

ERAIL MONOGRAPH

IRELAND

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GLOSSARY

Abbreviation	Irish Name	English Name
ORGANISATIONS		
IÉ	Iarnród Éireann	Irish Rail
CIÉ	Córas Iompair Éireann	Irish Public Transport Operator
RPA		Railway Procurement Agency
LEGAL FRAMEWORK		
S.I.		Statutory Instrument

1 ORGANISATIONS INVOLVED IN CARRYING OUT PUBLIC TASKS

Public tasks are distinguished according to the following clusters of activities:

- Separation, licensing and charging
- Interoperability and safety
- State aid, competition and public service obligations
- Statistics

The following organisations are involved in one or more of these clusters of activities:

- Department of Transport
- Railway Procurement Agency
- Railway Inspectorate
- The Competition Authority
- CIÉ (Córas Iompair Éireann)
- Irish Rail (Iarnród Éireann)

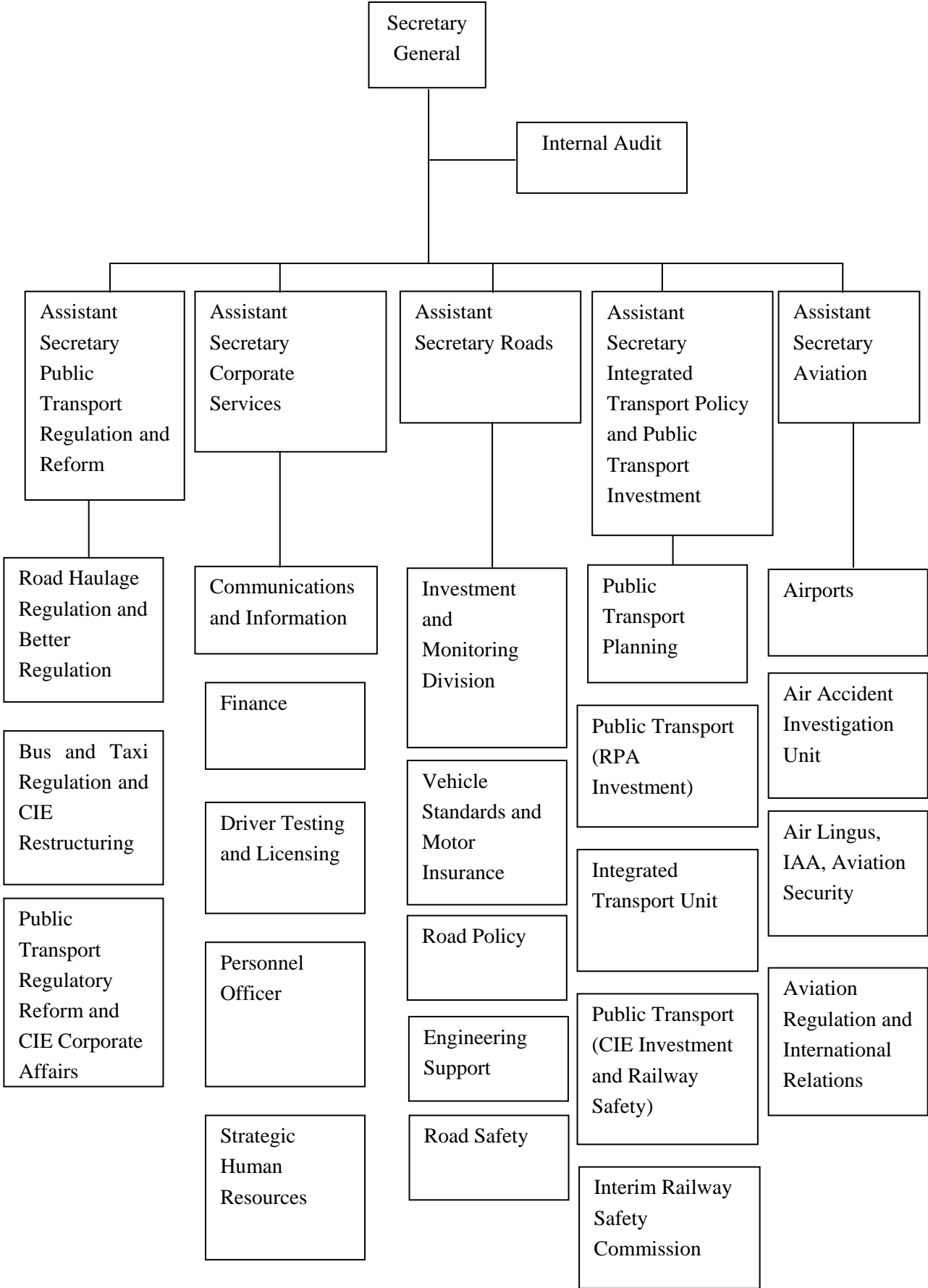
It should be noted that the EU granted Ireland special permission to delays its implementation of several elements of the first railway package for a period of five years starting on 15 March 2003. Therefore, they are not required to have full implementation until 2008. However, recently both 2001/12/EC and 2001/13/EC have been transposed through statutory instruments SI No. 536 and SI No. 537 of 2003. In addition, 2001/14/EC has also been transposed through statutory instrument SI No. 643 of 2004 (with the exception of Article 6, Infrastructure costs and accounts). Furthermore, as a result of the derogation the infrastructure manager (Irish Rail) is not required to prepare network statement until 2008.

This Country Monograph focuses on the organisation and regulation of railways in the Irish Republic. Information about the position in Northern Ireland is included as part of the Country Monograph for the United Kingdom.

1.1 Current organisations

1.1.1 Department of Transport

Organisation chart



Income and expenses

Total expenses in 2004 (Provisional Outturn figures) amounted to €1,937mln (Source: Department of Finance, 2004 “Revised Estimates for Public Expenditures 2005). The 2005 estimate is €2,160 mln). Administrative expenses (incl. salaries, wages and allowances) for the Department of Transport alone in 2004 (provision outturn figures) amounted to €26 mln (in 2005 the estimate is €28.5 mln. Department of Transport was established medio 2002 from units of a number of departments, including Department for Public Enterprise).

Number of employees

Staff employed in the Department of Transport in 2004, approx 540 (Source: Department of Finance (2004) Revised Estimates for Public Expenditures 2005). It is estimated that approximately 20% of the employees are working on issues in connection with railways.

Legal constitution

The Department of Transport is a central government department responsible for implementing transport policy in Ireland.

Clients

The organisation’s clients for the different activities that the organisation undertakes in the context of:

- Separation, licensing and charging

Railway undertakings, e.g. Irish Rail

- Interoperability and safety

Railway undertakings, e.g. Irish Rail

- State aid, competition and public service obligations

Railway undertakings, e.g. Irish Rail

Contact details for clients

Name: Department of Transport

Address: Transport House, 44 Kildare St., Dublin 2, Ireland.

Tel: + 353 1 670 7444

or Locall 1890 443 311

Email: info@transport.ie

Internet: <http://www.transport.ie/>

Divisions

Telephone number: + 353 1 6707444 or local 1890 44 33 11 unless otherwise stated

CIE Corporate Affairs and Investment	Frederick Buildings, Sth Frederick Street, Dublin 2
Investment Monitoring	Frederick Buildings, Sth Frederick Street, Dublin 2
Planning	Frederick Buildings, Sth Frederick Street, Dublin 2
Rail & Public Private Partnership	Frederick Buildings, Sth Frederick Street, Dublin 2
Interim Railway Safety Commission	Trident House, Blackrock, Co. Dublin
Regulatory Reform Division	44 Kildare Street, Dublin 2
CIE Restructuring & Taxi Regulation Division	44 Kildare Street, Dublin 2

Autonomy of organisation

Autonomous government department headed by Government Minister.

1.1.2 Railway Procurement Agency*Organisation chart*

Not available.

Income and expenses

Administrative expenses for the Railway Procurement Agency were €12.8mln for the financial year 2003 (€12.0 mln in 2002) (Source: RPA (2004) Annual Report 2003 for the Railway Procurement Agency).

Number of employees

During the course of 2003 an average staff of 131 persons worked with the RPA (Source: RPA (2004) Annual Report 2003).

Legal constitution

State sponsored body under the aegis of the Department of Transport established by the Transport (Railway Infrastructure) Act 2001.

Clients

The organisation's clients include railway undertakings and other parties in the railway industry for the proposed light rail and metro systems in the context of interoperability and safety.

Contact details for clients

Name: RPA House

Address: Block C, Parkgate Street Business Centre, Parkgate Street, Dublin 8

Tel: 353 1 646 3400

Fax: 353 1 703 2726

Email: info@rpa.ie

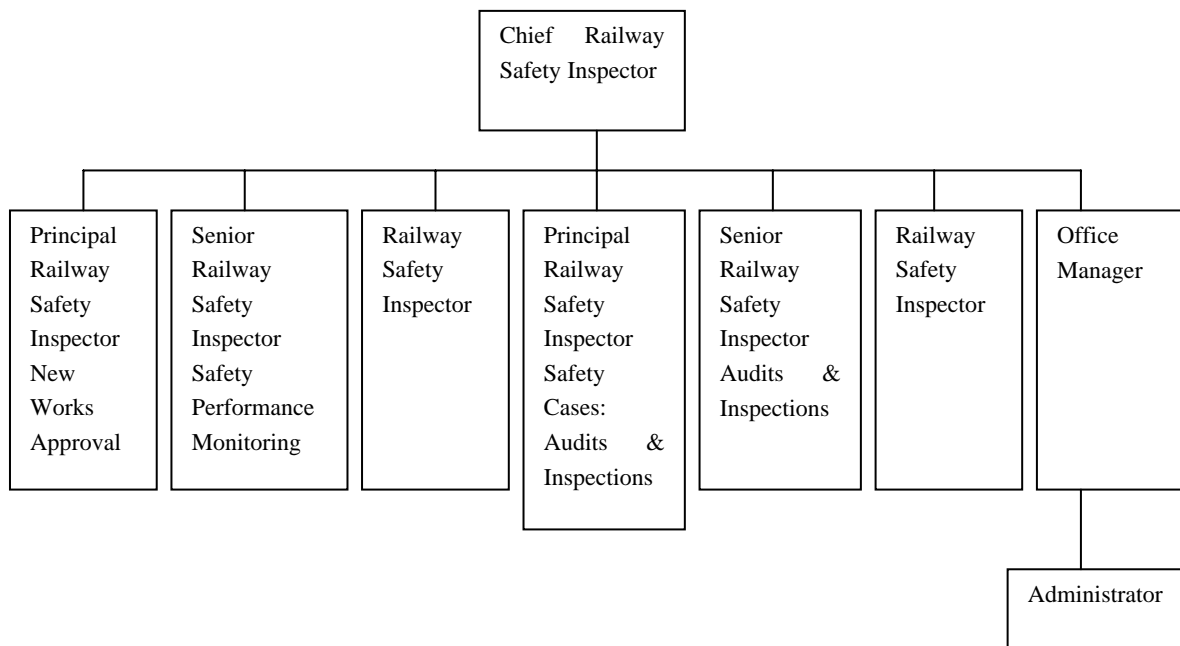
Internet: <http://www.rpa.ie/home/>

Autonomy of organisation

The Railway Procurement Agency (RPA) was established in December 2001 as an independent commercial State sponsored body under the Transport (Railway Infrastructure) Act 2001. The Agency is responsible for the procurement of new light rail (Luas) and metro infrastructure projects, which are determined by the Department of Transport. RPA receives instruction/guidelines from the Department of Transport concerning the strategic decision of railway investment. The application for a railway order must be approved by the Department of Transport, which is the prerequisite for the construction of new railway works and investment.

1.1.3 Railway Inspectorate

Organisation chart



Income and expenses

Not available. Currently, this body is part of the Department of Transport. In the future, the Railway Safety Commission will be set up as an independent railway safety regulatory body.

Number of employees

Approximately 10 members of staff.

Legal constitution

The Railway Inspectorate is an entity within the Department of Transport with statutory as well as non-statutory responsibilities for railway safety in Ireland. In the future, the Railway Safety Commission will be established following the enactment of the Railway Safety Bill 2001.

Pending the enactment of the Bill and consequent legal establishment of the Commission, a preparatory body, the Interim Railway Safety Commission, is performing the present legal functions and roles of the Railway Inspectorate, while preparing the groundwork necessary for the Commission to be in a position to perform its legal functions satisfactorily immediately on its establishment. It is expected that the Rail Safety Bill 2001 will be enacted during the first half of 2005.

Clients

The organisation’s clients for the different activities that the organisation undertakes in the context of:

- Separation, licensing and charging:
Railway undertakings, e.g. Irish Rail

- Interoperability and safety:
Railway undertakings, e.g. Irish Rail

Contact details for clients

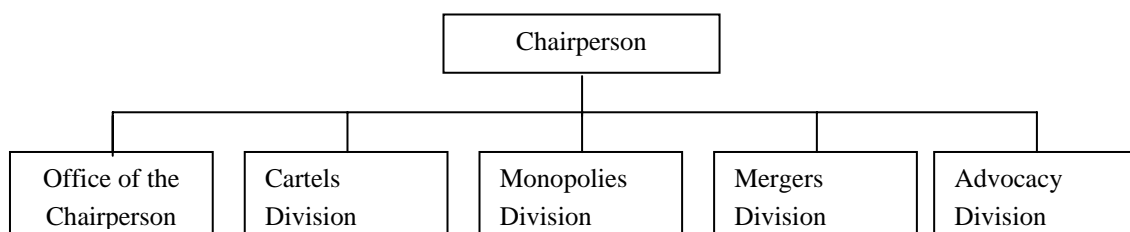
Name: Railway Inspectorate/Interim Railway Safety Commission
 Address: 4th Floor Trident House, Blackrock, Co. Dublin
 Tel: + 353 1 2068 110
 Fax: + 353 1 2068 115/116
 Email: info@transport.ie
 Internet: www.transport.ie/transport/railwaysafety/

Autonomy of organisation

Current situation: The Railway Inspectorate is forming part of the Department of Transport. Under the proposed Railway Safety Bill 2001, an independent body, the Railway Safety Commission, will take over the responsibility of the Railway Inspectorate following enactment. The new Commission will be set up as the independent railway safety regulator. It is expected that the Railway Safety Bill 2001 will be enacted in 2005.

1.1.4 The Competition Authority

Organisation chart



Income and expenses

Not available.

Number of employees

About 50 employees (the number of employees dealing with issues of importance for rail is estimated to be limited, less than 5).

Legal constitution

The Competition Authority is a statutory body with a specific role to enforce Irish competition law.

Clients

The organisation's clients for the different activities that the organisation undertakes in the context of:

- State Aid, Competition and Public Service Obligations
Railway undertaking.

Contact details for clients

Name: The Competition Authority

Address: Parnell House, 14 Parnell Square, Dublin 1

Tel: +353 1 804 5400

Fax: +353 1 804 5401

Email: info@tca.ie

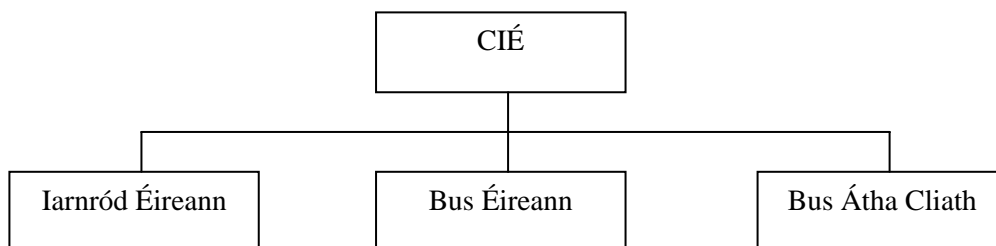
Website: <http://www.tca.ie/>

Autonomy of organisation

The Competition Authority is an independent body with the power to investigate breaches of competition law and where necessary to bring civil and criminal prosecutions. When a case involves competition and regulation, the Competition Authority contacts the relevant regulatory body.

1.1.5 C oras Iompair  ireann (CI )

Organisation chart



Income and expenses

In 2003, the CIÉ generated revenue of € 661.9 million and received state grant of € 262.5 million (Source: CIE (2004) Annual Report 2003). The total operating costs were € 923.2 millions (Source: CIE (2004) Annual Report 2003).

Year ended 31st December	2003 (€000)	2002 (€000)
Revenue	661,936	629,788
Total operating costs	(923,156)	(897,205)
State grants	262,476	252,724

Source: CIE (2004) Annual Report 2003

Number of employees

The average number of persons employed by the company was as follows:

	2003	2002
CIÉ	302	315
Iarnród Éireann - Irish Rail	5833	5976
Bus Éireann - Irish Bus	2721	2701
Bus Átha Cliath - Dublin Bus	3367	3319
Group Total	12223	12311

Source: CIE (2004) Annual Report 2003

Legal constitution

CIÉ is a Statutory Corporation with no issued share capital or equity invested in the company. As the Irish Government is currently the sole owner of CIÉ, the Government's representative is the Minister for Transport and his Department.

Clients

The organisation's clients for the different activities that the organisation undertakes in the context of:

- Statistics:

Government and public users

Contact details for clients

Name: CIÉ

Address: Heuston Station, Dublin 8

Tel: +353 703 2008

Fax: +353 703 2276

Email:

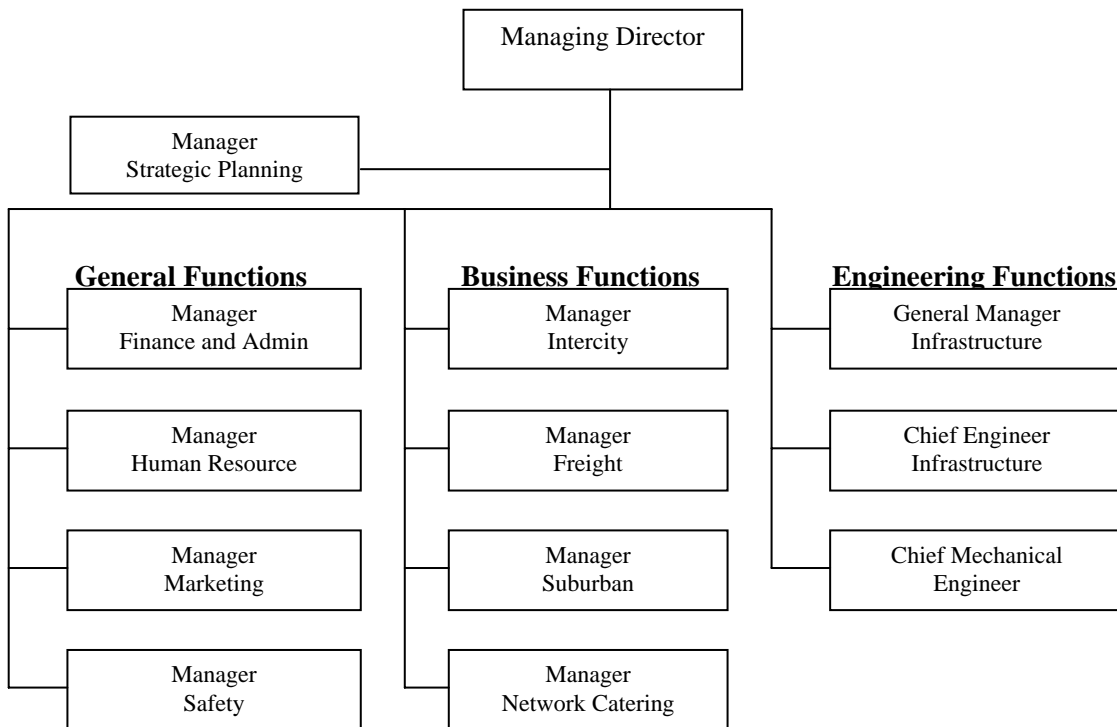
Internet: http://www.cie.ie/home/contact_us.asp

Autonomy of organisation

CIÉ receives instruction/guidelines from the Department of Transport concerning the strategic decision of public transport provision. Major new works and investment must be approved by the Department of Transport. CIÉ may apply to the Department of Transport for a railway order, which is the prerequisite for the constructions of new railway works. However, the daily operation of the company is not directly controlled by the Department giving CIÉ substantial autonomy in practice. In future, the Railway Procurement Agency (RPA) may extend its role on rail projects through the development in 2002 of a framework policy for PPPs in the rail sector. This framework was approved by the Government and subsequently published.

1.1.6 Irish Rail (Iarnród Éireann)

Organisation chart



Income and expenses

In 2003, IE’s total custom revenue was €13.2 million, of which the mainline and suburban rail business accounted for €158.7 million. Total operating costs were €410.3 million in 2003.

Year ended 31st December	2003 (€000)	2002 (€000)
Revenue	213,227	205,295
Total operating costs	(410,326)	(391,540)
State grants-subvention	168,257	155,483
State grants-railway safety grant	17,496	19,410

Source: IE (2004) Annual Report 2003

The breakdown of profit and loss account in different business unit is summarized in the following table:

Company result	2003 (€000)	2002 (€000)
Operating deficit before operating interest payable, State grants and exceptional items		
Mainline rail	(55,299)	(57,621)
Suburban rail	(23,677)	(28,819)
Total Rail Operations	(78,976)	(86,440)
Subvention and grants for Rail operations	79,870	73,409
Operating surplus/(deficit) before operating interest payable and exceptional items		
Rail Operations	894	(13,031)
Infrastructure	4,836	(2,679)
Road freight	1,130	1,534
Rosslare Europort	2,570	2,602
Catering services	(677)	222
Operating surplus/(deficit) for year before operating interest payable and exceptional items	8,753	(11,352)
Interest	(8,288)	(11,102)
Profit on disposal of tangible assets	207	-
Operating surplus/(deficit) before exceptional items	672	(22,454)
Exceptional operating costs	(20,099)	-
Deficit for the year	(19,427)	(22,454)

Source: IE (2004) Annual Report 2003

Detailed breakdown of the income and expense on infrastructure is summarized in the following table:

(in EUR)		2001	2002	2003
INCOME	a. Income from Infrastructure access charges	Not available	Not available	Not available
	b. Subsidy from the State	220,379,000	238,976,000	219,505
	c. Total	220,379,000	238,976,000	219,505
EXPENSES	Total	223,175,000	245,703,000	217,685
RESULT	Total	(2,796)	(6,727)	1,820

(Source: Irish Rail (2004) Annual Report 2003 & Irish Rail (2003) Annual Report 2002)

Number of employees

IE employs currently (March 2005) approximately 5,500 persons.

Legal constitution

Iarnród Éireann was established by the 1986 Transport (Re-organisation of Córas Iompair Éireann) Act. It is a company limited by shares, wholly owned by Córas Iompair Éireann.

Clients

The organisation's clients for the different activities that the organisation undertakes in the context of:

- Statistics:
Government and public users

Contact details for clients

Name: Irish Rail

Address: Connolly Station, Dublin 1

Tel: +353 1 836 3333

Fax: +353 1 836 4760

E-mail:

Internet: www.irishrail.ie

Autonomy of organisation

Irish Rail is wholly owned by the state-sponsored CIÉ. Being a commercially focused company, it has a certain degree of autonomy concerning rail operations. However, it receives instruction/guidelines from CIÉ and the Department of Transport concerning strategic decisions on public transport provision. Major new works and investment must be approved by the Department of Transport.

1.2 Authorities required by the 2nd Railway Package

1.2.1 National Safety Authority

The Railway Safety Bill of 2001 will put in place a new regulatory framework for railway safety which will apply to all railways to which the public have access, including the Irish Rail network, light rail, metro and heritage railways. However, this legislation has not yet been enacted. The Department of Transport though expects that the Rail Safety Bill 2001 will be enacted during the first half of 2005.

The key feature of the new safety framework will be the establishment of an independent railway safety regulator to be known as the Railway Safety Commission. The Railway Safety Commission will absorb the Railway Inspecting Officers of the Minister and will take over many of the current functions of the Minister of Transport with respect to railway safety. This Commission will have wide-ranging powers of inspection and enforcement and will also

comprise a functionally independent Railway Incident Investigation Unit. The principal duties of the Commission will be to:

- Assess the safety cases submitted by railway undertakings and issue safety certificates to those where it is satisfied that the railway can be operated safely
- Carry out safety assessments of new works proposed by railway undertakings
- Carry out safety assessments of new rolling stock before allowing the commissioning and operation of that rolling stock
- Audit, in certain instances, the safety management system of individual railway undertakings
- Make regulations in relation to specified aspects of railway safety
- Carry out inspections of railway infrastructure, operations and management systems and take enforcement proceedings where necessary

1.2.2 Independent Investigation Body

The Railway Safety Commission will comprise a Railway Incident Investigation Unit, which will be functionally independent of the Commission. The Unit will investigate all serious railway accidents. The Unit may, as part of its investigation of a railway accident, investigate the role and decisions of the Commission, as safety regulator, leading up to the incident.

2 ORGANISATION OF PUBLIC TASKS

2.1 Separation, licensing and charging

2.1.1 Investigation of accidents (2001/12)

Responsible organisation

Current situation: Railway Inspectorate within the Department of Transport.

Future situation: independent Railway Incident Investigation Unit within the Railway Safety Commission. An Interim Railway Safety Commission has been set up as a preparatory body pending the enactment of the Railway Safety Bill 2001 (likely to be enacted in the first half of 2005 according to the Department of Transport).

Objectives, tasks and responsibilities

Current situation: To undertake inquiries into railway accidents (as directed by the Minister).

Future situation (following enactment of the Railway Safety Bill 2001): To investigate all serious railway accidents.

Procedure

Current situation: Railway Inspectorate investigates railway accidents as directed by the Minister of Transport.

Future situation: The Railway Incident Investigation Unit, which will be functionally independent of the Commission. The Unit will investigate all serious railway accidents. The Unit may, as part of its investigation of a railway accident, investigate the role and decisions of the Commission, as safety regulator, leading up to the incident.

Legal basis of procedure

Current situation: Section 7, Regulation of Railway Act 1871.

Future situation: Railway Safety Bill 2001 following its enactment (likely to be enacted during the first half of 2005)

S.I. No. 536 of 2003 – European Communities (Access to Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

2.1.2 Safety certification of rolling stock and railway undertakings (2001/12)

Responsible organisation

Current situation: For Irish Rail no requirement for safety certification (apart from the Dublin-Belfast service, see below). However, for railway services provided under Directive 2001/12/EC, a safety case and appropriate fee should be submitted to the Railway Inspectorate

within the Department of Transport for approval in order to be issued with valid safety certificate and certification of rolling stock. The Chief Railway Inspecting Officer is the person responsible for issuing the safety certificate. This includes the Dublin-Belfast service jointly operated by Irish Rail and Northern Ireland Railways.

Future situation: Safety certification of the rolling stock for the light rail systems (LUAS, METRO) being built is required. The Railway Inspectorate will be the responsible organisation. Once the proposed Railway Safety Bill has been passed and taken effect, the new Railway Safety Commission will absorb the Railway Inspectorate and will be responsible for the safety certification of rolling stock (heavy and light rail) and railway undertakings.

Objectives, tasks and responsibilities

The Railway Inspectorate has a statutory responsibility for approval of new works (excluding rolling stock). In addition, the Inspectorate has developed a broader, non-statutory, interaction with Irish Rail involving a process of monitoring, inspection and investigation of all matters connected with railway safety. Furthermore, the Railway Inspectorate is responsible for approving safety cases from railway undertakings seeking to provide rail services under Dir. 2001/12/EC in order to issue required safety certificates. The new Railway Safety Commission will absorb the Railway Inspectorate and independently overseeing railway safety in Ireland in accordance with the Railway Safety Bill 2001 (The Railway Safety Bill is pending enactment and it is expected that it will enter into force during the first half of 2005).

Procedure

Current situation: for services provided under Directive 2001/12/EC, a safety case and appropriate fee should be submitted to the Railway Inspectorate within the Department of Transport for approval in order to be issued with valid safety certificate and certification of rolling stock. In particular, applications for infrastructure capacity under Directive 2001/14/EC will only be considered by the infrastructure manager if they are accompanied by a safety certificate issued to the applicant by the Chief Railway Inspecting Officer under Regulation 17 of S.I. No. 643 of 2004.

Future situation: a railway undertaking must apply for the safety certification of the rolling stocks and present relevant evidence. The railway undertaking must make a safety case and present a safety management system to the new Railway Safety Commission (absorbing the Railway Inspectorate) in order to be issued with a safety certificate. It is likely that the Railway Safety Commission will be introduced during 2005 once the Railway Safety Bill is enacted.

Legal basis of procedure

Future situation: Railway Safety Bill 2001 following its enactment (likely in first half of 2005)

Current situation: S.I. No. 536 of 2003 – European Communities (Access to Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC & S.I. No. 643 of 2004,

European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations, 2004 transposing Directive 2001/14/EC.

2.1.3 Licensing of railway undertakings (2001/13)

Responsible organisation

The Minister of Transport is responsible for the licensing of railway undertaking under Directive 2001/13/EC.

Objectives, tasks and responsibilities

To issue, suspend, revoke or amend a licence intended for railway undertakings.

Procedure

After considering an application, the Minister shall issue a licence to the applicant railway undertaking if he or she is satisfied that the undertaking will be able, at all times during the currency of the licence, to meet:

- The requirement of good repute, and
- The requirements relating to financial fitness, professional competence and cover for civil liability.

The Minister's proposal to refuse, or decision concerning, an application for a licence (including, in the case of a proposal to refuse or a refusal, the reason or reasons for the proposal or refusal) shall be communicated by written notice to the applicant railway undertaking.

Legal basis of procedure

S.I. No. 537 of 2003, European Communities (Licensing of Railway Undertakings) Regulations, 2003 transposing Directive 2001/13/EC.

2.1.4 Track access (2001/12)

Responsible organisation

Irish Rail, as Infrastructure Manager, is responsible for the management of track access to international grouping or railway undertaking within the scope of Directive 2001/12/EC. The Minister or a body designated by the Minister is responsible for considering complaints regarding track access decisions.

Objectives, tasks and responsibilities

Granting track access to international grouping or railway undertaking within the scope of Directive 2001/12/EC.

Procedure

An international grouping formed by railway undertakings established in Ireland and in one or more other EU Member States shall be granted access and transit rights in Ireland for international services between Ireland and any of the other Member States, or between any of the Member States, in which the railway undertakings forming the international grouping are established.

An international grouping formed by railway undertakings established in two or more of the Member States shall be granted access and transit rights in Ireland for international services between any of the Member States in which the railway undertakings forming the international grouping are established.

Any railway undertaking within the scope of the Directive shall be granted access on equitable conditions to the railway infrastructure in Ireland for the purpose of operating international combined transport goods services.

Any railway undertaking shall be granted access, on equitable conditions, to Ireland's railway infrastructure that forms part of the Trans-European Rail Freight Network, and after 15 March 2008 to Ireland's entire railway infrastructure for the purpose of operating international freight services.

Any railway undertaking or international grouping involved in providing any of the four types of service mentioned above shall conclude agreements with Irish Rail (in its function as infrastructure manager) covering all necessary administrative, technical and financial matters. These agreements shall be non-discriminatory between railway undertakings or between railway undertakings and the Infrastructure Manager (Irish Rail) as provider of transport services.

Access and transit rights granted with these procedures shall only be given to railway undertakings and international groupings meeting the necessary safety requirements of the European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations, 2004 and the licensing requirements of the European Communities (Licensing of Railway Undertakings) Regulations, 2003.

To date there have been no requests from railway undertakings for track access in Ireland.

Legal basis of procedure

S.I. No. 536 of 2003: European Communities (Access To Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

S.I. No. 537 of 2003, European Communities (Licensing of Railway Undertakings) Regulations, 2003 transposing Directive 2001/13/EC.

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations, 2004 transposing Directive 2001/14/EC.

2.1.5 Developing the capacity allocation framework (2001/14)

Responsible organisation

Infrastructure manager (Irish Rail is designated as infrastructure manager)

Objectives, tasks and responsibilities

Allocation of infrastructure capacity in accordance with S.I. No. 643 of 2004

Procedure

An application for the allocation of railway infrastructure capacity may be submitted by a railway undertaking or an international grouping, which is or will be established in the European Union, and which is entitled to provide any services referred to in the Access to Railway Infrastructure Regulations (S.I. No. 536 transposing Directive 2001/12/EC) under the conditions laid down in those Regulations.

The infrastructure manager shall allocate infrastructure capacity: (a) on the basis of the draft timetable; (b) on a fair and non-discriminatory basis; (c) and subject to the conditions set out in the Regulations S.I. No. 643 of 2004.

Railway infrastructure capacity may only be allocated to a person or body (a) entitled to make an application under Regulation 7 (a railway undertaking or an international grouping, which is or will be established in the European Union) to whom a safety certificate has been issued.

The infrastructure manager shall as far as possible meet all requests for infrastructure capacity, including requests for train paths crossing more than one network. Also, the infrastructure manager may not refuse an application for a particular train path if there is no other application for all or part of the path, subject to various conditions set out in Paragraph (1) of Regulation 11, including consideration to the needs of passenger and freight traffic, infrastructure maintenance and the efficient use of the railway network.

If more than one application is received for all or part of a particular train path, the infrastructure manager shall attempt to reach agreement among the applicants which would enable some or all of the applications to be granted.

If it is not possible to reach agreement with all of the applicants the infrastructure manager shall: (a) allocate the train path to the applicant, if any, who has the right to use the path, or a substantially similar path at the time of the application, if at the of the current allocation period the applicant will not have already enjoyed the use of the path for 60 or more consecutive

moths, or (b) allocates a train path to one of the applicants on a non-discriminatory basis. This provision is subject to that the infrastructure manager may refuse any application if, in its opinion, the applicant has unreasonably refused to agree to a modification to its application proposed by the infrastructure manager to resolve conflicting requests for capacity.

To date there have been no requests for railway infrastructure capacity in Ireland.

Legal basis of procedure

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations (Regulation 11), 2004 transposing Directive 2001/14/EC.

S.I. No. 536 of 2003 – European Communities (Access to Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

2.1.6 Publishing of capacity allocation framework (2001/14)

Responsible organisation

Not applicable (derogation regarding network statement in place until 2008)

However, the infrastructure manager (Irish Rail) is required to consult with interested parties about the draft working timetable, and allow them one month to present their views in accordance with S.I. No. 643 of 2004.

Objectives, tasks and responsibilities

Not applicable (derogation regarding network statement in place until 2008)

Procedure

Not applicable (derogation regarding network statement in place until 2008)

However, the infrastructure manager is required to consult with interested parties about the draft working timetable, and allow them one month to present their views. Interested parties shall include all those who have requested infrastructure capacity as well as other parties who wish to have the opportunity to comment on how the draft working timetable may affect their ability to procure rail services during the working timetable period. The draft working timetable shall take account of the capacity requested, provided that the requested train paths enable railway traffic to be operated in accordance with technical and safety regulations.

Legal basis of procedure

Ireland has a derogation until 2008 regarding this aspect of Directive 2001/14/EC

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations (Regulation 10), 2004 transposing Directive 2001/14/EC.

2.1.7 Setting of infrastructure charges (2001/14)

Responsible organisation

Infrastructure manager (Irish Rail is designated as infrastructure manager)

Objectives, tasks and responsibilities

Setting of infrastructure charges

Procedure

The infrastructure manager may charge infrastructure fees in accordance with Regulation no. 6 in S.I. No. 643 of 2004:

- The amount of the infrastructure charge shall be determined by the infrastructure manager in accordance with Regulation no. 6. It shall comprise a basic charge and any other charges connected with the infrastructure charges
- The infrastructure charge shall take into account the services provided by the infrastructure manager
- The infrastructure manager shall not discriminate in the charging of infrastructure charges for services of an equivalent nature
- For the calculation of infrastructure charges the following applies: (a) the infrastructure charge for the so-called minimum access package and access to service facilities (specified in Annex II) shall be set at the cost that is directly incurred as a result of operating the train service; (b) where there is only one supplier, the infrastructure charge for the services (described in Annex II, points 3 and 4) shall relate to the cost of providing the service, calculated on the basis of the actual level of use; (c) the infrastructure charge for the services referred to in Annex II, point 2 shall take account of the competitive situation pertaining in rail transport
- The amount of infrastructure charges shall be determined with account to the following factors: (a) the nature of the service; (b) the frequency of the service; (c) the time of the service; (d) the prevailing market situation; (e) the type and degree of wear and tear of the infrastructure; (f) the cost of infrastructure maintenance; (g) scarcity of capacity
- The infrastructure manager shall ensure that its charging scheme is based on the same principles over the entire network
- The infrastructure charging scheme may include penalties for actions which disrupt the operation of the network, compensation for undertakings which suffer from disruption and bonuses that reward better than planned performance and these principles shall apply throughout the network
- Any fee payable under this Regulation shall not be refundable.

Legal basis of procedure

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations (Regulation 6), 2004 transposing Directive 2001/14/EC.

2.1.8 Collection of infrastructure charges (2001/14)

Responsible organisation

Infrastructure manager (Irish Rail is designated as infrastructure manager)

Objectives, tasks and responsibilities

Collection of infrastructure charges.

Procedure

The Irish Rail is Infrastructure Manager as well as a railway undertaking. The current practice with respect to Irish Rail is to apportion the infrastructure costs to the Mainline Rail Division and the Suburban Rail Division (although the infrastructure costs and income (incl. State grants, EU and Exchequer funding) are shown in a separate account). For other railway undertakings Irish Rail is responsible for collection of infrastructure charges in accordance with the rules set out in S.I. No. 643 of 2004. The infrastructure charge shall be used to fund infrastructure maintenance and the operations of the infrastructure manager in its capacity as infrastructure manager.

Legal basis of procedure

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations (Regulation 6), 2004 transposing Directive 2001/14/EC.

2.1.9 Publishing of charging framework (2001/14)

Responsible organisation

Not applicable (Ireland has a derogation until 2008 regarding this aspect of Directive 2001/14/EC)

Objectives, tasks and responsibilities

Not applicable (Ireland has a derogation until 2008 regarding this aspect of Directive 2001/14/EC)

Procedure

Not applicable (Ireland has a derogation until 2008 regarding this aspect of Directive 2001/14/EC)

Legal basis of procedure

Ireland has a derogation until 2008 regarding this aspect of Directive 2001/14/EC

2.1.10 Appeal to decisions related to charging and capacity allocation (2001/14)

Responsible organisation

An appeal panel is responsible for dealing with complaints regarding capacity allocation and infrastructure charges in accordance with Directive 2001/14/EC.

Objectives, tasks and responsibilities

Judgements on appeals regarding decisions related to charging and capacity allocation.

Procedure

The procedure regarding appeals involves:

An appeal shall be made by delivering a written notice of appeal to the infrastructure manager no later than 21 days after the railway undertaking or the international grouping, as the case may be, is notified of the decision being appealed. On receiving a notice of appeal the infrastructure manager shall refer the appeal to an appeal panel consisting of three members appointed as follows: (a) one member appointed by the infrastructure manager; (b) one member appointed by the appellant; (c) a Senior Counsel agreed by the two other members. After considering an appeal against a decision on the allocation of infrastructure capacity or against a decision on the charging of infrastructure fees, the appeal panel may (a) if satisfied that the decision was properly made, confirm the decision, or (b) if not so satisfied, substitute its decisions for that of the infrastructure manager and that decision shall take effect as if made by the infrastructure manager. Under S.I No. 536 (transposing Directive 2001/12/EC) it is also possible for railway undertakings, international grouping or interested parties to lodge an appeal regarding judgements from the appeal panel to the High Court.

Legal basis of procedure

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations (Regulation 18), 2004 transposing Directive 2001/14/EC.

S.I. No. 536 of 2003: European Communities (Access to Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

2.2 Interoperability and safety

2.2.1 Drawing up Technical Specifications for Interoperability (TSIs) (96/48 and 2001/16, art. 5)

Responsible organisation

Irish Rail is a member of UIC (International Union of Railways), which participates in the AEIF (European Association for Rail Interoperability). AEIF is the joint representative body mandated by the EU Commission to lay down the Technical Specifications for Interoperability (TSIs).

Objectives, tasks and responsibilities

Participating in the joint representative body in drawing up the TSIs.

Procedure

The procedure for drawing up TSIs follows the Directives 96/48/EC and 2001/16/EC.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.2 Appointing of Member State representative in the Advisory Committee (96/48 and 2001/16, art 21)

Responsible organisation

Minister of Transport

Objectives, tasks and responsibilities

To select and appoint representatives in the Advisory Committee, which assist the European Commission with decisions concerning the interoperability of the trans-European rail system.

Procedure

Procedure follows Directive 96/48/EC and 2001/16/EC.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.3 Regulation of interoperability (96/48 and 2001/16, art 8 and 20)

Responsible organisation

Minister of Transport

Objectives, tasks and responsibilities

To ensure the appropriate conformity assessment or suitability for use of interoperability constituents

Procedure

Procedures in relation to an interoperability constituent shall be:

- a) The procedure specified: in the TSI (if any) with which the interoperability constituent must comply; and by any relevant European specification with which the interoperability constituent must comply; or
- b) In the absence of such a TSI or such a European specification, such conformity or suitability for use assessment procedure that is considered to be appropriate by the notified body

Without prejudice to the provisions of Regulation 5 where an EC declaration of conformity has been drawn up improperly, the Minister may instruct the manufacturer or his authorized representative established within the Community to ensure that the conformity of the interoperability constituent is re-established.

Where the non-conformity persists, the Minister may take appropriate steps to restrict or prohibit the placing on the market of the interoperability constituent concerned, or to ensure that it is withdrawn from the market.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.4 Authorisation of (sub) systems (96/48 and 2001/16, art 14)

Responsible organisation

Minister of Transport

Objectives, tasks and responsibilities

Authorise (sub) systems

Procedure

When seeking the authorisation the person intending to place the structural subsystem into service shall provide the Minister with the conformity certificate, a copy of the verification

declaration relating to that subsystem, and the technical file. The Minister shall grant an authorisation where the structural subsystem or part of a structural subsystem meets the essential requirements and complies with this Regulation.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.5 Control on (sub/system) operation and maintenance in accordance with regulations (96/48 and 2001/16, art 14)

Responsible organisation

Minister of Transport

Objectives, tasks and responsibilities

Ensure operation and maintenance in accordance with regulations

Procedure

In relation to any subsystem, the operator of that subsystem shall ensure that while the subsystem is in use that it:

- meets the essential requirements,
- continues to conform to the relevant TSIs as published in the Official Journal.

When an EC declaration of verification is being drawn up, the Minister shall ensure that the EC checking procedure is evaluated and assessed by a notified body notified for that purpose.

The Minister may require additional checks, which the Minister considers to be necessary, to be carried out in relation to a subsystem covered by a verification declaration but which appears to the Minister not to meet the essential requirements.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.6 Approval of Notified Bodies (96/48 and 2001/16, art. 20) please indicate which are the approved Notified Bodies and their relevant tasks

Responsible organisation

Minister of Transport. However, in the future (once the Railway Safety Bill 2001 has been adopted), a notified body might be approved by the Department of Transport, Public Transport Regulatory Reform Division in consultation with the Railway Safety Commission. The

Department of Transport anticipates that the Railway Safety Bill 2001 will be enacted in the first half of 2005.

Objectives, tasks and responsibilities

Appointment of notified bodies.

Procedure

If the Minister is of the opinion that it is necessary to do so, and is of the opinion that a person with the necessary competence is in existence in the State, the Minister may appoint such a person as a notified body for the purposes of these Regulations and the Directive. No notified bodies are as yet established in Ireland.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.7 Assessment/control of Notified Bodies (96/48 and 2001/16, art. 20)

Responsible organisation

Minister of Transport

Objectives, tasks and responsibilities

To assess and control the notified bodies

Procedure

The general criteria shall apply in respect of the assessment of the bodies to be notified as notified bodies. The Minister shall ensure that notified bodies maintain their competence at all times and are capable of carrying out the work; for this purpose the Minister or a designated accreditation body may carry out re-assessment of notified bodies. A notified body notified to the Commission by another Member State shall be recognised in Ireland. Where the Minister considers that a body notified by another Member State no longer meets the relevant criteria, the Minister shall refer the matter to the Advisory Committee established under Article 21 of Directive 96/48/EC concerning the interoperability of the trans-European high-speed rail system.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.2.8 Assessment of conformity and/or suitability of (sub)systems for use (96/48 and 2001/16, art 13)

Responsible organisation

Notified bodies (no notified bodies exist as yet in Ireland for this domain).

Objectives, tasks and responsibilities

The functions of notified bodies shall be:

- to assess the conformity or suitability for use of interoperability constituents against the relevant essential requirements by applying the procedures
- to apply the procedures for verification of structural subsystems
- to consult other notified bodies appointed pursuant to the Directive throughout the European Community
- on relevant matters including ensuring that in the absence of TSIs, the procedures for assessment and verification required under the Directive are consistently applied within the European Communities

Procedure

A notified body shall be responsible for compiling the technical file that has to accompany the EC declaration. The technical file shall contain all the necessary documents relating to the characteristics of the subsystem and, where appropriate, all the documents certifying conformity of the constituents of interoperability. It shall also contain all of the elements relating to the conditions and limits of use and to the instructions concerning servicing, constant or routine monitoring, adjustment and maintenance.

Legal basis of procedure

S.I. No. 118 of 2002 transposing Directive 96/48/EC.

S.I. No. 61 of 2004 transposing Directive 2001/16/EC.

2.3 State aid, competition and public service obligations

2.3.1 Monitoring of competition (1017/68, 2001/12 and 01/2003)

Responsible organisation

The Competition Authority

Minister of Transport

Objectives, tasks and responsibilities

For the Competition Authority its role is to advocate greater competition or using its powers of enforcement to investigate alleged anti-competitive behaviour.

The Minister is responsible for monitoring competition in the rail services market in Ireland including the rail freight transport market.

Procedure

Following any complaint, the Competition Authority has the power to investigate breaches of the law and where necessary to bring civil and criminal prosecutions. (So far no complaint regarding competition in railways has been filed to the Competition Authority).

Under S.I. No. 536 the Minister of Transport has responsibility for monitoring competition in the rail services market. According to S.I. No. 536 a body designated by the Minister of Transport can be responsible for this task.

Legal basis of procedure

The Irish competition legislation is the Competition Act 2002. The EC competition rules are contained in the Treaty of Rome. Section 4 and 5 of the Competition Act 1991 are mirrored in Articles 81 and 82 of the Treaty of Rome. (Regulation 01/2003 has not been complemented).

S.I. No. 536 of 2003: European Communities (Access To Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

2.3.2 Enforcing of competition (01/2003)

Responsible organisation

The Competition Authority

Objectives, tasks and responsibilities

Advocating greater competition or using its powers of enforcement to investigate alleged anti-competitive behaviour.

Procedure

Following any complaint, the Competition Authority has the power to investigate breaches of the law and where necessary to bring civil and criminal prosecutions. (So far no complaint regarding competition in railways has been filed to the Competition Authority).

Legal basis of procedure

The Irish competition legislation is the Competition Act 2002. The EC competition rules are contained in the Treaty of Rome. Section 4 and 5 of the Competition Act 1991 are mirrored in Articles 81 and 82 of the Treaty of Rome.

2.3.3 Complaint handling related to competition (01/2003)

Responsible organisation

The Competition Authority

Minister of Transport

Special appeal panel

Objectives, tasks and responsibilities

The Competition Authority's role is to advocate greater competition or using its powers of enforcement to investigate alleged anti-competitive behaviour.

The Minister of Transport is responsible (under S.I. No. 536) for dealing with complaints from railway undertakings, international groupings or interested parties regarding unjust, non-equitable or discriminatory treatment with respect to access or transit.

Furthermore, under S.I. No. 643 railway undertakings and international groupings can appeal against decisions of the infrastructure manager on the capacity allocation or the charging of infrastructure to an appeal panel.

Procedure

Following any complaint, the Competition Authority has the power to investigate breaches of the law and where necessary to bring civil and criminal prosecutions. (So far no complaint regarding competition in railways has been filed to the Competition Authority).

Under S.I. No. 536 the Minister can decide on complaints regarding access, transit or any other matters of relevance to those regulations. Eventually, the party that lodged a complaint can decide to take the case to the High Court if dissatisfied with the decision of the Minister. Under

According to S.I. No. 643 appeals from railway undertakings or international groupings regarding decisions of the infrastructure manager (Irish Rail) on capacity allocation and charging can be put forward to an appeal panel.

Legal basis of procedure

The Irish competition legislation is the Competition Act 2002. The EC competition rules are contained in the Treaty of Rome. Section 4 and 5 of the Competition Act 1991 are mirrored in Articles 81 and 82 of the Treaty of Rome.

S.I. No. 536 of 2003: European Communities (Access To Railway Infrastructure) Regulations, 2003 transposing Directive 2001/12/EC.

S.I. No. 643 of 2004, European Communities (Allocation of Railway Infrastructure Capacity and the levying of Charges for the use of Railway Infrastructure and Safety Certification) Regulations, 2004 transposing Directive 2001/14/EC.

2.3.4 Evaluation of annual PSO claims (1191/69)

Responsible organisation

The Exchequer pays an annual grant to Irish Rail through CIÉ for public service obligations.

Objectives, tasks and responsibilities

To support operation of passenger services and cover residual deficit, also infrastructure grant (freight) and support to pensions and level crossings.

Procedure

Annual grants to CIÉ are decided by the Irish Parliament. Irish Rail receives grants through CIÉ.

Legal basis of procedure

The grants payable to Irish Rail are in accordance with the relevant EU regulations governing State support towards rail service provision.

Additional PSO questions

- *What kind of PSO are concluded for Railway Passenger Transport?*

The Transport (Reorganisation of C.I.E.) Act 1986 identified the principal objects of Iarnród Éireann as to provide a railway service and a road freight service. It is the general mandate of the company to operate commercially to the maximum extent possible, taking account of the public service obligations of the company and to manage, maintain and develop the rail network infrastructure.

- *Is a distinction made between long distance and regional/urban transport?*

Distinction made between DART and suburban rail services in the Greater Dublin Area and other services (mainly Inter City services)

- *Who are the contracting authorities?*

At present no public service contracts for rail, but there are plans to introduce these in the near future as outlined in answer to Parliamentary Questions by the Minister for Transport in May 2004

- *What is the total contracting sum?*

Not applicable. Amount of revenue related state grant varies from one fiscal year according to a Parliamentary decision.

In 2004 the revenue related state grant under EU Regulation 1191/69 amounted to €147.3 mln,

- *What is the length of the contract?*

No public service contract for rail in place but there are plans to introduce these in the near future.

- *Are the PSO awarded via public procurement procedures?*

No

- *What percentage of the market is covered via pso?*

100%. Note that 0% of these are in the form of public service contracts.

2.4 Statistics

2.4.1 Collection of financial data from railway undertakings (1192/69)

Responsible organisation

CIÉ.

Objectives, tasks and responsibilities

As the parent company of the Irish Rail, CIÉ collects financial data from the latter.

Procedure

The infrastructure and operating accounts of Irish Rail are kept separate according to Directive 2001/12/EC. Furthermore, Irish Rail is required to keep and publish separate profit and loss accounts and either balance sheets or statements of assets and liabilities in respect of the provision of rail freight-transport services. Funds paid for activities relating to the provision of passenger-transport services as public-service remits must be shown separately in the relevant accounts. Each year, following audits (by an auditor) of the accounts of Irish rail, a copy of the accounts is required to be sent to the Board of CIÉ. The Board will send a copy of the accounts to the Minister of Transport.

Legal basis of procedure

Transport Act, 1986 and SI No. 536 transposing Directive 2001/12/EC.

2.4.2 Collection of financial data from infrastructure managers (1108/70)

Responsible organisation

CIÉ.

Objectives, tasks and responsibilities

As the parent company of the Irish Rail, CIÉ collect financial data from the latter.

Procedure

The infrastructure and operating accounts of Irish Rail are kept separate according to Directive 2001/12/EC. Irish Rail shall ensure that state aid granted to it for the provision of transport services is not transferred for use in the management of the railway infrastructure. The accounts of Irish Rail shall be maintained so as to reflect this prohibition. Each year, following audits (by an auditor) of the accounts of Irish Rail, a copy of the accounts is required to be sent to the Board of CIÉ. The Board will send a copy of the accounts to the Minister of Transport.

Legal basis of procedure

Transport Act, 1986 and SI No. 536 transposing Directive 2001/12/EC.

2.4.3 National contribution to Community statistics on rail transport to Eurostat (91/2003)

Responsible organisation

Central Statistics Office.

Objectives, tasks and responsibilities

Provision of required railway statistics to Eurostat.

Procedure

The following statistics should be submitted to Eurostat:

- Annual statistics for freight transport (detailed information)
- Annual statistics for freight transport (summarised information)
- Annual statistics for passenger transport (detailed information)
- Annual statistics for passenger transport (summarised information)
- Quarterly statistics for passenger and freight transport
- Regional statistics for passenger and freight transport
- Traffic flow statistics
- Accident statistics

Legal basis of procedure

Regulation 91/2003/EC.

3 TRAIN OPERATING COMPANIES

3.1 List of train operating companies

Freight operations

- Irish Rail

Irish Rail is the main freight rail operator in Ireland. For further details see section 1.6.

- Northern Ireland Railways

Northern Ireland Railways operates a cross border rail freight service on behalf of Irish Rail, via Adelaide Freight Terminal, transporting unit loads, bulk cement, fertilizer and keged beers. Customers include Guinness Ireland, Irish Cement and Irish Fertilizer Industries.

Passenger operations

- Irish Rail

Irish Rail is the main passenger rail operator in Ireland. For further details see section 1.6.

- Northern Ireland Railways

The present railway system operated by Northern Ireland Railway comprises approximately 210 route miles (342 kilometres) including the Belfast-Dublin main line and other lines in Northern Ireland (The Belfast-Dublin main line is operated jointly by Northern Ireland Railway and Irish Rail).

- Railway Preservation Society of Ireland

The Railway Preservation Society of Ireland is the operator of Heritage Railways in Ireland. It owns and operates a fleet of nine steam locomotives and around 20 vintage carriages on public trains. The RPSI is a registered charity and a limited liability company registered in Northern Ireland.

3.2 Safety licence

The Railway Inspecting Officers (RIOs) of the Department of Transport have a statutory responsibility to inspect new railway works (excl. rolling stock). Furthermore, the RIOs have developed a broader, non-statutory, interaction with Irish Rail involving a process of monitoring, inspection and investigation of all matters connected with railway safety. For Irish Rail no requirement for safety certification (apart from the Dublin-Belfast service, see below). However, for railway services provided under Directive 2001/12/EC, a safety case and appropriate fee should be submitted to the Railway Inspectorate within the Department of Transport for approval in order to be issued with valid safety certificate and certification of

rolling stock. The Chief Railway Inspecting Officer is the person responsible for issuing the safety certificate. This includes the Dublin-Belfast service jointly operated by Irish Rail and Northern Ireland Railways.

This situation will change once the independent railway safety regulator (the Railway Safety Commission) has been established following the enactment of the Railway Safety Bill 2001. In particular, railway undertakings will be required to have valid safety certificates along with rolling stock safety certification issued by the Railway Safety Commission. Pending the enactment of the Bill and consequent legal establishment of the Commission, a preparatory body, the Interim Railway Safety Commission, is performing the present legal functions and roles of the Railway Inspecting Officers, while preparing the groundwork necessary for the Commission to be in a position to satisfactorily perform its legal functions immediately on its establishment. It is expected that the Railway Safety Bill will be enacted during the first half of 2005.

3.3 Market shares/transport volumes

Freight operations

Irish Rail still holds a monopoly in Ireland. According to Irish Rail, it carries over 3 million tonnes of freight per year.

The volume of the freight carried by the Northern Ireland Railways is not available.

Passenger operations

Irish Rail is still maintaining its monopoly in Ireland. The total number of passengers carried by the Irish Rail in 2003, both internal and cross-border, is 35.5 million compared to 34.4 million in 2002 (Source: Irish Rail (2004) Annual Report 2003).

During 2002/2003 6.5 million passenger journeys were recorded by Northern Ireland Railways, although the split into Northern Ireland and Ireland markets is not clear.

Information about passenger numbers on the Heritage Rail is not available.

4 NGO'S

The active NGOs related to railway transport are:

Ireland	Type of NGO	Number of NGOs	The main activity of 2 key organisations (include name)
NGOs related to railway activity in the country	Industry	1	Irish Business and Employers Confederation (provides a wide range of services to its members)
	User	Not available	
	Trade Unions	11	Services Industrial Professional Technical Union; Amalgamated Transport and General Workers Union (SIPTU)
	(Total # of members)		SIPTU is Ireland' largest trade union with over 200,000 members. Most of other unions are UK based so the membership figures for Ireland are not clear.
	Environmental	3	Sustainable Ireland (raising awareness about sustainability) Friends of Irish Environment (advocates a wide range of environmental issues)
	Other	2	Chartered Institute of Logistics and Transport in Ireland (Professional body for those involved in transport and distribution) Institution of Engineers of Ireland (promotes the art and science of engineering)

4.1 Industry associations

Irish Business and Employers Confederation

The Irish Business and Employers Confederation (IBEC) provides a wide range of services to over 7,000 member businesses and organisations from all sectors and of all sizes. It is the umbrella body for Ireland's leading sectoral groups and associations.

4.2 User groups

Consumers Association of Ireland Ltd.

The Consumers Association of Ireland Ltd (CAI) was set up in 1966 to protect and educate consumers. It is the aim of CAI to represent consumers making sure that their needs as consumers of goods and services are given higher priority. CAI is an independent, non-profit

and non-government organisation. The Consumers' Association of Ireland is one of the constituents of the European Passengers' Federation.

4.3 Trades unions

There are eleven trades unions within IE of which eight are members of the ICTU group of unions. The NBRU is outside ICTU; ILDA is a union that broke away from NBRU and SIPTU, and subsequently joined the Amalgamated Transport and General Workers Union.

Services Industrial Professional Technical Union (SIPTU)

SIPTU is the Services, Industrial, Professional and Technical Union, which is Ireland's largest trade union.

Amalgamated Transport and General Workers Union (ATGWU)

UK based general union with over 900,000 members. It is the UK's biggest general trade union. ILDA (Irish Locomotive Drivers' Association) are now organized within ATGWU.

GMB

UK based general union with over 600,000 members across United Kingdom and Ireland.

Transport Salaried Staff's Association (TSSA)

The TSSA is a trade union for "white collar" workers in the transport industry in the United Kingdom and the Republic of Ireland.

Technical Engineering and Electrical Union (TEEU)

TEEU is a trade union representing craftworkers, technicians, operatives, technical, administrative and supervisory staff

National Union of Rail, Maritime and Transport Workers

UK based specialist transport union.

UNISON

UNISON is a UK based trade union, which represents people working in the public services, for private contractors providing public services and the essential utilities.

Amicus-MSF

Amicus-MSF was formed by the merger of two UK based trade union, AEEU (Amalgamated Engineering and Electrical Union) and MSF (Manufacturing Science Finance). The Amicus-AEEU is the UK's largest manufacturing union; while Amicus MSF is the union for skilled and professional workers.

Public Service Executive Union (PSEU)

Trade union for executive grades in the civil service and the wider public sector.

National Bus and Railway Union (NBRU)

Specialist union that represents workers in the bus and railway industry.

Irish Locomotive Drivers Association (ILDA)

ILDA claims to have 130 members at present, which constitutes nearly half of Ireland's mainline train drivers, with SIPTU and the NBRU representing the rest.

4.4 Environmental groups

Sustainable Ireland

Sustainable Ireland is an education based workers' cooperative committed to raising awareness about sustainability and offering ideas and solutions to issues related to sustainable living.

Friends of Irish Environment

This Environment group advocates a wide range of environmental issues including non-car oriented transport covering both public and private modes: buses, train, community transport, taxis and bicycles.

Voice of Irish Concern for the Environment (VOICE)

VOICE promotes a respectful relationship with the Earth and positive solutions to environmental destruction. It encourages a way of life that is in harmony with nature rather than in conflict with it. In co-operation with local, national and international organisations it works to:

- increase environmental awareness through education
- empower people to protect our environment
- campaign on national environmental policy.

4.5 Other groups

Chartered Institute of Logistics and Transport in Ireland

Professional body for those engaged in logistics and all modes of transport. Through its education courses and development activities, the Institute promotes professionalism in logistics and transport, keeps its members informed of developments and provides a practical forum for discussion and debate on current industry issues.

Institution of Engineers of Ireland

The Institution of Engineers of Ireland (IEI) is the largest professional body in Ireland with over 21,000 members. IEI members come from all engineering disciplines across industry, public services, semi-state bodies and academic institutions. IEI actively promotes the art and science of engineering and represents the interests of the engineering profession.

5 FURTHER FACTS AND STATISTICS

5.1 Complaint statistics and information

Not available.

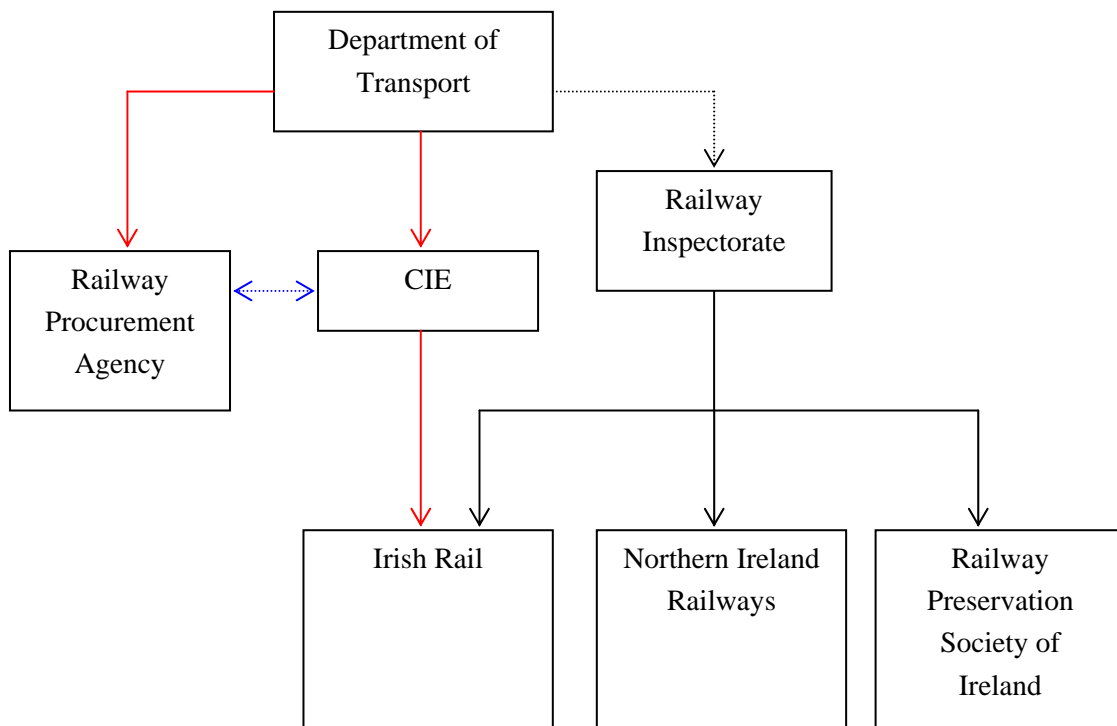
5.2 Railway accident statistics

Overall information about railway accidents

Year	Persons killed in rail accidents including at railway crossings	Rail passengers killed in accidents
1990	14	1
1996	8	-
1997	14	1
1998	14	-
1999	10	-
2000	2	2
2001		2
2002		1

Source: EU Energy and Transport in Figures 2004

6 GRAPHICAL OVERVIEW



Symbols:

→ Control

↔ Co-operation

-.- Influence

→ Inspection

7 CONTACTS

1. Department of Transport, Public Transport Regulatory Reform Division
2. Irish Rail
3. The Competition Authority, Advocacy Division - Anne Ribault O'Reilly
4. Central Statistics Office Ireland

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