communicating with users and the wider public, can promote barrier-

free travel and cultivate a better understanding of the needs of users. The podcast has led to positive engagement with European partners in public transport, through the UITP, TRIPs etc. and has been a useful learning and communication tool. We hope to expand on the idea and to create further episodes in 2025.

TII has also supported the Purple Lights campaign over the years, held annually each December to mark International Day for People with Disabilities. Bridges, toll plazas, depots and other infrastructure have been illuminated in purple in honour of the diversity of people living with disabilities across this country.

Human Health and Safety

All workers share the right to safe and healthful working conditions. The Safety, Health and Welfare at Work Act 2005 (as amended) sets out the rights and obligations of both employers and employees. TII is fully committed to promoting and preserving the health, safety and welfare of our employees. It is our policy to promote positive and proactive health and safety culture and behaviours by encouraging strong leadership, risk management and employee engagement across the organisation.

During 2024, TII carried out a detailed review of its Safety Management System (SMS). TII was recertified by the National Standards Authority of Ireland (NSAI) for ISO45001 in April of 2024. TII continued to monitor and audit compliance with the construction health and safety regulations for TII road and light rail projects. In 2024 work continued on the development of the TII Safety Management System (SMS), fulfilling a requirement under the Railway Safety Act for Railway Organisations.

TII's ongoing wellbeing programme, Flourish, provided a series of activities throughout the year covering its four pillars of Physical Wellbeing, Mental Wellbeing, Social Wellbeing and Financial Wellbeing. The 2024 programme included talks and workshops on topics including ADHD Awareness, Money Skills for life and Health Awareness. TII's annual Wellness Weeks programme, ran in October 2024, included the provision of flu vaccinations, healthy lunches, neck and shoulder massages. Several webinars were hosted, focusing on physical (e.g. diabetes) and mental wellbeing, the advantages of sustainable travel, the benefits of TII's EAP services, and tips for fostering positive mental health at work. The 2024 program saw strong engagement and received positive feedback from staff.

Red Bridge & Mile Tunnel, New Ross

Gender Balance, Diversity and Inclusion

TII has continued to build awareness of Equity, Diversity and Inclusion amongst staff through 2024. This has been done through:

- Unconscious bias training for all new starter staff and consultants.
- Promotion of Irish Language within TII which included Training for front line staff and any other groups dealing with public consultation
- TII's EDI Programme, offering a range of training/initiatives throughout the year such as:
    1. Promotion of World Menopause Day (October) and the publication of TII's New Menopause Policy, including Line Management Training for Supporting Women with Menopause;
    2. Deaf Awareness Training;
    3. The introduction of readily available sanitary products aimed at ensuring that women in the workplace have access to the essentials they require and to alleviate some of the associated financial burden; and
    4. Promotion of International Women's Day, with Joanne O'Riordan conducting a masterclass on the 2024 theme of Inspire Inclusion.
- TII's Wellness programme, Flourish, offering a range of talks /workshops through the year (inc. Wellness Weeks in October) focusing on physical, mental, financial and social wellbeing. (Further details are outlined above under Human Health & Safety);
- Gender Pay Gap Reporting, with TII's report published in December 2024; and
- Following on from a staff pulse survey in 2023, key results were explored further in 2024, through workshops covering a number of topics, in particular Culture.

Sustainability

Sustainability has become the guiding principle by which TII carries out its functions. There has been extensive activity under Sustainability in 2024 and this is set out in detail in the Annual Report under the heading 'Sustainability at TII'.

MetroLink

TII is the Sponsoring Agency for the MetroLink project, a metro infrastructure project proposed for construction in Dublin. In September 2022, TII submitted an application to An Bord Pleanála in respect of the construction of a metro railway to run between Swords and Charlemont in Dublin. HRE issues are being assessed as part of the ongoing development of the MetroLink project and many of these were included under the Environmental Impact Assessment Report (EIAR) and schedules of property rights to be acquired, submitted with the application. A brief summary is set out hereunder:

Consideration of Property Rights: The Railway Order application comprised the proposed design for route and stations, a comprehensive EIAR of the proposed works together with the property acquisition requirements (both temporary and permanent) needed to allow construction of the project as well as future operation.

As part of the property requirement aspect, TII was particularly conscious of the status and protection of property rights in Ireland, including protections found in the Constitution. If the Railway Order is granted, TII will be granted powers to compulsorily acquire rights and interests in certain lands, and as a result there will be significant impact on property owned by individuals and companies. Accordingly, TII have sought to put in place several initiatives and practices to assist in engaging with affected property owners both pre and post grant of a Railway Order; including the MetroLink Land Acquisition Strategy (published September 2022) – a key aspect of this strategy is early engagement with affected persons prior to the confirmation of a Railway Order. This is in an effort to assess the full needs of affected persons, consider their individual circumstances and, if possible, reach conditional pre-agreement in relation to the transfer of property interests. TII understands and acknowledges the importance for residential property owners to be able to plan their affairs with as much notice as possible, and to that end, TII is engaging with affected property owners in advance of any grant of a Railway Order. Separately, TII has engaged the services of a Residential Lettings and Management Agency to assist affected tenants in undertaking property searches to help identify suitable alternative accommodation. In particular, there is a College Gate specific contract (70 apartments) which has scope for relocation services.

Protection from property damage: Property Owners Protection Scheme (POPS) – this voluntary scheme will comprise condition surveys of relevant residential properties (within 30 metres of the edge of the tunnel alignment or 50 metres of station structures) to ascertain the condition of the properties before, during (if deemed necessary) and after the completion of the proposed project. The surveys will determine whether there has been any deterioration of the properties surveyed, whether same may be attributable to the proposed project, and recommend repairs as appropriate. If an interim survey or the final condition survey carried out by the appointed building surveyor recommends repairs to a property to rectify damage caused by MetroLink works, repairs up to a total increased monetary value of €75,000 will be implemented. During the 2024 Oral Hearing for the MetroLink Railway Order application, the POPS parameters were extended so that where the 1mm settlement contour extends beyond the 30m and 50m limits above, the boundary for POPS has been extended accordingly. In addition, if a property immediately adjoins a house that is eligible for POPS, you will also be eligible for POPS. Since the POPs scheme has launched in late 2023, 27% of owners in the qualifying areas have signed up for the scheme.

Human Health & Welfare: Having regard to the potential impacts on human health and welfare of construction activities, a range of vibration, dust and noise mitigation measures will be rolled out across the scheme during the construction phases to ensure minimal impacts on adjoining property owners and occupiers. In some instances, this may include offers of temporary re-location. These measures will be implemented to preserve individual's property rights and to ensure any potential impacts on human health are prioritised.

Accessibility - Station and Boarding: Metrolink has been designed on the principle of Access for All, to ensure that people with disabilities can easily access and use the system and can travel independently. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005 and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012), as well as the Building Regulations and the European Accessibility Act – due to come into effect on 28th June 2025.

Below are examples of the features included in the Metrolink project in this regard:

a. The floor of the train will be at same level as the platform;

b. There will be a very narrow gap between the train and the platform, to ensure safe and level boarding;

c. Wheelchair users, people with buggies and with luggage will be able to safely access each train, via level boarding;

d. The interior is designed to ensure maximum visibility of grab rails and other features;

e. Audio-visual information is provided on board and at platforms, including next stop and destination announcements;

f. All platforms are accessed via stairs and via high-quality/high-capacity lifts for universal access purposes;

g. All platforms, mezzanines, concourses and decision-points feature help points, which incorporate induction loops for people with hearing impairments;

h. All vehicles feature on-board help points for communication with customer services/ assistance;

i. Changes in level, platform edges and crossing points are highlighted using tactile paving and directional tactile will be used to direct people to key decision-points such as lifts, and help points;

j. A judicious use of tactile for warning, guidance and orientation;

k. Audio and Braille guides are available as well as a tactile map of the system;

l. Ticket vending machines are equipped with audio support options as well as a user selectable high contrast interface;

m. The smartcard validation system incorporates audio and visual function indicators;

n. Intuitive wayfinding and signage – use of infographics and avoidance of over-signage and visual noise;

o. Platform furniture will be laid out in a consistent manner, from one station to another; and

p. The external environment will be carefully designed to avoid conflict with e-bikes and scooters and to enable safe navigation to the station for people with disabilities.

Sports and Recreation Amenities: During the construction phase, there will be significant impact on some sporting facilities such as playing pitches. Through the assessments carried out in preparing the EIAR, it has been established that the loss of such amenities has the potential to cause health and psychological impacts in the impacted areas. In addressing this impact, and working to mitigate it, TII has engaged with affected stakeholders to agree plans to temporarily reconfigure existing playing pitches to ensure their continued usability, and in some instances, assisted in sourcing and supporting alternate facilities for use during the construction works period.

Support to Stakeholders during the Railway Order Application Process: TII has engaged an Independent Engineering Expert, RINA Consulting, to assist and support the Residential Stakeholder Groups (RSG) represented along the alignment through the process of the preparation for and submission of the Railway Order, and the issues that will arise from the Railway Order Process. Since RINA's appointment in 2021 they have been available to stakeholder groups as a resource to assist them in their consideration of the Railway Order application for MetroLink, and in participating in the consultation process.

RINA have shared three reports with all residents' groups. The first report, in September 2022, summarised all the activities carried out by RINA before the Railway Order Application. It included the clarification of any questions and information, and assisted in understanding other issues, as requested by the Stakeholder Groups. The second report, in December 2022, was a review of all the Railway Order application documents. The third report is a review of all the documentation provided during the Oral Hearing for the MetroLink Railway Order application. This was issued in September 2024 and RINA held open sessions as required to discuss with relevant groups the findings of the September 2024 report. Throughout 2023 and 2024, RINA continued their engagement with RSGs in their preparations for the Oral Hearing before An Bord Pleanála. RINA then discussed revised MetroLink proposals with Stakeholders Groups based on Railway Order submissions received.

In addition to the measures taken as part of the Railway Order application process, TII has included provisions in key contracts, requiring contractor support in the fulfilment of TII's public sector duty.

Cultural and Heritage Rights: In accordance with TII's Code of Practice for Archaeology, TII has prepared a Cultural Heritage Strategy to inform and assist in the design of an approach to the evaluation and management of the impacts of MetroLink on the receiving cultural heritage baseline environment along the route. It addresses the twin concerns of the proposed scheme regarding cultural heritage namely: the appropriate identification, recording and protection measures of cultural heritage constraints; and the efficient and timely delivery of the scheme. The document is due to be updated in 2025 wherein details of the EIAR commitments and how they have been implemented through various surveys (2019-2024) and M300 works, in addition to how further mitigation measures will be implemented via the M100, M400 and M500 series contracts will be incorporated.

Each appointed Contractor will be required to engage and retain the services of competent heritage specialists to ensure their works do not cause damage to any heritage constraint, be they public, commercial or residential property.

Throughout 2024, MetroLink's Cultural Heritage Advisor and PCA engaged with various statutory and non-statutory stakeholders on their heritage concerns.

Project BRUCE

Project BRUCE is an options evaluation study on the role of road use charging in ensuring the future and long-term viability of the national road network in Ireland following the expiry of existing tolling related Public Private Partnerships from 2033. Electrification will transform mobility on all roads.

Five objectives have been identified to evaluate potential road user charging options under consideration and to ensure robust and structured decision making: Climate Action, Financial Sustainability, Connectivity and Growth, Health & Safety, and Equity & Inclusion.

The aim of the Equity and Inclusion objective is to ensure economic and social opportunities can be accessed by people of all demographics and geographies across generations. The Equity and Inclusion objective ensures all potential future road user charging approaches are considered in terms of the impact it may have on individuals with differing needs and circumstances.

Project BRUCE will seek to progress in alignment with the Minister and dept of Transport instructions in relation to demand management and emission reductions under CAP 2025 while informing preparations for PPP concession expiry.

Protected Disclosures

Transport Infrastructure Ireland (TII) has both internal and external Protected Disclosures reporting channels and procedures in place, as required by the Protected Disclosures Act 2014 as amended (the Act).

TII received three disclosures, all of which were treated as potential Protected Disclosures under the Act, during the reporting period. Relevant staff of TII undertook appropriate investigations of the matters involved.

For the first potential disclosure, TII carried out a preliminary assessment of the report and determined that there was no evidence of a relevant wrongdoing within the meaning of Section 5 of the Act. There were no open investigations from previous years in relation to the alleged wrongdoing the subject matter of this disclosure. TII closed this investigation.

In respect of the second potential disclosure, TII determined that the report made did not qualify as a protected disclosure within the meaning of the Act. Without prejudice to this assessment, TII carried out an assessment of the matter and determined that there was no evidence to support an allegation of a relevant wrongdoing within the meaning of the Act. TII closed this investigation in December 2024. There were no open investigations from previous years in relation to the alleged wrongdoing the subject matter of this disclosure.

In respect of the third potential disclosure, TII carried out an initial assessment to determine from all the information provided whether there was prima facie evidence that a relevant wrongdoing may have occurred. In this regard, it requested and received additional information from the reporting person and has determined there was insufficient evidence that a relevant wrongdoing has occurred within the meaning of the Act. There were no open investigations from previous years in relation to the alleged wrongdoing the subject matter of this disclosure.

There was no financial loss to TII arising out of the issues the subject matter of any of these potential disclosures.

There were no disclosures made to the CEO of TII as a prescribed person under Section 7 of the Act in the reporting period.

There were no reports transmitted to TII by the Protected Disclosures Commissioner, under Sections 10C or 10D, in the reporting period.

Prompt Payments

Details	No of Payments	Value €	% of Total Payments made
Total payments made in 2024	2,135	593,278,050	100%
Number of payments made within 15 days	1,531	400,776,344	72%
Number of payments made within 16 to 30 days	604	192,501,706	28%
Number of payments made in excess of 30 days	0	0	0%

Gareth Llewellyn
Chairperson
24th June 2025

Financial Statements

year ended 31 December 2024

Information	86
Report of the Comptroller and Auditor General	87
Statement on Internal Control	89
Statement of Income and Expenditure	95
Statement of Comprehensive Income	96
Statement of Changes in Capital and Reserves	97
Statement of Financial Position	98
Statement of Cash Flows	100
Notes to the Financial Statements	101

Information

Chairperson
Gareth Llewellyn

Board Members
Colette Byrne
AnnMarie Farrelly
Desmond Kenny
Aebhric Mc Gibney
Mary O'Donovan
Sadhbh O'Neill
Patricia O'Shea
Damien Ó Tuama
Aidan Skelly
Michael Wall
Peter Walsh

Solicitors
McCann Fitzgerald
Riverside One
Sir John Rogerson's Quay
Dublin 2

A&L Goodbody LLP
International Financial Services Centre
25-28 North Wall Quay
Dublin 1

Arthur Cox
Earlsfort Centre
Earlsfort Terrace
Dublin 2

Bankers
Danske Bank A/S
Government Support Team
7TH Floor, The Shipping Office,
20-26 Sir John Rogerson's Quay,
Dublin 2

Bank of Ireland
College Green
Dublin 2

NTMA
Treasury Building
Grand Canal St Lower
Dublin 2

Auditors
Comptroller & Auditor General,
3A Mayor Street Upper
Dublin 1

Registered Address
Parkgate Business Centre,
Parkgate Street
Dublin 8

Ard Reachtaire Cuntas agus Ciste
Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Transport Infrastructure Ireland

Opinion on the financial statements

I have audited the financial statements of Transport Infrastructure Ireland for the year ended 31 December 2024 as required under Paragraph 5 of the third schedule to the Roads Act 1993. The financial statements comprise

- the statement of income and expenditure
- the statement of comprehensive income
- the statement of changes in capital and reserves
- the statement of financial position
- the statement of cash flows, and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of Transport Infrastructure Ireland at 31 December 2024 and of its income and expenditure for 2024 in accordance with Financial Reporting Standard (FRS) 102 – *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

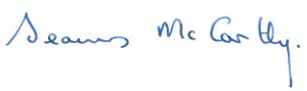
I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of Transport Infrastructure Ireland and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Report on information other than the financial statements, and on other matters

Transport Infrastructure Ireland has presented certain other information together with the financial statements. This comprises the annual report including the governance statement and Board members' report, and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

I have nothing to report in that regard.



Seamus McCarthy
Comptroller and Auditor General

26 June 2025

Appendix to the report

Responsibilities of Board members

As detailed in the governance statement and Board members' report, the Board members are responsible for

- the preparation of annual financial statements in the form prescribed under Paragraph 5 of the third schedule to the Roads Act 1993
- ensuring that the financial statements give a true and fair view in accordance with FRS102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Responsibilities of the Comptroller and Auditor General

I am required under Paragraph 5 of the third schedule to the Roads Act 1993 to audit the financial statements of Transport Infrastructure Ireland and to report thereon to the Houses of the Oireachtas.

My objective in carrying out the audit is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement due to fraud or error. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the ISAs, I exercise professional judgment and maintain professional scepticism throughout the audit. In doing so,

- I identify and assess the risks of material misstatement of the financial statements whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- I obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal controls.
- I evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures.

I conclude on the appropriateness of the use of the going concern basis of accounting and, based on the audit evidence obtained, on whether a material uncertainty exists related to events or conditions that may cast significant doubt on Transport Infrastructure Ireland's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause Transport Infrastructure Ireland to cease to continue as a going concern.

- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I report by exception if, in my opinion,

- I have not received all the information and explanations I required for my audit, or
- the accounting records were not sufficient to permit the financial statements to be readily and properly audited, or
- the financial statements are not in agreement with the accounting records.

Information other than the financial statements

My opinion on the financial statements does not cover the other information presented with those statements, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, I am required under the ISAs to read the other information presented and, in doing so, consider whether the other information is materially inconsistent with the financial statements or with knowledge obtained during the audit, or if it otherwise appears to be materially misstated. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

Reporting on other matters

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation. I report if I identify material matters relating to the manner in which public business has been conducted.

I seek to obtain evidence about the regularity of financial transactions in the course of audit. I report if I identify any material instance where public money has not been applied for the purposes intended or where transactions did not conform to the authorities governing them.

STATEMENT ON INTERNAL CONTROL FOR 2024

Scope of Responsibility

On behalf of Transport Infrastructure Ireland (TII) I acknowledge the Board's responsibility for ensuring that an effective system of internal control is maintained and operated. The system of internal control includes financial, operational and compliance controls and risk management systems that support the achievement of TII strategic priorities whilst also safeguarding the public and other funds and assets for which TII is responsible. This responsibility takes account of the requirements of the Code of Practice for the Governance of State Bodies (2016) and annexes thereto.

Purpose of the System of Internal Control

The system of internal control is designed to manage risk to a tolerable level rather than to eliminate it. The system can therefore only provide reasonable and not absolute assurance that assets are safeguarded, transactions appropriately authorised and properly recorded, and that material errors or irregularities are either prevented or detected in a timely way.

The system of internal control, which accords with guidance issued by the Department of Public Expenditure, NDP Delivery and Reform (DPENDPDR) has been in place in TII for the year ended 31 December 2024 and up to the date of approval of the financial statements.

Capacity to Manage Risk

TII has an Audit and Risk Committee (ARC) which, during the year, comprised of five Board members. The ARC met seven times in 2024 and also attended two workshops.

TII has an adequately and professionally resourced Internal Audit function, supported by a third-party audit firm, the work of which is informed by analysis of the risk to which TII is exposed. The analysis of risk and the internal audit plans are endorsed by the ARC and approved by the Board.

TII has developed, and the Board has approved, a risk management policy, risk appetite statement, and risk management plan which are reviewed annually. TII's Corporate Risk Manager supports and facilitates the identification, assessment and management of risk and promotes a risk management culture within TII, including through the ongoing training of staff and support of key staff at Enterprise, Divisional, Business Unit and Project levels. The risk management policy, plan and risk appetite statement has been issued to all staff.

Risk and Control Framework

An Enterprise Risk Committee comprised of TII senior management, the head of Governance and Legal and the Corporate Risk Manager, ensures that appropriate procedures are in place to identify emerging risks, assess and manage risk from a strategic and operational perspective and to monitor implementation of risk management procedures.

An on-line risk management system is in place and operational throughout the organisation. Enterprise, divisional, business unit and project risk registers are in place which identify the key risks facing TII, the category of risk, the risk appetite and the controls and mitigations in place.

The ARC reviews the Enterprise Risk Register and Divisional Risk Registers as appropriate, policies, risk appetite statement and plans. The enterprise risk register is reviewed by the ARC at each ARC meeting (with the exception of the February meeting, when the Statement of Internal Control is reviewed). Their work supplements the contribution of the Board Members to the Board's management and oversight of risk and serves to inform the Board's review and approval of the enterprise risk register together with risk policies, appetite and plans.

The Board and Senior Management have taken steps to ensure an appropriate control environment is in place with the following elements:

- establishing an ARC and an Infrastructure Committee as sub-committees of the Board;
- a dedicated procurement section within TII and best practice corporate procurement guidelines;
- a dedicated Governance and Legal section within TII, including a dedicated Corporate Risk Manager, an Information Security Officer and an Assurance and Performance Reporting Manager;
- a Governance Committee consisting of senior members of staff to support TII as regards its responsibilities for issues of corporate governance and compliance including risk and internal control, particularly the comprehensiveness of assurances in meeting the requirements of the Code of Practice for the Governance of TII and the ARC and Board's assurance needs;

N25 Carrolls Cross for Road Safety survey

- Establishing various other committees such as Learning and Development, Health and Safety, Corporate Procurement, Data Protection, Business Continuity and Cyber Security which provide annual assurances to the ARC;
- a Governance Calendar which explicitly sets out how the senior executive work programme aligns within key governance obligations and reporting requirements to the Board and the Board Committees;
- adoption and implementation of DPENDPDR's Infrastructure Guidelines as related to public expenditure in accordance with Department of Transport (DoT) and TII guidelines for capital projects, capital and operational programmes and PPP projects;
- establishing project governance arrangements for complex or high risk/value projects and operations including MetroLink, Tolling, Luas, PPPs and national roads projects;
- a Code of Business Conduct requiring Board members, management and staff to maintain the highest ethical standards;
- ensuring compliance with the requirements relating to Declaration of Interests as specified in the Standards and Ethics in Public Office Acts and Section 40 of the Roads Act 1993;
- policies and procedures for staff performance management, for professional and technical training and continuing professional development;
- systematic reviews by Internal Audit of internal controls;
- documented procedures for all key business processes;
- specific training and awareness programs designed to mitigate identified risks related to current and emerging threats and significant compliance issues;
- restricting authorisation of disbursement of monies to authorised signatories;
- the assignment of financial responsibilities and corresponding accountability at management level;
- a comprehensive budgeting system with an annual plan and budget which is subject to Board approval;
- systems and processes in place regarding annual/multi-year budgets, allocations and future commitments;
- systems and procedures in place aimed at ensuring the security of the information and communication technology systems;
- financial control systems in place to ensure stewardship of financial resources and the safeguarding of assets;
- control procedures over grant funding to local authorities to ensure the funding has been applied for the purpose intended and in accordance with guidelines issued; and
- procedures for determining and reporting significant control failures and ensuring appropriate corrective action.

Ongoing Monitoring and Review

Formal procedures have been established for monitoring and improving internal control processes. Internal Audit, through their program of audits independently assess and monitor the effectiveness of key internal controls in the organisation. Where control deficiencies are identified, recommendations for improvements are agreed with those responsible. Internal audit report regularly to the ARC and the Executive on the findings from audits and the status of the implementation recommendations.

The Internal Audit function has an external assessment every 5 years, the most recent of which was carried out in 2023 and the results reported to the ARC.

The Board and ARC review their own effectiveness on an annual basis in line with guidance set out in the Code of Practice for the Governance of State Bodies (2016) and annexes thereto and these reviews were carried out in 2024. In addition, the Code requires an external evaluation of Board Effectiveness every three years. The most recent external review was carried out in 2022 and reported on to the Board in February 2023.

The system of internal control is based on a framework of regular management reporting, administrative procedures including segregation of duties, authority limits and a system of delegation and accountability.

In particular, it includes:

- key risks and related controls have been identified, documented and processes have been put in place to monitor the operation of those key controls and report any weaknesses;
- ongoing monitoring by the Board and senior management of actual expenditure/predicted outturn compared to the approved annual plan and budget;
- ongoing monitoring by the Board of key performance indicators and tracking of strategic objectives;
- establishment of various committees throughout the organisation, operating subject to CEO approved terms of reference and providing an annual report to the ARC;
- regular reporting to DoT regarding annual/multiyear budgets, allocations and future commitments processes; and
- regular reviews by senior management of periodic and annual performance of both financial and non-financial reports which indicate performance against budgets and other relevant standards.

Blended Working and Cyber Security

In accordance with government policy, blended working continued to operate in TII in 2024. Controls over key financial and other operational processes continued to be monitored and remained substantially the same as they were while working fully remotely. Risks associated with blended working, such as data protection and information security have been assessed and are being managed in accordance with TII's Risk Management Policy.

Software security controls continued to be implemented and monitored to mitigate the IT and security risks from remote working and cyber fraud. We continued to issue updates, guidance and awareness training, based on the changing cyber landscape. Regular simulated phishing campaigns were conducted internally to continue to increase awareness in this constantly changing space. A benchmark review of TII's compliance with the Public Sector Cyber Security Baseline Standard and National Institute of Standards and Technology ("NIST") Cyber Security framework was conducted in 2022 with remediated progress through appropriate governance structures.

Review and testing of Incident Response plans to a fraud or cyber-attack including ransomware simulations were conducted during the year. Simulated attacks were conducted to assess response activities and identify any potential vulnerabilities. Lessons learned from these exercises were documented and actioned in order to constantly enhance cyber resilience capabilities.

The wellbeing and health and safety of our staff continued to be an area of focus with a wellbeing programme in place and staff encouraged to attend talks and events throughout the year. Engagement with staff continued throughout the year on the requirements of the code of practice with training sessions provided on the code of business conduct including obligations relating to conflicts of interest, acceptance of appointments, offers of gifts and hospitality, confidentiality and protected disclosures. Bespoke training in risk management was also provided to Business Unit Managers.

Economic Environment

Inflation continued to impact TII's business in 2024 albeit the rate of tender price inflation reduced during the first half of 2024 when compared with the same period in 2023. Wage inflation increased in 2024 versus 2023 during which time the numbers in gainful employment also increased.

TII's Board, supported by its committees and management continually assessed the financial and operating scenarios that emerged during 2024 and managed the associated risks through the existing risk structures, ensuring TII maintained an effective control environment.

Regional & Local Roads

TII administers the processing, recording and reporting of Local Authority claims for Regional and Local roads for DoT through the Project Reporting System (PRS). The PRS incorporates:

- Allocations and drawdown profiles which are set and amended throughout the year by DoT;
- Regional and Local road allocation data supplied by DoT and then imported into PRS. Reports of budget amounts imported are sent to DoT for verification;
- DoT staff carry out approval of Local Authority claims for Regional and Local road projects; and
- Regional and Local road expenditure reports (including detailed reports by claim number) and financial reports are sent monthly to DoT.

Procurement

I confirm that TII has procedures in place to ensure compliance with current procurement rules and guidelines and that overall during 2024 TII complied with those procedures. In instances where a requirement for improvements to the design or implementation of those procedures was identified, an appropriate response was agreed between the responsible parties and implemented by management under the supervision of the ARC.

Review of Effectiveness

TII's monitoring and review of the effectiveness of the system of internal control is informed by the review and consideration of the programme of Internal Audit and consideration of its reports and findings; review of regular reporting from Internal Audit on the status of the internal control environment and the status of issues raised previously from their own reports; the ARC, which oversees the work of Internal Audit; the Executive Team within TII, who have responsibility for the development and maintenance of the internal control framework; and comments made by the Office of the Comptroller and Auditor General in their management letter or incidents and related reports on material internal control issues.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2024.

Internal Control Issues

Work was undertaken on 14 audits in 2024 by Internal Audit, with twelve reports presented to the ARC in 2024 and a further two reports presented in 2025. Five of these reports were performed directly by the Internal Audit function while nine were commissioned from external parties. These reports resulted in recommendations which have been implemented or are in the process of being implemented.

No weaknesses in internal control were identified in relation to 2024 that require disclosure in the financial statements.

Gareth Llewellyn
Chairperson
24th June 2025

M50 Incident on hard shoulder

Statement of Income and Expenditure

for the year ended 31 December 2024

	Note	Administration 2024 €'000	Light Rail & Metro 2024 €'000	Road Network 2024 €'000	Total 2024 €'000	Total 2023 €'000
State Grants & Reimbursements	2	36,590	120,282	1,304,567	1,461,439	1,491,940
Grant Refunds	3	0	0	10,993	10,993	655
Toll Income	4	0	0	257,671	257,671	228,985
Other Income	5	5,891	3,188	4,194	13,273	12,727
Total Income		42,481	123,470	1,577,425	1,743,376	1,734,307
Expenditure	6	(39,847)	(174,962)	(1,547,643)	(1,762,452)	(1,743,120)
Operating Surplus/ (Deficit)		2,634	(51,492)	29,782	(19,076)	(8,813)
Transfer (to)/from Capital	12	469	46,207	(37,388)	9,288	(20,385)
Finance Charges	11	(3,107)	0	(23,347)	(26,454)	(28,454)
Interest Receivable		111	568	994	1,673	1,486
Retained Surplus/ (Deficit) for the year		107	(4,717)	(29,959)	(34,569)	(56,166)

All income and expenditure for the year relates to continuing activities at the reporting date. The Statement of Cash Flows and notes 1 to 26 form part of these financial statements.

On behalf of the Board of Transport Infrastructure Ireland:

Gareth Llewellyn
Chairperson
24th June 2025

Peter Walsh
Chief Executive Officer
24th June 2025

Statement of Comprehensive Income

for the year ended 31 December 2024

	Note	2024 €'000	2023 €'000
Retained Deficit for the Year		(34,569)	(56,166)
Defined Benefit Unfunded Schemes:			
Experience (Loss)/ Gain on Defined Benefit Retirement Obligations		(1,410)	501
Changes in Assumptions Underlying the Present Value of Defined Benefit Retirement Benefit Obligations		11,941	(3,006)
Total actuarial Gain/(Loss) for Unfunded Schemes	20c	10,531	(2,505)
Defined Benefit Funded Scheme:			
Experience (Loss)/Gain on Defined Benefit Retirement Obligations		(1,985)	107
Changes in Assumptions Underlying the Present Value of Defined Benefit Retirement Benefit Obligations		246	(45)
Total actuarial (Loss)/Gain for Funded Schemes	20c	(1,739)	62
Total actuarial Gain/ (Loss)	20c	8,792	(2,443)
Decrease/(Increase) in Irrecoverable Surplus on Defined Benefit Retirement Scheme	20c	1,734	(66)
		10,526	(2,509)
Adjustment to Defined Benefit Retirement Obligations	20e	(10,531)	2,505
Net movement in the Year		(5)	(4)
Other Comprehensive Deficit for the year		(34,574)	(56,170)

The Statement of Cash Flows and notes 1 to 26 form part of these financial statements. On behalf of the Board of Transport Infrastructure Ireland:

Gareth Llewellyn
Chairperson
24th June 2025

Peter Walsh
Chief Executive Officer
24th June 2025

Statement of Changes in Capital and Reserves

for the year ended 31 December 2024

	Retained Revenue Reserves Administration €'000	Retained Revenue Reserves Light Rail & Metro €'000	Retained Revenue Reserves Road €'000	Capital Account €'000	Development Levies and Contributions €'000	Total €'000
At 31 December 2022	(429)	54,391	547,429	2,358,018	105,496	3,064,905
Retained surplus/(deficit) for the year	418	(2,261)	(54,323)	0	0	(56,166)
Movement in Development Levies and Contributions [Note 21]	0	0	0	0	6,770	6,770
Income used to purchase fixed assets or fund capital payments	0	0	0	108,452	0	108,452
Amortisation in line with depreciation/finance charge	0	0	0	(86,914)	0	(86,914)
Asset disposals and impairments	0	0	0	(1,153)	0	(1,153)
Other recognised losses	(4)	0	0	0	0	(4)
At 31 December 2023	(15)	52,130	493,106	2,378,403	112,266	3,035,890
Retained Surplus/(Deficit) for the year	107	(4,717)	(29,959)	0	0	(34,569)
Movement in Development Levies and Contributions [Note 21]	0	0	0	0	8,418	8,418
Income used to purchase fixed assets or fund capital payments	0	0	0	90,445	0	90,445
Amortisation in line with depreciation/finance charge	0	0	0	(90,320)	0	(90,320)
Asset disposals and impairments	0	0	0	(9,413)	0	(9,413)
Other recognised losses	(5)					(5)
At 31 December 2024	87	47,413	463,147	2,369,115	120,684	3,000,446

The Statement of Cash Flows and notes 1 to 26 form part of these financial statements. On behalf of the Board of Transport Infrastructure Ireland:

Gareth Llewellyn
Chairperson
24th June 2025

Peter Walsh
Chief Executive Officer
24th June 2025

Statement of Financial Position

at 31 December 2024

	Note	2024 €'000	2023 €'000
Fixed Assets			
Property, Plant and Equipment	13	3,608,978	3,639,150
Current Assets			
Receivables	14	26,648	32,234
Cash and Cash Equivalents		114,429	115,419
		141,077	147,653
Creditors (Amounts Falling Due Within One Year)			
Payables	15	(147,200)	(120,367)
Net Current (Liabilities)/Assets		(6,123)	27,286
Creditors (Amounts Falling Due After One Year)			
Payables	16	(478,216)	(495,817)
Provisions for Liabilities and Charges	19	(124,193)	(134,729)
Retirement Benefits			
Defined Benefit Retirement Obligations	20d	(105,171)	(109,838)
Defined Benefit Deferred Retirement Funding	20d	105,171	109,838
Defined Benefit Pension Surplus	20f	0	0
Total Net Assets		3,000,446	3,035,890
Financed By			
Reserves			
Capital Account	12	2,369,115	2,378,403
Development Levies and Contributions	21	120,684	112,266
Retained Revenue Reserves (as per Statement of Changes in Capital and Reserves)		510,647	545,221
		3,000,446	3,035,890

The Statement of Cash Flows and notes 1 to 26 form part of these financial statements.
On behalf of the Board of Transport Infrastructure Ireland:

Gareth Llewellyn
Chairperson
24th June 2025

Peter Walsh
Chief Executive Officer
24th June 2025

N59 Maam Cross to Bunnakill

Statement of Cash Flows

for the year ended 31 December 2024

	2024 '€000	2023 '€000
Net Cash Flows from Operating Activities		
Retained Deficit for the Year	(34,569)	(56,166)
Depreciation, impairment and disposal of Fixed Assets	62,073	60,476
Amortisation of levies and deferred credits	(1,512)	(1,512)
Pension Charge	(5)	0
Transfer (to)/from Capital	(9,288)	20,385
Interest	(1,672)	(1,486)
Decrease / (Increase) in Receivables	3,862	(4,848)
Decrease in Provisions	(10,537)	(27,746)
Increase in Payables	28,813	18,812
Net Cash Inflow from Operating Activities	37,165	7,915
Cash Flows from Investing Activities		
Payments to acquire Property, Plant & Equipment	(50,174)	(79,976)
Development Levies and Contributions	10,347	7,115
Bank interest received	1,672	1,486
Net Cash Outflow from Investing Activities	(38,155)	(71,375)
Net Decrease in Cash and Cash Equivalents	(990)	(63,460)
Cash and cash equivalents at 1 January	115,419	178,879
Cash and cash equivalents at 31 December	114,429	115,419

The Statement of Cash Flows and notes 1 to 26 form part of these financial statements.
On behalf of the Board of Transport Infrastructure Ireland:

Gareth Llewellyn
Chairperson
24th June 2025

Peter Walsh
Chief Executive Officer
24th June 2025

Notes to the Financial Statements

for the year ended 31 December 2024

1. Accounting Policies

The significant accounting policies adopted by Transport Infrastructure Ireland (TII) for the preparation of the financial statements are set out below. They have all been applied consistently throughout the year and for the preceding year.

a) General Information

TII has its head office at Parkgate Business Centre, Parkgate St., Dublin 8.

TII's primary objective is the provision of a safe and efficient network of national roads, light rail and metro infrastructure.

TII is a public benefit entity.

The presentation and functional currency of these financial statements is Euro. All amounts in the financial statements have been rounded to the nearest €1,000.

b) Statement of Compliance with FRS 102

The financial statements have been prepared in compliance with the applicable legislation, and with FRS 102. FRS 102 is the Financial Reporting Standard applicable in the UK and the Republic of Ireland.

c) Basis of Preparation

The financial statements have been prepared under the historical cost convention, except for certain assets and liabilities that are measured at fair values as explained in the accounting policies below. The financial statements are in the form approved by the Minister for Transport with the concurrence of the Minister for Public Expenditure NDP Delivery and Reform under the Roads Acts 1993 to 2015.

d) Foreign currency

In accordance with TII's treasury policy all contracts are denominated in Euro. Transactions in foreign currencies are translated to TII's functional currency at the foreign exchange rate ruling at the date of the transaction. Monetary assets and liabilities denominated in foreign currencies at the reporting date are retranslated to the functional currency at the foreign exchange rate ruling at that date. Foreign exchange differences arising on translation are recognised in the Statement of Income and Expenditure.

e) Income

State Grants TII recognises all state grants in the Statement of Income and Expenditure on a cash receipts basis. Grants funding capitalised expenditure are transferred from the Statement of Income and Expenditure to the capital account. Subsequently these grants are amortised to the Statement of Income and Expenditure as the funded assets depreciate.

TII receive grants from the Department of Transport (DoT) and from the National Transport Authority (NTA) under their respective capital and revenue funding programmes.

Development levies and contributions TII receive development levies and developer contributions and (subject to the provisions of relevant agreements) use the income to fund capital expenditure or repay exchequer monies advanced to fund specific Luas infrastructure projects. TII retain the income in a development levies and contributions reserve and it is amortised to the Statement of Income and Expenditure as the funded assets depreciate. Local Authorities collect development levies under the relevant legislative provisions. Developer contributions arise through the conclusion of bilateral agreements with private individuals, companies or partnerships.

1. Accounting Policies (Cont'd)

e) Income (Cont'd)

Refunds of grants paid to Local Authorities Grant refunds reflect the actual amounts received from local authorities in the year.

Toll Income TII recognises toll income due from operators on an accruals basis except penalty income which is recognised on a cash basis. The toll income represents charges levied by toll operators after deduction of certain charges and interoperability payments.

Toll income also includes amounts receivable in respect of revenue sharing arrangements under PPP schemes.

Provision of Luas infrastructure TII licences the Luas infrastructure to an operator, with whom TII has a contract to operate and maintain the Luas system for a fixed price per annum – the "Base Yearly Amount". Where revenues collected by the operator exceed the Base Yearly Amount, a surplus arises for TII and where revenues collected by the operator are less than the Base Yearly Amount, a deficit arises for TII. The surplus or deficit is recognised in the Statement of Income and Expenditure on an accruals basis. Deficits are funded by Public Service Obligations [PSO] grants provided by the National Transport Authority and recognised on a cash basis under "State Grants and Reimbursements" in the Statement of Income and Expenditure.

Revenue generated from Luas associated assets TII generates income from Luas associated assets. This income arises from the provision of Park and Ride facilities, advertising income generated from tram wraps, on-board advertising and advertising at the Luas stops. Income from the rental of kiosks along the lines is recognised on an accruals basis.

Other Income

Other income is recognised on an accruals basis.

f) Property, Plant and Equipment

Property, plant and equipment are stated at cost less accumulated depreciation, adjusted for any provision for impairment.

Capitalisation

Light rail & metro projects

TII capitalise expenditure on new public transport infrastructure (Light Rail and Metro) following receipt of certain approvals from Government.

For the purposes of these policies, Government approval for light rail or metro projects is defined by reference to the date by which an Enforceable Railway Order and pre-tender approval for the related business case have been received, except where agreement has been obtained from the Government to fund capital expenditure in advance of the receipt of a Railway Order.

Expenditure on feasibility studies and preliminary design for potential but unapproved capital projects is charged to the Statement of Income and Expenditure in the year of expenditure. All expenditure on the acquisition of capital assets, or expenditure which significantly adds to the value, capacity in use, or useful economic life of existing assets, is capitalised as a fixed asset. Fixed assets received from third parties in accordance with commercial agreements pertaining to the provision of light rail and metro projects, are valued appropriately and included in TII's fixed assets.

These assets are recorded at their market value. A corresponding creditor is recognised as deferred income. This deferred income is released to the Statement of Income and Expenditure at the rate the asset is depreciated.

Where expenditure relates to the acquisition or creation of an asset that is not operational or in service at the balance sheet date then such expenditure is reported as "Assets under Construction" and is not depreciated. Assets under Construction are assessed for impairment each year.

Expenditure relating to the consideration on the acquisition of property assets is capitalised as a fixed asset only when the property transaction has been fully completed.

Expenditure relating to consideration incurred in respect of property assets prior to completion of the transaction is included in prepayments.

1. Accounting Policies (Cont'd)

f) Property, Plant and Equipment

Road network (Cont'd)

Road assets acquired under PPP service concession agreements are capitalised and accounted for using the finance lease liability model in the year the concession agreement is signed. The assets comprised in the M50 buy out agreement have also been valued using the finance lease liability model and all costs incurred in this agreement have been capitalised. When a PPP contract is signed, the value of the infrastructure asset and the service concession liability is recognised as the net present value of the future minimum lease payments.

The construction payments set out in the contract are used as a measure of the future minimum lease payments. In discounting the minimum lease payments TII selected a discount rate of 4% following consultation with the National Development Finance Agency (NDFA) on the basis that it reflected an appropriate rate for long term infrastructure assets.

TII has a contract in place for the operation of the Dublin tunnel, the Jack Lynch tunnel and the motorway operations control centre. While TII receives toll income from the Dublin tunnel, ownership of this asset rests with the relevant Local Authority (Dublin City Council). Accordingly, this contract has not been accounted for as a service concession arrangement. The relevant payments are charged to the Statement of Income and Expenditure in the period they arise.

New road assets acquired under traditional procurement are capitalised from the date the main construction contract is approved in accordance with the requirements of the Infrastructure Guidelines.

Road asset expenditure on all other assets is recorded at historical cost.

Expenditure Threshold

Expenditure on capital assets exceeding euro 1,000 is capitalised and depreciated over the useful life of the related asset.

Depreciation

Road assets including motorway service areas are not depreciated when the subject of a service concession or maintenance agreement designed to deliver a useful life and operating capacity at the end of the agreement equivalent to that of the asset when first commissioned. Luas infrastructure assets are depreciated from the month they enter revenue service and any grants received in respect of their purchase are amortised on the same basis. Other fixed assets where subject to depreciation are depreciated for a full year in the year of acquisition Residual value represents the estimated amount which would currently be obtained from disposal of an asset, after deducting estimated costs of disposal, if the asset were already of an age and in the condition expected at the end of its useful life.

If there is objective evidence of impairment of the value of an asset, an impairment loss is recognised in the Statement of Income and Expenditure in the year. Depreciation methods, useful lives and residual values are reviewed if there is an indication of a significant change since the last annual reporting date in the pattern by which TII expects to consume an asset's future economic benefits.

1. Accounting Policies (Cont'd)

f) Property, Plant and Equipment Road network (Cont'd)

Depreciation is provided on all property, plant and equipment, other than freehold land, at rates estimated to write off the cost less the estimated residual value of each asset on a straight line basis over their estimated useful lives, as follows:

	Years
Bridges, underpasses, civil works & enabling works	50
Buildings	30
Track	10-50
Control & communication systems	10-25
Power	20-25
Fare collection	5-15
Park & Ride	30
Luas rolling stock & equipment	15-24
Furniture & fittings, lifts and spares	10-25
Office fixtures and equipment	4-10
Enhancement to leasehold premises	10*
Motor vehicles	5
Signage	20
Safety & sundry equipment	10
Electronic equipment	10
Winter maintenance equipment	10
Ducting	20
Maintenance depots	30
M50 eFlow assets	20**

*Leased assets are depreciated over the shorter of the lease term and their useful lives.

**M50 eFlow assets are depreciated over 20 years or the contract life.

1. Accounting Policies (Cont'd)

g) Leases

Leases in which TII assumes substantially all the risks and rewards of ownership of the leased asset are classified as finance leases. Other leases are classified as operating leases. Leased assets acquired by way of finance lease are stated on initial recognition at an amount equal to the lower of their fair value and the present value of the minimum lease payments at inception of the lease, including any incremental costs directly attributable to negotiating and arranging the lease.

At initial recognition, a finance lease liability is recognised equal to the fair value of the leased asset or, if lower, the present value of the minimum lease payments. The present value of the minimum lease payments is calculated using the interest rate implicit in the lease. The minimum lease payments are apportioned between the finance charge and the reduction of the outstanding liability using the effective interest method. The finance charge is allocated to each period during the lease term giving a constant periodic rate of interest on the remaining balance of the liability

h) Receivables

Receivables are recognised at fair value, less a provision for doubtful debts. The provision for doubtful debts is a general provision and is established when there is objective evidence that TII will not be able to collect all amounts owed to it. All movements in the provision for doubtful debts are recognised in the Statement of Income and Expenditure.

i) Operating Leases

Rental expenditure under operating leases is recognised in the Statement of Income and Expenditure over the life of the lease. Expenditure is recognised on a straight- line basis over the lease period. Any lease incentives received are recognised over the life of the lease.

j) Interest receivable and interest payable and similar charges

Interest payable and similar charges includes interest payable and finance charges on finance leases recognised in the Statement of Income and Expenditure. Finance charges include charges which represent the "unwinding" or "reversing" of the discount on provisions. Interest income and interest payable are recognised in the Statement of Income and Expenditure as they accrue.

k) Employee Benefits

Short-term Benefits

Short-term benefits such as holiday pay are recognised as an expense in the year and benefits that are accrued at year-end are included in the payables figure in the Statement of Financial Position.

Retirement Benefits

The financial statements reflect, at fair value, the assets and liabilities arising from TII's pension obligations and any related funding and recognise the costs of providing pension benefits in the accounting periods in which they are earned by employees. Retirement benefit scheme liabilities are measured on an actuarial basis using the projected unit credit method. Where a scheme is in surplus, the maximum amount of surplus that can be recognised on the Statement of Financial Position is limited to the value of an employer contribution holiday in perpetuity, measured using the FRS 102 basis. Any irrecoverable amount is recognised in the Statement of Comprehensive Income.

1. Accounting Policies (Cont'd)

k) Employee Benefits (Cont'd)

Actuarial gains or losses arising on scheme liabilities are reflected in the Statement of Comprehensive Income. A corresponding adjustment is recognised in the amount recoverable from DoT for the Unfunded Defined Benefit Scheme only. TII operates the following pension schemes:

Defined Contribution Pension Scheme [Closed to new members]

TII operates a defined contribution pension scheme. Pension benefits are funded over the employees' period of service by way of employee and employer contributions to a defined contribution scheme. Employer contributions are charged to the Statement of Income and Expenditure as they become payable.

Funded Defined Benefit Pension Scheme [Closed to new members]

TII operates a defined benefit pension scheme which is funded by TII and contributions from members.

Unfunded Defined Benefit Pension Scheme [Closed to new members]

TII operates a defined benefit pension scheme whose liabilities are funded by DOT as they become due. Pension costs reflect pension benefits earned by employees and are shown net of staff pension contributions which are retained by TII. An amount corresponding to the pension charge is recognised as income to the extent that it is expected to be fully offset by the receipt of grants.

Single Public Services Pension Scheme ("Single Scheme")

TII participates in the Single [Public Sector] Scheme, which is a defined benefit scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure, NDP Delivery and Reform (DPENDPDR). The costs, liabilities and assets related to the operation of this scheme have been included in the disclosures in relation to the unfunded defined benefit pension scheme.

l) Reserve

Surpluses/(Deficits) generated from the Luas infrastructure business are transferred to the Light Rail & Metro Revenue Reserve. This reserve is ring-fenced by agreement with the NTA to fund expenditure and future refurbishment of the Luas infrastructure and [or] future Luas operating deficits.

m) Provisions for Liabilities and Charges

TII have entered into road service concessions, with contract provisions providing for payments [variable operational payments] to the operator where traffic volumes fall below specified levels. TII provide for and report in their Financial Statements, all future liabilities relating to these payments. The estimation of future liabilities for variable operational payments places significant reliance on estimates of future traffic flows. The provision for these liabilities is in Note 19 in the financial statements. The total forecast value of variable operational payments were recognised as a charge to Reserves on the Statement of Financial Position of TII together with the estimated liability for future obligations under these service concessions. The valuations and that of the related liability are based on the discounted value of the variable operational payments forecast to be made directly by TII.

An appropriate discount rate has been chosen to discount the future liabilities arising from these roads service concession agreements, that rate having been arrived at in consultation with the NDFA. The forecasting of variable operational payments and the valuation of the liability is performed annually and any movements in the related provision are charged/credited in the Statement of Income and Expenditure.

1. Accounting Policies (Cont'd)

m) Provisions for Liabilities and Charges (Cont'd)

State grants advanced to fund Luas projects for which development levy schemes were adopted, may subsequently be designated repayable to DoT in accordance with the terms of a project specific Ministerial Direction. Where such obligations exist, estimates of the repayable amounts of any grants received are made based on the information available and the terms of the Ministerial Direction. The amount of grant income that has been received and is estimated to be repayable is retained as a long term liability. In arriving at the estimated amount, management must consider a number of risks and uncertainties including development risk, premature cessation of levy scheme, project completion risk and change of law.

Provisions for track restoration and exchequer advances repayable are recognised when TII has a present legal or constructive obligation as a result of past event and it is probable that an outflow of resources will be required to settle the obligation and the amount has been reliably estimated.

Provisions are measured at the present value of the expenditure expected to be required to settle the obligation using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to the passage of time is recognised as an interest expense.

TII does not make provision for legal or insurance claims or tax refunds, the outcome of which are uncertain.

n) Payments to Local Authorities

Payments to local authorities in respect of Greenways, road construction, improvement, maintenance and management are the actual grants paid in the year.

o) Service concession agreements (Public Private Partnerships)

TII has entered into public private partnerships or service concession agreements with private sector entities to construct (or upgrade), operate and maintain infrastructure assets for a specified period of time (concession period).

TII controls or regulates what services the operator must provide using the infrastructure assets, to whom, and at what price; and TII controls the residual interest in the assets at the end of the term of the concession period.

TII makes payments over the life of the concession for the construction, financing, operating, maintenance and renewal of the infrastructure assets and the delivery of services that are the subject of the concession.

In some cases TII may be entitled to a share of the toll revenue earned by the concessionaire while certain concessions provide for variable operational payments by TII if traffic volumes fall below specified levels.

The service concession assets are recognised in the Statement of Financial Position of TII together with the related liability. The asset valuations and that of the related liability are based on the discounted value of the construction payments to be made by TII under the concession agreement. Operational and financing payments made under the concession agreements are recognised in the Statement of Income and Expenditure in the year they are paid. Obligations to make payments of an operational nature over the life of the concession are disclosed in the notes to the financial statements.

1. Accounting Policies (Cont'd)

p) Critical Accounting Judgements and Estimates

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities as at the reporting date and the amounts reported for revenues and expenses during the year. However, the nature of estimation means that actual outcomes could differ from those estimates. The following judgements have had the most significant effect on amounts recognised in the financial statements:

Road Network: Valuation, Depreciation and Residual Values

Road assets acquired under PPP service concession arrangements and comprised in the M50 buy-out are capitalised and accounted for using the finance lease liability model in the year the concession agreement is signed. The value of the infrastructure asset and the service concession liability is recognised as the net present value of the future minimum lease payments, calculated on the basis of construction payments made directly by TII. The PPP capitalisation model supports TII's assumptions regarding the split of payments between capital and revenue when valuing the asset.

TII selected a discount rate of 4% following consultation with the NDFA, on the basis that it reflected an appropriate rate for long life infrastructure assets.

The Directors have reviewed the asset lives and associated residual values of all fixed asset classes and have concluded that asset lives and residual values are appropriate.

Infrastructure assets acquired under service concession agreements or placed under certain maintenance agreements are, under specific contractual obligations in those agreements, handed back to TII at the end of the concession term with useful lives equivalent to that of the asset when originally commissioned. Performance of the "hand back" provisions is guaranteed by significant financial retentions and penalties provided for in the concession agreements. As a result of these provisions TII does not charge depreciation on these assets. TII assumptions in relation to the "hand back" provisions are reviewed annually by the Directors.

Provisions and estimates

Significant estimates are made in relation to the calculation of provisions for exchequer advances repayable and variable operational payments.

Exchequer Advances Repayable

State grants provided by the Exchequer for the implementation of certain projects for which development levy schemes are adopted may subsequently be designated repayable in accordance with the terms of a project specific Ministerial Direction. Where such obligations exist, estimates of the repayable amounts of any grants received are made based on the information available and the terms of the Ministerial Direction. The amount of grant income that has been received and is estimated to be repayable is retained as a long term liability (note 19).

In these circumstances the amount of grant repayable is equal to the total amount of levies estimated to be collected over the life of the scheme less any levies used to offset eligible expenditure up to the amount of exchequer funds advanced.

An estimate of the total levies likely to be received over the life of the scheme is critical in the calculation of the provision for exchequer advances repayable. The levy receipts are estimated with the assistance of the local authority's professional town planners who make critical assumptions regarding the rate and volume of commercial retail and residential development over the life of each scheme. To the extent that these assumptions hold true then the amount provided for the repayment of exchequer advances and the actual amount repaid will not vary significantly. If the conditions underlying the assumptions vary significantly, that may have a significant impact on actual outcomes.

M50 Toll, Dublin

1. Accounting Policies (Cont'd)

p) Critical Accounting Judgements and Estimates (Cont'd)

Variable Operational Payments

Two concession (Public Private Partnership) contracts, (M3 Clonee/Kells and the N18 Limerick Tunnel) provide for variable operational payments to the operator where traffic volumes fall below specified levels.

Variable operational payments continue to be payable on both contracts and estimates of future liabilities are provided for in the financial statements (note 19). The estimates of future liabilities are based on observed traffic data, forecasts of traffic growth and inflation. Inflation indices are derived from the forecast Consumer Price Index on the assumption that toll charges will rise in line with that index. Where outturn traffic growth and/or inflation differ from forecasts this will impact on the variable operational payment amounts provided for.

Accruals

TII provides for all material capital and current expenditures incurred before the reporting date for which a liability exists at the reporting date.

Retirement Benefit Obligation

The assumptions underlying the actuarial valuations for which the amounts recognised in the financial statements are determined (including discount rates, rates of increase in future compensation levels and mortality rates) are updated annually by an independent actuary based on current economic conditions, and for any relevant changes to the terms and conditions of the pension and post-retirement plans. The assumptions can be affected by:

(i) the discount rate, changes in the rate of return on high-quality corporate bonds

(ii) future compensation levels, future labour market conditions.

q) Inventory

All consumables are written off in the year of purchase.

2. State Grants & Reimbursements

State grants, excluding reimbursements, of €1,448m (2023: €1,477m) were received in 2024 from the Department of Transport, (Vote 31) and the National Transport Authority (NTA) under the following subheads:

	Note	2024 €'000	2023 €'000
Administration	2a	36,590	34,412
Light Rail & Metro	2b	120,282	95,150
Road Network	2c	1,304,567	1,362,378
		1,461,439	1,491,940

2a. State Grants & Reimbursements Administration

	Note	2024 €'000	2023 €'000
Grants			
C5 Transport Infrastructure Ireland Operational Costs		36,347	34,593
Less Single Pension Scheme contributions remitted		(719)	(655)
Reimbursements			
Secondments Department of Transport (DoT)		696	237
Secondments National Transport Authority (NTA)		162	164
Reimbursement for Road material testing from Department of Transport (DoT)		104	73
		36,590	34,412

2b. State Grants & Reimbursements Light Rail & Metro

	Note	2024 €'000	2023 €'000
Grants			
NTA Capital Programme		90,974	66,652
NTA PSO Grant		29,308	28,498
		120,282	95,150

2c. State Grants & Reimbursements Road Network

	2024 €'000	2023 €'000
Grants		
C3.1 Current Expenditure - Asset Protection and Renewal	32,850	34,850
C3.2 Capital Investment - Asset Protection and Renewal	225,160	268,000
C3.3 Construction and Development of National Roads	191,640	237,055
C3.4 PPP Operational Payments	92,000	120,000
A.4.1 - Greenways – Asset Protection and Renewal	1,929	0
A.4.2 - Greenways	61,537	49,000
A3.3 Walking & Cycling Programme -NTA Capital Programme	310	2,400
C.4.1 Regional and Local Current – Asset Protection and Renewal**	42,311	40,511
C.4.2 / C.4.3 Regional and Local Capital – Asset Protection and Renewal/Regional and Local Capital – New Roads/Improvement Works**	644,126	595,891
Reimbursements from DoT		
ZEVI (Zero Emission Vehicles Ireland) PMO, Support & Infrastructure	2,449	2,079
AFHDV (Alternatively Fuelled Heavy Duty Vehicles)/ZEHDV (Zero-emission heavy duty vehicles) Schemes	1,741	2,333
LEVTI (Low Emissions Vehicle Toll Incentive) Scheme	0	3,649
Reimbursement for salt stock for regional roads	5,611	4,412
Reimbursement for Development Trial Costs for regional roads	56	(3)
Reimbursement for Risk Based Geometric Design Costs for regional roads	51	128
Reimbursement for Speed Limit Review Implementation	143	0
CEF Funding Meridian Project	826	0
Reimbursement for Transport Research Arena (TRA) 2024	1,827	2,073
	1,304,567	1,362,378

All Grants received are used for the purposes for which approval has been sought and obtained from the Funding source.

The State's investment is protected and will not be used as security for any other activity without prior consultation with DoT and sanction of DPENDPDR.

Gateway review processes are used to ensure that projects meet the necessary milestones and conditions to proceed. For Roads and Greenways projects, we work in accordance with the Government Infrastructure Guidelines and on our own Project Management Guidelines. For Light rail and Metro projects, we work in accordance with the Government Infrastructure Guidelines and the NTA Project Approval and Cost Management Guidelines.

TII is compliant with the relevant circulars including Circular 44/2006. TII has a Tax Clearance Cert which is able to be verified online.

**Historically, both the National Roads Authority and DoT made payments to local authorities for the construction, improvement, maintenance and management of local and regional roads. In 2014, DoT assumed responsibility for the management of these payments including approval for payment. TII now acts as a paying agent and issues the relevant payments on instruction from DoT. In 2024, TII issued payments totalling €686m (2023: €636m) (notes 9a and 9b) to local authorities from funding received by it from DoT. DoT has always been and continues to be responsible for determining the annual allocations to local authorities in respect of regional and local roads. In addition to the above, DoT makes some payments directly to local authorities for regional and local roads.

2d. EU Grants

Under the European Commission funding instrument CEF (Connecting Europe Facility), TII received no payments from Arc Atlantique in 2024, (€0.3m in 2023). These funds were remitted to DPENDPDR on 13th November 2023 and are not included in our grant income in Note 2.

€0.826m was received from DoT in respect of CEF EU Meridian Project, this is included in Note 2c.

3. Grant Refunds

Grant refunds from local authorities were as follows:

	2024 €'000	2023 €'000
National Road Capital Investment Protection & Renewals	191	516
National Road Construction of New Roads	10,759	139
Public Private Partnership Operations	43	0
	10,993	655

4. Toll Income

	2024 €'000	2023 €'000
Dublin Tunnel	32,002	27,036
M50 eFlow	212,134	189,997
M1 Dundalk Western Bypass	3,946	3,214
M4 Kilcock/Kinnegad	9,554	8,738
M8 Rathcormac/Fermoy	35	0
	257,671	228,985

Toll income represents:

a) Tolls levied by toll operators after deduction of certain charges, including interoperability service fees and bank charges, and interoperability settlements to other toll operators.

b) Included in M50/eflow toll income is €12.5m of penalty income (2023: €12.4m).

c) Further to Ministerial Direction dated 13 December 2022, toll rates on the M50 were not increased between January and June 2023. The estimate of toll revenue foregone on the M50 as a result of this Ministerial Direction was €7m. Toll rate increases on the M50 came into effect 1 July 2023.

d) A share of revenue due under the terms of the PPP contract for the M4 Kilcock/Kinnegad, M1 Dundalk Western Bypass and M8 Rathcormac/Fermoy schemes.

5. Other Income

	Note	2024 €'000	2023 €'000
Administration	5a	5,891	5,981
Light Rail & Metro	5b	3,188	2,859
Road Network	5c	4,194	3,887
		13,273	12,727

5a. Other Income - Administration

	Note	2024 €'000	2023 €'000
Net Deferred Funding for Pensions	20e	5,697	5,810
Sundry Income		194	171
		5,891	5,981

5b. Other Income - Light Rail & Metro

	2024 €'000	2023 €'000
Surplus generated from Luas Associated Assets	1,487	1,137
Rental Income	189	210
Amortised Levies and Deferred Credits	1,512	1,512
	3,188	2,859

5c. Other Income - Road Network

	2024 €'000	2023 €'000
Sundry Income	1,133	1,044
Motorway Service Area Revenue Share	3,061	2,843
	4,194	3,887

Motorway Service Area Revenue Share: TII has awarded two Motorway Service Area (MSA) PPP Contracts.The Tranche 1 MSA Contract was awarded in October 2009 and provided for Motorway Service Areas on the M1 and M4. The Tranche 2 MSA Contract was awarded in July 2018 and provided for Motorway Service Areas on the M6, M9 and M11. Both of these contracts include revenue share provisions. Revenue due for 2024 amounted to €3m (2023: €2.8m).

6. Expenditure

	Note	2024 €'000	2023 €'000
Administration	7	39,847	37,005
Light Rail & Metro	8	174,962	143,315
Road Network	9/10	1,547,643	1,562,800
		1,762,452	1,743,120

7. Expenditure - Administration Costs

	Note	2024 €'000	2023 €'000
Remuneration and Other Pay costs	7a	32,720	30,391
Accommodation costs	7d	2,749	2,632
Other Administration costs	7e	3,757	3,376
Depreciation		565	605
Loss on Disposal of Fixed Assets		56	1
Total Administration costs		39,847	37,005

Hospitality of €2k (2023: €2k) is included in the above figures.

7a. Remuneration and Other Pay Costs

	Note	2024 €'000	2023 €'000
Salaries		26,153	24,257
Overtime		35	46
Health Insurance / Car BIK		1	1
Pension Costs	20a	3,860	3,579
Employer's Contribution to Social Welfare		2,543	2,388
Board Members' Emoluments and Expenses		128	120
		32,720	30,391

Additional Superannuation Contributions, ASC, of €832k (2023 €770k) have been deducted and paid over to DoT.

No termination payments have been made in the year (2023: €Nil).

7b. Employee Benefits Breakdown

Range of total employee benefits earned in the year From To	Average number of employees 2024	Average number of employees 2023
Total number of Whole Time Equivalents	295	293
€60,000 - €69,999	29	47
€70,000 - €79,999	46	45
€80,000 - €89,999	41	45
€90,000 - €99,999	42	39
€100,000 - €109,999	23	11
€110,000 - €119,999	18	29
€120,000 - €129,999	17	9
€130,000 - €139,999	7	3
€140,000 - €149,999	5	3
€150,000 - €159,999	1	0
€160,000 - €169,999	0	1
€170,000 - €179,999	0	3
€180,000 - €189,999	4	0
€190,000 - €199,999	0	0
€200,000 - €209,999	0	0
€210,000 - €219,999	0	1
€220,000 - €229,999	1	0

The table includes employees seconded to other public sector bodies.

7c. Key Management Personnel Compensation

Key management personnel, incorporating the Board, the Chief Executive, the Directors of Commercial Operations, Network Management, Business Services, Professional Services, Corporate Services, Capital Programme, MetroLink, Corporate Communications and Executive office are those persons having authority and responsibility to plan, direct and control the activities of TII. The total value of employee benefits for key management personnel are set out below:

	2024 €'000	2023 €'000
Salaries and Board Member's Fees	1,754	1,294
Car BIK	1	0
	1,755	1,294

This does not include the value of retirement benefits accrued in the year. With the exception of the members of the Board, the key management personnel are members of TII's funded or unfunded defined benefit pension schemes and their entitlements in that regard do not extend beyond the terms of those schemes.

CEO Remuneration in respect of Peter Walsh included in key management personnel compensation is as follows:

	2024 €'000	2023 €'000
Remuneration P Walsh	225	215
	225	215

The Chief Executive is a member of TII's unfunded defined benefit pension scheme and his entitlement in that regard does not extend beyond the terms of the model public sector service pension scheme. The value of retirement benefits accrued in the year is not included in the salary reported.

7d. Accommodation Costs

	2024 €'000	2023 €'000
Rent, Rates and Services	2,230	2,119
Light, Heat and Cleaning	508	495
Repairs, Maintenance and Security	11	18
	2,749	2,632

7e. Other Administration Costs

	2024 €'000	2023 €'000
Telephone and Postage	129	141
Printing and Stationery	54	36
Computer Charges	1,592	1,393
Staff Training, Development and Professional Subscriptions	261	203
Staff Travel and Subsistence National	423	390
Staff Travel and Subsistence International	129	100
Motor Expenses	40	50
Audit Fees	81	81
Books and Periodicals	22	21
Insurance	270	259
Broker Fees	69	69
Repairs and Maintenance - Equipment	199	163
Sundries	221	297
Pension Administration & Support	41	37
Consultancy	74	82
Legal Fees	69	20
Staff Appointment Costs	83	34
	3,757	3,376

8. Expenditure - Light Rail & Metro

	2024 €'000	2023 €'000
Depreciation	59,706	59,257
Disposals/Impairment	9,413	939
Local Authority Rates	757	629
Project Development Costs MetroLink	67,166	45,396
Project Development Costs Luas	8,631	8,708
Deficit on Provision of Luas Infrastructure	29,289	28,386
	174,962	143,315

9. Expenditure - Road Network

	Note	2024 €'000	2023 €'000
Road Construction and Improvement	9a	1,254,447	1,261,847
Road Maintenance and Management	9b	93,529	93,208
PPP, Tunnel Operations and Tolling	10	180,876	192,801
AFHDV (Alternatively Fuelled Heavy Duty Vehicles)/ZEHDV (Zero-emission heavy duty vehicles) Schemes		1,639	2,333
ZEVI (Zero Emission Vehicles Ireland) PMO and Support		2,449	1,279
Transport Research Arena (TRA) 2024		1,952	1,980
Disposals/Impairment		0	214
Depreciation		12,751	9,138
		1,547,643	1,562,800

9a. Road Construction and Improvement

	2024 €'000	2023 €'000
Payments to Local Authorities – National Roads Capital Investment Protection & Renewals	179,261	213,112
Payments to Local Authorities – National Roads Construction of New Roads	202,219	221,825
Payments to Local Authorities – Regional and Local Roads [Note 2]	644,126	595,891
Payments to Local Authorities – Public and Sustainable Transport Investment Programme	58,804	49,265
Payments to Local Authorities – Greenways Capital Protection & Renewal	1,929	0
Signs and Lines	15,137	17,636
Transportation	13,698	10,302
Bridge Works	13,292	8,646
Safety	9,272	9,563
Motorway Maintenance	46,585	47,533
Pavement and Minor Works	44,229	63,537
Other Payments	25,895	24,537
	1,254,447	1,261,847

Expenditure in 2024 includes payments of €7.0m (2023: €26.6m) made to local authorities to cover costs as a result of conciliation and arbitration proceedings arising from roads construction projects. Figures include VAT, legal, and advisors costs.

Other payments include expenditure on asset renewal projects on the motorway network including pavement overlays, signs and lines, barrier replacement and repairs, bridge renewal works, flood relief and safety measures.

9b. Road Maintenance and Management

	2024 €'000	2023 €'000
Payments to Local Authorities – National Roads	22,786	24,798
Payments to Local Authorities – Regional and Local Roads [Note 2]	42,311	40,511
Other Payments	28,432	27,899
	93,529	93,208

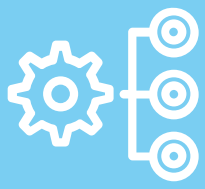
Other payments include expenditure on; purchase and storage of salt; routine road maintenance on the motorway network including grass cutting, winter service and maintenance of drainage systems; the monitoring of national road pavement assets; and provision of winter weather monitoring and treatment predictive systems.

10. Public Private Partnership, Tunnel Operations and Tolling Costs

	Note	2024 €'000	2023 €'000
Ancillary Costs	10a	15,042	15,371
Public Private Partnership Scheme Operation Charges	10b	81,858	111,305
Public Private Partnership Scheme Changes in Provision	10c	(8,220)	(27,659)
Tunnel Operations and Tolling	10d	92,196	93,784
		180,876	192,801

10a. Ancillary Costs

Ancillary costs incurred relate to scheme planning, scheme supervision, financial, legal and technical advisory services, tolling interoperability services, statutory notices and marketing.



10b. Public Private Partnership Scheme Operation Charges

	2024 €'000	2023 €'000 As Restated
N25 Waterford City Bypass	924	1,945
N18 Limerick Tunnel	751	785
M50 Upgrade	22,664	21,154
N6 Galway/Ballinasloe	845	1,790
M3 Clonee/Kells	0	21,277
M7/M8 Portlaoise	0	19
M1 Dundalk Western Bypass	529	244
N8 Rathcormac/Fermoy	422	930
M4/M6 Kilcock/Kinnegad	383	511
N11 Arklow/Rathnew	12,317	12,233
M17/M18 Gort to Tuam	25,830	25,797
M11 Gorey to Enniscorthy	10,442	10,269
N25 New Ross Bypass	6,674	6,662
Payments to Local Authorities – PPP schemes	70	145
PPP Supplementary Toll Scheme*	7	7,544
	81,858	111,305

*Further to Ministerial Direction dated 13 December 2022, toll rates on PPP toll concession roads were not increased between January and June 2023. TII paid a total of €7.544m to 8 PPP toll concession companies during this period representing amounts due to these companies for the shortfall in toll revenue, administration costs and third-party fees.

There are no amounts included in operation charges arising from settlements (2023: €Nil).

The operation charges shown in the table above include PPP operating, maintenance and finance costs less any insurance risk sharing income receivable.

Insurance Risk Sharing: A number of PPP projects have an insurance risk-sharing clause. Under this clause, the insurance costs are reviewed every three years, and depending on costs incurred in the period, compensation may be payable to TII, or payable by TII. Compensation due in respect of insurance risk sharing in 2024 amounted to €0.5m (2023: €0m).

10c. Movement in Total Liability for Variable Operational Payments

TII has entered eight Toll Concession PPPs. Toll Concession PPPs are partly or fully financed by the private sector and remunerated by user charges (tolls) and TII payments (mostly construction payments and operational payments). Two of TII's Toll Concession PPP contracts (the M3 Clonee-Kells and N18 Limerick Tunnel PPP Contracts) provide for additional payments referred to as Traffic Guarantee Payments under the Contracts but commonly referred to as Variable Operational Payments ("VOPs").

The key parameter determining the calculation of future VOPs is the gap between the actual Average Daily Traffic (ADT) and the guaranteed thresholds specified in the respective PPP contracts. Generally, where actual ADT is higher than guaranteed ADT then VOPs should not apply however, where actual ADT is lower than guaranteed ADT, VOPs become payable. The wider the gap between actual ADT and guaranteed ADT, the greater the level of VOPs payable. TII bears traffic risk below the guaranteed thresholds.

Once the VOPs became payable, a provision is required to provide for the estimated liability for VOPs over the life of the contracts. The amount of the liability estimated to be payable within one year is included in Creditors (Note 15). This part of the liability is recorded here as there is reasonable certainty over the amount and timing of payment. Uncertainty over future traffic flows and discounts requires the balance of the liability to be reported under Provisions (Note 19). Traffic flow estimates and discount rate assumptions are central to the calculation of the estimated liability.

In 2024, reforecast traffic volumes improved, resulting in a decrease in the provision. Other factors which impacted the calculation of the total liability for VOP's, were the amounts payable for the year and the finance charge to reflect the reversing of the discount on the gross liability.

	Note	M18 Limerick Tunnel €'000	*M3 Clonee/ Kells €'000	Total 2024 €'000	Total 2023 €'000
At 01 January 2024					
Payable within 1 year	15	6,458	0	6,458	8,212
Provision	19	64,908	0	64,908	92,690
Total		71,366	0	71,366	100,902
Payable to operators in the year	19	(5,704)	0	(5,704)	(5,913)
Decrease in provision due to Traffic Volume variances		(8,220)	0	(8,220)	(27,659)
Finance charges recognising the impact of discounting for the timing of the discharge of liabilities	11	2,855	0	2,855	4,036
At 31 December 2024		60,297	0	60,297	71,366
Payable within 1 year	15	5,947	0	5,947	6,458
Provision	19	54,349	0	54,349	64,908
Total	18	60,296	0	60,296	71,366

* A provision is no longer required for M3 Clonee/Kells based on reforecasted traffic volumes.

10d. TII Tunnel Operations and Tolling Costs

	2024 €'000	2023 €'000
Dublin Tunnel	27,811	28,321
M50 eFlow	58,045	54,690
Jack Lynch Tunnel	6,340	8,298
LEVTI (Low Emissions Vehicle Toll Incentive) Scheme	0	2,475
	92,196	93,784

These costs relate to operational costs, toll collection costs and local authority charges of the Dublin Tunnel; toll collection costs, bad debt charges and local authority rates of the M50 eFlow; operational costs of the Jack Lynch Tunnel and payments made under the Low Emissions Vehicle Toll Incentive Scheme.

The table above includes no costs for Motorway Service Areas (MSA). The cost of operating and maintaining the services areas are absorbed by the operators.

10e. General description of schemes

N25 Waterford City Bypass

The Celtic Roads Group (Waterford) Ltd. consortium was awarded the N25 Waterford City Bypass toll concession contract in April 2006. The contract term is 30 years. The scheme comprised the construction of the N25 bypass extending from Kilmeaden in County Waterford to Slieverue in County Kilkenny. The route crosses the River Suir at Grannagh thus providing Waterford with a second major bridge over the Suir and allowing traffic on the N25 Cork to Rosslare route to bypass the city. The scheme comprised approximately 23km of dual carriageway, a bridge over the River Suir of approximately 475m in length and approximately 4km of single carriageway construction. The contract included an additional 11km of side roads and tie-ins and a 2km railway realignment.

The scheme, which is tolled, opened to traffic in October 2009. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

Motorway Service Area

TII has awarded two Motorway Service Area (MSA) PPP contracts. The Tranche 1 MSA contract was awarded in October 2009 and provided for double-sided Motorway Service Areas at two locations on the M1 and one location on M4.

The Tranche 2 MSA contract was awarded in July 2018 and provided for single-sided Motorway Service Areas on the M6, M9 and M11. Both MSA contracts include revenue share provisions.

N18 Limerick Tunnel

The DirectRoute (Limerick) Ltd consortium was awarded the Limerick Tunnel toll concession contract in August 2006. The contract term is 35 years. The Limerick Tunnel Scheme involved the construction of approximately 10km of new dual carriageway along with associated link roads and side roads. The tunnel crossing of the River Shannon involved an immersed tube tunnel, approximately 0.9km in length, linking the townland of Coonagh on the northern bank with the townland of Bunlicky on the southern bank of the Shannon.

The scheme, which is tolled between junction 2 and 4, opened to traffic in July 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

10e. General description of schemes (Cont'd)

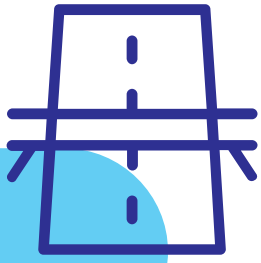
M50 Upgrade

The M50 Upgrade PPP contract was awarded in September 2007 with a contract term of 35 years to M50 Concession Ltd. The M50 Upgrade PPP contract construction comprised the widening of 24km of the M50 from south of the M1/M50 (Turnapin) interchange to the N3 interchange and from south of the Ballymount interchange to the Sandyford interchange, including the upgrade of junctions along these sections. The upgrade works were completed in 2010. The PPP Co's investment costs are recouped through availability payments paid by TII*.

In addition to the M50 Upgrade PPP contract, separate M50 Upgrade works were procured through two Design & Build contracts. These contracts provided for (i) the widening of approximately 8km of mainline carriageway between the N4 (Junction 7) and Ballymount (Junction 10) along with the upgrading of the N4, N7 and Ballymount interchanges, and (ii) the widening of 1.3km of motorway south of the N3 interchange. These upgrade works were completed in 2008.

The PPP Co is responsible for ongoing operation, maintenance and lifecycle works of the mainline of the M50 motorway from the M1/M50 (Turnapin) interchange to the Sandyford interchange for the contract period.

* While the M50 is tolled between Junctions 6 and 7 this is unrelated to the M50 PPP contract. TII has procured a toll service provider to operate the M50 toll collection on TII's behalf.



N6 Galway/Ballinasloe

The N6 Galway/Ballinasloe toll concession contract was awarded to the N6 (Concessions) Ltd. consortium in April 2007. The contract term is 30 years. The scheme involved the construction of approximately 56km of new dual carriageway, a 7km link road to the Loughrea bypass, 32km of side roads and five grade-separated junctions.

The scheme extends from Doughiska east of Galway City to the existing N6 east of Ballinasloe in County Roscommon.

The scheme, which is tolled between junctions 15 and 16, opened to traffic in December 2009. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

M3 Clonee/Kells

The M3 Clonee/Kells toll concession contract was awarded to the Eurolink Motorway Operations Ltd consortium in March 2007. The contract term is 45 years.

The scheme, which provides bypasses of Dunboyne, Dunshaughlin, Navan, Kells and Carnaross, involved the construction of a motorway of approximately 47km in length which is linked by ancillary roads within the pre-existing road network through grade- separated junctions at Pace, Dunshaughlin, Blundelstown, Kilcarn, Athboy Road and Kells. The full scheme also includes 10km of new N3 dual carriageway road from Kells to North of Carnaross and 4km of the Kells N52 Bypass.

A further 4km of National Secondary Type 1 Dual Carriageway and a total of 40km of Regional and Local Roads were constructed. In addition, over 100 structures consisting of 62 bridges and various culverts and retaining walls were required.

The scheme, which is tolled between junction 5 and 6 and also junctions 9 and 10, opened to traffic in June 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

10e. General description of schemes (Cont'd)

M7/M8 Portlaoise

The M7/M8 Portlaoise toll concession contract was awarded to the Celtic Roads Group (Portlaoise) consortium. The contract was awarded in June 2007. The contract term is for 30 years. The project, which provides bypasses of Abbeyleix, Durrow, Cullahill, Mountrath, Castletown and Borris-in-Ossory, involved the construction of a tolled motorway of approximately 41km total length. There are grade separated junctions at Portlaoise, Borris-in-Ossory and Rathdowney as well as a partial motorway to motorway interchange at Aghaboe. The scheme also included a new 3km regional link road from the motorway back to Borris-in-Ossory along with approximately 15km of side roads.

The scheme, which is tolled between Junction 18 (Portlaoise West) and Junction 19 (the M7/M8 interchange junction), opened to traffic in May 2010. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works for the contract period.

M1 Dundalk Western Bypass

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

N8 Rathcormac/Fermoy

The N8 Rathcormac/Fermoy contract was awarded to the Direct Route (Fermoy) Ltd. consortium in June 2004 and is for a 30-year concession period. The toll concession contract involved the design, construction, operation and maintenance of approximately 17.5 km of motorway. The scheme includes three grade separated interchanges at Rathcormac South, Corrin, and Moorepark and a 450m long viaduct spanning the Blackwater Valley.

The scheme, which is tolled between junctions 14 and 17, opened to traffic in October 2006. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works of the motorway section for the contract period.

M4/M6 Kilcock/Kinnegad

The M4/M6 Kilcock/Kinnegad toll concession contract was awarded to Eurolink Motorway Operation Ltd in March 2003. The contract is for a 30-year concession period. The scheme involved the construction of 39km of motorway, including 19 overbridges, 7 underbridges and 3 underpasses.

The scheme, which is tolled between junctions 8 and 10, opened to traffic in December 2005. The PPP Co is responsible for the ongoing operation, maintenance and lifecycle works of the motorway section for the contract period.

N11 Arklow/Rathnew

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

10e. General description of schemes (Cont'd)

M17/M18 Gort to Tuam

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

M11 Gorey to Enniscorthy

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

N25 New Ross Bypass

The contract for the N25 New Ross Bypass PPP Scheme was awarded to New Ross N25 Bypass Designated Activity Company in January 2016. The PPP contract includes the design, construction, operation and maintenance of sections of both the N25 and N30 routes. More particularly the scheme comprised works of approximately 13.6km of dual carriageway (N25 and N30 routes) and 1.2km of single carriageway (New Ross N30 route), including the Rose Fitzgerald Kennedy Bridge 36m above River Barrow, a 900m long, eight pier, three tower extrados bridge. The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The scheme opened to traffic in January 2020.

11. Finance Charges

	Note	2024 €'000	2023 €'000
Pension Scheme Finance Charges	20b	3,107	3,310
Finance Lease Costs		0	8
Finance charge relating to Service Concession Liabilities		23,347	25,136
		26,454	28,454

Under FRS 102, the net of the interest on the defined benefit scheme pension liabilities and the expected return on assets of €3.1m is recorded as a finance charge adjacent to interest charges in the Statement of Income and Expenditure (2023:€3.3m) see note 20b.

12. Capital Account

	2024 €'000	2024 €'000	2023 €'000	2023 €'000
At 01 January		2,378,403		2,358,018
Administration				
Income used to purchase fixed assets	95		374	
Amortisation in line with depreciation	(564)		(605)	
Per Statement of Income and Expenditure		(469)		(231)
Light Rail and Metro				
Income used to purchase fixed assets	19,719		14,364	
Amortisation in line with depreciation	(56,513)		(56,064)	
Disposals/Impairment	(9,413)		(939)	
Per Statement of Income and Expenditure		(46,207)		(42,639)
Road Network				
Income used to purchase fixed assets	34,061		57,189	
Income used to fund service concession liability	36,532		36,299	
Income used to fund finance lease liability	38		226	
Release in line with finance charges	(20,492)		(21,107)	
Disposals/Impairment	0		(214)	
Amortisation in line with depreciation	(12,751)		(9,138)	
Per Statement of Income and Expenditure		37,388.00		63,255.00
At 31 December		2,369,115		2,378,403

13. Property, Plant and Equipment

	Light Rail & Metro Infrastructure €'000	Light Rail & Metro Assets Under Construction €'000	Rolling Stock & Equipment €'000	Road Network Infrastructure €'000	Road Network Under Construction €'000	Furniture Fixtures & Equipment €'000	Enhancement to Leasehold Premises €'000	Total €'000
Cost								
At 1 January 2024	1,507,647	15,907	334,582	2,533,235	136,620	2,903	12,699	4,543,593
Additions in period	4,884	8,086	6,517	24,990	5,353	167	2,509	52,506
Disposals and impairments	(19,753)	0	0	0		(180)	(672)	(20,605)
Transfers	2,305	(2,305)	0	141,973	(141,973)	0	0	0
At 31 December 2024	1,495,083	21,688	341,099	2,700,198	0	2,890	14,536	4,575,494
Accumulated Depreciation								
At 1 January 2024	592,045	0	212,908	89,777	0	2,490	7,223	904,443
Depreciation charge	42,007	0	17,700	11,868	0	200	1,247	73,022
Disposals and impairments	(10,340)	0	0	0		(180)	(429)	(10,949)
At 31 December 2024	623,712	0	230,608	101,645	0	2,510	8,041	966,516
Net Book Value								
At 31 December 2024	871,371	21,688	110,491	2,598,553	0	380	6,495	3,608,978
Cost								
At 1 January 2023	1,503,303	14,015	329,337	2,515,643	102,290	2,853	11,101	4,478,542
Additions in period	4,885	6,941	5,245	21,283	34,330	414	1,630	74,728
Disposals and impairments	(5,590)	0	0	(3,691)	0	(364)	(32)	(9,677)
Transfers	5,049	(5,049)	0	0	0	0	0	0
At 31 December 2023	1,507,647	15,907	334,582	2,533,235	136,620	2,903	12,699	4,543,593
Accumulated Depreciation								
At 1 January 2023	554,856	0	195,491	84,769	0	2,663	6,188	843,967
Depreciation charge	41,840	0	17,417	8,502	0	191	1,050	69,000
Disposals and impairments	(4,651)	0	0	(3,494)	0	(364)	(15)	(8,524)
At 31 December 2023	592,045	0	212,908	89,777	0	2,490	7,223	904,443
Net Book Value								
At 31 December 2023	915,602	15,907	121,674	2,443,458	136,620	413	5,476	3,639,150

14. Receivables

	2024 €'000	2023 €'000
Toll Income Debtors	14,371	13,687
Prepayments and Other Debtors	12,277	18,547
	26,648	32,234

Toll income receivable at year-end in respect of Dublin Tunnel and M50 eFlow is stated after a provision of €9.4m (2023: €8.8m) for eFlow toll charges deemed uncollectable. This provision is based on M50 toll collection rates over a rolling two year period.

The actual bad debt charge for the year was €6.1m (2023: €5.4m).

Prepayments and Other Debtors include €1.6m due after one year (2023: €2.5m).

15. Payables (Amounts Falling Due Within One Year)

	Note	2024 €'000	2023 €'000
Trade Creditors and Accruals		95,349	65,584
VAT		6,182	8,862
Service Concession Liability	18	36,770	36,532
Variable Operational Payments	18	5,947	6,458
CityWest Luas Deferred Income		1,309	1,309
Salaries		1,643	1,397
Obligations under Finance Leases	18	0	225
		147,200	120,367

16. Payables (Amounts Falling Due After One Year)

	Note	2024 €'000	2023 €'000
Service Concession Liability	18	459,497	475,774
CityWest Luas Deferred Income*		18,311	19,620
Trade Creditors and Accruals		408	423
		478,216	495,817

*Creditors includes deferred income reflecting the value of property and services provided by third parties in relation to the CityWest Luas development. This income is released to the Statement of Income and Expenditure in line with the depreciation on the related assets.

17. Commitments

17a. Operating Lease Commitments

At 31 December, TII had lease payment liabilities under non-cancellable operating leases for each of the following periods:	Land & Buildings 2024 €'000	Land & Buildings 2023 €'000
Payable within one year	1,793	1,793
Payable within two to five years	7,052	7,171
Payable after five years	2,098	3,777

Operating lease payments recognised as an expense were €1.8m (2023: €1.8m

a. TII entered into a 16 year and 7 month lease from 01 January 2015 in respect of accommodation at Block A, Parkgate St., Dublin 8. The lease expires on 31 July 2031 and the rent payable is €0.7m per annum.

b. TII took over two leases from RPA in respect of accommodation at Parkgate St., Dublin 8:

   Block B: A 25 year lease from 01 August 2006 to 31 July 2031. The rent payable is €0.6m per annum.

   Block C: A 28 year lease from 29 September 2001 to 28 September 2029. The rent payable is

   €0.5m per annum.

17a. Operating Lease Commitments (Cont'd)

At 31 December, TII had lease payment liabilities under non-cancellable operating leases for each of the following periods:	Motor Vehicles 2024 €'000	Motor Vehicles 2023 €'000
Payable within one year	11	5
Payable within two to five years	20	0
Payable after five years	0	0

Operating lease payments recognised as an expense were €0.02m (2023: €0.02m).

At 31 December 2024 TII had an operating lease in respect of 1 electric vehicles. This leases expire on 10th October 2027. The annual charge in respect of this is €0.01m per annum

17b. Road Network Forward Commitments

TII has analysed forward contractual commitments, excluding ppp commitments which are forecast costs that are subject to quantum and timing variances, and these are as follows:

Year	Commitment* € Million	Department of Public Expenditure, NDP Delivery and Reform **approved capital funding for TII 2025-2027* € Million	Commitment as % of annual allocation	Department of Public Expenditure, NDP Delivery and Reform sanctioned commitment as % of annual allocation
2025	527	652	80.8% dropping to 65%	75
2026	353	739.4	47.7%	60
2027	254	924.3	27.5%	50

*Provides for use of Tolling and other Income.

** At the date of signing these Financial Statements, funding levels for 2026 & 2027 are subject to change.

17c. Public Private Partnership Forward Commitments

Nominal Amount:	2024 €'000	2023 €'000
N25 Waterford City Bypass	3,563	4,795
N18 Limerick Tunnel	12,972	13,878
M50 Upgrade	543,293	570,699
N6 Galway/Ballinasloe	19,709	20,440
M3 Clonee/Kells	134,794	135,141
M7/M8 Portlaoise	0	0
M1 Dundalk Western Bypass	1,922	2,117
N8 Rathcormac/Fermoy	0	397
M4/M6 Kilcock/Kinnegad	3,043	3,426
N11 Arklow/Rathnew	275,200	293,246
M17/M18 Gort to Tuam	660,172	698,378
N25 New Ross Bypass	251,759	264,293
M11 Gorey Enniscorthy	377,801	397,071
	2,284,228	2,403,881

The commitments disclosed above are prescribed in the PPP contract schedules. They are stated exclusive of VAT and incorporate payments for construction, financing, operational and lifecycle costs for the remaining life of the contract. They are indexed @ 2% to approximate CPI and are not discounted to present value. Only the construction element (appropriately discounted) of these forward commitments is reported in TII's balance sheet. The total undiscounted amounts for construction payments of €718m (2023: €754m) are included in the table above. The discounted amounts are disclosed as a liability in note 18. VOPs which may become payable under the M3 or N18 PPP contracts are not categorised as commitments as they are uncertain and are not included here. See note 10c for full disclosure of VOPs.

17d. Light Rail and Metro Capital Commitments

	2024 €'000	2023 €'000
At the year end the following capital commitments had not been provided for in the financial statements:		
Contracted but not provided for	6,965	6,965
Authorised but not contracted for	0	585
	6,965	7,550

18. Finance Lease Commitments

The future minimum lease payments at 31 December 2024 are as follows:	Service Concession €'000	Variable Operational Payments €'000	Donegal National Roads* €'000	Total €'000
Not later than one year	36,770	5,947	0	42,717
Later than one year but not later than five years	149,556	26,776	0	176,332
Later than five years	529,306	43,135	0	572,441
Total Gross Payments	715,632	75,858	0	791,490
Less: Finance Charges	(219,365)	(15,562)	0	(234,927)
Carrying amount of liability	496,267	60,296	0	556,563
Classified as:				
- Payables (amounts falling due within one year)	36,770	5,947	0	42,717
- Payables (amounts falling due after one year	459,497	0	0	459,497
- Provisions	0	54,349	0	54,349

The future minimum lease payments at 31 December 2023 are as follows:	Service Concession €'000	Variable Operational Payments €'000	Donegal National Roads* €'000	Total €'000
Not later than one year	36,532	6,458	226	43,216
Later than one year but not later than five years	148,555	28,726	0	177,281
Later than five years	567,077	56,531	0	623,608
Total Gross Payments	752,164	91,715	226	844,105
Less: Finance Charges	(239,858)	(20,349)	(1)	(260,208)
Carrying amount of liability	512,306	71,366	225	583,897
Classified as:				
- Payables (amounts falling due within one year)	36,532	6,458	225	43,215
- Payables (amounts falling due after one year	475,774	0	0	475,774
- Provisions	0	64,908	0	64,908

* TII entered into a twenty year lease from 1 March 2004 with Donegal County Council in respect of accommodation for Donegal National Roads Office. The rent is €0.2m per annum.

The above finance lease liabilities are measured at amortised cost.

19. Provisions for Liabilities and Charges

	Variable Operational Payments €'000	Exchequer Advances Repayable €'000	Project Provisions €'000	Track Restoration €'000	Total €'000
At 01 January 2024	64,908	64,947	567	4,307	134,729
Payable to operators in the year	(5,704)	0	0	(94)	(5,798)
(Decrease) / Increase in provision	(7,710)	0	0	117	(7,593)
Finance charges recognising the impact of discounting for the timing of the discharge of liabilities	2,855	0	0	0	2,855
At 31 December 2024	54,349	64,947	567	4,330	124,193

The provisions have been made in accordance with the accounting policies as set out in notes 1(m), (o) and (p) to these financial statements.

Variable Operational Payments

In the case of two PPP concession schemes (i.e. M3 Clonee-Kells & N18 Limerick-Tunnel) the PPP agreement provides for variable operational payments if traffic volumes fall below specified levels. TII has made a full provision for the amount it expects to pay in relation to these variable operational payments over the remaining life of the relevant PPP contract.

This is reported in the Statement of Financial Position under "Payables" due within one year €5.9m and under "Provisions for Liabilities and Charges" €54.3m.

The provision changes from year to year to reflect changes in the forecast traffic volumes on the relevant road. Changes in the provision are (credited)/charged to the Statement of Income and Expenditiure (€8.2m) in 2024 (2023:(€27.7m)) Note 10 (c).

The change in the provision of €10.6m is reflected by a decrease in the provision of €7.7m and a decrease in Payables due within one year of €2.9m.

The amount payable in the year is €5.7m (2023: €5.9m). The amount payable for N18 Limerick Tunnel is €5.7m (2023: €5.9m) as traffic volumes are currently below the guarantee threshold levels and the amount payable for M3 Clonee-Kells is €0m (2023 €0m) as traffic volumes are currently above the guarantee threshold levels.

Exchequer Advances Repayable

State grants repayable include State grants provided as advance funding for the implementation of certain projects for which development levy schemes are in place and have been deemed repayable in accordance with Accounting Policy note 1(m). These advances are repayable over the life of the levy schemes and as a result the provision is unlikely to fully unwind in the medium term.

There was no change in the provision in the year (2023: €0.0m).

Project Provisions

TII has adequately provided for project liabilities where the timing of their payment is uncertain. This provision relates to Light Rail and Metro liabilities.

19. Provisions for Liabilities and Charges (Cont'd)

Track Restoration

Track restoration provisions relate to remediation and improvement costs to be incurred. TII expects that the provision will be utilised over the life of the related assets and as a result the provision is unlikely to fully unwind in the medium term.

In 2024, TII made payments of €0.1m (2023:

€0.3m) in respect of remediation costs and increased the provision by €0.1m.

20. Retirement Obligations

Details of TII's pension schemes are provided below:

Defined Contribution Scheme [Closed to new entrants]

A defined contribution pension plan was set up in 2003 for former RPA staff who did not qualify for membership of the funded defined benefit scheme noted below. This plan does not give rise to any funding liability to TII under FRS 102.

Defined Benefit Scheme – Funded [Closed to new entrants]

In order to comply with the provisions of sections 24 and 25 of the Transport (Railway Infrastructure) Act, 2001 RPA established a defined benefit scheme in 2003 to provide for pension entitlements of those employees transferring from the CIE 1951 defined benefit scheme. The new scheme was set up using the template model scheme for public sector pension arrangements as issued by the Department of Finance, modified as necessary in order to replicate the benefits provided under the CIE 1951 defined benefits pension scheme.

An independent professionally qualified actuary carried out a full valuation (February 2025) of the assets and liabilities of the scheme as at 31 December 2024. Those assets and liabilities were valued using the projected unit method.

A pension surplus of €0.0m has been recognised in the Statement of Financial Position. The valuation of the surplus under FRS 102 rules indicated a technical surplus of €8.1m. The amount of this surplus that can be recognised in the Financial Statements is the value of an employer contribution holiday in perpetuity. The value of such a contribution holiday is currently €0.0m.

Defined Benefit Scheme – Unfunded [Closed to new entrants]

The pension scheme is a defined benefit final salary pension arrangement with benefits and contributions defined by reference to current 'model' public sector scheme regulations.

This scheme was only available to former NRA employees who joined before 1 January 2013. The scheme provides a pension (one eightieths per year of service), a gratuity or lump sum (three eightieths per year of service) and spouses' and children's pensions.

Normal retirement age is a member's 65th birthday and pre-2004 members have an entitlement to retire without actuarial reduction from age 60. Pensions in payment (and deferment) normally increase in line with general public sector salary inflation.

An independent professionally qualified actuary carried out a full valuation (February 2025) of the liabilities of the scheme as at 31 December 2024. Those assets and liabilities were valued using the projected unit method.

Single Pension Scheme – Unfunded

TII operates the Single Scheme, which is a defined benefit average salary scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure NDP Delivery and Reform (DPENDPDR). The costs, liabilities and assets of TII in relation to the Single Pension Scheme have been included in the disclosures on the Defined Benefit unfunded scheme.

20a. Analysis of total pension costs charged to Statement of Income and Expenditure

	2024 €'000	2023 €'000
Defined Benefit Unfunded Scheme:		
Current Service Cost	4,789	4,425
Employee Contributions	(501)	(476)
	4,288	3,949
Single Pension Scheme:		
Employee Contributions	(719)	(655)
	(719)	(655)
Defined Benefit Funded Scheme:		
Current Service Cost	(4)	(4)
	(4)	(4)
Total Defined Benefit Scheme costs	3,565	3,290
Defined Contribution Scheme costs*	295	289
Total	3,860	3,579

*The pension charge in respect of the defined contribution scheme plan is equal to the contributions payable by TII for the year.

20b. Analysis of finance charge recognised in Statement of Income and Expenditure

	2024 €'000	2023 €'000
Defined Benefit Unfunded Scheme:		
Interest on pension scheme liabilities	3,408	3,597
Defined Benefit Funded Scheme:		
Interest on pension scheme liabilities	103	107
Return on scheme assets	(404)	(394)
	(301)	(287)
Total finance charge	3,107	3,310

20c. Analysis of amount recognised in Statement of Comprehensive Income

	2024 €'000	2023 €'000
Defined Benefit Unfunded Scheme:		
Experience loss/(Gain)	1,410	(501)
Change in assumptions underlying the present value of the scheme liabilities	(11,941)	3,006
	(10,531)	2,505
Defined Benefit Funded Scheme:		
Experience loss/(Gain)	1,985	(107)
Change in assumptions underlying the present value of the scheme liabilities	(246)	45
	1,739	(62)
Total actuarial (gain)/loss	(8,792)	2,443
Change in Irrecoverable Surplus	(1,734)	66
	(10,526)	2,509

20d. Movement in net retirement benefit obligations/assets during the financial year

Defined Benefit Unfunded Scheme

	2024 €'000	2023 €'000
Net defined benefit retirement obligation at 01 January	109,838	101,520
Current service cost	4,789	4,425
Actuarial (Gain)/Loss	(10,531)	2,505
Interest cost	3,408	3,597
Pensions paid in the year	(2,333)	(2,209)
Net defined benefit retirement obligation at 31 December	105,171	109,838

20d. Movement in net retirement benefit obligations/assets during the financial year (Cont'd)

Defined Benefit Funded Scheme

	Scheme Assets €'000	Scheme Liabilities €'000	Pension Surplus €'000
At 1 January 2024	11,042	(2,922)	8,120
Current service cost	0	4	4
Actuarial loss	(470)	(1,269)	(1,739)
Expected return on scheme assets	404	0	404
Interest cost	0	(103)	(103)
Contributions by scheme participants	16	(16)	0
Benefits paid	(77)	77	0
At 31 December 2024	10,915	(4,229)	6,686

20e. Deferred funding for retirement benefits

Defined Benefit Unfunded Scheme

The Board recognises amounts owing from the State for the defined benefit unfunded deferred liability for pensions on the basis of a set of assumptions at note 20 (g) and a number of past events. These events include the statutory basis for the establishment of the pension scheme and the policy and practice currently in place in relation to funding public service pensions, including contributions by employees and the annual estimates process. The Board has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The net deferred funding for retirement benefits recognised in the Statement of Income and Expenditure was as follows:

	2024 €'000	2023 €'000
Funding recoverable in respect of current year retirement benefit costs	8,197	8,022
State grant applied to pay retirement benefits	(2,500)	(2,212)
	5,697	5,810

The net deferred funding for retirement benefits recognised in the Statement of Comprehensive Income was as follows:

	2024 €'000	2023 €'000
Adjustment to Deferred Retirement Benefit Obligation	(10,531)	2,505

The Defined Benefit Deferred Retirement Funding at 31 December 2024 amounted to €105.17m (2023: €109.84m).

N56 Dungloe to Cloghbolie

20f. History of defined benefit obligations, assets and experience gains and losses

Defined Benefit Unfunded Scheme

	31 Dec 2024	31 Dec 2023	31 Dec 2022	31 Dec 2021
Defined benefit obligations amount (€'000)	(105,171)	(109,838)	(101,520)	(128,138)
Experience adjustments on scheme liabilities amount (€'000)	(1,410)	501	(6,904)	(3,377)
As a percentage of scheme liabilities (%)	1.34%	(0.46%)	6.80%	2.64%
Assumption adjustments on scheme liabilities amount (€'000)	11,941	(3,006)	38,868	(2,218)
As a percentage of scheme liabilities (%)	(11.35%)	2.74%	(38.29)%	1.73%

The cumulative actuarial loss recognised in the Statement of Comprehensive Income up to and including 31 December 2024 is €14.6m (31 December 2023: €25.2m).

Defined Benefit Funded Scheme

	31 Dec 2024	31 Dec 2023	31 Dec 2022	31 Dec 2021
Defined benefit obligations amount (€'000)	(4,229)	(2,922)	(3,020)	(3,823)
Defined benefit assets amount (€'000)	10,915	11,042	10,787	12,947
Defined benefit surplus	6,686	8,120	7,767	9,124
Irrecoverable surplus on retirement benefit scheme	(6,686)	(8,120)	(7,767)	(9,058)
Defined benefit pension surplus	0	0	0	66
Experience adjustments on scheme liabilities amount (€'000)	(1,515)	184	(60)	315
As a percentage of scheme liabilities (%)	35.82%	(6.30%)	1.99%	8.24%
Experience adjustments on scheme assets amount (€'000)	(470)	(77)	(2,237)	(207)
As a percentage of scheme assets (%)	4.31%	0.70%	20.74%	1.60%

The cumulative actuarial loss recognised in the Statement of Comprehensive Income up to and including 31 December 2024 is €0.7m (31 December 2023: gain €0.6m). Expected contributions for the following year are €Nil.

20g. General description of the scheme and actuarial assumptions

Defined Benefit Unfunded Scheme

The principal actuarial assumptions at the balance sheet date:

	31 Dec 2024 %	31 Dec 2023 %
Discount rate	3.45	3.15
Future salary increases	3.05	3.30
Future pension increases	2.55	2.80
Inflation rate	2.05	2.30
Future State pension increases	2.05	2.30

The mortality basis adopted allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age (age 65). The table below shows the life expectancy for members attaining age 65 in 2023 and 2043.

Year of Attaining Age 65

	2024	2044
Life Expectancy - Male	21.7	23.0
Life Expectancy - Female	24.1	25.5

Defined Benefit Funded Scheme

The principal actuarial assumptions at the balance sheet date:

	31 Dec 2024 %	31 Dec 2023 %
Discount rate	3.40	3.15
Future salary increases	2.95	3.20
Future pension increases	2.45	2.70
Inflation rate	1.95	2.20
Future State pension increases	1.95	2.20

Assumptions regarding future mortality are set based on advice from published statistics and experience. The mortality assumptions are based on standard mortality tables which allows for future mortality improvement in the assumptions.

There are three current pensioners in the scheme. Longevity for members retiring at 65.

	2024 Years	2044 Years
Male	21.7	23.0
Female	24.1	25.5

20g. General description of the scheme and actuarial assumptions (Cont'd)

At 31 December 2023 the scheme assets were invested in the Irish Life Pension Cash Fund, Irish Life indexed 10 Year AAA Bond Series 8 and Irish Life Netherlands 2042 Bond Fund. The Trustees, with the input of their professional advisors, decide on the mix of assets based on the risk profile of the scheme

The fair value of the scheme assets as a percentage of total scheme assets are set out below:

(as a percentage of total scheme assets)	31 Dec 2024 %	31 Dec 2023 %
Annuities	10.0	0.0
Bonds	33.0	35.0
Cash & Cash Equivalents	57.0	65.0
	100	100

Scheme assets do not include any of TII's own financial instruments, or any property occupied by TII.

21. Development Levies and Contributions

	2024 €'000	2023 €'000
At 1 January	112,266	105,496
Development levies and contributions	8,621	6,973
Amortisation of levies	(203)	(203)
At 31 December	120,684	112,266

As outlined in note 1(e), development levies and developer contributions received by TII are retained in a development levies and developer contributions reserve. Where levies are used to fund project delivery, they are amortised to the Statement of Income and Expenditure as the related assets are depreciated.

22. Litigation and Claims

TII is involved in a number of legal cases the outcome of which are yet to be determined. TII has not made provision for any costs arising.

23. Related Party Transactions

Please refer to note 7c for a breakdown of the remuneration and benefits paid to key management. TII adopts procedures in accordance with the guidelines issued by the Department of Public Expenditure NDP Delivery and Reform covering the personal interests of Board members. In the normal course of business, TII may approve grants or enter into other contractual arrangements with entities in which TII Board members are employed or are otherwise interested.

In cases of potential conflict of interests, Board members do not receive relevant Board documentation or otherwise participate in or attend discussions regarding these transactions. A record is maintained of all such instances.

During the year there were no related party transactions.

24. Comparative figures

comparative figures have been reclassified to accord with their treatment in the current year.

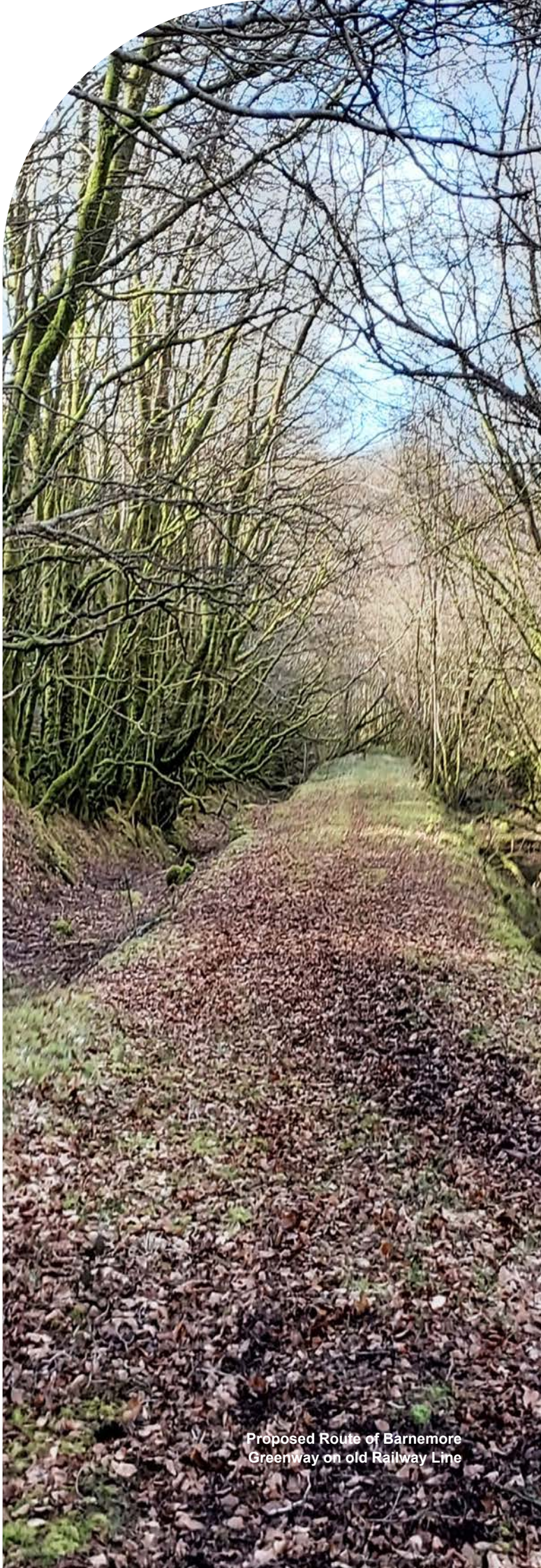
25. Subsequent Events

Events after the reporting period year to 31 December 2024

There have been no other events after the end of the reporting period which would require adjustments or disclosures to figures reported at 31 December 2024.

26. Approval of Financial Statements

These financial statements were approved by the Board on 24th June 2025.



Proposed Route of Barnemore Greenway on old Railway Line

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

www.tii.ie