





Sustainable Transport Market Opportunities

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SUSTAINABLE TRANSPORT MARKET OPPORTUNITIES

Introduction

Ireland is outgrowing its current transportation infrastructure. In 2019, Dublin ranked as the 17th most congested city in the world and 6th in Europe. A single Dublin commuter will, on average, spend over 213 hours a year stuck in traffic (28 extra minutes each rush hour). Economists estimate that, without intervention, congestion and lost time in the Dublin area will cost the Irish economy €2 billion per annum in 2033.

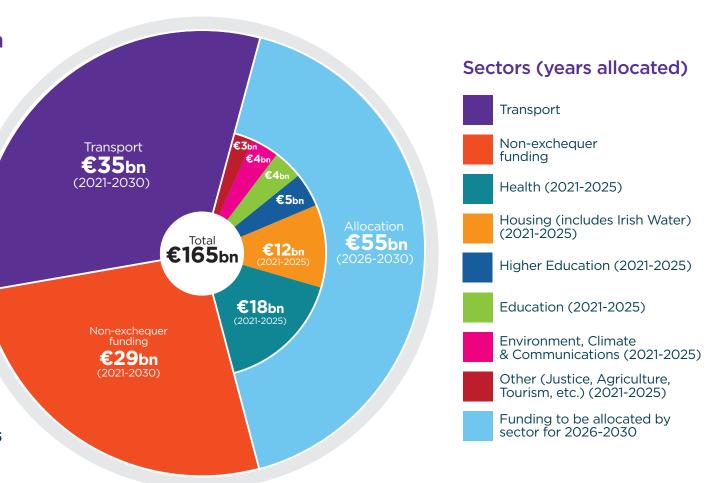
COMMITTED TO SPEND APPROXIMATELY €35 BILLION IN TRANSPORT INFRASTRUCTURE OVER THE NEXT DECADE.

To mitigate these economic impacts Government has committed its largest investment in transport and active travel infrastructure since the establishment of the State, totalling approximately €35 billion over the next decade. To deliver the programme of work, a significant increase in the capacity of transport operators, Local Authorities, designers, contractors, and suppliers.

Investment in Ireland
- National Development Plan

The National Planning Framework (NPF) and the National Development Plan (NDP 2021-2030) combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development of Ireland from now until 2040, and the NDP provides the enabling public investment of €165 billion to implement that strategy. This will be the largest public investment in the State's history and will support economic, social, environmental, and cultural development across all parts of the country. The €165 billion NDP budget consists of:

- Approximately €35 billion for transport related programmes and projects.
- Of the above €35 billion, approximately €15 billion is for National Transport Authority (NTA) related programmes and projects.



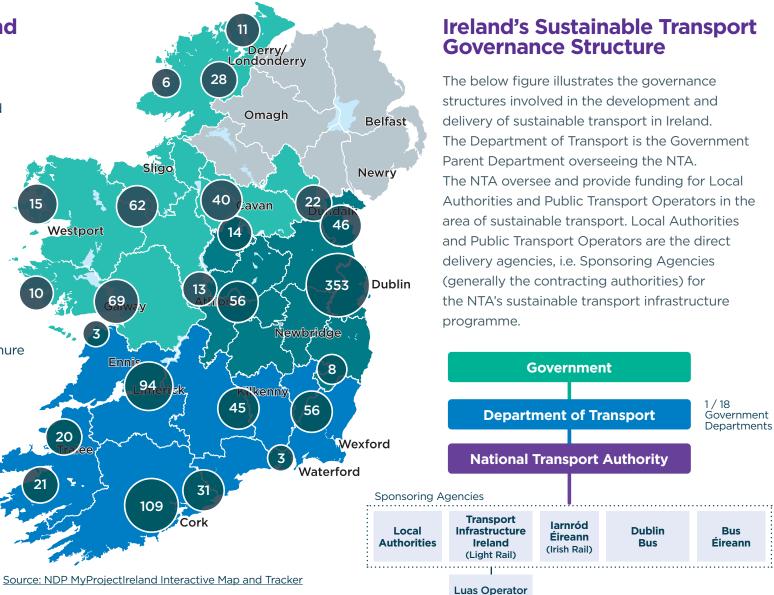
Budget distribution per sector

Investment across Ireland

Investment will be allocated across the Republic of Ireland where projects are delivered in the three regions illustrated to the right. The Government proposes to deliver a total of:

- **♦ 490 projects in the East** and Midlands
- 379 projects in the South and Southwest
- 276 projects in the West and Northwest

It is important to acknowledge that the timelines provided in this brochure are indicative and subject to change in terms of main contractor procurement and construction, especially for projects and programmes in the earlier stages of their lifecycle.



(Transdev)





Context

In line with National Development Plan (NDP) and National Planning Framework (NPF), Government policy articulates its ambitions to transition Ireland to a sustainable economy and society. Climate action initiatives are at the very forefront of Government goals and strategic objectives. Policy and funding regimes surrounding climate action underscore the commitment of Government to investment in climate critical projects and programmes. They include:

The new NDP 2021 - 2030 which sets out a 10-year capital ceiling to 2030 of €165 billion to support economic, social, environmental, and cultural development across all parts of the country under Project Ireland 2040. The NDP sets out ambitious plans to enhance public transport, active travel options and the connectivity of communities. It sets out €35 billion investment in transport over the next decade, the largest investment in transport in the history of the State.

The Government's <u>Climate Action Plan 2023</u> calls for decisive action to halve Ireland's emissions by 2030. It also provides the roadmap for reaching the ultimate target of net zero by 2050.

The implementation of this plan will help to build a cleaner, greener economy and society in Ireland. The plan targets a 50% reduction in emissions from the transport sector by 2030.

The **NPF**, part of **Project Ireland 2040**, is Ireland's strategic planning framework and discusses strategic outcomes relevant to NTA programmes and projects such as sustainable mobility, compact growth, enhanced regional accessibility, high-quality international connectivity, and lower carbon emissions.

The Department of Transport's National
Sustainable Mobility Policy sets out a strategic framework for walking, cycling and public transport to support Ireland's climate ambitions.

The National Investment Framework for Transport in Ireland (NIFTI), also published by the Department of Transport, sets out a framework for the prioritisation of future investment in the land transport network. The NTA will play a key role in delivering on the goals of both these policies.

Our **Rural Future 2021-2025** is the Government's national rural development policy, setting out a blueprint for policy making and investment in rural Ireland. The NTA's role in delivering this policy will include the expansion of Local Link services through Connecting Ireland.

Strategic Public Transport Investment Plans

The NTA is responsible for developing public transport infrastructure plans. Along with Transport Operators, Local Authorities, and other agencies of the State, the NTA is responsible for delivering these programmes on time, to budget and most importantly to the expected outcomes. The NTA's transport strategies build on Government policy and strategy with clear deliverable plans at a regional and local level. These include the **Greater Dublin Area (GDA)** transport strategy 2022 – 2042, and several regional transport strategies.















NTA's Role Delivering Major Infrastructure in Ireland

The NTA is a statutory non-commercial body, which operates under the aegis of the Department of Transport. The NTA, established in 2009, obtains its legislative remit from the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009.

The NTA is primarily responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland and the regulation of public transport provided on a commercial basis.

The NTA's Responsibilities



Procure public transport services by means of public transport service contracts



Develop an integrated, accessible public transport network



Regulate public bus passenger services that are not subject to a public transport services contract



Provide cycling facilities and schemes to promote cycling



Develop and maintain a regulatory framework for the control and operation of Small Public Service Vehicles (taxis, hackneys and limousines), their drivers and associated services (including dispatch operators)



Prepare statutory submissions in relation to Regional Planning Guidelines



◆ Enforce EU passenger rights in rail, maritime and bus and coach transport



Operate as the national conciliation body for electronic toll service providers



Provide integrated ticketing, fares, and public transport information



Promote the use of sustainable transport through developing and implementing multi-channel marketing and promotional activities



Provide bus infrastructure and fleet



Develop and implement a single public transport brand



• Regulate vehicle clamping in the State



Collect statistical data and information on transport



Validate EU authorisations and journey forms in relation to bus and coach travel in accordance with EU Regulation No. 1073/2009

The NTA's Additional Roles within the Greater Dublin Area



Undertake strategic planning of transport



Secure the effective management of traffic and of transport demand



Invest in all public transport infrastructure





NTA's Portfolio of Sustainable Transport Programmes and Projects

The National Transport Authority (NTA) is the responsible body for delivering sustainable travel programmes and projects throughout the Country. The NTA will be assisted by Local Authorities to deliver transport infrastructure in regional cities and rural parts of the country. Initial lessons learned from the GDA will be implemented in other regional strategic investment programmes.

Growth in funding reflects major strategic capital projects and programmes entering late stages of planning and design development, and progressing towards construction.

This commitment in spend reflects the Government's intentions to build key sustainable infrastructure and services to a growing population where public investment has not met demand in decades past. The graphic to the right categorises three sustainable transport programmes with dedicated budget commitments for the next decade.

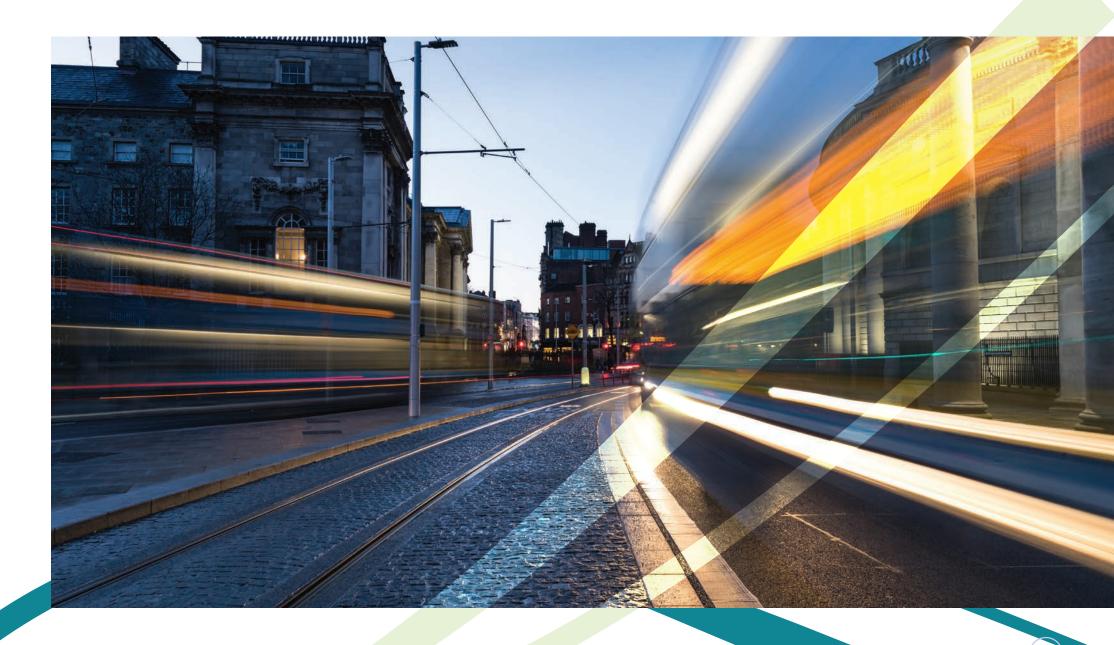
Active Travel Programme € 3 Billion (2021-2030)**Bus Programme** € 5 Billion (2023-2030)**Rail Programme** € 7 Billion (2023-2031)

A selection of key programmes within NTA's remit are provided below.

	Programme	Estimated - Construction Timeline	Indicative Cost Range
ACTIVE TRAVEL	Active Travel*	2021 - 2030	€3 - 4 billion
	BusConnects Dublin - Bus Corridors*	2025 - 2030	€1.5 - 3 billion
BUS	BusConnects Cork - Sustainable Transport Corridors	2025 - 2030	€0.5 - 1 billion
CONNECTS	BusConnects Galway - Bus Corridors	2025 - 2030	€250 - 400 million
	BusConnects Limerick - Bus Corridors	2025 - 2030	€250 - 400 million
	BusConnects Waterford - Bus Corridors	2025 - 2030	€250 - 400 million
METROLINK	MetroLink (by Transport Infrastructure Ireland)*	2025 - early 2030s	€6 - 10 billion
DART+ PROGRAMME	DART+ (by larnród Éireann)*	2024 - 2027 (West corridor)	€2 - 3 billion (all corridors)
larnród Éireann Irish Rail	Cork Area Commuter Rail Programme (by Iarnród Éireann)	2023 - 2031	€1 - 1.5 billion
larnród Éireann Irish Rail	Limerick Area Commuter Rail Programme (by Iarnród Éireann)	2024 - 2031	€0.5 - 1 billion
LUAS	Luas Finglas (by Transport Infrastructure Ireland)	2031 - 2035	€300 - 500 million
	Luas Cork (by Transport Infrastructure Ireland)	2031 - 2035	€1.5 - 2.2 billion

It is important to acknowledge that the timelines provided in this brochure are indicative and subject to change in terms of main contractor procurement and construction, especially for projects and programmes in the earlier stages of their lifecycle.

^{*} More details in Programmes overleaf.



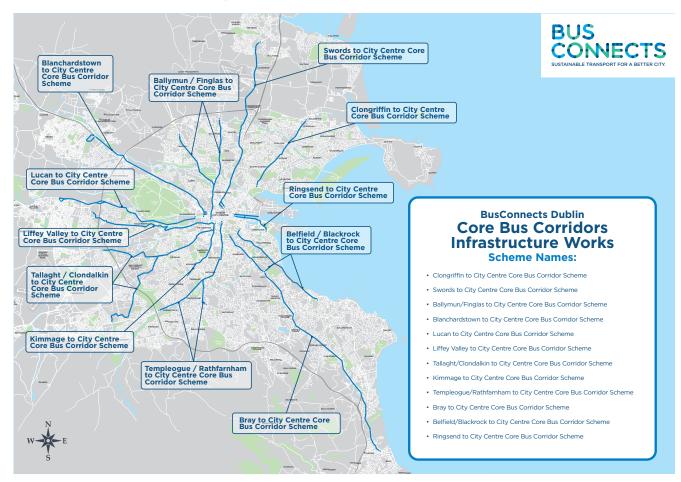


BusConnects Programme

The NTA's **BusConnects Programme** is a key part of the Government's policy to improve public transport and address climate change through greatly improved bus services in Irish cities. The programme is a key measure that delivers on commitments within the National Development Plan 2021-2030. the Transport Strategy for the Greater Dublin Area 2022-2042 the Climate Action Plan 2023 and the National Planning Framework 2040. Measured improvements in the programme include enhancements and upgrades to infrastructure, network, policy, technology, and fleet. The BusConnects programme will be rolled out initially in Dublin, then Cork, Limerick, Galway and Waterford.

Core Bus Corridors - Dublin

In Dublin, the major infrastructure element of this Programme comprises of 12 Core Bus Corridor Schemes. The aim of the BusConnects Core Bus Corridor Schemes is to provide over 200 km of enhanced walking, cycling, and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

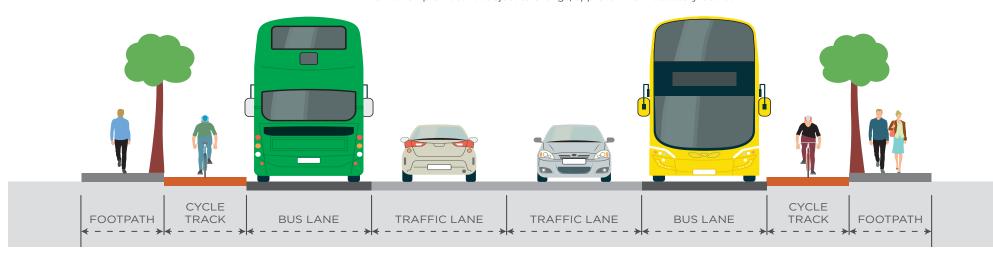


Core Bus Corridors - Current Status

The NTA has applied to An Bord Pleanála, the Irish Planning Authority, for approval in relation to planned developments for the construction of all 12 Dublin Core Bus Corridor Schemes. To minimise disruption to the city, it is planned to stagger the delivery of the schemes with no more than 4 schemes being delivered concurrently. The core bus corridor projects range in estimated cost expenditures from €75m to €300m depending on their length, scope and level of complexity. The proposed contract form to deliver these major projects is NEC4 Engineering Construction Contract (ECC) Option C Target Cost Design and Build, through a two-stage tender process.

Ref.	Projects to the City Centre	Corridor Length*
Α	Clongriffin	5.7 km
В	Belfield / Blackrock	8.3 km
С	Blanchardstown	10.9 km
E	Liffey Valley	9.2 km
F	Ballymun/Finglas	10.9 km
G	Lucan	9.7 km
Н	Templeogue / Rathfarnham	10 km
- 1	Kimmage	3.7 km
J	Tallaght / Clondalkin	15.5 km
K	Ringsend	3.2 km
L	Swords	12 km
M	Bray	18.6 km
	Totals	230 km (both directions)

^{*}Information provided is subject to change/approvals from statutory bodies.



Core Bus Corridors Scope

The scope of each Core Bus Corridor Scheme will include some or all of the following road upgrade aspects:

- Road widening and reconfiguration of existing lanes to provide dedicated bus lanes
- Reconfiguration of junctions to provide enhanced cycling, walking and bus facilities
- Upgraded bus stops and shelters at optimum locations
- Construction of dedicated, segregated cycling facilities
- Protection, realignment and replacement of drainage and utilities services (approximately 140 km)
- Upgrades to streetscapes including landscaping, footpaths, street lighting and semi-mature tree planting
- Retaining structures, bridges, boardwalks
- All associated temporary traffic management layouts required to deliver the above scope
- The construction of 3 bus interchange plazas

Core Bus Corridors - Dublin - Current Timeline

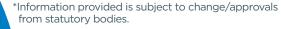
- Currently 6 schemes have been submitted to An Bord Pleanála, however, there is no certainty in relation to decision dates.
- It is anticipated that 6 further applications will be made to An Bord Pleanála by the end of May 2023.
- It is proposed to deliver the programme through competitive tender of packages that will be staggered to ensure maximum participation.
- It is expected that tendering will commence during the second half of 2024 with construction commencing in 2025.
- It is proposed to sequence the tendering such that no more than 4 Schemes would be under construction concurrently where the programme is expected to be completed by 2030.



Sustainable Transport Corridors - Cork

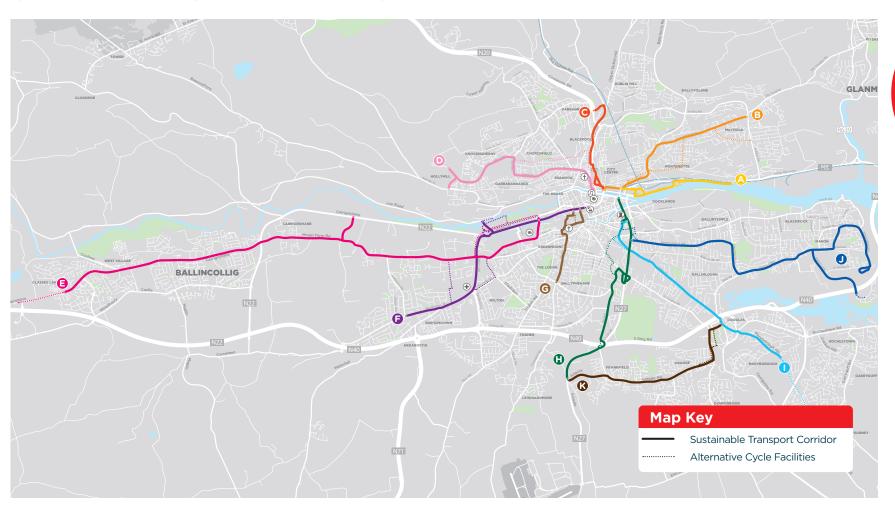
BusConnects Cork is the most advanced of these regional city programmes with consultation underway on preferred route options for the Sustainable Transport Corridors. Work expected will be similar to that of the BusConnects Dublin Core Bus Corridors, but across 91 km of bus lanes, 96 km of cycle facilities (one direction) and 48 km of cycle network (both directions). The NTA is currently in a second round of public consultation on the 11 Sustainable Transport Corridors. These schemes are detailed below.

Ref.	Projects to the City Centre	Corridor Length*
Α	Dunkettle	5.7 km
В	Mayfield	8.3 km
С	Blackpool	10.9 km
E	Hollyhill	9.2 km
F	Ballincollig	10.9 km
G	Bishopstown	9.7 km
Н	Togher	10 km
- 1	Airport Road	3.7 km
J	Mahon to Douglas	15.5 km
K	Kinsale Road to Douglas	3.2 km
	Totals	230 km (both directions)





- A Dunkettle to City
- B Mayfield to City
- **©** Blackpool to City
- Hollyhill to City
- **Ballincollig to City**
- Bishopstown to City
- **G** Togher to City
- H Airport Road to City
- Maryborough Hill to City
- Mahon to City
- Kinsale Road to Douglas





Active Travel Programme

Active Travel is perceived as travelling with a purpose using your own energy. Generally, this means walking or cycling as part of a purposeful journey. Walking as part of a commute to work, cycling to the shop, or scooting to school are all considered active travel, whereas walking or cycling for purely leisure purposes is not. The aim of the circa €4 billion **Active** Travel Programme (2021 - 2030) is to provide dedicated active travel routes for pedestrians and cyclists to deliver efficient, safe, and integrated sustainable transport movement along existing road and waterway networks that align with Government sustainability transport policies. To do this, approximately 1000* upgrade projects across the country, at varying cost and complexity scales, need to be constructed by 2032. The programme is a key measure that delivers on commitments within the

National Development Plan (2021-2030), the Transport Strategy for the Greater Dublin Area (2016-2035) the Climate Action Plan 2021 and the National Planning Framework 2040.

Packaging of the Projects

The scale and complexity of these projects vary due to the constraints in their locations, these may include works proposed in high traffic volume environments, pinch point intersections, bottlenecks such as overbridges, underbridges, retaining walls, endangered vegetation, listed buildings, and heritage sites. However, most projects, particularly in rural settings, are less complex. The allocation of projects per region is provided in the below table.

Region	Cumulative Corridor Length*
Greater Dublin Area	519 km
Regional Cities	273 km
Rural Local Authorities	306 km
Campuses, Hospitals, Education Insts.	N/A
Totals	1,098 km

^{*}Information provided is subject to change/approvals from statutory bodies.

The individual costs of projects can be categorised into three ranges: high >€10m, medium €500k > €10m, low < €500k.

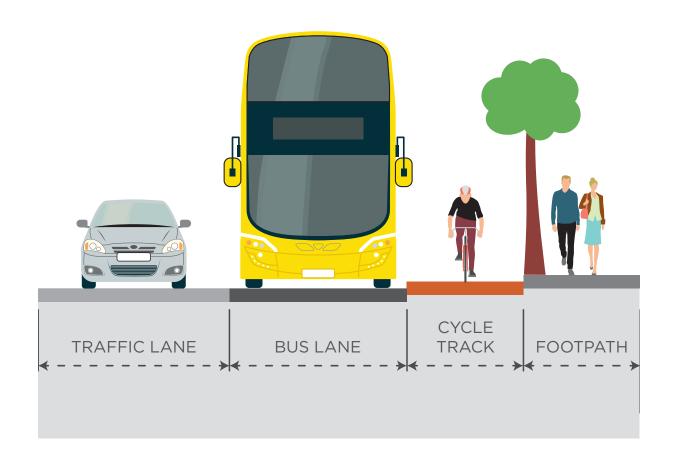
Projects will generally be delivered through existing Local Authority City/County Councils frameworks using the Public Works Contract (Capital Works Management Framework - CWMF).

Active Travel Works Details

The scope of each project within the programme will include some or all of the following road upgrade aspects:

- Reconfiguration of existing lanes to provide dedicated cycleway and pedestrian lanes
- Dedicated cycling, pedestrian or shared user pathway routes including crossings
- Protection, relocating or removal of existing vegetation, drainage and utilities services
- Upgrades to streetscapes including: landscaping, drainage, kerbing, delineation, traffic barriers, fencing, utility services, street lighting, traffic signals, and intersections
- Retaining structures, bridges, boardwalks
- ◆ All associated temporary traffic management layouts required to deliver the above scope

The proposed cross section of active travel projects is illustrated in the diagram on the right.







MetroLink Project

The <u>MetroLink</u> Project aims to provide a sustainable, safe, efficient, integrated, and accessible public transport service in County Dublin. It will:

- ◆ Be 18.8 km in length from north of Swords to Charlemont in the south Dublin City
- Consist of 16 stations with trains every three minutes initially at peak time; the system will be capable of carrying up to 20,000 passengers in each direction every hour
- Cater for existing public transport demand and support long-term patronage growth along this corridor through the provision of a high frequency, high-capacity public transport service
- Improve accessibility to jobs, education, and other social and economic opportunities
- Integrate with other public transport services and improve connectivity for international visitors using Dublin Airport
- Deliver an efficient, low carbon and climate resilient public transport service

- Provide a high standard of customer experience including provision for clean, safe, modern vehicles, and a reliable and punctual service with regulated and integrated fares
- Enable compact growth, unlock regeneration opportunities and more effective use of land in Dublin

The project is currently awaiting approval from An Bord Pleanála (ABP).

Packaging of the Project

Through extensive market consultation and advice from industry leaders, TII have proposed the following packages to construct, operate, and monitor the project. The procurement strategy sought to balance two requirements: (i) to create large contracts with minimal interfaces, and (ii) maximising competitive tension through marketable contract sizes. The tender works packages are as follows:

• A series of advance and enabling works packages designated the M100 series and M300 series respectively, addressing works that, if undertaken early, would allow for faster mobilisation of the larger contracts and specific works undertaken by third parties

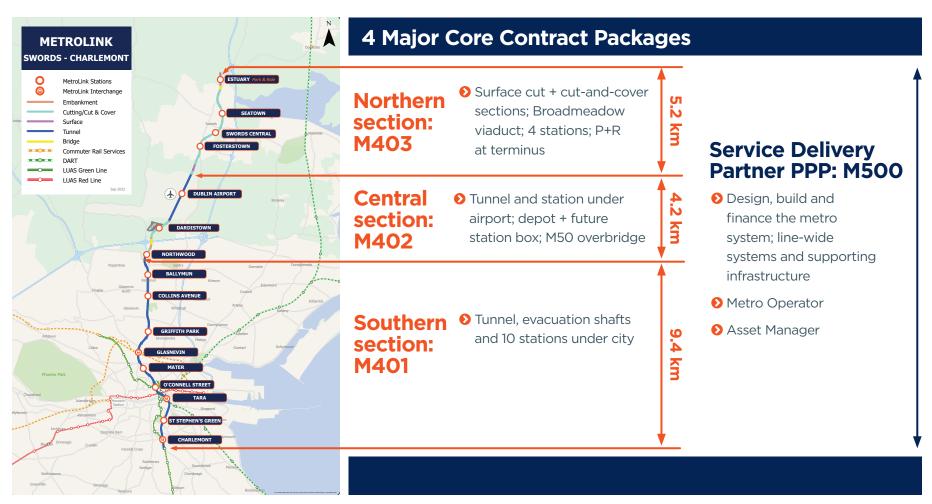
- Three geographically based design-build construction works contract packages (M401, M402 and M403) for construction of the base civil infrastructure across the entire alignment
- A single, availability-based, public private partnership ("PPP") contract (M500) for the delivery of alignment-wide systems, the automated train control metro system, trains, construction of depot and operations control buildings as well as undertaking operations and maintenance

The proposed contract form to deliver the three M400 series of projects is through a more collaborative form of contract: NEC4 ECC Option C Target Cost, Design and Build, through a two staged public procurement tender process.



Location of MetroLink

The map below illustrates the route of the project. It is proposed to deliver the project through three geographical sections of track varying in construction characteristics and constructability expertise. Through detailed analysis, it was decided that a single tunnel 8.5 m internal diameter will be constructed to accommodate both northbound and southbound tracks.



Other Smaller Scheme-Wide Contract Packages

Advance Works: series M100

Typically utility diversions, demolitions, archaeology and site clearance

Enabling Works: series M300

Discrete works performed by third parties ESBN HV & MV connections

MetroLink Timelines

Activity	Estimated Milestone / Year*
M series procurement stage 1 - PQQ	2023 - 2024
M series procurement stage 2 - ITT	2024 - 2025
Planning approval - railway order	Year 1 (2024)
Decision gate 3 - Govt approval to proceed	Year 2 (2025)
Award M100 contract	Year 2 (2025)
Award M400 and M500 commence on site	Year 2 / 3 (2025 / 2026)
Service day one - M500 operation and maintenance	2034

^{*} Durations and award dates are estimated and subject to change. Please consult 'Useful Links' to verify timelines.



DART+ Programme

The **DART+ Programme** is a

transformative programme of projects which aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will see the DART network grow from its current 50 km in length to over 150 km bringing DART type service with all its benefits to new and existing communities. It will promote multimodal transit, active transport, boost regional connectivity, and make public transport the preferred option for more and more people.

The programme is a key measure that delivers on commitments within the National Development Plan (2021-2030), the Greater Dublin Area Transport Strategy (2022-2042), the Climate Action Plan 2023 and the National Planning Framework 2040.

Packaging of the Programme

The DART+ Programme will improve the four existing rail corridors accessing Dublin City, these are shown on the map on the next page.

New railway fleet will be procured in parallel with the infrastructure upgrades. The programme comprises 4 main infrastructure projects and the DART+ fleet element as set out below:

Programme Element	Corridor	Corridor Length*	Key Scope Items
DART+ West	West – Maynooth and M3 Parkway	40 km	Electrification (40 km), level crossing removal, modification of structures, new depot facility, upgrades to track, signalling and telecoms
DART+ South West	South West - Hazelhatch and Celbridge	20 km	Electrification (20 km), modification of structures, new stations, new four tracking sections, upgrades to track, signalling and telecoms
DART+ Coastal North	Coastal North - Drogheda	37 km (50 km)	Electrification (37 km), modification of structures, station modification, upgrades to track, signalling and telecoms
DART+ Coastal South	Coastal South - Greystones	30 km	Level crossing removals, structure modification and dual tracking, upgrades to track, signalling and telecoms

^{*}Information provided is subject to change/approvals from statutory bodies.

In addition to the main packages identified, there are other works associated with the introduction of battery electric rail fleet including charging infrastructure at termini, new stabling roads, and depot modifications. These works will be undertaken between 2023 and 2026 to support the delivery of the battery electric fleet.

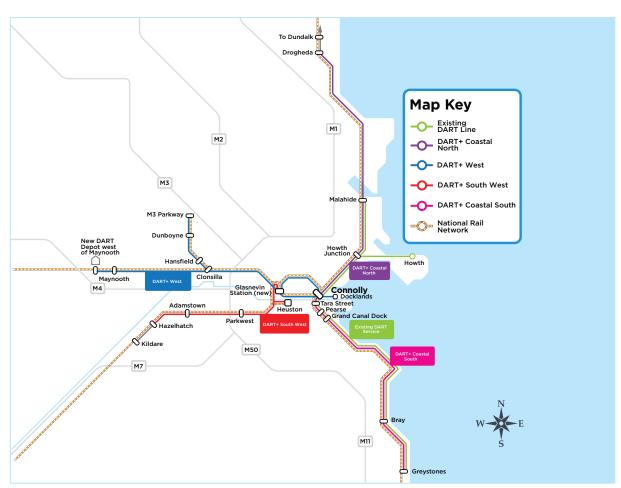
The overall programme received approval from Government with specific approvals to sign a framework for up to 750 rail carriages, and place initial orders for fleet, and to submit statutory approval applications for both the DART+ West and DART+ South West projects. The statutory planning applications, known as railway orders, were submitted to An Bord Pleanála for approval for DART+ West and for DART+ South West.

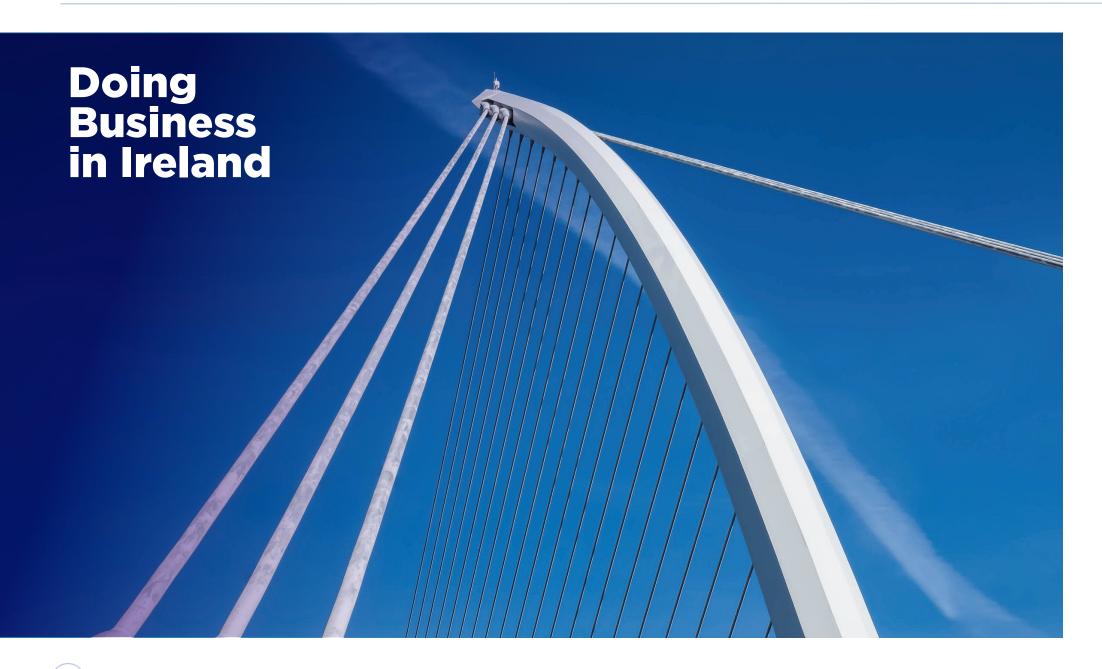
The packaging of the various contracts for the delivery of the DART+ Programme is still under consideration with various project specific elements and system wide elements to be considered. Iarnród Éireann is currently considering of the use of various contract forms, appropriate to the nature of the works being delivered, including New Engineering Contract (NEC4) Engineering and Construction Contract (ECC) and Fédération Internationale des Ingénieurs - Conseils (FIDIC). A key aspect of the considerations is to strengthen the collaboration between delivery partners in the

delivery of these major infrastructure projects and to ensure appropriate management of key risks. It is intended to hold formal market consultations shortly on the DART+ West project and other system wide elements.

Location of the Programme

It is proposed to deliver the programme through 4 railway upgrades. These upgrades are shown in the map below.





Doing Business in Ireland

Doing business in a foreign state has its challenges, however, in the transport sector, the Irish State has leveraged international supply chains in the recent past to successfully deliver a programme and network of motorway projects via Public Private Partnerships throughout the Country from 1994 to 2014. The level of current and planned investment in Ireland's public infrastructure is unprecedented. The Government's projects and programmes of significant scale and complexity are transitioning their approach of procurement from traditional methods to more innovative, collaborative ways of doing business.

Public Procurement

EU Procurement Directives govern Irish procurement law in the State. The main EU directives that set the framework for public procurement are the Directive 2014/24/EU on public procurement, a general directive, and the Utilities Directive 2014/25/EU on procurement by entities operating in the water, energy,

transport and postal services sector a specific directive for utilities.

Thresholds (exclusive of VAT) above which advertising of contracts in the Official Journal of the EU (OJEU) is obligatory, applicable from 1 January 2022 (until 31 December 2023) are stated **here**.

The Office of Government Procurement

e-tenders platform is a central facility for all public sector contracting authorities to advertise procurement opportunities and award notice – find the e-tenders site here. For procurement news and for guidance, legislation, and circulars under the National Public Procurement Policy Framework visit ogp.gov.ie.

Methods of procuring construction works, and supplies and services, can be delivered through open, restricted and framework procurements that are regulated through their project specific Directives. There are strict procedures that need to be adhered to when carrying out competitive tenders. Traditionally, on large scale capital construction works, the successful tenderer is awarded through a two staged approach (i.e., a pre-qualification and tender stage).

Irish Government Capital Works Contracts

Traditionally the <u>Capital Works Management</u>
<u>Framework (CWMF)</u> has been used to deliver
the Irish Government's objectives in relation to
public sector construction. It consists of a suite
of best practice guidance, standard contracts,
and generic template documents. The CWMF is
used for the majority of projects in Active Travel
and other projects classified as non-major, (i.e.
<€100m).

Derogations from the standard CWMF public works contract in respect of BusConnects (for the Core Bus Corridors), DART+ (for the fleet charging infrastructure), MetroLink (for the consultancy contract) and Cork Area Commuter Rail (for the signaling contract) programmes, enabling alternative forms of contract to be used on these schemes. The alternative forms of contract selected are all relational contract forms.

Planning Application Process in Ireland

The **Planning and Development Act, 2000** sets out the requirements for applying for planning permission in Ireland. The Act states that the purpose of the legislation is "to provide, in the interests of the common good, for proper planning and sustainable development".

An Bord Pleanála (ABP) is Ireland's national independent planning body that processes applications and decides appeals on planning decisions made by Government and Local Authorities.

Strategic infrastructure development (SID)

applications are issued directly to ABP for major infrastructure programmes and projects by Government authorities and agencies.

For significant developments, an Environmental Impact Assessment Report (EIAR) is required to be submitted to ABP and the status of some key programmes and projects are outlined in the table below:

IDA Ireland

IDA Ireland is the principal agency charged with attracting foreign direct investment to Ireland. IDA Ireland provides a wide range of supports and grants to both new and existing clients. For more information please visit their website **here**.

Programme	Project	Planning Submission Date
BusConnects Dublin - Core Bus Corridors	9 Schemes Remaining 3 Schemes	up to Q2 2023 Q2 2023
	MetroLink by Transport Infrastructure Ireland	Q3 2022
DART+ by Irish Rail	DART+ West DART+ South West DART+ Coastal North DART+ Coastal South	Q3 2022 Q2 2023 Q4 2024 TBC

Market Engagement Activities

The NTA will be engaging the market through several different channels and activities:

- 1 The NTA will engage with national and international industry groups, federations and forums to disseminate information to members through presentations at events and through group websites, newsletters and other communications.
- 2 The NTA will participate in national and international industry conferences and events as a presenter and exhibitor, bringing our information to you.
- 3 The NTA will host virtual and in-person market engagement events to share information on it's the sustainable transport portfolio and specific opportunities.

- 4 There will continue to be market engagement and consultation by Transport Infrastructure Ireland and Irish Rail on the MetroLink and DART+ programmes, respectively. Please see "Useful Links" for additional information on these programmes.
- 5 For the latest information on NTA's sustainable transport pipeline and market engagement activities, or to be added to our contact list, please contact our Capital Programme Office at capitalprogrammeoffice@nationaltransport.ie.

Key NTA Contact Details



Useful Links

Government Policy:

- National Development Plan
- Project Ireland 2040 National Planning Framework
- Climate Action Plan 2023
- National Sustainable Mobility Policy
- National Investment Framework for Transport in Ireland (NIFTI)
- Rural Future (2021-2025)
- <u>Public Spending Code</u> currently under review and update due to be issued in late 2023.
- Common Appraisal Framework

Procurement:

- Office of Government Procurement
- OGP e-tenders
- Capital Works Management Framework

Planning:

- Gov.ie Planning
- <u>Planning and Development Act, 2000</u>
 currently under review and update due to be issued in late 2023.
- An Bord Pleanála (ABP)
- Office of the Planning Regulatory A guide to the planning process
- IDA

Key Major Programmes and Projects:

- Bus Connects Programme & Bus Connects Core Bus Corridor
- Active Travel Programme (2021 2032)
- MetroLink
- MetroLink Railway Order
- DART+ Programme



National Transport Authority Dún Scéine Harcourt Lane Dublin 2 D02 WT20

www.nationaltransport.ie