

Transport Infrastructure Ireland



Annual Report and
Financial Statements

2022



Dunkettle Interchange, Cork

Glossary

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

About this Report

The Annual Report and Financial Statements for 2022 provide a brief overview of Transport Infrastructure Ireland (TII) and our purpose to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment. The report is intended to provide information to our stakeholders regarding TII's financial statements, strategy and governance framework. Our reporting approach on our activities focuses on providing a clear view of TII's accomplishments during 2022 and the goals set for 2023. The information in this report has been prepared in accordance with the Code of Practice for the Governance of State Bodies (2016).

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Chairman and Chief Executive Statement 2022

We continued to make significant progress in what was another challenging year for everyone.

Decarbonisation

Decarbonising mobility is the greatest challenge facing the Transport sector, TII in partnership with Local Authorities, the Department of Transport and the wider engineering community commenced work on multiple fronts to deliver a more sustainable Transportation Sector.

During 2022, Government approved the MetroLink Business Case and TII submitted the Railway Order application to An Bord Pleanála. TII and Local Authorities engaged with Eirgrid and ESB Networks on plans to utilise sections of the national roads network to increase the capacity of Ireland's renewable energy infrastructure. Additionally, TII was requested by Government to assist in the establishment of ZEVI (Zero Emission Vehicles Ireland) to support the transition to renewable energy and achieve the provision of en-route recharging infrastructure. TII's capital roads programme expanded its regional management capabilities with the addition of dedicated Greenway and National Cycleway Network (NCN) delivery teams.

None of this would be possible without the professionalism and commitment of the great people working in TII.

TII in partnership with Department of Transport, Local Authorities, National Transport Authority and the wider engineering and construction community will collectively strive toward delivering a more sustainable transportation sector. It is a transformative journey which has begun, and it will benefit all, for generations to come.

Progress

Light rail and Metro

On 4th July the Government approved the Preliminary Business Case for MetroLink. This allowed for the submission of the Railway Order application to An Bord Pleanála in September.

Significant progress was also made on the design and the preliminary business case for the extension of the Luas Green line to Finglas. Route selection work for a light rail scheme for Cork City also progressed well.

National Roads

Construction of the N22 Ballyvourney Macro room project continued throughout 2022 and early completion of the Macro room bypass section of the project, allowed for the opening of this bypass by An Taoiseach, Micheál Martin on 9th December. The bypass has removed from the town, most of the 700 heavy goods vehicles that drove through Macro room every day. This has allowed Cork County Council to develop plans to support active travel improvements in the town. TII is working in partnership with Cork County Council on these improvements. Construction work also continued throughout the year on the N59 Moycullen bypass and the N69 Listowel bypass. TII is also working with Galway and Kerry County Councils to deliver the active travel benefits that these projects will make possible.

Mayo County Council's contractor greatly advanced the construction of the N5 Westport to

Turlough project and it is expected that it will open to the public in the first half of 2024.

Greenways

Having taken on the role of Approving Authority for Greenways in September 2021, the first full year of TII undertaking the role has coincided with the completion of over 30km of Greenway by six local authorities. These projects were many years in development and construction prior to TII's involvement and credit must go to the local authority staff for their dedication and work that made this achievement possible.

Hybrid Working

TII returned to working in the Parkgate Street office on a phased basis in the first half of 2022. The staff of TII worked together with HR and the management team to develop a hybrid working policy that was issued in June and implemented from September. Work on adapting the offices to realise the benefits from this new way of working will be undertaken over the next two years.

Challenges

At the beginning of the year the success of the vaccination programme allowed for the lifting of COVID-19 related restrictions. However, inflation was becoming evident at the end of 2021. This appeared to be a consequence of increased economic activity post pandemic and was predicted to be of short duration. The Russian invasion of Ukraine in February and the subsequent war contributed to volatile increases in energy prices. The high levels of increase in bitumen prices resulted in reluctance among pavement contractors to tender for work. The move by Government to share the risk of inflation allowed for work to proceed in the second quarter.

Progress in the delivery of NDP major road projects suffered a significant setback with the appointment of a Receiver to the Civil Engineering company, Roadbridge, who was contracted to Roscommon County Council to design and construct the N5 from Ballaghaderreen to Scramoge project. The contract was retendered.

Planning

Throughout the year the challenges presented by the planning process continued to impact the delivery of NDP projects. The judicial reviews of

An Bord Pleanála's decision to approve the N6 Galway City Ring Road resulted in the quashing of the decision and the scheme was remitted to An Bord Pleanála for reconsideration. Judicial review of An Bord Pleanála's decision to approve the N21/N69 Limerick Adare Foynes scheme is still ongoing. The planning approvals of several minor safety improvement schemes are currently the subject of judicial reviews. It is acknowledged that significant reform of planning legislation is progressing through the Dáil and that resource constraints in An Bord Pleanála and the courts are being addressed. It is hoped that these welcome Government initiatives will have a positive impact on the timely progression of planning and judicial processes.

Safety

The improvement in the safety of national road users remains the primary duty of TII. Tragically more people were killed and seriously injured on National Roads during 2022 than during 2021. TII worked closely with local authorities, the Road Safety Authority and An Garda Síochána to improve safety on our roads and will continue to do so in the coming years as we deliver actions assigned under the Government's Road Safety Strategy.

Acknowledgements

Minister Ryan and Department of Transport

We would like to thank Minister Ryan and his Department for the high levels of engagement, encouragement and support provided to TII while dealing with the competing demands created by the need to decarbonise mobility, the war in Ukraine, inflation and the introduction of hybrid working.

TII Board

We would also like to take this opportunity to thank the Board members for the insights, challenge and support they have brought to the many issues we have addressed during 2022.

Gareth and Peter



Chairman and Chief Executive



TII's Organisational Structure and Overview

In order to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland, under the direction of the DoT and in partnership with local authorities and the NTA, TII is organised into mutually supportive divisions, departments and project teams, some dedicated to particular business or project outcomes and others providing administrative or technical specialist support across the spectrum of TII activities. TII is made up of six divisions:

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

Our performance in 2022 is discussed in the context of each of our divisions, with separate sections in our Annual Report and Financial Statements dedicated to Network Management, Commercial Operations, Capital Programmes, Professional Services, and TII's supporting Corporate Services and Business Services consolidated into one section below.

The Chief Executive's Office works across TII to connect and co-ordinate divisions and integrate strategic cross divisional initiatives; most notable being TII's integrated strategy for sustainability and climate action. The Chief Executive's Office is part of TII's Executive Team and provides direct support and assistance to the Chief Executive in all areas including communications, stakeholder and relationship management, collaboration, influence and engagement.

TII's Strategic Goals and Strategy in Action

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

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

In fulfilling our purpose, we strive towards three over-arching aims which, taken together, represent our vision:



Our 2021-2025 Statement of Strategy supports the implementation of the national transport strategy as determined by the DoT. We deliver our Statement of Strategy with careful consideration to the following:

- National policies, strategies, plans and frameworks of relevance to transport and to the development of which TII has contributed;
- Relevant developments and trends in economic, social, technical and legal environments; and
- TII's capability to continue to contribute, delivering results in accordance with its statutory remit.

TII executes its strategy through seven goals, each with accompanying strategic objectives. These goals fall within the following categories:

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

Our performance during the year was delivered against the goals above, as outlined in the tables on the pages below.

TII's Strategic Goals and Strategy in Action (cont'd)

Goals	TII strategic objectives which achieve our goals
<p>Existing Infrastructure Operate, maintain and extend the life of national roads and light railway infrastructure to ensure the safety and efficiency of our transport networks, ensure appropriate management of environmental resources and contribute to the transition to a low-carbon and climate resilient society.</p>	<ol style="list-style-type: none"> 1. Maintain and change existing infrastructure to reduce transport-related deaths, injuries and risks. 2. Extend the life and optimise the use of our transport infrastructure, to minimise the need to build new infrastructure. 3. Maintain our transport systems to ensure they are safe, resilient and available for use. 4. Introduce measures to support the reduction of carbon and other emissions in our operations. 5. Support use of emerging technologies such as connected co-operative and automated mobility. 6. Provide the information that our customers need.
<p>New infrastructure Deliver national road, light railway, metro and Active Travel infrastructure, contributing to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low carbon future.</p>	<ol style="list-style-type: none"> 1. Reduce transport-related deaths and injuries by modernising our infrastructure. 2. Support Ireland's economic recovery with the efficient movement of people and products. 3. Improve regional accessibility, including meeting the needs of bus operators and their passengers, and improving critically important lifeline routes to rural communities. 4. Deliver infrastructure that supports low-carbon transport systems and emission reductions. 5. Plan and design major transport schemes to encourage active travel and public transport. 6. Promote further use of low-carbon products in our construction projects.
<p>Services Operate TII's light rail, tolling and traffic control systems. This includes contributing to the electrification and digitalisation of transport, benefiting our customers and contributing to sustainable mobility and decarbonisation of transport.</p>	<ol style="list-style-type: none"> 1. Make best use of TII's light rail system and national roads services, supported by innovation and ongoing performance improvements. 2. Implement national policy for demand management, to incentivise modal shift. 3. Operate eFlow, Dublin Tunnel, interoperability services and the Low Emission Vehicle Toll Incentive, contributing to the delivery of national policies for mobility, infrastructure funding and the European Green Deal. 4. Support and develop carbon-reduction measures in the transport sector. 5. Invest in cooperative intelligent transport systems to improve our services. 6. Maintain design standards for roads and bridges.

Highlights of our performance in 2022

- We responded to 11,891 traffic incidents (2021: 8,323) across the national road network, of which 1,937 were road traffic collisions (2021: 1,320).
- We published our 2021 National Road Network Indicators report.
- We published TII's Climate Adaption Strategy for National Road and Light Rail.

- We continued the enabling works and equipment installation required for the variable speed limit and lane control signalling regimes on the M50.
- We completed the Macroom bypass on the N22 which provides two lanes in both directions, and is separated by a steel median barrier which contributes to the safety for the road user.
- We delivered 43.35km of dedicated cycleway in 2022, exceeding our 33km target. Of this, 32.9km were greenways and 10.45km were alongside major and minor road projects.
- We submitted the Metrolink railway order and environmental impact assessment report in September 2022.

- We achieved tolling compliance for the M50 of 97.02% (2021: 96.8%).
- We published seven standards and 13 technical documents on tiipublications.ie.
- We rolled out the TEAM tool for the economic appraisal of greenway and active travel infrastructure.
- We managed the mobilisation and transition programme of the 3rd generation Interoperability Management Services contract (with Indra Systems) to support national electronic tolling arrangements in line with EU regulations. This platform is scheduled to go live in early 2023.
- We continued to support and develop carbon-reduction measures in the transport sector as outlined in the Sustainability section below.

TII's Strategic Goals and Strategy in Action (cont'd)

Goals	TII strategic objectives which achieve our goals
<p>Safety Reduce the risk and number of collisions, injuries and deaths on our light rail and road infrastructure.</p>	<ol style="list-style-type: none"> 1. Deliver on TII actions in the Government's Road Safety Strategy. 2. Target investment based on analysis of collision data and a proactive risk-based approach. 3. Continuously improve the safety of workers engaged in TII construction and operations. 4. Promote new technologies, design standards and procedures to improve safety on TII networks. 5. Strengthen TII's safety culture through leadership, engagement and communication.
<p>People Maintain, enhance and harness the capability of our people, while promoting TII's values, to ensure the delivery of our goals.</p>	<ol style="list-style-type: none"> 1. Provide a positive employee experience, embracing diversity and inclusion. 2. Support personal development, motivating and building the capacity of the TII team. 3. Embed best-practice workforce planning as we respond to changing circumstances. 4. Maintain, develop and share TII knowledge and expertise.
<p>Engagement and Collaboration Engage and collaborate, partnering effectively with external parties, both nationally and internationally, to support the achievement of our strategy.</p>	<ol style="list-style-type: none"> 1. Foster and maintain relationships with external stakeholders and suppliers. 2. Procure and manage our contracts responsibly. 3. Participate in research and collaboration to support innovation and best practice. 4. Communicate with the communities affected by TII projects. 5. Engage with suppliers to ensure the application of our sustainability principles.
<p>Organisational Excellence Implement best practice in governance and how we conduct our business in TII, achieving a high standard of professionalism, compliance, assurance and securing value for money in all we do.</p>	<ol style="list-style-type: none"> 1. Promote a culture of good governance in TII, in line with the principles of governance applicable to public bodies. 2. Deploy robust control systems and structures that ensure compliance and accountability. 3. Promote innovation and the adoption of new methods and technologies. 4. Report on the implementation of our Sustainability Principles. 5. Report on the implementation of the Public Sector Equality and Human Rights Duty.

Highlights of our performance in 2022

- We spent €25.4 million on 161 road safety improvement schemes on the existing national road network in 2022, to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users.
 - In 2022, the total number of road traffic fatalities on all roads in Ireland was 168, an increase of 16 fatalities compared to 2021. Of these fatalities, 64 occurred on national roads, representing an increase of 5 fatalities on national roads compared to 2021.
 - The number of pedestrian fatalities on National Roads in 2022 increased to 14 in 2022 (2021: six fatalities).
 - There were 2 cycle fatalities on National Roads in 2022 an increase of 2 from 2021.
 - TII is responsible for 12 actions in Phase 1 of the Government's Road Safety Strategy (2021-2030) and is currently on target to complete all the actions within the timeframe provided. Two of these actions were completed in 2022 i.e. High Impact Action 39 and Support Action 63.
 - Our TII Safety Management System was recertified to ISO45001.
 - The Lost Time Accident Frequency rate (LTAfr) for TII construction projects was 0.51 (2021: 0.58). The LTAfr for Motorway Maintenance and Renewals Contractors (MMaRCs) was 0.43 (2021: 1.30).
 - We managed distribution of 210,000 tonnes of salt used on winter treatments over 74 days across the motorway network MMaRC & PPP (2021: 18,500 tonnes of salt over 75 days).
 - We carried out 655 principal bridge inspections (2021: 654).
 - We performed 264km of pavement renewals works (2021: 300km).
 - We relined 570km of the national road network (2021: 565km).
- We carried out a number of initiatives aimed at providing a positive employee experience, embracing diversity and inclusion, and maintaining, enhancing and harnessing the capability of our people. This included a programme of Wellness initiatives and Wellness Week 2022, a series of webinars on the Multigenerational Workforce, Unconscious Bias Training for all staff, and an International Women's Day event with a disability advocate speaker, amongst other initiatives.
 - We provided seven training courses on technical standards for our road engineers through a series of in-depth webinars. These events target local authority staff engaged on national road projects and other users of our standards.
- Our Annual National Roads and Greenways conference held in Sligo in September 2022 was attended by over 300 Local Authority officials.
 - We commenced the organisation of the Transport Research Arena (TRA) conference, the largest transport conference in Europe, to be held in Dublin in 2024 on behalf of the Department of Transport.
 - We hosted the IBTTA Global Summit in Dublin. The programme included an exhibition, technical tour of TII's Motorway Control Centre and sessions on sustainability and climate action as well as the latest advances in road user charging, PPPs, road safety and tolling technologies.
- We developed and published TII's Climate Action Roadmap in Q4 2022, as part of TII's Climate Action Mandate set out in the Climate Action Plan 21 (CAP21).
 - We issued our first Gender Pay Gap report in December 2022.
 - Please see our *Sustainability at TII* section below for further details on our 2022 achievements.

Sustainability at TII

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

Across everything we do, we are driven by our purpose to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment. TII is committed to good governance and ethical practice, and as part of this we recognise the importance of sustainability as a corporate responsibility. Transport must provide benefit to all equally and through the provision of a safe, reliable, and equitable transport system. TII can support integrated sustainable transport planning through appropriately balanced development of transport modes, while also introducing new transformations to meet our longer-term sustainability aims.

Ireland's Carbon Emission Profile

Reporting on Ireland's greenhouse gas (GHG) emissions is the responsibility of the Environmental Protection Agency (EPA) in conjunction with the Sustainable Energy Authority of Ireland (SEAI). Ireland's latest GHG emission report relates to fiscal year 2021, based on provisional figures included in the SEAI's interim energy balance provided in June 2022.

In 2021, Ireland's provisional GHG carbon emissions were estimated to be 61.5 million tonnes CO₂e (carbon dioxide equivalent), which was 4.7% higher than the previous year (58.77 million tonnes of CO₂e). The transport sector represented 17.7% of total GHG emissions in this period. ([Latest emissions data | Environmental Protection Agency \(epa.ie\)](#))

Transport's Carbon Emissions and Projected Changes

The transport sector carbon emissions in 2021 were estimated to be 10.9 million tonnes CO₂e, which was 6.1% higher than the previous year (10.3 million tonnes of CO₂e). In the years 1990-2021, the transport sector's emissions have increased by 112.2%, with road transport increasing by around 115.2%. Emissions from road transport were relatively stable for the period 2015-2019, at an average 11.6 million tonnes CO₂e but reduced to 9.7 million tonnes CO₂e in 2020, with COVID-19 restrictions predominantly influencing the emissions of transport over the period 2020 to 2021.



It was noted that electric vehicles numbers nearly doubled in 2021 compared to 2020, approximately 47,000 currently on Irish roads. The increased uptake of electric vehicles may be partly due to fuel price increases. Considering a 'With Existing Measures' scenario from the EPA, transport emissions are projected to grow by 5.2% between 2021 and 2030 to 10.4 million tonnes CO₂e. From 2021 to 2030 under the 'With Additional Measures' scenario, a decrease in carbon emissions of 32.2% to 7.4 million tonnes CO₂e is expected, with these measures assuming 944,600 electric vehicles on the roads by 2030. ([Transport | Environmental Protection Agency \(epa.ie\)](https://www.epa.ie/))

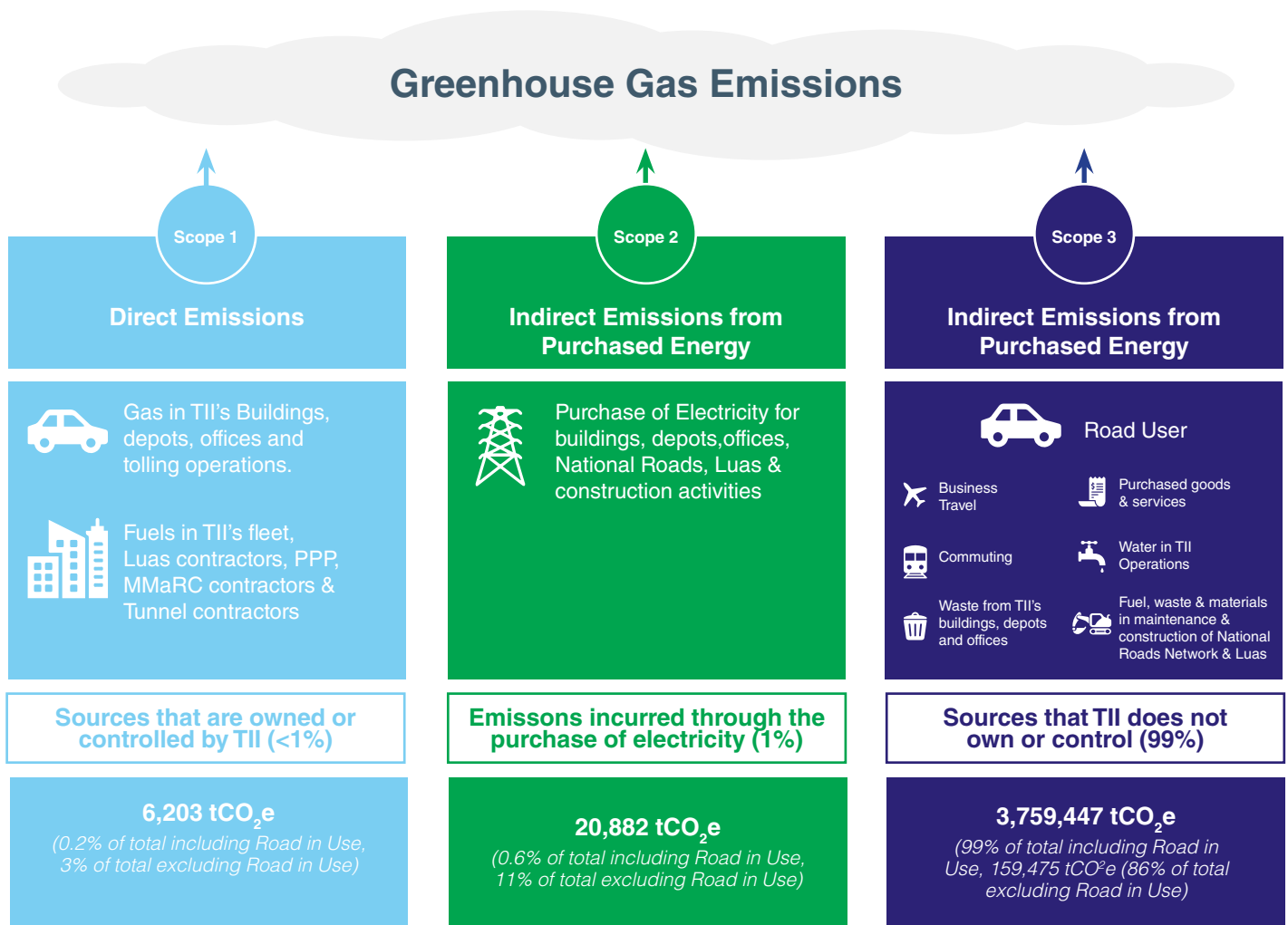
Ireland's Climate Action Plan and TII Actions

Ireland's 2021 Climate Action Plan was released in November 2021, coinciding with the 2021 United Nations Climate Change Conference in Glasgow (COP26). It has clear implications for TII in contributing to Ireland's national and sectoral budgets regarding reductions in carbon and other greenhouse gas emissions. Ireland has committed to becoming carbon neutral by 2050. This commitment has been solidified within the Climate Action and Low Carbon Development (Amendment) Act 2021, to which the CAP relates. The Government's CAP21 outlines how it will achieve its ambitious goal of reducing greenhouse gas emissions by 51% by 2030 and achieving net-zero by 2050.

In response to the government's ambition to reduce greenhouse gas emissions the following TII actions are outlined in the Government's CAP21:

- We will improve and expand upon our active travel and greenways networks;
- We will develop a coherent and connected National Cycle Network Strategy;
- We will continue rollout of variable speed limits/dynamic traffic management infrastructure on the M50 to increase safety and reduce congestion;
- We will deliver public transport corridors providing prioritised bus lanes on relevant national radial routes to the M50 and deliver sustainable bus priority measures on the National Road Network;
- We will commence the delivery of the MetroLink, Luas Finglas and Luas Cork in partnership with the National Transport Authority; and
- We will continue to develop Project BRUCE.





The Greenhouse Gas Protocol

Greenhouse gas emissions can be categorised in a number of ways which help with understanding emissions and associated reporting. TII uses the Greenhouse Gas Protocol for measuring and reporting on its emissions.

The Greenhouse Gas (GHG) Protocol is an internationally recognised standard to measure and manage emissions. Within this framework, emissions are categorised into three scope definitions:

Scope 1: direct emissions from sources that are owned or controlled by an organisation;

Scope 2: indirect emissions from electricity; and

Scope 3: indirect emissions.

Key Insights

In 2021, TII's carbon emissions profile was as set out in the image above. Overall TII's emissions have decreased by 15% since 2018. However, from 2020 to 2021 emissions increased by 9%.

Direct emissions (Scope 1) from sources which are owned or controlled by TII e.g. gas in TII building and fleet, have remained consistent from 2018 to 2021 with a 1% decrease. Diesel use in TII's fleet represents the most significant contributor to scope 1 emissions; 67% in 2021. Within TII's Climate Action Roadmap 2022, TII identified nine projects which would reduce scope 1 emissions by 2030.

Indirect emissions from electricity (Scope 2) have decreased steadily from 2018 to 2020. In 2021, despite electricity consumption increasing by only 1%, emissions increased by 21%. This increase in emissions is primarily due to more coal and less wind being used in 2021 to create electricity across the Irish electricity grid. Light rail (46%) and the PPPs and MMaRC operations (30%) were the most significant contributors within scope 2 in 2021. Within TII's Climate Action Roadmap, TII identified 13 projects which would reduce scope 2 emissions by 2030.

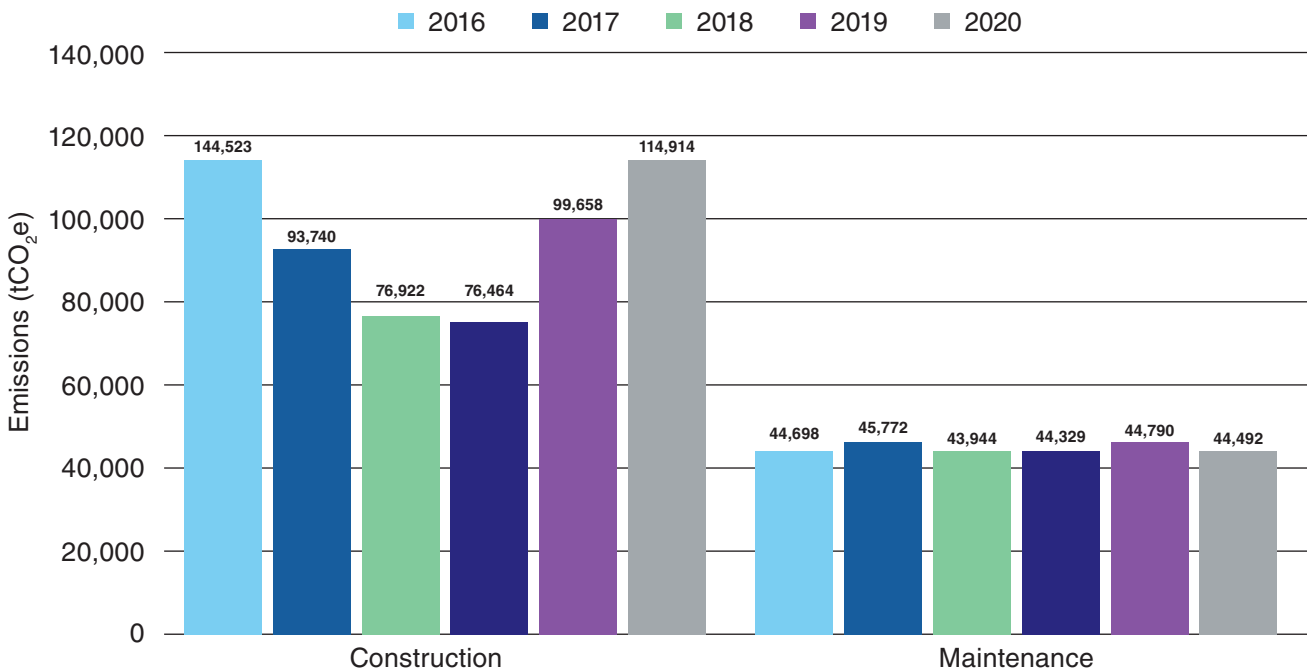
Other Indirect emissions (Scope 3) from sources which TII does not own or control such as construction emissions and emissions from road users on the network, decreased by 16% from 2018 to 2021. This was primarily due to a decrease in Road in Use emissions. However, excluding Road in Use emissions, an increase of 32% occurred in the same period.

Road in Use emissions accounted for 95% of scope 3 emissions in 2021. Emissions remained relatively constant up to 2019, with a 23% reduction occurring in 2020 in line with COVID-19 restriction and a 9% increase in the following year as restrictions lifted.

Emissions from the National Road Network (Direct roads¹, PPP, MMaRC and Greenways) account for 89% of TII's emissions (excl. Road in Use) and increased by 30% from 2018².

Construction materials within direct roads represent 62% of TII's emissions (excl. Road in Use) in 2021. Earthworks and bituminous materials account for the majority of these emissions. These emissions have increased significantly since 2018 (by 49%) due to an increase in the kilometres of road constructed from 37km a year in 2018 to 59km in 2021³. This increase accounts for 86% of the increase in scope 3 emissions (excl. Road In Use) in 2021.

The trend for TII's construction and maintenance emissions is shown below. There has been an upward trend in emissions for both construction and maintenance (protection and renewal) since 2018. Emissions from operations (not shown) within scope 3 have decreased significantly since 2018, albeit representing a small portion of the overall scope 3 emissions.



1 Direct roads includes: Equipment on Network, M11 GE – Wexford, M18 – Clare, M7 – Tipperary, N25 – Cork, N25 – NR.
 2 In terms of Light Rail construction, no data is available for Light Rail Enhancement Projects (2016-2021) and Capital Projects (2018-2021).
 3 Approximated based on public TII documents.
 4 Light rail has been excluded to avoid double counting. Working from home emissions are also not currently accounted for.
 5 The normalisation was calculated based on a 'per employee per office day' basis.

Staff commuting emissions represent less than 1% of scope 3 emissions (excl. Road in Use) but did decrease from 324 tonnes CO₂e to 28 tonnes CO₂e from 2018 to 2021 due to COVID-19⁴. When normalising staff commuting emissions per employee per day, 2021 emissions decreased by 7% compared to 2018⁵. In compliance with 'Circular 1/2020: Procedures for offsetting the emissions associated with official air travel', TII reported 19.4 tonnes of carbon emissions associated with all official air travel and transferred the amount equivalent to the travel emissions impact into the Climate Action Fund.

In winter maintenance, salt use emissions increased from 2018 to 2021 by 31%, albeit representing less than 1% of scope 3 emissions (excl. Road in Use) in 2021.

While not all emissions are under the control of TII, TII is indirectly responsible for scope 3 emissions and can influence emissions across the supply chain and transport system. Six levers of influence have been identified in TII's Climate Action Roadmap.

TII Climate Action Mandate 2022

The Public Sector Climate Action Mandate outlined in Climate Action Plan 2021 (CAP21), focuses predominantly on reducing scope 1 and 2 emissions and must be adopted by public sector bodies, including TII, as a means of leading by example in terms of the organisational changes required to decarbonise.

The mandate sets out requirements for action and reporting across the following areas:

- GHG emissions targets
- People
- Ways of Working
- Building and vehicles

TII is actively implementing the actions set out in TII's Climate Action Roadmap.

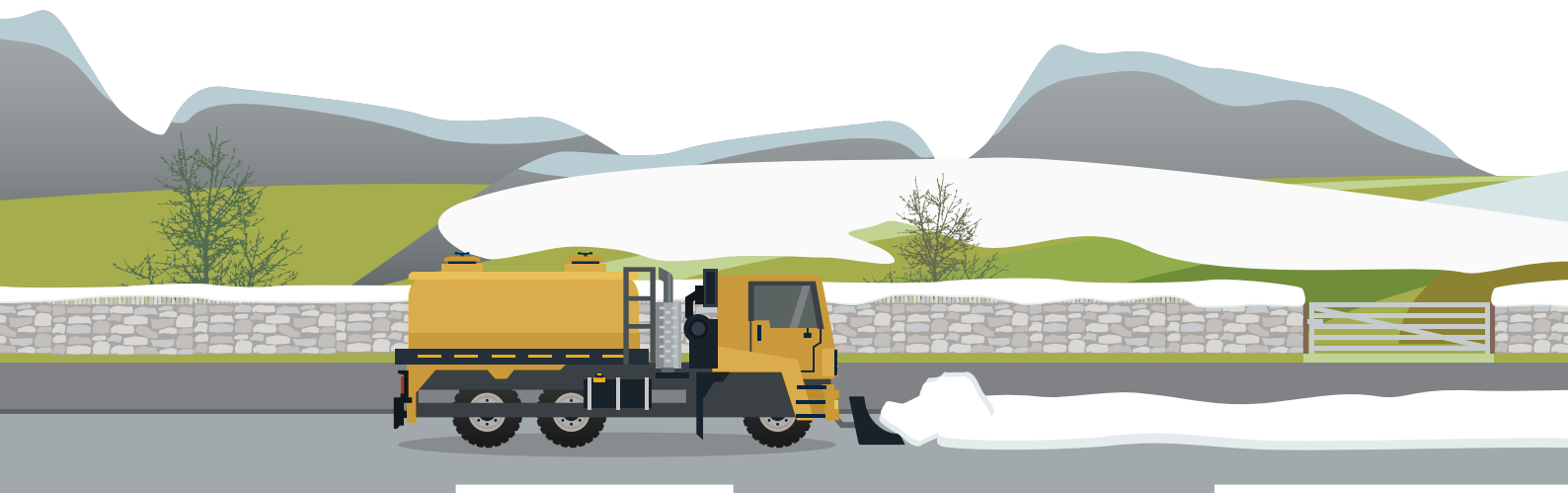
TII Climate Action Roadmap 2022

The TII Climate Action Roadmap 2022 (Roadmap) sets out TII's plans to reduce emissions and meet decarbonisation and energy efficiency targets. It has been prepared in line with guidance from the Sustainable Energy Authority of Ireland (SEAI) and Chapter 9 of the CAP21, which stipulates that the public sector will lead by example in delivering on Ireland's decarbonisation commitments.

The Roadmap was published in December 2022 and is located at www.tii.ie.

TII Climate Adaption Strategy

In 2019, Ireland declared that the nation is in a climate and biodiversity emergency, with the impacts of climate change being increasingly felt across the country. To address this, in 2021, the Irish Government developed the Climate Action Plan 2021 (CAP21). CAP21 set a requirement TII to publish an updated strategy on how it will adapt the light rail and National Road networks in the face of a changing climate. The Climate Adaptation Strategy is TII's response to CAP21 Action 297, "Improve climate resilience and adapt to climate change on the Light rail and National Road Network".



The Climate Adaption Strategy was published in December 2022 and is located at www.tii.ie.

Climate and Carbon Assessment for Major Projects

A suite of overarching Technical Standards, Guidelines and Tools for Air Quality, Climate and Carbon Assessment for major projects has been developed and published. These documents target the transition to net-zero, as outlined in TII's Sustainability Implementation Plan (SIP) principle 5, and support TII's Climate Adaptation Strategy by setting out a harmonised approach to climate action.

The suite of documents includes:

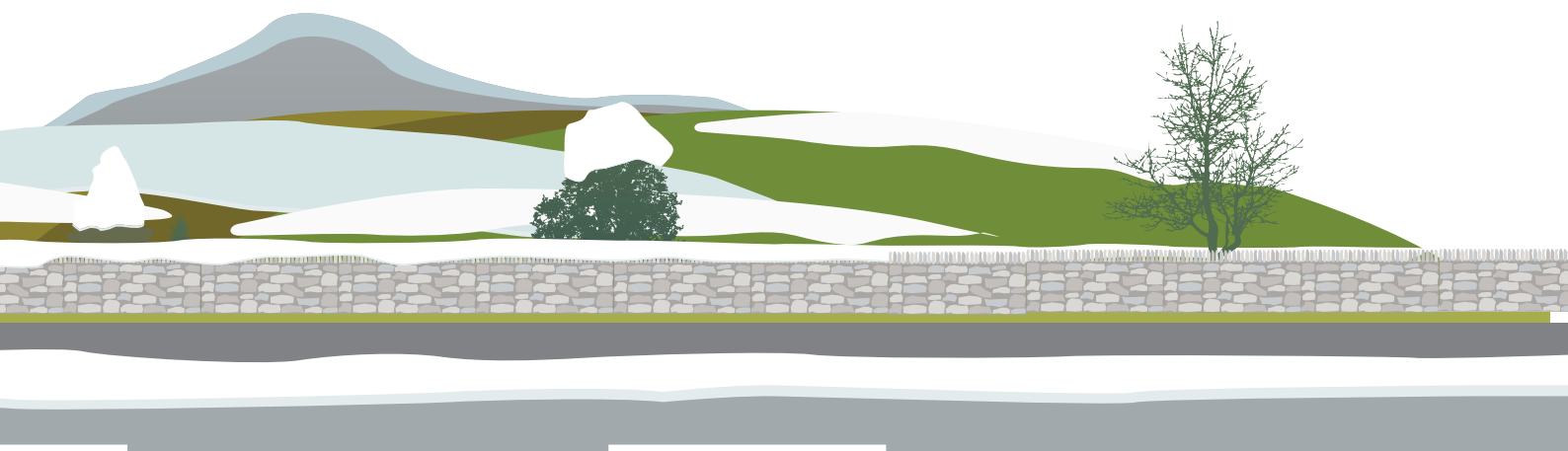
1. TII Road Emissions Model (REM): Model Development Report (GE-ENV-01107) Road User Emissions
2. TII Carbon Assessment Tool for Road and Light Rail Projects and User Guidance Document (GE-ENV-01106) Construction Embodied and Lifetime Maintenance Emissions
3. Email climatetools@tii.ie to receive authorisation to use the above
4. Air Quality Guidance for National Roads, Light Rail, and Rural Cycleways (PE-ENV-01106)
5. Air Quality Assessment Standard for Proposed National Roads (PE-ENV-01107)
6. Climate Guidance for National Roads, Light Rail, and Rural Cycleways (PE-ENV-01104)
7. Climate Assessment Standard for Proposed National Roads (PE-ENV-01105).

2022 Sustainability highlights and future goals

TII's Sustainability Implementation Plan

In 2021, we published our Sustainability Implementation Plan – Our Future (SIP) in the context of our vision to lead in the delivery and operation of sustainable transport systems. Consolidating years of ongoing commitment and effort, and building on our existing strengths, this plan sets out a clear vision, and establishes a roadmap for embedding sustainability throughout our organisation and activities. Six guiding principles of sustainability describe how we will deliver a sustainable future through our work, and we will undertake a programme of activities over the next decade and beyond to support this ambition. These guiding principles focus on our key priority areas for the sustainable development agenda within our organisation: The sustainability principles act as our guiding framework for the implementation of key activities across our organisation. We understand that we must contribute to achieving sustainable development across Ireland by delivering on our remit and by supporting and influencing our stakeholders.

The pages below provide key highlights and future goals for each of these principles.



2022 Sustainability Highlights and Future Goals



Providing efficient and equitable mobility

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

2022 achievements

- We submitted the MetroLink Railway Order application to An Bord Pleanála in Q3 2022 in line with action 247 of CAP21.
- We developed and submitted a coherent and connected National Cycle Network Plan to the Department of Transport in Q4 2022, in line with action 232 of CAP21.
- We developed and published a Project Manager's Manual for Greenway Projects (and the TII Project Management Guidelines) to guide the development of national and regional greenway projects under the remit of TII. We also developed and published the Greenway Standard.
- We published a standard for bus facilities on the national road network in Q2 2022, titled: An interim guidance note – 'DN-GEO-03087 - Hard Shoulder Bus Priority Measures on Motorways and Type 1 Dual Carriageways'.
- We sought input from the public and key stakeholders on our draft strategy for national roads: National Roads 2040.
- We completed the Project BRUCE (Better Road User Charging Evaluation) draft options report for the future of funding the operation and maintenance of the national road network post-expiry of the PPPs (2033-2052).
- We completed Intelligent Transport Systems (ITS) installations on the N40 and on the approach routes to Cork in tandem with the upgrade of the Dunkettle Interchange, including Variable Message Signs (VMS) and CCTV deployment.
- We continued the pilot programme of ITS deployments on the M50, M1, M8 and other routes.
- We commenced the implementation of variable speed limits and lane control along the M50.
- We completed the Luas Finglas – Preliminary Design in Q4 2022.
- We completed the Cork Light Rail Transit - Strategic Assessment Report (SAR) in Q4 2022.

Future goals – 2023 and beyond

- We will continue the installation of VMS, CCTV and other ITS equipment at strategic locations on the major inter-urban motorway Dual carriageway network by Q4 2025.
- We will publish our National Road 2040 strategy which aligns with Project Ireland 2040 and DoT's National Investment Framework for Transport Ireland and disseminate the report to key stakeholders.
- We will publish the National Cycle network plan in 2023.
- We will finalise the options evaluation process as part of Project BRUCE, including pros and cons for each option, and a high-level implementation pathway for each option by mid-2023 in line with Climate Action Plan targets.
- We will finalise the MetroLink – Project Sustainability Plan in Q1 2023.
- Continuing our focus on Light Rail Accessibility, we will conduct ongoing assessments of cycling facility connectivity to Luas Stops as well as ongoing works around Luas Stations (e.g. O'Connell Street and Abbey Street) to review hardscaping, interchange and to improve accessibility.
- We will execute several projects in 2023 on Luas Finglas, including submission of the Railway Order to An Bord Pleanála.



Enable safe and resilient networks and services

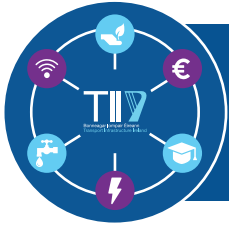
Enable safe, secure, accessible and inclusive travel through the provision of transport networks, systems and services that are resilient to future change.

2022 achievements

- We updated and published the TII Strategy for Adapting to Climate Change on Ireland's Light Rail and National Road Network in Q4 2022, in line with action 297 of CAP21.
- We completed two of 10 designated TII actions under Phase 1 of the Irish Government's Road Safety Strategy (2021-2030) and are on target to complete the remaining eight on time in accordance with the strategy.
- We continued our programme to develop an integrated asset management system for the national road network. Asset inventory and valuation reports have been published. Draft policy and strategy documents have been prepared and stakeholder workshops were held. Work has commenced on the development of individual segment action plans.
- We continued the winter equipment modernisation programme including fleet replacement and migration to prewet treatment in local authorities, along with any necessary enhancement of storage facilities and depots.
- We continued to support and administer the Disability Tolling Exemption scheme through active engagement and collaboration. A survey was conducted in July with over 90% of the respondents being either very satisfied or satisfied with their experience of the service. Approximately 3,500 disks were renewed in 2022 out of a total of 10,300 live discs in circulation at year end 2022.

Future goals – 2023 and beyond

- We will publish TII's first Park & Share strategy.
- We will continue to deliver on our remaining eight lead actions in Phase 1 of the Irish Government's Road Safety Strategy (2021-2030).
- We will advance procurement of the second generation OMTTCC (Operations and Maintenance of Tunnels and Traffic Control Centre) contract in 2023, relating to the Dublin and Jack Lynch tunnels and the Motorway Operations Control Centre (MOCC).
- We will progress the implementation of upgrade and renewal works to ensure compliance with Building Regulations and to incorporate Changing Places facilities across all 6 MSA sites under the T1MSA Contract.
- We aim to release a new website for www.luas.ie, to incorporate improvements in accessibility and satisfy the standard EN 301 549 (accessibility requirements for ICT products and services).
- Following the introduction of new on-board audible destination announcements across the Luas Green Line fleet to assist visually impaired customers, we plan to make similar improvements to the Red Line fleet in 2023.



Collaborate for a holistic approach

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

2022 achievements

- Our Circular Economy Policy was developed to define circular economy principles for TII with particular emphasis on incorporating the sustainability principles.
- We continued ongoing engagement between NTA, TII, and DoT in relation to the delivery of active travel infrastructure, as part of the Sustainable Mobility Policy Leadership and Delivery Groups, including the identification of pathfinder projects under the National Sustainability Mobility Policy.
- TII Innovation Week took place in October 2022 incorporating TII's innovation pilot project "All Aboard" – The TII Accessibility Podcast.
- We developed a new Anti-Social Behaviour reporting feature within the Luas Real Time App, which determines the location and destination of the user. TII held a workshop sharing its learnings with other transport operators and assisted in their own similar developments.

Future goals – 2023 and beyond

- We will publish TII's Circular Economy Policy to our stakeholders, noting a particular focus on the newly developed standards to better address active travel, the circular economy, sustainable pavements, earthworks, and bridges.
- We will publish TII's new Biodiversity and Landscape strategies in 2023.



Deliver end-to-end improvements

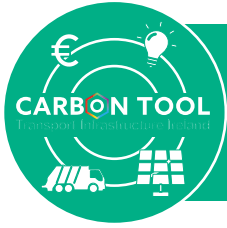
Deliver enhanced whole life-cycle value through impact and influence on stakeholders, partners, and suppliers.

2022 achievements

- We continued our All-Ireland Pollinator Plan (AIPP) measures including reduced grass-cutting, reduced use of Pesticides/Herbicides, and facilitation of AIPP friendly mixes at Roundabouts/feature locations.
- We continued promoting the application of sustainability considerations via the use of the technical and commercial award criteria, in particular the identification of tendering on whole life cycle costs as compared to lowest priced capital cost.

Future goals – 2023 and beyond

- We will continue to embed sustainability considerations into our procurement process.



Transition to net zero

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

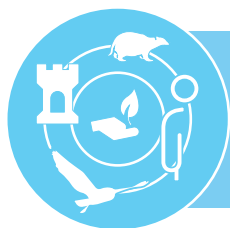
2022 achievements

- We developed and published TII's Climate Action Roadmap in Q4 2022, as part of TII's Climate Action Mandate set out in CAP21.
- We continued the programme of energy efficient measures on national route lighting on the non-motorway network, aligning with the national energy savings programme of 2030 and the programme for government.
- We reduced energy consumption across contract activities through lighting switch off and conversion to LED, fuel consumption of vehicles, heating of buildings.
- We increased the use of renewables to further reduce the remaining electricity demand and have commenced designs for increased renewables usage at TII locations across the Network.
- In terms of diesel usage, in collaboration with our contractors we have continued to increase the use of electric vehicles across contractor fleets, with all new cars being electric vehicles.
- We provided charging units in the network depots and at other locations ensuring the usage of EVs is a success.
- For other classes of vehicles where EV solutions are not yet readily available, we increased the use of renewable fuel replacement for diesel known as Hydrogenated Vegetable Oil (HVO). Commencing in October, a total consumption of 50,000 of HVO occurred in region West where a significant element of the fleet successfully managed the winter period on HVO. HVO is also being trialled by several Operators across the network. We will continue to explore avenues to increase the use of HVO across the Network.
- As part of developing our expertise and capabilities for modelling localised and national emissions associated with the national road network, we launched TII's Road Emissions Model tool.
- We published new Climate and Air Quality Standards for proposed National Roads and completed the development of a new web-based application of TII's Carbon Assessment Tool for Roads & Light Rail.
- We completed a review of sustainability in earthworks delivery and developed a mass haul analysis tool in Q2 2022.
- We continued the Energy and Carbon Delivery Group within the sustainability portfolio to provide strategic direction to TII on carbon emissions management, including data categorisation, source definition and internal/external reporting requirements.
- We supported the establishment of Zero Emission Vehicles Ireland (ZEVI), a Government of Ireland initiative based in the DoT.

- We continued to support and administer the Low Emission Vehicle Toll Incentive scheme (LEVTI) on behalf of the Department of Transport encouraging our customers to move towards alternatively fuelled vehicles. We have seen this scheme grow from over 4,000 vehicles in 2018 to nearly 32,000 in 2022 providing discounts of over €2 million to our road users.
- We continue to support and administer the Alternatively Fuelled Heavy Good Vehicles purchase grant scheme (AFHDV) on behalf of the Department of Transport to promote the decarbonisation of the freight. In 2022, over 20 grant applications were approved for 52 vehicles totalling over €3.1 million.

Future goals – 2023 and beyond

- We will progress with the projects identified as part of TII's Climate Action Roadmap to drive reductions in the emissions across the national road and light rail networks, including for example:
 - We will replace existing inefficient sodium lighting on Luas platforms with addressable, self-monitoring LED lighting;
 - We will conduct a Heating, Ventilating and Air-Conditioning (HVAV) trial by implementing CO₂ sensor controls to regulate heat & ventilation for passengers onboard the Green Line & Red Line Tram;
 - We will complete the first full winter service period using renewables fuel (HVO) and continue to increase the use of renewable fuel in Network Management vehicles;
 - We will continue to drive the transition of the contractor fleet to EV, where appropriate;
 - We will increase the charge point provisions at TII MSAs to meet rising demand and to align with developing national strategy;
 - We will continue to administer the LEVTI scheme in 2023 with an increased budget to allow for the increasing uptake in electric and low emission vehicles. We do this in partnership with national tag service providers;
 - We will engage with private operators on the Motorway network in support of the national EV infrastructure strategy, and with respect to EU obligations, particularly on dedicated charge points for HDVs; and
 - We will continue to administer the AFHDV scheme in 2023 with an increased budget of €5 million to further prompt the transition required to alternatively fuelled vehicles transporting goods in a sustainable manner across our network.



Create total value for society

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

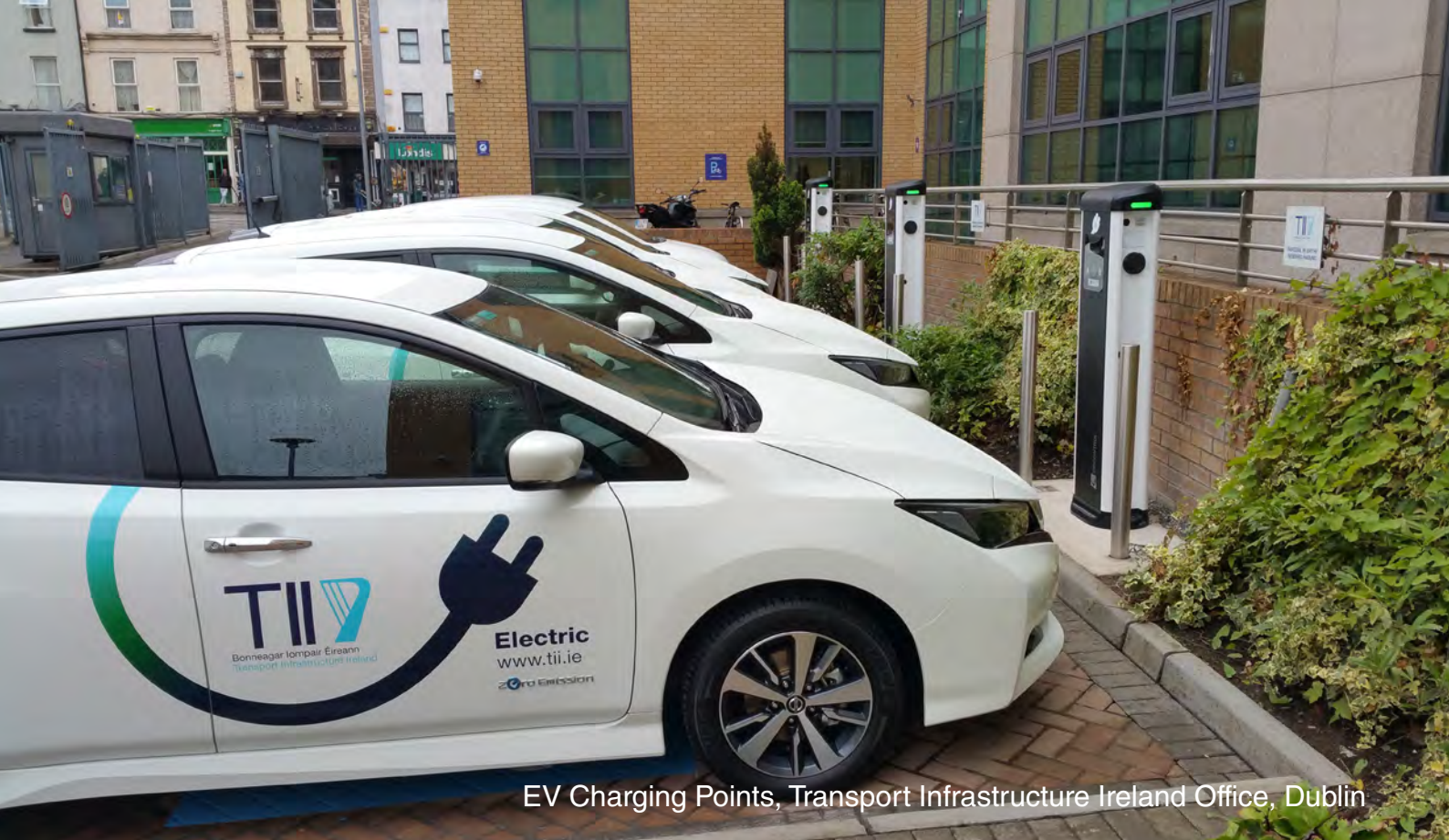
2022 achievements

- We continued ongoing collaboration with the Environmental Protection Agency and local authorities in Phase 4 of Strategic Noise Mapping (S.I. 549/2018).
- We embedded and finalised sustainability principles into our new standards: Climate Assessment and Carbon evaluation standard for National Road Projects. We also finalised the Overarching Technical Guidance Document for Air Quality.
- We commissioned eight Research projects under TII's Research Programme. We are also currently underway with research on accident modelling, noise modelling, ground and surface water standards, slope monitoring, LIDAR for archaeology, lifespan of steel barriers, self-healing asphalt joints and bio binders, peat sequestration, assessment of noise impacts, age friendly active travel facilities, and social sustainability for active travel and greenways.

Future goals – 2023 and beyond

- We will prepare TII for a Stage 1 audit to achieve an Environmental Management System to ISO 14001.
- We will continue the development of the TII Digital Heritage Collections, to ensure that the results of TII's archaeological work is accessible for multiple audiences in addition to the public, e.g. researchers, planners, and artists.





EV Charging Points, Transport Infrastructure Ireland Office, Dublin

Electric Vehicle (EV) Charging Points

All of TII's nine motorway service areas provide Electric Vehicle (EV) charging points for motorists. The range of charging facilities available provide both standard and rapid-charging units. The available charge point services have also been improved at locations in conjunction with the motorway operator. TII has mapped the charging facilities at each of the nine facilities and also at the 12 private service area facilities located at or close to motorway junctions.

We continue to work in support of the target of having 660,000 Battery Electric Vehicles on the road by 2030, as expressed in the Climate Action Plan. The scale of the electrical infrastructure required to support the CAP targets and the potential Heavy Duty Vehicle requirements is challenging and is very substantial for such relatively remote service area sites.

In 2022, we concluded a modelling study to convert the target EV fleet figures into associated charging capacity and infrastructure requirements. Our modelling work continues in 2023 in conjunction with Zero Emission Vehicles Ireland (ZEV) and ESB Networks. From this we are developing an understanding of the capital investment required to deliver en-route charging infrastructure for both cars and heavy goods vehicles out to 2030, to be finalised once national and EU obligations are fully defined.

Our People

In early 2022, the COVID-19 pandemic measures started to lift, and TII staff started to return to the office on a phased basis. Guidance was provided to staff on the safe return to the office and safety measures were put in place in the office for the safe occupancy of Parkgate Street offices including the canteen space, meeting rooms and other facilities. By the Summer of 2022, all staff had returned safely to the office. In September 2022, TII launched its Blended Working policy which considered guidance issued from the Department of Public Expenditure NDP Delivery and Reform. The success of this policy and associated activities are being measured by TII and will inform any future changes to the policy.

TII also continued its wellbeing offering by holding a series of webinars, issuance of guidance documents and in-person events to encourage reconnection. We carried out a number of initiatives towards achieving the strategic objective to 'Provide a positive employee experience, embracing diversity and inclusion' and towards the broader 'People' goal to 'Maintain, enhance and harness the capability of our people, while promoting TII's values, to ensure the delivery of our goals. This included a programme of Wellness initiatives and Wellness Week 2022, a series of webinars on the Multigenerational Workforce, Unconscious Bias Training for all staff, and an International Women's Day event with a disability advocate speaker, amongst other initiatives.

Diversity, Equity & Inclusion Initiatives

TII's ambition is to be a thriving organisation demonstrating equitable and inclusive practices and systems, energised by the contribution of a network of diverse employees and stakeholders. TII focused on three key areas throughout 2022 to help it accelerate the delivery of its vision and objectives:

- Unconscious bias training for all staff
- Inclusive Leadership training for the Executive Team
- Roll out of a Multigenerational Workforce Webinar series for all staff

TII published its first Gender Pay Gap report in December 2022. This report identified strategic actions TII will take to reduce its pay gap in the future.

Through these initiatives, we aim to build a culture of inclusiveness and equality within TII itself, where diversity is celebrated and where destructive or potentially discriminatory behaviours are recognised, addressed and remedied. TII recognises that this is the start of the journey, and that focused efforts will be needed to educate our organisation and to ensure that continuous improvements are made to support and enable staff, particularly those more vulnerable to potentially discriminatory behaviour, to thrive, promoting equality of opportunity for all.





National Roads Network Management & Operations

Network Traffic and Operations

National Roads

TII has overall responsibility for the management and operation of the national road network, which it operates in partnership with local authorities. Approximately 50% of the national primary network, amounting to circa 1,300km of motorway and dual carriageway, is managed directly by TII. Of this, approximately 460km of the motorway network is managed through thirteen Public Private Partnership (PPP) contracts, with the remaining balance of the motorway network maintained by three regional Motorway Maintenance and Renewals Contractors (MMaRC).

TII manages the Dublin Tunnel and Jack Lynch Tunnel through the Operation and Maintenance of Tunnels and Traffic Control Centre (OMTTCC) contract. The Limerick Tunnel is managed under a PPP contract. TII operates nine on-line Motorway Service Areas under a PPP concession arrangement. These are distinct from off-line Service Areas, which are located near interchanges and privately owned.

Network Traffic

2022 saw the progressive unwinding of many COVID-19 related restrictions that had been implemented in 2020 and continued throughout much of 2021. Overall, in 2022, traffic volumes on the network were 95% of the volumes in 2019. Traffic volumes for the Dublin Tunnel in 2022 were approximately 3% below 2019 figures measured over the course of the year. However, there was

a notable change in the composition of traffic as compared with 2019. HGV movements through the tunnel were down by 13%, reflecting both changed movement patterns through Irish ports post Brexit and perhaps some slowdown in the overall economy. Bus and Coach volumes through the tunnel were up 21% and car movements had no change.

Throughout 2022, installation of equipment including lane control signals, variable message signs (VMS) and CCTV cameras for the variable speed limit and lane control signalling (Red X) regimes continued on the M50. Operation of the scheme was extended from Junction 6 Blanchardstown to Junction 9 Red Cow in May and southbound from Junction 3 M1 to Junction 4 Ballymun in November. Cautionary speed signs continue to be displayed pending the enactment of new primary legislation, expected in Q2 of 2023. Completion of equipment deployment is scheduled for the Summer of 2023, with transition to the display of regulatory speed limits, Red X Lane control and associated enforcement following enactment of the necessary legislation. Drafting of the associated Regulations and necessary updates to the Traffic Signs Manual are well underway, and it is envisaged this work will be completed to allow prompt implementation following enactment of the primary legislation.

Incident Management

As traffic volumes have re-bounded following the easing and then lifting of COVID-19 restrictions, unsurprisingly this has led to an increase in inci-



dents across the network. However, the level of increase in the occurrence of incidents has not matched the growth in traffic. Several factors may explain this. Firstly, levels of peak-time congestion on the M50 and its approaches have not reached the levels encountered pre-COVID-19. Traffic congestion is a major driver for the occurrence of incidents, in particular, rear-end and shunting collisions. In 2022, road operators working for TII responded to 11,891 traffic incidents (2021: 8,323) across the national road network, of which 1,937 were road traffic collisions (2021: 1,320).

While incidents can occur on any part of the network, the highest concentrations occur on urban motorways where congestion is greatest. There were 1,686 traffic incidents on the M50 motorway in 2022 (2021: 1,335), of which 684 were road traffic collisions (2021: 475). In addition to this, recovery operators removed 3,938 vehicles which had broken down from the M50 during the same period (2021: 3,794). Whilst the total number of incidents illustrates a trend of increasing over time, the associated response time has remained stable and the average disruption relating to incidents has decreased over the same period.

Dublin Tunnel

In 2022, works commenced on the replacement of Dublin Tunnel's original SON (Sodium) lighting with LED technology. A total of 1,800 units replaced throughout both bores yielding annual energy savings of 1.5 million kWh with a corre-

sponding annual reduction in carbon produced of approximately 500 tonnes – or the equivalent of powering 300 typical Irish homes for a year.

Winter Operations

TII manages a network of more than 116 weather stations, located predominantly on the national road network. These stations service both our road network and LUAS system. The stations provide detailed real time weather data that is used to generate the winter weather forecasts required to determine whether roads require treatment or not. TII operates a Road Weather Information System which, with forecast support from Met Éireann, enables local authorities and motorway operators to monitor weather conditions and make decisions on the deployment of salt gritters during the winter season to assist the safe passage of road users on the network.

We are responsible for the purchase of salt for the winter treatment of all Irish roads, which is undertaken through a multi-annual framework arrangement. To ensure the certainty of salt supply for our national roads (and minimise storage costs) we constructed four strategic salt storage depots at several motorway maintenance compounds. During the 2021/2022 season, TII's MMaRC operators used 9,300 tonnes of salt and PPP contractors used 3,651 tonnes in treatments carried out over 74 days of the winter season. Local authorities used approximately 26,185 tonnes of salt during the 2021/2022 season on non-motorway national



Winter Ready

roads. The occurrence of hail showers again led to localised issues on motorways on several occasions throughout the year. Hail showers lead to a rapid reduction in pavement temperature and the formation of a layer of ice on the road surface. At motorway speeds, encountering a sudden carpet of hail on the road can lead to loss of control and serious collisions.

Pre-treatment with salt does not work for hail. We continue to collaborate closely with the Road Safety Authority and An Garda Síochána in a campaign to highlight the risks of hail and to encourage drivers to moderate their speeds when there is a risk of hail. We have initiated a protocol with Met Éireann, who provide regional hail alerts which are displayed on our network variable message signs. In January 2023 we launched a new pilot scheme involving improved detection of hail occurrence. This system will allow us to investigate

whether we can automate the detection of hail events and display warnings on roadside VMS signs located in the vicinity of the hail occurrence.

Motorway Service Areas

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

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

TII commissioned an independent accessibility audit to assess all Tranche 1 MSA building and facilities against the current standards for designing an accessible and inclusive environment. In 2022, we commenced an upgrade scheme for the M4 (W) Enfield Service Area to ensure compliance with current building regulations for the design of an accessible and inclusive built environment and will undertake similar works at other service areas in 2023, continuing into 2024.

ITS and Technology Deployments

We continued our programme of technology deployments across the motorway network in 2022. Associated with the M50 Dynamic Traffic Management Project, new deployments of variable message signs, lane control signals and CCTV cameras were installed from Junction 3 to Junction 4 southbound, Junction 6 to Junction 9 and from Junction 14 to the M11.

In Cork, the deployment of variable message signs and CCTV continued in 2022, focusing primarily on the Dunkettle Interchange Scheme and its approaches. This intense ITS deployment is an essential element to manage traffic flows and minimise the impact of incidents on Ireland's most complex motorway interchange.

Elsewhere on the motorway network, works continued on the installation of new variable message signs on the M6 between Galway and Ballinasloe, providing the capability to alert drivers to the occurrence of hail events and other incidents.

Additional CCTV has been installed key locations on the radial approaches to the M50 to allow the Motorway Operations Control Centre (MOCC) monitor prevailing traffic conditions.

In 2022, we continued to progress the EU CEF co-funded C-ITS Pilot Project, primarily focused on the M50 and M1. This project involves the deployment of roadside communications infrastructure, in-vehicle receivers and driver displays. This is done to develop our understanding of the requirements of the infrastructure that will be needed for future connected and autonomous vehicles. Progress on this project has been impacted by COVID-19 and subject to approval by the EU's CINEA agency, the project completion date is expected to be extended until the end of 2024.

Asset Renewals

The asset value of the national road network is approximately €31 billion and requires ongoing reinvestment to protect the value of the original investment and to ensure that it continues to perform as designed over its intended design life. In line with current practice, TII's specialist technical advisors undertook the annual condition survey to monitor the condition of our network pavements. We also continued the annual pro-

gramme of bridge inspections, undertaking 655 principal inspections in 2022 (2021: 654 inspections) and carrying out maintenance to approximately 1,650 structures under our regional routine maintenance contracts, similar to 2021.

Network Pavements

An updated three-year rolling programme for pavement renewals was developed following the completion of the 2022 annual network pavement condition survey. This ensures that there is a strong production line of pavement asset protection and renewal schemes for delivery by local authorities. In 2022, approximately 264km of pavement renewals works were completed (2021: 300km). Our Annual Condition Report published in 2022, which is based on the 2021 network pavement condition survey, indicated a moderate continuing improvement in pavement structural and surface condition, most particularly in the case of our national secondary road pavements. This indicates that the prioritisation of interventions and the works undertaken are delivering an effective protection and renewal regime.

Bridge Rehabilitation and Strengthening

We continued with our programme of bridge rehabilitation and strengthening works in 2022. Under the umbrella of TII's EIRSPAN bridge management system, we undertook a programme of routine inspections across approximately half of all bridges on the network. Major refurbishment works were completed on a total of 22 bridges (2021: 23 bridges).

Signs and Lines

Maintaining the quality of lining and delineation is important in ensuring the continued safe operation of the national road network. In 2022, we completed 570km, circa 420km on single carriage-way and 150km on managed motorway, of network relining (2021: 565km) with the condition of our network delineation remaining largely similar to the previous year. Maintenance of road traffic signs, including washing, repair and cutting back of obscuring vegetation, was carried out under four Regional Sign Maintenance Contracts.

2022 Performance and Outcomes

- Dealt with 11,891 individual motorway incidents and 3,938 vehicle recoveries (across MMarC & PPP);
- Undertook comprehensive landscape maintenance regime across the MMarC & PPP network as well as in our service areas. In 2022, we continued the pilot pollinator assistance programme which commenced in 2020, under which grass cutting on the network was deferred through the early growth season. The programme will be implemented again in 2023;
- Continued performance of our network wide litter pick, including mainline road sweeping. Under this initiative, we collected 831 tonnes of litter on the MMarC network in 2022 (2021: 621 tonnes);
- Carried out winter treatments using 12,951 tonnes of salt over 74 days over the winter season, across the motorway network MMarC & PPP (2021: 18,500 tonnes of salt over 75 days);
- Drainage installation across MMarC and PPP network was maintained, including the cleaning of 40,000 gullies twice per year;
- Improved skid resistance works were implemented at five sites across the MMarC managed network; and
- Replaced 10km of pavement on the M7 Monasterevin By-pass and 5.5km of pavement on the M8 Cashel By-pass.

Our Goals for 2023

- Following on from the audit findings of TII Motorway Service Areas, we will conclude the implementation of the upgrade works at Enfield West MSA, and then agree a priority listing and programme with Applegreen to progress across all 5 remaining sites as part of the T1MSA PPP Contract;
- We will also work with our Service Contractors to maximise EV charging infrastructure upgrade opportunities across its nine MSA sites in line with the recently published Government Strategy on EV charging;
- Pavement Asset Renewals: 98 schemes totalling 246km will be implemented by TII;
- We aim to implement the second generation of the High-Speed Pavement Framework for TII direct award pavement repair and renewal schemes on the motorway network;
- We aim to award the second generation of the TII Pavement Asset Management System contract;
- We will continue with the upgrade or replacement of a number of our key tunnel systems, including:
 - Completing the commissioning of the Public Address System at both the Dublin and Jack Lynch tunnels;
 - Replacing the SCADA (Supervisory Control and Data Acquisition) system by Q2 of 2024;
 - Replacement of CCTV camera systems in Dublin tunnel in 2023;
 - Development of tender documents for the replacement of the traffic control electronic signage in the Dublin Tunnel;
 - Installation of a PV solar array at Dublin Tunnel in 2023;
 - Development of tender documents for the replacement of cross passage doors in the Jack Lynch Tunnel in 2023;
 - Procurement of new tolling systems software for the Dublin tunnel, with upgrade completion in late-2023; and
 - Integrating new services and operational requirements as they come on stream from the M50 Variable Speed Limit Project.
- We plan to undertake maintenance works on more than 1,600 bridge structures as part of our three regional bridge maintenance contracts, and indirectly through our PPP programme on the circa 500 structures that are currently being managed by PPP companies; and
- We will continue our engagement with motorway maintenance contractors to achieve pollinator friendly motorway landscaping maintenance systems. TII will implement the second year of the pollinator friendly landscape maintenance regime on our Tranche 1 Motorway Service Area PPP contract.



N59 Moycullen Bypass, Galway



Commerical Operations

Luas and Tolling Business

Luas Light Rail Operations

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

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

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

2022 Performance and Outcomes

Patronage on Luas red and green lines increased significantly in 2022 to approximately 38.6 million passenger journeys, which represents an increase of 98% on 2021 levels and a decrease of 20% on 2019 levels. Luas operated approximately 4.2 million tram kilometres in 2022, representing 94% of scheduled service kilometres. By comparison, Luas operated 95% of scheduled service kilometres in 2021.

The decrease in patronage compared to 2019 was primarily due to 'lower-than-normal' levels recorded during the first quarter of 2022, where the negative impact of COVID-19 was still heavily impacting the transport sector.

By the fourth quarter 2022, Luas passenger numbers had largely returned to pre-pandemic levels across both lines, with TII observing some different travel patterns. For instance, while there are still strong commuter 'peak' periods on both lines, there is now more off-peak travel and more weekend travel across the Luas network.

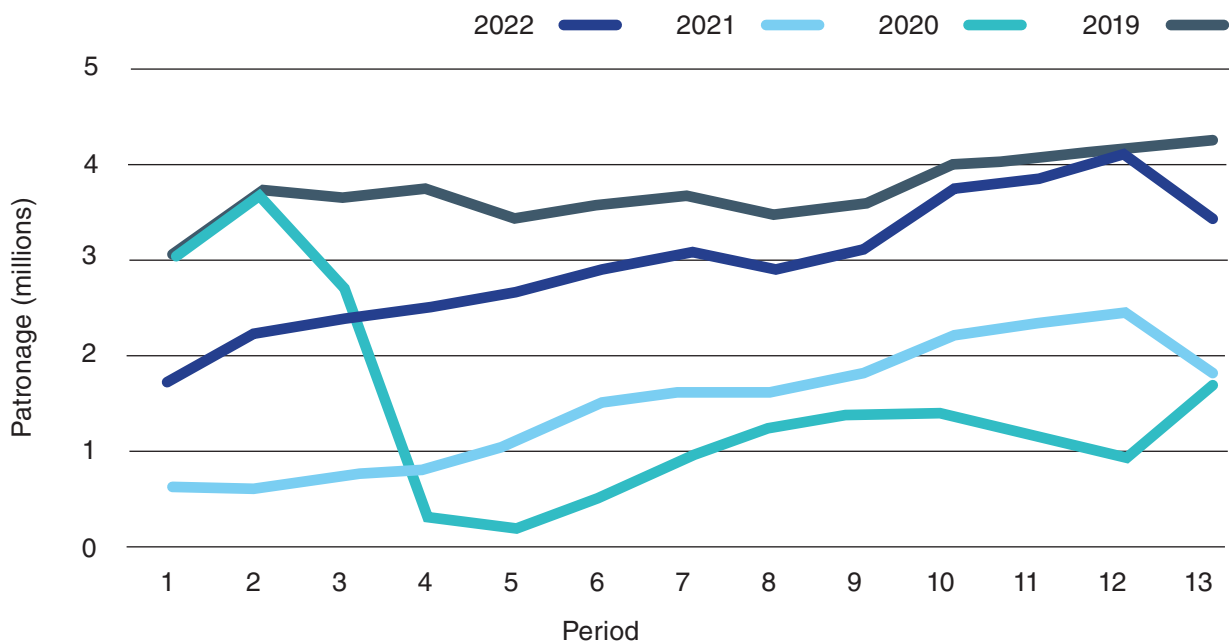
Our Light Rail Goals for 2023

- Continue to secure the delivery of safe and effective Luas light rail passenger services in accordance with the specified timetables and subject to continuing provision of operating subventions from NTA;
- Manage and monitor day-to-day light rail operations and outsourced external service providers, including the current operations and maintenance (O&M) contract with Transdev, which includes Light Rail Vehicle (LRV) and infrastructure maintenance;
- Continue to monitor trends and undertake initiatives to improve Luas services and safety;
- Prepare a multi-annual asset management plan and implement the infrastructure asset renewal plan for 2023;



- Enhance operational resilience, including measures to increase resilience of key Luas facilities to severe weather and other events. 2023 projects will include a focus on certain control systems, providing a back-up Systems Server room, and a focus on the refurbishment of sub-station buildings and the Red Cow depot; and
- Run Public Information marketing campaigns with a focus on safety and security, as part of Transdev’s contractual obligations.

Luas Patronage



Tolling Operations

TII's tolling operations collect significant user charges every year from a broad customer base of over two million domestic and foreign motorists using the M50 and Dublin Tunnel toll roads. Net revenues collected, comprising; gross revenues minus operating costs, taxes, and local authority rates, are invested in the operation and maintenance of the national road network, thereby reducing the pressure on Exchequer funding requirements.

TII's responsibilities include:

- Management of the M50 eFlow toll operation and Dublin Tunnel toll collections including the management of the respective outsourced operators providing services under contract to TII;
- Management of compliance levels on the M50 eFlow toll using an outsourced enforcement service provider and provision of public information to promote compliance and awareness of how to pay the M50 toll;
- Managing the national interoperability arrangements including the interoperability management services contract and the legal arrangements underpinning interoperability;
- Strategic planning relating to the evolution of the tolling sector in Ireland in line with Governmental and EU policies on user charging and infrastructure funding. This includes planning for the hand back of PPP toll roads to TII between 2030 to 2040; and
- Managing the relationship with a range of stakeholders with a connection to tolling and road user charging, including, the DoT, DG Move (the European Commission) and European tolling and road user charging knowledge sharing forums.

2022 Performance and Outcomes - M50 eFlow Tolling

Traffic volumes and revenue for the M50 eFlow Toll recovered in 2022 to pre-COVID-19 levels following a relatively quiet start to the year. The Annual Average Daily Traffic (AADT) for the toll road was 149,010 trips, an increase of circa 20% on the prior year (2021: 123,667) and slightly below 2019 levels. In total, approximately 54 million passages were recorded on the toll road which is an increase of 20% from the prior year (2021: 45.1 million).

The overall estimated tolling compliance rate at 97.02% in 2022 improved marginally from 2021 levels (96.8%) as the new toll operator Turas overcame initial 'teething' issues and customer satisfaction levels improved following the launch of the new tolling system in August 2021.

The strong rebound in traffic volumes in 2022, and in particular, freight traffic, continues to pose a strategic risk for the M50 corridor as levels of congestion increase with the rebound in traffic volumes. TII note that Heavy Duty Vehicles (HDV) on the M50 take up as much as 33% of the available road space and that the M50 is a critical freight corridor and link, via the Dublin Tunnel, to Dublin Port. Congestion not only impacts the efficiency of the freight sector but there is also an environmental cost in terms of higher emissions from slow moving or stalled freight traffic.

2022 Performance and Outcomes - Dublin Tunnel Toll

The AADT for 2022 was 23,355, an increase of 36% over the prior year (2021: 17,121). In total, approximately 8.5 million passages were recorded using the tunnel in 2022, of which 62% was 'tollable' traffic (i.e. due to pay a toll charge) while 38% was non-tollable (i.e. exempt under the Bye-Laws from toll charges).

The revenues for Dublin Tunnel amounted to €22.6 million for 2022, collected from 5.3 million passages and representing an increase of almost 63% on prior year (2021: €13.9 million collected from 3.2 million passages).

Growth in M50 eFlow AADT Volumes Year on Year

2012	2013	2014	2015	2016	2017
2%	3%	5%	7%	7%	5%

2018	2019	2020	2021	2022
2%	4%	-28%	13%	20%

Tolling Interoperability

TII has been providing tolling Interoperability Management Services for over a decade to facilitate the operation of all electronic tags on all toll plazas in Ireland. Traffic volumes and associated journeys throughout the national road network largely recovered in 2022 from the impact of COVID-19 restrictions. Interoperable Electronic Toll Collection (ETC) transactions and revenues for 2022 were as follows:

- There were 61.1 million tolling transactions processed by the Interoperability Management Platform (IMP) for 2022, an increase of over 20% on prior year (2021: 50.7 million).
- The financial value of these transactions in 2022 was €187 million, a circa 22% increase over the prior year (2021: €153.8 million).

TII also managed the transition to the new 3rd generation interoperability management platform contract during 2022 with the ‘Go Live’ of the new platform scheduled for early 2023.

National Interoperable ETC Transactions (figures in millions)					
2018	2019	2020	2021	2022	% 2021 - 2022
56.4	60.5	45.5	50.7	61.1	20.5%

The table **above** sets out the key tolling statistics for 2018 to 2022.

Our Tolling Goals for 2023

- Safeguard the stability and resilience of the M50 eFlow tolling operation and revenue stream through the provision of high-quality customer services and the promotion of continuous improvement. Compliance will be promoted through the delivery of an effective public information campaign highlighting awareness, methods of payment and consequences of non-payment;
- Continue to safeguard the stability and resilience of the national interoperability operation for the national network road users. This includes facilitating the operation of all electronic tolling tags at all toll plazas in Ireland and managing the transition and launch of the 3rd generation platform in 2023;
- Continue to assess the strategic options with funding and road user charging relating to the period following the expiry of the PPP toll concessions (circa. 2030-2040), as part of the Project BRUCE workstream in line with actions in the Climate Action Plan; and
- Continue to work with the DoT in supporting our climate action agenda through the management and administration of the Low Emission Vehicle Toll Incentive (LEVTI) and the Alternative Fuel Heavy Duty Vehicle (AFHDV) grant schemes.

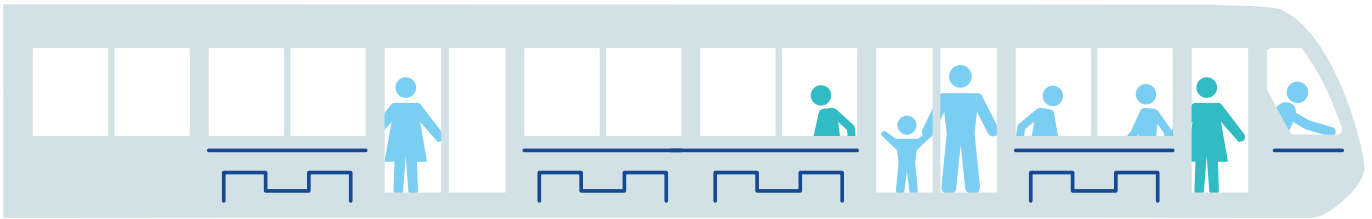


M50 Toll, Dublin

2022 Facts

LUAS FACTS

38.7m

 passenger journeys

NETWORK MANAGEMENT FACTS

Our winter service fleet consists of



327

demountable
snow ploughs



388

salt
spreaders

33,536

tonnes of salt were
used on National Roads
Network in 2022.



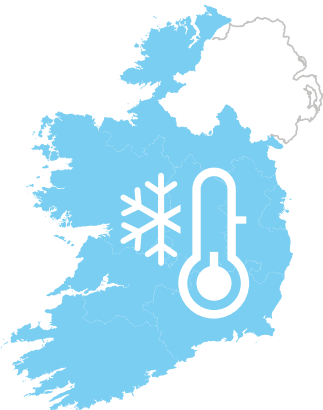
15,082

all emergency calls received
by Motorway Traffic Control
Centre including SOS
phones.



1,608

SOS phones in the country



74

nights in 2022 where
the temperature
reached below

ZERO



119

weather stations in
operation on the National
Roads Network.





Capital Programmes

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

Capital Investment Plan

Roads

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

The National Development Plan (NDP) capital investment plan allocates Exchequer capital funding to TII of approximately €2,400 million over the period 2021-2025 and approximately €5,600 million over the period 2026-2030. This funding provides a commitment to steady exchequer funding for the protection and renewal of the existing network over each period. The funding for New Roads Improvements is weighted to the period 2026 to 2030, and delivery is likely to progress faster in these years. Roads Capital funding on National Roads is therefore prioritised as follows:

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

There is also a commitment from the exchequer to annual funding in the order of €60 million to the delivery of the Greenways programme. Approximately half of this funding is being directed towards construction and the remainder to progressing a portfolio of projects through the planning and design process.

Major Projects

Completions

- N22 Ballyvourney to Macroom – Cork County Council: The Macroom bypass was officially opened by An Taoiseach Michéal Martin and the Mayor of Cork County Council, Cllr Danny Collins on December 9th, 2022. This 8km section of new dual carriageway is part of the N22 Ballyvourney to Macroom Major Project. This opening improved road safety, reduced congestion and improved the environment in the town of Macroom for the residents, businesses and visitors. The bypass includes a roundabout to tie into the Eastern side of Macroom, a grade separated junction at Gurteenroe on the Western side of Macroom and a temporary tie in at Carrigaphocca. The new bypass provides two lanes in both directions and is separated by a steel median barrier which contributes to the safety of the road users. Significant progress has also been achieved on the remaining 14km of the Major project.



At Construction

- **N40 Dunkettle Interchange - Cork County Council – TII:** We are in the process of upgrading the Dunkettle Interchange. The project commenced in October 2020 and significant further progress was made in 2022. This project, when complete will see Dunkettle Interchange upgraded to a substantially free-flowing junction with a new interchange being provided to the east of the main interchange for local traffic. Nine of the permanent link roads were opened in 2022 and the remaining six will open before the end of 2023. The project also includes provision for cyclists.
- **N5 Westport to Turlough Road - Mayo County Council:** The main construction contract for this project was awarded in in October 2019 and completion is expected in 2023, including the advanced opening of the Castlebar bypass. The scheme involves the construction of 20.3km of dual carriageway from Westport to east of Castlebar and a 2.3km single carriageway link to the N59 Westport to Mulranny road. The scheme also includes a 2.5km upgrade of the existing N59 Westport to Mulranny road at Barleyhill.
- **N69 Listowel Bypass – Kerry County Council:** This project is approximately 6km in length and includes upgrades to an existing relief road and development of a western and northern bypass of Listowel town. It is mostly new construction and includes improvements to side roads and mainline. It also incorporates a crossing of the river Feale. The project commenced in December 2021 and is due to be completed in 2024.
- **N59 Moycullen Bypass – Galway County Council:** We are undertaking construction of 4.3km of single carriageway bypassing the village of Moycullen, from the townland of Drimcong to the northeast of the village to the townland of Clydagh to the southwest. Construction commenced in October 2021 and substantial completion is expected in Q4 2023.
- **N56 Dungloe to Glenties – Donegal County Council:** When complete, this project will see the delivery of 27km realignment of the N56 national road and the provision of a segregated cycleway along the length of the scheme. The delivery of this project has been broken down into several sections. Four sections are now fully complete, of which, the first contract on section five reached completion in 2022. The full scheme will be completed by 2024.
- **N5 Ballaghaderreen to Longford – Roscommon County Council:** This project will see the construction of 33.4km of new single carriageway road. The new road will tie into the existing Ballaghaderreen Bypass and provide a bypass of Frenchpark, Ballanagare, Tulsk and Strokestown. The original contract was awarded in June 2021 but because the contractor entered receivership in March 2022, the contract was terminated and has been retendered. It is intended that a new contractor will be appointed in Q3 2023.



Luas, O'Connell Street, Dublin

Luas Green Line Capacity Enhancement

The remaining 26 Alstom Citadis 402 LRVs were extended from 44 to 55 metres in length in 2021 and the 15 new Alstom Citadis 502 LRVs that entered service continue to deliver a reliable and frequent service with longer vehicles and increased capacity and comfort level.

MetroLink

The MetroLink is a key project in the National Development Plan and its progress to implementation is included as an action in the Government's 2021 Climate Action Plan. In 2022, the Preliminary Business Case was given approval in principle by the governmental cabinet in line with the Public Spending Code. Following this approval, we submitted the railway order and the environmental impact assessment report to An Bord Pleanála. Work is ongoing on the procurement strategy and the tender documents to procure the main infrastructure contracts.

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

- Luas Finglas: During 2022, following the definition of the preferred route, work continued on the preliminary business case and other relevant documentation to enable the Railway Order application in late 2023.

- Cork LRT: In 2022, we achieved significant progress in the completion of the emerging preferred route for the Cork LRT, alongside the associated public consultation to be held in coordination with other schemes in Cork and including BusConnects.
- Luas Lucan: A feasibility study for the Luas Lucan line was submitted to the NTA for review in late 2021. In line with the programme agreed with the NTA, the project team will be mobilised in 2023 for option selection and route selection phases.

Additional Major Projects

Additional Major Projects Active in Planning & Design phase include:

- N6 Galway City ring road: This project is an integral part of the Galway Transport strategy. The proposed new national road comprises 11.8km of motorway, 5.6km of single carriageway, and a new bridge crossing of the river Corrib. The scheme was submitted for planning approval in October 2018 and approved by An Bord Pleanála in December 2021. The scheme was subject to three judicial review applications which culminated in the scheme being remitted back to An Bord Pleanála for further consideration and a new decision.

- **N21 Foynes to Limerick:** This scheme is to provide a motorway upgrade to the N21 Limerick to Kerry route, in addition to a new link to the Tier One Port of Foynes. It comprises 16km of new road from Foynes to Rathkeale with a single carriageway link road to the existing N69 at Askeaton and 16km of motorway from Rathkeale to Attyflin, east of Adare, incorporating the Adare Bypass. The project was submitted to An Bord Pleanála for planning approval in December 2019 and An Bord Pleanála confirmed approval in October 2022. The planning approval is the subject of judicial review proceedings.
- **N52 Ardee Bypass:** This scheme consists of 4.5km of reduced single carriageway, six road junctions, including a proposed roundabout on the N2, and two river bridge structures. The appropriate assessment screening is subject to judicial review proceedings, so the delivery of the project is delayed.
- **N/M20 Cork to Limerick:** The preferred Transport corridors for 80km of new road between Cork and Limerick were identified and presented to the public in 2022. The proposed project uses part of the existing road footprint and includes public transport and active travel. Work is underway on detailed planning and design. Application for planning approval is targeted for 2024.
- **N2 Slane bypass and Public Realm Enhancement Scheme:** This proposed project is 3.4km in length and is envisaged to run east of Slane Village on the N2. The project will also encompass traffic management measures within Slane village and public realm improvements. Application for planning approval is targeted for 2023.
- **Donegal TENT:** This project prioritises improvements to three strategic sections of the road network in Donegal. Application for planning approval is targeted for 2023.
- We currently have a pipeline of 21 other major projects in planning with a focus on bypasses supporting the Town Centre First policy and compact growth.

Preparing Schemes for Tender/Construction

M28 Cork to Ringaskiddy: This project aims to upgrade approximately 12.5km of the N28 route from the N40 South Ring Road to the port in Ringaskiddy. Significant advance works including archaeology and fencing were carried out in 2022. The procurement process will commence in 2023, and construction is expected to start in 2024.

Minor Road Projects

Minor works projects are localised improvements which primarily address safety issues such as poor alignment, poor visibility, and narrow cross sections. The construction of four such projects were completed in 2022. A further nine projects were under construction or awarded.

Active Travel

In 2022, TII continued to support the delivery of active travel infrastructure such as cycleways and active travel associated with the National Roads network. A further 11km of segregated cycleway was completed with the opening of the N56 Dungle to Cloghbolie and Letterlill to Glenties (Kilraine) Phase 1 scheme in Donegal, and 1.5km of segregated cycleway was delivered with the Brackaharagh minor improvement scheme. In addition, 28 active travel projects received funding for planning and design works in 2022.

We made significant progress on the National Cycling plan in 2022. The plan and its Appropriate Assessment Screening were the subject of public consultation during the year, and the plan is currently being prepared for publication. We continue to actively engage with the DoT and other agencies in the development and updating of standards and technical guidance to inform the delivery of active travel projects on the National Roads network.

National and Regional Greenways programme

During 2022, notable progress was achieved on the delivery of the National and Regional Greenways programme. 70 Greenway projects were funded in 2022 at various stages of delivery. A total of 33km was completed and opened to the public during the year with a further 79km under construction across nine different projects. There was also significant progress achieved on the North Kerry Greenway which was delivered using direct labour. Construction works continued on the Middleton to Youghal Greenway, which is expected to be completed in 2023.

We made progress on the Grand Canal Greenway construction where work commenced on the section between Ayers Bridge and Sallins. Construction works were also ongoing between Daingean and Tullamore and Henesy's Bridge to Turran. Four of the five sections between Daingean and Edenderry are now complete, and the final section is due for completion in 2023. The 12 Loch to Hazelhatch went to tender in 2022, and sections of the SouthEast Greenway, from Waterford to New Ross were also under construction in 2022.

There was notable progress made on the construction of the Athlone pedestrian and cycleway bridge over the Shannon in 2022. The main deck beams were lifted into place, and it is anticipated that construction works will be completed in Q2 2023. Planning and design progressed on the preferred route for the selection between Athlone and Galway.

Feasibility, planning, and development works continued on a range of national and regional greenway projects in 2022 under the Strategy for the Future Development of Regional and National Greenways. A total of €43 million was spent on the construction and design of Greenways under this programme. This delivery will increase in 2023.

2022 Performance and Outcomes

The following Minor Schemes opened to traffic:

- N26 Carrolls Cross
- N26 Cloongullane Bridge
- N56 Dungloe to Cloghbolie (Section of the N56 Dungloe to the Glenties)
- N70 Brackaharagh

The following Minor Schemes were under construction:

- N16 Lugatober
- N24 Beary's Cross
- N51 Dunmoe
- N55 Corduff to Killydoon Section B
- N73 Cligher Cross
- N74 Ballyhusty
- N60 Heathlawn
- N84 Kilmaine to Shrulie
- N86 Ballynare to Ballygarret

The following Greenway Schemes were completed in 2022:

- Tralee to Fennit 11.2km
- Listowel to Limerick Boarder 10.5km
- Mid Shannon Wilderness Greenway – Corlea Bog 5.6km
- Clifden to Recess 2.6km
- Clew Bay 0.5km
- Grand Canal - Killina to Killina School 0.5km

Our Goals for 2023

- Complete the construction of the N5 Westport to Turlough project;
- Complete the construction of the N59 Moyculen Bypass;
- Achieve Public Spending Code gate approval and commence the tender process for the M28 Cork to Ringaskiddy;
- Award the N5 Ballaghaderreen to Scramoge main construction contract;
- Achieve Public Spending Code Gate approval to commence the planning approval process for the N2 Slane Bypass and the TENT project Donegal;
- Progress the construction of nine minor project currently under construction;
- Expand the delivery of active travel and Greenways programmes; and
- Expand the delivery of the pavement programme to extend the life of the National Roads asset.

Facts

M50 PERFORMANCE SUMMARY

The M50 is the most heavily trafficked road in the country with over 145,000 vehicles using several sections on an average day in 2021.



13,575

Highest hourly flow recorded on the N3 - N2 section between 4pm and 5pm on 4th May



1,751

Total No. of Incidents of which 698 were Traffic Collisions

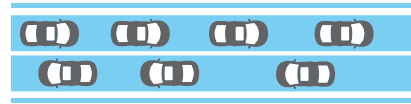


181,839

Highest Daily Flow Recorded on M50 between the N3-N2

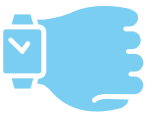
1.6 billion

Vehicle km travelled which represents a 29% increase on 2021



N40 PERFORMANCE SUMMARY

Several sections of the N40 Cork Southern Ring Road carry in excess of 75,000 vehicles on an average day.



7,631

Highest hourly flow recorded on the Kinsale Rd - Douglas section between 8am and 9am on 21st October.

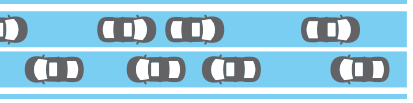
0.31 billion

Vehicle km travelled which represents a 12% increase on 2021



97,914

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



Busiest Typical Day



245

Total No. of Incidents of which 60 were Traffic Collisions



07:00 - 08:00

Peak Incident Time



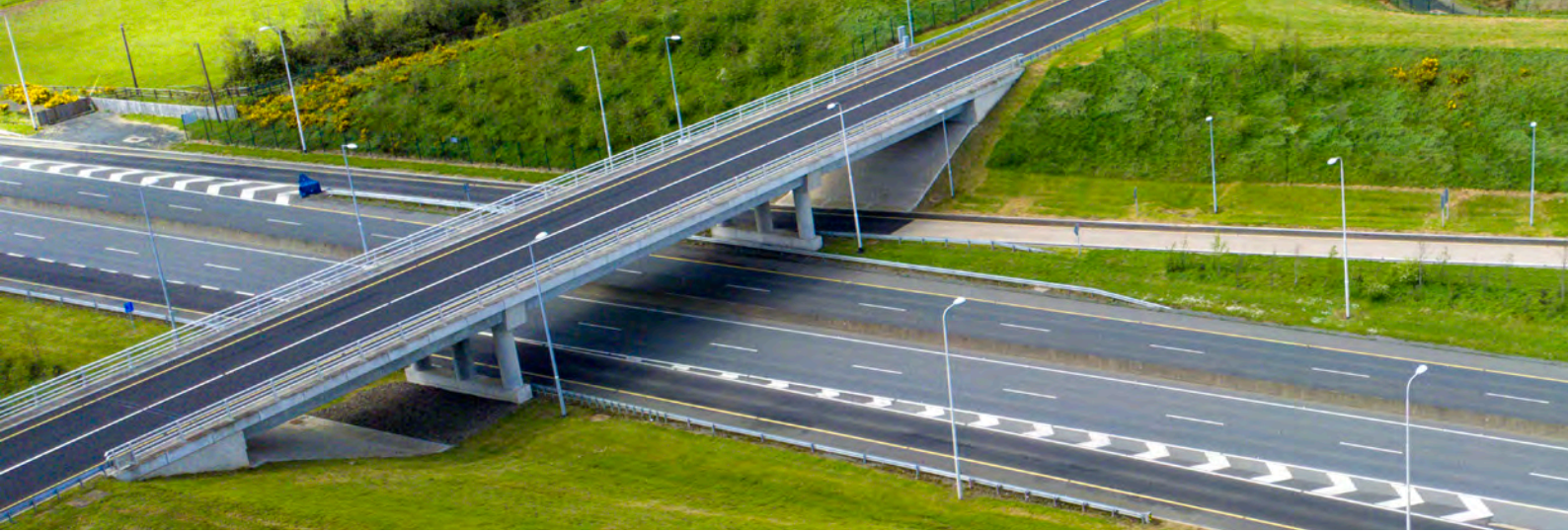
14 minutes

Average Response Time



40 minutes

Median Duration of Incidents



Professional Services

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

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

Strategic and Transport Planning

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

In 2022, all travel restrictions relating to the COVID-19 pandemic came to an end. This resulted in national road traffic volumes returning to close to pre-pandemic levels. On certain routes such as the radial commuter routes towards the cities, traffic levels remained below 2019 levels reflecting the ongoing trends in working from home in certain employment sectors.

During 2022, we published updated guidance on the appraisal of TII funded projects, including the roll out of the TEAM tool for the economic appraisal of greenway and active travel infrastructure. We also published guidance on the strategic assessment of greenway and active travel projects. Additionally in March 2022, a report on the impact of national road speed limit reductions on greenhouse gas emissions was published. TII's draft strategy for national roads, NR2040, went to public consultation in August 2022 and TII's Road Emissions Modelling (REM) tool was launched in December 2022.

Archaeology and Heritage

Archaeology and Heritage's primary objective is to minimise the archaeological and heritage impacts associated with TII projects and programmes. We ensure this through legislative and policy compliance, and proactive risk management, which, in turn, helps build public trust.



During 2022, we managed archaeology, built and cultural heritage on 240 schemes (2021: 184), including national road, public transport and greenway schemes. Site works included built heritage and palaeo-environmental surveys, archaeological investigations and excavations and the archaeological monitoring of construction activities.

TII's national programme of Heritage Week resumed in person in 2022, with more than 1,500 people attending one or more events. These included two conferences; one in Dublin, celebrating the launch of five books during the COVID-19 lockdown, and another in Co. Roscommon presenting the results of the N5 Ballaghaderreen to Scramoge scheme in a national and international context.

A Viking Heritage Day at Woodstown in Co. Waterford was attended by the Minister of State for Heritage. Lectures were also held in counties Cork and Wexford. Several of these events were hybrid, with more than 11,000 on-line engagements to date. TII was also invited to participate in the Royal Irish Academies Culture Night to present the TII Digital Heritage Collections.

During the year, human remains dating to the 1832 cholera epidemic, and which were discovered during Luas Cross City works, were reinterred in Glasnevin Cemetery in a multidenominational ceremony presided by TU Dublin chaplaincy service. A public memorial service is planned for 2023 to mark these individuals.

Environmental Policy & Compliance

In accordance with TII's Sustainability Implementation Plan and Environmental Integration Strategy, TII embeds environmental considerations into the planning, construction and operations of all national road, light rail and greenway projects. This is achieved by ensuring that TII's Environmental Design, Assessment and Construction guidelines/standards and other policies are applied to all TII-funded projects and operations.

In 2022, we revised our Climate Adaptation Strategy, which sets out how TII will adapt its networks in the face of a changing climate and which was an action in the Climate Action Plan 2021. We developed a web-based app for TII's carbon assessment tool for roads and light rail projects. We also published new climate and air quality standards for the planning of major road, light rail and greenway projects. These standards will support the achievement of TII's wider climate and decarbonisation objectives.

In 2022, we also developed Irish Specific Source (National Road and Light Rail) propagation correction factors which were incorporated into the new CNOSSOS-EU noise prediction model and are currently used to prepare the 2022/2023 strategic noise maps for the national road and light rail networks.



Standards and Research

We maintain and regularly update a wide range of standards, guidelines and technical documents relating to the planning, design, construction, maintenance, and operation of national roads, which are made available online through the TII Publications website (<https://www.tiipublications.ie/>). In 2022, six updates were carried out and 27 documents were published, including seven new TII Standards (2021: 19) and 13 new technical documents (2021: 25). These included documents relating to Safety, Sustainable Mobility (active travel, circular economy, bus priority measures) and Climate Action (climate assessment, carbon accounting, noise and air quality, road emission modelling, asset management). We also revised our Project Management and Project Appraisal Guidelines to include greenways and active travel and to incorporate financial appraisal in line with the revised Public Spending Code.

We continued to provide training courses on technical standards for road engineers in 2022. The seven courses held during the year covered topics such as road safety inspection and auditing, design of vehicle restraint systems, geometric road design and design of road pavements. We also held two online “TII Roadshow” events to present recent developments in TII road design standards. TII’s Annual National Roads and Greenways conference was held in Sligo in September 2022 and was attended by over 300 Local Authority officials engaged on national road and greenway projects. This was the first in-person conference since 2019 due to the COVID-19 pandemic. This event targets local authority staff engaged on national road projects and other users of our standards.

We updated our TII Research Strategy (2022-2026) which was published in July 2022. Following an annual call for research proposals, four new research projects were commissioned. There are currently 12 active research projects in progress. Additionally, our collaboration with the Conference of the European Directors of Roads (CEDR) continued in 2022, and TII is participating in several collaborative research projects with the CEDR covering a range of activities relating to the management of national road networks. This allows TII to share experience and carry out collaborative research with other European road administrations.

N59 Maam Cross to Bunnakill, Galway

During the year, we commenced the organisation of the Transport Research Arena (TRA) conference 2024, on behalf of the Department of Transport. The conference, which is the largest transport conference in Europe, will be held in Dublin on 15th to 18th April 2024 and is expected to attract over 3,000 delegates to Dublin.

Safety at TII

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

Road Safety

Our statutory remit includes the provision of a safe and efficient network of national roads. TII implements the EU Directive on road infrastructure safety management which applies to all motorways and national primary routes. TII has applied the Directive to all national roads since June 2012. We aim to halve the number of fatalities and serious injuries on national roads by 2030, in line with the EU Road Safety Policy Framework 2021-2030 and the Vision Zero.

In 2022, the total number of road traffic fatalities on all roads in Ireland was 168, an increase of 16 fatalities compared to 2021. Of these fatalities, 64 occurred on national roads, representing an increase of 5 fatalities on national roads compared to 2021. The number of pedestrian fatalities on national roads increased to 14 in 2022 (2021: six fatalities). All figures are based on an analysis of provisional fatal collision reports from An Garda Síochána.

In 2022, TII provided €28 million funding for 161 road safety improvement schemes to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users (2021: €26 million). TII is responsible for 12 actions in Phase 1 of the Government's Road Safety Strategy (2021-2030) and is currently on target to complete all the actions within the timeframe provided.

Construction Health and Safety

We promote a stringent health and safety culture on TII-funded construction projects. We carry out regular safety inspections to monitor and check the safety performance of our projects and to report on compliance with best practice in occupational and construction health and safety.

We engage health and safety advisors to carry out these quarterly inspections on TII-funded projects. These checks highlight good practices and areas for improvement. TII also carries out independent monitoring to check that the provisions for worker welfare and employment regulations are adhered to on TII-funded projects.

We have a role in checking that safety measures at roadworks on national roads are in line with best practice and carry out periodic safety inspections for this purpose. We collect data on accidents, incidents and near misses on construction projects. The reporting system gathers monthly safety statistics from major construction sites. This data allows measurement of TII's annual construction safety performance and facilitates trend analysis.

Reportable Lost Time Accidents, Dangerous Occurrences and Near Misses are reported from all TII Major Road, Light Rail construction projects and the Motorway Maintenance and Renewals Contracts (MMaRCs). In 2022, there were nine total Lost Time Accidents (LTAs), a decrease of eight over the previous year. The Lost Time Accident Frequency rate (LTAFr) for TII construction projects was 0.51 (2021: 0.58). The LTAFr for MMaRCs was 0.43 (2021: 1.30). LTAFr is calculated as (Total LTAs/Total hours worked) x 100,000. There were two Dangerous Occurrences in 2021 (2021: 3) and 27 Near Misses in 2022 (2021: 27).

Light Rail Safety

Our role in Light Rail safety is to ensure compliance with relevant provisions of the Railway Safety Act 2005 and applicable regulations, Codes of Practice, and guidance. We work collaboratively with the Luas Operator, key stakeholders and interested parties to maintain and improve the safety performance on the Luas network. We continually monitor the safety performance of the Luas system and carry out monthly analysis of incidents and accidents to identify trends and emerging safety issues. Luas statistics are reported to the Board monthly.

There were a total of 16 road traffic collisions in 2022, an increase of seven compared to 2021. Red light infringements by motorists accounted for 11 of these collisions (2021: 6). Four collisions were caused by road vehicles infringing into the swept path of the tram along the on-street sections of the tramway (2021: 3).

There were two reportable contacts between a pedestrian and tram in 2022, a reduction of two compared to 2021. There were two reportable contacts between a tram and a cyclist, a reduction of one compared to 2021. The number of injuries following a Luas accident remained at five in 2022 (2021: five injuries). There was one fatality reported on the Luas network during 2022 (2021: nil).

During the year several safety campaigns were run to raise the awareness of the importance of safety on and around the Luas system focused on safe interaction of the Luas network with pedestrians, motorists and cyclists. These safety campaigns included: Luas Passenger Safety, Pedestrian Safety, Child Safety, and the Dangers of Tram Surfing.

TII is represented on the Railway Safety Advisory Council and is also a member of the UK Light Rail Safety Standards Board, Tram Heads of Safety Group, and the European Urban Tram Safety Forum. Throughout the year we continued to collaborate with these groups to share experience on safety issues, participate in formulating best practice and contributing to enhancing the safety of tramways.

2022 Performance and Outcomes

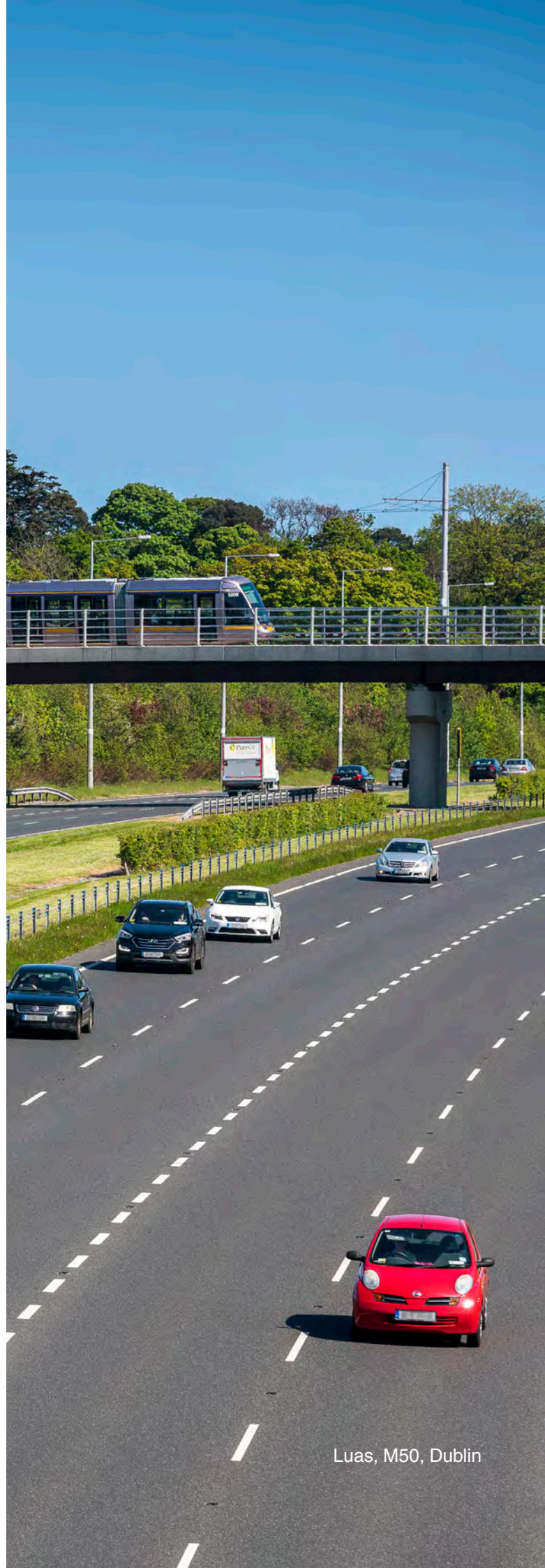
- Published the 2021 National Roads Network Indicators report on TII's website;
- Published seven standards and 13 technical documents on TII's Publications website; <https://www.tiipublications.ie/>;
- Published TII's draft National Roads 2040 Strategy for public consultation;
- Refined TII's National Emissions Model which models emissions on national roads;
- Commenced the organisation of the Transport Research Arena conference on behalf of the DoT, to be held in Dublin in April 2024;
- Completed phase IV of the strategic noise mapping programme for TII networks, required by Environmental Noise Regulations;
- Updated TII's Strategy for Adapting to Climate Change;
- Published Climate Change and Carbon Assessment guidelines;
- Progressed eight research projects from TII's Research Programme 2021 and initiated a tender competition for 2022;
- Maintained ISO 45001 accreditation of TII's Safety Management System;
- Updated TII's Research Strategy (2022-2026);
- Reported on TII actions under Phase 1 of the

Road Safety Strategy (2021-2030); and

- Updated TII's project appraisal guidelines to align with the Public Spending Code, NIFTI, the DoT's Common Appraisal Framework, the Climate Action Plan and the DoT's Sustainability Mobility policy 2022.

Our Goals for 2023

- Publish an enhanced 2022 National Road Network Indicators report on TII's website;
- Publish TII's National Roads 2040 Strategy aligning with Project Ireland 2040 and the DoT's National Investment Framework;
- Publish a new Service Area policy for motorways and dual carriageways;
- Publish new standard documents related to population and human health, water, noise, and soft landscape for national roads and greenways;
- Publish a new biodiversity policy and a landscape strategy;
- Complete a research project on automatic detection of archaeological features from Light detection and ranging (LiDAR) data using machine learning;
- Publish TII's new Cultural Heritage Guidelines;
- Progress the organisation and promotion of the Transport Research Arena conference, to be held in Dublin in April 2024;
- Publish a new Park and Share Strategy; and
- Progress TII's Actions in the Road Safety Strategy (2021-2024).



Luas, M50, Dublin



TII Regulatory

Land Use Planning

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

TII has the status of a statutory consultee for development management under Article 28 of the Planning and Development Regulations, as amended. Land Use Planning Section co-ordinates and manages TII's response to planning applications with input from TII colleagues. In addition, TII receives and assesses planning application proposals under other sections of the Planning Acts such as Strategic Infrastructure Development, State and Local Authority Developments, and sign licensing. The Section also responds to An Bord Pleanála requests on applications on appeal requiring input from TII, EIS and SEA scoping requests, and pre-planning referrals from local authorities.

Freedom of Information

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

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

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

Access to Information on the Environment

The European Communities (Access to Information on the Environment) Regulations 2007 to 2018 give legal rights to those seeking access to information on the environment from public authorities. Under the Regulations, information relating to the environment held by, or for, a public authority must, subject to certain exceptions, be made



available on request to any person. A dedicated email address (aie@tii.ie) is available to facilitate requests under the Regulations.

Re-Use of Public Sector Information

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

During 2022, TII continued to supplement the information we make freely available for re-use on the Government's Open Data portal at [Data.gov.ie](https://data.gov.ie).

Official Languages

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

Section 11 of the Act requires public bodies to prepare a scheme detailing the services the public body will provide through the medium of Irish, through the medium of English, and both languages. TII's current scheme, which covers the period from 2020 to 2023, was approved by the

Minister of State at the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media in 2020 and is published on the Official Languages section of our website.

Data Protection

The commencement of the Data Protection Act 2018 and the application of the General Data Protection Regulation (GDPR) during 2018 created a new legal framework that has significantly enhanced the data protection rights of individuals and strengthened the responsibilities of organisations when processing personal data. In 2022, TII continued to develop policies, systems and procedures aimed at increasing staff awareness of data protection obligations and ensuring TII's compliance with the requirements of data protection legislation. A dedicated email address (dataprotection@tii.ie) is in place to facilitate data protection queries.

Accessibility

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

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

During 2022, we continued to participate in the DoT's Accessibility Consultative Committee (ACC). The ACC brings together officials from the Department, relevant agencies, representatives from disability organisations and members of the Disability Stakeholder Group (DSG).

The Luas User Group consults on Light Rail, Metro, National Roads, and Motorway (including Motorway Service Areas) and in 2022 met on three pre-scheduled occasions, on 22nd March, 6th July, and 19th October. These meetings included updates and feedback on all ongoing projects, as well as discussions relating to operations and services across the public transport and roads networks. TII's Rolling Stock Team were invited to attend in October 2022 and presented to the Group on existing rolling stock, accessibility features and on future improvements.

In addition to the three scheduled meetings above, bespoke meetings were also arranged throughout the year. For example, on 22nd June, the User Group carried out a site walk to review various ongoing issues on the Luas Red Line. This proved constructive, and we have planned to arrange future site visits in 2023. On 15th November, a dedicated Metrolink presentation was held, with the intention of updating User Group Members on the project and informing them of various aspects of the Railway Order submission process.

In July 2022, TII's Access Officer worked with the National Disability Authority (NDA) to develop an 'Accessibility of Public Services: Public Consultations' presentation by the NDA to TII. Invitees included TII's senior project managers and those involved in public consultation, including relevant consultants. The purpose was to impress upon

the audience the importance of accessible communication, on the need to comply with the EU Accessibility of Websites and Mobile Applications Regulations 2020 and the Irish Sign Language Act 2017 and on the specific ways in which compliance might be achieved.

In line with the UN Convention on the Rights of Persons with Disabilities, TII has sought to engage directly with persons with disabilities, through the Disabled Persons Organisations (DPOs). An invitation to engage was sent to all members of the DPO Coalition in 2021 and again in 2022, following the submission of the Metrolink Railway Order. The purpose of the invitation was to enable groups or persons to consult directly on all projects, and on Metrolink in particular, should they so wish.

Customer Service

The provision of quality customer service is central to TII's activities, and we strive to continually improve our business practices to provide the highest standards in our dealings with our customers. How TII honours its commitments to providing quality service, and monitors performance, is set out in the TII Customer Charter and Customer Action Plan 2020–2023, which is available on the Customer Service page of our website. A dedicated email address (customerservice@tii.ie) is in place to facilitate customer service complaints for customers who feel that they may not have been treated adequately, courteously, or fairly in their dealings with the staff of TII.



M1 Park and Share, Louth

TII Governance Statement and Board Members' Report

The Board (Photos and Brief Biographies)



Mr. Gareth Llewellyn (Chairperson designate)

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

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



Mr. Peter Walsh (CEO)

Peter Walsh was appointed as TII's CEO in 2020. Prior to taking up this position Peter was TII's Director of Capital Programme Management from 2015. Peter Walsh is a Chartered Civil Engineer with more than 40 years' experience.



Mr. Joe O'Mahony

Joe O'Mahony was Managing Director of Northern Ireland Electricity from 2011 to 2014 following its acquisition by ESB. He has over 20 years experience managing major power infrastructure projects including a €3bn investment network renewal program for ESB Networks. He is a board member of KTL, Lagan Hibernian and the Centre for Competitiveness in Northern Ireland. Joe's term ended in June 2022.



Mr. Seamus Neely

Seamus Neely retired as the Chief Executive of Donegal County Council and is a former Chairperson of Donegal Tourism Ltd. Following a period in the private sector, Seamus has over 29 years of varied Public Service experience with over twenty years at Senior Management Level. Seamus' term ended in November 2022.



Mr. Aebhric Mc Gibney

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



Ms. Mary O'Donovan

Mary O'Donovan is a Chartered Director with Board experience in the public, private and charitable sectors. She is currently a Board member of the Residential Tenancies Board and a Board Member of An Post. She has broad experience at a senior level in operations, systems and general management and has held senior roles including Customer Services Director, Chief Information Officer, Chief Operations Officer and General Manager in the Telecommunications and BPO sectors.



Ms. Patricia O'Shea

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



Mr. Aidan Skelly

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

The Board (cont'd)



Mr. Damien Ó Tuama

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

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



Mr. Desmond Kenny

Des Kenny has over 35 years' experience working in the disability sector in Ireland, both professionally and on a voluntary basis campaigning for the rights and the inclusion of disabled people into mainstream life and services. He served as Chief Executive Officer of the National Council for the Blind of Ireland (NCBI) to his retirement.

Des has contributed to policy formation in the sector and served on a number of statutory boards including two four-year terms on the National Disability Authority. He is a holder of an MBA and an MSC-Econ in Health Care Management.



Ms. Colette Byrne

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



Cycleway, Mullingar to Athlone, Westmeath

Executive Team



Rachel Cahill

Director

Executive Office
and Sustainability
Lead

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



Pat Maher

Director

Network
Management

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



Nigel O'Neill

Director

Capital
Programme
Management

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

Nigel has more than 30 years' experience in the private and public sectors including civil engineering, project management, public procurement, strategic transport planning, Public Private Partnerships (PPP), tolling operations and light railway operations.



**Cathal
Masterson**

Director

Commercial
Operations

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



Tony Redmond

Director

Corporate
Services

Tony Redmond is Director of Corporate Services for TII. His previous role was Head of Procurement. He is a chartered management accountant with an MBS in Strategic Procurement from DCU. Prior to joining the public sector in 2002, Tony worked in the UK and USA mainly in the airline industry.



Helen Hughes

Director
Professional
Services

Helen Hughes is Director of Professional Services Division for TII. Her previous role was the Head of Strategic and Transport Planning in the National Roads Authority. She has over 30 years of experience in transport planning, project appraisal and project management in the UK, France and Ireland. She is a Chartered Engineer and holds a Bachelor of Civil Engineering degree and a Diploma in Project Management.



Audrey Keogh

Director
Business
Services

Audrey Keogh is Director of Business Services. The Business Services Division includes, HR, Finance, Governance and Legal and Land and Property. She is a Fellow of the Institute of Chartered Accountants in Ireland with over 25 years experience in Finance roles in the public sector, practice and industry.



Sean O'Neill

Director
Corporate
Communications

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

Sean is a member of the Public Relations Institute of Ireland and holds a Masters in Communications Management.



**Edel
McCormack**

Head of
Governance &
Legal Secretary
to the Board

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

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



Board Responsibilities

Matters Reserved for the Board

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

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

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

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



Delegation by the Board

The Board has delegated the following:

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

Statement of Responsibilities

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

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

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

In preparing those financial statements, TII is required to:

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

The Board is responsible for approving the annual plan and budget. The performance of TII as against the annual plan and budget is evaluated at every Board meeting. The Board considers the financial statements give a true and fair view of the financial performance and the financial position of TII on 31 December 2022.

Board Structure

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

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

Board Members annually complete a Board self-assessment evaluation questionnaire while Audit and Risk Committee members complete a checklist for the effectiveness of the Audit and

Risk Committee. The Code of Practice requires an external evaluation of Board Effectiveness every three years. An external review of effectiveness, as required by the Code of Practice, was carried out in 2022 and reported on to the Board in February 2023.

Gender Balance in the Board Membership

As at 31 December 2022, the Board had three (33.33%) female and six (66.67%) male members, with up to five positions vacant. A process to appoint further Board Members is ongoing with the Public Appointments Service (PAS).

The Board therefore does not meet the Government target of a minimum of 40% representation of each gender in the membership of State Boards. The Minister for Transport has sole discretion in appointments to the TII Board under the Roads Act.

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

Board Members - Schedule of Appointment Terms

	Board Member	Role	Date of First Appointment	Current Term Ends
1	Gareth Llewellyn	Chairperson	23.11.21	22.11.26
2	Peter Walsh	Chief Executive Officer	22.10.20	21.10.25
3	Joe O'Mahony*	Ordinary Member	14.02.13	30.06.22
4	Seamus Neely**	Ordinary Member	01.11.15	24.11.22
5	Mary O'Donovan	Ordinary Member	11.10.18	10.10.26
6	Aebhric Mc Gibney	Ordinary Member	11.10.18	10.10.26
7	Desmond Kenny	Ordinary Member	07.10.20	06.10.23
8	Patricia O'Shea	Ordinary Member	07.10.20	06.10.23
9	Damien Ó Tuama	Ordinary Member	07.10.20	06.10.23
10	Aidan Skelly	Ordinary Member	07.10.20	06.10.23
11	Colette Byrne	Ordinary Member	25.01.21	24.01.26

* Joe O'Mahony's Term of Appointment ended 30 June 2022

** Seamus Neely's Term of Appointment ended 24 November 2022

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

Audit and Risk Committee

The Audit and Risk Committee comprises of four Board members and an Independent Chairperson – Aidan Horan. The role of the Audit and Risk Committee (ARC) is to support the Board in their responsibilities for issues of risk, control and governance by reviewing the comprehensiveness of assurances in meeting the Board’s assurance needs and reviewing the reliability and integrity of these assurances. The responsibilities of the ARC are outlined in its written terms of reference, which are reviewed annually by the Committee and approved by the Board.

The ARC formally reports to the Board providing such information or advice, as deemed appropriate through the ARC Chair’s regular presentations to the Board about committee activities, issues and related recommendations. The ARC provides the Board with an annual report, timed to support the finalisation of the annual report and financial

statements and the review by the Board of the effectiveness of the system of internal control, summarising its conclusions from the work it has done during the year.

Strategy Committee

The Strategy Committee comprises of five Board members. The role of the Strategy Committee is to assist the Board in the preparation and adoption of a strategic plan for Transport Infrastructure Ireland. The responsibilities of the Strategy Committee are outlined in its written terms of reference, which are reviewed annually by the Committee and approved by the Board.

Both Committees formally report to the Board, providing such information or advice as deemed appropriate, through the Committee Chairperson’s presentations from time to time to the Board about Committee activities, issues and related recommendations. Both committees provide the Board with a report, timed to support the finalisation of the Annual Report and Financial Statements, summarising its conclusions from the work it has done during the year.

Board Members - Schedule of Attendance

2022	Board		Audit & Risk Committee		Strategy Committee	
	A	B	A	B	A	B
Gareth Llewellyn	12	12	-	-	10	10
Peter Walsh	12	12	-	-	10	10
Colette Byrne	12	12	9	9	-	-
Desmond Kenny	12	12	-	-	9	9
Aebhric Mc Gibney	12	11	-	-	9	8
Seamus Neely*	11	11	-	-	9	9
Mary O'Donovan	12	12	9	9	-	-
Joe O'Mahony**	6	6	-	-	6	6
Patricia O'Shea***	12	11	9	9	-	-
Damien Ó Tuama	12	12	9	9	-	-
Aidan Skelly****	12	11	5	4	5	5

*Seamus Neely's Term of Appointment ended in November 2022.

** Joe O'Mahony's Term of Appointment ended in June 2022.

*** As the Board was convened on 8th September 2022 with the sole purpose of considering the submission of the Metrolink Railway Order application, the Chair agreed with Patricia O'Shea that she absent herself from the meeting given her previously declared conflict of interest on the matter.

****Aidan Skelly was appointed to the Strategy Committee in June 2022.

Column A indicates the number of meetings held during 2022 when the Board Member was a member of the Board and/or Committee.

Column B shows the number of meetings attended during 2022 when the Board Member was a member of the Board and/or Committee.

Board Members - Schedule of Fees and Expenses

				2022	2022
			Note	Fees (€)	Expenses paid (€)
1	Gareth Llewellyn	Chairperson	Note 1	20,520	6,378
2	Peter Walsh	Chief Executive Officer	Note 1	-	-
3	Colette Byrne	Ordinary Member	Note 2	4,230	472
4	Desmond Kenny	Ordinary Member	Note 1	11,970	409
5	Aebhric Mc Gibney	Ordinary Member	Note 1	11,970	-
6	Seamus Neely	Ordinary Member	Note 2	10,805	2,985
7	Mary O'Donovan	Ordinary Member	Note 1	11,970	1,782
8	Joe O'Mahony	Ordinary Member	Note 2	5,985	-
9	Patricia O'Shea	Ordinary Member	Note 1	-	-
10	Damien Ó Tuama	Ordinary Member	Note 1	11,970	-
11	Aidan Skelly	Ordinary Member	Note 2	6,739	-
			Total	96,159	12,026

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

Note 2: Colette Byrne is entitled to Board fees following retirement from Kilkenny County Council on 24 August 2022 and paid pro rata. Seamus Neely's term of office ended 24 November 2022 and was paid pro rata. Aidan Skelly is entitled to fees following retirement from Eirgrid 7 June 2022 and paid pro rata. Joe O'Mahony's Term of Appointment ended 30 June 2022 and paid pro rata.

Key Personnel Changes

Other than the changes at Board level referenced in the table "Board Members - Schedule of Appointment Terms" there was no change to senior management.

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

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

Consultancy Costs

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

	2022	2021
Description	€'000	€'000
Legal advice	1,815	2,870
Tax, financial / actuarial advice	186	188
Other – project management and business support	188	121
Total	2,189	3,179
Consultancy costs capitalised	-	-
Consultancy costs charged to the Statement of Income and Expenditure	2,189	3,179
Total	2,189	3,179

Legal Costs and Settlements

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

	2022	2021
Description	€'000	€'000
Legal fees – legal proceedings	477	540
Conciliation and arbitration	-	1
Settlements	-	-
Total	477	541

These legal costs comprise costs for 3 cases. There are no costs on legal disputes involving other State bodies (2021: Nil). Additional costs and settlements were paid by TII's insurers. The conciliation and arbitration costs above relate to those costs directly incurred by TII and do not include conciliation and arbitration payments paid by Local Authorities.

Travel and Subsistence Expenditure

Travel and subsistence expenditure is categorised as follows:

	2022	2021
Description	€'000	€'000
Domestic		
- Board	9	-
- Employees	337	194
International		
- Board	3	-
- Employees	77	3
Total	426	197

Hospitality Expenditure

Income and Expenditure Account includes the following expenditure:

	2022	2021
Description	€'000	€'000
Staff hospitality	2	2
Client hospitality	2	-
Total	4	2

Risk Management

The Board has overall responsibility for determining the nature and extent of the significant risks it is willing to accept in order to achieve TII's strategic objectives.

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

TII Risk Management Policy

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

TII Risk Management Framework

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

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

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

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

TII Risk Appetite

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

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

Statement of Compliance

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

TII was in compliance with the Code of Practice for the Governance of State Bodies for 2022.

For 2022, TII was covered by the 2021 to 2025 Oversight and Performance Delivery Agreement between TII and the Department of Transport.

Compliance with Legislation

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

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



TII Human Rights and Equality

Transport Infrastructure Ireland is committed to ensuring that there is a culture of respect for Human Rights and Equality (HRE) among our staff and for the people to whom we provide services and acknowledges its public sector duty under Section 42 of the Irish Human Rights and Equality Commission Act 2014.

In 2020 TII carried out a preliminary assessment of areas in which its functions have the potential to impact upon human rights and equality. In completing a preliminary assessment, TII took a broad view of human rights and equality and was guided by the principles and rights set out in the Universal Declaration of Human Rights (UDHR). TII identified key areas in which the organisation has regard to Human Rights and Equality in its activities, which included:

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

Details on progress under these headings is set out below.

In addition, in 2022, TII assessed two new projects as relevant to planning and reporting under human rights and equality considerations. These are the MetroLink Project and Project BRUCE. TII is the Sponsoring Agency for MetroLink, a significant metro infrastructure project proposed for development in Dublin. Project BRUCE (Better Road User Charging Evaluation) is an options

evaluation study on the role of road use charging in ensuring the future and long-term viability of the national road network in Ireland following the expiry of existing tolling related Public Private Partnerships from 2033.

Details of how TII is managing HRE issues as part of the MetroLink Project and Project BRUCE are also included in this report. It is intended that HRE issues in the context of both of these projects will be monitored and reported on over the project terms.

TII completed the following HRE relevant activities in 2022:

1. Accessibility

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



In consideration of the above, TII continues to consult as widely as possible on matters of disability, to adhere to best practice in sustainable and accessible public transport and to seek innovative ways of progressing the goals set out in both international and national policy. The Luas User Group advises TII in relation to the accessibility of its transport services and facilities with a view to improving public transport services for everybody in accordance with “Transport Access for All,” the Department’s Sectoral Plan under the Disability Act 2005 and the National Disability Strategy Implementation Plan. The Luas User Group consults on Light Rail, Metro, National Roads, and Motorway (including Motorway Service Areas) and in 2022 met on three pre-scheduled occasions. These meetings included updates and feedback on all ongoing projects, as well as discussions relating to operations and services across the public transport and roads networks. TII’s Rolling Stock Team attended one of the meetings and presented to the Group, inviting feedback on existing rolling stock and accessibility features and on future improvements. In addition to the three scheduled meetings, bespoke meetings were also arranged. For example, the User Group carried out a site walk to review and discuss several ongoing issues on the Luas Red Line. This proved constructive and it is planned to arrange future site visits. A dedicated Metrolink presentation was also held, with the intention of updating User Group members on the project and informing them of various aspects of the Railway Order submission process.

TII’s Access Officer worked with the National Disability Authority to develop an ‘Accessibility of Public Services: Public Consultations’ presentation by NDA to TII. Invitees included senior project managers and those involved in public consultation, including relevant consultants. The purpose was to impress upon the audience the importance of accessible communication, on the need to comply with the EU Accessibility of Websites and Mobile Applications Regulations 2020 and the Irish Sign Language Act 2017 and on the specific ways in which compliance might be achieved.

In line with the UN Convention on the Rights of Persons with Disabilities (ratified by Ireland in 2019) TII has sought to engage directly with persons with disabilities, through the Disabled Persons Organisations (DPOs). An invitation to engage was sent to all members of the DPO Coalition in 2021 and again in 2022, following the submission of the Metrolink Railway Order. The purpose of the email was to enable groups or persons to consult directly on all projects - and on Metrolink in particular - should they so wish. Voice of Vision Impairment (VVI) were the only DPO to engage and TII held a bespoke Metrolink meeting with VVI and the Metrolink Project Team on 19th December 2022. Several, more general meetings have been held with VVI over the past two years.

There were a number of issues which arose on the Metrolink project relating to disability, including concerns around accessible formats – such as braille maps – for those who need it. Seeking suppliers and arranging this work, though difficult, has proved a useful learning exercise, which can

be applied to all projects going forward. Further detail on the manner in which HRE issues have been approached in the Metrolink Project are set out under 'MetroLink' below.

As well as the requisite Access and Inquiry Officer roles, TII has an established internal Accessibility Committee to promote a cross-divisional approach to accessibility and to encourage the highest standards of service for all users. The Committee comprises of individuals from across all the directorates of TII and has developed protocols to address, inter alia: The Irish Sign Language Act 2017, the European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020 and the Employment Equality Act 2015. The Committee met on four occasions in 2022 and covered a variety of topics, most notably ways of ensuring the highest standards of web accessibility across all TII-controlled fora.

TII's innovation project, entitled 'ALL Aboard: TII's Accessibility Podcast,' was launched internally in 2022, with a public launch planned for Q2 2023. It is hoped that the medium of podcast will facilitate an innovative and informal way of communicating with users and the wider public, promote barrier-free travel and cultivate a better understanding of the needs of users. A presentation on the project was made to the UTP in May 2022 and feedback to date has been positive.

2. Human Health and Safety

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

During 2022, TII continued to improve and implement its Safety Management System (SMS) in line with best practice and ISO 45001 requirements. TII also developed the SMS to take account of blended working and assessed working arrangements to ensure the health, safety and wellbeing of TII employees. TII were recertified for ISO45001 in May of 2022.

TII continued its Flourish Programme which aims to look at wellbeing from three interlinking perspectives – Physical Wellbeing, Mental Wellbeing and Social Wellbeing. TII's Wellness Weeks took place from 7 November until 18 November 2022.

3. Gender Balance, Diversity and Inclusion

TII continued to build on awareness of Diversity, Equity & Inclusion with all staff in 2022 through a range of initiatives. TII ran a webinar series about the Multigenerational Workplace to increase awareness about how different age cohorts like to work together. TII also rolled out unconscious bias training for all staff. In March of 2022, TII marked International Women's Day with a speaker addressing overcoming adversity to succeed. The Executive Team also completed Inclusive Leadership training. TII has a wellness programme in place called Flourish and each year a range of topics are covered. This year a presentation was delivered in relation to Menopause. Further plans are being developed to support women in the workforce through Menopause.

An Employee Engagement Survey issued in November 2022 which addressed a number of topics, including in the area of Diversity & Inclusion. The results of this survey will be disseminated to staff in Q1 2023 and action plans will be prepared. In 2022 TII published its first Gender Pay Gap report.

4. Sustainability

Sustainability has become the guiding principle by which TII carries out its functions. There has been extensive activity under Sustainability in 2022 and this is set out in detail in the Annual Report under the heading 'Sustainability at TII'.

5. MetroLink

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

(a) Consideration of Property Rights

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

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

(b) Protection from property damage

Property Owners Protection Scheme (POPS) – this voluntary scheme will comprise condition surveys of relevant residential properties (within 30 metres of the edge of the tunnel alignment or 50 metres of station structures) to ascertain the condition of the properties before, during (if deemed necessary) and after the completion of the proposed project. The surveys will determine whether there has been any deterioration of the properties surveyed, whether same may

be attributable to the proposed project, and recommend repairs as appropriate.

(c) Human health & welfare

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

(d) Accessibility - Station and Boarding

The proposed Project has been designed on the principle of Access for All. The design has been developed to meet all legislative requirements relevant to accessibility including the Disability Act 2005 and in turn the Sectoral Plan for Accessible Transport under the Disability Act 2005 (DTTAS 2012). The proposed Project will include the following features:

- The floor of the train will be at same level as the platform;
- There will be a very narrow gap between the train and the platform;
- Wheelchair users will be able to access each train;
- The interior is designed to ensure maximum visibility of grab rails and other features;
- Audio-visual information is provided on board and at platforms;
- All platforms incorporate ramps or lifts for access purposes;
- All platforms feature help points, which incorporate induction loops for people with hearing impairments;

- Changes in level, platform edges and crossing points are highlighted using tactile paving;
- Audio and Braille guides are available as well as a tactile map of the system;
- Ticket vending machines are equipped with audio support options as well as a user selectable high contrast interface;
- The smartcard validation system incorporates audio and visual function indicators.

(e) Sports and Recreation Amenities

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

In addition to the measures taken as part of the Railway Order application process, TII has included provisions in key contracts, requiring contractor support in the fulfilment of TII's public sector duty and is presently establishing a project working group to consider HRE issues at the contract procurement stage.

6. Project BRUCE

Project BRUCE is an options evaluation study on the role of road use charging in ensuring the future and long-term viability of the national road network in Ireland following the expiry of existing tolling related Public Private Partnerships from 2033. Five objectives have been identified to evaluate potential road user charging options under consideration and to ensure robust and structured decision making: Climate Action, Financial Sustainability, Connectivity and Growth, Health & Safety, and Equity & Inclusion.

The aim of the Equity and Inclusion objective is to ensure economic and social opportunities can be accessed by people of all demographics and geographies across generations. The associated criteria for the objective is to (1) avoid undue negative impacts on vulnerable groups, (2) avoid undue negative impacts on rural and vulnerable areas, and (3) to ensure that any option considered for road user charging would continue to enable the connectivity of people, goods and places. The Equity and Inclusion objective ensures each option is being considered in terms of the impact it may have on individuals with differing needs and circumstances. This will ultimately support the identification of a preferred option and any associated measures required to mitigate negative equity impacts.

To support the evaluation process, an Agent Based Model has been developed and used to specifically assess the impact of potential options on individuals. Segments and personas have been developed based on the socio demographic outputs of the model and enriched through qualitative insights, to evaluate equity impacts.

Equity and Inclusion will continue to be at the core of Project BRUCE as it progresses, including across all future public consultations and stakeholder engagements, ensuring equity is at the centre of the on-going evaluation and consultative decision-making process.

Protected Disclosures

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

There were no disclosures by TII employees in the reporting period up to 31st December 2022 ('the reporting period').

TII received two disclosures, which were treated as potential Protected Disclosures under Section 6 of the Act, in the reporting period. Relevant staff of TII undertook appropriate investigations of the matters involved.

One of the disclosures was made anonymously and TII assessed the details disclosed and determined that the disclosure did not contain information that gave rise to a reasonable belief of a relevant wrongdoing as specified at Section 5 of the Protected Disclosures Act. There were no open investigations from previous years in relation to the alleged wrongdoing of the subject matter of this disclosure.

The other disclosure was by a worker who had raised a concern in 2020 and was a continuation of that disclosure. The investigation into the 2020 disclosure had not been closed. The information was fully investigated both internally and by an external party and, although TII assessed that the information raised some valid concerns, the investigation did not conclude that there was wrongdoing by any individual or individuals. Recommendations were made for the resolution of the issues identified and all recommendations have been implemented, with the exception of one recommendation which will be closed out in 2023. There was no financial loss to TII arising out of the issues the subject matter of this disclosure.

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

Prompt Payments

Details	No. of Payments	Value €	% of Total Payments Made
Total payments made in 2022	2328	579,573,887	100%
Number of payments made within 15 days	1,815	451,485,183	78%
Number of payments made within 16 to 30 days	513	128,088,704	22%
Number of payments made in excess of 30 days	0	0	0%



Gareth Llewellyn

Chairperson

27 June 2023

Financial Statements for the year ended 31 December 2022

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Information

Chairperson

Gareth Llewellyn

Board Members*

Colette Byrne
Desmond Kenny
Aebhric Mc Gibney
Seamus Neely*
Mary O'Donovan
Joe O'Mahony*
Patricia O'Shea
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Ulster Bank
Head Office
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NTMA
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Registered Address

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*Retired from Board during 2022



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Transport Infrastructure Ireland

Opinion on the financial statements

I have audited the financial statements of Transport Infrastructure Ireland for the year ended 31 December 2022 as required under Article 5 of the third schedule to the Roads Act 1993. The financial statements comprise

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

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of Transport Infrastructure Ireland at 31 December 2022 and of its income and expenditure for 2022 in accordance with Financial Reporting Standard (FRS) 102 — *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

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

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

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

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

I have nothing to report in that regard.

Seamus McCarthy
Comptroller and Auditor General

29 June 2023

Appendix to the report

Responsibilities of Board members

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

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

Responsibilities of the Comptroller and Auditor General

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

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

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

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

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

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

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

I report by exception if, in my opinion,

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

Information other than the financial statements

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

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

Reporting on other matters

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

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

Statement on Internal Control

Scope of Responsibility

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

Purpose of the System of Internal Control

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

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in TII for the year ended 31 December 2022 and up to the date of approval of the financial statements.

Capacity to Manage Risk

TII has an Audit and Risk Committee (ARC) comprising four Board members and one external member, with financial and audit expertise, one of whom is the Chair. The ARC met nine times in 2022.

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

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

Risk and Control Framework

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

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

The ARC review risk registers, policies, appetite statement and plans. The enterprise risk register is reviewed by the ARC at each ARC meeting. Their work supplements the contribution of the Board Members to the Board's management and oversight of risk and serves to inform the Board's review and approval of the enterprise risk register together with risk policies, appetite and plans.

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

- establishing an ARC and a Strategy Committee as sub-committees of the Board,
- a dedicated procurement section within TII and best practice corporate procurement guidelines,
- a dedicated Governance and Legal section within TII, including a dedicated Corporate Risk Manager, an Information Security Officer

and an Assurance and Performance Reporting Manager,

- a Governance Committee consisting of senior members of staff to support TII as regards its responsibilities for issues of corporate governance and compliance including risk and internal control particularly the comprehensiveness of assurances in meeting the requirements of the Code of Practice for the Governance of TII and the ARC and Board's assurance needs,
- Establishing various other committees such as Learning and Development, Health and Safety, Corporate Procurement, Data Protection, Property, Business Continuity and Cyber Security which provide annual assurances to the ARC,
- a Governance Calendar which explicitly sets out how the senior executive work programme aligns within key governance obligations and reporting requirements to the Board and the Board Committees,
- adoption and implementation of the Public Spending Code as related to public expenditure in accordance with Department of Transport (DoT) and TII guidelines for capital projects, capital and operational programmes and PPP projects,
- establishing project governance arrangements for complex /high risk/value projects and operations including MetroLink, Tolling, Luas, PPPs and national roads projects,
- a Code of Business Conduct requiring Board members, management and staff to maintain the highest ethical standards,
- ensuring compliance with the requirements relating to Declaration of Interests as specified in the Standards and Ethics in Public Office Acts and Section 40 of the Roads Act 1993,
- policies and procedures for staff performance management, for professional and technical training and continuing professional development,
- systematic reviews by Internal Audit of internal controls,
- externally commissioned control reviews of key businesses and business processes,

- documented procedures for all key business processes,
- specific training and awareness programs designed to mitigate identified risks related to current and emerging threats and significant compliance issues,
- restricting authorisation of disbursement of monies to authorised signatories,
- the assignment of financial responsibilities and corresponding accountability at management level,
- a comprehensive budgeting system with an annual plan and budget which is subject to Board approval,
- systems and processes in place regarding annual/multiyear budgets, allocations and future commitments,
- systems and procedures in place aimed at ensuring the security of the information and communication technology systems,
- financial control systems in place to ensure stewardship of financial resources and the safeguarding of assets,
- control procedures over grant funding to local authorities to ensure the funding has been applied for the purpose intended and in accordance with guidelines issued, and
- procedures for determining and reporting significant control failures and ensuring appropriate corrective action.

Ongoing Monitoring and Review

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

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

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

In particular, it includes:

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

Blended Working, Cyber Security and COVID-19

Following on from the COVID-19 pandemic, 2022 saw the return of all staff to the office in line with Government's "Work Safely Protocol". The return was on a blended basis and following the launch of the Department of Public Expenditure NDP Delivery and Reform's "Blended Working Policy Framework for Civil Service Organisation", TII introduced its Blended Working Policy in September 2022.

Controls over key financial and other processes continued to be monitored and remained substantially the same as they were both pre-pandemic and while working fully remotely. Risks

associated with the transition to blended working, such as data protection and information security have been assessed and are being managed in accordance with TII's Risk Management Policy.

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

Review and testing of Incident Response plans to a fraud or cyber-attack including ransomware simulations were conducted during the year.

The wellbeing and health and safety of our staff continued to be an area of focus with a wellbeing programme in place and staff encouraged to attend talks and events throughout the year. In addition, there was continued engagement with staff throughout the year on requirements under the Code of Practice.

The COVID-19 pandemic caused significant reductions in revenues within our commercial operations resulting in operating deficits which were funded by a PSO grant from NTA. In 2022, our tolling revenues have continued to recover and now exceed 2019 levels. By November 2022, Luas patronage had returned to pre-pandemic levels, however, a 20% reduction in fares in May 2022 and inflation impacts have resulted in the requirement for continued PSO support in 2022.

Economic Environment

The war in Ukraine and high inflation rates have also impacted TII's business in 2022 in terms of access to supply chain and rising costs. We have experienced a major contractor go into receivership and reducing numbers of tenderers on certain contracts. The Government introduced new measures in May 2022 to address inflation costs in construction, including risk-sharing of costs between clients and contractors. Subsequently, the OGP published details of

the Inflation/Supply Chain Delay Co-operation Framework Agreement. These measures provide for risk-sharing for inflation costs and are expected to materially assist TII in managing the delivery of its Capital Programme.

TII's Board, supported by its committees and management continually assessed the financial and operating scenarios that emerged during 2022 and managed the associated risks through the existing risk structures, ensuring TII maintained an effective control environment.

Regional & Local Roads

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

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

Procurement

I confirm that TII has procedures in place to ensure compliance with current procurement rules and guidelines and that overall during 2022 TII complied with those procedures. In instances where a requirement for improvements to the design or implementation of those procedures was identified, an appropriate response was agreed between the responsible parties and implemented by management under the supervision of the ARC.

Review of Effectiveness

TII's monitoring and review of the effectiveness of the system of internal control is informed by the review and consideration of the programme of Internal Audit and consideration of its reports and findings; review of regular reporting from Internal Audit on the status of the internal control environment and the status of issues raised previously from their own reports; the ARC, which oversees the work of Internal Audit; the Executive

Team within TII, who have responsibility for the development and maintenance of the internal control framework; and comments made by the Office of the Comptroller and Auditor General in their management letter or incidents and related reports on material internal control issues.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2022 on 28th February 2023.

Internal Control Issues

Work was undertaken on 15 audits in 2022 by Internal Audit, with eight reports presented to the ARC in 2022 and a further seven reports presented in January 2023. Seven of these reports were performed directly by the Internal Audit function while eight were commissioned from external parties. These reports resulted in recommendations which have been implemented or are in the process of being implemented.

No weaknesses in internal control were identified in relation to 2022 that require disclosure in the financial statements.



Gareth Llewellyn

Chairperson

27 June 2023

Statement of Income and Expenditure

For the year ended 31 December 2022

	Note	Administration 2022 €'000	Light Rail & Metro 2022 €'000	Road Network 2022 €'000	Total 2022 €'000	Total 2021 €'000
State Grants	2	32,803	68,941	1,374,712	1,476,456	1,545,205
Grant Refunds	3	0	0	7,860	7,860	933
Toll Income	4	0	0	203,839	203,839	157,756
Other Income	5	5,486	2,492	9,615	17,593	9,809
Total Income		38,289	71,433	1,596,026	1,705,748	1,713,703
Expenditure	6	(36,836)	(113,326)	(1,445,325)	(1,595,487)	(1,607,252)
Operating surplus/ (deficit)		1,453	(41,893)	150,701	110,261	106,451
Transfer from/(to) Capital	12	443	42,572	(89,142)	(46,127)	(49,566)
Finance Charges	11	(1,422)	0	(25,932)	(27,354)	(27,493)
Interest Receivable		31	89	236	356	58
Retained surplus for the year		505	768	35,863	37,136	29,450

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

On behalf of the Board of Transport Infrastructure Ireland:



Gareth Llewellyn
Chairperson
27 June 2023



Peter Walsh
Chief Executive Officer
27 June 2023

Statement of Comprehensive Income

For the year ended 31 December 2022

	Note	2022 €'000	2021 €'000
Retained Surplus for the Year		37,136	29,450
Defined Benefit Unfunded Schemes:			
Experience (Loss) on Defined Benefit Retirement Obligations		(6,904)	(3,377)
Changes in Assumptions Underlying the Present Value of Defined Benefit Retirement Benefit Obligations		38,868	(2,218)
Total actuarial gain/(loss) for Unfunded Schemes	20c	31,964	(5,595)
Defined Benefit Funded Scheme:			
Experience (loss)/gains on Defined Benefit Retirement Obligations		(2,297)	333
Changes in Assumptions Underlying the Present Value of Defined Benefit Retirement Benefit Obligations		897	(114)
Total actuarial (loss)/gain for Funded Schemes	20c	(1,400)	219
Total actuarial gain/(loss)	20c	30,564	(5,376)
Decrease/(Increase) in Irrecoverable Surplus on Defined Benefit Retirement Scheme	20c	1,391	(227)
		31,955	(5,603)
Adjustment to Defined Benefit Retirement Obligations	20e	(31,964)	5,595
Net movement in the Year		(9)	(8)
Other Comprehensive Income for the year		37,127	29,442

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



Gareth Llewellyn
Chairperson
27 June 2023



Peter Walsh
Chief Executive Officer
27 June 2023

Statement of Changes in Capital and Reserves

For the year ended 31 December 2022

	Retained Revenue Reserves Administration €'000	Retained Revenue Reserves Light Rail & Metro €'000	Retained Revenue Reserves Road €'000	Capital Account €'000	Development Levies and Contributions €'000	Total €'000
At 31 December 2020	6	54,106	480,710	2,262,325	88,897	2,886,044
Retained surplus/(deficit) for the year	(923)	(483)	30,856	0	0	29,450
Movement in Development Levies and Contributions [Note 21]	0	0	0	0	7,241	7,241
Income used to purchase fixed assets or fund capital payments	0	0	0	132,756	0	132,756
Amortisation in line with depreciation/finance charge	0	0	0	(83,190)	0	(83,190)
Asset disposals and impairments	0	0	0	0	0	0
Other recognised losses	(8)	0	0	0	0	(8)
At 31 December 2021	(925)	53,623	511,566	2,311,891	96,138	2,972,293
Retained surplus for the year	505	768	35,863	0	0	37,136
Movement in Development Levies and Contributions [Note 21]	0	0	0	0	9,358	9,358
Income used to purchase fixed assets or fund capital payments	0	0	0	132,160	0	132,160
Amortisation in line with depreciation/finance charge	0	0	0	(86,033)	0	(86,033)
Asset disposals and impairments	0	0	0	0	0	0
Other recognised losses	(9)	0	0	0	0	(9)
At 31 December 2022	(429)	54,391	547,429	2,358,018	105,496	3,064,905

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



Gareth Llewellyn
Chairperson
27 June 2023



Peter Walsh
Chief Executive Officer
27 June 2023

Statement of Financial Position

At 31 December 2022

	Note	2022 €'000	2021 €'000
Fixed Assets			
Property, Plant and Equipment	13	3,634,576	3,607,970
Current Assets			
Receivables	14	27,529	114,455
Cash and Cash Equivalents		178,879	47,658
		206,408	162,113
Creditors (Amounts Falling Due Within One Year)			
Payables	15	(100,862)	(100,855)
Net Current Assets		105,546	61,258
Creditors (Amounts Falling Due After One Year)			
Payables	16	(512,744)	(528,740)
Provisions for Liabilities and Charges	19	(162,473)	(168,261)
Retirement Benefits			
Defined Benefit Retirement Obligations	20d	(101,520)	(128,138)
Defined Benefit Deferred Retirement Funding	20d	101,520	128,138
Defined Benefit Pension Surplus	20f	0	66
Total Net Assets		3,064,905	2,972,293
Financed By			
Reserves			
Capital Account	12	2,358,018	2,311,891
Development Levies and Contributions	21	105,496	96,138
Retained Revenue Reserves (as per Statement of Changes in Capital and Reserves)		601,391	564,264
		3,064,905	2,972,293

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



Gareth Llewellyn
Chairperson
27 June 2023



Peter Walsh
Chief Executive Officer
27 June 2023

Statement of Cash Flows

For the year ended 31 December 2022

	2022 ‘€000	2021 ‘€000
Net Cash Flows from Operating Activities		
Retained Surplus / (Deficit) for the Year	37,136	29,450
Depreciation, impairment and disposal of Fixed Assets	67,537	64,143
Amortisation of levies and deferred credits	(1,512)	(1,512)
Transfer to Capital	46,127	49,566
Bank interest	(356)	0
Pension charge	0	158
Increase in Receivables	14,746	26,295
Increase in Provisions	(5,788)	3,653
(Decrease) / Increase in Payables	1,163	(19,807)
Net Cash Inflow from Operating Activities	159,053	151,946
Cash Flows from Investing Activities		
Payments to acquire Property, Plant & Equipment	(109,984)	(115,725)
Purchase of Guaranteed Notes	73,000	(73,000)
Development Levies and Contributions	8,796	11,032
Bank interest received	356	58
Net Cash Outflow from Investing Activities	(27,832)	(177,635)
Net Increase/(Decrease) in Cash and Cash Equivalents	131,221	(25,689)
Cash and cash equivalents at 1 January	47,658	73,347
Cash and cash equivalents at 31 December	178,879	47,658

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



Gareth Llewellyn
Chairperson
27 June 2023



Peter Walsh
Chief Executive Officer
27 June 2023

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies

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

a) General Information

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

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

TII is a public benefit entity.

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

b) Statement of Compliance with FRS 102

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

c) Basis of Preparation

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

d) Foreign currency

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

e) Income

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

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

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies (Cont'd)

e) Income (Cont'd)

Development levies and contributions

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

Refunds of grants paid to Local Authorities

Grant refunds reflect the actual amounts received from local authorities in the year.

Toll Income TII recognises toll income due from operators on an accruals basis. The toll income represents charges levied by toll operators after deduction of certain charges and interoperability payments.

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

Provision of Luas infrastructure TII licences the Luas infrastructure to an operator, with whom TII has a contract to operate and maintain the Luas system for a fixed price per annum – the “Base Yearly Amount”. Where revenues collected by the operator exceed the Base Yearly Amount, a surplus arises for TII and where revenues collected by the operator are less than the Base Yearly Amount, a deficit arises for TII. The surplus or deficit is recognised in the Statement of Income and Expenditure on an accruals basis.

Revenue generated from Luas associated assets

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

Other Income

Other income is recognised on an accruals basis.

f) Property, Plant and Equipment

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

Capitalisation

Light rail & metro projects

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

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

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

1. Accounting Policies (Cont'd)

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

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

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

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

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

Road network

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

The construction payments set out in the contract are used as a measure of the future minimum lease payments. In discounting the minimum lease payments TII selected a discount rate of 4% following consultation with the National Development Finance Agency (NDFA) on the

basis that it reflected an appropriate rate for long term infrastructure assets.

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

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

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

Expenditure Threshold

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



New Ross Bridge, Wexford

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies (Cont'd)

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

Depreciation

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

disposal, if the asset were already of an age and in the condition expected at the end of its useful life.

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

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

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

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

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

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies (Cont'd)

g) Leases

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

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

h) Receivables

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

i) Operating Leases

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

j) Interest receivable and interest payable and similar charges

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

k) Employee Benefits

Short-term Benefits

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

Retirement Benefits

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

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

1. Accounting Policies (Cont'd)

k) Employee Benefits (Cont'd)

Defined Contribution Pension Scheme [Closed to new members]

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

Funded Defined Benefit Pension Scheme [Closed to new members]

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

Unfunded Defined Benefit Pension Scheme [Closed to new members]

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

Single Public Services Pension Scheme ("Single Scheme")

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

l) Reserve

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

m) Provisions for Liabilities and Charges

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

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

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies (Cont'd)

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

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

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

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

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

n) Payments to Local Authorities

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

o) Service concession agreements (Public Private Partnerships)

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

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

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

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

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

1. Accounting Policies (Cont'd)

p) Critical Accounting Judgements and Estimates

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

Road Network: Valuation, Depreciation and Residual Values

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

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

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

Infrastructure assets acquired under service concession agreements are, under specific contractual obligations in those agreements,

handed back to TII at the end of the concession term with useful lives equivalent to that of the asset when originally commissioned. Performance of the "hand back" provisions is guaranteed by significant financial retentions and penalties provided for in the concession agreements. As a result of these provisions TII does not charge depreciation on these assets.

Provisions and estimates

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

Exchequer Advances Repayable

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

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

Notes to the Financial Statements for the year ended 31 December 2022

1. Accounting Policies (Cont'd)

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

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

Variable Operational Payments:

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

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

Accruals

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

Retirement Benefit Obligation

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

- (i) the discount rate, changes in the rate of return on high-quality corporate bonds
- (ii) future compensation levels, future labour market conditions.

q) Inventory

All consumables are written off in the year of purchase.



Notes to the Financial Statements for the year ended 31 December 2022

2. State Grants

State grants of €1,472m (2021: €1,541m)^{****} were received in 2022 from the Department of Transport, (Vote 31) and the National Transport Authority (NTA) under the following subheads:

	2022 €'000	2021 €'000
Administration:		
C 3.3 Administration	33,323	29,707
Less Single Pension Scheme contributions remitted	(594)	(516)
Reimbursement for Road material testing from DoT	74	71
	32,803	29,262
Road Network:		
B 3.1 National Road Construction and Improvement *	0	657,900
C 3.1.2 National Road Capital Investment Protection & Renewals*	279,350	0
C 3.2 National Road Construction of New Roads*	289,500	0
C 3.1.1 National Road Current Maintenance	34,850	34,850
C 3.4 Public Private Partnership Operations	120,150	136,000
C 3.5.2 / C3.6 Regional Asset Protection and Renewal & Local Road Grant Payments Capital**	559,851	523,554
C 3.5.1 Regional and Local Road Grant Payments Current**	44,109	43,677
A.4.1 Greenways	42,700	23,857
Reimbursement for Decarbonisation Schemes - Alternatively Fuelled Heavy Duty Vehicles (AFHDV) & Zero Emission Vehicles Ireland (ZEVl) from DoT	1,084	159
Reimbursement for salt stock for regional roads from DoT	3,118	3,744
	1,374,712	1,423,741
Light Rail and Metro:		
NTA Capital Programme	44,481	60,037
NTA PSO Grant***	24,460	32,165
	68,941	92,202
Total Grants & Reimbursements	1,476,456	1,545,205

Grants may only be used for the purposes for which they have been approved.

*The grant category of "Construction and Improvement" from 2021 has been divided by the DoT into two new grant categories for 2022; "Capital Investment Protection & Renewals" and "Construction of New Roads".

**Historically, both the National Roads Authority and DoT made payments to local authorities for the construction, improvement, maintenance and management of local and regional roads. In 2014, DoT assumed responsibility for the management of these payments including approval for payment. TII now acts as a paying agent and issues the relevant payments on instruction from DoT. In 2022, TII issued payments totalling €604m (2021: €567m) (notes 9a and 9b) to local authorities from funding received by it from DoT. DoT has always been and continues to be responsible for determining the annual allocations to local authorities in respect of regional and local roads. In addition to the above, DoT makes some payments directly to local authorities for regional and local roads.

*** During 2022 and 2021 the NTA provided a Public Service Obligation (PSO) grant in relation to the provision of Luas Services.

**** State Grants Total does not include reimbursement for Salt Stock (€3.1m), road material testing (€0.07m) and Decarbonisation Schemes (€1.1m).

2a. EU Grants

Under the European Commission funding instrument CEF (Connecting Europe Facility), TII received payment from Arc Atlantique of €1m in 2022, (there were no EU Grants received in 2021). These funds were remitted to DPENDR and are not included in our grant income in note 2.

3. Grant Refunds

Grant refunds from local authorities were as follows:

	2022 €'000	2021 €'000
National Road Construction and Improvement	0	892
National Road Capital Investment Protection & Renewals	1,016	0
National Road Construction of New Roads	6,501	0
National Road Current Maintenance	324	41
Public and Sustainable Transport Investment Programme	19	0
	7,860	933

4. Toll Income

	2022 €'000	2021 €'000
Dublin Tunnel	22,329	13,739
M50 eFlow	172,443	140,016
M1 Dundalk Western Bypass	2,013	-
M4 Kilcock/Kinnegad	7,054	4,001
	203,839	157,756

During 2022 traffic volumes and revenue for the M50 eFlow and Dublin Tunnel recovered to pre-COVID-19 levels. The recovery in traffic volumes also positively impacted revenue share from M1 and M4 PPP schemes.

Toll income represents:

- Tolls levied by toll operators after deduction of certain charges, including interoperability service fees and bank charges, and interoperability settlements to other toll operators.
- Included in M50/eflow toll income is €11.9m of penalty income. (2021: €7.5m)
- A share of revenue due under the terms of the PPP contract for the M4 Kilcock/Kinnegad and M1 Dundalk Western Bypass schemes.

Notes to the Financial Statements for the year ended 31 December 2022

5. Other Income

	Note	2022 €'000	2021 €'000
Administration	5a	5,486	4,844
Light Rail & Metro	5b	2,492	1,644
Road Network	5c	9,615	3,321
		17,593	9,809

5a. Other Income - Administration

	Note	2022 €'000	2021 €'000
Net Deferred Funding for Pensions	20e	5,346	4,689
Sundry Income		140	155
		5,486	4,844

5b. Other Income - Light Rail & Metro

	2022 €'000	2021 €'000
Surplus / (Deficit) generated from Luas Associated Assets	663	(121)
Rental Income	317	253
Amortised Levies and Deferred Credits	1,512	1,512
	2,492	1,644

By the fourth quarter 2022, Luas passenger numbers had largely returned to pre-COVID-19 levels across both lines, positively impacting income generated from Luas Associated Assets.

5c. Other Income - Road Network

	2022 €'000	2021 €'000
Sundry Income	1,304	1,661
Motorway Service Area Revenue Share	4,086	857
Insurance Risk Sharing Income	4,225	803
	9,615	3,321

Traffic volumes and associated journeys throughout the national road network largely recovered in 2022 from the impact of COVID-19 restrictions, positively impacting income from Motorway Service Area Revenue Share.

Motorway Service Area Revenue Share: TII has awarded two Motorway Service Area (MSA) PPP Contracts. The Tranche 1 MSA Contract was awarded in October 2009 and provided for Motorway Service Areas on the M1 and M4. The Tranche 2 MSA Contract was awarded in July 2018 and provided for Motorway Service Areas

on the M6, M9 and M11. Both of these contracts include revenue share provisions. Revenue due for 2022 amounted to €4.1m (2021: €0.9m).

Insurance Risk Sharing: A number of PPP projects have an insurance risk-sharing clause. Under this clause, the insurance costs are reviewed every three years, and depending on costs incurred in the period, compensation may be payable to TII, or payable by TII. Income due in respect of insurance risk sharing in 2022 amounted to €4.2m (2021: €0.8m).

Insurance Risk Sharing	2022 €'000	2021 €'000
N25 Waterford	0	447
N8 Rathcormac Fermoy	988	0
M7/M8 Porlaoise	46	0
M3 Clonee/Kells	1,038	0
N6 Galway/Ballinasloe	938	0
M1 Dundalk Western Bypass	1,215	0
Limerick Tunnel	0	257
N11 Arklow Rathnew	0	99
	4,225	803

Notes to the Financial Statements for the year ended 31 December 2022

6. Expenditure

	Note	2022 €'000	2021 €'000
Administration	7	36,836	34,610
Light Rail & Metro	8	113,326	125,695
Road Network	9/10	1,445,325	1,446,947
		1,595,487	1,607,252

7. Expenditure - Administration Costs

	Note	2022 €'000	2021 €'000
Remuneration and Other Pay costs	7a	30,126	28,222
Accommodation costs	7d	2,783	2,755
Other Administration costs	7e	3,401	3,075
Depreciation		526	558
Total Administration costs		36,836	34,610

Hospitality of €4k (2021: €2k) is included in the above figures.

7a. Remuneration and Other Pay Costs

	Note	2022 €'000	2021 €'000
Salaries		22,476	21,033
Overtime		79	71
Health Insurance		1	1
Pension Costs	20a	5,369	5,151
Employer's Contribution to Social Welfare		2,263	2,045
Board Members' Emoluments and Expenses		108	93
		30,296	28,394
Less: secondment income		(170)	(172)
		30,126	28,222

Additional Superannuation Contributions, ASC, of €721k (2021 €639k) have been deducted and paid over to DoT.

No termination payments have been made in the year (2021: €Nil).

Notes to the Financial Statements for the year ended 31 December 2022

7b. Employee Benefits Breakdown

Range of total employee benefits earned in the year From To	Average number of employees 2022	Average number of employees 2021
Total number of Whole Time Equivalents	286	279
€60,000 - €69,999	40	45
€70,000 - €79,999	39	44
€80,000 - €89,999	40	26
€90,000 - €99,999	28	31
€100,000 - €109,999	16	17
€110,000 - €119,999	27	21
€120,000 - €129,999	9	2
€130,000 - €139,999	3	3
€140,000 - €149,999	1	1
€150,000 - €159,999	1	1
€160,000 - €169,999	1	2
€170,000 - €179,999	2	0
€180,000 - €189,999	0	0
€190,000 - €199,999	0	1
€200,000 - €209,999	1	0

The table includes employees seconded to other public sector bodies.

7c. Key Management Personnel Compensation

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

	2022 €'000	2021 €'000
Salaries and Board Member's Fees	1,221	1,126
Health Insurance	-	1
	1,221	1,127

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

7c. Key Management Personnel Compensation (Cont'd)

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

	2022 €'000	2021 €'000
Remuneration P Walsh	202	190
	202	190

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

7d. Accommodation Costs

	2022 €'000	2021 €'000
Rent, Rates and Services	2,296	2,254
Light, Heat and Cleaning	462	384
Repairs, Maintenance and Security	25	117
	2,783	2,755

Notes to the Financial Statements for the year ended 31 December 2022

7e. Other Administration Costs

	2022 €'000	2021 €'000
Telephone and Postage	122	181
Printing and Stationery	36	8
Computer Charges	1,538	1,389
Staff Training, Development and Professional Subscriptions	261	284
Staff Travel and Subsistence National	399	261
Staff Travel and Subsistence International	77	3
Audit Fees	81	81
Books and Periodicals	18	16
Insurance	317	277
Repairs and Maintenance - Equipment	131	42
Sundries	215	371
Pension Administration & Support	38	40
Consultancy	80	49
Legal Fees	54	35
Staff Appointment Costs	34	38
	3,401	3,075

8. Expenditure – Light Rail & Metro

	2022 €'000	2021 €'000
Depreciation	57,533	55,185
Local Authority Rates	533	536
Project Development Costs	30,912	37,829
Deficit on Provision of Luas Infrastructure	24,348	32,145
	113,326	125,695

9. Expenditure – Road Network

	Note	2022 €'000	2021 €'000
Road Construction and Improvement	9a	1,151,948	1,128,417
Road Maintenance and Management	9b	91,560	91,708
PPP, Tunnel Operations and Tolling	10	191,255	218,263
Decarbonisation Schemes - AFHDV & ZEVI		1,084	159
Depreciation		9,478	8,400
		1,445,325	1,446,947

Notes to the Financial Statements for the year ended 31 December 2022

9a. Road Construction and Improvement

	2022 €'000	2021 €'000
Payments to Local Authorities – National Roads*	0	479,081
Payments to Local Authorities – National Roads Capital Investment Protection & Renewals	190,502	0
Payments to Local Authorities – National Roads Construction of New Roads	234,624	0
Payments to Local Authorities – Regional and Local Roads [Note 2]	559,851	523,554
Payments to Local Authorities – Public and Sustainable Transport Investment Programme	42,381	23,883
Other Payments	124,590	101,899
	1,151,948	1,128,417

*The grant category of “Construction and Improvement” from 2021 has been divided by the Department of Transport into two new grant categories for 2022; “Capital Investment Protection & Renewals” and “Construction of New Roads”.

Expenditure in 2022 includes payments of €16.3m (2021: €8.3m) made to local authorities to cover costs as a result of conciliation and arbitration proceedings arising from roads construction projects. Figures include VAT, legal, and advisors costs.

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

9b. Road Maintenance and Management

	2022 €'000	2021 €'000
Payments to Local Authorities – National Roads	23,628	24,092
Payments to Local Authorities – Regional and Local Roads [Note 2]	44,109	43,677
Other Payments	23,823	23,939
	91,560	91,708

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

10. Public Private Partnership, Tunnel Operations and Tolling

	Note	2022 €'000	2021 €'000
Ancillary Costs	10a	15,436	18,979
Public Private Partnership Scheme Operation Charges	10b	101,030	108,050
Public Private Partnership Scheme Changes in Provision	10c	(2,617)	4,025
Tunnel Operations and Tolling	10d	77,406	87,209
		191,255	218,263

10a. Ancillary Costs

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

10b. Public Private Partnership Scheme Operation Charges

	2022 €'000	2021 €'000
N25 Waterford City Bypass	2,850	3,993
N18 Limerick Tunnel	823	8,779
M50 Upgrade	19,250	18,770
N6 Galway/Ballinasloe	1,506	1,825
M3 Clonee/Kells	20,185	18,333
M7/M8 Portlaoise	1,365	1,326
M1 Dundalk Western Bypass	211	194
N8 Rathcormac/Fermoy	1,350	2,058
M4/M6 Kilcock/Kinnegad	357	330
N11 Arklow/Rathnew	11,730	11,701
M17/M18 Gort to Tuam	24,695	24,226
M11 Gorey to Enniscorthy	10,059	10,133
N25 New Ross Bypass	6,469	6,237
Payments to Local Authorities – PPP schemes	180	145
	101,030	108,050

There are no amounts included in operation charges arising from settlements (2021: €Nil). The operation charges shown in the table above include PPP operating, maintenance and finance costs.

Notes to the Financial Statements for the year ended 31 December 2022

10c. Movement in Total Liability for Variable Operational Payments

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

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

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

In 2022, reforecast traffic volumes improved, resulting in a decrease in the provision. Other factors which impacted the calculation of the total liability for VOP's, were the amounts payable for the year and the finance charge to reflect the reversing of the discount on the gross liability.

	Note	M18 Limerick Tunnel €'000	M3 Clonee/Kells €'000	Total 2022 €'000	Total 2021 €'000
At 01 January 2022					
Payable within 1 year	15	7,651	-	7,651	14,754
Provision	19	98,420	-	98,420	94,729
Total		106,071	-	106,071	109,483
Payable to operators in the year	19	(6,795)	-	(6,795)	(11,816)
(Decrease) / Increase in provision due to Traffic Volume variances		(2,617)	-	(2,617)	4,025
Finance charges recognising the impact of discounting for the timing of the discharge of liabilities	11	4,243	-	4,243	4,379
At 31 December 2022		100,902	-	100,902	106,071
Payable within 1 year	15	8,212	-	8,212	7,651
Provision	19	92,690	-	92,690	98,420
Total	18	100,902	-	100,902	106,071

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

10d. TII Tunnel Operations and Tolling

	2022 €'000	2021 €'000
Dublin Tunnel	20,492	19,161
M50 eFlow	52,946	62,387
Jack Lynch Tunnel	3,968	5,661
	77,406	87,209

These costs relate to operational costs, toll collection costs and local authority charges of the Dublin Tunnel; toll collection costs, bad debt charges and local authority rates of the M50 eFlow and operational costs of the Jack Lynch Tunnel. The table above includes no costs for Motorway Service Areas (MSA). The cost of operating and maintaining the services areas are absorbed by the operators.

10e. General description of schemes

N25 Waterford City Bypass

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

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

Motorway Service Area

TII has awarded two Motorway Service Area (MSA) PPP contracts. The Tranche 1 MSA contract was awarded in October 2009 and provided for Motorway Service Areas on the M1 and M4. The Tranche 2 MSA contract was awarded in July 2018 and provided for Motorway Service Areas on the M6, M9 and M11. Both contracts include revenue share provisions.

N18 Limerick Tunnel

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

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

M50 Upgrade

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

Notes to the Financial Statements for the year ended 31 December 2022

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

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

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

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

N6 Galway/Ballinasloe

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

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

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

M3 Clonee/Kells

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

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

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

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

M7/M8 Portlaoise

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

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

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

M1 Dundalk Western Bypass

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

N8 Rathcormac/Fermoy

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

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

M4/M6 Kilcock/Kinnegad

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

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

N11 Arklow/Rathnew

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

Notes to the Financial Statements for the year ended 31 December 2022

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

M17/M18 Gort to Tuam

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

M11 Gorey to Enniscorthy

The M11 Gorey to Enniscorthy PPP contract was awarded to Gorey to Enniscorthy M11 PPP Ltd. in October 2015. The PPP contract includes the design, construction, operation, and maintenance of approximately 31.4km of dual carriageway (M11 and "N80 Link Road" routes) and the design,

construction, and financing of 8.0km of single carriageway (N30 route). The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The M11 mainline section opened to traffic in July 2019 with N30 section opening in August 2019.

N25 New Ross Bypass

The contract for the N25 New Ross Bypass PPP Scheme was awarded to New Ross N25 Bypass Designated Activity Company in January 2016. The PPP contract includes the design, construction, operation and maintenance of sections of both the N25 and N30 routes. More particularly the scheme comprised works of approximately 13.6km of dual carriageway (N25 and N30 routes) and 1.2km of single carriageway (New Ross N30 route). The contract operational period is 25 years from scheme completion and the PPP Co will recoup its investment costs through availability payments paid by TII. The scheme opened to traffic in January 2020.

11. Finance Charges

	Note	2022 €'000	2021 €'000
Pension Scheme Finance Charges	20b	1,422	873
Finance Lease Costs		13	19
Finance charge relating to Service Concession Liabilities		25,919	26,601
		27,354	27,493

Under FRS 102, the net of the interest on the defined benefit scheme pension liabilities and the expected return on assets of €1.5m is recorded as a finance charge adjacent to interest charges in the Statement of Income and Expenditure (2021:€0.9m) see note 20b.

12. Capital Account

	2022 €'000	2022 €'000	2021 €'000	2021 €'000
At 01 January		2,311,891		2,262,325
<u>Administration</u>				
Income used to purchase fixed assets	83		159	
Amortisation in line with depreciation	(526)		(558)	
Per Statement of Income and Expenditure		(443)		(399)
<u>Light Rail and Metro</u>				
Income used to purchase fixed assets	11,768		20,626	
Amortisation in line with depreciation	(54,340)		(51,992)	
Per Statement of Income and Expenditure		(42,572)		(31,366)
<u>Road Network</u>				
Income used to purchase fixed assets	84,013		75,898	
Income used to fund service concession liability	36,070		35,846	
Income used to fund finance lease liability	226		227	
Release in line with finance charges	(21,689)		(22,240)	
Amortisation in line with depreciation	(9,478)		(8,400)	
Per Statement of Income and Expenditure		89,142		81,331
At 31 December		2,358,018		2,311,891

13. Property, Plant and Equipment

	Light Rail & Metro Infrastructure €'000	Light Rail & Metro Assets Under Construction €'000	Rolling Stock & Equipment €'000	Road Network Infrastructure €'000	Road Network Under Construction €'000	Furniture Fixtures & Equipment €'000	Enhancement to Leasehold Premises €'000	Total €'000
Cost								
At 1 January 2022	1,499,496	7,286	327,159	2,491,752	44,833	2,776	11,101	4,384,403
Additions in period	3,807	6,839	2,068	23,891	57,457	81	0	94,143
Disposals and impairments	0	0	0	0	0	(4)	0	(4)
Transfers	0	(110)	110	0	0	0	0	0
At 31 December 2022	1,503,303	14,015	329,337	2,515,643	102,290	2,853	11,101	4,478,542
Accumulated Depreciation								
At 1 January 2022	514,219	0	178,595	75,697	0	2,555	5,367	776,433
Depreciation charge	40,637	0	16,896	9,072	0	112	820	67,537
Disposals and impairments	0	0	0	0	0	(4)	0	(4)
At 31 December 2022	554,856	0	195,491	84,769	0	2,663	6,187	843,966
Net Book Value At 31 December 2022	948,447	14,015	133,846	2,430,874	102,290	190	4,914	3,634,576
Cost								
At 1 January 2021	1,492,336	15,358	306,547	2,466,457	6,366	2,670	11,101	4,300,835
Additions in period	7,160	12,540	0	36,567	38,467	124	0	94,858
Disposals and impairments	0	0	0	(11,272)	0	(18)	0	(11,290)
Transfers	0	(20,612)	20,612	0	0	0	0	0
At 31 December 2021	1,499,496	7,286	327,159	2,491,752	44,833	2,776	11,101	4,384,403
Accumulated Depreciation								
At 1 January 2021	475,681	0	161,948	78,974	0	2,429	4,548	723,580
Depreciation charge	38,538	0	16,647	7,995	0	144	819	64,143
Disposals and impairments	0	0	0	(11,272)	0	(18)	0	(11,290)
At 31 December 2021	514,219	0	178,595	75,697	0	2,555	5,367	776,433
Net Book Value 31 December 2021	985,277	7,286	148,564	2,416,055	44,833	221	5,734	3,607,970

Notes to the Financial Statements for the year ended 31 December 2022

14. Receivables

	2022 €'000	2021 €'000
Toll Income Debtors	11,539	10,894
Prepayments and Other Debtors	15,990	7,489
Purchase of Guaranteed Notes	0	96,072
	27,529	114,455

Toll income receivable at year-end in respect of Dublin Tunnel and M50 eFlow is stated after a provision of €7.7m (2021: €5.7m) for eFlow toll charges deemed uncollectable. This provision is based on M50 toll collection rates over a rolling two year period.

The actual bad debt charge for the year was €5.2m (2021: €4.5m).

In 2022 the Housing Finance Agency no longer offered Guaranteed Notes as a product for holding TII cash funds. During 2022 cash held in Guaranteed Notes was moved into suitable NTMA deposit products.

Prepayments and Other Debtors include €1.2m due after one year (2021: €0.1m).

15. Payables (Amounts Falling Due Within One Year)

	Note	2022 €'000	2021 €'000
Trade Creditors and Accruals		44,478	44,524
VAT		8,917	9,389
Service Concession Liability	18	36,299	36,070
Variable Operational Payments	18	8,212	7,651
CityWest Luas Deferred Income		1,309	1,309
Salaries		1,420	1,685
Obligations under Finance Leases	18	227	227
		100,862	100,855

16. Payables (Amounts Falling Due After One Year)

	Note	2022 €'000	2021 €'000
Service Concession Liability	18	491,206	505,829
CityWest Luas Deferred Income*		20,929	22,238
Trade Creditors and Accruals		391	242
Obligations under Finance Leases	18	218	431
		512,744	528,740

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

17. Commitments

17a. Operating Lease Commitments

At 31 December, TII had lease payment liabilities under non-cancellable operating leases for each of the following periods:	Land & Buildings 2022 €'000	Land & Buildings 2021 €'000
Payable within one year	1,819	1,829
Payable within two to five years	7,277	7,315
Payable after five years	5,616	7,478

Operating lease payments recognised as an expense were €1.8m (2021: €1.8m)

- TII entered into a 16 year and 7 month lease from 01 January 2015 in respect of accommodation at Block A, Parkgate St., Dublin 8. The lease expires on 31 July 2031 and the rent payable is €0.7m per annum.
- TII took over two leases from RPA in respect of accommodation at Parkgate St., Dublin 8:
 - Block B: A 25 year lease from 01 August 2006 to 31 July 2031. The rent payable is €0.6m per annum.
 - Block C: A 28 year lease from 29 September 2001 to 28 September 2029. The rent payable is €0.5m per annum.

Notes to the Financial Statements for the year ended 31 December 2022

17a. Operating Lease Commitments (Cont'd)

At 31 December, TII had lease payment liabilities under non-cancellable operating leases for each of the following periods:	Motor Vehicles 2022 €'000	Motor Vehicles 2021 €'000
Payable within one year	5	28
Payable within two to five years	0	5
Payable after five years	0	0

Operating lease payments recognised as an expense were €0.03m (2021: €0.04m)

At 31 December 2022 TII had operating leases in respect of 2 electric vehicles. These leases expire on 24 March 2023. The annual charge in respect of these is €0.02m per annum.

17b. Road Network Forward Commitments

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

Year	Commitment * € Million	Department of Public Expenditure NDP Delivery and Reform approved capital funding for TII 2023-2025* € Million	Commitment as % of annual allocation	Department of Public Expenditure NDP Delivery and Reform sanctioned commitment as % of annual allocation
2023	455	674	67	68
2024	220	562	39	39
2025	158	571	28	28

*Inclusive of available Tolling Income

17c. Public Private Partnership Forward Commitments

Nominal Amount:	2022 €'000	2021 €'000
N25 Waterford City Bypass	6,486	8,932
N18 Limerick Tunnel	14,663	15,485
M50 Upgrade	576,478	571,074
N6 Galway/Ballinasloe	20,435	20,458
M3 Clonee/Kells	150,879	161,877
M7/M8 Portlaoise	0	1,365
M1 Dundalk Western Bypass	2,154	2,184
N8 Rathcormac/Fermoy	1,327	2,677
M4/M6 Kilcock/Kinnegad	3,602	3,694
N11 Arklow/Rathnew	309,509	320,153
M17/M18 Gort to Tuam	731,546	748,428
N25 New Ross Bypass	274,996	283,782
M11 Gorey Enniscorthy	413,609	427,278
	2,505,684	2,567,387

The commitments disclosed above are prescribed in the PPP contract schedules. They are stated exclusive of VAT and incorporate payments for construction, financing, operational and lifecycle costs for the remaining life of the contract. They are indexed @ 2% to approximate CPI and are not discounted to present value. Only the construction element (appropriately discounted) of these forward commitments is reported in TII's balance sheet. The total undiscounted amounts for construction payments of €782.9m (2021: €800.5m) are included in the table above. The discounted amounts are disclosed as a liability in note 18. Variable Operational Payments (VOPs) which may become payable under the M3 or N18 PPP contracts are not categorised as commitments as they are uncertain and are not included here, however a provision has been made for €93m, see note 10c.

17d. Light Rail and Metro Capital Commitments

	2022 €'000	2021 €'000
At the year end the following capital commitments had not been provided for in the financial statements:		
Contracted but not provided for	7,309	8,417
Authorised but not contracted for	1,080	1,352
	8,389	9,769

Notes to the Financial Statements for the year ended 31 December 2022

18. Finance Lease Commitments

The future minimum lease payments at 31 December 2022 are as follows:	Service Concession €'000	Variable Operational Payments €'000	Donegal National Roads* €'000	Total €'000
Not later than one year	36,299	8,212	227	44,738
Later than one year but not later than five years	154,451	36,568	222	191,241
Later than five years	597,712	88,715	0	686,427
Total Gross Payments	788,462	133,495	449	922,406
Less: Finance Charges	(260,957)	(32,593)	(4)	(293,554)
Carrying amount of liability	527,505	100,902	445	628,852
Classified as:				
- Payables (amounts falling due within one year)	36,299	8,212	227	44,738
- Payables (amounts falling due after one year)	491,206	0	218	491,424
- Provisions	0	92,690	0	92,690

The future minimum lease payments at 31 December 2021 are as follows:	Service Concession €'000	Variable Operational Payments €'000	Donegal National Roads* €'000	Total €'000
Not later than one year	36,070	7,651	227	43,948
Later than one year but not later than five years	153,380	34,798	454	188,632
Later than five years	635,352	101,905	0	737,257
Total Gross Payments	824,802	144,354	681	969,837
Less: Finance Charges	(282,903)	(38,283)	(23)	(321,209)
Carrying amount of liability	541,899	106,071	658	648,628
Classified as:				
- Payables (amounts falling due within one year)	36,070	7,651	227	43,948
- Payables (amounts falling due after one year)	505,829	0	431	506,260
- Provisions	0	98,420	0	98,420

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

19. Provisions for Liabilities and Charges

	Variable Operational Payments €'000	Exchequer Advances Repayable €'000	Project Provisions €'000	Track Restoration €'000	Total €'000
At 01 January 2022	98,420	64,947	567	4,327	168,261
Payable to operators in the year	(6,795)	0	0	(175)	(6,970)
(Decrease) / Increase in provision	(3,178)	0	0	117	(3,061)
Finance charges recognising the impact of discounting for the timing of the discharge of liabilities	4,243	0	0	0	4,243
At 31 December 2022	92,690	64,947	567	4,269	162,473

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

Variable Operational Payments

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

This is reported in the Statement of Financial Position under “Payables” due within one year (€8.2m) and under “Provisions for Liabilities and Charges” (€92.7m).

The provision changes from year to year to reflect changes in the forecast traffic volumes on the relevant road. Changes in the provision are (credited)/charged to the Statement of Income and Expenditure (€2.6m) in 2022 (2021: €4.0m) Note 10 (c).

The change in the provision of €2.6m is reflected by a decrease in the provision of €3.2m and an increase of Payables due within one year of €0.6m

The amount payable in the year is €6.8m (2021: €11.8m). The amount payable for N18 Limerick Tunnel is €6.8m (2021: €9.6m) as traffic volumes are currently below the guarantee threshold levels and the amount payable for M3 Clonee-Kells is €0m (2021 €2.2m) as traffic volumes are currently above the guarantee threshold levels.

Exchequer Advances Repayable

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

There was no change in the provision in the year (2021: €0.0m).

Project Provisions

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

Notes to the Financial Statements for the year ended 31 December 2022

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

Track Restoration

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

In 2022, TII made payments of €0.2m (2021: €0.0m) in respect of remediation costs and increased the provision by €0.1m.

20. Retirement Obligations

Details of TII's pension schemes are provided below:

Defined Contribution Scheme [Closed to new entrants]

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

Defined Benefit Scheme – Funded [Closed to new entrants]

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

An independent professionally qualified actuary carried out a full valuation (February 2023) of the assets and liabilities of the scheme as at 31 December 2022. Those assets and liabilities were valued using the projected unit method.

A pension surplus of €0.0m has been recognised in the Statement of Financial Position. The valuation of the surplus under FRS 102 rules indicated a technical surplus of €7.8m. The amount of this surplus that can be recognised in the Financial Statements is the value of an employer contribution holiday in perpetuity. The value of such a contribution holiday is currently €0.0m.

Defined Benefit Scheme – Unfunded [Closed to new entrants]

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

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

20. Retirement Obligations (Cont'd)

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

An independent professionally qualified actuary carried out a full valuation (February 2023) of the liabilities of the scheme as at 31 December 2022. Those assets and liabilities were valued using the projected unit method.

Single Pension Scheme – Unfunded

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

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

	2022 €'000	2021 €'000
Defined Benefit Unfunded Scheme:		
Current Service Cost	6,061	5,761
Employee Contributions	(441)	(425)
	5,620	5,336
Single Pension Scheme:		
Employee Contributions	(594)	(516)
	(594)	(516)
Defined Benefit Funded Scheme:		
Current Service Cost	57	55
	57	55
Total Defined Benefit Scheme costs	5,083	4,875
Defined Contribution Scheme costs*	286	276
Total	5,369	5,151

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

Notes to the Financial Statements for the year ended 31 December 2022

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

	2022 €'000	2021 €'000
Defined Benefit Unfunded Scheme:		
Interest on pension scheme liabilities	1,522	935
Defined Benefit Funded Scheme:		
Interest on pension scheme liabilities	42	38
Return on scheme assets	(142)	(100)
	(100)	(62)
Total finance charge	1,422	873

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

	2022 €'000	2021 €'000
Defined Benefit Unfunded Scheme:		
Experience loss	6,904	3,377
Change in assumptions underlying the present value of the scheme liabilities	(38,868)	2,218
	(31,964)	5,595
Defined Benefit Funded Scheme:		
Experience loss/(gain)	2,297	(333)
Change in assumptions underlying the present value of the scheme liabilities	(897)	114
	1,400	(219)
Total actuarial (gain)/loss	(30,564)	5,376
Change in irrecoverable surplus	(1,391)	227
	(31,955)	5,603

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

Defined Benefit Unfunded Scheme

	2022 €'000	2021 €'000
Net defined benefit retirement obligation at 01 January	128,138	117,854
Current service cost	6,061	5,761
Actuarial (Gain)/Loss	(31,964)	5,595
Interest cost	1,522	935
Pensions paid in the year	(2,237)	(2,007)
Net defined benefit retirement obligation at 31 December	101,520	128,138

Defined Benefit Funded Scheme

	Scheme Assets €'000	Scheme Liabilities €'000	Pension Surplus €'000
At 1 January 2022	12,947	(3,823)	9,124
Current service cost	0	(57)	(57)
Actuarial (loss)/gain	(2,237)	837	(1,400)
Expected return on scheme assets	142	0	142
Interest cost	0	(42)	(42)
Contributions by scheme participants	12	(12)	0
Benefits paid	(77)	77	0
At 31 December 2022	10,787	(3,020)	7,767

Notes to the Financial Statements for the year ended 31 December 2022

20e. Deferred funding for retirement benefits

Defined Benefit Unfunded Scheme

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

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

	2022 €'000	2021 €'000
Funding recoverable in respect of current year retirement benefit costs	7,583	6,696
State grant applied to pay retirement benefits	(2,237)	(2,007)
	5,346	4,689

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

	2022 €'000	2021 €'000
Adjustment to Deferred Retirement Benefit Obligation	(31,964)	5,595

The Defined Benefit Deferred Retirement Funding at 31 December 2022 amounted to €101.52m (2021: €128.14m).

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

Defined Benefit Unfunded Scheme:

	31 Dec 2022	31 Dec 2021	31 Dec 2020	31 Dec 2019
Defined benefit obligations amount (€'000)	(101,520)	(128,138)	(117,854)	(105,789)
Experience adjustments on scheme liabilities amount (€'000)	(6,904)	(3,377)	(7,200)	1,445
As a percentage of scheme liabilities (%)	6.80%	2.64%	6.10%	1.40%
Assumption adjustments on scheme liabilities amount (€'000)	38,868	(2,218)	(385)	(10,387)
As a percentage of scheme liabilities (%)	(38.29)%	1.73%	0.33%	9.80%

The cumulative actuarial loss recognised in the Statement of Comprehensive Income up to and including 31 December 2022 is €22.7m (31 December 2021: €54.6m).

Notes to the Financial Statements for the year ended 31 December 2022

20f. History of defined benefit obligations, assets and experience gains and losses (Cont'd)

Defined Benefit Funded Scheme:

	31 Dec 2022	31 Dec 2021	31 Dec 2020	31 Dec 2019
Defined benefit obligations amount (€'000)	(3,020)	(3,823)	(5,468)	(5,034)
Defined benefit assets amount (€'000)	10,787	12,947	14,366	13,718
Defined benefit surplus	7,767	9,124	8,898	8,684
Irrecoverable surplus on retirement benefit scheme	(7,767)	(9,058)	(8,769)	(8,452)
Defined benefit pension surplus	0	66	129	232
Experience adjustments on scheme liabilities amount (€'000)	(60)	315	(91)	204
As a percentage of scheme liabilities (%)	1.99%	8.24%	1.70%	4.10%
Experience adjustments on scheme assets amount (€'000)	(2,237)	(207)	561	693
As a percentage of scheme assets (%)	20.74%	1.60%	3.90%	5.10%

The cumulative actuarial gain recognised in the Statement of Comprehensive Income up to and including 31 December 2022 is €0.4m (31 December 2021: €0.4m). Expected contributions for the following year are €Nil.

20g. General description of the scheme and actuarial assumptions

Defined Benefit Unfunded Scheme

The principal actuarial assumptions at the balance sheet date:

	31 Dec 2022 %	31 Dec 2021 %
Discount rate	3.60	1.20
Future salary increases	3.60	2.90
Future pension increases	3.10	2.40
Inflation rate	2.60	1.90
Future State pension increases	2.60	1.90

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

The mortality basis adopted allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age (age 65). The table below shows the life expectancy for members attaining age 65 in 2022 and 2042.

Year of Attaining Age 65

	2022	2042
Life Expectancy - Male	21.9	24.2
Life Expectancy - Female	24.3	26.3

Defined Benefit Funded Scheme

The principal actuarial assumptions at the balance sheet date:

	31 Dec 2022 %	31 Dec 2021 %
Discount rate	3.70	1.10
Future salary increases	3.60	2.90
Future pension increases	3.10	2.40
Inflation rate	2.60	1.90

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

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

	2022	2042
Male	21.9	24.2
Female	24.3	26.3

Notes to the Financial Statements for the year ended 31 December 2022

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

At 31 December 2022 the scheme assets were invested in the Irish Life Pension Cash Fund, Irish Life indexed 10 Year AAA Bond Series 8 and Irish Life Netherlands 2042 Bond Fund. The Trustees, with the input of their professional advisors, decide on the mix of assets based on the risk profile of the scheme

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

(as a percentage of total scheme assets)	31 Dec 2022 %	31 Dec 2021 %
Bonds	34.6	42.5
Cash & Cash Equivalents	65.4	57.5
	100	100

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

21. Development Levies and Contributions

	2022 €'000	2021 €'000
At 1 January	96,138	88,897
Development levies and contributions	9,561	7,444
Amortisation of levies	(203)	(203)
At 31 December	105,496	96,138

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



N56 Dungloe to Cloghbolie

22. Litigation and Claims

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

23. Related Party Transactions

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

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

During the year there were no related party transactions.

24. Comparative figures

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

25. Subsequent Events

Events after the reporting period year to 31 December 2022

There have been no other events after the end of the reporting period which would require adjustments or disclosures to figures reported at 31 December 2022.

26. Approval of Financial Statements

These financial statements were approved by the Board on 27 June 2023.



Bonneagar Iompair Éireann
Transport Infrastructure Ireland





Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Bonneagar Iompair Éireann



Tuarascáil Bhlíantúil
agus Ráitis Airgeadais

2022



Acomhal Dhún Cítil, Corcaigh

Gluais

AADT	Meántrácht Laethúil Bliantúil
BRUCE	Meastóireacht ar Luchtú Níos Fearr d'Úsáideoirí Bóithre
CEDR	An Chomhdháil do Stiúrthóirí Eorpacha Bóithre
RCPA	An Roinn Caiteachais Phoiblí Sheachadadh PFN agus Athchóirithe
RI	An Roinn Iompair
RBD	Ríomhbhailiúchán Dola
FLanna	Feithiclí leictreacha
GHG	Gás Ceaptha Teasa
HGVanna	Feithiclí Earraí Troma
LiDAR	Brath solais agus raonáil
PFN	An Plean Forbartha Náisiúnta (2018-2027)
ÚBN	An tÚdarás um Bóithre Náisiúnta
ÚNI	An tÚdarás Náisiúnta Iompair
MMaRC	Conradh Athnuachaintí agus Cothabhála Mótarbhealaigh (Conraitheoirí)
OMTTCC	An Ionad Rialaithe Oibríochtaí agus Cothabhála Tollán agus Tráchta
CPP	Comhpháirtíocht Phríobháideach Phoiblí
GFI	An Ghníomhaireacht um Fháil Iarnród
TMS	Tuarascáil Mheasúnaithe Straitéisigh
BIÉ	Bonneagar Iompair Éireann
VMS	Comharthaí Teachtaireachtaí Athraitheacha

Maidir leis an Tuarascáil seo

Soláthraíonn an Tuarascáil Bhliantúil agus na Ráitis Airgeadais do 2022 forbhreathnú gairid ar Bhonneagar Iompair Éireann (BIÉ) agus ar ár gcuspóir bonneagar agus seirbhísí iompair inbhuanaithe a sholáthar, cáilíocht beatha níos fearr a sholáthar, tacú le fás eacnamaíoch agus meas ar an gcomhshaol. Tá sé i gceist leis an tuarascáil faisnéis a sholáthar dár bpáirtithe leasmhara maidir le ráitis airgeadais, straitéis agus creat rialachais BIÉ. Díríonn ár gcur chuige tuairiscithe ar ár ngníomhaíochtaí maidir le léargas soiléir a sholáthar ar éachtaí BIÉ le linn 2022 agus ar na spriocanna atá leagtha síos do 2023. Ullmhaíodh an fhaisnéis sa tuarascáil seo de réir an Chóid Chleachtais um Rialachas Comhlachtaí Stáit (2016).

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Tuarascáil Bhliantúil 2022 BIÉ Ráiteas oscailte ón gCathaoirleach agus ón bPríomhfheidhmeannach

Leanamar le dul chun cinn suntasach a dhéanamh i mbliain dhúshlánach eile do gach duine.

Dícharbónú

Is é dícharbónú soghluaisteachta an dúshlán is mó atá roimh an earnáil Iompair. Chuir BIÉ i gcomhpháirtíocht le hÚdarás Áitiúla, an Roinn Iompair agus an pobal innealtóireachta níos leithne tús le hobair ar iliomad réimsí chun Earnáil Iompair níos inbhuanaithe a sholáthar.

Le linn 2022, cheadaigh an Rialtas Cás Gnó MetroLink agus chuir BIÉ an t-iarraitas ar Ordú Iarnróid faoi bhráid an Bhoird Phleanála. Chuaigh BIÉ agus Údarás Áitiúla i dteagmháil le Eirgrid agus Gréasáin BSL maidir le pleananna chun codanna den ghréasán bóithre náisiúnta a úsáid chun cumas bhonneagar fuinnimh in-athnuaite na hÉireann a mhéadú. Ina theannta sin, d'iarr an Rialtas ar BIÉ cuidiú le bunú ZEVI (Feithicilí Saor ó Astaíochtaí Éireann) chun tacú leis an aistriú chuig fuinneamh in-athnuaite agus bonneagar athluchtaithe ar an mbóthar a bhaint amach. Leathnaigh clár bóithre caipitil BIÉ a chumais bhainistíochta réigiúnacha trí fhoirne seachadta Ghréasán Náisiúnta Glasbhealaí agus Raonta Rothar tiomnaithe (NCN) a chur leis.

Ní bheifí in ann é seo a dhéanamh gan gairmiúlacht agus tiomantas na ndaoine iontach a atá ag obair i BIÉ. Déanfaidh BIÉ i gcomhpháirtíocht leis an Roinn Iompair, Údarás Áitiúla, an tÚdarás Náisiúnta Iompair agus an pobal innealtóireachta agus tógála níos leithne a ndícheall i dteannta a chéile chun earnáil iompair níos inbhuanaithe a

sholáthar. Is turas claochlaitheach é atá tosaithe, agus rachaidh sé chun tairbhe do chách, do na glúine atá le teacht.

Dul Chun Cinn

Iarnród Éadrom agus Mearchóras Iarnróid Cathrach

An 4 Iúil cheadaigh an Rialtas an Réamhchás Gnó do MetroLink. Cheadaigh sé seo an t-iarraitas ar Ordú Iarnróid a chur faoi bhráid an Bhoird Phleanála i mí Mheán Fómhair.

Rinneadh dul chun cinn suntasach freisin ar an dearadh agus ar an réamhchás gnó maidir le síneadh a chur le líne Uaine an Luas go Fionnghlas. Rinneadh dul chun cinn maith freisin ar obair roghnúcháin bealaigh do scéim iarnróid éadroim do Chathair Chorcaí.

Bóithre Náisiúnta

Leanadh ar aghaidh le tógáil thionscadal N22 Bhaile Bhuirne Mhaigh Chromtha i rith 2022 agus críochnaíodh rannóg sheachbhóthar Mhaigh Chromtha den tionscadal go luath, rud a cheadaigh don Taoiseach, Micheál Martin, an seachbhóthar seo a oscailt an 9 Nollaig. Tá an chuid is mó de na 700 feithicil earraí troma a thiomáin trí Mhaigh Chromtha gach lá bainte ag an seachbhóthar. Thug sé seo deis do Chomhairle Contae Chorcaí pleananna a fhorbairt chun tacú le feabhsuithe taistil ghníomhaigh sa bhaile. Tá



Luas, Sráid Uí Chonaill, Baile Átha Cliath

BIÉ ag obair i gcomhpháirtíocht le Comhairle Contae Chorcaí ar na feabhsuithe seo. Leanadh leis an obair thógála i rith na bliana ar sheachbhóthar an N59 Maigh Cuilinn agus ar sheachbhóthar an N69 Lios Tuathail. Tá BIÉ ag obair freisin le Comhairlí Contae na Gaillimhe agus Chiarraí chun na buntáistí gníomhacha taistil a chuirfidh na tionscadail seo ar fáil a sheachadadh.

Chuir conraitheoir Chomhairle Contae Mhaigh Eo go mór le tógáil thionscadal an N5 ó Chathair na Mart go Turlach agus táthar ag súil go n-osclofar don phobal é sa chéad leath de 2024.

Glasbhealaí

Tar éis dó ról an Údaráis Cheadaithe le haghaidh Glasbhealaí a ghlacadh i Meán Fómhair 2021, tharla an chéad bhliain iomlán de BIÉ ag tabhairt faoin ról seo ag an am céanna le breis agus 30km de Ghlasbhealaí tugtha chun críche ag sé údarás áitiúla. Bhí na tionscadail seo á bhforbairt agus á dtógáil le blianta fada sular ghlac BIÉ páirt iontu agus ní mór creidiúint a thabhairt d'fhoireann na n-údarás áitiúil as a dtiomantas agus a gcuid oibre a d'fhág go raibh an t-éacht seo indéanta.

Obair Chumaisc

D'fhill BIÉ ar obair in oifig Shráid Gheata na Páirce ar bhonn céimnithe sa chéad leath de 2022. D'oibrigh foireann BIÉ i gcomhar le hAcmhainní Daonna agus leis an bhfoireann bainistíochta chun beartas oibre hibrideach a fhorbairt a eisíodh i mí an Mheithimh agus a cuireadh i bhfeidhm ó Mheán Fómhair. Tabharfar faoi obair ar na hoifigí a oiriúnú chun na buntáistí a bhaineann leis an mbealach nua oibre seo a bhaint amach sa dá bhliain amach romhainn.

Dúshlán

Ag tús na bliana cheadaigh rath an chláir vacsaínithe le deireadh a chur le srianta COVID-19. Mar sin féin, bhí boilsciú le feiceáil ag deireadh 2021. Ba chosúil go raibh sé seo mar thoradh ar ghníomhaíocht eacnamaíoch mhéadaithe tar éis na paindéime agus bhíothas ag súil go mbeadh sé gearr. Chuir ionradh na Rúise ar an Úcráin i mí Feabhra agus an cogadh ina dhiaidh sin le méaduithe luaineacha ar phraghsanna fuinnimh. Mar thoradh ar na leibhéil arda méadaithe i bpraghsanna biotúmain bhí drogall i measc conraitheoirí pábhála tairiscint a dhéan-

amh ar obair. Mar gheall ar bhearta an Rialtais an riosca boilscithe a roinnt, ligeadh don obair dul ar aghaidh sa dara ráithe.

Bhí dul chun cinn suntasach déanta maidir le mórthionscadail bhóithre PFN a sheachadadh nuair a ceapadh Glacadóir chuig an gcuideachta Innealtóireachta Sibhialta, Roadbridge, a bhí ar conradh le Comhairle Contae Ros Comáin chun tionscadal an N5 a dhearadh agus a thógáil ó Bhealach an Doirín go Scramóg. Rinneadh an conradh a ath-thairgeadh.

Pleanáil

I rith na bliana lean na dúshlán a bhí i gceist leis an bpróiseas pleanála ag dul i bhfeidhm ar sheachadadh na dtionscadal PFN. Mar thoradh ar na hathbhreithnithe breithiúnacha ar chinneadh an Bhoird Pleanála Cuarbhóthar Chathair na Gaillimhe an N6 a cheadú, cuireadh an cinneadh ar neamhní agus cuireadh an scéim ar aghaidh chuig an mBord Pleanála lena hathbhreithniú. Tá athbhreithniú breithiúnach fós ar siúl ar chinneadh an Bhoird Phleanála scéim N21/N69 Luimnigh Áthdara a cheadú. Faoi láthair tá athbhreithnithe breithiúnacha faoi réir ceaduithe pleanála do roinnt mionscéimeanna feabhsaithe sábháilteachta. Aithnítear go bhfuil athchóiriú suntasach á dhéanamh ar an reachtaíocht pleanála tríd an Dáil agus go bhfuiltear ag tabhairt aghaidh ar shrianta acmhainní sa Bhord Pleanála agus sna cúirteanna. Táthar ag súil go mbeidh tionchar dearfach ag na tionscnaimh Rialtais seo ar dhul chun cinn tráthúil na bpróiseas pleanála agus breithiúnach.

Sábháilteacht

Is é príomhdhualgas BIÉ i gcónaí feabhas a chur ar shábháilteacht úsáideoirí bóithre náisiúnta. Go tragóideach, maraíodh níos mó daoine nó gortaíodh go dona iad ar Bhóithre Náisiúnta le linn 2022 ná le linn 2021. D'oibrigh BIÉ go dlúth le húdaráis áitiúla, leis an Údarás um Shábháilteacht ar Bhóithre agus leis an nGarda Síochána chun sábháilteacht ar ár mbóithre a fheabhsú agus leanfaimid orainn ag déanamh amhlaidh sna blianta amach romhainn agus gníomhartha á gcur i gcrích againn a shanntar faoi Straitéis Sábháilteachta ar Bhóithre an Rialtais.

Buíochas

An tAire Ryan agus an Roinn Iompair

Ba mhaith linn buíochas a chur in iúl don Aire Ryan agus Roinn as na hardleibhéil rannpháirtíochta, spreagtha agus tacaíochta a cuireadh ar fáil do BIÉ agus muid ag déileáil leis na héilimh iomaíochta a chruthaíodh leis an ngá le soghluaisteacht a dhícharbónú, an cogadh san Úcráin, boilsciú agus tabhairt isteach obair hibrídeach.

Bord BIÉ

Ba mhaith linn an deis seo a thapú freisin chun buíochas a chur in iúl do chomhaltaí an Bhoird as na léargais, an dúshlán agus an tacaíocht a thug siad don iliomad saincheisteanna ar thugamar aghaidh orthu le linn 2022.



Gareth

Cathaoirleach

Peter

Príomhfheidhmeannach



Luas, Áth an Ghainimh, Baile Átha Cliath



Struchtúr Eagraíochta BIÉ agus Léargas Ginearálta

Ar mhaithe le cur chuige comhtháite a sholáthar i leith fhorbairt agus oibriú an ghréasáin bhóithre náisiúnta agus an bhonneagair iarnróid éadroim amach anseo ar fud na hÉireann, faoi stiúir an RI agus i gcomhar le húdaráis áitiúla agus an ÚNI, eagraítear BIÉ ina rannáin, ina rannóga agus ina bhfoirne tionscadail comhthacúla. Bíonn roinnt díobh tiomnaithe do thorthaí ar leith gnó nó tionscadail a bhaint amach agus bíonn roinnt eile tiomnaithe do shaintacaíocht riaracháin nó theicniúil a sholáthar i measc réimse gníomhaíochtaí BIÉ. Tá sé rannán in BIÉ:

- Bainistíocht an Ghréasáin
- Oibríochtaí Tráchtála
- Bainistíocht Clár Caipitiúil
- Seirbhísí Corparáideacha
- Seirbhísí Gairmiúla
- Seirbhísí Gnó

Pléitear ár bhfeidhmíocht in 2022 i gcomhthéacs gach cinn dár rannáin, agus cuirtear míreanna ar leith ar fáil inár dTuarascáil Bhliantúil agus Ráitis Airgeadais atá tiomnaithe do Bhainistíocht Gréasáin, Oibríochtaí Tráchtála, Clár Chaipitiúla agus Seirbhísí Gairmiúla, agus Seirbhísí Corparáideacha agus Seirbhísí Gnó BIÉ a chuirtear in aon mhír amháin thíos.

Oibríonn Oifig an Phríomhfheidhmeannaigh ar fud BIÉ chun rannáin a chónascadh agus a chomhordú, agus tionscnaimh straitéiseacha trasrannáin a chomhtháthú; is é an ceann is suntasaí díobh sin ná straitéis chomhtháite BIÉ i leith inbhuanaitheachta agus gníomhú ar son na haeraíde. Tá Oifig an Phríomhfheidhmeannaigh ina cuid d'Fhoireann Feidhmiúcháin BIÉ agus soláthraíonn sí tacaíocht agus cúnamh díreach don Phríomhfheidhmeannach i ngach réimse, lena n-áirítear cumarsáid, bainistíocht páirtithe leasmhara agus caidrimh, comhoibriú, tionchar agus idirchaidreamh.

Spríocanna Straitéiseacha agus Straitéis BIÉ

Is ann do BIÉ chun cuspóir tábhachtach lena mbaineann tábhacht straitéiseach a chomhlíonadh, a dhéanann difear do shaol saoránach agus cuairteoirí araon ar bhonn laethúil.

Is é ár gcuspóir chun bonneagar agus seirbhísí iompair inbhuanaithe a sholáthar, caighdeán níos fearr beatha a sholáthar, tacú le borradh geilleagrach agus meas a léiriú ar an timpeallacht.

Táimid meáite, agus ár gcuspóir á chomhlíonadh againn, chun trí aidhm uileghabhálacha a bhaint amach, a chruthaíonn ár bhfís nuair a chuirtear le chéile iad:

Bheith inár gceannairí maidir le bonneagar iompair inbhuanaithe a sholáthar agus a oibriú

A chinntiú go bhfuil bonneagar náisiúnta bóithre agus iarnróid éadroim na hÉireann sábháilte agus athléimneach, inrochtaineacht agus soghluaisteacht inbhuanaithe níos fearr a sholáthar do dhaoine agus earraí

Go n-aithnítear sinn mar eagraíocht a léiríonn luach ar a daoine, a custaiméirí agus a comhpháirtithe

Tacaíonn ár Ráiteas Straitéise 2021-2025 le cur i bhfeidhm na straitéise iompair náisiúnta mar a chinneann an Roinn Iompair. Soláthraímid ár Ráiteas Straitéise agus aird chúramach á tabhairt ar an méid seo a leanas:

- Beartais, straitéisí, pleananna agus creataí náisiúnta a bhaineann le hiompar agus ar chuir BIÉ lena bhforbairt;
- Forbairtí agus treochtaí ábhartha i dtimpeallachtaí geilleagracha, sóisialta, teicniúla agus dlíthiúla; agus
- Cumas BIÉ chun leanúint ag cur lena shainchúram reachtúil agus le torthaí a bhaint amach i gcomhréir lena shainchúram reachtúil.

Cuireann BIÉ a straitéis i ngníomh trí sheacht sprioc, agus gabhann cuspóirí straitéiseacha le gach ceann díobh. Tagann na spríocanna seo faoi chuimsiú na gcatagóirí seo a leanas:

- Bonneagar Reatha
- Bonneagar Nua
- Seirbhísí
- Sábháilteacht
- Daoine
- Rannpháirtíocht agus Comhoibriú
- Sármhaitheas Eagraíochta

Soláthraíodh ár bhfeidhmíocht le linn na bliana i gcoinne na spríocanna thuas, mar a leagtar amach sna táblaí ar na leathanaigh thíos.

Spríocanna Straitéiseacha agus Straitéis BIÉ (ar leanúint)

Spríocanna	Cuspóirí straitéiseacha BIÉ a bhaineann ár spríocanna amach
<p>Bonneagar Reatha</p> <p>Saolré an bhonneagair bóithre náisiúnta agus iarnróid éadroim a oibriú, a chothabháil agus a shíneadh le sábháilteacht agus éifeachtúlacht ár ngréasáin iompair a chinntiú, lena chinntiú go ndéantar bainistíocht chuí ar acmhainní comhshaoil agus lena chinntiú go gcuirtear leis an aistriú go dtí socháí ísealcharbóin agus atá seasmhach ó thaobh na haeráide.</p>	<ol style="list-style-type: none">1. An bonneagar reatha a chothabháil agus a athrú chun básanna, gortuithe agus rioscaí a bhaineann le iompar a laghdú.2. Saolré ár mbonneagair thaistil a shíneadh agus barr feabhais a chur ar an úsáid a bhaintear as, chun an gá a íoslaghdú atá le bonneagar nua a thógáil.3. Ár gcórais iompair a chothabháil lena chinntiú go bhfuil siad sábháilte, athléimneach agus ar fáil lena n-úsáid.4. Bearta a thabhairt isteach chun tacú le carbón agus astaíochtaí eile inár n-oibríochtaí a laghdú.5. Tacú le húsáid a bhaint as teicneolaíochtaí atá ag teacht chun cinn, ar nós soghluaisteacht chomhoibritheach cheangailte agus uathoibríthe.6. 6An t-eolas a theastaíonn ónár gcustaiméirí a sholáthar.
<p>Bonneagar Nua</p> <p>Bonneagar náisiúnta bóithre, iarnróid éadroim, meitreo agus Taistil Ghníomhaigh a sholáthar, a chuireann le borradh dlúth, soghluaisteacht inbhuanaithe, inrochtaineacht fheabhsaithe réigiúnach agus an t-aistriú chuig todhchaí ísealcharbóin.</p>	<ol style="list-style-type: none">1. Básanna agus gortuithe a bhaineann leis an iompar a laghdú trínár mbonneagar a nuachóiriú.2. Tacú le téarnamh geilleagrach na hÉireann trí ghluaiseacht éifeachtúil daoine agus táirgí.3. Feabhas a chur ar inrochtaineacht réigiúnach, freastal ar riachtanais oibreoirí bus agus a bpaisinéirí, agus feabhas a chur ar bhealaí ríthábhachtacha líne tharrthála go dtí pobail tuaithe san áireamh.4. Bonneagar a sholáthar a thacaíonn le córais iompair ísealcharbóin agus le laghduithe ar astaíochtaí.5. Scéimeanna móra iompair a phleanáil agus a dhearadh chun taisteal gníomhach agus iompar poiblí a spreagadh.6. Úsáid bhreise a bhaint as táirgí ísealcharbóin inár dtionscadail tógála a chur chun cinn.
<p>Seirbhísí</p> <p>Córais iarnróid éadroim, dolaí agus rialaithe tráchta BIÉ a oibriú. Áirítear leis seo cur leis an iompar a leictriú agus a dhigitiú, a rachaidh chun sochair ár gcustaiméirí agus a chuirfidh le soghluaisteacht inbhuanaithe agus dícharbonú an iompair.</p>	<ol style="list-style-type: none">1. An úsáid is fearr a bhaint as córas iarnróid éadroim agus seirbhísí bóithre náisiúnta BIÉ, lena tacaíonn an nuálaíocht agus feabhsúcháin leanúnacha ar fheidhmíocht.2. Beartas náisiúnta a chur i bhfeidhm maidir le bainistíocht éilimh, chun aistriú córas iompair a dhreasú.3. Seirbhísí eFlow, Thollán Bhaile Átha Cliath, idir-inoibritheachta agus an Dreasacht Dolaí Feithiclí Astaíochtaí Ísle a oibriú, a chuirfidh le beartais náisiúnta a sholáthar don soghluaisteacht, cistiú bonneagair agus Margadh Glas na hEorpa.4. Tacú le bearta laghdaithe carbóin agus iad a fhorbairt san earnáil iompair.5. Infheistiú i gcórais iompair chliste chomhoibritheacha chun feabhas a chur ar ár seirbhísí.6. Leanúint le caighdeáin dearaidh a bhaint amach le haghaidh bóithre agus droichead.

Spríocanna ár bhfeidhmíocht in 2022

- D'fhreagraíomar do 11,891 teagmhas tráchta (2021: 8,323) ar fud an ghréasáin bhóithre náisiúnta, arbh imbhualtí um thrácht ar bhóithre 1,937 díobh (2021: 1,320).
- D'fhoilsíomar ár dtuarascáil ar Tháscairí an Ghréasáin Bhóithre Náisiúnta 2021.
- D'fhoilsíomar Straitéis Oiriúnaithe Aeráide BIÉ don Bhóthar Náisiúnta agus Iarnród Éadrom.

- Leanamar leis na hoibreacha cumasaithe agus leis an trealamh a shuiteáil a theastaigh ó na córais luasteorann athraithe agus rialaithe comharthaí lána ar an M50
- Chríochnaíomar seachbhóthar Mhaigh Chromtha ar N22 a sholáthraíonn dhá lána sa dá threo, agus tá bacainn airmheánach cruach ann a chuireann le sábháilteacht an úsáideora bóthair.
- Sholáthraíomar 43.35 km de rotharbhealach tiomnaithe in 2022, a sháraigh ár sprioc 33km. As seo, ba ghlasphealaí iad 32.9km agus bhí 10.45km taobh le mórthionscadail agus mionthionscadail bhóithre.
- Chuireamar isteach an t-ordú iarnróid Metrolink agus an tuarascáil maidir le measúnacht tionchair timpeallachta i mí Mheán Fómhair 2022

- Bhaineamar comhlíonadh dolaí 97.02% amach don M50 (2021: 96.8%).
- D'fhoilsíomar seacht gcaighdeán agus 13 cáipéis theicniúil ar tiipublications.ie.
- Chuireamar an uirlis TEAM i bhfeidhm chun measúnú eacnamaíoch a dhéanamh ar bhonneagar glasphealaigh agus taistil ghníomhaigh.
- Rinneamar bainistíocht ar chlár úsáide agus aistriú an chonartha Seirbhísí Bainistíochta Idir-Inoibritheachta den 3ú glúin (le Indra Systems) chun tacú le socruithe dolaí leictreonacha náisiúnta ar aon dul le rialacháin an AE. Tá sé beartaithe go rachaidh an t-ardán seo beo go luath in 2023.
- Leanamar orainn ag tacú agus ag forbairt bearta laghdaithe carbóin san earnáil iompair mar atá leagtha amach sa rannán Inbhuanaitheachta thíos.

Spríocanna Straitéiseacha agus Straitéis BIÉ (ar leanúint)

Spríocanna	Cuspóirí straitéiseacha BIÉ a bhaineann ár spríocanna amach
<p>Sábháilteacht</p> <p>Riosca agus líon na n-imbhuailtí, na ngortuithe agus na mbásanna ar ár mbonneagar iarnróid agus bóithre éadroma a laghdú.</p>	<ol style="list-style-type: none">1. Aghaidh a thabhairt ar ghníomhartha BIÉ i Straitéis um Shábháilteacht ar Bhóithre an Rialtais.2. Díriú ar infheistíocht bunaithe ar anailís ar shonraí faoi imbhuailtí agus cur chuige réamhghníomhach i dtaobh riosca.3. Feabhas leanúnach a chur ar shábháilteacht oibrithe a thugann faoi thógáil agus oibríochtaí BIÉ.4. Teicneolaíochtaí, caighdeáin agus nósanna imeachta dearaidh nua a chur chun cinn chun sábháilteacht ar ghréasán BIÉ a fheabhsú.5. Cultúr sábháilteachta BIÉ a neartú trí cheannaireacht, rannpháirtíocht agus cumarsáid.
<p>Daoine</p> <p>Cumas ár ndaoine a chothabháil, a fheabhsú agus a shaothrú, agus luachanna BIÉ á gcur chun cinn i gcomhthráth, lena chinntiú go soláthraítear ár spríocanna.</p>	<ol style="list-style-type: none">1. Eispéireas dearfach a sholáthar d'fhostaithe, agus éagsúlacht agus ion-chuimsiú á gcothú.2. Tacú le forbairt phearsanta, agus cumas fhoireann BIÉ a spreagadh agus a fhorbairt.3. Pleanáil dea-chleachtais an lucht saothair a leabú fad a fhreagraímid do chúinsí a bhfuil athrú ag teacht orthu.4. Eolas agus saineolas BIÉ a chothabháil, a fhorbairt agus a roinnt.
<p>Rannpháirtíocht agus Comhoibriú</p> <p>Páirt a ghlacadh agus comhoibriú, i gcomhpháirtíocht go héifeachtach le páirtithe seachtracha, go náisiúnta agus go hidirnáisiúnta, chun tacú lenár straitéis a bhaint amach.</p>	<ol style="list-style-type: none">1. Caidreamh a chothú agus a chothabháil le páirtithe leasmhara agus soláthraithe seachtracha.2. Ár gconarthaí a sholáthar agus a bhainistiú go freagrach.3. Páirt a ghlacadh i dtaighde agus i gcomhoibriú chun tacú le nuálaíocht agus dea-chleachtas.4. Cumarsáid a dhéanamh leis na pobail a ndéanann tionscadail BIÉ difear dóibh.5. Teagmháil a dhéanamh le soláthraithe lena chinntiú go gcuirtear ár bprionsabail inbhuanaitheachta i bhfeidhm.
<p>Sármhaitheas Eagraíochta</p> <p>Dea-chleachtas sa rialachas agus sa bhealach a thugaimid faoinár ngnó i BIÉ a chur i bhfeidhm, ardchaighdeán gairmiúlachta, comhlíonta, dearbhaithe a bhaint amach, agus luach ar airgead a bhaint amach i ngach a dhéanaimid.</p>	<ol style="list-style-type: none">1. Cultúr dea-rialachais in BIÉ a chur chun cinn, ar aon dul le prionsabail an rialachais atá infeidhme maidir le comhlachtaí poiblí.2. Córas agus struchtúir dhaingne rialaithe a chur chun feidhme a chinntíonn comhlíonadh agus cuntasacht.3. Nuálaíocht agus glacadh le modhanna agus teicneolaíochtaí nua a chur chun cinn.4. Tuairisciú ar ár bPrionsabail Inbhuanaitheachta a chur i bhfeidhm.5. Tuairisciú ar an Dualgas maidir le Comhionannas agus Cearta Daonna san Earnáil Phoiblí a chur i bhfeidhm.

Spriocanna ár bhfeidhmíocht in 2022

- Chaitheamar €25.4 milliún ar 161 scéim feabhsúcháin um shábháilteachta ar bhóithre ar an ngréasán bóithre náisiúnta atá ann cheana, in 2022, le taobhanna bóthair níos sábháilte, bóithre atá níos sábháilte de bharr a ndearaidh, agus timpeallacht shábháilte a chruthú d'úsáideoirí bóithre.
 - In 2022, ba é 168 an líon iomlán básanna ar gach bóthar in Éirinn, méadú de 16 bás i gcomparáid le 2021. As na básanna sin, tharla 64 ar bhóithre náisiúnta, arb ionann iad agus méadú 5 bhás ar bhóithre náisiúnta i gcomparáid le 2021.
 - Mhéadaigh líon na mbásanna do choisithe ar Bhóithre Náisiúnta in 2022 go 14 in 2022 (2021: sé bhás).
 - Bhí 2 bhás rothaíochta ar Bhóithre Náisiúnta in 2022, méadú 2 ó 2021.
 - Tá BIÉ freagrach as 12 ghníomh i gCéim 1 de Straitéis um Shábháilteachta ar Bhóithre an Rialtais (2021-2030) agus tá sé ar an sprioc faoi láthair na gníomhartha go léir a chur i gcrích laistigh den chreat ama a chuirtear ar fáil. Críochnaíodh dhá cheann de na gníomhartha seo in 2022 i.e. Gníomh Ardtionchair 39 agus Gníomh Tacaíochta 63.
 - Bhain ár gCóras Bainistíochta Sábháilteachta BIÉ amach deimhniú in athuair i leith ISO45001.
 - Ba ionann ráta Minicíochta Timpistí is Cúis le hAga Díomhaoin (LTAFr) do thionscadail tógála BIÉ agus 0.51 (2021: 0.58). Ba ionann an LTAFr do Chonraitheoirí Cothabhála agus Athnuachana Mótarbhealaí (MMaRCanna) agus 0.43 (2021: 1.30).
 - Rinneamar bainistiú ar dháileadh 210,000 tonna salainn a úsáideadh ar chóireálacha i rith an gheimhridh i gcaitheamh 74 lá ar fud an ghréasáin mhótarbhealaí MMaRC & CPP (2021: 18,500 tonna salainn i gcaitheamh 75 lá).
 - Thugamar faoi 655 cigireacht ar phríomhdhroichid (2021: 654).
 - Thugamar faoi 264ciliméadar d'oibreacha athnuachaintí dromchla pábhála (2021: 300km).
 - Rinneamar fad 570ciliméadar den ghréasán bóithre náisiúnta a athailíniú (2021: 565km).
-
- Rinneamar roinnt tionscnamh a raibh sé mar aidhm acu eispéireas dearfach a sholáthar d'fhostaithe, agus éagsúlacht agus ionchuimsiú á gcothú, agus cumas ár ndaoine a chothabháil, a fheabhsú agus leas a bhaint as. Áiríodh leis seo clár de thionscnaimh Folláine agus Seachtain Folláine 2022, sraith seimineár gréasáin ar an Lucht Saothair Ilghlúine, Oiliúint ar an gClaoantuarim Neamh-Chomhfhiosach don fhoireann go léir, agus imeacht Lá Idirnáisiúnta na mBan le cainteoir abhcóideachta míchumais, i measc tionscnamh eile.
 - Chuireamar seacht gcúrsa oiliúna ar chaighdeán theicniúla ar fáil dár n-innealtóirí bóthair trí shraith seimineár gréasáin domhain. Díríonn na himeachtaí seo ar fhoireann údaráis áitiúil atá ag gabháil do thionscadail bhóithre náisiúnta agus ar úsáideoirí eile a bhaineann leas as ár gcaighdeán.
-
- D'fhreastail níos mó ná 300 oifigeach Údaráis Áitiúil ar ár gcomhdháil Bhliantúil Bhóithre Náisiúnta agus Glasbhealaí a tionóladh i Sligeach i Meán Fómhair 2022.
 - Chuireamar tús le heagrú Chomhdháil na Láithreach Iompair (TRA), an chomhdháil iompair is mó san Eoraip, a bheidh ar siúl i mBaile Átha Cliath in 2024 thar ceann na Roinne Iompair.
 - D'óstálar cruinniú Mullaigh Domhanda IBTTA i mBaile Átha Cliath. Áiríodh sa chlár taispeántas, turas teicniúil ar Ionad Rialaithe Mótarbhealaí BIÉ agus seisiún ar inbhuanaitheacht agus gníomhú ar son na haeráide chomh maith leis an dul chun cinn is déanaí i muirearú úsáideoirí bóthair, CPPanna, sábháilteacht ar bhóithre agus teicneolaíochtaí dolá.
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- D'fhorbraíomar agus d'fhoilsíomar Treochlár um Gníomhú ar son na hAeráide BIÉ i Ráithe 4 2022, mar chuid de Shainordú BIÉ um Gníomhú ar son na hAeráide atá leagtha amach sa Phlean um Gníomhú ar son na hAeráide (CAP) 21.
 - D'eisíomar ár gcéad tuarascáil ar an mBearna Phá idir na hInscní i mí na Nollag 2022.
 - Féach ár rannán Inbhuanaitheacht ag BIÉ thíos le haghaidh tuilleadh sonraí ar ár ngnóthachtálacha in 2022.

Inbhuanaitheacht ag BIÉ

Is í ár bhfís ceannas a ghlacadh as soláthar agus oibriú iompair inbhuanaithe, a chumasóidh ár ngréasáin chun borradh ionchuimsitheach a chur chun cinn, deiseanna poist a chruthú, feabhas a chur ar fholláine gach duine lena n-áirítear grúpaí leochaileacha, ár n-athléimneacht a neartú chun dul i ngleic le hathrú aeráide, leanúint de bheith tiomanta don chomhshaol agus leanúint do thús áite a thabhairt don tsábháilteacht.

Ar fud gach a dhéanaimid, táimid tiomanta dár gcuspóir chun bonneagar agus seirbhísí iompair inbhuanaithe a sholáthar, caighdeán níos fearr beatha a sholáthar, tacú le borradh geilleagrach agus meas a léiriú ar an timpeallacht. Tá BIÉ tiomanta do dhea-rialachas agus do chleachtas eiticíúil agus aithnímid, mar chuid de seo, an tábhacht a bhaineann le hinbhuanaitheacht mar fhreagracht chorparáideach. Caithfidh iompar tairbhe a sholáthar do chách trí chóras iompair sábháilte, iontaofa, agus cothrom a sholáthar. Is féidir le BIÉ tacú le planáil chomhtháite inbhuanaithe iompair trí fhorbairt a dhéanamh ar mhodhanna iompair a bhaineann an chothromaíocht chuí amach, agus claochlú nua a thabhairt isteach i gcomhthráth lenár spriocanna níos fadtéarmaí inbhuanaitheachta a bhaint amach.

Próifíl Astaíochtaí Carbóin na hÉireann

Tá an Ghníomhaireacht um Chaomhnú Comhshaoil (EPA) freagrach as tuairisciú ar astaíochtaí gáis cheaptha teasa na hÉireann i gcomhar le hÚdarás Fuinnimh Inmharthana na hÉireann (SEAI). Baineann an tuarascáil astaíochtaí gáis cheaptha teasa is déanaí in Éirinn leis an mbliain fhioscach 2021, bunaithe ar fhiigiúirí sealadacha a cuireadh san áireamh i gcomhardú eatramhach fuinnimh SEAI a cuireadh ar fáil i mí an Mheithimh 2022.

In 2021, measadh gurb ionann astaíochtaí sealadacha carbóin GHG na hÉireann agus 61.5 milliún tonna CO₂e (coibhéis dé-ocsaíde carbóin), a bhí 4.7% níos airde ná an bhliain roimhe sin (58.77 milliún tonna CO₂e). B'ionann an earnáil iompair agus 17.7% d'astaíochtaí iomlána gáis cheaptha teasa sa tréimhse seo. ([Na sonraí astaíochtaí is déanaí | An Ghníomhaireacht um Chaomhnú Comhshaoil \(epa.ie\)](#))

Astaíochtaí Carbóin an Iompair agus Athruithe Tuartha

Measadh gurb ionann astaíochtaí carbóin na hearnála iompair in 2021 10.9 milliún tonna CO₂e, a bhí 6.1% níos airde ná an bhliain roimhe sin (10.3 milliún tonna CO₂e). Sna blianta 1990-2021, tá méadú 112.2% tagtha ar astaíochtaí na hearnála iompair, agus méadú thart ar 115.2% tagtha ar iompar ar bóthar. Bhí astaíochtaí ó iompar ar bóthar réasúnta cobhsaí don tréimhse 2015-2019, ar an meán 11.6 milliún tonna CO₂e ach laghdaíodh iad go 9.7 milliún tonna CO₂e in 2020, agus bhí tionchar ag srianta COVID-19 ar astaíochtaí iompair den chuid is mó thar an tréimhse 2020 go 2021.



Tugadh ar aird gur tháinig méadú beagnach faoi dhó ar líon na bhfeithiclí leictreacha in 2021 i gcomparáid le 2020, thart ar 47,000 atá ar bhóithre na hÉireann faoi láthair. D'fhéadfadh méadú ar ghlacadh feithiclí leictreacha a bheith i bpáirt mar gheall ar mhéaduithe ar phraghsanna breosla. Agus cás 'Le Beartha Reatha' ón EPA á mheas, meastar go dtiocfaidh fás 5.2% ar astaíochtaí iompair idir 2021 agus 2030 go 10.4 milliún tonna CO₂e. Tá súil le laghdú 32.2% anuas go dtí 7.4 milliún tonna CO₂e idir 2021 ag 2030 sa chás go gcuirtear 'Beartha Breise' i bhfeidhm, agus glacann na bearta seo leis go mbeidh 944,600 feithicil leictreach ar na bóithre faoin mbliain 2030. ([Iompar | An Ghníomhaireacht um Chaomhnú Comhshaoil \(epa.ie\)](#))

Plean na hÉireann um Gníomhú ar son na hAeráide agus gníomhartha BIÉ

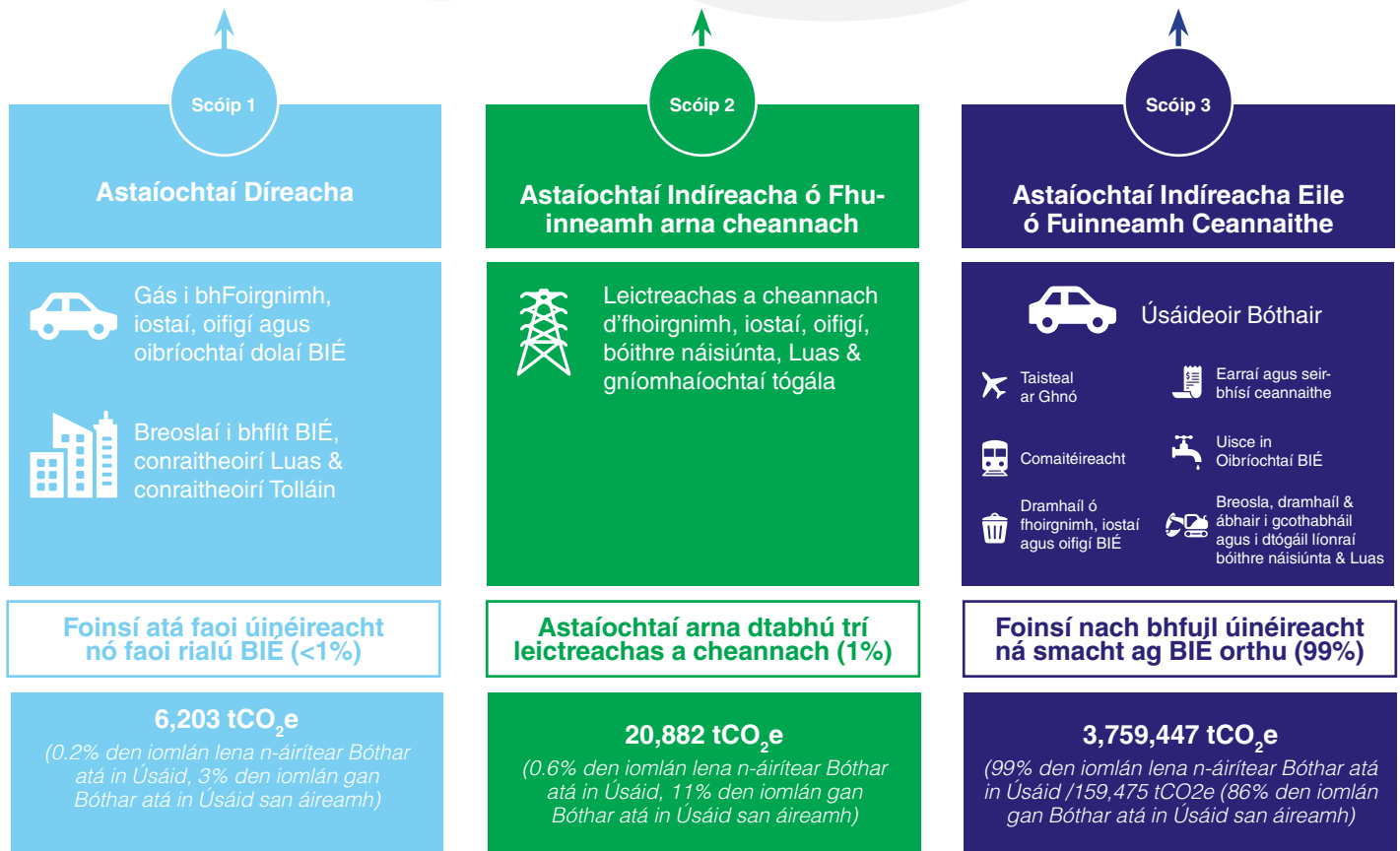
Foilsíodh Plean na hÉireann um Gníomhú ar son na hAeráide 2021 (CAP) i Samhain 2021, ag an tráth céanna a thit Comhdháil um Athrú Aeráide na Náisiún Aontaithe amach i nGlaschú (COP26). Tá impleachtaí soiléire aige i dtaoibh BIÉ i dtaca le cur le buiséid na hÉireann agus earnála na hÉireann maidir le laghduithe ar charbón agus ar astaíochtaí gás ceaptha teasa eile. Gheall Éire go mbainfeadh neodracht ó thaobh carbóin de amach faoin mbliain 2050. Daingníodh an gealltanas seo laistigh den Acht um Gníomhú Aeráide agus Forbairt Ísealcharbóin (Leasú), 2021, lena mbaineann an CAP. Tugtar cuntas i CAP an Rialtais ar conas a bhainfidh sé a sprioc uailmhianach

amach le hastaíochtaí gás ceaptha teasa a laghdú 51% faoin mbliain 2030 agus neodracht ó thaobh fuinnimh de a bhaint amach faoin mbliain 2050. Mar fhreagairt d'uailmhian an rialtais astaíochtaí gás ceaptha teasa a laghdú, tugtar cuntas ar na gníomhartha seo a leanas de chuid BIÉ in CAP 2021 an Rialtais:

- Cuirfimid feabhas ar agus cuirfimid lenár ngréasáin taistil ghníomhaigh agus ghlashbhealaí;
- Forbróimid Straitéis Gréasán Náisiúnta Raonta Rothar atá comhtháiteach agus ceangailte;
- Leanfaimid le luasteorainneacha athraitheacha/ bonneagar dinimiciúil bainistíochta tráchta a thabhairt isteach ar an M50 le sábháilteacht a mhéadú agus brú tráchta a laghdú;
- Soláthróimid conairí iompair phoiblí a sholáthraíonn lánaí bus a dtugtar tús áite dóibh ar bhealaí ábhartha gathacha náisiúnta chuig an M50 agus soláthróimid bearta tosaíochta busanna inbhuanaithe ar an nGréasán Bóithre Náisiúnta;
- Cuirfimid tús le Metrolink, Luas Fhionnghlaise agus Luas Chorcaí a sholáthar i gcomhar leis an Údarás Náisiúnta Iompair; agus
- Leanfaimid le Tionscadal BRUCE a fhorbairt.



Astaíochtaí Gás Ceaptha Teasa



Prótacal Gáis Cheaptha Teasa

Is féidir astaíochtaí gás ceaptha teasa a chatagóiriú ar roinnt bealaí a chabhraíonn le hastaíochtaí agus tuairisciú gaolmhar a thuiscint. Baineann BIÉ úsáid as an bPrótacal Gáis Cheaptha Teasa chun a chuid astaíochtaí a thomhas agus a thuairisciú.

Is caighdeán é an Prótacal Gáis Cheaptha Teasa (GCT) a aithnítear go hidirnáisiúnta chun astaíochtaí a thomhas agus a bhainistiú. Laistigh den chreat seo, déantar astaíochtaí a chatagóiriú i dtrí shainmhíniú scóipe:

Scóip 1: astaíochtaí díreacha ó fhoinsí atá faoi úinéireacht nó faoi rialú eagraíochta;

Scóip 2: astaíochtaí indíreacha ó leictreachas; agus

Scóip 3: astaíochtaí indíreacha.

Príomhléargais

In 2021, bhí próifíl astaíochtaí carbóin BIÉ mar atá leagtha amach san íomhá thuas. Ar an iomlán, tá laghdú 15% tagtha ar astaíochtaí BIÉ ó 2018. Ó 2020 go 2021, áfach, tháinig méadú 9% ar astaíochtaí.

D'fhan astaíochtaí díreacha (Scóip 1) ó fhoinsí atá faoi úinéireacht nó á rialú ag BIÉ m.sh. gás i bhfoirgneamh agus i bhflít BIÉ, comhsheasmhach ó 2018 go 2021 le laghdú 1%. Is ionann úsáid díosail i bhflít BIÉ agus an rannchuiditheoir is suntasaí le hastaíochtaí scóip 1; 67% in 2021. Laistigh de Threochlár um Ghníomhú ar son na hAeráide BIÉ 2022, shainaithin BIÉ naoi dtionscadal a laghdódh astaíochtaí scóip 1 faoi 2030.

Tá laghdú seasta tagtha ar astaíochtaí indíreacha ón leictreachas (Scóip 2) ó 2018 go 2020. In 2021, in ainneoin nár tháinig méadú ach 1% ar thomhaltas leictreachais, tháinig méadú 21% ar

astaíochtaí. Tharla an méadú seo ar astaíochtaí go príomha mar gheall ar níos mó guail agus níos lú gaoithe a bheith á n-úsáid in 2021 chun leictreachas a chruthú ar fud eangach leictreachais na hÉireann. Ba iad an t-iarnród éadrom (46 %) agus na CPPanna agus oibríochtaí MMarC (30%) na rannchuiditheoirí ba shuntasáí laistigh de scóip 2 in 2021. Laistigh de Threochlár um Ghníomhú ar son na hAeráide BIÉ 2022, shainaithin BIÉ naoi dtionscadal a laghdódh astaíochtaí scóip 1 faoi 2030.

Tháinig laghdú 16% ar astaíochtaí indíreacha eile (Scóip 3) ó fhoinsí nach bhfuil faoi úinéireacht nó faoi smacht BIÉ amhail astaíochtaí tógála agus astaíochtaí ó úsáideoirí bóithre ar an ngréasán, ó 2018 go 2021. Tharla sé seo go príomha mar gheall ar laghdú ar astaíochtaí in úsáid bóithre. Cé is moite d'astaíochtaí ó úsáid bóithre, tháinig méadú 32% ar astaíochtaí sa tréimhse chéanna áfach.

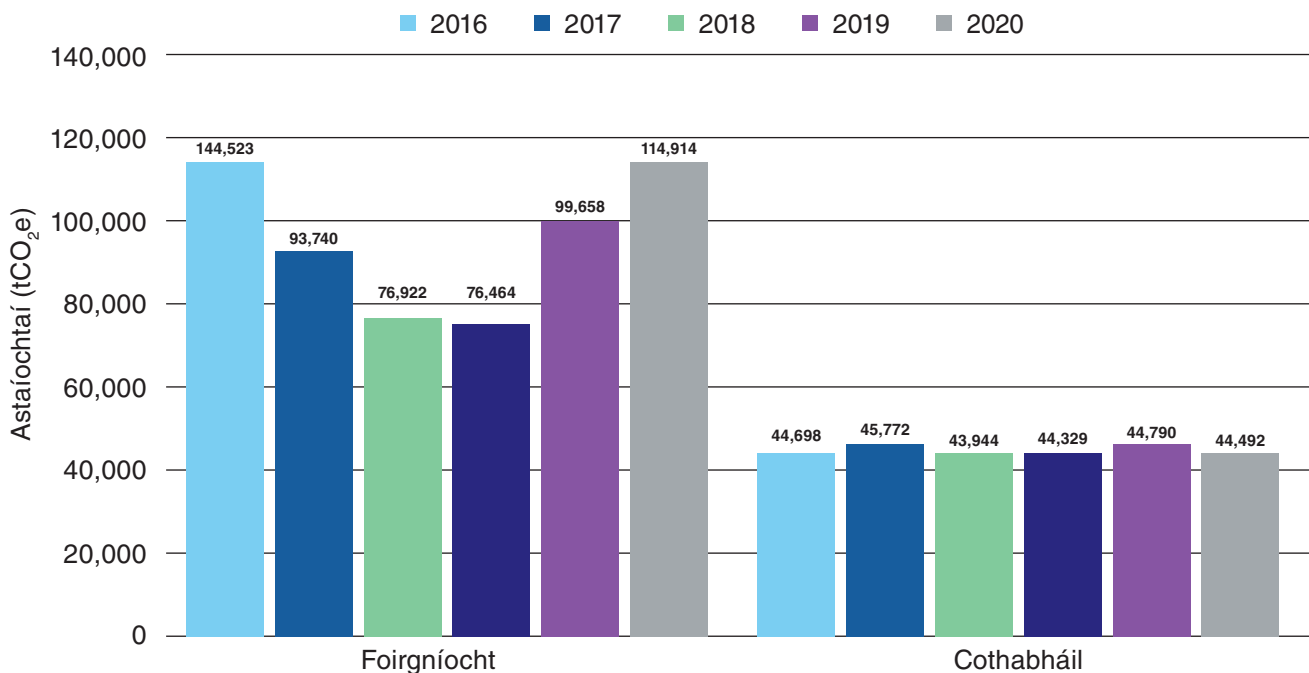
B'ionann astaíochtaí in Úsáid Bóithre agus 95% d'astaíochtaí scóip 3 in 2021. D'fhan astaíochtaí réasúnta seasmhach suas go dtí 2019, agus tharla laghdú 23% in 2020 ar aon dul le srianadh COVID-19 agus méadú 9% sa bhliain dar gcionn de réir mar a baineadh srianta.

Is ionann astuithe ón nGréasán Bóithre Náisiúnta (bóithre díreacha , CPP, MMarC agus Glasbhealaí) agus 89% d'astuithe BIÉ (gan Úsáid Bóithre a áireamh) agus méadú 30% ó 2018 .

Is ionann ábhair thógála laistigh de bhóithre díreacha agus 62% d'astaíochtaí BIÉ (gan Úsáid Bóithre a áireamh) in 2021. Is iad créfoirt agus ábhair bhíotúmanacha is cúis le formhór na n- astaíochtaí sin. Tá méadú suntasach tagtha ar na hastaíochtaí seo ó 2018 (faoi 49%) mar gheall ar mhéadú ar na ciliméadair bóthair a tógadh ó 37km in aghaidh na bliana in 2018 go 59km in 2021 . Is ionann an méadú seo agus 86% den mhéadú ar astaíochtaí scóip 3 (gan Úsáid Bóithre a áireamh) in 2021.

Taispeántar an treocht maidir le hastaíochtaí tógála agus cothabhála BIÉ ar dheis. Tá treocht aníos in astaíochtaí le haghaidh tógála agus cothabhála (cosaint agus athnuachan) ó 2018. Tá laghdú suntasach tagtha ar astaíochtaí ó oibríochtaí (nach dtaispeántar) laistigh de scóip 3 ó 2018, cé gurb ionann iad agus cuid bheag d'astaíochtaí scóip 3 foriomlána.

Is ionann astaíochtaí comaitéireachta foirne agus níos lú ná 1% d'astaíochtaí scóip 3 (gan Úsáid Bóithre a áireamh) in 2021.



1 Áirítear ar na bóithre díreacha: Trealamh ar an nGréasán, M11 GE – Loch Garman, M18 – An Clár, M7 – Tiobraid Árann, N25 – Corcaigh, N25 – NR.
 2 Maidir le tógáil Iarnróid Éadroim, níl aon sonraí ar fáil do Thionscadail Feabhsúcháin Iarnróid Éadroim (2016 -2021) agus do Thionscadail Chaipitil (2018-2021).
 3 Comhfhogasú bunaithe ar dhoiciméid phoiblí BIÉ.
 4 Cuirtear iarnród éadrom as an áireamh chun comhaireamh dúbailte a sheachaint. Ní thugtar cuntas faoi láthair ach oiread ar astaíochtaí ó oibriú ón mbaile.
 5 Rinneadh an normalú a ríomh ar bhonn 'in aghaidh an fhostaí in aghaidh an lae oifige'.

thre a áireamh) ach tháinig laghdú air ó 324 tonna CO₂e go 28 dtonna CO₂e ó 2018 go 2021 mar gheall ar COVID-19 . Agus normalú á dhéanamh ar astaíochtaí comaitéireachta foirne in aghaidh an fhostaí in aghaidh an lae, tháinig laghdú 7% ar astaíochtaí 2021 i gcomparáid le 2018 . I gcomhréir le ‘Ciorclán 1/2020: Nósanna imeachta chun na hastaíochtaí a bhaineann le haerthaisteal oifigiúil a fhritháireamh’, thuairiscigh BIÉ 19.4 tonna d’astaíochtaí carbóin a bhaineann le gach aerthaisteal oifigiúil agus d’aistrigh sé an méid atá comhionann leis an tionchar astaíochtaí taistil isteach sa Chiste um Ghníomhú ar son na hAeráide.

I gcothabháil an gheimhridh, tháinig méadú 31% ar astaíochtaí úsáide salainn ó 2018 go 2021, cé gurb ionann iad agus níos lú ná 1% d’astaíochtaí scóip 3 (gan Úsáid Bóithre a áireamh) in 2021.

Cé nach bhfuil gach astaíocht faoi smacht BIÉ, tá BIÉ freagrach go hindíreach as astaíochtaí scóip 3 agus is féidir leis tionchar a imirt ar astaíochtaí ar fud an tslabhra soláthair agus an chórais iompair. Aithníodh sé luamhán tionchair i dTreochlár um Ghníomhú ar son na hAeráide BIÉ.

Sainordú BIÉ um Ghníomhú ar son na hAeráide 2022

Díríonn Sainordú um Ghníomhú ar son na hAeráide na hEarnála Poiblí a leagtar amach sa Plean um Ghníomhú ar son na hAeráide 2021 (CAP 21), go príomha ar astaíochtaí 1 agus 2 a laghdú agus ní mór do chomhlachtaí na hearnála poiblí, lena n-áirítear BIÉ, é a ghlacadh mar mhodh chun dea-shampla a threorú i dtéarmaí na n-athruithe eagraíochtúla a theastaíonn chun dícharbónú a dhéanamh. Leagtar amach sa sainordú ceanglais maidir le gníomhaíocht agus tuairiscíú ar fud na réimsí seo a leanas:

- Spriocanna maidir le hastaíochtaí gás ceaptha teasa;

- Daoine;
- Bealaí Oibre; agus
- Tógáil agus feithiclí.

Tá BIÉ ag cur na ngníomhartha atá leagtha amach sa sainordú i bhfeidhm go gníomhach mar atá leagtha amach i dTreochlár um Ghníomhú ar son na hAeráide BIÉ.

Treochlár um Ghníomhú ar son na hAeráide BIÉ

Leagtar amach i dTreochlár um Ghníomhú ar son na hAeráide BIÉ 2022 (Treochlár) pleananna BIÉ chun astaíochtaí a laghdú agus spriocanna dícharbónaithe agus éifeachtúlachta fuinnimh a bhaint amach. Ullmhaíodh é de réir treorach ó Údarás Fuinnimh Inmharthana na hÉireann (SEAI) agus ó Chaibidil 9 de CAP21, ina sonraítear go mbeidh an earnáil poiblí chun tosaigh trí shampla maidir le gealltanais dícharbónaithe na hÉireann a chomhlíonadh.

Foilsíodh an Treochlár i mí na Nollag 2022 agus tá sé le fáil ag www.tii.ie.

Straitéis Oiriúnaithe Aeráide BIÉ

In 2019, dhearbhaigh Éire go bhfuil an náisiún in éigeandáil aeráide agus bithéagsúlachta, agus go bhfuil tionchair an athraithe aeráide le brath níos mó ar fud na tíre. Chun aghaidh a thabhairt air seo, in 2021, d’fhorbair Rialtas na hÉireann an Plean um Ghníomhú ar son na hAeráide 2021 (CAP21). Leag Cap21 ceanglas ar BIÉ straitéis nuashonraithe a fhoilsiú maidir leis an gcaoi a ndéanfaidh sé na gréasáin iarnróid éadroim agus na bóithre náisiúnta a oiriúnú i bhfianaise aeráide atá ag athrú. Is í an Straitéis Oiriúnaithe Aeráide freagra BIÉ ar Ghníomh CAP21 297, “Feabhas a chur ar athléimneacht aeráide agus oiriúnú don athrú aeráide ar an Iarnród Éadrom agus ar an nGréasán Bóithre Náisiúnta”.



Foilsíodh an Straitéis Oiriúnaithe Aeráide i mí na Nollag 2022 agus tá sí le fáil ag www.tii.ie.

Measúnú Aeráide agus Carbóin do Mhórtionscadail

Forbraíodh agus foilsíodh sraith de Chaighdeán, Treoirlínte agus Uirlisí Teicniúla uileghabhálacha do Cháilíocht Aeir, d'Aeráid agus do Mheasúnacht Charbóin do mhórtionscadail. Dírionn na doiciméid seo ar an aistriú go neodracht, mar a leagtar amach i bprionsabal 5 de Plean Forfheidhmithe Inbhuanaitheachta (SIP) BIÉ, agus tacaíonn siad le Straitéis Oiriúnaithe Aeráide BIÉ trí chur chuige comhchuibhithe a leagan amach maidir le gníomhú ar son na haeráide.

I measc na ndoiciméad tá:

1. Samhail Astaíochtaí Bóthair (REM) BIÉ: Tuarascáil Forbartha Samhail (GE-ENV-01107) Astaíochtaí Úsáideoirí Bóithre
2. Uirlis Mheasúnaithe Carbóin BIÉ do Thionscadail Bóthair agus Iarnróid Éadrom agus Doiciméad Treorach Úsáideoira (GE-ENV-01106) Astaíochtaí Corpraithe Tógála agus Cothabhála Saoil
3. Seol ríomhphost chuig climatetools@tii.ie chun údarú a fháil chun an méid thuas a úsáid
4. Treoir maidir le Cáilíocht an Aeir do Bhóithre Náisiúnta, Iarnród Éadrom agus Rotharbhealach Tuaithe (PE-ENV-01106)
5. Caighdeán Measúnaithe Cáilíochta Aeir do Bhóithre Náisiúnta Beartaithe (PE-ENV-01107)
6. Treoir Aeráide do Bhóithre Náisiúnta, Iarnród Éadrom agus Rotharbhealach Tuaithe (PE-ENV-01104)

7. Caighdeán Measúnaithe Aeráide do Bhóithre Náisiúnta Beartaithe (PE-ENV-01105)

Buaicphointí Inbhuanaitheachta 2022 agus spriocanna amach anseo

Plean Forfheidhmithe Inbhuanaitheachta BIÉ

In 2021, d'fhoilsíomar ár bPlean Forfheidhmithe Inbhuanaitheachta – Ár dTodhchaí (SIP) i gcomhthéacs ár bhfís a bheith chun tosaigh maidir le córais iompair inbhuanaithe a sheachadadh agus a oibriú. Tar éis na blianta a chaitheamh de bheith tiomanta agus d'iarracht a dhéanamh, agus de chur lenár láidreachtaí reatha, leagtar fíis shoiléir amach sa phlean seo, agus bunaítear treochlár ann leis an inbhuanaitheacht a leabú ar fud ár n-eagraíochta agus ár ngníomhaíochtaí. Déanann sé phrionsabal threoracha na hinbhuanaitheachta cur síos ar conas a sholáthróimid todhchaí inbhuanaithe trínár n-obair, agus tabharfaimid faoi chlár gníomhaíochtaí sna deich mbliana agus níos faide i gcéin amach romhainn chun tacú leis an uailmhian seo. Dírionn na prionsabail threoracha seo ar ár bpríomhlimistéir a dtugtar tús áite dóibh don chlár forbartha inbhuanaithe laistigh dár n-eagraíocht: Gníomhaíonn na prionsabail inbhuanaitheachta mar ár gcreat treorach ar mhaithe le príomhghníomhaíochtaí a chur i bhfeidhm ar fud ár n-eagraíochta. Tuigimid gur gá dúinn cur le forbairt inbhuanaithe a bhaint amach ar fud na hÉireann trí aghaidh a thabhairt ar ár sainchúram agus trí thacú le agus dul i gcion ar ár bpáirtithe leasmhara.

Cuirtear príomh-bhuaicphointí agus spriocanna amach anseo ar fáil sna táblaí thíos do gach ceann de na prionsabail seo.





Soghluaisteacht éifeachtúil agus chothrom a sholáthar

Borradh dlúth uirbeach agus inrochtaineacht réigiúnach a chumasú trí ghréasáin agus seirbhísí a thacaíonn le haistir níos éifeachtúla, nascacht níos éifeachtaí, agus inrochtaineacht mhéadaithe.

Éachtaí 2022

- Chuireamar an t-iarratas ar Ordú Iarnróid MetroLink faoi bhráid an Bhoird Pleanála i Ráithe 3 2022 de réir ghníomh 247 de CAP 21.
- D'fhorbraíomar agus chuireamar Plean Gréasáin Rothar Náisiúnta comhtháiteach agus ceangailte faoi bhráid na Roinne Iompair i Ráithe 4 2022, de réir ghníomh 232 de CAP 21.
- D'fhorbraíomar agus d'fhoilsíomar Lámhleabhar Bainisteora Tionscadail do Thionscadail Ghlasbhealaigh (agus Treoirínte Bainistíochta Tionscadail BIÉ) chun forbairt tionscadal glasbhealaigh náisiúnta agus réigiúnacha faoi shainchúram BIÉ a threorú. D'fhorbraíomar agus d'fhoilsíomar Caighdeán an Ghlasbhealaigh freisin.
- D'fhoilsíomar caighdeán d'áiseanna bus ar an ngréasán bóithre náisiúnta i Ráithe 2 2022, dar teideal: Nóta treorach eatramhach – 'DN-GEO-03087 - Hard Shoulder Bus Priority Measures on Motorways and Type 1 Dual Carriageways'.
- Lorgaíomar ionchur ón bpobal agus ó phríomhpháirtithe leasmhara maidir lenár ndrúchtstraitéis do bhóithre náisiúnta: Bóithre Náisiúnta 2040.
- Chríochnaíomar an dréacht-tuarascáil maidir le roghanna Tionscadail BRUCE (Meastóireacht ar Luchtú Níos Fearr d'Úsáideoirí Bóithre) maidir le maoiniú a dhéanamh ar oibriú agus ar chothabháil an ghréasáin bóithre náisiúnta tar éis na CPPanna (2033 -2052).
- Chríochnaíomar suiteálacha Córais Iompair Chliste (ITS) ar an N40 agus ar na bealaí ascnaimh go Corcaigh i dteannta leis an uasghrádú ar Acomhal Dunkettle, lena n-áirítear Comharthaí Teachtaireachta Inathraithe (VMS) agus imscaradh CCTV.
- Leanamar leis an gclár píolótach d'imscaradh ITS ar an M50, M1, M8 agus bealaí eile.
- Chuireamar tús le luasteorainneacha athraitheacha agus rialú lána a chur i bhfeidhm feadh an M50.
- Chríochnaíomar Luas Fhionnghlaise – Réamhdhearadh i Ráithe 4 2022.
- Chríochnaíomar Iarnród Éadrom Meariompair Chorcaí - Tuarascáil Mheasúnaithe Straitéisigh (TMS) i Ráithe 4 2022.

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Leanfaimid ar aghaidh le VMS, CCTV agus threalamh eile TMS a shuiteáil ag láithreacha straitéiseacha ar an mórghréasán Débhealach mótarbhealaigh idiruibhígh faoi R4 2025.
- Foilseoidimid ár straitéis Bóthar Náisiúnta 2040 a ailíníonn le Tionscadal Éireann 2040 agus le Creat Infheistíochta Náisiúnta RI d'Iompar Éireann agus scaipfidimid an tuarascáil ar phríomhpháirtithe leasmhara.
- Foilseoidimid plean an Ghréasáin Náisiúnta Raonta Rothar in 2023.
- Tabharfaimid an próiseas meastóireachta roghanna chun críche mar chuid de Thionscadal BRUCE, lena n-áirítear buntáistí agus míbhuntáistí do gach rogha, agus cosán cur chun feidhme ardleibhéil do gach rogha faoi lár 2023 de réir spriocanna an Phlean um Ghníomhú ar son na hAeráide.
- Críochnóimid an MetroLink – Plean Inbhuanaitheachta Tionscadail i R1 2023.
- Ag leanúint lenár bhfócas ar Inrochtaineacht Iarnróid Éadrom, déanfaimid measúnuithe leanúnacha ar nascacht saoraidí rothaíochta le Stadanna Luas chomh maith le hoibreacha leanúnacha timpeall ar Stáisiúin Luas (m.sh. Sráid Uí Chonail agus Sráid na Mainistreach) chun athbhreithniú a dhéanamh ar chrua-thírdhreachú, idirmhalartú agus inrochtaineacht a fheabhsú.
- Cuirfidimid roinnt tionscadal i gcrích in 2023 ar Luas Fhionnghlaise, lena n-áirítear an tOrdú Iarnróid a chur faoi bhráid an Bhoird Pleanála.



Gréasáin agus seirbhísí sábháilte agus athléimneacha a chumasú

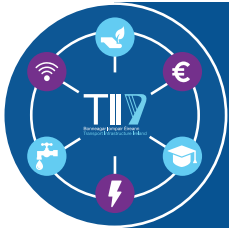
Taisteal sábháilte, slán, inrochtana agus ionchuimsitheach a chumasú trí ghréasáin, córais agus seirbhísí iompair atá athléimneach d'athrú amach anseo.

Éachtaí 2022

- Rinneamar Straitéis BIÉ um Oiriúnú d'Athrú Aeráide a nuashonrú agus a fhoilsiú ar Iarnród Éadrom agus ar Iarnród Éadrom agus ar Ghréasán Bóithre Náisiúnta na hÉireann i R4 2022, de réir ghníomh 297 de CAP 21.
- Chuireamar dhá cheann de 10 ngníomh BIÉ ainmnithe i gcrích faoi Chéim 1 de Straitéis Sábháilteachta ar Bhóithre Rialtas na hÉireann (2021 -2030), i gcomhar leis an Údarás um Shábháilteacht ar Bhóithre, agus táimid ar an sprioc na hocht gcinn eile a chur i gcrích in am de réir na straitéise.
- Leanamar lenár gclár chun córas comhtháite bainistíochta sócmhainní a fhorbairt don ghréasán bóithre náisiúnta. Foilsíodh fardal sócmhainní agus tuarascálacha luachála. Ullmhaíodh dréachtcháipéisí beartais agus straitéise agus reáchtáladh ceardlanna do pháirtithe leasmhara. Tá tús curtha le hobair ar phleananna gníomhaíochta deighleoise aonair a fhorbairt.
- Leanamar leis an gclár nuachóirithe trealaimh gheimhridh lena n-áirítear athsholáthar flít agus gluaiseacht chuig cóireáil réamhfliuch in údarais áitiúla, mar aon le haon fheabhsú riachtanach ar áiseanna stórála agus iostaí.
- Leanamar orainn ag tacú agus ag riaradh na scéime Díolúine ó Dholáí do Dhaoine faoi Mhíchumas trí rannpháirtíocht ghníomhach agus comhoibriú. Rinneadh suirbhé i mí Iúil agus bhí níos mó ná 90% de na freagróirí an-sásta nó sásta lena dtaithí ar an tseirbhís. Rinneadh thart ar 3,500 diosca a athnuachan in 2022 as 10,300 diosca beo a bhí i gcúrsaíocht ag deireadh na bliana 2022.

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Foilseoidimid an chéad áis Páirceála agus Roinnte de chuid BIÉ.
- Leanfaimid orainn ag comhlíonadh na n-ocht bpríomhghníomhaíocht i gCéim 1 de Straitéis Sábháilteachta ar Bhóithre Rialtas na hÉireann (2021-2030).
- Cuirfimid soláthar an chonartha dara glúin OMTTCC (An Ionad Rialaithe Oibríochtaí agus Cothabhála Tollán agus Tráchtá) chun cinn in 2023, a bhaineann le tolláin Bhaile Átha Cliath agus Jack Lynch agus an tIonad Rialaithe Oibríochtaí Mótarbhealaigh (MOCC).
- Cuirfimid cur i bhfeidhm na n-oibreacha uasghrádaithe agus athnuachana chun cinn chun comhlíonadh na Rialachán Tógála a chinntiú agus chun áiseanna Áiteanna ag Athrú a ionchorprú ar fud na 6 shuíomh MSA faoin gConradh T1MSA.
- Tá sé mar aidhm againn láithreán gréasáin nua a eisiúint do www.luas.ie, chun feabhsuithe ar inrochtaineacht a ionchorprú agus an caighdeán EN 301 549 (ceanglais inrochtaineachta do tháirgí agus seirbhísí TFC) a shásamh.
- Tar éis fógraí ceann scríbe inchloiste nua ar bord a thabhairt isteach ar fud fhliú Líne Uaine Luas chun cabhrú le custaiméirí lagamhairc, tá sé beartaithe againn feabhsuithe den chineál céanna a dhéanamh ar fhliú na Líne Deirge in 2023.



Comhoibriú a dhéanamh chun cur chuige iomlánaíoch a bhaint amach

Sócmhainní agus seirbhísí cliste agus inbhuanaithe a fhorbairt trí phleanáil, dearadh, tógáil, oibriú agus cothabháil an ghréasáin iompair a nuálú agus a fheabhsú, comhoibriú agus smaointeoireacht chóras a mhéadú le comhghnóthachain a lorg agus le seachtracht dhiúltach a mhaolú.

Éachtaí 2022

- Forbraíodh ár mBeartas um Gheilleagair Ciorclach chun prionsabail an gheilleagair chiorclaigh a shainiú do BIÉ le béim ar leith ar na prionsabail inbhuanaitheachta a ionchorprú.
- Leanamar le rannpháirtíocht leanúnach idir ÚNI, BIÉ, agus RI maidir le bonneagar taistil gníomhach a sheachadadh, mar chuid de Ghrúpaí Ceannaireachta agus Seachadta an Bheartais Soghluaisteachta Inbhuanaitheachta, lena n-áirítear tionscadail aimsithe cosán a aithint faoin mBeartas Náisiúnta Soghluaisteachta Inbhuanaitheachta.
- Reáchtáladh Seachtain Nuálaíochta BIÉ i mí Dheireadh Fómhair 2022 ag ionchorprú tionscadal píolótach nuálaíochta BIÉ "All Aboard" – Podchraoladh Inrochtaineachta BIÉ.
- D'fhorbraíomar gné nua tuairiscithe ar lompar Frithshóisialta laistigh d'Áip Fíor-Ama Luas, a chinneann suíomh agus ceann scríbe an úsáideora. Reáchtáil BIÉ ceardlann ag roinnt a chuid foghlama le hoibreoírí iompair eile agus chabhraigh siad lena bhforbairtí comhchosúla féin.

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Foilseoimid Beartas Geilleagar Ciorclach BIÉ dár bpáirtithe leasmhara, ag tabhairt ar aird fócas ar leith ar na caighdeáin nua-fhorbartha chun aghaidh a thabhairt ar thaisteal gníomhach, an geilleagar ciorclach, cosáin inbhuanaithe, créfoirt agus droichid.
- Foilseoimid straitéisí nua Bithéagsúlachta agus Tírdhreacha BIÉ in 2023.



Feabhsúcháin ó cheann go ceann a sholáthar

Luach breise thar shaolré a sholáthar trí thionchar a imirt ar agus dul i gcion ar pháirtithe leasmhara, ar chomhpháirtithe, agus ar sholáthraithe..

Éachtaí 2022

- Leanamar lenár mbearta um Phlean Uile-Éireann um Pailneoirí (AIPP) lena n-áirítear laghdú ar ghearradh féir, úsáid laghdaithe lotnaidicídí/luibhicídí, agus meascán AIPP atá neamhdhíobhálach a éascú ag Timpealláin/gnéshuíomhanna.
- Leanamar orainn ag cur chun cinn cur i bhfeidhm na mbreithnithe inbhuanaitheachta trí úsáid a bhaint as na critéir dhámhachtana theicniúla agus tráchtála, go háirithe tairiscint a shainiú ar chostais saolré iomlán i gcomparáid leis an gcostas caipitil ar an bpraghas is ísle.

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Leanfaimid orainn ag leabú breithnithe inbhuanaitheachta inár bpróiseas soláthair.



Aistriú chuig neodracht ó thaobh fuinnimh de

Tionchar carbóin thógáil, oibriú agus úsáid an ghréasáin iompair a laghdú trí úsáid fheagrach a bhaint as acmhainní, athúsáid agus athearaíocht a bhaint as rudaí, chomh maith leis an aistriú chuig neodracht a thabhairt chun cinn agus a chur ar chumas custaiméirí rogha níos inbhuanaithe a dhéanamh.

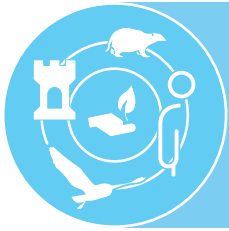
Éachtaí 2022

- D'fhorbraíomar agus d'fhoilsíomar Treochlár um Ghníomhú ar son na hAeráide BIÉ i Ráithe 4 2022, mar chuid de Shainordú BIÉ um Ghníomhú ar son na hAeráide atá leagtha amach i CAP 21.
- Leanamar leis an gclár beart atá tíosach ar fhuinneamh i dtaobh soilsiú ar bhealaí náisiúnta ar an ngréasán neamh-mhótarbhealaigh, ar aon dul le clár coigiltis fuinnimh 2030 agus le Clár an Rialtais.
- Laghdaíomar ídiú fuinnimh ar fud gníomhaíochtaí conartha trí shoilsiú a mhúchadh agus a thiontú go LED, ídiú breosla feithiclí, téamh foirgneamh.
- Mhéadaíomar úsáid foinsí in-athnuaite chun an t-éileamh leictreachais atá fágtha a laghdú tuilleadh agus tá dearaí tosaithe againn le haghaidh úsáid mhéadaithe foinsí in-athnuaite ag láithreacha BIÉ ar fud an Ghréasáin.
- Maidir le húsáid díosail, i gcomhar lenár gconraitheoirí leanamar orainn ag cur le húsáid feithiclí leictreacha ar fud flíteanna conraitheoirí, agus is feithiclí leictreacha iad gach carr nua.
- Chuireamar aonaid luchtaithe ar fáil in iostaí gréasáin agus ag láithreacha eile ag cinntiú go n-éireoidh le húsáid feithiclí leictreacha.
- Maidir le haicmí eile feithiclí nach bhfuil réitigh FL ar fáil go héasca fós, mhéadaíomar úsáid athsholáthair breosla in-athnuaite le haghaidh díosail ar a dtugtar Ola Glasraí Hidriginithe (HVO). Ag tosú i mí Dheireadh Fómhair, tharla tomhaltas iomlán de 50,000 HVO i réigiún an Iarthair áit ar éirigh le gné shuntasach den fhlít tréimhse an gheimhridh a bhainistiú ar HVO. Tá HVO á thriail freisin ag roinnt Oibreoirí ar fud an ghréasáin. Leanfaimid orainn ag iniúchadh bealaí chun úsáid HVO ar fud an ghréasáin a mhéadú.
- Mar chuid dár saineolas agus ár gcumas a fhorbairt chun astaíochtaí áitiúla agus náisiúnta a bhaineann leis an ngréasán bóithre náisiúnta a shamhaltú, sheolamar uirlis Shamhail Astaíochtaí Bóthair BIÉ.
- D'fhoilsíomar Caighdeán nua maidir le Cáilíocht Aeráide agus Aeir do Bhóithre Náisiúnta beartaithe agus chuireamar i gcrích forbairt ar chur i bhfeidhm gréasánbhunaithe Uirlis Measúnaithe Carbóin BIÉ do Bhóithre & Iarnród Éadrom.
- Chuireamar athbhreithniú ar inbhuanaitheacht i seachadadh cré-oibreacha i gcrích agus d'fhorbraíomar uirlis anailíse olltoirte i R2 2022.
- Leanamar leis an nGrúpa Seachadta Fuinnimh agus Carbóin laistigh den phunann inbhuanaitheachta chun treoir straitéiseach a sholáthar do BIÉ maidir le bainistiú astaíochtaí carbóin, lena n-áirítear catagóirí sonraí, sainiú foinsé agus riachtanais tuairiscithe inmheánacha/seachtracha.
- Thugamar tacaíocht do bhunú agus d'úsáid Feithiclí Saor Ó Astaíochta in Éireann (ZEVI), tionscnamh de chuid Rialtas na hÉireann atá bunaithe sa RI.

- Leanamar orainn ag tacú agus ag riaradh na scéime Dreasachta Dolaí d'Fheithiclí Astaíochtaí Íseal (LEVTI) thar ceann na Roinne Iompair ag spreagadh ár gcustaiméirí chun bogadh i dtreo feithiclí a bhfuil breosla malartach acu. Chonaiceamar an scéim seo ag fás ó níos mó ná 4,000 feithicil in 2018 go dtí beagnach 32,000 in 2022 ag soláthar lascaí os cionn €2 mhilliún dár n-úsáideoirí bóithre.
- Leanaimid orainn ag tacú agus ag riaradh na scéime deontais ceannaigh Feithiclí Tromshaothair Breosla Mhalartaigh Cheannach (AFHDV) thar ceann na Roinne Iompair chun dícharbónú an lasta a chur chun cinn. In 2022, ceadaíodh os cionn 20 iarratas ar dheontas do 52 feithicil arbh fhiú os cionn €3.1 milliún san iomlán iad.

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Rachaimid ar aghaidh leis na tionscadail a sainathnóidh mar chuid de Threochlár um Ghníomhú ar son na hAeráide BIÉ chun laghdú ar na hastaíochtaí a thiomáint ar fud na ngréasán bóithre náisiúnta agus iarnróid éadroim, lena n-áirítear mar shampla:
 - Cuirfimid soilsiú féinfhaireacháin LED in ionad soilsiú sóidiam neamhéifeachtúil atá ann cheana féin ar ardáin LUAS.
 - Déanfaimid triail Teasa, Aerála agus Aerchóirithe (HVAV) trí rialuithe braiteora CO2 a chur i bhfeidhm chun teas agus aeráil a rialáil do phaisinéirí ar bord Tram na Líne Uaine & na Líne Deirge;
 - Cuirfimid an chéad tréimhse iomlán seirbhíse geimhridh i gcrích ag úsáid breosla in-athnuaite (HVO) agus leanfaimid orainn ag cur le húsáid breosla in-athnuaite i bhfeithiclí Bainistíochta Gréasán;
 - Leanfaimid orainn ag tiomáint aistriú an fhlít conraitheora go FL, nuair is cuí;
 - Méadóimid na forálacha pointe luchtaithe ag ISManna BIÉ chun freastal ar éileamh atá ag ardú agus chun ailíniú le straitéis náisiúnta a fhorbairt.
- Rachaimid i dteagmháil le hoibreoirí príobháideacha ar an ngréasán Mótarbhealaí chun tacú leis an straitéis náisiúnta bonneagair FL, agus maidir le hoibleagáidí AE, go háirithe ar phointí luchtaithe tiomnaithe d'Fheithiclí Tromshaothair;
- Leanfaimid orainn ag riaradh na scéime LEVTI in 2023 le buiséad méadaithe chun ligean do ghlacadh méadaithe i bhfeithiclí leictreacha agus astaíochtaí ísle. Déanaimid é seo i gcomhpháirtíocht le soláthraithe seirbhíse náisiúnta.
- Leanfaimid orainn ag riar na scéime AFHDV in 2023 le buiséad méadaithe de €5 mhilliún chun an t-aistriú a theastaíonn chuig feithiclí a iompraíonn earraí ar bhealach inbhuanaithe ar fud ár ngréasán a spreagadh tuilleadh.



Luach iomlán a chruthú don tsochaí

Soláthar cothrom luacha gheilleagraigh, comhshaoil, agus shóisialta a chothú agus a fheabhsú trí phleanáil dhian, breithmheas dian agus cinntí a thugann tús áite d'inhuanaitheacht.

Éachtaí 2022

- Leanamar le comhoibriú leanúnach leis an nGníomhaireacht um Chaomhnú Comhshaoil agus le húdaráis áitiúla i gCéim 4 de Mhapáil Straitéiseach Torainn (I.R. 549/2018).
- Rinneamar prionsabail inbhuanaitheachta a leabú agus a thabhairt chun críche inár gcaighdeán nua: Measúnú Aeráide agus caighdeán meastóireachta Carbóin do Thionscadail Bóithre Náisiúnta. Chomh maith leis sin, chuireamar bailchríoch ar an Doiciméad Treorach Teicniúil Uileghabhálach maidir le Cáilíocht an Aeir.
- Choimisiúnaigh muid ocht dtionscadal Taighde faoi Chlár Taighde BIÉ. Táimid taighde ar bun againn ar shamhaltú timpistí, samhaltú torainn, caighdeán uisce talún agus dromchla, monatóireacht fána, LIDAR le haghaidh seandálaíochta, saolré na mbacainní cruach, hailt asfalt féin-chneasaithe agus bithcheangail, ceapadh móna, measúnú ar thionchair torainn, saoráidí taistil ghníomhaigh aoisbháúla, agus inbhuanaitheacht shóisialta le haghaidh taistil ghníomhaigh agus glasbhealaí

Spriocanna amach anseo – 2023 agus níos faide chun cinn

- Ullmhóimid BIÉ d'iniúchadh Chéim 1 chun Córas Bainistíochta Comhshaoil a bhaint amach go ISO 14001.
- Leanfaimid orainn ag forbairt Bhailiúcháin Oidhreachtá Digití BIÉ, chun a chinntiú go mbeidh torthaí obair seandálaíochta BIÉ inrochtana do lucht féachana iomadúla chomh maith leis an bpobal, m.sh. taighdeoirí, pleanálaithe agus ealaíontóirí.





Pointí Luchtaithe EV, Oifig Bhoneagar Iompair Éireann, Baile Átha Cliath

Pointí Luchtaithe Feithiclí Leictreacha (FL)

Cuirtear pointí luchtaithe Feithiclí Leictreacha (FL) ar fáil i ngach ceann de naoi n-ionad seirbhísí BIÉ do thiománaithe. Déanann an réimse áiseanna luchtaithe atá ar fáil aonaid chaighdeánacha agus mhearluchtaithe araon a sholáthar. Feabhsaíodh na seirbhísí pointe luchtaithe atá ar fáil freisin ag láithreacha i gcomhar leis an oibreoir mótarbhealaigh. Rinne BIÉ na háiseanna luchtaithe ag gach ceann de na naoi n-áis a léarscáiliú agus ag an dá áis déag de limistéar seirbhíse príobháidí atá suite ag aomhail mhótarbhealaigh nó i ngar dóibh.

Leanaimid orainn ag obair chun tacú leis an sprioc 660,000 Feithicil Leictreach Chadhnra a bheith ar an mbóthar faoin mbliain 2030, faoi mar a luaitear i PGA 2021 an Rialtais. Is dúshlánach don scála bonneagair leictreach a theastaíonn chun tacú le spriocanna an PGA agus leis na riachtanais fhéideartha i dtaobh Feithiclí Tromshaothair agus tá an scála sin an-substainteach nuair a chuirtear san áireamh go bhfuil na hionaid seirbhísí ina suíomhanna atá sách scoite.

In 2022 chuireamar staidéar samhaltaithe leis na spriocfhigiúirí don fhlít FLanna a thiontú ina n-acmhainn luchtaithe agus ina riachtanais bhonneagair Leanann ár gcuid oibre samhaltaithe ar aghaidh in 2023 i gcomhar le ZEV1 agus ESB Networks. Tá tuiscint á forbairt againn uaidh seo ar an infheistíocht chaipitil a theastaíonn leis an mbonneagar luchtaithe a sholáthar do ghluaisteáin agus d'fheithiclí tromshaothair amach go 2030, atá le tabhairt chun críche a luaitear a bheidh oibleagáidí náisiúnta agus AE sainithe go hiomlán.

Ár nDaoine

Go luath in 2022, thosaigh deireadh ag teacht le bearta paindéime COVID-19, agus thosaigh foireann BIÉ ag filleadh ar an oifig ar bhonn céimnithe. Cuireadh treoir ar fáil don fhoireann maidir le filleadh sábháilte ar an oifig agus cuireadh bearta sábháilteachta i bhfeidhm san oifig chun oifigí Shráid Gheata na Páirce a áitiú go sábháilte, lena n-áirítear spás an cheaintín, seomraí cruinnithe agus áiseanna eile. Faoi shamhradh 2022, bhí an fhoireann ar fad tar éis filleadh go sábháilte ar an oifig. I mí Mheán Fómhair 2022, sheol BIÉ a bheartas um Obair Chumaisc inar breithníodh treoir a eisíodh ón Roinn Caiteachais agus Athchóirithe. Tá rath an bheartais seo agus na gníomhaíochtaí gaolmhara á dtomhas ag BIÉ agus cuirfidh siad bonn eolais faoi aon athruithe ar an mbeartas amach anseo.

Lean BIÉ lena thairiscint folláine freisin trí shraith seimineár gréasáin a reáchtáil, doiciméid treorach agus imeachtaí pearsanta a eisiúint chun athnascadh a spreagadh. Chomh maith lena chinntiú gur nasc baill foirne nuair a d'fhill siad ar an oifig, d'ea-graigh BIÉ sraith imeachtaí lóin sláintiúla agus ghlac siad páirt i siúlóidí.

Chuireamar roinnt tionscnamh i gcrích chun an cuspóir straitéiseach a bhaint amach chun 'Eispéireas dearfach fostaithe a sholáthar, glacadh le héagsúlacht agus cuimsiú' agus i dtreo na sprice 'Daoine' níos leithne chun 'Cumas ár ndaoine a chothabháil, a fheabhsú agus a shaothrú, agus luachanna BIÉ á gcur chun cinn i gcomhthráth, lena chinntiú go soláthraítear ár spriocanna. Áiríodh leis seo clár de thionscnaimh Folláine agus Seachtain Folláine 2022, sraith seimineár gréasáin ar an Lucht Saothair Ilghlúine, Oiliúint ar an gClautuairim Neamh-Chomhfhiosach don fhoireann go léir, agus imeacht Lá Idirnáisiúnta na mBan le cainteoir abhcóideachta míchumais, i measc tionscnamh eile.

Tionscnaimh Éagsúlachta, Chothroime agus Ionchuimsithe

Is é uailmhian BIÉ a bheith ina eagraíocht rathúil a léiríonn cleachtais agus córais chothroma agus chuimsitheacha, arna spreagadh ag rannchuidiú líonra fostaithe agus páirtithe leasmhara éagsúla. Dhírigh BIÉ ar thrí phríomhréimse i rith 2022 chun cabhrú leis seachadadh a fhíse agus a chuspóirí a luathú:

- Oiliúint maidir le claonadh i ngan fhios do gach ball foirne;
- Oiliúint Chuimsitheach Ceannaireachta don Fhoireann Feidhmiúcháin; agus
- Sraith seimineáir ghréasáin a rolladh amach don fhoireann go léir.

D'fhoilsigh BIÉ a chéad tuarascáil ar an mBearna Phá idir na hInscní i mí na Nollag 2022. D'aithin an tuarascáil seo gníomhartha straitéiseacha a dhéanfaidh BIÉ chun a bhearna pá a laghdú amach anseo. Rinne BIÉ Lá Idirnáisiúnta na mBan a chomóradh freisin le cainteoir ag labhairt faoi dheacrachtaí a shárú.

Trí na tionscnaimh seo, tá sé mar aidhm againn cultúr uilechuimsitheachta agus comhionannais a thógáil laistigh de BIÉ féin, áit a ndéantar éagsúlacht a cheiliúradh agus ina n-aithnítear iompraíochtaí millteach nó a d'fhéadfadh a bheith idirdhealaitheach, agus ina dtugtar aghaidh orthu agus ina gceartaítear iad. Aithníonn BIÉ gurb é seo tús an turais, agus go mbeidh gá le hiar-rachtaí spriocdhírith chun oideachas a chur ar ár n-eagraíocht agus chun a chinntiú go ndéantar feabhsuithe leanúnacha chun tacú le baill foirne, go háirithe iad siúd atá níos leochailí ó iompar a d'fhéadfadh a bheith idirdhealaitheach, a bheith rathúil, ag cur comhionannas deiseanna chun cinn do chách.





Bainistíocht & Oibríochtaí an Ghréasáin Bhóithre Náisiúnta

Trácht Líonra agus Oibríochtaí

Bóithre Náisiúnta

Tá freagracht fhoriomlán BIÉ as bainistiú agus oibriú an ghréasáin bhóithre náisiúnta, a oibríonn sé i gcomhar le húdarais áitiúla. Déanann BIÉ bainistiú díreach ar thart ar 50% den ghréasán náisiúnta príomhbhóithre, arb ionann sin agus fad 1,300 ciliméadar de mhótarbhealach agus de dhébhealach. Chuige sin, déantar bainistíocht ar thart ar 460 ciliméadar den ghréasán mótarbhealaí trí thrí chonradh Comhpháirtíochta Príobháidí Poiblí (CPP) dhéag, agus déanann trí Chonradh Athnuachaintí agus Cothabhála Mótarbhealaigh (MMaRC) cothabháil ar an gcuid eile den ghréasán.

Déanann BIÉ bainistiú ar Thollán Bhaile Átha Cliath agus Tollán Jack Lynch trí chonradh an Ionaid Rialaithe Oibríochtaí agus Cothabhála Tollán agus Tráchta (OMTTCC). Bainistítear Tollán Luimnigh faoi chonradh CPP. Oibríonn BIÉ naoi nIonad Seirbhíse Mótarbhealaigh ar an líne faoi shocrú lamhátais CPP. Ní hionann iad seo agus na hIonaid Seirbhíse as an líne, atá suite taobh le hacomhail agus atá faoi úinéireacht phríobháideach.

Trácht an Ghréasáin

In 2022 scaoileadh go forásach le go leor srianta a bhain le COVID-19 a cuireadh i bhfeidhm in 2020 agus a lean ar aghaidh ar feadh cuid mhaith de 2021. Ar an iomlán, in 2022, ba ionann na líonta tráchta ar an ngréasán agus 95% de na líonta in 2019. Bhí líonta feithiclí do Thollán Bhaile Átha Cliath in 2022 thart ar 3% faoi bhun fhigiúirí 2019 arna

dtomhas le linn na bliana. Tháinig athrú suntasach ar chomhdhéanamh an tráchta i gcomparáid le 2019. Tháinig laghdú 13% ar ghluaiseachtaí HGV tríd an tollán, rud a léiríonn an dá phatrún athraithe gluaiseachta trí chalafoirt na hÉireann tar éis an Bhreimeachta agus b'fhéidir moilliú éigin sa gheilleagar iomlán. Bhí líon na mbusanna agus na gcóistí tríd an tollán suas 21% agus ní raibh aon athrú ar ghluaiseachtaí carranna.

Le linn 2022, leanadh le suiteáil trealaimh lena n-áirítear comharthaí rialaithe lána, comharthaí teachtaireachtaí athraitheacha (VMS) agus ceamaraí CCTV do na córais luasteorann athraitheacha agus comharthaíocht rialaithe lána (Red X) ar an M50. Leathnaíodh feidhmiú na scéime ó Acomhal 6 Baile Bhlainséir go Acomhal 9 An Bhó Dhearg i mí na Bealtaine agus ó Acomhal 3 M1 go Acomhal 4 Baile Munna i mí na Samhna. Tá comharthaí luais rabhaidh fós ar taispeáint go dtí go n-achtófar reachtaíocht phríomhúil nua, a bhfuiltear ag súil léi i Ráithe 2 de 2023. Tá sé beartaithe imscaradh trealaimh a chur i gcrích i Samhradh 2023, agus an t-aistriú chuig luasteorainneacha rialála, rialú Lána Red X agus forfheidhmiú gaolmhar a thaispeáint tar éis an reachtaíocht riachtanach a achtú. Tá dréachtú na Rialachán gaolmhar agus na nuashonruithe riachtanacha ar an Lámhleabhar um Chomharthaí Tráchta ar siúl, agus táthar ag súil go gcuirfear an obair seo i gcrích chun cur i bhfeidhm pras a cheadú tar éis achtú na reachtaíochta príomhúla.



Bainistíocht Teagmhas

De réir mar a athbhunaíodh méideanna tráchta tar éis srianta COVID-19 a mhaolú agus a bhaint ansin, ní haon ionadh go bhfuil méadú ar theagmhais ar fud an ghréasáin mar thoradh air seo. Mar sin féin, níor tháinig leibhéal an mhéadaithe ar theagmhais leis an bhfás ar thrácht. D'fhéadfadh roinnt fachtóirí é seo a mhíniú. Ar an gcéad dul síos, níor shroich leibhéal an phlódaithe buaic-ama ar an M50 na leibhéal a bhí ann roimh COVID-19. Tá plódú tráchta ina phríomhthiománaí le haghaidh teagmhais, go háirithe imbhualadh ón taobh thiar agus buillí ón gcúl. In 2022 d'fhreagair oibreoirí bóthair a bhí ag obair do BIÉ do 8,323 teagmhas tráchta (2021: 8,323) ar fud an ghréasáin bhóithre náisiúnta, arbh imbhualtí um thrácht ar bhóithre 1,937 díobh (2021: 1,320).

Cé gur féidir le teagmhais titim amach ar aon chuid den ghréasán, titeann an dlús is mó díobh amach ar mhótarbhealaí uirbeacha ar a mbíonn an brú tráchta is mó. Thit 1,686 teagmhas tráchta ar mhótarbhealach an M50 in 2022, 2021 (2021: 1,335), arbh imbhualtí um thrácht ar bhóithre 684 díobh (2021: 475). Anuas air seo, bhain oibreoirí aisghabhála 3,938 feithicil a chlis ón M50 i rith na tréimhse céanna (2021: 3,794). Cé go léiríonn líon iomlán na dteagmhais treocht atá ag méadú le himeacht ama, d'fhan an t-am freagartha gaolmhar seasmhach agus laghdaigh an cur isteach meánach a bhaineann le teagmhais thar an tréimhse chéanna.

Tollán Bhaile Átha Cliath

In 2022, cuireadh tús le hoibreacha ar theicneolaíocht LED a chur in ionad SON (sódiam) bunaidh Thollán Bhaile Átha Cliath. Tháinig 1,800 aonad nua in áit an dá bhorra raibh coigilt fuinnimh bliantúil 1.5 milliún kWh mar thoradh orthu le laghdú bliantúil comhfhreagrach de thart ar 500 tona carbóin a táirgeadh – nó is ionann é agus cumhacht a thabhairt do 300 gnáth-theach in Éirinn ar feadh bliana.

Oibríochtaí an Gheimhridh

Bainistíonn BIÉ breis agus 116 stáisiún aimsire, atá suite go príomha ar an ngréasán bóithre náisiúnta. Freastalaíonn na stáisiúin seo ar ár ngréasán bóithre agus ar chóras LUAS. Soláthraíonn na stáisiúin seo mionsonraí aimsire fíor-ama a úsáidtear chun na réamhaisnéisí aimsire sa gheimhreadh a chruthú a theastaíonn le cinneadh a dhéanamh maidir le cibé an bhfuil nó nach bhfuil sé riachtanach na bóithre a chóireáil. Tá Córas Faisnéise Aimsire Bóithre á fheidhmiú ag BIÉ agus, le tacaíocht réamhaisnéise ó Met Éireann, cuireann an córas seo ar chumas údarás áitiúil agus oibreoirí mótarbhealaí monatóireacht a dhéanamh ar an aimsir agus cinntí a dhéanamh maidir le húsáid a bhaint as leatóirí grin salainn i rith shéasúr an gheimhridh chun cabhrú le húsáideoirí bóithre taisteal go sábháilte ar an ngréasán.

Táimid freagrach as salann a cheannach chun bóithre uile na hÉireann a chóireáil i rith an

gheimhridh, rud atá á dhéanamh trí shocrú creata ilbhliantúil. D'fhonn an soláthar salainn do bhóithre náisiúnta a chinntiú (agus costais stórála a íoslaghdú), tá ceithre iosta straitéiseacha stórála salainn tógtha againn ag roinnt campúin chothabhála mótarbhealaigh. Le linn shéasúr 2021/2022, d'úsáid oibreoirí MMarC BIÉ 9,300 tonna de shalann agus d'úsáid conraitheoirí CPP 3,651 tonna i gcóireálacha a rinneadh thar 74 lá i rith an gheimhridh (2020/2021: úsáideadh 15,300 agus 80,322 tonna de shalann i gcóireálacha a rinneadh thar 75 lá). D'úsáid Údarás Áitiúla thart ar 26,185 tonna de shalann i rith na bliana ar bhóithre náisiúnta neamh-mhótarbhealaigh (2020/2021: 45,800 tonna). Bhí ceathanna clocha sneachta mar thoradh arís eile le fadhbanna áitiúla ar mhótarbhealaí roinnt uaireanta i gcaitheamh na bliana. Bhí ceathanna clocha sneachta mar bhonn le laghdú tapa ar theocht an dromchla pábhála agus ar shraith oighir a chruthú ar dhromchla an bhóthair. Ar luasanna mótarbhealaigh, má thagann feithicil ar bhrat clocha sneachta gan choinne ar an mbóthar, d'fhéadfaí smacht a chailleadh ar an bhfeithicil agus d'fhéadfadh imbhuailtí tromchúiseacha titim amach dá bharr.

Ní oibríonn réamhchóireáil le salann i gcás clocha sneachta. Leanaimid ag comhoibriú go dlúth leis an Údarás um Shábháilteacht ar Bhóithre agus an Garda Síochána i bhfeachtas le béim a leagan ar an mbaol a chruthaíonn clocha sneachta agus le tiománaithe a spreagadh a luasanna a laghdú nuair a bhíonn baol le leith clocha sneachta ann. Tá prótacal tosaithe againn le Met Éireann, a sholáthraíonn foláirimh réigiúnacha maidir le clocha sneachta a thaispeántar ar chomharthaí teachtaireachtaí athraitheacha ar ár ngréasán. I mí Eanáir 2023 sheolamar scéim phíolótach nua lena mbaineann braiteadh níos fearr ar tharlú clocha sneachta. Ligfidh an córas seo dúinn imscrúdú a dhéanamh an féidir linn brath imeachtaí clocha sneachta a uathoibriú agus rabhaidh a thaispeántar ar chomharthaí VMS ar thaobh an bhóthair atá suite i gcóngarach don tarlú clocha sneachta.

Ionaid Seirbhísí Mótarbhealaigh

Oibríonn BIÉ naoi n-ionad seirbhísí, faoi shocrúithe CPP, ag sé láthair feadh an ghréasáin mhótarbhealaí. Tá dhá thaobh ar na háiseanna seo a fhreastalaíonn ar gach treo den mhótarbhealach, nó tá taobh amháin orthu agus freastalaíonn siad ar an dá threo trí acomhal bóithre a tógadh le sainchuspóir. Tá siad suite ag:

- An M1 ag Lusca (déthaobhach)
- An M1 ag Baile an Ghearlánaigh (déthaobhach)
- An M4 ag an mBóthar Buí (déthaobhach)
- An M6 ag Baile Átha Luain (aontaobhach)
- An M9 ag Cill Chuilinn (aontaobhach)
- An M11 ag Guaire (aontaobhach)

Choimisiúnaigh BIÉ iniúchadh neamhspleách inrochtaineachta chun measúnú a dhéanamh ar fhoirgneamh agus áiseanna uile Tráinse 1 MSA i gcoinne na gcaighdeán reatha chun timpeallacht inrochtana agus chuimsitheach a dhearadh. In 2021, choimisiúnaíomar dearadh ar scéim uasghrádaithe d'Ionad Seirbhísí an Bhóthair Bhuí ar an M4 (Siar) lena chinntiú gur sásaíodh na rialacháin foirgníochta reatha chun timpeallacht thógtha inrochtana agus ionchuimsitheach a dhearadh agus tabharfaimid faoi oibreacha den chineál céanna ag limistéar seirbhíse eile in 2023, ag leanúint ar aghaidh go 2024.

Córais Iompair Chliste agus Teicneolaíocht a Chur chun Feidhme

Leanamar lenár gclár um chur chun feidhme teicneolaíochta ar fud an ghréasáin mhótarbhealaí in 2022. Rinneadh cur chun feidhme comharthaí teachtaireachtaí athraitheacha, comharthaí rialaithe lána agus ceamaraí CCTV nua a chur in airde ó Acomhal 3 go hAcomhal 6 ó dheas, Acomhal 6 go hAcomhal 9 agus ó Acomhal 14 go dtí an M11 a bhain le Tionscadal Bainistíochta Tráichta Dinimiciúla an M50.

Leanadh i gCorcaigh le comharthaí teachtaireachtaí athraitheacha agus CCTV a chur chun feidhme in 2022, ar bhóthar an N40 agus ar na stráicí bóthair a thagann faoi dhéin Acomhal Dhún Cítill. Is gné riachtanach é an t-imscaradh dian seo chun sreafaí tráichta a bhainistiú agus tionchar teagmhais ar an idirmhalartú mótarbhealaigh is casta in Éirinn a íoslaghdú.

Cuireadh comharthaí teachtaireachtaí athraitheacha nua in airde in áiteanna eile ar an ngréasán mótarbhealaí ar an M6 idir Gaillimh agus Béal Átha na Sluaighe, a sholáthair an acmhainn le foláireamh a thabhairt do thiománaithe go dtiteann clocha sneachta agus teagmhais eile amach.

Suiteáladh CCTV breise i suíomhanna tábhachta-

cha ar na cuir chuige gathacha i leith an M50 chun ligean don Ionad Rialaithe Oibríochtaí Mótarbhealaigh (MOCC) monatóireacht a dhéanamh ar dhálaí tráchta atá i réim.

Leanamar in 2021 le Tionscadal Píolótach C-ITS, atá comhchistithe ag an tSaoráid um Chónascadh na hEorpa de chuid an AE, a chur chun cinn. Is éard a bhaineann leis an tionscadal seo ná bonneagar cumarsáide cois bóthair, glacadóirí infheithicle agus taispeántí tiománaí a chur chun feidhme. Déantar é seo lenár dtuiscint a fhorbairt ar riachtanais an bhonneagair a theastóidh ó fheithiclí ceanailte agus féinrialaitheacha amach anseo. D'imir COVID-19 tionchar ar an tionscadal seo agus faoi réir a fhaofa ag gníomhaireacht CINEA an AE, táthar ag súil go gcuirfear síneadh le dáta críochnaithe an tionscadail go dtí deireadh 2024.

Athnuachaintí Sócmhainní

Is ionann luach sócmhainne an ghréasáin bhóithre náisiúnta agus thart ar €31 billiún agus teastaíonn infheistíocht leanúnach uaidh le luach na buninfheistíochta a chosaint agus lena chinntiú go leanann sé ag feidhmiú faoi mar atá sé ceaptha feidhmiú i rith a shaolré beartaithe dearaidh. Ar aon dul leis an gcleachtas reatha, thug comhairleoirí speisialtóra teicniúla BIÉ faoin suirbhé bliantúil ar bhail le monatóireacht a dhéanamh ar an mbail atá ar dhromchlaí pábhála ár ngréasáin. Leanamar leis an gclár bliantúil cigireachtaí droichead freisin, agus thugamar faoi bhreis agus 655 príomhchigireacht in 2021 (2021: 654 cigireacht) agus thugamar faoi chothabháil ar thart ar 1,650 struchtúr faoinár gconarthaí gnáthchothabhála réigiúnacha, líon a bhí cosúil leis an líon a rinneadh in 2021.

Dromchlaí Pábhála an Ghréasáin

Forbraíodh clár rollach trí bliana nuashonraithe le haghaidh athnuachaintí pábhála i ndiaidh gur críochnaíodh suirbhé bliantúil 2022 ar bhail dhromchla pábhála an ghréasáin. Cinntíonn seo go mbíonn líne tháirgthe láidir ann de chosaint agus d'athnuachan sócmhainní dromchla pábhála atá le soláthar ag údarais áitiúla. Críochnaíodh thart ar fhad 264 ciliméadar d'oibreacha athnuachaintí dromchla pábhála in 2022 (2021: 300 ciliméadar). Tugadh le fios inár dTuarascáil ar Bhail Bhliantúil arna foilsiú in 2022, atá bunaithe ar shuirbhé ar bhail dromchla pábhála 2021, gur tháinig feabhas leanúnach measartha ar bhail struchtúrach

agus dromchla na pábhála, go háirithe i gcás ár ndromchlaí pábhála bóithre náisiúnta den dara grád. Tugann seo le fios go bhfuil tús áite á thabhairt d'idirghabháil agus go bhfuil córas éifeachtach cosanta agus athnuachana á sholáthar ag na hoibreacha faoina dtugtar.

Athshlánú agus Neartú Droichead

Leanamar lenár gclár oibreacha athshlánaithe agus neartaithe droichead in 2022. Faoi bhrat chóras bainistíochta droichead EIRSPAN BIÉ, thugamar faoi chlár gnáthchigireachtaí ar thart ar leath na ndroichead go léir ar an ngréasán. Críochnaíodh oibreacha móra athchóirithe ar 22 droichead, ar an iomlán, (2021: 23 droichead).

Comharthaí agus Línte

Is tábhachtach go ndéantar caighdeán na líneála agus an línithe a chothabháil lena chinntiú go lean-tar leis an ngréasán bhóithre náisiúnta a oibriú go sábháilte. In 2021, chríochnaíomar fad 570 ciliméadar, thart ar 420 ciliméadar ar charrbhealach aonair agus 150 ciliméadar ar mhótarbhealach bainistithe, d'athlíneáil an ghréasáin (2021: 565 ciliméadar), agus bhí an bhail a bhí ar líniú ár ngréasáin mórán mar an gcéanna leis an mbail a bhí air an bhliain roimhe sin. Tugadh faoi chomharthaí um thrácht ar bhóithre a chothabháil, níochán, deisiú agus fásra a ghearradh siar san áireamh, faoinár gceithre Chonradh Cothabhála Comharthaí Réigiúnacha.

Feidhmíocht agus Torthaí 2022

- Déileáladh le 11,891 teagmhas aonair ar an mótarbhealach agus rinneadh 3,938 feithicil a tharrtháil (ar fud an ghréasáin MMarC agus CPP);
- Tugadh faoi chóras cuimsitheach cothabhála tírdhreacha ar fud an ghréasáin MMarC agus CPP agus inár n-ionaid seirbhíse. Leanamar leis an gclár píolótach cúnaimh pailneora in 2022, a tosaíodh in 2020, faoina ndearnadh bearradh féir ar an ngréasán a chur ar athlath go luath sa séasúr fáis. Cuirfear an clár seo i bhfeidhm arís in 2023;
- Leanadh ar aghaidh le bruscar a bhailiú ar fud ár ngréasáin, lena n-áirítear scuabadh bóithre príomhlíne. Faoi tionscnamh seo, bhailíomar 831 tonna de bhruscar ar an ngréasán MMarC in 2022 (2022: 621 tonna);

- Thugamar faoi chóireálacha geimhridh a d'úsáid 12,951 tonna de shalann i rith an gheimhridh i gcaitheamh 74 lá, ar fud an ghréasáin mhótarbhealaí MMaRC agus CPP (2021: 18,500 tonna salainn i gcaitheamh 75 lá);
- Rinneadh obair chothabhála ar an tsuiteáil draenála ar fud ghréasán MMaRC agus CPP, lena n-áirítear 40,000 silteán a ghlanadh faoi dhó sa bhliain;
- Tá an sciorrdhíonacht feabhsaithe ag cúig suíomh ar fud an ghréasáin faoi bhainistiú MMaRC; agus
- Rinneadh fad 10 gciliméadar de dhromchla pábhála ar Sheachbhóthar an M7 ag Mainistir Eimhín agus fad 5.5 ciliméadar de dhromchla pábhála ar an M8 ag an gCaiseal a ionadú.

Ár Spriocanna don bhliain 2023

- Ag leanúint ar aghaidh ó thorthaí an iniúchta ar Ionaid Seirbhísí Mótarbhealaigh BIÉ, críochnóimid cur i bhfeidhm na n-oibreacha uasghrádaithe ag ISM An Bhóthair Bhuí, agus ansin comhaontóimid liostú tosaíochta agus clár le Applegreen chun dul chun cinn a dhéanamh ar fud na 5 shuíomh eile go léir mar chuid de Chonradh T1MSA CPP;
- Oibreoidimid freisin lenár gConraitheoirí Seirbhíse chun deiseanna uasghrádaithe bonneagar luchtaithe FL a uasmhéadú ar fud a naoi láithreán ISM de réir Straitéis an Rialtais ar mhuirearú FL a foilsíodh le déanaí;
- Athnuachaintí Sócmhainní Dromchla Pábhála: Cuirfidh BIÉ 98 scéim ar fad iomlán 246 ciliméadar i bhfeidhm;
- Tá sé mar aidhm againn an dara glúin den Chreat Pábhála Ardлуais a chur i bhfeidhm do scéimeanna deisithe agus athnuachana cosáin dámhachtana díreacha BIÉ ar an ngréasán mótarbhealaí;
- Tá sé mar aidhm againn an dara glúin de chonradh Chórais Bainistíochta Sócmhainní Pábhála BIÉ a bhronnadh;
- Leanfaidh BIÉ ar aghaidh le roinnt dár bpríomhchórais tolláin a uasghrádú nó a ionadú, an

méid seo a leanas ina measc:

- Coimisiúnú an Chórais Fógartha Phoiblí a chríochnú ag Tolláin Bhaile Átha Cliath agus Jack Lynch;
- An córas SCADA (Rialú Maoirseachta agus Fáil Sonraí) a ionadú faoin R2 in 2024;
- Córais cheamaraí CCTV a ionadú i dtollán Bhaile Átha Cliath in 2023;
- Doiciméid tairisceana a fhorbairt chun an chomharthaíocht rialaithe tráchta leictreonach a athsholáthar i dTollán Bhaile Átha Cliath;
- Eagar griancheall FV a shuiteáil ag Tollán Bhaile Átha Cliath in 2023;
- Doiciméid tairisceana a fhorbairt chun doirse trasphasáiste a athsholáthar i dTollán Jack Lynch in 2023;
- Bogearraí do chórais dolaí nua do Thollán Bhaile Átha Cliath a sholáthar, agus an t-uasghrádú le críochnú go déanach in 2023; agus
- Seirbhísí agus riachtanais oibríochtúla nua a
- Beartaímid tabhairt faoi oibreacha cothabhála ar bhreis agus 1,600 struchtúr droichid mar chuid dár dtrí chonradh cothabhála droichead réigiúnach, agus go hindíreach trínár gclár CPP ar an líon tuairim is 500 struchtúr atá á mbainistiú faoi láthair ag cuideachtaí CPP; agus
- Leanaimid ar aghaidh i mbun idirchaidrimh le conraitheoirí cothabhála mótarbhealaigh chun córais chothabhála tírdhreacha mótarbhealaí a thacaíonn le pailneoirí a bhaint amach. Tá BIÉ chun an dara bliain den chóras cothabhála tírdhreacha a thacaíonn le pailneoirí a chur i bhfeidhm mar chuid dár gConradh CPP Ionad Seirbhísí Mótarbhealaigh Thráinse 1.





Oibríochtaí Tráchtála Luas agus Dolaghnó

Oibríochtaí Iarnróid Éadroim Luas

Déanann BIÉ maoirseacht ar oibriú agus cothabháil ghréasán Luas i gcomhpháirtíocht leis an ÚNI.

Áirítear le freagrachtaí BIÉ, bainistiú an chonartha oibríochtaí agus cothabhála le Transdev, Oibreoir Luas, chomh maith le:

- Maoirseacht a dhéanamh ar chúrsaí sábháilteachta oibríochta;
- Ioncam, bainistíocht buiséid agus beartas ticéadaithe agus táillí, i gcomhar leis an ÚNI;
- Bainistíocht sócmhainní saolré, athnuachan ar bhonneagar agus rothstoc Luas;
- Pleanáil seirbhíse agus socrú amchláir;
- Maoirseacht ar fhógraíocht agus ar sholáthar margaíochta agus eolais phoiblí; agus
- Bainistíocht páirtithe leasmhara a dhéanann comhéadan le gréasán Luas (e.g. pleanáil agus forbairt).

Feidhmíocht agus Torthaí 2022

Tháinig méadú suntasach ar phátrúnacht ar línte dearga agus glasa Luas in 2022 go dtí thart ar 38.6 milliún turas paisinéirí, arb ionann é agus méadú 98% ar leibhéal 2021 agus laghdú 20% ar leibhéal 2019. D'oibrigh Luas fad 4.2 milliún ciliméadar tram in 2022, arb ionann sin agus 94% de na ciliméadair sceidealaithe sheirbhíse. Ar mhaithe le comparáid, d'oibrigh Luas 95% de na ciliméadair sceidealaithe sheirbhíse in 2021.

Tharla an laghdú ar phátrúnacht i gcomparáid le 2019 go príomha mar gheall ar leibhéal 'níos ísle ná mar is gnách' a taifeadadh le linn na chéad ráithe de 2022, áit a raibh tionchar diúltach COVID-19 fós ag dul i bhfeidhm go mór ar an earnáil iompair.

Faoin gceathrú ráithe 2022, bhí líon na bpaisinéirí Luas tar éis filleadh den chuid is mó ar leibhéal réamh-phaindéime ar fud an dá líne, agus BIÉ ag breathnú ar roinnt patrúin taistil éagsúla. Mar shampla, cé go bhfuil tréimhsí láidre 'buaicphointí' comaitéirí fós ar an dá líne, tá níos mó taistil seachbhuaice ann anois agus níos mó taistil deireadh seachtaine ar fud ghréasán Luas.

Ár Spriocanna Iarnróid Éadroim don bhliain 2023

- Leanúint de sheirbhísí paisinéirí Luas a sholáthar ar bhonn sábháilte agus éifeachtach i gcomhréir leis na hamchláir shonraithe, chomh fada agus a leanann an ÚNI le fóirdheontais oibriúcháin a sholáthar;
- Bainistiú agus monatóireacht laethúil a dhéanamh ar oibríochtaí iarnróid éadroim agus ar sholáthraithe seirbhíse seachtracha seachfhoinsithe, an Conradh Reatha Oibríochtaí agus Cothabhála (OC) le Transdev, lena n-áirítear cothabháil Feithiclí Iarnróid Éadrom (FIÉ) agus bonneagair.;
- Leanúint de mhonatóireacht a dhéanamh ar threochtaí agus tabhairt faoi thionscnaimh chun feabhas a chur ar sheirbhísí agus ar shábháilteacht;

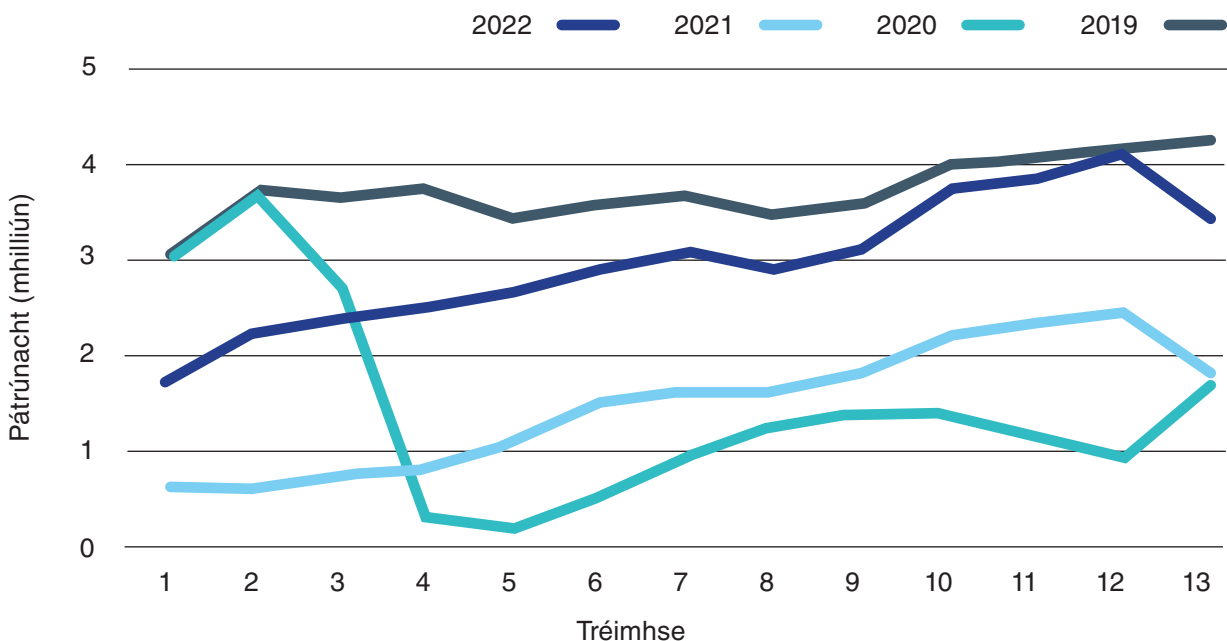


- Plean bainistíochta sócmhainní ilbhliantúil a ullmhú agus an plean athnuachana sócmhainní bonneagair a chur i bhfeidhm don bhliain 2023;
- Athléimneacht oibríochtúil a fheabhsú, bearta san áireamh le hathléimneacht phríomhshaoráidí Luas i leith adhaimsire agus eachtraí eile a mhéadú. Áireofar tionscadail in 2023 le córais rialaithe áirithe a athnuachan, agus lena chinntiú go soláthraítear seomra

Freastalaí Córas cúltaca agus go ndéantar athchóiriú ar fhoirgnimh fostáisiúin agus iosta na Bó Deirge; agus

- Feachtas margaíochta eolais phoiblí a chur ar siúl ag díriú ar shábháilteacht agus ar shlándáil, mar chuid d'oibleagáidí conarthacha Transdev.

Pátrúnacht Luas



Oibríochtaí Dolaí

Bailíonn oibríochtaí dolaí BIÉ muirir shuntasacha úsáideora gach aon bhliain ó bhonn leathan custaiméirí de bhreis ar dhá mhiliún tiománaí intíre agus eachtrach a úsáideann bóithre dola an M50 agus Thollán Bhaile Átha Cliath. Déantar an glanioncam a bhailítear, lena n-áirítear; ollioncain líuide costais oibriúcháin, cánacha, agus rátaí údaráis áitiúil, a infheistiú in oibriú agus cothabháil an ghréasáin bhóithre náisiúnta, rud a laghdaíonn riachtanais chistithe ón Státchiste dá bharr.

I measc fhreagrachtaí BIÉ, tá :

- Oibriú dhola eFlow M50 agus bailiúcháin dolaí Thollán Bhaile Átha Cliath a bhainistiú, lena n-áirítear na hoibreachaí faoi seach a bhfuil seirbhísí á soláthar acu faoi chonradh do BIÉ a bhainistiú;
- Bainistiú a dhéanamh ar leibhéil chomhlíontachta ar dholaí eFlow an M50 trí úsáid a bhaint as soláthraí seirbhíse forfheidhmiúcháin seachfhoinisithe agus eolas poiblí a sholáthar chun comhlíonadh agus feasacht ar conas dola an M50 a íoc;
- Na socruithe idir-inoibritheachta náisiúnta a bhainistiú, an conradh soláthraí seirbhíse bainistíochta idir-inoibritheachta agus na socruithe dlíthiúla a bhuntacaíonn le hidir-inoibritheacht san áireamh;
- Pleanáil straitéiseach a bhaineann le teacht chun cinn na hearnála dolaí in Éirinn ar aon dul le beartais Rialtais agus AE maidir le muirir a ghearradh ar úsáideoirí agus cistiú bonneagair. Áirítear leis seo pleanáil a dhéanamh do bhóithre CPP a thabhairt ar ais do BIÉ idir 2030 agus 2040; agus
- An caidreamh le raon páirtithe leasmhara atá bainteach le dolaí agus le muirir a ghearradh ar úsáideoirí bóithre, lena n-áirítear an RI agus DG Move (an Coimisiún Eorpach) agus fóraim dholaí agus mhuirearaithe úsáideoirí bóithre Eorpacha.

Feidhmíocht agus Torthaí 2022 - Dolaí eFlow an M50

Tháinig líonta tráchta agus ioncam Dola eFlow an M50 ar ais in 2022 go leibhéil réamh-COVID-19 tar éis tús réasúnta ciúin leis an mbliain. B'ionann an Meántrácht Laethúil Bliantúil (AADT) i gcás Dhola eFlow an M50 agus 149,010 turas, ar méadú 20% é seo aníos ón mbliain roimhe sin (2021: 123,667)

ach ba lú é ná leibhéil 2019. Cuireadh i gcuntas go ndearnadh 54 milliún turas ar an mbóthar dola, ar méadú 20% é seo aníos ón mbliain roimhe sin (2021: 45.1 milliún)

Tháinig feabhas beag ar an ráta comhlíonta foriomlán measta dolaí ag 97% in 2022 ó leibhéil 2021 (96.8%) de réir mar a sháraigh an t-oibreachaí dolaí nua fadhbanna tosaigh agus de réir mar a tháinig feabhas ar leibhéil sástachta custaiméirí tar éis seoladh an chórais dolaí nua i mí Lúnasa 2021.

Tá an t-athshlánú láidir ar mhéideanna tráchta in 2022, agus go háirithe, trácht lasta, fós ina riosca straitéiseach do chonair an M50 de réir mar a mhéadaíonn leibhéil an phlódaithe leis an athshlánú ar mhéideanna tráchta. Tugann BIÉ dá aire go nglacann Feithiclí Tromshaothair (HDV) ar an M50 suas le 33% den spás bóthair atá ar fáil agus gur conair lasta chriticiúil é an M50 agus go nascann sé, trí Thollán Bhaile Átha Cliath, le Calafort Bhaile Átha Cliath. Ní amháin go mbíonn tionchar ag brú tráchta ar éifeachtúlacht na hearnála lasta ach tá costas comhshaoil ann freisin i dtéarmaí astaíochtaí níos airde ó thrácht lasta mallghluaiste nó stoptha.

Feidhmíocht agus Torthaí 2022 - dola Thollán Bhaile Átha Cliath

B'ionann an AADT don bhliain 2022 agus 23,355 turas, ar méadú 36% é seo aníos ón mbliain roimhe sin (2021: 17,121). San iomlán, taifeadadh thart ar 8.5 milliún turas ag baint úsáide as an tollán in 2022, agus bhí 62% díobh sin ina dtrácht 'dola' (i.e. dlite muirear dola a íoc) agus bhí 38% neamhdhola (i.e. díolmhaithe faoi na Fodhlíthe ó tháillí dola).

Borrhadh faoi mhéideanna AADT eFlow an M50 Bliain ar Bhliain

2012	2013	2014	2015	2016	2017
2%	3%	5%	7%	7%	5%

2018	2019	2020	2021	2022
2%	4%	-28%	13%	20%

B'ionann an t-ioncam do Thollán Bhaile Átha Cliath agus €22.6 milliún do 2022, a bailíodh ó 5.3 milliún turas agus arb ionann é agus méadú beagnach 63% ar an mbliain roimhe sin (2021: €13.9 milliún a bailíodh ó 3.2 milliún turas).

Idir-Inoibritheacht Dolaí

Sholáthair BIÉ Seirbhísí Bainistíochta Idir-Inoibritheachta le haghaidh breis is deich mbliana chun oibriú na gclibeanna leictreonacha ar fad ag gach dola-phlás in Éirinn a éascú. Tháinig líonta feithiclí agus aistir ghaolmhara ar fud an ghréasáin bhóithre náisiúnta ar ais den chuid is mó in 2022 ó thionchar shrianta COVID-19. Ba iad seo a leanas na hidirbhearta agus na hioncaim ó Ríomhbhailiúchán Dolaí (RBD) Idir-Inoibritheacha in 2022:

- Próiseáladh 61.1 milliún idirbheart dolaí leis an Ardán Bainistíochta Idir-inoibritheachta (IMP) do 2022, méadú os cionn 20% ar an mbliain roimhe sin (2021: 50.7 milliún).
- Ba ionann luach airgeadais na n-idirbheart seo in 2022 agus €187 milliún, méadú thart ar 22% ar an mbliain roimhe sin (2021: €153.8 milliún).

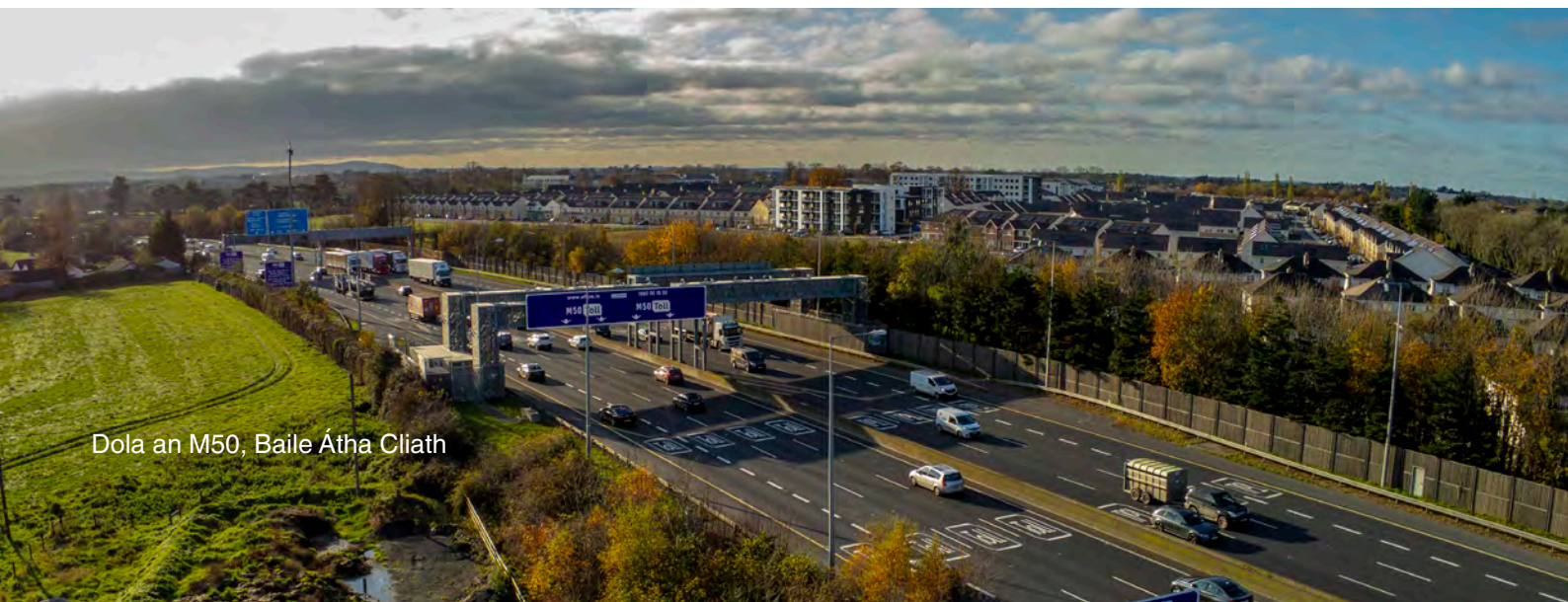
Idirbhearta RBD Idir-inoibritheacha Náisiúnta (na figiúirí faoi mhilliún)					
2018	2019	2020	2021	2022	% 2021 - 2022
56.4	60.5	45.5	50.7	61.1	20.5%

Rinne BIÉ bainistiú freisin ar an aistriú chuig an gconradh nua ardáin bainistíochta idir-inoibritheachta 3ú glúin le linn 2022 agus bhí 'Go Live' an ardáin nua sceidealaithe go luath in 2023.

Leagtar amach sa tábla thíos na príomhstaitisticí dolaí don tréimhse ó 2018 go 2022:

Ár Spriocanna Dolaí don bhliain 2023

- Cobhsaíocht agus athléimneacht oibríocht dolaí agus shruth ioncaim dholaí eFlow an M50 a chosaint trí sheirbhísí ardchaighdeáin do chustaiméirí a sholáthar agus feabhsú leanúnach a chur chun cinn. Cuirfear comhlíonadh chun cinn trí fheachtas éifeachtach eolais phoiblí a sholáthar a thugann feachtas, modhanna íocaíochta agus na hiarmhairtí a bhíonn i gceist má theipeann ar dhaoine íocaíocht a dhéanamh, chun solais.
- Leanúint de chobhsaíocht agus d'athléimneacht na hoibríochta náisiúnta idir-inoibritheachta a chosaint don ghréasán náisiúnta úsáideoirí bóithre. Áirítear leis seo oibriú na gclibeanna dolaí leictreonacha go léir a éascú ag na dola-phláis go léir in Éirinn agus aistriú agus seoladh an 3ú ardán giniúna a bhainistiú in 2023;
- Leanúint ar aghaidh le deiseanna straitéiseacha a fhiosrú i dtaobh cistiú agus roghanna muirearaithe úsáideoirí bóithre a bhaineann leis an tréimhse tar éis go n-éagfaidh na lamháltais dolaí CPP (thart ar an tréimhse 2030-2040), mar chuid de shruth oibre Thionscadal BRUCE i gcomhréir le gníomhaíochtaí sa Phlean um Ghníomhú ar son na hAeráide; agus .
- Leanúint d'oibriú leis an RI i dtaobh tacú lenár gclár um ghníomhú ar son na haeráide trí scéimeanna deontais na Dreasachta Dolaí Astaíochtaí Ísle (LEVTI) agus Feithiclí Tromshaothair Breosla Mhalartaigh (AFHDV) a bhainistiú agus a riar.

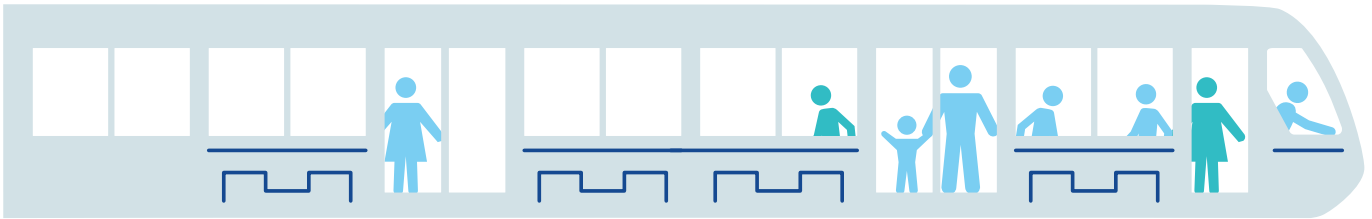


Dola an M50, Baile Átha Cliath

Fíricí 2022

FÍRICÍ LUAS

38.7m turas paisinéirí



FÍRICÍ BAINISTÍOCHTA LÍONRA

Is éard atá inár bhflít seirbhíse geimhridh ná



327

céachta sneachta in-díshuite



388

leatóir salainn

Baineadh úsáid as

33,536

tonna salainn ar an nGréasán Bóithre Náisiúnta in 2022



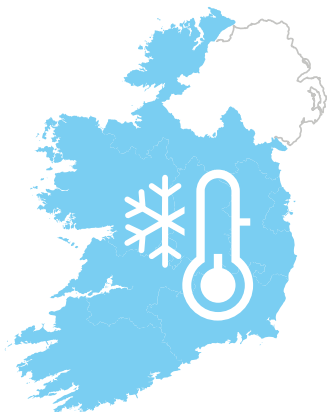
15,082

gach glao éigeandála a fuair an tIonad Rialaithe Tráchta Mótarbhealaigh lena n-áirítear fóin SOS



1,608

fón SOS sa tír



74

oíche in 2022 ina ndeachaigh an teocht faoi bhun

NIALAS



Tá

119

stáisiún aimsire i bhfeidhm ar an nGréasán Bóithre Náisiúnta.



Luas, an M50, Baile Átha Cliath © Donal Murphy Photography



Cláir Chaipitil

Bóithre Náisiúnta, Taisteal Gníomhach/ Glasbhealaí, Iarnród Éadrom (Luas) agus Metrolink

Plean Infheistíochta Caipitil

Tugtar sainordú in Acht na mBóithre, 1993 do BIÉ chun soláthar gréasán sábháilte agus éifeachtúil bóithre náisiúnta a bhaint amach. Déantar Cláir Chaipitil bóithre, taisteal gníomhach agus glasbhealaí a sheachadadh i gcomhpháirtíocht leis na hÚdaráis Áitiúla agus trí gréasán Oifigí Bóithre Náisiúnta na nÚdarás Áitiúil. Seachadtar tionscadail ón gcoincheap agus ón bhféidearthacht go dtí an tógáil agus an oibríocht.

Leithdháiltear i bplean infheistíochta caipitil an Phlean Forbartha Náisiúnta (an PFN) cistiú caipitil Státhchiste thart ar €2,400 milliún ar BIÉ i gcaitheamh na tréimhse 2021-2025 agus thart ar €5,600 milliún i gcaitheamh na tréimhse 2026-2030. Soláthraíonn an cistiú seo tiomantas do chistiú seasta ón státhchiste chun an gréasán atá ann cheana a chosaint agus a athnuachan thar gach tréimhse. Tá an cistiú le haghaidh Feabhsúcháin Bóithre Nua ualaithe go dtí an tréimhse 2026 go 2030, agus is dóigh go rachaidh an seachadadh ar aghaidh níos gasta sna blianta seo. Dá bhrí sin, tugtar tús áite do chistiú Caipitil Bóithre ar Bhóithre Náisiúnta mar seo a leanas:

- An tsócmhainn bhóthair atá ann cheana a chothabháil;
- Tionscadail atá á dtógáil a chur ar aghaidh nó dul ar aghaidh go tógáil;
- Tionscadail a chur chun cinn le faomhadh pleanála nó sa phróiseas ceadaithe pleanála; agus

- Maidir le tionscadail i luathphleanáil, díritear ar sheachbhóithre agus tionscadail eile a thacaíonn leis an gCuspóir Baile ar dTús agus le borradh dlúth a chur chun cinn.

Tá tiomantas ón státhchiste freisin do mhaoiniú bliantúil de thart ar €60 milliún chun clár na nGlasbhealaí a sheachadadh. Tá thart ar leath den mhaoiniú seo á dhíriú ar thógáil agus an chuid eile ar phunann tionscadal a chur ar aghaidh tríd an bpróiseas pleanála agus dearaidh.

Tionscadail Mhóra

Tionscadail a Críochnaíodh

- An N22 ó Bhaile Bhuirne go Maigh Chromtha – Comhairle Contae Chorcaí: D’oscail an Taoiseach Micheál Martin agus Méara Chomhairle Contae Chorcaí, an Comhairleoir Danny Collins, seachbhóthar Mhaigh Chromtha go hoifigiúil an 9 Nollaig 2022. Tá an chuid 8km seo den débhealach nua mar chuid de Mhórtionscadal an N22 ó Bhaile Bhuirne go Maigh Chromtha. Chuir an oscailt seo feabhas ar shábháilteacht ar bhóithre, laghdaigh sé brú tráchta agus chuir sé feabhas ar an timpeallacht i mbaile Mhaigh Chromtha do na cónaitheoirí, do ghnólachtaí agus do chuireoirí. Cuimsíonn an seachbhóthar timpeallán chun ceangal isteach sa taobh thoir de Mhaigh Chromtha, aomhal grád- scartha ag an nGoirtín Rua ar an taobh thiar de Mhaigh Chromtha agus ceangal sealadach i gCarraig an Phúca. Soláthraíonn an seachbhóthar



nua dhá lána sa dá threo scartha le bacainn airmheánach cruach a chuireann le sábháilteacht na n-úsáideoirí bóthair. Tá dul chun cinn suntasach déanta freisin ar an 14km eile den Mórthionscadal.

Á Thógáil

- Acomhal Dhún Citil an N40, Comhairle Contae Chorcaí – BIÉ: Tá uasghrádú á dhéanamh againn faoi láthair ar Acomhal Dhún Citil. Cuireadh tús leis an tionscadal i mí Dheireadh Fómhair 2020 agus rinneadh dul chun cinn suntasach eile in 2022. Leis an tionscadal seo, nuair a bheidh sé críochnaithe, déanfar uasghrádú ar Acomhal Dhún Citil go dtí acomhal saorshrutha agus cuirfear acomhal nua ar fáil soir ón bpríomhacomhal do thrácht áitiúil. Osclaíodh naoi gcinn de na nascbhóithre buana in 2022 agus osclófar na sé cinn eile roimh dheireadh 2023. Cuimsíonn an tionscadal soláthar do rothaithe freisin.
- Tionscadal Bhóthar Chathair na Mart go Turlach an N5 - Comhairle Contae Mhaigh Eo: Bronnadh an príomhchonradh tógála don tionscadal seo i mí Dheireadh Fómhair 2019 agus táthar ag súil go gcríochnófar é in 2023, lena n-áirítear oscailt sheachbhóthar Chaisleán an Bharraigh. Is éard atá i gceist leis an scéim ná 20.3 ciliméadar de dhébhealach a thógáil ó Chathair na Mart go dtí oirthear Chaisleán an Bharraigh agus nasc carrbhealaigh singil 2.3km leis an N59 ó Chathair na Mart go dtí Mala Raithní. Áirítear leis an scéim freisin

uasghrádú 2.5km ar bhóthar reatha an N59 ó Chathair na Mart go Mala Raithní ag Cnoc na hEorna.

- Seachbhóthar Lios Tuathail an N69 - Comhairle Contae Chiarraí: Tá an tionscadal seo thart ar 6km ar fhad agus áirítear leis uasghrádú ar bhóthar faoisimh atá ann cheana agus forbairt ar sheachbhóthar thiar agus thuaidh de bhaile Lios Tuathail. Is tógáil nua den chuid is mó é agus cuimsíonn sé feabhsúcháin cois bóthair agus ar an bpríomhlíne. Cuimsíonn sé freisin trasnú abhann na Féile. Cuireadh tús leis an tionscadal i mí na Nollag 2021 agus tá sé le críochnú in 2024.
- Seachbhóthar Mhaigh Cuilinn an N59 – Comhairle Chontae na Gaillimhe: Táimid ag tabhairt faoi fhad 4.3 ciliméadar de charrbhealach singil a thógáil mar sheachbhóthar a ghabhfaidh timpeall ar shráidbhaile Mhaigh Cuilinn soir ó thuaidh den sráidbhaile go dtí baile fearainn an Chlaídi siar ó dheas. Cuireadh tús leis an tógáil i mí Dheireadh Fómhair 2021 agus táthar ag súil go dtabharfar chun críche í go suntasach i R4 2023.
- An N56 ón Clochán Liath go dtí na Gleannta - Comhairle Contae Dhún na nGall: Nuair a bheidh an tionscadal seo curtha i gcrích, déanfar athailíniú 27km ar bhóthar náisiúnta an N56 agus cuirfear rotharbhealach scartha ar fáil ar feadh fhad na scéime. Tá cur i bhfeidhm an tionscadail seo briste síos i roinnt codanna. Tá ceithre chuid críochnaithe go hiomlán anois,

agus tháinig an chéad chonradh ar stráice a cúig chun críche in 2022. Cuirfear an scéim iomlán i gcrích faoi 2024.

- An N5 ó Bhealach an Doirín go Scramóg – Comhairle Contae Ros Comáin: Tógfaidh an tionscadal seo 33.4km de bhóthar carrbhealaigh aonair nua. Ceanglóidh an bóthar nua le Seachbhóthar Bhealach an Doirín atá ann cheana féin agus seachnófar Dhún Gar, Bhéal Átha na gCarr, Thuilsce agus Bhéal na mBuillí. Bronnadh an conradh bunaidh i mí an Mheithimh 2021 ach toisc go ndeachaigh an conraitheoir faoi ghlacadóireacht i mí an Mhárta 2022, cuireadh deireadh leis an gconradh agus rinneadh é a athnuachan. Tá sé beartaithe conraitheoir nua a cheapadh i Ráithe 3 2023.

Feabhsú Toillte Líne Uaine Luas

Síneadh na 26 feithiclí iarnróid éadroim Alstom Citadis 402 deireanacha ó 44 go 55 méadar ar fad in 2021 agus leanann na 15 de LRVanna nua Alstom Citadis 502 a chuaigh i mbun seirbhíse de sheirbhís ionfaofa agus rialta a sholáthar le feithiclí níos faide agus méadú ar thuilleadh agus ar leibhéal compoird.

MetroLink

Príomhthionscadal é MetroLink sa Phlean Forbartha Náisiúnta agus cuirtear a dhul chun cinn chomh fada le cur i bhfeidhm san áireamh mar ghníomh sa Phlean um Ghníomhú ar son na hAeráide 2021. In 2022, thug comh-aireacht an rialtais cead i bprionsabal don Réamhchás Gnó, ar aon dul leis an gCód Caiteachais Phoiblí. Tar éis an fhaofa seo, chuireamar an t-ordú iarnróid agus an tuarascáil mheasúnachta tionchair timpeallachta faoi bhráid an Bhoird Pleanála. Tá obair ar siúl ar an straitéis soláthair agus ar na doiciméid tairisceana chun na príomhchonarthaí bonneagair a fháil.

Luas Fhionnghlaise, Iarnród Éadrom Meariompair Chorcaí (IÉM) agus Luas Leamhcáin

- Luas Fhionnghlaise: Le linn 2022, tar éis an tsainmhínte ar an mbealach is fearr, lean obair ar aghaidh ar an réamhchás gnó agus cáipéisíocht ábhartha eile a chríochnú le hiarratas an Ordaithe Iarnróid a chumasú go déanach in 2023.

- IÉM Chorcaí: In 2022, rinneamar dul chun cinn suntasach maidir leis an mbealach is dealraithe a roghnófar do IÉM Chorcaí a chríochnú, in éineacht leis an gcomhairliúchán poiblí gaolmhar a bheidh le reáchtáil i gcomhordú le scéimeanna eile i gCorcaigh agus lena n-áirítear BusConnects.
- Luas Leamhcáin: Cuireadh staidéar indéantachta maidir le Luas Leamhcáin faoi bhráid an ÚNI lena athbhreithniú go déanach in 2021. I gcomhréir leis an gclár a comhaontaíodh leis an ÚNI, cuirfear foireann an tionscadail le chéile in 2023 le haghaidh roghnú na rogha bealaigh agus céimeanna roghnaithe bealaigh.

Tionscadail Mhóra Bhreise

I measc na Tionscadail Mhóra Bhreise atá gníomhach sa chéim Pleanála & Deartha tá:

- Cuarbhóthar Chathair na Gaillimhe an N6: Príomhchuid de Straitéis Iompair na Gaillimhe é an tionscadal seo. Cuimsíonn an bóthar náisiúnta nua atá beartaithe 11.8km de mhótarbhealach, 5.6km de charrbhealach aonair, agus trasnú droichid nua ar abhainn na Gaillimhe. Cuireadh an scéim ar aghaidh i nDeireadh Fómhair 2018 go dtí an Bord Pleanála le faomhadh pleanála a fháil agus d'fhaomh an Bord Pleanála é i mí na Nollag 2021. Bhí an scéim faoi réir trí iarratas ar athbhreithniú breithiúnach agus mar thoradh air sin cuireadh an scéim ar ais chuig an mBord Pleanála lena breithniú tuilleadh agus cinneadh nua.
- An N21 ó Fhaing go Luimneach: Tá an scéim seo le huasghrádú mótarbhealaigh ar bhealach an N21 ó Luimneach go Ciarraí a sholáthar, anuas ar nasc nua le Calafort Leibhéal 1 Fhaighne. Fad 16 chiliméadar de bhóthar nua ó Fhaing go Ráth Caola atá ann ina bhfuil nascbhóthar carrbhealaigh shingil leis an N69 ag Eas Géitine agus fad 16 chiliméadar de mhótarbhealach ó Ráth Caola go hÁit Tí Flainn, lastoir d'Áth Dara, ina gcuimsítear Seachbhóthar Áth Dara. Cuireadh an tionscadal ar aghaidh i mí na Nollag 2019 go dtí an Bord Pleanála le faomhadh pleanála a fháil agus dhearbhaigh an Bord Pleanála faomhadh pleanála i mí Dheireadh Fómhair 2022. Tá an faomhadh pleanála faoi réir imeachtaí athbhreithnithe bhreithiúnaigh.
- Seachbhóthar Bhaile Átha Fhirdhia an N52: : Is éard atá sa scéim seo ná fad 4.5 ciliméadar de

charrbhealach singil laghdaithe, sé aomhal bóithre, timpeallán beartaithe ar an N2, agus dhá struchtúr droichid abhann san áireamh. Tá an scagadh le haghaidh measúnacht chuí faoi réir imeachtaí athbhreithnithe bhreithiúnaigh, agus tá moill ar sholáthar an tionscadail dá bharr.

- An N/M20 Corcaigh go Luimneach: Sainnithníodh na conairí lompair is fearr le haghaidh 80km de bhóthar nua idir Corcaigh agus Luimneach agus cuireadh i láthair an phobail iad in 2022. Baineann an tionscadal atá beartaithe úsáid as cuid den lorg bóthair atá ag imeacht agus áirítear leis iompar poiblí agus taisteal gníomhach. Tá obair ar siúl ar phleanáil agus ar dhearadh mionsonraithe. Tá iarratas ar fhaomhadh pleanála dírithe ar 2024.
- Seachbhóthar Shláine agus Scéim Feabhsúcháin Réimse Phoiblí an N2: Tá an tionscadal beartaithe 3.4km ar fhad agus táthar ag súil go rithfidh sé soir ó Shráidbhaile Shláine ar an N2. Cuimseoidh an tionscadal bearta bainistíochta tráchta laistigh de shráidbhaile Shláine agus feabhsuithe ar an réimse poiblí freisin. Tá iarratas ar fhaomhadh pleanála dírithe ar 2023.
- TENT Dhún na nGall: Tugtar tús áite sa tionscadal seo d'fheabhsúcháin ar thrí chuid straitéiseacha den ghréasán bóithre i nDún na nGall. Tá iarratas ar fhaomhadh pleanála dírithe ar 2023.
- Faoi láthair tá píblíne de 21 mórthionscadal eile ar na bacáin againn le fócas ar sheachbhóithre a thacaíonn le beartas Lár an Bhaile ar dTús agus le fás dlúth.

Scéimeanna a Ullmhú do Thairiscint/Thógáil

An M28 ó Chorcaigh go Rinn an Scidígh: Tá mar chuspóir ag an tionscadal seo fad thart ar 12.5 ciliméadar de bhealach an N28 ó Chuarbhóthar Theas an N40 go dtí an calafort i Rinn an Scidígh a uasghrádú. Rinneadh réamhoibreacha suntasacha lena n-áirítear seandálaíocht agus fálú in 2022. Cuirfear tús leis an bpróiseas soláthair in 2023, agus táthar ag súil go dtosóidh an tógáil in 2024.

Mionthionscadail Bhóithre

Is éard atá i gceist le tionscadail mhionoibreacha feabhsuithe áitiúla a dhíríonn go príomha ar shaincheisteanna sábháilteachta cosúil le dro-

chailíniú, drochléargas agus trasghearrthacha cúnga. Cuireadh ceithre thionscadal den chineál sin i gcrích in 2022. Tá naoi dtionscadal breise á dtógáil faoi láthair.

Taisteal Gníomhach

Lean BIÉ de bheith bainteach in 2022 le bonneagar taistil ghníomhaigh a phleanáil agus a sholáthar lena n-áirítear rotharbhealaí agus taisteal gníomhach a bhaineann leis an nGréasán Bóithre Náisiúnta. Críochnaíodh 11km eile de de rotharbhealach scartha nuair a osclaíodh scéim Chéim 1 an N56 ón gClochán Liath go dtí an Chlochbhuaile agus ó Leitir Oilí go dtí na Gleannta i nDún na nGall, agus seachadadh 1.5km de rotharbhealach scartha le scéim mionfheabhsúcháin Bhrá Chathrach. Ina theannta sin, fuair 28 tionscadal taistil ghníomhaigh cistiú le haghaidh oibreacha pleanála agus dearaidh in 2022.

Rinneamar dul chun cinn suntasach ar an bplean Náisiúnta Rothaíochta in 2022. Bhí an plean agus a Scagadh le haghaidh Measúnacht Chuí ina n-ábhar do chomhairliúchán poiblí i rith na bliana, agus tá an plean á ullmhú faoi láthair lena fhoilsiú. Leanaimid orainn ag plé go gníomhach leis an Roinn lompair agus le gníomhaireachtaí eile chun caighdeán agus treoir theicniúil a fhorbairt agus a nuashonrú chun bonn eolais a chur faoi sheachadadh tionscadal taistil ghníomhaigh ar an ngréasán Bóithre Náisiúnta.

Clár na nGlasbhealaí Náisiúnta agus Réigiúnacha

Le linn 2022, baineadh dul chun cinn suntasach amach maidir le seachadadh an chláir Glasbhealaigh Náisiúnta agus Réigiúnacha. Maoíodh 70 tionscadal Glasbhealaigh in 2022 ag céimeanna éagsúla seachadta. Críochnaíodh 33 ciliméadar san iomlán agus osclaíodh don phobal é i rith na bliana agus 79 ciliméadar eile á dtógáil thar naoi dtionscadal éagsúla. Rinneadh dul chun cinn suntasach freisin ar Ghlasbhealach

Chiarraí Thuaidh a seachadadh trí shaothar díreach. Leanadh ar aghaidh leis na hoibreacha tógála ar Ghlasbhealach Mhainistir na Corann go hEochail, a bhfuiltear ag súil go mbeidh sé críochnaithe in 2023.

Rinneamar dul chun cinn ar thógáil Ghlasbhealach na Canálach Móire áit ar cuireadh tús le hobair ar an gcuid idir Droichead Ayers agus na Solláin. Bhí oibreacha tógála ar siúl freisin idir an Daingean agus an Tulach agus Droichead Henesy go dtí an Torán. Tá ceithre cinn de na cúig chuid idir an Daingean agus Éadan Doire críochnaithe anois, agus tá an chuid dheiridh le críochnú in 2023. Chuaigh an Dara Loch Déag go Collchoill chun tairisceana in 2022, agus bhí codanna de Ghlasbhealach an Oirdheiscirt, ó Phort Láirge go Ros Mhic Thriúin, á dtógáil in 2022 freisin.

Rinneadh dul chun cinn suntasach maidir le droichead coisithe agus rotharbhealaigh Bhaile Átha Luain a thógáil thar an tSionainn in 2022. Súiteáladh na príomhbhíomaí deice, agus táthar ag súil go mbeidh na hoibreacha tógála críochnaithe i R2 2023. Chuaigh pleanáil agus dearadh ar aghaidh ar roghnú an bhealaigh idir Baile Átha Luain agus Gaillimh.

Leanadh le hoibreacha féidearthachta, pleanála agus forbartha ar raon tionscadal glasbhealaigh náisiúnta agus réigiúnacha in 2022 faoin Straitéis d’Fhorbairt na nGlasbhealaí Náisiúnta agus Réigiúnacha Amach Anseo. Caitheadh €43 milliún san iomlán ar thógáil agus dearadh na nGlasbhealaí faoin gclár seo. Méadóidh an seachadadh seo in 2023.

Feidhmíocht agus Torthaí 2022

Osclaíodh na Mionscéimeanna seo a leanas do thrácht:

- Crosaire Chearúill ar an N25
- Droichead Chluain Gallán an N26
- An Clochán Liath go dtí an Clochbhuaile ar an N56 (cuid den N56 ón Clochán Liath go dtí na Gleannta)
- Brá Chathrach ar an N70

Tá na Mionscéimeanna seo a leanas á dtógáil:

- Log an Tobair ar an N16
- Beary’s Cross ar an N24

- Dún Maonais ar an N51
- An Chorr Dhubh go Cill Dónall Cuid B ar an N55
- Cligher Cross ar an N73
- Baile Hoiste ar an N74
- Cnoc na mBuachalán Theas ar an N60
- Cill Mheáin - Bóthar Shruthair go dtí an Goirtín ar an N84
- Ballynare go dtí Baile Ghearóid ar an N86

Críochnaíodh na Scéimeanna Glasbhealaigh seo a leanas in 2022:

- Trá Lí go dtí an Fhianait 11.2 ciliméadar
- Lios Tuathail go Teorainn Luimnigh 10.5 ciliméadar
- Glasbhealach Limistéar Fiáin Lár na Sionainne – Portach na Coirre Léithe 5.6 ciliméadar
- An Clochán go dtí an Sraith Salach 2.6 ciliméadar
- Cuan Mó 0.5 ciliméadar
- An Chanáil Mhór – Killina go dtí Scoil Killina 0.5 ciliméadar

Ár Spriocanna don bhliain 2023:

- Tógáil thionscadal an N5 ó Chathair na Mart go Turlach a chur i gcrích;
- Críoch a chur le tógáil Sheachbhóthar an N59 i Maigh Cuilinn;
- Faomhadh geata an Chóid Chaiteachais Phoiblí a bhaint amach agus tús a chur leis an bpróiseas tairisceana don M28 ó Chorcaigh go Rinn an Scidigh;
- Príomhchonradh tógála an N5 ó Bhealach an Doirín go Scramóg a bhronnadh;
- Faomhadh geata an Chóid Chaiteachais Phoiblí a bhaint amach chun tús a chur leis an bpróiseas ceadaithe pleanála do Sheachbhóthar Shláine N2 agus do thionscadal TENT i nDún na nGall;
- Cur chun cinn a dhéanamh ar thógáil naoi mionthionscadal atá á dtógáil faoi láthair;
- Soláthar clár taistil ghníomhaigh agus Glasbhealaí a leathnú; agus
- Seachadadh chlár na gcosán a leathnú chun saolré shócmhainn na mBóithre Náisiúnta a leathnú.

Fíricí

ACHOIMRE AR FHEIDHMÍOCHT AN M50

Is é an M50 an bóthar is mó a bhfuil trácht air sa tír le níos mó ná 145,000 feithicil ag úsáid roinnt codanna ar meánlá in 2021.



13,575

Sreabhadh is airde in aghaidh na huaire taifeadta ar an stráice N3 - N2 idir 4pm agus 5pm an 4 Bealtaine



1,751

Líon iomlán na dTimpistí ar Tuairteanna Tráchta iad 698 díobh

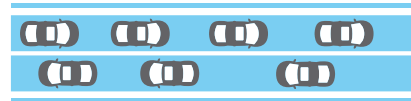


181,839

Sreabhadh Laethúil is airde a taifeadadh ar an M50 idir an N3-N2

1.6 billiún

km Feithicle taistealta arb ionann é agus méadú 29% ar 2021



ACHOIMRE FEIDHMÍOCHTA AN N40

Iompraíonn roinnt stráicí den N40 Cuarbhóthar Dheisceart Chorcaí breis agus 75,000 feithicil ar an meán gach lá



7,631

Sreabhadh is airde in aghaidh na huaire taifeadta ar stráice Bhóthar Chionn tSáile - Dhúglais idir 8am agus 9am an 21 Deireadh Fómhair

0.31 billiún

km Feithicle taistealta arb ionann é agus méadú 12% ar 2021



97,914

Sreabhadh Laethúil is Airde Taifeadta ar stráice Bhóthar Chionn tSáile - Dúglas.



an Lá is Gnóthaí de ghnáth



245

Líon iomlán na d arTimpistí ar Tuairteanna Tráchta iad 60 díobh



07:00 - 08:00

Buaic-am Timpistí



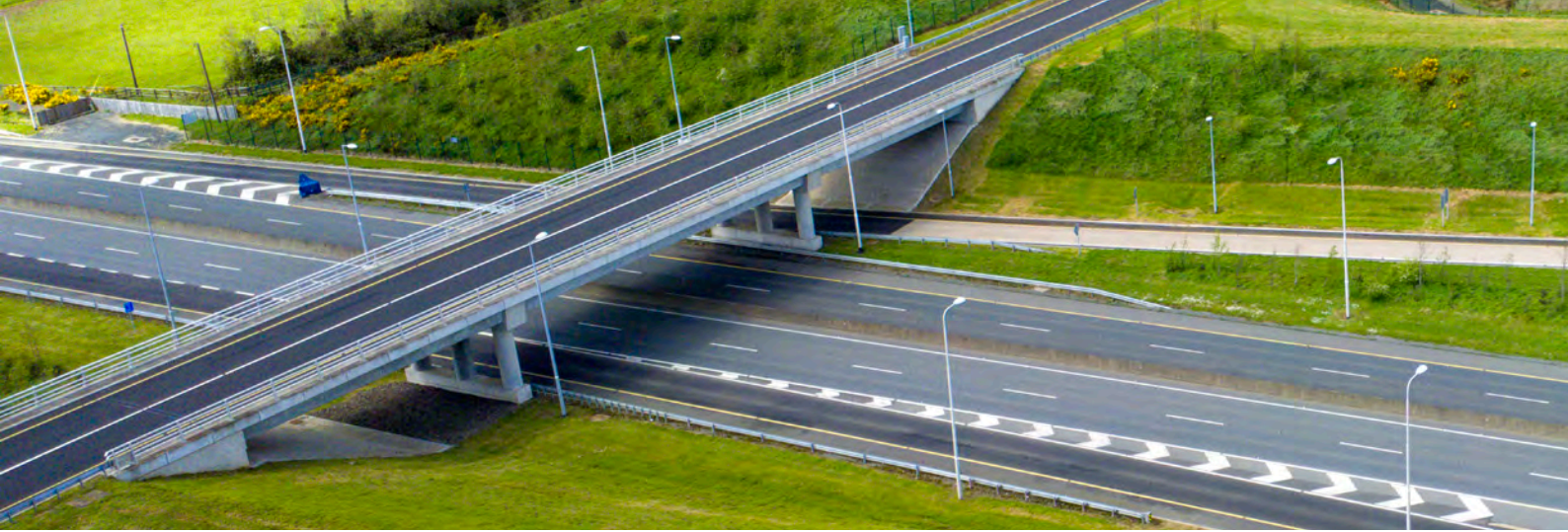
14 nóiméad

Meán - Am Freagartha



40 nóiméad

Meánfhad na dTimpistí



Seirbhísí Gairmiúla

Foilsíonn an Rannán Seirbhísí Gairmiúla cáipéisí teorach agus cuireann sé tacaíocht theicniúil ar fáil do rannáin eile BIÉ, an méid seo a leanas ina measc:

1. Pleanáil Straitéiseach agus Iompair;
2. Seandálaíocht agus Oidhreacht;
3. Beartas agus Comhlíonadh Comhshaoil;
4. Caighdeáin agus Taighde; agus
5. Sábháilteacht ag BIÉ:
 - Sábháilteacht ar bhóithre;
 - Sláinte agus sábháilteacht tógála; agus
 - Sábháilteacht Iarnróid Éadroim.

Pleanáil Straitéiseach agus Iompair

Déanann Pleanáil Straitéiseach agus Iompair monatóireacht ar fheidhmiú an ghréasáin bhóithre agus iarnróid éadroim náisiúnta, chun éilimh ar an ngréasán a bheidh ann amach anseo a mheas agus tugann sé faoi staidéir straitéiseacha.

In 2022, tháinig deireadh leis na srianta taistil go léir a bhaineann le paidéim COVID-19. Mar thoradh air sin, d'fhill líonta feithiclí ar na bóithre náisiúnta go gar do leibhéal réamh-phaindéime. Ar bhealaí áirithe amhail na bealaí comaitéireachta gathacha i dtreo na gcathracha, d'fhan leibhéal tráchta faoi bhun leibhéal 2019, rud a léiríonn na treochtaí leanúnacha maidir le bheith ag obair ón mbaile in earnálacha fostaíochta áirithe.

Le linn 2022, d'fhoilsíomar treoir nuashonraithe maidir le breithmheas ar thionscadail atá maoinithe ag BIÉ, lena n-áirítear rolladh amach na huirlise TEAM chun breithmheas eacnamaíoch a dhéanamh ar bhonneagar glasbhealaigh agus taistil ghníomhaigh. D'fhoilsíomar treoir freisin maidir leis an measúnú straitéiseach ar thionscadail glasbhealaigh agus taistil ghníomhaigh. Ina theannta sin, i mí an Mhárta 2022, foilsíodh tuarascáil ar thionchar na laghduithe ar theorainneacha luais bóthair náisiúnta ar astaíochtaí gás ceaptha teasa. Chuaigh dréachtstraitéis BIÉ do bhóithre náisiúnta, NR2040, chuig comhairliúchán poiblí i mí Lúnasa 2022 agus seoladh uirlis Shamhaltú Astaíochtaí Bóthair (REM) BIÉ i mí na Nollag 2022.



Seandálaíocht agus Oidhreacht

Is é príomhchuspóir Sheandálaíocht agus Oidhreacht na tionchair sheandálaíochta agus oidhreachta a íoslaghdú bhaineann le tionscadail agus cláir BIÉ. Cinntimid seo trí chomhlíonadh reachtaíochta agus beartais, agus trí bhainistíocht riosca réamhghníomhach, a chabhraíonn, ar a uain sin, le hiontaoibh an phobail a fhorbairt.

Rinneamar bainistiú i rith 2022 ar sheandálaíocht, oidhreacht thógtha agus chultúrtha ar 240 scéim (2021: 184) scéimeanna bóithre náisiúnta, iompair phoiblí agus glabhealaigh ina measc. I measc na n-oibreacha láithreáinbhí suirbhéanna oidhreachta tógtha agus pailé-chomhshaoil, imscrúduithe agus tochairtí seandálaíochta agus monatóireacht seandálaíochta ar ghníomhaíochtaí tógála.

Cuireadh tús arís le clár náisiúnta Sheachtain na hOidhreachta BIÉ i bpearsa in 2022, agus d'fhreastail níos mó ná 1,500 duine ar imeacht amháin nó níos mó. Ina measc seo bhí dhá chomhdháil; ceann amháin i mBaile Átha Cliath, ag ceiliúradh seoladh cúig leabhar le linn dhianghlaisáil COVID-19, agus ceann eile i gCo. Ros Comáin ag cur torthaí scéim an N5 ó Bhealach an Doirín go Scramóg i láthair i gcomhthéacs náisiúnta agus idirnáisiúnta.

D'fhreastail an tAire Stáit Oidhreachta ar Lá Oidhreachta na Lochlannach i mBaile na Coille, Co. Phort Láirge. Reáchtáladh léachtaí freisin i gcontaetha Chorcaí agus Loch Garman. Bhí roinnt de na himeachtaí seo hibrideach, le níos mó ná 11,000 coinní ar líne go dtí seo. Tugadh cuireadh do BIÉ páirt a ghlacadh in Oíche Chultúir Acadamh

Ríoga na hÉireann chun Bailiúcháin Oidhreachta Digití BIÉ a chur i láthair.

I rith na bliana, rinneadh taisí daonna a théann siar go dtí an eipidéim chailir in 1832, agus a aimsíodh le linn oibreacha Luas Trasathrach, a athadhlacadh i Reilig Ghlas Naíon i searmanas il-sainchreidmheach faoi stiúir na seirbhíse séiplíneachta TU Bhaile Átha Cliath. Tá seirbhís chuimhneacháin phoiblí beartaithe do 2023 chun na daoine seo a mharcáil.

Beartas agus Comhlíonadh Comhshaoil

De réir Phlean Forfheidhmithe Inbhuanaitheachta agus Straitéis Comhtháthaithe Comhshaoil BIÉ, cuireann BIÉ cúrsaí comhshaoil i bpleanáil, i dtógáil agus in oibríochtaí gach tionscadail bóithre náisiúnta, iarnróid éadroim agus glabhealaigh. Baintear é seo amach trína chinntiú go gcuirtear treoirlínte/caighdeáin maidir le Dearadh, Measúnú agus Tógáil Comhshaoil agus beartais eile BIÉ i bhfeidhm ar gach tionscadal agus oibríocht atá maoinithe ag BIÉ.

In 2022, rinneamar athbhreithniú ar ár Straitéis um Oiriúnú Aeráide, ina leagtar amach conas a dhéanfaidh BIÉ a ghréasáin a oiriúnú i bhfiannaise aeráide atá ag athrú agus ar ghníomh é sa Phlean um Ghníomhú ar son na hAeráide 2021. D'fhorbraíomar aip gréasánbhunaithe d'uirlis measúnaithe carbóin BIÉ do thionscadail bóithre agus iarnróid éadroim. D'fhoilsíomar caighdeáin nua maidir leis an aeráid agus cáilíocht an aeir freisin chun mórtionscadail bóithre, iarnróid éadroim agus glabhealaigh a phleanáil. Tacóidh na caighdeáin seo le cuspóirí aeráide agus dícharbónaithe níos leithne BIÉ a bhaint amach.



In 2022, d'fhorbraíomar fachtóirí ceartúcháin iomadaithe Foinsí Sonracha na hÉireann freisin (Bóthar Náisiúnta agus Iarnród Éadrom) a ionchorpraíodh sa tsamhail nua tuartha torainn CNOSSOS-EU agus a úsáidtear faoi láthair chun léarscáileanna torainn straitéiseacha 2022/2023 a ullmhú do na gréasáin bóithre náisiúnta agus iarnróid éadrom.

Caighdeán agus Taighde

Coinníonn agus déanann BIÉ nuashonrú rialta ar raon leathan caighdeán, treoirlínite agus cáipéisí teicniúla a bhaineann le pleanáil, dearadh, tógáil, cothabháil agus feidhmiú bóithre náisiúnta atá ar fáil ar líne trí láithreán gréasáin foilseachán BIÉ (<https://www.tiipublications.ie/>). In 2022, rinneadh sé nuashonrú agus foilsíodh 27 doiciméad, lena n-áirítear seacht gCaighdeán BIÉ nua (2021: 19) agus 13 dhoiciméad theicniúla nua (2021: 25). Áiríodh orthu sin doiciméid a bhaineann le Sábháilteacht, Soghluaisteacht Inbhuanaithe (taisteal gníomhach, geilleagar ciorclach, bearta tosaíochta bus) agus Gníomhú ar son na hAeráide (measúnú aeráide, cuntasaíocht carbóin, cáilíocht torainn agus aeir, samhaltú astaíochtaí bóthair, bainistiú sócmhainní). Rinneamar athbhreithniú freisin ar ár dTreoirlínite Bainistíochta Tionscadail agus Breithmheasa Tionscadal chun glabhealaí agus taisteal gníomhach a áireamh agus chun breithmheas airgeadais a ionchorprú i gcomhréir leis an gCód Caiteachais Phoiblí athbhreithnithe.

Leanamar orainn ag soláthar cúrsaí oiliúna ar chaighdeán theicniúla d'innealtóirí bóthair in 2022. Chlúdaigh na seacht gcúrsa a reáchtáladh i rith na bliana ábhair ar nós cigireacht agus iniúchadh sábháilteachta ar bhóithre, dearadh córais srianta feithiclí, dearadh geoiméadrach bóithre agus dearadh dromchla pábhála bóithre. Reáchtáladh dhá imeacht "Seó Bóthair BIÉ" ar líne freisin chun forbairtí le déanaí i gcaighdeán deartha bóithre BIÉ a chur i láthair. Tionóladh comhdháil Bhliantúil Bóithre Náisiúnta agus Glasbhealaí BIÉ i Sligeach i mí Mheán Fómhair 2022 agus d'fhreastail níos mó ná 300 oifigeach Údarás Áitiúil a bhí ag gabháil do thionscadail bóithre náisiúnta agus glabhealaigh uirthi. Ba é seo an chéad chomhdháil phearsanta ó 2019 mar gheall ar phaindéim COVID-19. Díríonn an ócáid seo ar fhoireann na n-údarás áitiúil atá ag gabháil do thionscadail bhóithre náisiúnta agus d'úsáideoirí eile ar gcaighdeán.

N59 An Teach Dóite go Bur na Cille, Gaillimh

Rinneamar nuashonrú ar ár Straitéis Taighde BIÉ (2022-2026) a foilsíodh i mí Iúil 2022. Tar éis glao bliantúil ar thograí taighde, coimisiúnaíodh ceithre thionscadal taighde nua. Tá 12 thionscadal taighde idir lámha faoi láthair. Ina theannta sin, lean ár gcomhoibriú le Comhdháil do Stiúrtóirí Eorpacha Bóithre (CEDR) ar aghaidh in 2022, agus tá BIÉ ag glacadh páirte i roinnt tionscadal taighde comhoibríoch leis an CEDR a chlúdaíonn raon gníomhaíochtaí a bhaineann le gréasáin bhóithre náisiúnta a bhainistiú. Ligeann sé seo do BIÉ taithí a roinnt agus taighde comhoibritheach a dhéanamh le riaracháin bhóithre Eorpacha eile.

I rith na bliana, chuireamar tús le heagrú Chomhdháil na Láithreach Iompair (TRA) 2024, thar ceann na Roinne Iompair. Reáchtálfar an chomhdháil, arb í an chomhdháil iompair is mó san Eoraip í, i mBaile Átha Cliath an 15 go 18 Aibreán 2024 agus táthar ag súil go meallfaidh sí os cionn 3,000 toscaire go Baile Átha Cliath.

Sábháilteacht ag BIÉ

Is ceann dár bpríomhchuspóirí straitéiseacha é feabhas a chur ar shábháilteacht ar bhóithre náisiúnta agus iarnróid éadroim, agus tús áite á thabhairt don tsábháilteacht ar fud réimse iomlán ghníomhaíochtaí BIÉ. Déanaimid athbhreithniú ar shábháilteacht ar fud ár mbonneagair bhóithre agus iarnróid, chomh maith le tuairisciú ar shláinte agus sábháilteacht oibríthe agus conraitheoirí ar ár láithreáin tógála.

Sábháilteacht ar Bhóithre

Cuimsítear i sainchúram reachtúil BIÉ gréasán bóithre náisiúnta sábháilte agus éifeachtúil a sholáthar. Cuireann BIÉ an Treoir ón AE maidir le bainistíocht sábháilteachta ar bhonneagar bóthair i bhfeidhm, a bhaineann le gach mótarbhealach agus príomhbhealach náisiúnta. Chuir BIÉ an Treoir i bhfeidhm ar gach bóthar náisiúnta ó Mheitheamh 2012 ar aghaidh. Tá sé mar aidhm againn líon na mbásanna agus na ngortuithe tromchúiseacha ar bhóithre náisiúnta a laghdú faoina leath faoi 2030, i gcomhréir le Creat Beartais Sábháilteachta ar Bhóithre an AE 2021-2030 agus le ‘Vision Zero’.

In 2022, ba é 168 an líon iomlán básanna ar gach bóthar in Éirinn, méadú de 16 bás i gcomparáid le 2021. As na básanna sin, tharla 64 ar bhóithre náisiúnta, arb ionann iad agus méadú 5 bhás ar

bhóithre náisiúnta i gcomparáid le 2021. Mhéadaigh líon na mbásanna do choisithe ar bhóithre náisiúnta in 2022 go 14 in 2022 (2021: sé bhás). Tá na figiúirí go léir bunaithe ar anailís ar thuarascálacha sealadacha imbhualtí marfacha ón nGarda Síochána.

In 2022, sholáthair BIÉ cistiú €28 milliún do 161 scéim feabhsúcháin um shábháilteacht ar bhóithre le taobhanna bóthair níos sábháilte, bóithre atá níos sábháilte de bharr a ndearaidh, agus timpeallacht sábháilte a chruthú d’úsáideoirí bóithre leochaileacha (2021: €26 milliún). Tá BIÉ freagrach as 12 ghníomh i gCéim 1 de Straitéis um Shábháilteachta ar Bhóithre an Rialtais (2021-2030) agus tá sé ar an sprioc faoi láthair na gníomhartha go léir a chur i gcrích laistigh den chreat ama a chuirtear ar fáil.

Sláinte agus Sábháilteacht Tógála

Cuirimid sláinte agus sábháilteacht chun cinn inár dtionscadail tógála arna gcistiú ag BIÉ. Déanaimid cigireachtaí sábháilteachta rialta chun monatóireacht agus seiceáil a dhéanamh ar fheidhmíocht sábháilteachta ar dtionscadal agus chun dea-chleachtas i sláinte agus sábháilteacht oibríochtúil agus tógála a chomhlíonadh.

Fostaímid comhairleoirí sláinte agus sábháilteachta a thugann faoi chigireachtaí ráithiúla neamhspleácha sábháilteachta ar thionscadail a chistíonn BIÉ. Tugtar chun solais sna seiceálacha seo dea-chleachtais agus limistéir atá le feabhsú. Déanann BIÉ monatóireacht neamhspleách freisin lena chinntiú go bhfuil tionscadail atá á maoiniú ag BIÉ ag cloí le forálacha na rialachán maidir le leas agus fostaíocht oibríthe.

Tá ról ag BIÉ i gcinntiú go bhfuil bearta sábháilteachta ag oibreacha bóthair ar bhóithre náisiúnta ag teacht leis an dea-chleachtas agus déanann sé cigireachtaí sábháilteachta tréimhsiúla chuige sin. Bailíonn BIÉ sonraí maidir le timpistí, teagmhais agus neastimpistí le linn thionscadail tógála BIÉ. Bailíonn an córas tuairiscithe seo staitisticí míosúla maidir le sábháilteacht ó mhórláithreáin tógála. Ceadaíonn na sonraí seo feidhmíocht bhliantúil sábháilteachta tógála BIÉ a thomhas agus éascaíonn sé anailís treochtaí.

Déantar Tarluithe Contúirteacha Intuairiscithe agus Neastimpistí a thuairisciú ó gach tionscadal tógála BIÉ um Mórbhóithre agus Iarn-

róid Éadroim agus Conarthaí Cothabhála agus Athnuachana Mótarbhealaí (MMaRCanna). Cuirtear 17 dTimpiste is Cúis le hAga Díomhaoin (LTAanna) i dtaifead in 2022, ar méadú 8 dtimpiste é seo i gcomparáid leis an mbliain roimhe sin. Ba ionann ráta Minicíochta Timpistí is Cúis le hAga Díomhaoin (LTAFr) do thionscadail tógála BIÉ agus 0.51 (2021: 0.58). Ba ionann an LTAFr do MMaRCanna agus 0.43 (2021: 1.30). Déantar LTAFr a ríomh mar (Líon LTAanna/Líon iomlán na nUaireanta a Oibríodh) x 100,000. Rinneadh dhá Tharlú Chontúirteacha a chur i gcuntas in 2022 (2021: 3) agus 27 Neastimpiste a chur i gcuntas in 2022 (2021: 27).

Sábháilteacht Iarnróid Éadroim

Is é ár ról i dtaobh Sábháilteacht Iarnróid Éadroim a chinntiú go gcomhlíontar forálacha ábhartha an Achta um Shábháilteacht Iarnróid, 2005 agus na rialacháin, Cóid Chleachtais agus an treoir infheidhme. Oibrímid go comhoibritheach le hOibreoir Luas, le príomh-gheallsealbhóirí agus le páirtithe leasmhara chun an fheidhmíocht sábháilteachta ar ghréasán Luas a chothú agus a fheabhsú. Déanann monatóireacht leanúnach ar fheidhmíocht sábháilteachta chóras Luas agus déanaimid anailís mhíosúil ar theagmhais agus ar thimpistí chun treochtaí agus saincheisteanna sábháilteachta atá ag teacht chun cinn a shain-aithint. Tuairiscítear staitisticí Luas don Bhord go míosúil.

Tharla 16 imbhualadh intuairiscithe um thrácht ar bhóithre in 2022, ar méadú 7 n-imbhualadh é sin i gcomparáid le 2021. Ba sháruithe ar sholas dearg a rinne tiománaithe ba chúis le 11 de na himbhualtaí sin (2021: 6). B'fheithiclí bóthair a thiomáin isteach ar rianbhealach an tram ar na stráicí den trambhealach ar an tsráid ba chúis le ceithre imbhualadh (2021: 3).

Thit dhá theagmháil intuairiscithe amach in 2022 idir coisithe agus tramanna, laghdú dhá theagmháil i gcomparáid le 2021. Tharla dhá theagmháil intuairiscithe idir tram agus rothaí, laghdú teagmháil amháin i gcomparáid le 2021. D'fhan líon na ngortuithe a rinneadh de bharr thimpiste Luas in 2022 ag cúig (2021: cúig ghortú). Tuairiscíodh bás amháin ar ghréasán Luas le linn 2022 (2021: nialas).

Cuireadh roinnt feachtais sábháilteachta ar bun i rith na bliana chun feachtas a mhúscailt ar thábhacht na sábháilteachta ar chóras Luas agus timpeall air, dírithe ar idirghníomhú sábháilte a bheith á dhéanamh ag coisithe, tiománaithe agus rothaithe le gréasán Luas. I measc na bhfeachtas sábháilteachta seo bhí: Sábháilteacht Paisinéirí Luas, Sábháilteacht do Choisithe, Sábháilteacht Leanaí, agus na Contúirtí a bhaineann le Surfáil Tram.

Déantar ionadaíocht do BIÉ ar an gComhairle Chomhairleach Sábháilteachta Iarnróid agus tá sé ina chomhalta freisin de Ghrúpa Ceannasaithe Sábháilteachta na dTramanna sa Ríocht Aontaithe agus d'Fhóram Sábháilteachta Tramanna Uirbeacha na hEorpa. Le linn na bliana, leanamar ag comhoibriú leis na grúpaí seo le taithí ar shaincheisteanna sábháilteachta a roinnt, le páirt a ghlacadh i ndea-chleachtas a leagan amach agus ag cur le feabhas a chur ar shábháilteacht trambhealaí.

Feidhmíocht agus Torthaí 2022

- Foilsíodh an tuarascáil ar Tháscairí an Ghréasáin Bhóithre Náisiúnta 2021 ar láithreán gréasáin BIÉ;
- Foilsíodh seacht gcaighdeán agus 13 cáipéis theicniúil ar láithreán gréasáin Foilseachán BIÉ; <https://www.tiipublications.ie/>;
- Foilsíodh dréacht-Straitéis Bóithre Náisiúnta 2040 BIÉ le haghaidh comhairliúcháin phoiblí;
- Beachtaíodh Samhail Astaíochtaí Náisiúnta BIÉ a mhúnlaíonn astaíochtaí ar bhóithre náisiúnta;
- Cuireadh tús le comhdháil na Láithreach Iompair a eagrú thar ceann an RI, a thionólfar i mBaile Átha Cliath i mí Aibreáin 2024;
- Cuireadh céim IV den chlár um mapáil torainn straitéiseach do ghréasán BIÉ i gcríoch, a éilíonn Rialacháin Torainn Timpeallachta;
- Nuashonru ar Straitéis BIÉ chun Oiriúnú don Athrú Aeráide;

- Foilsíodh treoirlínte maidir le hAthrú Aeráide agus Measúnú Carbóin;
- Cuireadh ocht dtionscadal taighde ó Chlár Taighde BIÉ 2021 chun cinn agus cuireadh tús le comórtas tairisceana do 2022;
- Leanadh le creidiúnú ISO 45001 do Chóras Bainistíochta Sábháilteachta BIÉ;
- Nuashonrú ar Straitéis Taighde BIÉ (2022-2026);
- Tuairiscíodh ar ghníomhartha BIÉ faoi Chéim 1 den Straitéis um Shábháilteacht ar Bhóithre (2021-2030); agus
- Nuashonraíodh treoirlínte breithmheasa tionscadal BIÉ go dtiocfadh siad leis an gCód Caiteachais Phoiblí, NIFTI, Comhchreat Breithmheasa an RI , an Plean um Ghníomhú ar son na hAeráide agus Beartas Soghluaisteachta Inbhuanaitheachta an RI 2022.

Ár Spriocanna don bhliain 2023

- Tuarascáil fheabhsaithe ar Tháscairí an Ghréasáin Bhóithre Náisiúnta 2022 a fhoilsiú;
- Straitéis Bóithre Náisiúnta 2040 BIÉ a fhoilsiú ag teacht le Tionscadal Éireann 2040 agus le Creat Infheistíochta Náisiúnta an RI ;
- Beartas nua Limistéar Seirbhíse a fhoilsiú do mhótarbhealaí agus do dhébhealaí;
- Doiciméid chaighdeánacha nua a bhaineann le daonra agus sláinte an duine, uisce, torann agus tírdhreach bog a fhoilsiú do bhóithre náisiúnta agus glasbhealaí;
- Beartas nua bithéagsúlachta agus straitéis tírdhreacha a fhoilsiú;
- Tionscadal taighde a chur i gcrích maidir le gnéithe seandálaíochta a bhrath go huathoibríoch ó LIDAR ag baint úsáide as meaisínfhoghlaim;
- Treoirlínte nua Oidhreachta Cultúrtha BIÉ a fhoilsiú;
- Eagrú agus cur chun cinn Comhdháil na Láithreach lompair, a bheidh ar siúl i mBaile Átha Cliath i mí Aibreáin 2024;
- Straitéis nua Páirceála agus Roinnte a fhoilsiú;
- Gníomhartha BIÉ sa Straitéis um Shábháilteacht ar Bhóithre (2021-2024) a chur chun cinn.



Luis, an M50, Baile Átha Cliath



Rialáil BIÉ

Pleanáil Úsáide Talún

Tá freagrachtaí ar BIÉ mar chomhlacht forordaithe maidir le pleanáil úsáide talún faoi Alt 22 d'Acht na mBóithre, 1993. Áirítear leis seo ionchur a chur ar fáil i gcáipéisí náisiúnta agus réigiúnacha maidir le húsáid talún agus beartas iompair, Criosanna Forbartha Straitéisí, forbairt údaráis áitiúil agus pleananna limistéir áitiúla.

Tá stádas mar chomhairlí reachtúil le haghaidh bainistíocht forbartha ag BIÉ faoi Airteagal 28 de na Rialacháin um Pleanáil agus Forbairt, arna leasú. Déanann an Rannóg Pleanála um Úsáid Talún comhordú agus bainistiú ar fhreagairt BIÉ ar iarratais phleanála le hionchur ó chomhghleacaithe BIÉ. Ina theannta sin, faigheann agus déanann BIÉ measúnú ar thograí iarratais phleanála faoi ailt eile de na hAchtanna Pleanála amhail Forbairt Bonneagair Straitéisigh, Forbairtí Stáit agus Údaráis Áitiúla, agus ceadúnú comharthaíochta. Tugann an tAlt freagra freisin ar iarratais ón mBord Pleanála ar iarratais ar achomharc a éilíonn ionchur ó iarratais scóipe BIÉ, EIS agus SEA, agus atreoruithe réamhphleanála ó údaráis áitiúla.

Saoráil Faisnéise

Foráiltear san Acht um Shaoráil Faisnéise, 2014 (SF) go bhfuil na cearta seo a leanas ag gach duine, faoi réir díolúintí áirithe a shonraítear san Acht:

- An ceart teacht ar thaifid oifigiúla atá á gcoimeád ag Ranna Rialtais agus gach comhlacht poiblí a chomhlíonann forálacha Alt 6 den Acht;
- An ceart go gceartófar faisnéis phearsanta atá á coimeád fúthu nó go nuashonraítear é, sa chás go bhfuil an fhaisnéis sin neamhiomlán, mícheart nó míthreorach; agus
- An ceart cúiseanna a fháil a bhí le cinntí a rinne comhlachtaí poiblí a imríonn tionchar orthu.

Ó 2016 ar aghaidh, foilsíonn BIÉ sonraí faoi iarrataí ar Shaoráil Faisnéise a fuarthas le haghaidh faisnéis neamhphearsanta i Logleabhar Nochta SF, i gcomhréir le riachtanais an Chóid Chleachtais um Shaoráil Faisnéise do Chomhlachtaí Poiblí de chuid na Roinne Caiteachais Phoiblí agus Athchóirithe. Tá an Logleabhar Nochta ar fáil le féachaint air i mír SF ár láithreáin ghréasáin. Tá seoladh ríomhphoist tiomnaithe (foi@tii.ie) ar fáil le hiarrataí SF a éascú.

Rochtain ar Fhaisnéis faoin gComhshaoil

Bronntar cearta dlíthiúla orthu siúd a lorgaíonn rochtain ar fhaisnéis faoin gcomhshaoil ó údaráis phoiblí i Rialacháin na gComhphobal Eorpach (Rochtain ar Fhaisnéis faoin gComhshaoil) ó 2007 go 2018. Faoi na Rialacháin, caithfear faisnéis a bhaineann leis an gcomhshaoil atá á coimeád ag



nó d'údarás poiblí a chur ar fáil ar iarraidh sin do dhuine ar bith, faoi réir díolúintí áirithe. Tá seoladh ríomhphoist tiomnaithe (aie@tii.ie) ar fáil le hiarrataí a éascú faoi na Rialacháin.

Faisnéis Earnála Poiblí a Athúsáid

Faoi Rialacháin na gComhphobal Eorpach (Sonraí Oscailte agus Faisnéis Earnála Poiblí a Athúsáid), 2021, ceanglaítear ar chomhlachtaí earnála poiblí athúsáid fhormhór fhaisnéis na hearnála poiblí a éascú. Áirítear le hathúsáid, cóipeáil, mionathrú, aistriú, oiriúnú agus dáileadh.

I rith 2022, lean BIÉ ag cur leis an bhfaisnéis a chuirimid ar fáil gan stró lena n-athúsáid ar thairseach Shonraí Oscailte an Rialtais ag [Data.gov.ie](https://data.gov.ie).

Teangacha Oifigiúla

Lorgaítear in Acht na dTeangacha Oifigiúla, 2003 chun úsáid na Gaeilge ar chuspóirí oifigiúla a chur chun cinn sa Stát trí mhéid agus cáilíocht na seirbhísí a mhéadú agus a fheabhsú a sholáthraíonn comhlachtaí poiblí don phobal as Gaeilge. Leagtar ceanglais shonracha san Acht agus, sna Rialacháin a rinneadh faoin Acht, ar chomhlachtaí poiblí, BIÉ ina measc, maidir leis an úsáid a bhaintear as an nGaeilge; mar shampla, nuair a fhreagraítear comhfhreagras a fuarthas i nGaeilge, úsáid na Gaeilge ar pháipéarachas agus ar chomharthaí agus roinnt cáipéisí a fhoilsiú go dátheangach.

Ceanglaítear in Alt 11 den Acht ar chomhlachtaí poiblí scéim a ullmhú ina sonraítear na seirbhísí a sholáthróidh an comhlacht poiblí trí mheán

na Gaeilge, trí mheán an Bhéarla, agus tríd an dá theanga. Cheadaigh an tAire Stáit sa Roinn Turasóireachta, Cultúir, Ealaíon, Gaeltachta, Spóirt agus Meán scéim reatha BIÉ, a bheidh i bhfeidhm don tréimhse ó 2020 go 2023, in 2020 agus foilsítear é sa mhír Teangacha Oifigiúla dár láithreáin ghréasáin.

Cosaint Sonraí

Chruthaigh tosach feidhme an Achta um Chosaint Sonraí 2018 agus cur i bhfeidhm an Rialacháin Ghinearálta um Chosaint Sonraí (an RGCS) i rith 2018 creat dlíthiúil nua a chuir feabhas suntasach ar chearta cosanta sonraí daoine aonair agus a neartaigh na freagrachtaí atá ar eagraíochtaí i ndáil le próiseáil sonraí pearsanta. Lean BIÉ in 2022 le beartais, córais agus nósanna imeachta a fhorbairt a bhfuil sé mar aidhm leo feacht foirne ar oibleagáidí cosanta sonraí a mhéadú agus a chinntiú go bhfuil ceanglais na reachtaíochta cosanta sonraí á gcomhlíonadh ag BIÉ. Tá seoladh ríomhphoist tiomnaithe (dataprotection@tii.ie) i bhfeidhm le hiarrataí um chosaint sonraí a éascú.

Inrochtaineacht

Tacaíonn BIÉ le Coinbhinsiún na Náisiún Aontaithe ar Chearta Daoine faoi Mhíchumas (UNCPRD), a dhaingnigh Éire in 2018, a bhfuil mar chuspóir aige an taitneamh iomlán agus comhionann a bhaintear as gach ceart daonna agus saoirse bhunúsach a chur chun cinn, a chosaint agus a chinntiú i measc gach duine faoi mhíchumas. Tá BIÉ tiomanta do chinntiú go bhfuil ár seirbhísí, bonneagar, áitreabh agus faisnéis inrochtana go

hiomlán agus go gcuirtear oiliúint feasachta chuí maidir le hinrochtaineacht ar fáil dár bhfoireann ar fad. Bunaíodh Coiste Inrochtaineachta trasearnála ag a bhfuil an tasc a chinntiú go gcloítear go hiomlán le ceanglais an Achta um Míchumas, 2005.

Lorgaíonn an Coiste a chinntiú, a mhéid agus is féidir, go mbíonn fáil ar gach beart agus saoráid chuí ag custaiméirí agus ag an bhfoireann atá faoi mhíchumas. De réir cheanglais an Achta um Míchumas, cheap BIÉ Oifigeach Rochtana atá freagrach as cúnaimh a thabhairt do chustaiméirí faoi mhíchumas rochtain a fháil ar sheirbhísí agus ar fhoilseacháin atá á soláthar ag BIÉ agus as feidhmiú mar phointe teagmhála do dhaoine faoi mhíchumas ar mian leo a leithéid sin de sheirbhísí a rochtain. Tá tuilleadh faisnéise faoi bheartas inrochtaineachta BIÉ agus sonraí teagmhála ár nOifig Rochtana le fáil ar leathanach Inrochtaineachta ár láithreáin ghréasáin.

Lean BIÉ le páirt a ghlacadh i gCoiste Comhairliúcháin Inrochtaineachta (ACC) na Roinne Iompair in 2022. Tugann an ACC oifigigh ón Roinn, gníomhaireachtaí ábhartha, ionadaithe ó eagraíochtaí míchumais agus comhaltaí den Ghrúpa Páirtithe Leasmhara Míchumais (DSG) le chéile.

Téann Grúpa Úsáideoirí Luas i gcomhairle le larnród Éadrom, Meitreo, Bóithre Náisiúnta agus Mótárbhealach (lena n-áirítear Ionaid Seirbhísí Mótárbhealaigh) agus in 2022 tháinig siad le chéile ar thrí ócáid réamhsceidealaithe, an 22 Márta, an 6 Iúil, agus an 19 Deireadh Fómhair. Áiríodh leis na cruinnithe seo nuashonruithe agus aiseolas ar gach tionscadal leanúnach, chomh maith le plé a bhaineann le hoibríochtaí agus seirbhísí ar fud na gréasáin iompair phoiblí agus bóithre. Tugadh cuireadh d’Fhoireann Rothstoc BIÉ freastal i mí Dheireadh Fómhair 2022 agus cuireadh i láthair iad don Ghrúpa ar an rothstoc atá ann cheana, ar ghnéithe inrochtaineachta agus ar fheabhsuithe amach anseo.

Chomh maith leis na trí chruinniú sceidealaithe thuas, eagraíodh cruinnithe saincheaptha i rith na bliana freisin. Mar shampla, an 22 Meitheamh, rinne an Grúpa Úsáideoirí siúlóid láithreáin chun athbhreithniú a dhéanamh ar shaincheisteanna leanúnacha éagsúla ar Líne Dhearg Luas. Bhí sé seo cuiditheach, agus tá sé beartaithe againn cuairteanna suímh amach anseo a shocrú in 2023. An 15 Samhain, tionóladh cur i láthair tiomnaithe

Metrolink, agus é mar aidhm aige Baill an Ghrúpa Úsáideoirí a nuashonrú ar an tionscadal agus iad a chur ar an eolas faoi ghnéithe éagsúla de phróiseas aighneachta an Ordaithe larnróid.

I mí Iúil 2022, d’oibrigh Oifigeach Rochtana BIÉ leis an Údarás Náisiúnta Míchumais (NDA) chun cur i láthair ‘Inrochtaineacht Seirbhísí Poiblí: Comhairliúcháin Phoiblí’ ag an NDA do BIÉ a fhorbairt. I measc na n-aíonna bhí bainisteoirí sinsearach tionscadail BIÉ agus iad siúd a raibh baint acu le comhairliúchán poiblí, lena n-áirítear comhairleoirí ábhartha. Ba é an cuspóir a bhí leis ná a chur ina luí ar an lucht spéise an tábhacht a bhaineann le cumarsáid inrochtana, ar an ngá cloí le Rialacháin an AE maidir le hInrochtaineacht Suíomhanna Gréasáin agus Feidhmchláir Mhóibíleacha 2020 agus le hAcht um Theanga Chomharthaíochta na hÉireann 2017 agus ar na bealaí sonracha ina bhféadfaí comhlíonadh a bhaint amach.

I gcomhréir le Coinbhinsiún na Náisiún Aontaithe ar Chearta Daoine faoi Míchumas, tá iarracht déanta ag BIÉ teagmháil dhíreach a dhéanamh le daoine faoi mhíchumas, trí na hEagraíochtaí do Dhaoine faoi Míchumas (DPOanna). Seoladh cuireadh chun rannpháirtíochta chuig gach ball de Chomhghuaillíocht DPO in 2021 agus arís in 2022, tar éis Ordú larnróid Metrolink a chur isteach. Ba é cuspóir an chuiridh a chur ar chumas grúpaí nó daoine dul i gcomhairle go díreach maidir le gach tionscadal, agus maidir le Metrolink go háirithe, más mian leo.

Seirbhís do Chustaiméirí

Baineann páirt lárnach ag seirbhís ardchaighdeán do chustaiméirí a sholáthar maidir le gníomhaíochtaí BIÉ agus táimid meáite ar fheabhas leanúnach a chur ar ár gcleachtais ghnó chun na caighdeáin is airde a sholáthar inár ndéileálacha lenár gcustaiméirí. Leagtar amach conas a léiríonn BIÉ meas ar a ghealltanais chun seirbhís ardchaighdeán a sholáthar agus conas a dhéanann sé monatóireacht ar fheidhmíocht ar an leathanach Cairt Chustaiméirí agus Plean Gníomhaíochta Custaiméirí 2020-2023 ar ár láithreán gréasáin. Tá seirbhís ríomhphoist tiomnaithe (customerservice@tii.ie) i bhfeidhm chun gearáin faoi sheirbhís do chustaiméirí a éascú do chustaiméirí a bhraitheann go mb’fhéidir nár caitheadh leo go leordhóthanach, go cúirtéiseach, nó go cothrom ina gcuid déileálacha le foireann BIÉ.



Ráiteas Rialachais agus Tuarascáil Chomhaltaí Boird BIÉ

An Bord (Grianghraif agus Beathaisnéisí Gairide)



An tUasal Gareth Llewellyn (Cathaoirleach)

Ceapadh Gareth mar Chathaoirleach ainmnithe BIÉ i Samhain 2021 (deimhnithe in Eanáir 2022) tar éis dó dul ar scor mar Phríomhfheidhmeannach an DVSA, ciste trádála rialtas an RA a sholáthraíonn seirbhísí do bhreis agus 40m custaiméir. Bhí ról feidhmiúcháin dhomhanda aige roimhe seo le National Grid plc agus le cuideachta Anglo American plc agus bhí sé ina Stiúrthóir Feidhmiúcháin ag Network Rail agus freagracht air as saincheisteanna sábháilteachta, teicniúla agus innealtóireachta. Mar stiúrthóir neamhfheidhmiúcháin, chuir sé an cuideachta bhainistíochta dramhaíola Biffa plc ar an stocmhalartán agus bhunaigh sé Gníomhaireacht Bhreoslaí In-Athnuaite na Roinne Iompair. Chuaigh Gareth ar scor mar stiúrthóir neamhfheidhmiúcháin ag Údarás Harwich Haven i mí na Nollag 2021, a sholáthraíonn píolótaí do na longa coimeádán is mó ar domhan a fhágann ó Felixstowe. Is stiúrthóir neamhfheidhmiúcháin é freisin ag Sage Housing atá, le tacaíocht ó Blackstone, ar an soláthraí is mó de thithíocht shóisialta agus inacmhainne ar ardchaighdeán sa Ríocht Aontaithe.

Comhalta é Gareth ag Institiúid um Cheannaireacht Inbhuanaitheachta Cambridge agus iarradh air in 2005 chun dul i ngleic le Comhthionól Ginearálta na NA ar chearta daonna agus gnó.



An tUasal Peter Walsh (POF)

Ceapadh Peter Walsh mar POF BIÉ in 2020. Sula ndeachaigh sé i mbun an ról seo, bhí Peter ina Stiúrthóir Bainistíochta Chlár Caipitiúil BIÉ ó 2015. Is Innealtóir Sibhialta Cairte é Peter Walsh a bhfuil níos mó ná 40 bliain taithí aige.



An tUasal Joe O'Mahony

Bhí Joe O'Mahony ina Stiúrthóir Bainistíochta ar Northern Ireland Electricity ó 2011 go 2014 tar éis do BSL é a éadail. Tá taithí breis agus 20 bliain aige le tionscadail mhóra bhonneagar cumhachta, clár athnuachana líonra infheistíochta €3 billiún do Ghréasáin BSL ina measc. Comhalta Boird é le KTL, Lagan Hibernian agus an Lárionad Iomaíochais i dTuaisceart Éireann. Tháinig deireadh le téarma Joe i mí an Mheithimh 2022.



An tUasal Seamus Neely

D'éirigh Séamus Neely as a phost mar Phríomhfheidhmeannach ar Chomhairle Contae Dhún na nGall agus tá sé ina iar-Chathaoirleach ar Donegal Tourism Ltd. I ndiaidh tréimhse a chaitheamh san earnáil phríobháideach, tá taithí éagsúil de bhreis ar 29 bliain ag Séamus sa tSeirbhís Phoiblí agus chaith sé breis agus fiche bliain díobh siúd ag Leibhéal Bainistíochta Sinsearaí. Tháinig deireadh le téarma Séamus i mí na Samhna 2022



An tUasal Aebhric Mc Gibney

Tá Aebhric McGibney (M.Litt (Eacnamaíocht), MBA C Dir), ag oibriú mar Stiúrthóir Gnóthaí Poiblí agus Idirnáisiúnta le Comhlachas Tráchtála Bhaile Átha Cliath. Is Stiúrthóir Cairte é agus roimhe seo d'fhóin sé ar Bhord Chóras Iompair Éireann, i mbun cathaoirleachta ar a Choiste Airgeadais agus Réadmhaoine. Roimhe seo, bhí sé ag oibriú mar léachtóir i gColáiste na Tríonóide, Baile Átha Cliath, mar chomhairleoir eacnamaíoch le Fitzpatrick Associates agus mar Eacnamaí Sinsearach le IBEC.



Mary O'Donovan Uasal

Is Stiúrthóir Cairte í Mary O'Donovan ag a bhfuil taithí Bhoird sna hearnálacha poiblí, príobháideacha agus carthanacha. I láthair na huaire tá sí ag feidhmiú mar chomhalta Boird ar an mBord um Thionóntachtaí Cónaithe agus mar Chomhalta Boird de An Post. Tá taithí fhairsing aici ar leibhéal sinsearach ar bhainistíocht oibríochtaí, bainistíocht córas agus bainistíocht ghinearálta agus bhí ról shinsearach aici lena n-áirítear Stiúrthóir Seirbhísí do Chustaiméirí, Príomhoifigeach Faisnéise, Príomhoifigeach Oibríochtaí agus Bainisteoir Ginearálta sna hearnálacha Teileachumarsáide agus Seachfhoinsithe Próiseas Gnó.



Patricia O'Shea Uasal

Is dlíodóir corparáideach í Patricia O'Shea, atá cáilithe chun cleachtadh i Sasana agus sa Bhreatain Bheag, a bhfuil taithí breis agus 30 bliain aici, san earnáil TF agus san earnáil eitlíochta go príomha. D'oibrigh sí ar feadh roinnt blianta le IBM, áit a raibh sí i mbun ról éagsúla, Ard-Abhcóide, Rúnaí Cuideachta agus Stiúrthóir ina measc. Tá sí ina Ceann Grúpa ar Chúrsaí Dlí agus Rúnaíochta ag daa plc, ról a chuimsíonn oibríochtaí náisiúnta agus idirnáisiúnta na cuideachta. D'fhóin sí ar Bhord Feidhmiúcháin an Ospidéal Náisiúnta Mháithreachais ar feadh tréimhse fhada bhlianta. Ball í de Bhord Comhairleach Asia Matters.



An tUasal Aidan Skelly

Iar-Phríomhoifigeach Airgeadais EirGrid plc é Aidan Skelly. Sular thosaigh sé ag oibriú le EirGrid, bhí roinnt ról shinsearach airgeadais agus tráchtála aige in Éirinn agus sa Ríocht Aontaithe. Tá sé ina stiúrthóir ar AirNav Ireland agus ar Respond, Comhlacht Ceadaithe Tithíochta. Is Cuntasóirí Cairte é le B.Comm ó COBÁC agus MBS i gCeannaireacht Chorparáideach ó Ollscoil Chathair Bhaile Átha Cliath.

An Bord (ar lean)



An tUasal Damien Ó Tuama

Is taighdeoir luaineachta é Damien Ó Tuama a bhfuil taithí breis agus 20 bliain aige san earnáil phríobháideach. Chuir sé a thaighde dochtúireachta ar chúrsaí aistrithe i gcórais luaineachta i gcrích in 2015 (Coláiste na Tríonóide, Baile Átha Cliath) agus tá sé ina Mheasúnóir agus comhalta den Choiste Stiúrtha le haghaidh tionscadal taighde faoi Ghlaio Bliantúil Chlár Taighde EPA faoi Cholún na hAeráide agus Colún na hInbhuanaitheachta.

Tá sé ina Chomhordaitheoir Náisiúnta Rothaíochta do Cyclist.ie - Líonra Tathanta Rothaíochta na hÉireann agus an Taisce. Bhí sé ina chomhalta boird le Cónaidhm Rothaithe na hEorpa idir 2016 agus 2021.



An tUasal Desmond Kenny

Tá breis agus 35 bliain caite ag Desmond Kenny ag obair in earnáil an mhíchumais in Éirinn, idir obair ghairmiúil agus dheonach araon, i mbun feachtais ar son cearta daoine faoi mhíchumas agus ag lorg ionchuisitheacht daoine faoi mhíchumas sa saol agus i seirbhísí príomhshrutha. D'fhóin sé mar Phríomhoifigeach Feidhmiúcháin ar Chomhairle Náisiúnta na hÉireann do na Daill go dtí go ndeachaigh sé ar scor.

Chuir sé le ceapadh beartais san earnáil agus d'fhóin sé ar roinnt boird reachtúla lena n-áirítear dhá théarma ceithre bliana san Údarás Náisiúnta Míchumais. Tá MBA bainte amach aige, chomh maith le MSc Eacnamaíochta i mBainistíocht Cúraim Sláinte.



Colette Byrne Uasal

Ba Phríomhfheidhmeannach le Comhairle Contae Chill Chainnigh í Colette Byrne, tar éis di fónamh mar Phríomhfheidhmeannach Chomhairle Contae Uíbh Fhailí. Chaith Colette 40 bliain ag fónamh san Earnáil Phoiblí, agus chaith sí breis agus 20 bliain ag oibriú ar leibhéal Bainistíochta Sinsearaí agus tá MA aici i mBainistíocht na hEarnála Poiblí. Ghlac Colette Byrne le ballraíocht Bhord BIÉ in Eanáir 2021.



Rotharbhealach, An Muileann gCearr go Baile Átha Luain, An Iarmhí



**Rachel Cahill
Uasal**

Stiúrthóir

Ceannasaí
na hOifige
Fheidhmiúcháin
agus
Inbhuanaitheachta

Tá Rachel ina Ceannasaí ar Oifig Feidhmiúcháin BIÉ agus freagracht uirthi as Straitéis Inbhuanaitheachta BIÉ a threorú. Is cuntasóir cairte í a bhfuil taithí breis agus 25 bliain aici ag oibriú i dtimpeallachtaí casta dúshlánacha airgeadais agus oibríochtúla, lena n-áirítear le 15 bliana anuas san earnáil iompair agus soghluaisteachta. Sular thosaigh sí ag oibriú le BIÉ, chaith Rachel 10 mbliana ag oibriú sa tionscal baincéireachta i róil oibríochtúla chomh maith le róil airgeadais.



**An tUasal Pat
Maher**

Stiúrthóir

Bainistíocht an
Ghréasáin

Is Stiúrthóir Bainistíochta Gréasáin BIÉ é Pat Maher. Is innealtóir cairte é agus tá céimeanna Máistreachta bainte amach aige san innealtóireacht shibhialta ó OÉG agus ó Ollscoil Calgary, Ceanada. Roimhe seo bhí sé ag oibriú le gnólachtaí innealtóireachta comhairlí sa Ríocht Aontaithe agus in Éirinn sular thosaigh sé ag oibriú san ÚBN i 1999. Ceapadh é ina Stiúrthóir Bainistíochta Gréasáin i BIÉ nuair a chumasc an GFI agus ÚBN.



Nigel O'Neill

Stiúrthóir

Bainistíocht Clár
Caipitiúil

Is é Nigel O'Neill Stiúrthóir Bainistíochta an Chláir Chaipitiúil do BIÉ. Tá céimeanna BSc agus MSc san innealtóireacht ag Nigel agus is Innealtóir Cairte é agus tá sé ina bhall d'Institiúid Innealtóirí na hÉireann.

Tá taithí os cionn 30 bliain ag Nigel sna hearnálacha príobháideacha agus poiblí lena n-áirítear innealtóireacht shibhialta, bainistíocht tionscadal, soláthar poiblí, pleanáil straitéiseach iompair, Comhpháirtíochtaí Príobháideacha Poiblí (CPP), oibríochtaí dola agus oibríochtaí iarnróid éadroim.



**Cathal
Masterson**

Stiúrthóir

Oibríochtaí
Tráchtála

Is Stiúrthóir Oibríochtaí Tráchtála BIÉ é Cathal Masterson. Is Innealtóir Cairte é Cathal a bhfuil MSc bainte amach aige sa bhainistíocht tionscadal agus tá cuntas teiste cruthaithe aige maidir le hoibríochtaí iompair agus soghluaiseachta a bhainistiú agus tionscnaimh bhainistíochta ar athruithe a chur chun cinn. Sular thosaigh sé ag oibriú san earnáil phoiblí in 2008, d'oibrigh Cathal le gnólachtaí comhairleoireachta maidir le tionscadail éagsúla iompair do chliant san earnáil phoiblí agus san earnáil phríobháideach.



Tony Redmond

Stiúrthóir

Seirbhísí
Corparáideacha

Tá Tony Redmond ina Stiúrthóir Seirbhísí Corparáideacha do BIÉ. Roimhe sin, bhí sé ina Cheannasaí Soláthair. Is cuntasóirí cairte bainistíochta é a bhain MBS amach i Soláthar Straitéiseach ó Ollscoil Chathair Bhaile Átha Cliath. Sula ndeachaigh sé leis an earnáil phoiblí i 2002, d'oibrigh Tony sa Ríocht Aontaithe agus sna Stáit Aontaithe go príomha sa tionscal aerlínte.



Helen Hughes

Stiúrthóir
Seirbhísí
Gairmiúla

Tá Helen ina Stiúrthóir ar Rannán na Seirbhísí Gairmiúla in BIÉ. D'oibrigh sí roimhe sin mar Cheannasaí um Pleanáil Straitéiseach agus Iompair san Údarás um Bóithre Náisiúnta. Tá taithí breis agus 30 bliain aici sa phleanáil iompair, breithmheas tionscadal agus bainistíocht tionscadal sa Ríocht Aontaithe, sa Fhrainc agus in Éirinn. Is Innealtóir Cairte í agus tá Baitsiléir san Innealtóireacht Shibhialta agus Diplóma sa Bhainistíocht Tionscadal bainte amach aici.



Audrey Keogh

Stiúrthóir
Seirbhísí Gnó

Is Stiúrthóir Seirbhísí Gnó í Audrey Keogh. Cuimsíonn an Rannán Seirbhísí Gnó, AD, Airgeadas, Rialachas agus Dlí agus Talamh agus Réadmhaoin. Comhalta í d'Institiúid na gCuntasóirí Cairte in Éirinn, tar éis gur bhain sí taithí 25 bliain amach i róil Airgeadais san earnáil phoiblí, cleachtas agus tionscal.



Sean O'Neill

Stiúrthóir
Cumarsáid
Chorparáideach

Tá Seán O'Neill ag obair mar Stiúrthóir Cumarsáide Corparáidí le BIÉ. Tá breis is 20 bliain caite aige ag obair mar ghairmí cumarsáide i réimse éagsúil earnálacha gnó, ó bhiteicneolaíochta go mórthionscadail bhonneagair. Chuaigh sé isteach san Údarás um Bóithre Náisiúnta in 2005 mar Cheannasaí Cumarsáide.

Is comhalta é Seán d'Institiúid na hÉireann um Chaidreamh Poiblí agus tá Máistreacht i mBainistíocht Cumarsáide bainte amach aige.



Edel McCormack

Ceannasaí
Rialachais &
Rúnaí Dlí an
Bhoird

Is Ceannasaí Rialachais agus Rúnaí Dlí an Bhoird ag BIÉ í Edel McCormack. Is Aturnae cáilithe í agus thosaigh sí ag oibriú leis an nGníomhaireacht um Fháil Iarnróid (GFI) in 2013 mar Dhlíodóir Réadmhaoine intí, agus bhí na saincheisteanna dlí réadmhaoine ar fad á mbainistiú aici le haghaidh an GFI. Ceapadh Edel mar Cheannasaí Rialachais agus Dlí in 2015, agus tá maoirseacht á déanamh aici ar sholáthar seirbhísí dlí do BIÉ agus ar nithe a bhaineann le rialachas corparáideach.

Tá céim sa Dlí Sibhialta, Máistreacht i nDlí na hEorpa, Máistreacht in Eitic (Freagracht Chorparáideach) agus Diplómaí in Eadránú agus Caidreamh Poiblí ag Edel. Ligeadh isteach i gcleachtas í i Sasana agus sa Bhreatain Bheag freisin.



Freagrachtaí an Bhoird

Ábhair atá Forchoimeádtar don Bhoird

Leagtar amach sa Chód Cleachtais um Rialachas BIÉ na hábhair a fhorchoimeádtar go sonrach go ndéanfaidh an Bord cinneadh orthu. Forchoimeádtar na príomhábhair seo a leanas le haghaidh cinnidh ón mBord:

- faomhadh Chód Cleachtais BIÉ;
- faomhadh na Tuarascála Bliantúla, an Bhuiséid Bhliantúil agus an Phlean Gnó Chorparáidigh;
- faomhadh na Ráiteas Airgeadais;
- téarmaí tagartha na gcoistí Boird;
- leibhéil údarais tharmligthe, beartas stáitchiste agus beartais bhainistíochta riosca;
- aon chinneadh feidhm a chomhlíonadh go díreach seachas trí Údarás Áitiúil;
- scéimeanna nua dolaí a bhunú nó scéim dolaí a chúlghairm; agus fodhlíthe nua do scéim dolaí nó córas iarnróid;
- Ceapadh, luach saothair, bainistíocht feidhmíochta agus pleanáil chomharbais maidir leis an POF;
- Éadail shuntasach, diúscairt agus scor sócmhainní ar luach níos mó ná €1 milliún;

D'fhonn a chinntiú gur féidir leis an mBord a chuid freagrachtaí a chomhlíonadh maidir le treo straitéiseach BIÉ, tá an faomhadh seo a leanas forchoimeádtar don Bhoird i dtaobh scéimeanna móra, atá sainithe ar mhaithe le comhsheasmhacht leis an gCód Caiteachais Phoiblí mar scéimeanna luach caipitil de bhreis ar €20 milliún. Aon chinneadh chun an méid seo a leanas a dhéanamh:

- CPO agus EIS ráiteas tionchair timpeallachta a chur faoi bhráid an Bhoird Phleanála;
- Iarratas ar Ordú Iarnróid mór a chur faoi bhráid an Bhoird Phleanála;
- tús a chur le scéim mhór a thógáil;
- Conradh CPP a iontráil (forchoimeádtar gach conradh PPP, fiú mura conarthaí móra iad); agus
- Faoi Chreat Bainistíochta Oibreacha Caipitiúla an Rialtais, tá dualgas ar BIÉ úsáid a bhaint as an tsraith foirmeacha conartha do Chonarthaí Oibreacha Poiblí (PWC). Sa chás nach mbíonn na foirmeacha PWC seo oiriúnach lena n-úsáid ar thionscadal BIÉ, féadfaidh BIÉ maolú a lorg ón gCoiste Conarthaí Rialtais um Thógáil (GCCC) faoi Alt 6 (c) i gCiorclán 01/2016 an RCPA. Sula lorgaítear cead ón GCCC le haghaidh maolú den sórt sin, tá faomhadh an Bhoird le fáil. Teastaíonn faomhadh an Bhoird, chomh maith, d'aon athraitheas suntasach ar théarmaí agus coinníollacha uathu siúd a fhaomhann an RCPA nó an GCCC.



Tarmligean ag an mBord

Rinne an Bord an méid seo a leanas a tharmligean:

- úsáid tSéala, don POF, an Stiúrthóir Seirbhísí Gnó, an Stiúrthóir Oibríochtaí Tráchtála agus an Ceann Dlí agus Rialachais mar Rúnaí leis an mBord (a bhfuil a úsáid le cur i gcuntas i dTuarascáil an POF leis an mBord);
- faomhadh Luasteorainneacha don POF nó aon chomhalta foirne atá údaraithe amhlaidh;
- saincheisteanna pleanála don POF nó aon chomhalta foirne atá údaraithe amhlaidh;
- moltaí le Coimisinéir an Gharda Síochána maidir leis an Acht um Thrácht ar Bhóithre, faoi mar a bhforáiltear dó in Alt 23 d'Acht na mBóithre;
- daoine údaraithe a cheapadh, maidir le cigireacht, suirbhéireacht agus a leithéid, faoi mar a bhforáiltear dó in Alt 78 d'Acht na mBóithre; agus
- treoracha a thabhairt d'Údaráis Áitiúla, faoi mar a bhforáiltear dó i Rialachán 3(7) de na Rialacháin um Bainistíocht Sábháilteacht Bonneagar Bóithre.

Ráiteas ar Fhreagrachtaí

Ceanglaítear in Acht na mBóithre, 1993 go 2015, ar BIÉ ráitis airgeadais a ullmhú do gach bliain airgeadais i cibé foirm is féidir leis an Aire Iompair le toiliú an Aire Caiteachais Phoiblí Seachadadh agus Athchóirithe NDP.

Tá Bord BIÉ freagrach as taifid chúil chuntasaíochta a choimeád ina nochtar, le cruinneas réasúnta, ag tráth ar bith, staid airgeadais BIÉ agus a

chuireann ar chumas a chinntiú go gcomhlíonann na ráitis airgeadais Acht na mBóithre, 1993 go 2015.

Tá BIÉ freagrach, chomh maith, as a shócmhainní a chosaint agus, dá bhrí sin, as dul i mbun bearta réasúnta chun cosc a chur ar chalaouis agus ar neamhrialtachtaí eile nó iad a bhrath.

Agus na ráitis airgeadais sin á n-ullmhú, ceanglaítear ar BIÉ an méid seo a leanas a dhéanamh:

- beartais chuntasaíochta oiriúnacha a roghnú agus iad a chur i bhfeidhm go comhsheasmhach ina dhiaidh sin;
- a chinntiú go mbíonn aon bhreithiúnais agus meastacháin a dhéantar réasúnta agus stuama;
- a lua cibé acu ar cloíodh nó nár cloíodh le caighdeáin infheidhme chuntasaíochta, faoi réir aon imeachtaí ábhartha a nochtar agus a mhínítear sna ráitis airgeadais;
- a chinntiú go dtugtar sna ráitis airgeadais léiriú fíor agus cothrom ar fheidhmíocht airgeadais BIÉ; agus
- na ráitis airgeadais a réiteach ar bhonn gnóthas leantach, mura cuí a mheas go leanfaidh an BIÉ de bheith i mbun oibriúcháin.

Tá an Bord freagrach as an bplean agus an buiséad bliantúil a fhaomhadh. Déantar feidhmíocht BIÉ i gcomparáid leis an bplean agus leis an mbuiséad bliantúil a mheas ag gach cruinniú Boird. Measann an Bord go dtugtar sna ráitis airgeadais léiriú fíor agus cóir ar fheidhmíocht airgeadais agus ar staid airgeadais BIÉ an 31 Nollaig 2022.

Struchtúr an Bhoird

Is faoin Aire atá comhdhéanamh an Bhoird, mar aon le ceapadh agus athcheapadh Chomhaltaí an Bhoird agus téarmaí agus coinníollacha a gceaptha. Faoin gCód Cleachtais, sa chás go measann an Cathaoirleach go dteastaíonn scileanna ar leith ar an mBord, féadfaidh sé/sí an tAire a chur ar an eolas, d'fhonn gur féidir leis an Aire dearcthaí an Chathaoirligh a chur san áireamh nuair a bhíonn ceapacháin á ndéanamh.

Tá an Bord sásta go bhfuil a Chomhaltaí saor ó aon ghnó nó caidreamh eile a d'fhéadfadh tionchar ábhartha a imirt ar, nó a bhféadfadh gur dhóchúil go n-imreoidís tionchar ábhartha ar, fheidhmiú a mbreithiúnais neamhspleách. Déanann gach Comhalta Boird aon leas a nochtadh agus ní bhíonn siad i láthair nuair a bhíonn plé agus cinní á ndéanamh nuair nach mbíonn siad ar aon intinn faoi rud éigin nó nuair a bhíonn leas díreach nó indéireach acu, faoi mar a cheanglaítear sa Chód Cleachtais. Tá gach Comhalta faoi réir cheanglais nochtá Alt 37 d'Acht na mBóithre, 1993 agus cuireann siad Dearbhuithe Leasa ar fáil, faoi mar a cheanglaítear in Alt 40. Buannarra ar chlár na gcruinnithe Boird uile iad Coimhlintí Leasa.

Comhlánaíonn Comhaltaí an Bhoird ceistneoir meastóireachta féinmheasúnaithe an Bhoird gach bliain agus comhlánaíonn comhaltaí an

Choiste Iniúcháireachta agus Riosca seicliosta d'éifeachtacht an Choiste Iniúcháireachta agus Riosca. Éilítear faoin gCód Cleachtais go ndéanann BIÉ measúnacht sheachtrach ar Éifeachtúlacht an Bhoird gach trí bliana. Rinneadh athbhreithniú seachtrach ar éifeachtacht, mar a cheanglaítear leis an gCód Cleachtais, in 2022 agus tuairiscíodh é don Bhord i mí Feabhra 2023.

Cothromaíocht Inscne i gComhaltas an Bhoird

Amhail an 31 Nollaig 2022, bhí triúr comhaltaí baineanna (33.33%) agus seisear comhaltaí fireanna (66.67%) ar an mBord, agus bhí suas le cúig phost folamh. Tá próiseas chun tuilleadh Comhaltaí Boird a cheapadh ar siúl leis an tSeirbhís um Cheapacháin Phoiblí (PAS).

Dá bhrí sin, ní bhaineann an Bord spríoc an Rialtais d'ionadaíocht 40% ar a laghad de gach inscne i mballraíocht na mBord Stáit amach. Tá lánrogha iomlán ag an Aire Iompair maidir le ceapacháin ar Bhord BIÉ faoi Acht na mBóithre.

Tarraingítear aird an Aire ar chothromaíocht inscne Bhord BIÉ sa Tuarascáil Chuimsitheach bhliantúil.

Comhaltaí an Bhoird – Sceideal na dTéarmaí Ceapacháin

	Comhalta Boird	Ról	Dáta an Chéad Cheapacháin	Deireadh leis an Téarma Reatha
1	Gareth Llewellyn	Cathaoirleach	23.11.21	22.11.26
2	Peter Walsh	Príomhoifigeach Feidhmiúcháin	22.10.20	21.10.25
3	Joe O'Mahony*	Gnáthchomhalta	14.02.13	30.06.22
4	Seamus Neely**	Gnáthchomhalta	01.11.15	24.11.22
5	Mary O'Donovan	Gnáthchomhalta	11.10.18	10.10.26
6	Aebhric Mc Gibney	Gnáthchomhalta	11.10.18	10.10.26
7	Desmond Kenny	Gnáthchomhalta	07.10.20	06.10.23
8	Patricia O'Shea	Gnáthchomhalta	07.10.20	06.10.23
9	Damien Ó Tuama	Gnáthchomhalta	07.10.20	06.10.23
10	Aidan Skelly	Gnáthchomhalta	07.10.20	06.10.23
11	Colette Byrne	Gnáthchomhalta	25.01.21	24.01.26

* Tháinig deireadh le Téarma Ceapacháin Joe O'Mahony an 30 Meitheamh 2022

** Tháinig deireadh le Téarma Ceapacháin Shéamus Neely an 24 Samhain 2022

Tá struchtúr éifeachtach Coiste ag an mBord chun cabhrú leis a chuid freagrachtaí a chomhlíonadh. Bhunaigh an Bord an dá Choiste seo a leanas:

An Coiste Iniúchóireacht agus Riosca

Tá ceathrar comhaltaí Boird agus Cathaoirleach Neamhspleách, Aidan Horan, ar an gCoiste Iniúchóireachta agus Riosca. Is é ról an Choiste Iniúchóireachta agus Riosca tacú leis an mBord maidir leis na freagrachtaí atá air as saincheisteanna riosca, rialaithe agus rialachais trí athbhreithniú a dhéanamh ar a chuimsithí atá dearbhuithe maidir le riachtanais dearbhaithe an Bhoird a chomhlíonadh agus athbhreithniú a dhéanamh ar a iontaofa agus a shláine atá na dearbhuithe sin. Tugtar cuntas ar fhreagrachtaí an ARC ina théarmaí tagartha scríofa, a athbhreithníonn an Coiste agus a fhaomhann an Bord gach bliain.

Déanann an ARC tuairisciú foirmiúil leis an mBord agus an fhaisnéis sin nó an chomhairle sin á soláthar, faoi mar a mheastar is cuí, trí ghnáthchuir i láthair Chathaoirleach an ARC leis an mBord faoi ghníomhaíochtaí, saincheisteanna agus moltaí gaolmhara an choiste. Soláthraíonn an ARC tuarascáil bhliantúil don Bhord, atá

uainithe chun tacú le cur i gcrích na tuarascála bliantúla agus na ráiteas airgeadais agus chun go ndéanfaidh an Bord athbhreithniú ar éifeachtacht an chórais rialaithe inmheánaigh, agus achoimre a sholáthar ar a chonclúidí ón obair faoinar tugadh i rith na bliana.

An Coiste Straitéise

Tá cúigear comhaltaí Boird sa Choiste Straitéise. Is é ról an Choiste Straitéise cabhrú leis an mBord plean straitéiseach a ullmhú agus a ghlacadh do Bhoneagar Iompair Éireann. Tugtar cuntas ar fhreagrachtaí an Choiste Straitéise ina théarmaí tagartha scríofa, a athbhreithníonn an Coiste agus a fhaomhann an Bord gach bliain.

Déanann an dá Choiste tuairisciú foirmiúil leis an mBord agus an fhaisnéis sin nó an chomhairle sin á soláthar, faoi mar a mheastar is cuí, trí ghnáthchuir i láthair Chathaoirleach an Choiste leis an mBord faoi ghníomhaíochtaí, saincheisteanna agus moltaí gaolmhara an Choiste. Soláthraíonn an dá Choiste tuarascáil don Bhord, atá uainithe chun tacú le cur i gcrích na Tuarascála Bliantúla agus na Ráiteas Airgeadais, agus achoimre a sholáthar ar a chonclúidí ón obair faoinar tugadh i rith na bliana.

Comhaltaí Boird - Sceideal Tinrimh

2022	An Bord		An Coiste Iniúchóireachta & Riosca		An Coiste Straitéise	
	A	B	A	B	A	B
Gareth Llewellyn	12	12	-	-	10	10
Peter Walsh	12	12	-	-	10	10
Colette Byrne	12	12	9	9	-	-
Desmond Kenny	12	12	-	-	9	9
Aebhric Mc Gibney	12	11	-	-	9	8
Seamus Neely*	11	11	-	-	9	9
Mary O'Donovan	12	12	9	9	-	-
Joe O'Mahony**	6	6	-	-	6	6
Patricia O'Shea***	12	11	9	9	-	-
Damien Ó Tuama	12	12	9	9	-	-
Aidan Skelly****	12	11	5	4	5	5

*Tháinig deireadh le Téarma Ceapacháin Shéamus Neely i mí na Samhna 2022

** Tháinig deireadh le Téarma Ceapacháin Joe O'Mahony i mí an Mheithimh 2022

*** Ós rud é gur tionóladh an Bord an 8 Meán Fómhair 2022 agus é mar aon chuspóir aige breithniú a dhéanamh ar iarratas an Ordaithe Iarnróid Metrolink a chur isteach, d'aontaigh an Cathaoirleach le Patricia O'Shea go mbeadh sí as láthair ón gcruinniú i bhfianaise na coinbhleachta leasa a dhearbhaigh sí roimhe seo ar an ábhar.

****Ceapadh Aidan Skelly ar an gCoiste Straitéise i mí an Mheithimh 2022

Léiríonn Colún A líon na gcruinnithe a tionóladh le linn 2022 nuair a bhí an Comhalta Boird ina chomhalta den Bhord agus/nó den Choiste.

Léiríonn Colún B líon na gcruinnithe ar freastalaíodh orthu le linn 2022 nuair a bhí an Comhalta Boird ina chomhalta den Bhord agus/nó den Choiste.

Comhaltaí Boird - Sceideal Táillí agus Costas

				2022	2022
			Nóta	Táillí (€)	Costais a Íocadh (€)
1	Gareth Llewellyn	Cathaoirleach	Nóta 1	20,520	6,378
2	Peter Walsh	Príomhoifigeach Feidhmiúcháin	Nóta 1	-	-
3	Colette Byrne	Gnáthchomhalta	Nóta 2	4,230	472
4	Desmond Kenny	Gnáthchomhalta	Nóta 1	11,970	409
5	Aebhric Mc Gibney	Gnáthchomhalta	Nóta 1	11,970	-
6	Seamus Neely	Gnáthchomhalta	Nóta 2	10,805	2,985
7	Mary O'Donovan	Gnáthchomhalta	Nóta 1	11,970	1,782
8	Joe O'Mahony	Gnáthchomhalta	Nóta 2	5,985	-
9	Patricia O'Shea	Gnáthchomhalta	Nóta 1	-	-
10	Damien Ó Tuama	Gnáthchomhalta	Nóta 1	11,970	-
11	Aidan Skelly	Gnáthchomhalta	Nóta 2	6,739	-
			Iomlán	96,159	12,026

Nóta 1: Tá feidhm ag Táillí Boird Comhaltaí Seirbhíse Poiblí Neamhthráchtála Chatagóir 2 (Cathaoirleach €20,520, Stiúrthóir €11,970) ón 14 Iúil 2015. I gcomhréir le prionsabal “Duine Amháin, Tuarastal Amháin” de chuid na Roinne Caiteachais Phoiblí agus Athchóirithe, níor íocadh táille le Peter Walsh agus Patricia O'Shea as fónamh ar an mBord.

Nóta 2: Tá Colette Byrne i dteideal táillí Boird tar éis di dul ar scor ó Chomhairle Contae Chill Chainnigh an 24 Lúnasa 2022 agus íocadh í pro rata. Tháinig deireadh le téarma oifige Séamus Neely an 24 Samhain 2022 agus íocadh é pro rata. Tá Aidan Skelly i dteideal táillí tar éis dó dul ar scor ó Eirgrid an 7 Meitheamh 2022 agus íocadh é pro rata. Tháinig deireadh le Téarma Ceapacháin Joe O'Mahony an 30 Meitheamh 2022 agus íocadh é pro rata.

Athruithe ar an bPríomhphearsanra

Seachas na hathruithe ar leibhéal Boird dá dtagraítear sa tábla “Comhaltaí Boird - Sceideal Téarmaí Ceapacháin”, níor tháinig aon athrú ar an mbainistíocht shinsearach.

Nochtuithe a cheanglaítear faoin gCód Cleachtas chun Comhlachtaí Stáit a Rialú (2016) agus na harscríbhinní a ghabhann leo

Tá an Bord freagrach as a chinntiú gur chomhlíon BIÉ riachtanais an Chóid Chleachtas chun Comhlachtaí Stáit a Rialú, amhail a d'fhoilsigh Seachadadh agus Athchóiriú NDP na Roinne Caiteachais Phoiblí agus Athchóirithe i Lúnasa 2016. Ceanglaítear sa Chód an nochtadh seo a leanas a dhéanamh.

Costais Chomhairleoireachta

Ar chostais chomhairleoireachta áirítear costas comhairle seachtraí don mbainistíocht. Ní áirítear feidhmeanna seachfhoinsithe ‘gnó mar is gnách’ orthu.

	2022	2021
Cur Síos	€'000	€'000
Comhairle Dlí	1,815	2,870
Cáin, comhairle airgeadais/achtúireach	186	188
Bainistíocht tionscadail eile agus tacaíocht ghnó	188	121
Iomlán	2,189	3,179
Costais chomhairleoireachta arna gcaipitliú	-	-
Costais chomhairleoireachta a gearradh ar an Ráiteas ar Ioncam agus Caiteachas	2,189	3,179
Iomlán	2,189	3,179

Costais agus Socraíochtaí Dlí

Sa tábla thíos tugtar miondealú ar mhéideanna a aithnítear mar chaiteachas sa tréimhse thuairiscithe maidir le costais dlí, socraíochtaí agus imeachtaí idir-réitigh agus eadrána a bhaineann le conarthaí le tríú páirtithe. Ní áirítear leis seo caiteachas a tabhaíodh maidir le comhairle dlí ghinearálta a fuair BIÉ a nochtar i gcostais Chomhairleoireachta thuas.

	2022	2021
Cur Síos	€'000	€'000
Táillí dlí – imeachtaí dlí	477	540
Idir-réiteach agus eadráin	-	1
Socraíochtaí	-	-
Iomlán	477	541

Is éard atá sna costais dlí seo costais le haghaidh 3 chás. Ní ann d'aon chostais do dhíospóidí dlíthiúla ina bhfuil baint ag comhlachtaí Stáit eile (2021: Náid). D'íoc árachóirí BIÉ costais agus socraíochtaí breise. Baineann na costais idir-réitigh agus eadrána thuas leis na costais sin a thabhaigh BIÉ go díreach agus ní áirítear leo íocaíochtaí idir-réitigh agus eadrána a d'íoc Údarás Áitiúla.

Caiteachas Taistil agus Cothabhála

Déantar caiteachas taistil agus cothabhála a chatagóiriú mar seo a leanas:

	2022	2021
Cur Síos	€'000	€'000
Intíre		
- Bord	9	-
- Fostaithe	337	194
Idirnáisiúnta		
- Bord	3	-
- Fostaithe	77	3
Iomlán	426	197

Caiteachas ar Fháilteachas

Áirítear sa Chuntas Ioncaim agus Caiteachais an caiteachas seo a leanas:

	2022	2021
Cur Síos	€'000	€'000
Fáilteachas foirne	2	2
Fáilteachas cliaint	2	-
Iomlán	4	2

Bainistíocht Riosca

Tá freagracht fhoriomlán ar an mBord as cinneadh a dhéanamh ar chineál agus méid na rioscaí suntasacha atá sé toiliúil a ghlacadh chun cuspóirí straitéiseacha BIÉ a bhaint amach.

Cé go bhfuil an fhreagracht deiridh ar an mBord, tacaíonn an ARCleis, a chuireann na torthaí ar a n-athbhreithnithe in iúl don Bhord. Faigheann an ARC tuarascálacha rialta ón mBainisteoir Riosca Chorparáidigh agus ó na hiniúcháirí inmheánacha agus neamhspleácha agus déanann sé seiceáil ar dhul chun cinn in aghaidh pleananna gníomhaíochta comhaontaithe chun rioscaí a sainaitníodh a bhainistiú.

Beartas Bainistíochta Riosca BIÉ

Tá Beartas Bainistíochta Riosca BIÉ faoi réir athbhreithniú agus faomhadh bliantúil ag an mBord lena dheimhniú go gcloíonn sé le deachleachtas agus go gcomhlíonann sé ceanglais an Chóid Chleachtas chun Comhlachtaí Stáit a Rialú (2016).

Creat Bainistíochta Riosca BIÉ

Ghlac BIÉ le Creat Bainistíochta Riosca Fiontraíochta chun tacú lena Ráiteas Straitéise agus Plean agus Buiséad Bliantúil. Áirítear leis an gcreat próiseas saincheaptha bainistíochta riosca lena chinntiú go sainaithnítear príomhrioscaí, go dtugtar tús áite dóibh, go mbainistítear iad, go ndéantar monatóireacht orthu agus go dtuairiscítear iad ar bhealach comhsheasmhach i measc gach limistéir in BIÉ. Déanann Coiste Riosca Fiontraíochta athbhreithniú ar rioscaí fiontraíochta agus cuirtear iad le plé níos fairsinge an Bhoird agus an ARC. Sanntar úinéir do gach riosca fiontraíochta ón bhfoireann Feidhmiúcháin a dhéanann athbhreithniú rialta ar a rioscaí sannta.

Úsáideann an fhoireann Feidhmiúcháin na cuspóirí straitéiseacha chun riosca agus éiginnteacht fhéideartha a shainaithint. Úsáidtear an t-aschur ó na cleachtaí seo chun athbhreithniú a dhéanamh ar agus athnuachan a dhéanamh ar gach clár rioscaí ar fud BIÉ. Tacaíonn Inghlacthacht shainithe riosca le agus cumasaíonn sé beartú tosaíochta agus pleanáil mhaolaithe.

Déanann BIÉ athbhreithniú rialta ar a chreat bainistíochta riosca agus ar chur i bhfeidhm a chleachtas bhainistíochta riosca lena chinntiú go mbíonn siad reatha agus ábhartha i gcónaí.

Chuir BIÉ creat nua Bainistíochta Riosca i bhfeidhm i rith 2017. Tá an creat faoi réir athbhreithniú agus faomhadh bliantúil ag an mBord.

Inghlacthacht Riosca BIÉ

Saindeartar straitéisí chun riosca a rialú i leith a mhéid atá BIÉ toiliúil chun freastal ar riosca, ar aon dul le Ráiteas Inghlacthachta Riosca BIÉ. Déanann bainisteoirí BIÉ breithniú ar cé acu an leor nó nach leor rialuithe agus gníomhaíochtaí maolaithe riosca reatha chun dóchúlacht fhéideartha nó iarmhairt an riosca a thabhairt anuas go dtí leibhéal infhulaingthe. Déantar gníomhartha breise a shainiú agus a

chur i bhfeidhm mura meastar go bhfuil an riosca laistigh den Inghlacthacht.

Tá Inghlacthacht riosca BIÉ faoi réir athbhreithniú agus faomhadh bliantúil ag an mBord.

Ráiteas Comhlíontachta

Chuir BIÉ tús le bearta cuí chun an Cód Cleachtas a chomhlíonadh ina leagtar amach prionsabail rialachais chorparáidigh ar gá do bhoird stáit cloí leo.

Chomhlíon BIÉ an Cód Cleachtas chun Comhlachtaí Stáit a Rialú sa bhliain 2022.

Don bhliain 2022, bhí BIÉ cumhdaithe ag Comhaontú Maoirseachta agus Soláthair Feidhmíochta 2021 agus 2025 idir BIÉ agus an Roinn Iompair.

Comhlíonadh na Reachtaíochta

Comhlíonann BIÉ rialachas corparáideach agus oibleagáidí eile a leagtar sa reachtaíocht seo a leanas:

- Achtanna na mBóithre 1993 go 2015;
- An tAcht Iompair (Bonneagar Iarnróid) 2001;
- An tAcht um Shábháilteacht Iarnróid 2005 (arna leasú);
- An tAcht um Eitic in Oifigí Poiblí 1995 (arna leasú);
- An tAcht um Chaighdeáin in Oifigí Poiblí, 2001;
- Acht na dTeangacha Oifigiúla, 2003;
- An tAcht um Míchumas, 2005;
- An tAcht um Shábháilteacht, Sláinte & Leas ag an Obair 2005;
- An tAcht um Shaoráil Faisnéise, 2014;
- An tAcht um Brústocaireacht a Rialáil 2015;
- An tAcht um Nochtadh Cosanta, 2014 (agus leasú); agus
- Na hAchtanna um Chosaint Sonraí 1988 & 2003 agus reachtaíocht ghaolmhar



Ceartha an Duine agus Comhionannas BIÉ

Tá Bonneagar Iompair Éireann tiomanta do chinntiú gurb ann do chultúr measa ar Chearta an Duine agus Comhionannas (HRE) i measc ár bhfoirne agus i dtreo na ndaoine a gcuirimid seirbhísí ar fáil dóibh agus admhaíonn sé a dhualgas san earnáil phoiblí faoi Alt 42 den Acht fá Choimisiún na hÉireann um Chearta an Duine agus Comhionannas 2014.

Thug BIÉ faoi réamh-mheasúnacht in 2020 ar limistéir inar féidir lena fheidhmeanna tionchar a imirt ar chearta daonna agus comhionannas. Trí réamh-mheasúnacht a chur i gcrích, d'éirigh le BIÉ dearcadh leathan a fháil ar chearta an duine agus ar an gcomhionannas agus bhí na prionsabail agus na cearta arna leagan amach i nDearbhú Uilechoiteann Chearta an Duine (UDHR) mar threoir aige. Shainaithin BIÉ cúig phríomhréimse ina dtugann an eagraíocht aghaidh ar Chearta an Duine agus ar an gComhionannas ina ghníomhaíochtaí, lena n-áirítear:

1. Inrochtaineacht
2. Sláinte & Sábháilteacht an Duine
3. Cothromaíocht, Éagsúlacht agus Cuimsiú Inscne
4. Inbhuanaitheacht

Tá sonraí faoin dul chun cinn faoi na ceannteidil seo leagtha amach thíos.

Ina theannta sin, in 2022, rinne BIÉ measúnú ar dhá thionscadal nua mar thionscadail a

bhaineann le planáil agus tuairisciú faoi chúinsí chearta an duine agus comhionannais. Is iad seo an Tionscadal MetroLink agus an Tionscadal BRUCE. Is í BIÉ an Ghníomhaireacht Urraíochta do MetroLink, tionscadal suntasach bonneagair meitreo atá beartaithe le haghaidh forbartha i mBaile Átha Cliath. Staidéar meastóireachta roghanna is ea Tionscadal BRUCE (Meastóireacht ar Luchtú Níos Fearr d'Úsáideoirí Bóithre) ar ról an luchtaithe ar úsáid bóithre chun inmharthanacht an ghréasáin bóithre náisiúnta in Éirinn sa todhchaí agus san fhadtearma a chinntiú tar éis dul in éag na gComhpháirtíochtaí Poiblí Príobháideacha atá bainteach le doláí ó 2033.

Tá sonraí faoin gcaoi a bhfuil BIÉ ag bainistiú saincheistanna HRE mar chuid den Tionscadal MetroLink agus Tionscadal BRUCE san áireamh sa tuarascáil seo freisin. Tá sé beartaithe go ndéanfar monatóireacht ar shaincheistanna HRE i gcomhthéacs an dá thionscadal seo agus go dtabharfar tuairisc orthu thar théarmaí an tionscadail.

Chríochnaigh BIÉ na gníomhaíochtaí ábhartha HRE seo a leanas in 2022:

1. Inrochtaineacht:

Tacaíonn BIÉ le Coinbhinsiún na Náisiún Aontaithe ar Chearta Daoine faoi Mhíchumas (UNCRPD), a dhaingnigh Éire in 2018, a bhfuil mar chuspóir aige an taitneamh iomlán agus comhionann a bhaintear as gach ceart daonna agus saoirse bhunúsach a chur chun cinn, a chosaint agus a chinntiú i measc gach duine faoi mhíchumas. Leanann BIÉ ag tacú le príomhchláir rialtais, cosúil leis an Straitéis Náisiúnta um Chuimsiú Daoine faoi Mhíchumas (NDIS) - cur chuige uile-



rialtais arb é a aidhm an t-iompar a dhéanamh níos comhtháite agus níos inrochtana, i gceantair uirbeacha agus thuaithe. Tacaíonn BIÉ freisin leis an Straitéis Chuimsitheach Fostaíochta do Dhaoine faoi Mhíchumas 2015-2024, a lorgaíonn a chinntiú go dtacaítear le agus go gcumasaítear daoine faoi mhíchumas ar mian agus ar féidir leo obair a dhéanamh, amhlaidh a dhéanamh. Ar an gcaoi chéanna, tacaíonn BIÉ le beartas gaolmhar na Roinne Iompair, cosúil le Rochtain ar Iompar do Chách a dhéanann Dearadh Uilíoch a shuíomh i gceartlár an iompair - anuas ar an mBeartas Soghluaisteachta Inbhuanaithe.

Nuair a chuirtear an méid thuas san áireamh, leanann BIÉ ag dul i gcomhairle a fhairsinge agus is féidir ar cheisteanna míchumais, chun cloí le dea-chleachtas in iompar poiblí inbhuanaithe agus inrochtana agus bealaí nuálacha a lorg chun na spriocanna a leagtar amach i mbeartas idirnáisiúnta agus náisiúnta a thabhairt chun cinn. Tugann Grúpa Úsáideoirí Luas comhairle do BIÉ maidir le hinrochtaineacht a sheirbhísí agus a shaoráidí iompair d'fhonn seirbhísí iompair phoiblí a fheabhsú do gach duine de réir “Rochtain ar Iompar do Chách”, Plean Earnála na Roinne faoin Acht um Míchumas 2005 agus Plean Forfheidhmithe na Straitéise Náisiúnta Míchumais. Téann Grúpa Úsáideoirí Luas i gcomhairle le Iarnród Éadrom, Meitreo, Bóithre Náisiúnta, agus Mótarbhealach (lena n-áirítear Ionaid Seirbhíse Mótarbhealaigh) agus bhuail siad le chéile in 2022 ar thrí ócáid réamhsceidealaithe. Áiríodh leis na cruinnithe seo nuashonruithe agus aiseolas ar gach tionscadal leanúnach, chomh maith le plé a bhaineann le hoibríochtaí agus

seirbhísí ar fud na gréasáin iompair phoiblí agus bóithre. D'fhreastail Foireann Rothstoc BIÉ ar cheann de na cruinnithe agus chuir siad i láthair an Ghrúpa iad, ag lorg aiseolais ar ghnéithe rothstoc agus inrochtaineachta atá ann cheana agus ar fheabhsuithe amach anseo. Chomh maith leis na trí chruinniú sceidealaithe, eagraíodh cruinnithe saincheaptha freisin. Mar shampla, rinne an Grúpa Úsáideoirí siúlóid láithreáin chun athbhreithniú agus plé a dhéanamh ar roinnt saincheistean leanúnacha éagsúla ar Líne Dhearg Luas. Bhí sé seo cuiditheach agus tá sé beartaithe cuairteanna suímh amach anseo a eagrú. Tionóladh cur i láthair tiomnaithe Metrolink freisin, agus é mar aidhm aige comhaltaí an Ghrúpa Úsáideoirí a nuashonrú ar an tionscadal agus iad a chur ar an eolas faoi ghnéithe éagsúla de phróiseas aighneachta an Ordaithe Iarnróid.

D'oibrigh Oifigeach Rochtana BIÉ leis an Údarás Náisiúnta Míchumais chun cur i láthair ‘Inrochtaineacht Seirbhísí Poiblí: Comhairliúcháin Phoiblí’ ag an NDA do BIÉ a fhorbairt. I measc na n-aíonna bhí bainisteoirí sinsearacha tionscadail agus iad siúd a raibh baint acu le comhairliúcháin poiblí, lena n-áirítear comhairleoirí ábhartha. Ba é an cuspóir a bhí leis ná a chur ina luí ar an lucht spéise an tábhacht a bhaineann le cumarsáid inrochtana, ar an ngá cloí le Rialacháin an AE maidir le hinrochtaineacht Suíomhanna Gréasáin agus Feidhmchláir Mhóibíleacha 2020 agus le hAcht um Theanga Chomharthaíochta na hÉireann 2017 agus ar na bealaí sonracha ina bhféadfaí comhlíonadh a bhaint amach.

I gcomhréir le Coinbhinsiún na Náisiún Aontaithe ar Chearta Daoine faoi Mhíchumas (a dhaingnigh Éire in 2019), tá iarracht déanta

ag BIÉ teagmháil dhíreach a dhéanamh le daoine faoi mhíchumas, trí na hEagraíochtaí do Dhaoine faoi Mhíchumas (DPOanna). Seoladh cuireadh chun rannpháirtíochta chuig gach ball de Chomhghuaillíocht DPO in 2021 agus arís in 2022, tar éis Ordú Iarnróid Metrolink a chur isteach. Ba é cuspóir an ríomhphoist a chur ar chumas grúpaí nó daoine dul i gcomhairle go díreach maidir le gach tionscadal - agus maidir le Metrolink go háirithe - más mian leo. Ba iad Voice of Vision Impairment (VVI) an t-aon DPO a bhí i mbun rannpháirtíochta agus thionóil BIÉ cruinniú saincheaptha Metrolink le VVI agus le Foireann Tionscadail Metrolink an 19 Nollaig 2022. Tionóladh roinnt cruinnithe níos ginearálta le VVI le dhá bhliain anuas.

Tháinig roinnt saincheisteanna chun cinn ar an tionscadal Metrolink a bhaineann le míchumas, lena n-áirítear imní maidir le formáidí inrochtana – amhail léarscáileanna braille – dóibh siúd a bhfuil sé de dhíth orthu. Bhí sé ina chleachtadh foghlama úsáideach soláthróirí a lorg agus an obair seo a eagrú, cé go raibh sé deacair, ar féidir é a chur i bhfeidhm ar gach tionscadal amach anseo. Tá tuilleadh sonraí faoin mbealach ar tugadh aghaidh ar shaincheisteanna HRE sa Tionscadal Metrolink leagtha amach faoi ‘MetroLink’ thíos.

Chomh maith leis na rólí riachtanacha mar Oifigeach Rochtana agus Fiosrúcháin, tá Coiste Inrochtaineachta inmheánach bunaithe ag BIÉ chun cur chuige tras-rannach a chur chun cinn maidir le hinrochtaineacht agus chun na caighdeáin seirbhíse is airde a spreagadh do gach úsáideoir. Tá an Coiste comhdhéanta de dhaoine aonair ó gach ceann de stiúrthóireachtaí BIÉ agus d’fhorbair sé prótacail chun aghaidh a thabhairt ar, inter alia: An tAcht um Theanga Chomharthaíochta na hÉireann 2017, Rialacháin an Aontais Eorpaigh (Inrochtaineacht Suíomhanna Gréasáin agus Feidhmchlár Móibíleach de chuid Comhlachtaí san Earnáil Phoiblí), 2020 agus an tAcht um Chomhionannas Fostaíochta 2015. Tháinig an Coiste le chéile ceithre huair in 2022 agus chlúdaigh sé ábhair éagsúla, go háirithe bealaí chun na caighdeáin is airde inrochtaineachta gréasáin a chinntiú ar fud na bhfóram uile atá faoi rialú BIÉ.

Seoladh tionscadal nuálaíochta BIÉ, dar teideal ‘GACH Duine ar Bord: Podchraoladh Inrochtaineachta BIÉ,’ go himheánach in 2022,

agus tá seoladh poiblí beartaithe do R2 2023. Tá súil leis go n-éascóidh an meán seo bealach nuálach agus neamhfhoirmiúil le cumarsáid a dhéanamh le húsáideoirí agus leis an bpobal i gcoitinne, go gcuirfidh sé taisteal saor ó bhacainní chun cinn agus go saothróidh sé tuiscint níos fearr ar riachtanais úsáideoirí. Rinneadh cur i láthair ar an tionscadal don UITP i mBealtaine 2022 agus bhí an t-aiseolas go dtí seo dearfach.

2. Sláinte agus Sábháilteacht an Duine

Tá an ceart ag gach oibrí dálaí sábháilte agus sláintiúla oibre a bheith acu. Leagtar amach cearta agus oibleagáidí fostóirí agus fostaithe san Acht um Shábháilteacht, Sláinte agus Leas ag an Obair, 2005 (arna leasú). Tá BIÉ go hiomlán tiomanta do shláinte, sábháilteacht agus leas ár bhfostaithe a chur chun cinn agus a chaomhnú. Is é ár mbeartas cultúr agus iompar dearfach agus réamhghníomhach sláinte agus sábháilteachta a chur chun cinn trí cheannaireacht, bainistíocht riosca agus rannpháirtíocht fostaithe ar fud na heagraíochta.

Le linn 2022, lean BIÉ lena Chóras Bainistíochta Sábháilteachta (SMS) a fheabhsú agus a chur i bhfeidhm de réir an chleachtais is fearr agus na gceanglas ISO 45001. D’fhorbair BIÉ an SMS freisin chun socruithe oibre cumaisc agus measúnaithe a chur san áireamh chun sláinte, sábháilteacht agus folláine fhostaithe BIÉ a chinntiú. Rinneadh BIÉ a athdheimhniú le haghaidh ISO45001 i mBealtaine 2022.

Lean BIÉ lena Chlár ‘Flourish’ a bhfuil sé mar aidhm aige féachaint ar fholláine ó thrí pheirspictíocht idirnasctha – Folláine Fhísiciúil, Folláine Mheabhrach agus Folláine Shóisialta. Bhí Seachtain Folláine BIÉ ar siúl ón 7 Samhain go dtí an 18 Samhain 2022.

3. Cothromaíocht Inscne, Éagsúlacht agus Ionchuimsiú

Lean BIÉ ar aghaidh ag tógáil ar fheasacht ar Éagsúlacht, Cothromas & Ionchuimsiú leis an bhfoireann go léir in 2022 trí raon tionscnamh. Reáchtáil BIÉ sraith seimineár gréasáin faoin Ionad Oibre Ilghlúine chun feasacht a mhéadú faoin gcaoi ar mhaith le cohóirt aoise éagsúla oibriú le chéile. Chuir BIÉ oiliúint um chlaonadh i ngan fhios i bhfeidhm freisin don fhoireann go léir. I mí an Mhárta 2022, rinne BIÉ Lá Idirnáisiúnta na mBan a chomóradh freisin le cainteoir ag labhairt faoi dheacrachtaí a shárú. Chríochnaigh an Fhoireann

Feidhmiúcháin oiliúint sa Cheannaireacht Ionchuimsitheach freisin. Tá clár folláine i bhfeidhm ag BIÉ darb ainm ‘Flourish’ agus clúdaítear réimse ábhar gach bliain. I mbliana tugadh cur i láthair maidir leis an Meanapás. Tá tuilleadh pleananna á bhforbairt chun tacú le mná san fhórsa saothair tríd an Meanapás.

Eisíodh Suirbhé Rannpháirtíochta Fostaithe i mí na Samhna 2022 a thug aghaidh ar roinnt topaicí, lena n-áirítear i réimse na hÉagsúlachta agus an Ionchuimsithe. Scaipfear torthaí an tsuirbhé seo ar an bhfoireann i Ráithe 1 2023 agus ullmhófar pleananna gníomhaíochta. In 2022 d’fhoilsigh BIÉ a chéad tuarascáil ar an mBearna Pá idir na hInscní.

4. Inbhuanaitheacht

Is í an inbhuanaitheacht an treoirphrionsabal trína ndéanann BIÉ a fheidhmeanna. Rinneadh gníomhaíocht fhairsing faoi Inbhuanaitheacht in 2022 agus leagtar amach é seo go mion sa Tuarascáil Bhliantúil faoin gceannteideal ‘Inbhuanaitheacht ag BIÉ’.

5. MetroLink

Is é BIÉ an Ghníomhaireacht Urraíochta don Tionscadal MetroLink, tionscadal bonneagair meitreo atá beartaithe le haghaidh tógála i mBaile Átha Cliath. I mí Mheán Fómhair 2022, chuir BIÉ iarratas isteach chuig an mBord Pleanála maidir le hiarnród meitreo a thógáil le rith idir Sord agus Charlemont i mBaile Átha Cliath. Tá measúnú á dhéanamh ar shaincheisteanna um Chearta an Duine agus Comhionannas mar chuid d’fhorbairt leanúnach an Tionscadail MetroLink agus cuireadh go leor díobh seo san áireamh faoin Tuarascáil Measúnaithe Tionchair Timpeallachta (EIAR) agus sceidil de chearta maoin atá le fáil, a cuireadh isteach leis an iarratas. Tá achoimre ghairid leagtha amach anseo thíos.

(a) Cearta Réadmhaoine a Bhreithniú
Cuimsíodh san iarratas ar Ordú Iarnróid an dearadh beartaithe do bhealach agus do stáisiún, Tuarascáil Chuimsitheach ar Mheasúnacht Tionchair Timpeallachta ar na hoibreacha beartaithe mar aon leis na riachtanais fála réadmhaoine (sealadach agus buan araon) a theastaíonn chun tógáil an tionscadail a cheadú chomh maith le hoibriú amach anseo.

Mar chuid de ghné an cheanglais réadmhaoine, bhí BIÉ feasach go háirithe ar stádas agus ar

chosaint cearta réadmhaoine in Éirinn, lena n-áirítear cosaintí atá le fáil sa Bhunreacht. Má dheonaítear an tOrdú Iarnróid, tabharfar cumhachtaí do BIE cearta agus leasanna a fháil go héigeantach i dtailte áirithe, agus mar thoradh air sin beidh tionchar suntasach ar réadmhaoín atá faoi úinéireacht daoine aonair agus cuideachtaí. Dá réir sin, tá iarracht déanta ag BIÉ roinnt tionscnamh agus cleachtas a chur i bhfeidhm chun cabhrú le teagmháil a dhéanamh le húnéirí réadmhaoine lena mbaineann roimh dheonú agus tar éis deonú Ordú Iarnróid; lena n-áirítear Straitéis Fála Talún MetroLink (a foilsíodh i Meán Fómhair 2022) – príomhghné den straitéis seo is ea teagmháil luath le daoine lena mbaineann sula ndeimhnítear Ordú Iarnróid. Déantar é seo chun riachtanais iomlána na ndaoine lena mbaineann a mheas, a gcúinsí aonair a mheas agus, más féidir, teacht ar réamh-chomhaontú coinníollach maidir le haistriú leasanna réadmhaoine. Tuigeann agus admhaíonn BIÉ a thábhachtaí atá sé go mbeadh únéirí réadmhaoine cónaithe in ann a ngnóthaí a phleanáil leis an oiread fógra agus is féidir, agus chuige sin, tá BIÉ ag plé le húnéirí réadmhaoine lena mbaineann sula ndeonaítear Ordú Iarnróid. Ar leithligh, molann BIÉ freisin seirbhísí Gníomhaireachta Ligin agus Bainistíochta Cónaithe a fhostú ar féidir, táthar ag súil, iad a chur ar fáil chun cabhrú le tionóntaí lena mbaineann tabhairt faoi chuardach maoin chun cabhrú le cóiríocht oiriúnach eile a aithint.

(b) Cosaint ar dhamáiste do réadmhaoín
Scéim Cosanta d’Úinéirí Réadmhaoine (POPS) – is éard a bheidh sa scéim dheonach seo suirbhéanna baile ar réadmhaoín chónaithe ábhartha (laistigh de 30 méadar ó imeall ailíniú an tolláin nó 50 méadar ó struchtúir stáisiúin) chun bail na réadmhaoine a fháil amach roimh, le linn (má mheastar go bhfuil gá leis) agus tar éis an tionscadal beartaithe a chur i gcrích. Cinnfidh na suirbhéanna an bhfuil aon mheath tagtha ar na réadmhaoine a ndearnadh suirbhé orthu, an bhféadfadh sé go mbeadh sé inchurtha i leith an tionscadail bheartaithe, agus molfaidh siad deisiúcháin de réir mar is cuí.

(c) Sláinte & leas an duine
Agus aird á tabhairt ar na tionchair a d’fhéadfadh a bheith ar shláinte an duine agus ar leas gníomhaíochtaí tógála, cuirfear raon beart maolaithe dusta agus torainn i bhfeidhm ar fud na scéime le linn na gcéimeanna tógála chun na tionchair is lú is féidir a chinntiú ar únéirí

agus áititheoirí réadmhaoine in aice láimhe. I roinnt cásanna, d'fhéadfadh go n-áireofaí leis seo tairiscintí ar athlonnú sealadach. Cuirfear na bearta seo i bhfeidhm chun cearta réadmhaoine an duine aonair a chaomhnú agus chun a chinntiú go dtabharfar tosaíocht d'aon tionchair fhéideartha ar shláinte an duine.

(d) Inrochtaineacht - Stáisiún agus Bordáil Dearadh an Tionscadal beartaithe ar phrionsabal Rochtain do Chách. Forbraíodh an dearadh chun na ceanglais reachtacha go léir a bhaineann le hinrochtaineacht a chomhlíonadh, lena n-áirítear an tAcht um Míchumas 2005 agus ina dhiaidh sin an Plean Earnála um Iompar Inrochtana faoin Acht um Míchumas 2005 (DTTAS 2012). Beidh na gnéithe seo a leanas san áireamh sa Tionscadal atá beartaithe:

- Beidh urlár na traenach ag an leibhéal céanna leis an ardán;
- Beidh bearna an-chúng idir an traein agus an t-ardán;
- Beidh úsáideoirí cathaoireacha rothaí in ann rochtain a fháil ar gach traein;
- Tá an taobh istigh deartha chun infheictheacht uasta na ráillí grab agus gnéithe eile a chinntiú;
- Cuirtear faisnéis chlosamhairc ar fáil ar bord agus ar ardán;
- Ionchorpraíonn gach ardán rampaí nó ardaitheoirí chun críocha rochtana;
- Tá pointí cabhrach i ngach ardán, a chuimsíonn lúba ionductaithe do dhaoine a bhfuil lagú éisteachta acu;
- Aibhsítear athruithe ar leibhéal, imill ardán agus pointí trasnaithe ag baint úsáide as pábháil thadhhlach;
- Tá treoracha fuaime agus Braille ar fáil chomh maith le léarscáil thadhhlach den chóras;
- Tá meaisíní díola ticéad feistithe le roghanna tacaíochta fuaime chomh maith le comhéadan codarsnachta ard-úsáideora roghnaithe;
- Cuimsíonn an córas bailíochtaithe cárta cliste táscairí fuaime agus feidhm amhairc.

(e) Áiseanna Spóirt agus Áineasa

Le linn na céime tógála, beidh tionchar suntasach ar roinnt áiseanna spóirt mar pháirceanna imeartha. Trí na measúnuithe a rinneadh agus an EIAR á ullmhú, fuarthas amach go bhféadfadh

cailliúint áiseanna den sórt sin tionchar sláinte agus síceolaíoch a imirt sna limistéir a bhfuil tionchar acu orthu. Agus é ag tabhairt aghaidh ar an tionchar seo, agus ag obair chun é a mhaolú, tá BIÉ tar éis dul i dteagmháil le páirtithe leasmhara lena mbaineann chun pleananna a chomhaontú chun páirceanna imeartha atá ann cheana a athchumrú go sealadach chun a n-inúsáidteacht leanúnach a chinntiú, agus i gcásanna áirithe, chabhraigh sé le saoráidí malartacha a aimsiú agus tacú lena n-úsáid le linn thréimhse na n-oibreacha tógála.

Chomh maith leis na bearta a rinneadh mar chuid de phróiseas iarratais an Ordaithe Iarnróid, tá forálacha curtha san áireamh ag BIÉ i bpríomhchonarthaí, a éilíonn tacaíocht conraitheora i gcomhlíonadh dhualgas earnála poiblí BIÉ agus tá grúpa oibre tionscadail á bhunú aige faoi láthair chun saincheistean HRE a mheas ag céim soláthair an chonartha.

6. Tionscadal BRUCE

Staidéar meastóireachta roghanna is ea Tionscadal BRUCE ar ról an luchtaithe ar úsáid bóithre chun inmharthanacht an ghréasáin bóithre náisiúnta in Éirinn sa todhchaí agus san fhadtéarma a chinntiú tar éis dul in éag na gComhpháirtíochtaí Poiblí Príobháideacha atá bainteach le dolaí ó 2033. Sainithníodh cúig chuspóir chun meastóireacht a dhéanamh ar roghanna féideartha luchtaithe d'úsáideoirí bóthair atá á mbreithniú agus chun cinnteoireacht láidir agus struchtúrtha a chinntiú: Gníomhú ar son na hAeráide, Inbhuanaitheacht Airgeadais, Nascacht agus Fás, Sláinte agus Sábháilteacht, agus Cothromas agus Cuimsiú.

Is é an aidhm atá leis an gcuspóir Cothromas agus Cuimsiú a chinntiú gur féidir le daoine de gach déimeagrafaic agus áit rochtain a fháil ar dheiseanna eacnamaíocha agus sóisialta ar feadh na nglúnta. Is iad na critéir a bhaineann leis an gcuspóir ná (1) tionchair dhiúltacha mhíchuí ar ghrúpaí leochaileacha a sheachaint, (2) tionchair dhiúltacha mhíchuí ar cheantair thuithe agus ar cheantair leochaileacha a sheachaint, agus (3) a áirithiú go leanfadh aon rogha a bhreithneofaí maidir le muirearú úsáideoirí bóthair de nascacht daoine, earraí agus áiteanna a chumasú. Cinntíonn an cuspóir Cothromais agus Ionchuimsithe go bhfuil gach rogha á bhreithniú i dtéarmaí an tionchair a d'fhéadfadh a bheith

aige ar dhaoine aonair a bhfuil riachtanais agus imthosca éagsúla acu. Ar deireadh thiar tacóidh sé sin leis an rogha is fearr a shainaithe agus le haon bhearta gaolmhara a theastaíonn chun tionchair dhiúltacha chothromais a mhaolú.

Chun tacú leis an bpróiseas meastóireachta, forbraíodh agus úsáideadh Samhail Ghníomhairebhunaithe chun measúnú sonrach a dhéanamh ar thionchar na roghanna féideartha ar dhaoine aonair. Forbraíodh deighleoga agus pearsantachtaí bunaithe ar aschuir shoch-dhéimeagrafacha na samhla agus saibhríodh iad trí léargais cháilíochtúla, chun tionchair chothromais a mheas.

Leanfaidh Cothromas agus Cuimsiú de bheith i gcroílár Thionscadal BRUCE de réir mar a théann sé chun cinn, lena n-áirítear ar fud gach comhairliúcháin phoiblí agus gach rannpháirtíochta le páirtithe leasmhara amach anseo, ag cinntiú go bhfuil cothromas i gcroílár an phróisis mheastóireachta leanúnaigh agus cinnteoireachta comhairliúcháin.

Nochtadh Cosanta

Tá bealaí agus nósanna imeachta tuairiscithe Nochtadh Cosanta inmheánacha agus seachtracha i bhfeidhm ag Bonneagar Iompair Éireann (BIÉ), mar a cheanglaítear leis an Acht.

Níor nocht fostaithe BIÉ aon nochtadh sa tréimhse tuairiscithe go dtí an 31 Nollaig 2022 ('an tréimhse tuairiscithe').

Íocaíochtaí Prasa

Sonraí	Líon Íocaíochtaí	Luach €	% de na hÍocaíochtaí Iomlána
Iomlán na n-íocaíochtaí a rinneadh in 2022	2328	579,573,887	100%
Líon na n-íocaíochtaí a rinneadh laistigh de 15 lá	1,815	451,485,183	78%
Líon na n-íocaíochtaí a rinneadh laistigh de idir 16 agus 30 lá	513	128,088,704	22%
Líon na n-íocaíochtaí a rinneadh i ndiaidh 30 lá	0	0	0%



Gareth Llewellyn

Cathaoirleach

An 27 Meitheamh 2023

Fuair BIÉ dhá nochtadh, ar caitheadh leo mar Nochtadh Cosanta féideartha faoi Alt 6 den Acht, sa tréimhse tuairiscithe. Thug foireann ábhartha BIÉ faoi imscrúduithe cuí ar na hábhair a bhí i gceist.

Rinneadh nochtadh amháin go hanaithnid agus rinne BIÉ measúnú ar na sonraí a nochtadh agus chinn siad nach raibh faisnéis sa nochtadh a d'fhág go raibh creideamh réasúnach ann go ndearnadh éagóir ábhartha mar a shonraítear in Alt 5 den Acht um Nochtadh Cosanta. Ní dhearnadh aon imscrúduithe oscailte ó bhlianta roimhe seo maidir leis an éagóir líomhnaithe ar ábhar an nochtadh seo.

Ba oibrí a chuir imní in iúl in 2020 an nochtadh eile agus ba leanúint den nochtadh sin é. Níor dúnadh an t-imscrúdú ar an nochtadh ó 2020. Imscrúdaíodh an fhaisnéis go hiomlán go himmheánach agus ag páirtí seachtrach agus, cé gur mheas BIÉ gur chuir an fhaisnéis roinnt imní bhailí in iúl, níor tháinig an t-imscrúdú ar an gconclúid go raibh éagóir á déanamh ag aon duine aonair nó ag daoine aonair. Rinneadh moltaí chun na saincheisteanna a sainaitheadh a réiteach agus cuireadh na moltaí go léir i bhfeidhm, cé is moite de mholadh amháin a chuirfear i gcrích in 2023. Ní raibh aon chailleanas airgeadais ann do BIÉ a d'eascair as na saincheisteanna is ábhar don nochtadh seo.

Ní dhearnadh aon nochtadh do POF BIÉ mar dhuine forordaithe faoi Alt 7 den Acht sa tréimhse tuairiscithe.

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Faisnéis

Cathaoirleach

Gareth Llewellyn

Na Comhaltaí Boird*

Colette Byrne
Desmond Kenny
Aebhric Mc Gibney
Seamus Neely*
Mary O'Donovan
Joe O'Mahony*
Patricia O'Shea
Damien Ó Tuama
Aidan Skelly
Peter Walsh

Aturnaetha

McCann Fitzgerald
Riverside One
Cé Sir John Rogerson
Baile Átha Cliath 2

Arthur Cox
Ionad Phort an Iarla
Ardán Phort an Iarla
Baile Átha Cliath 2

A&L Goodbody LLP
Ionad Idirnáisiúnta
Seirbhísí Airgeadais
25-28 Cé an Phoirt
Thuaidh, Baile Átha Cliath 1

Baincéirí

Danske Bank
Corparáideach & Institiúidí
An tÁras Idirnáisiúnta
3 Plás Mháistir an Chuain
IFSC, Baile Átha Cliath 1

Banc na hÉireann
Faiche an Choláiste
Baile Átha Cliath 2

Banc Uladh
An Cheannoifig
Duga Sheoirse
Baile Átha Cliath 2

NTMA
Foirgneamh an Chisteáin
Sráid na Canálach Móire
Íochtarach, Baile Átha Cliath 2

An Ghníomhaireacht Airgeadais do Thithe
46 Faiche Stiabhna
Baile Átha Cliath 2

Iniúcháirí

An tArd-Reachtaire Cuntas agus Ciste
3A Sráid an Mhéara Uachtarach
Baile Átha Cliath 1

Seoladh Cláraithe

Ionad Gnó Gheata na Páirce
Sráid Gheata na Páirce
Baile Átha Cliath 8

*Ar scor ón mBord le linn 2022



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Tuarascáil le cur faoi bhráid Thithe an Oireachtais

Bonneagar Iompair Éireann

Tuairim maidir leis na ráitis airgeadais

Tá iniúchadh déanta agam ar ráitis airgeadais Bhonneagar Iompair Éireann don bhliain dar críoch an 31 Nollaig 2022 faoi mar a cheanglaítear faoi fhorálacha Alt 5 den tríú sceideal le hAcht na mBóithre, 1993. Cuimsítear sna ráitis airgeadais

- an ráiteas ar ioncam agus caiteachas
- an ráiteas ar ioncam cuimsitheach
- an ráiteas ar athruithe ar chaipiteal agus ar chúlchistí
- an ráiteas ar an staid airgeadais
- an ráiteas ar shreafaí airgid, agus
- na nótaí a gaolmhara, lena n-áirítear achoimre ar bheartais shuntasacha chuntasaíocht

I mo thuairim, tugtar sna ráitis airgeadais léiriú fíor agus cothrom ar shócmhainní, dlíteanais agus staid airgeadais Bhonneagar Iompair Éireann an 31 Nollaig 2022 agus ar a ioncam agus caiteachas don bhliain 2022 i gcomhréir le Caighdeán um Thuairisciú Airgeadais (FRS) 102 – *an Caighdeán um Thuairisciú Airgeadais atá infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann*.

Bunús na tuairime

Rinne mé m'iniúchadh ar na ráitis airgeadais i gcomhréir leis na Caighdeáin Idirnáisiúnta ar Iniúcháireacht (CIIanna) arna bhfógairt ag Eagraíocht Idirnáisiúnta Uasfhoras Iniúcháireachta. Déantar cur síos ar m'fhreagrachtaí faoi na caighdeáin siúd san aguisín leis an tuarascáil seo. Táim neamhspleách ó Bhonneagar Iompair Éireann agus chomhlíon mé mo chuid freagrachtaí eiticiúla eile i gcomhréir leis na caighdeáin.

Creidim gur leor agus gur cuí an fhianaise iniúcháireachta a fuair mé chun bunús a sholáthar do mo thuairim.

Tuairisciú ar fhaisnéis seachas na ráitis airgeadais, agus ar shaincheisteanna eile

Tá eolas áirithe curtha i láthair ag Bonneagar Iompair Éireann mar aon leis na ráitis airgeadais. Cuimsítear ann seo an tuarascáil bhliantúil, an ráiteas rialachais agus tuarascáil chomhaltaí an Bhoird agus an ráiteas ar rialú inmheánach. Déantar cur síos ar m'fhreagrachtaí chun tuairisciú a dhéanamh maidir leis an bhfaisnéis siúd, agus ar cheisteanna áirithe eile ar a dtuairiscim mar eisceacht, san aguisín leis an tuarascáil seo.

Níl aon rud le tabhairt le fios agam ina leith sin.

Seamus McCarthy
An tArd-Reachtaire Cuntas agus
Ciste An 29 Meitheamh 2023

Aguisín leis an tuarascáil

Freagrachtaí Comhaltaí Boird

Faoi mar a shonraítear sa ráiteas ar rialachas agus i dtuarascáil Chomhaltaí an Bhoird, tá Comhaltaí an Bhoird freagrach as an méid seo a leanas

- ullmhú na ráiteas airgeadais san fhoirm a fhorordaítear faoi Airteagal 5 den tríú sceideal le hAcht na mBóithre, 1993
- a chinntiú go dtugtar sna ráitis airgeadais léiriú fíor agus cothrom i gcomhréir le FRS102
- rialtacht na n-idirbheart a chinntiú
- measúnú a dhéanamh ar cé acu an bhfuil nó nach bhfuil úsáid an ghnóthais leantaigh chuntasaíochta cuí, agus
- an rialú inmheánach sin a dheimhniú siad is gá lena chumasú ráitis airgeadais a ullmhú atá saor ó mhíshonrú ábhartha, cé acu más calaois nó earráid is cúis leis.

Freagrachtaí an Ard-Reachtair Cuntas agus Ciste

Ceanglaítear orm faoi Airteagal 5 den tríú sceideal a ghabhann le hAcht na mBóithre 1993 iniúchadh a dhéanamh ar ráitis airgeadais Bhonneagar Iompair Éireann agus tuairisc a thabhairt orthu do Thithe an Oireachtais.

Is é mo chuspóir agus mé ag tabhairt faoin iniúchadh dearbhú réasúnta a fháil faoi cé acu an bhfuil nó nach bhfuil na ráitis airgeadais, ina n-íomláine, saor ó mhíshonrú ábhartha, cé acu más calaois nó earráid is cúis leis. Is ionann dearbhú réasúnta agus ardleibhéal de dhearbhu, ach ní hionann é agus ráthaíocht go mbraithfidh iniúchadh faoina dtugtar i gcomhréir leis na ISAanna i gcónaí míshonrú ábhartha nuair is ann dó. Féadfaidh míshonruithe eascairt ó chalaos nó earráid agus meastar go bhfuil siad ábhartha más féidir súil réasúnta a bheith leis go n-imreoidh siad tionchar ar chinntí geilleagracha úsáideoirí a rinneadh ar bhunús na ráiteas airgeadais seo.

Mar chuid d'iniúchadh i gcomhréir leis na ISAanna, déanaim breithiúnas gairmiúil agus bíonn amhras gairmiúil orm i gcaitheamh an iniúchta. Agus amhlaidh á dhéanamh agam,

- Aimsím rioscaí go ndéanfaí míráiteas ábhartha sna ráitis airgeadais cibé acu, de dheasca calaoise nó earráide; ceapaim nósanna imeachta iniúchóireachta a fhreagraíonn do na rioscaí sin agus cuirim i gcrích iad; agus faighim fianaise iniúchóireachta atá leordhóthanach agus iomchuí chun bunús a thabhairt do mo thuairim. Tá an riosca mura mbraítear míráiteas ábhartha a tharlaíonn de dheasca calaoise níos airde ná ceann a tharlaíonn de dheasca earráide, mar go bhféadfadh claonpháirtíocht, brionnú, easnaimh d'aontoil, mífhaisnéis, nó an rialú inmheánach a shárú bheith i gceist le calaois.
- Faighim tuiscint ar an rialú inmheánach a bhaineann leis an iniúchadh chun nósanna imeachta iniúchóireachta a dhearadh atá cuí sna cúinsí, ach ní chun tuairim a chur in iúl maidir le héifeachtúlacht na rialuithe inmheánacha.
- Déanamh meastóireacht ar chuibhiúlacht na mbeartas cuntasaíochta a úsáid ar réasúntacht na meastachán cuntasaíochta agus nochtadh lena mbaeann.

Bainim tatal as oiriúnacht na húsáide a bhaintear an bonn gnóthais leantaigh na cuntasaíochta agus, bunaithe ar an bhfianaise iniúchta a fuarthas, cé acu arb ann nó nach ann d'éiginnteacht ábhartha a bhaineann le himeachtaí nó coinníollacha a d'fhéadfadh cumas Bhonneagar Iompair Éireann an Údarás a chur faoi amhras suntasach chun leanúint mar ghnóthas leantach. Má bhainim an tatal as gurb ann d'éiginnteacht ábhartha, ceanglaítear orm aird a thabhairt i mo thuarascáil ar an nochtadh gaolmhar sna ráitis airgeadais nó, mura cuí an nochtadh sin, ceanglaítear orm mo thuairim a bhunathrú. Tá mo chonclúidí bunaithe ar an bhfianaise iniúchta a fuarthas a fhad le dáta mo thuarascála. D'fhéadfadh go mbeadh imeachtaí nó coinníollacha amach anseo mar chúis leis, áfach, go gcuirfidh an tÚdarás deireadh le leanúint mar ghnóthas leantach.

- Déanaim meastóireacht ar chur i láthair, struchtúr agus ábhar foriomlán na ráiteas airgeadais, an nochtadh san áireamh, agus cé acu an léirítear nó nach léirítear sna ráitis airgeadais na bun-idirbhearta agus imeachtaí ar bhealach a bhaineann cur i láthair cothrom amach.

Déanaim cumarsáid leo siúd atá freagrach as rialachas i ndáil le, i measc ceisteanna eile, scóip agus uainiú pleanáilte an iniúchta agus torthaí suntasacha iniúchta, aon easnaimh i rialú inmheánach ina measc a shainathnímid i rith m'iniúchta.

Tuairiscím, trí eisceacht, chomh maith, sna cásanna seo a leanas:

- nach bhfuair mé an fhaisnéis agus na mínithe go léir a theastaigh uaim chun m'iniúchadh a dhéanamh, nó
- nach leor na taifid chuntasaíochta lena ligean dom na ráitis airgeadais a léamh gan stró agus a iniúchadh i gceart, nó
- Nach bhfuil na ráitis airgeadais, i mo thuairim, i gcomhréir leis na taifid.

Faisnéis seachas na ráitis airgeadais

Ní chlúdaíonn mo thuairim faoi na ráitis airgeadais an fhaisnéis eile a chuirtear i láthair sna ráitis siúd agus ní léirím aon fhoirm de chonclúid dearbhaithe faoi.

Maidir le m'iniúchta ar na ráitis airgeadais, ceanglaítear orm faoi na ISAanna chun an fhaisnéis eile a chuirtear i láthair a léamh agus, nuair atá amhlaidh á dhéanamh, breithniú a dhéanamh ar cé acu an bhfuil nó nach bhfuil an fhaisnéis eile neamh-chomhsheasmhach go hábhartha leis na ráitis airgeadais nó an t-eolas a fuair mé san iniúchadh, nó más dealraitheach, ar bhealach eile, go ndearnadh an fhaisnéis eile a mhíshonrú go hábhartha. Má bhainim an tatal as, bunaithe ar an obair a rinne mé, go ndearnadh an fhaisnéis eile seo a mhíshonrú go hábhartha, tá orm sin a thabhairt le fios.

Ag tuairisciú ar chúrsaí eile

Tugaim faoi m'iniúchadh trí thagairt a dhéanamh do bhreithniúcháin speisialta a bhaineann le comhlachtaí Stáit maidir lena mbainistiú agus lena n-oibriú. Tuairiscím má shainathníim ceisteanna ábhartha lena mbaeann an bealach a tugadh faoi ghnó poiblí.

Lorgaim fianaise a fháil faoi rialtacht na n-idirbheart airgeadais i gcúrsa an iniúchta. Tuairiscím más shainathníim aon chás ábhartha nár caitheadh airgead poiblí chun a gcríoch beartaithe nó sa chás nach raibh na hidirbhearta i gcomhréir leis na húdaráis a bhí á rialú.

Ráiteas ar Rialú Inmheánach

Scóip na Freagrachta

Thar ceann Bhoneagar Iompair Éireann (BIÉ), aithním an fhreagracht atá ar an mBord as a chinntiú go bhfuil córas éifeachtach rialaithe inmheánaigh airgeadais á choimeád agus á fheidmiú. Áirítear sa chóras rialaithe inmheánaigh rialuithe airgeadais, oibríochtúla agus comhlíonta agus córais bhainistíochta riosca a thacaíonn le tosaíochtaí straitéiseacha BIÉ a bhaint amach, agus cistí an phobail agus cistí agus sócmhainní eile as a bhfuil BIÉ freagrach a chosaint. Tugtar san fhreagracht seo aird ar riachtanais an Chóid Chleachtais chun Comhlachtaí Stáit a Rialú (2016) agus iarscríbhinní a ghabhann leis.

Cuspóir an Chórais um Rialú Inmheánach

Tá an córas rialaithe inmheánaigh in ainm is riosca a bhainistiú i leith leibhéal infhulaingthe, seachas fáil réidh leis. Ní féidir leis an gcóras ach a dhearbhu go réasúnta, seachas go hiomlán, go gcosnaítear sócmhainní, go n-údaráítear idirbhearta agus go gcuirtear i dtáifead iad i gceart, agus go gcoisctear earráidí nó neamhrialtachtaí ábhartha nó go mbraithfí iad ar bhealach tráthúil.

Tá an córas rialaithe inmheánaigh, atá ar aon dul leis an treoir a d'éisigh an Roinn Caiteachais Phoiblí agus Athchóirithe i bhfeidhm in BIÉ don bhliain dar críoch an 31 Nollaig 2022 agus a fhad le dáta faofa na ráiteas airgeadais.

Cumas chun Riosca a Bhainistiú

Tá Coiste Iniúcháireachta agus Riosca (ARC) ag BIÉ ina bhfuil ceathrar comhaltaí Boird agus comhalta seachtrach amháin, a bhfuil saineolas airgeadais agus iniúcháireachta acu, agus Cathaoirleach atá i nduine amháin díobh. Chas an ARC ar a chéile ocht n-uaire in 2022.

Tá feidhm Iniúcháireachta Inmheánaí ag BIÉ ag a bhfuil acmhainní leordhóthanacha agus gairmiúla agus cuireann an anailís a rinneadh ar an riosca a bhí roimh BIÉ faisnéis ar fáil don obair seo. D'fhormhuinigh an ARC agus d'fhaomh an Bord an anailís a rinneadh ar riosca agus na pleananna iniúcháireachta inmheánaí. D'fhorbair BIÉ, agus d'fhaomh an Bord, beartas bainistíochta

riosca, ráiteas inghlacthachta riosca, agus plean bainistíochta riosca a ndéantar athbhreithniú bliantúil orthu. Tacaíonn Bainisteoir Riosca Chorporáidigh BIÉ le sainathint, tomhas agus bainistíocht riosca agus cuireann sé/sí cultúr bainistíochta riosca laistigh de BIÉ chun cinn, lena n-áirítear trí oiliúint leanúnach foirne agus tacaíocht a thabhairt do na príomhbhaill foirne ar leibhéal Fiontair, Rannáin, Aonad Gnó agus Tionscadail. Tá cóip den bheartas bainistíochta riosca eisithe chuig an bhfoireann ar fad.

Creat Riosca agus Rialaithe

Cinntíonn Coiste Riosca Fiontair, ina bhfuil comhaltaí d'fhoireann bainistíochta sinsearaí BIÉ go bhfuil nósanna imeachta cuí i bhfeidhm chun rioscaí atá ag teacht chun cinn a shainaithint, riosca a bhainistiú agus a mheasúnú ó pheirspictíocht straitéiseach agus oibríochtúil agus monatóireacht a dhéanamh ar chur i bhfeidhm nósanna imeachta bainistíochta riosca.

Tá córas bainistíochta riosca ar líne tugtha isteach ar fud na heagraíochta. Tá cláir rioscaí fiontair, rannáin, aonad gnó agus tionscadail i bhfeidhm ina sainathnítear na príomhrioscaí atá roimh BIÉ, an chatagóir riosca, an inghlacthacht riosca agus na rialuithe atá i bhfeidhm.

Déanann an ARC athbhreithniú ar chláir, beartais, inghlacthacht agus pleananna rioscaí. Déanann an ARC athbhreithniú ar an gclár rioscaí fiontraíochta ag gach cruinniú de chuid an ARC. Cuireann a n-obair le rannchuidiú na gComhaltaí Boird ar fáil do lucht bainistíochta an Bhoird agus le maoirseacht riosca, agus úsáidtear é mar bhonn le hathbhreithniú agus faomhadh an chláir riosca fiontair i dteannta leis na beartais, inghlacthacht agus pleananna riosca.

Chuaigh an Bord agus an Bhainistíocht Shinsearach i mbun beart lena chinntiú go bhfuil timpeallacht chuí rialaithe i bhfeidhm ina bhfuil na gnéithe seo a leanas:

- ARC agus Coiste Straitéise a bhunú mar fho-choistí den Bhord,
- rannóg thiomanta soláthair laistigh de BIÉ agus treoirlínte dea-chleachtais soláthair chorporáidigh,

- rannóg thiomanta Rialachais agus Dlí laistigh de BIÉ, lena n-áirítear Bainisteoir Riosca Chorporáidigh tiomanta, Oifigeach Slándála Faisnéise agus Bainisteoir Tuairiscithe Dearbhaithe agus Feidhmíochta,
- Coiste Rialachais ina bhfuil comhaltaí sinsearacha foirne chun tacú le BIÉ lena fhreagrachtaí i ndáil le saincheisteanna rialachais chorporáidigh agus comhlíontachta lena n-áirítear riosca, agus rialú inmheánach go háirithe cuimsitheacht na ndearbhuithe maidir le ceanglais an Chóid Chleachtais do Rialachas BIÉ agus ceanglais dearbhaithe ARC agus an Bhoird a chomhlíonadh,
- Coistí éagsúla a bhunú cosúil le Foghlaim agus Forbairt, Sláinte agus Sábháilteacht, Soláthar Corparáideach, Cosaint Sonraí, Réadmhaoin, Leanúnachas Gnó agus Cibearshlandáil a sholáthraíonn dearbhuithe bliantúla don ARC,
- Féilire Rialachais ina sonraítear go sainráite conas a thagann an clár oibre feidhmiúcháin shinsearaigh le príomhoibleagáidí rialachais agus ceanglais tuairiscithe don Bhoird agus do Choistí an Bhoird,
- an Cód Caiteachais Phoiblí a ghlacadh agus a chur chun feidhme i ndáil le caiteachas poiblí de réir threoirínte na Roinne Iompair (an RI) agus BIÉ do thionscadail chaipitil, cláir chaipitil agus oibríochtúla agus tionscadail PPP,
- socruithe rialachais tionscadail a bhunú do thionscadail agus oibríochtaí casta/ardriosca/ardluacha lena n-áirítear MetroLink, Dolaí, Luas, PPPanna agus tionscadail bhóithre náisiúnta,
- Cód Iompair Gnó a iarrann ar Chomhaltaí Bhoird, an bhainistíocht agus an fhoireann chun na caighdeáin eiteicúla is airde a choimeád,
- comhlíonadh na gceanglas a chinntiú a bhaineann le Dearbhú Leasanna faoi mar a shonraítear san Acht um Eitic in Oifig Poiblí agus san in Alt 40 d'Acht na mBóithre, 1993,
- beartais agus nósanna imeachta chun feidhmíocht foirne a bhainistiú, le haghaidh oiliúint ghairmiúil agus theicniúil agus forbairt ghairmiúil leanúnach,
- athbhreithnithe córasacha ag Iniúchóireacht Inmheánach ar rialuithe inmheánacha,
- athbhreithnithe rialaithe coimisiúnaithe go seachtrach ar phríomhghnólaigh agus ar phróisis ghnó,
- nósanna imeachta do gach príomhphróiseas gnó a dhoiciméadú,
- cláir oiliúna agus feasachta ar leith atá in ainm is rioscaí a sainathnódh a mhaolú a bhaineann le bagairtí reatha agus atá ag teacht chun cinn agus saincheisteanna suntasacha comhlíonta,
- srian a chur ar airgead a íoc amach a údarú le sínitheoirí údaraithe,
- freagrachtaí airgeadais agus cuntasacht chomhfhreagrach ar leibhéal bainistíochta a shannadh,
- córas cuimsitheach buiséadta ag a bhfuil plean agus buiséad bliantúil atá faoi réir fhaomhadh an Bhoird,
- córais agus próisis bunaithe i ndáil le buiséid bhliantúla/ilbhliantúla, leithdháiltí agus gealltanais todhchaí,
- tá córais agus nósanna imeachta i bhfeidhm atá dírithe ar shlándáil na gcóras teicneolaíocht faisnéise agus cumarsáide a chinntiú,
- tá córas rialaithe airgeadais i bhfeidhm le maoirseacht na n-acmhainní airgeadais agus cosaint sócmhainní a chinntiú,
- nósanna imeachta rialaithe maidir le cistiú deontais a sholáthar d'údarais áitiúla lena chinntiú gur úsáideadh an cistiú chun feidhme don chuspóir a beartaíodh agus i gcomhréir le treoirínte a eisíodh, agus
- nósanna imeachta chun teipeanna suntasacha rialaithe a dheimhniú agus a thuairisciú agus chun gníomh ceartaitheach cuí a chinntiú.

Monatóireacht agus Athbhreithniú Leanúnach

Bunaíodh nósanna imeachta foirmiúla chun monatóireacht a dhéanamh agus feabhas a chur ar phróisis rialaithe inmheánaigh. Trína gclár iniúchtaí, déanann an tAonad Iniúchóireachta Inmheánaí measúnacht agus monatóireacht neamhspleách ar éifeachtúlacht na bpríomhrialuithe inmheánacha san eagraíocht. Sa chás go sainathnítear easnaimh, comhaontaítear leis na moltaí d'fheabhsúcháin leo siúd atá freagrach. Tuairiscíonn lucht iniúchóireachta inmheánaigh go rialta don CIR agus don Fheidhmeannacht maidir le torthaí na n-iniúchtaí agus an stádas maidir leis na moltaí a chur i bhfeidhm.

Déanann an Bord agus an CIR athbhreithniú ar a n-éifeachtacht féin ar bhonn bliantúil de réir na treorach atá sonraithe sa Chód Cleachtais chun Comhlachtaí Stáit a Rialú (2016) agus sna hiarscríbhinní a ghabhann leis. Chomh maith leis sin, éilítear faoin gCód go ndéanann BIÉ measúnacht seachtrach ar Éifeachtúlacht an Bhoird gach trí bliana. Rinneadh athbhreithniú seachtrach in 2022 agus tuairiscíodh é don Bhord i mí Feabhra 2023.

Tá an córas rialaithe inmheánaigh airgeadais bunaithe ar chreat tuairiscithe rialta bainistíochta, nósanna imeachta riaracháin, leithdheighilt dualgas, teorainneacha údaráis agus córas tarmhligin agus cuntasachta ina measc.

Áirítear leis, ach go háirithe:

- sainaithníodh agus doiciméadaíodh príomhríoscaí agus rialuithe gaolmhara agus cuireadh próisis i bhfeidhm chun monatóireacht a dhéanamh ar oibriú na bpríomhrialuithe siúd agus aon laigí a thugtar le fios,
- monatóireacht leanúnach á déanamh ag an mBord agus ag an bhfoireann bainistíochta sinsearaí ar chaiteachas iarbhír/thoradh réamh mheasta i gcomparáid leis an bplean agus buiséad bliantúil faofa,
- coistí éagsúla a bhunú ar fud na heagraíochta, atá ag feidhmiú faoi réir théarmaí tagartha atá faofa ag an POF agus tuarascáil bhliantúil a chur ar fáil do ARC,
- tuairisciú rialta chuig an RI maidir le buiséid bhliantúla/ilbhliantúla, leithdháiltí agus próisis a bhaineann le gealltanais todhcháí; agus
- déanann an bhainistíocht shinsearach athbhreithnithe rialta ar fheidhmíocht thréimhsiúil agus bhliantúil tuarascálacha airgeadais agus neamhairgeadais a thugann feidhmíocht le fios i leith na mbuiséad agus caighdeáin ábhartha eile.

Obair Chumaisc, Cibearshlándáil agus COVID-19

Ag leanúint ó phaindéim COVID-19, in 2022 d'fhill an fhoireann go léir ar an oifig de réir "Prótacal um Obair Shábháilte" an Rialtais. Bhí an filleadh ar bhonn cumaisc agus tar éis "Creat Beartais Oibre Cumaisc d'Eagraíocht na Státseirbhíse" de chuid na Roinne Caiteachais Phoiblí agus Athchóirithe a sheoladh, thug BIÉ a Bheartas Oibre Cumaisc isteach i mí Mheán Fómhair 2022.

Leanadh le monatóireacht a dhéanamh ar rialuithe ar phríomhphróisis airgeadais agus eile agus d'fhan siad mar an gcéanna go mór agus a bhí siad roimh an bpaindéim ag le linn a bheith ag obair go cianda go hiomlán. Tá measúnú déanta ar rioscaí a bhaineann leis an aistriú chuig oibriú cumaisc, amhail cosaint sonraí agus slándáil faisnéise agus tá siad á mbainistiú de réir Bheartas Bainistíochta Riosca BIÉ.

Leanadh le rialuithe slándála bogearraí a chur i bhfeidhm agus monatóireacht a dhéanamh orthu chun rioscaí TF agus slándála ó chianobair agus cibearchalaois a mhaolú. Leanamar orainn ag eisiúint nuashonruithe, treorach agus oiliúna feasachta bunaithe ar an cibear-thírdhreach atá ag athrú. Rinneadh feachtais fioscaireachta insamhalta rialta go himmheánach chun leanúint le feasacht a mhéadú sa spás seo atá ag athrú i gcónaí. Rinneadh athbhreithniú tagarmhairc ar chomhlíonadh BIÉ le Caighdeán Bunlíne Cibearshlándála na hEarnála Poiblí agus le creat Cibearshlándála na hInstitiúide Náisiúnta Caighdeán agus Teicneolaíochta ("NIS") agus rinneadh measúnú ar ghníomhartha iomchuí agus tá siad á gcur i bhfeidhm.

Rinneadh athbhreithniú agus tástáil ar phleananna Freagartha do Theagmhais ar chalaois nó ar chibearionsaí, ionsamhlúcháin bhogearraí éirice san áireamh.

Lean folláine agus sláinte agus sábháilteacht ár bhfoirne de bheith ina réimse fócais le clár folláine i bhfeidhm agus spreagtar comhaltaí foirne chun freastal ar chainteanna agus imeachtaí i rith na bliana. Ina theannta sin, bhí teagmháil leanúnach leis an bhfoireann i rith na bliana maidir le ceanglais faoin gCód Cleachtais.

Mar gheall ar phaindéim COVID-19, tháinig laghduithe suntasacha ar ioncam laistigh dár n-oibríochtaí tráchtála, rud a d'fhág go raibh easnaimh oibríocháin ann a maoiníodh le deontas PSO ón ÚNI. In 2022, lean ár n-ioncam dolaí ag téarnamh agus ag dul thar leibhéil 2019 anois. Faoi Shamhain 2022, bhí pátrúnacht Luas ar ais go leibhéil réamh-phaindéime, áfach, tháinig laghdú 20% ar tháillí i mBealtaine 2022 agus mar thoradh ar thionchair bhoilscithe bhí gá le tacaíocht leanúnach PSO in 2022.

Timpeallacht Eacnamaíoch

Chuaigh an cogadh san Úcráin agus rátaí arda boilscithe i bhfeidhm ar ghnó BIÉ in 2022

freisin i dtéarmaí rochtana ar shlabhra soláthair agus costais ag ardú. Tá taithí againn ar mhórchonraitheoir ag dul i mbun glacadóireachta agus ag laghdú líon na dtairgeoirí ar chonarthaí áirithe. Thug an Rialtas bearta nua isteach i mBealtaine 2022 chun aghaidh a thabhairt ar chostais bhoilscithe i dtógáil, lena n-áirítear comhroinnt riosca costas idir cliaint agus conraitheoirí. Ina dhiaidh sin, d'fhoilsigh an OGP sonraí maidir leis an gCreatchomhaontú um Chomhoibriú le Boilsciú/Moill ar Shlabhra an tSoláthair. Déanann na bearta seo foráil do chomhroinnt riosca do chostais bhoilscithe agus táthar ag súil go gcabhróidh siad go hábhartha le BIÉ chun a Chlár Caipitil a bhainistiú.

Rinne Bord BIÉ, le tacaíocht óna choistí agus ón mbainistíocht, measúnú leanúnach ar na cásanna airgeadais agus oibriúcháin a tháinig chun cinn le linn 2022 agus bhainistigh siad na rioscaí gaolmhara trí na struchtúir riosca atá ann cheana, ag cinntiú go raibh timpeallacht rialaithe éifeachtach ag BIÉ.

Bóithre Réigiúnacha & Áitiúla

Riarann BIÉ íocaíocht éilimh Údaráis Áitiúil le haghaidh bóithre Réigiúnacha agus Áitiúla don RI tríd an gCóras Tuairiscithe Tionscadal (PRS). Cuimsítear sa PRS:

- Leithdháiltí agus próifílí íostarraingthe atá á socrú agus á leasú ag an RI i rith na bliana.
- Sonraí leithdháilte bóithre Réigiúnacha agus Áitiúla atá curtha ar fáil ag an RI agus a iompórtáiltear sin isteach sa PRS. Seoltar tuarascálacha maidir le méideanna buiséid chuig an RI lena bhfíorú.
- Tugann foireann an RI faoi éilimh Údaráis Áitiúil a fhaomhadh do thionscadail bhóithre Réigiúnacha agus Áitiúla.
- Seoltar tuarascálacha caiteachais Bóithre Réigiúnacha agus Áitiúla (lena n-áirítear tuarascálacha mionsonraithe de réir uimhir an éilimh) agus tuarascálacha airgeadais chuig an RI gach mí.

Soláthar

Deimhním go bhfuil nósanna imeachta i bhfeidhm ag BIÉ chun comhlíonadh rialacha agus treoirínte soláthair reatha a chinntiú agus gur chloígh BIÉ leis na nósanna imeachta sin tríd is tríd le linn 2022. I gcásanna inar sainaithníodh ceanglas

maidir le feabhsuithe ar dhearadh nó ar chur chun feidhme na nósanna imeachta seo, comhaontaíodh le freagairt chuí idir na páirtithe freagracha agus chuir an fhoireann bainistíochta an fhreagairt sin chun feidhme faoi mhaoirseacht an ARC.

Athbhreithniú ar Éifeachtacht

Cuirtear eolas ar fáil don mhonatóireacht agus don athbhreithniú a dhéanann BIÉ ar éifeachtacht an chórais rialaithe inmheánaigh tríd an athbhreithniú agus an breithniú a dhéantar ar an gclár Iniúcháireachta Inmheánaí agus breithniú a dhéanamh ar a thuarascálacha agus torthaí; athbhreithniú ar thuarascálacha rialta ó Iniúcháireacht Inmheánach ar stádas na timpeallachta rialaithe inmheánaí agus stádas na saincheistanna a tugadh chun solais roimhe seo óna dtuairiscí féin; an ARC, a dhéanann maoirseacht ar obair Iniúcháireachta Inmheánaí; an Fhoireann Feidhmiúcháin laistigh de BIÉ, atá freagrach as forbairt agus cothabháil an chreata rialaithe inmheánaigh; agus nótaí tráchta a rinne an tArd-Reachtair Cuntas agus Ciste ina litir bhainistíochta nó i dtuarascálacha eile gaolmhara ar aon saincheistanna ábhartha a bhaineann le rialú inmheánach.

Deimhním gur thug an Bord faoi athbhreithniú bliantúil ar éifeachtacht na rialuithe inmheánacha don bhliain 2022 an 28 Feabhra 2023.

Ceisteanna maidir le Rialú Inmheánach

Rinne Iniúcháireacht Inmheánach obair ar 15 iniúchadh in 2022, agus cuireadh ocht thuarascáil faoi bhráid an ARC in 2022 agus cuireadh 7 dtuarascáil faoina bhráid in Eanáir 2023. Thug an feidhm Iniúcháireachta Inmheánaí faoi sheacht gcinn de na tuarascálacha seo go díreach agus choimisiúnaigh páirtithe seachtracha ocht gcinn. D'éascair moltaí as na tuarascálacha seo a cuireadh i bhfeidhm nó a bhfuiltear á gcur i bhfeidhm faoi láthair.

Níor sainaithníodh aon laigí i rialú inmheánach maidir leis an mbliain 2022 óna dteastaíonn nochtadh sna ráitis airgeadais.



Gareth Llewellyn

Cathaoirleach

An 27 Meitheamh 2023

An Ráiteas Ioncaim agus Caitheachais don Bhliain dar Críoch an 31 Nollaig 2022

	Nóta	Riarachán 2022 €'000	Iarnród Éadrom & Meitreo 2022 €'000	Gréasán Bóithre 2022 €'000	Iomlán 2022 €'000	Iomlán 2021 €'000
Deontais Stáit	2	32,803	68,941	1,374,712	1,476,456	1,545,205
Aisíocaíochtaí Deontais	3	0	0	7,860	7,860	933
Ioncam ó Dholáí	4	0	0	203,839	203,839	157,756
Ioncam eile	5	5,486	2,492	9,615	17,593	9,809
Ioncam Iomlán		38,289	71,433	1,596,026	1,705,748	1,713,703
Caiteachas	6	(36,836)	(113,326)	(1,445,325)	(1,595,487)	(1,607,252)
Barrachas / (easnamh) oibriúcháin		1,453	(41,893)	150,701	110,261	106,451
Aistriú ó /(chuig) Caipiteal	12	443	42,572	(89,142)	(46,127)	(49,566)
Muirir Airgeadais	11	(1,422)	0	(25,932)	(27,354)	(27,493)
Ús Infhaighte		31	89	236	356	58
Barrachas coimeáda don bhliain		505	768	35,863	37,136	29,450

Baineann gach ioncam agus caiteachas don bhliain le gníomhaíochtaí leanúnacha ar an dáta tuairiscithe. Is cuid de na ráitis airgeadais seo iad an Ráiteas ar Shreafaí Airgid agus nótaí 1 go 26 Thar ceann Bhord Bhoneagar Iompair Éireann:



Gareth Llewellyn
Cathaoirleach
An 27 Meitheamh 2023



Peter Walsh
Príomhoifigeach Feidhmiúcháin
An 27 Meitheamh 2023

An Ráiteas ar Ioncam Cuimsitheach don bhliain dar críoch an 31 Nollaig 2022

	Nóta	2022 €'000	2021 €'000
Barrachas Coimeádta don Bhliain		37,136	29,450
Scéimeanna Neamhchistithe le Sochar Sainithe:			
Taithí (Caillteanas) ar Oibleagáidí Scoir le Sochar Sainithe		(6,904)	(3,377)
Athruithe ar Thoimhdí faoi Luach Reatha na nOibleagáidí Sochair Scoir le Sochar Sainithe		38,868	(2,218)
Gnóthachan/(caillteanas) achtúireach iomlán do Scéimeanna Neamhchistithe	20c	31,964	(5,595)
Scéim Chistithe le Sochar Sainithe:			
Gnóthachain/(caillteanais) ó Thaithí ar Oibleagáidí Scoir le Sochar Sainithe		(2,297)	333
Athruithe ar Thoimhdí faoi Luach Reatha na nOibleagáidí Sochair Scoir le Sochar Sainithe		897	(114)
(Caillteanas)/gnóthachan achtúireach iomlán le haghaidh Scéimeanna Cistithe	20c	(1,400)	219
Gnóthachan/(caillteanas) achtúireach iomlán	20c	30,564	(5,376)
Laghódú/(Méadú) ar Bharrachas Do-Aisghabhála ar an Scéim Scoir le Sochar Sainithe	20c	1,391	(227)
		31,955	(5,603)
Coigeartú ar Oibleagáidí Scoir le Sochar Sainithe	20e	(31,964)	5,595
Glanghluaiseacht sa Bhliain		(9)	(8)
Ioncam Cuimsitheach Eile don bhliain		37,127	29,442

Is cuid de na ráitis airgeadais seo iad an Ráiteas ar Shreafaí Airgid agus nótaí 1 go 26 Thar ceann Bhord Bhoneagar Iompair Éireann:



Gareth Llewellyn
Cathaoirleach
An 27 Meitheamh 2023



Peter Walsh
Príomhoifigeach Feidhmiúcháin
An 27 Meitheamh 2023

An Ráiteas ar Athruithe ar Chaipiteal agus ar Chúlchistí don Bhliain dar Críoch an 31 Nollaig 2022

	Cúlchistí Coimeádta Ioncaim Riarachán €'000	Cúlchistí Coimeádta Ioncaim Iarnród Éadrom & Meitreo €'000	Cúlchistí Coimeádta Ioncaim Bóthar €'000	An Cuntas Caipitil €'000	Tobhaigh agus Ranníocaíochtaí Forbartha €'000	Iomlán €'000
Amhail an 31 Nollaig 2020	6	54,106	480,710	2,262,325	88,897	2,886,044
Barrachas/(easnamh) coimeádta don bhliain	(923)	(483)	30,856	0	0	29,450
Gluaiseacht i dTobhaigh agus Ranníocaíochtaí Forbartha [Nóta 21]	0	0	0	0	7,241	7,241
Ioncam a úsáideadh chun sócmhainní seasta a cheannach nó íocaíochtaí caipitil a chistiú	0	0	0	132,756	0	132,756
Amúchadh ar aon dul le muirear dímhheasa/airgeadais	0	0	0	(83,190)	0	(83,190)
Diúscairtí agus lagú sócmhainní	0	0	0	0	0	0
Caillteanais aitheanta eile	(8)	0	0	0	0	(8)
Amhail an 31 Nollaig 2021	(925)	53,623	511,566	2,311,891	96,138	2,972,293
Barrachas coimeádta don bhliain	505	768	35,863	0	0	37,136
Gluaiseacht i dTobhaigh agus Ranníocaíochtaí Forbartha [Nóta 21]	0	0	0	0	9,358	9,358
Ioncam a úsáideadh chun sócmhainní seasta a cheannach nó íocaíochtaí caipitil a chistiú	0	0	0	132,160	0	132,160
Amúchadh ar aon dul le muirear dímhheasa/airgeadais	0	0	0	(86,033)	0	(86,033)
Diúscairtí agus lagú sócmhainní	0	0	0	0	0	0
Caillteanais aitheanta eile	(9)	0	0	0	0	(9)
Amhail an 31 Nollaig 2022	(429)	54,391	547,429	2,358,018	105,496	3,064,905

Is cuid de na ráitis airgeadais seo iad an Ráiteas ar Shreafaí Airgid agus nótaí 1 go 26 Thar ceann Bhord Bhonneagar Iompair Éireann:



Gareth Llewellyn
Cathaoirleach
An 27 Meitheamh 2023



Peter Walsh
Príomhoifigeach Feidhmiúcháin
An 27 Meitheamh 2023

Ráiteas ar Staid Airgeadais amhail 31 Nollaig 2022

	Nóta	2022 €'000	2021 €'000
Sócmhainní Seasta			
Réadmhaoín, Gléasra agus Trealamh	13	3,634,576	3,607,970
Sócmhainní Reatha			
Infháltais	14	27,529	114,455
Airgead Tirim agus Coibhéisí Airgid Thirim		178,879	47,658
		206,408	162,113
Creidiúnaithe (Suimeanna atá Dlíte laistigh de Bhliain Amháin)			
Suimeanna Iníoctha	15	(100,862)	(100,855)
Glanshócmhainní Reatha		105,546	61,258
Creidiúnaithe (Suimeanna Dlíte tar éis Bliana)			
Suimeanna Iníoctha	16	(512,744)	(528,740)
Forálacha le haghaidh Dlíteanas agus Muirear	19	(162,473)	(168,261)
Sochair Scoir			
Oibleagáidí Scoir le Sochair Sainithe	20d	(101,520)	(128,138)
Cistiú Scoir Iarchurtha le Sochar Sainithe	20d	101,520	128,138
Barrachas Pinsin le Sochar Sainithe	20f	0	66
Glanshócmhainní Iomlána		3,064,905	2,972,293
Arna mhaoiniú ag			
Cúlchistí			
An Cuntas Caipitil	12	2,358,018	2,311,891
Tobhaigh agus Ranníocaíochtaí Forbartha	21	105,496	96,138
Cúlchistí Ioncaim Coimeádta (de réir an Ráitis ar Athruithe ar Chaipiteal agus Cúlchistí)		601,391	564,264
		3,064,905	2,972,293

Is cuid de na ráitis airgeadais seo iad an Ráiteas ar Shreafaí Airgid agus nótaí 1 go 26. Thar ceann Bhord Bhoneagar Iompair Éireann:



Gareth Llewellyn
Cathaoirleach
An 27 Meitheamh 2023



Peter Walsh
Príomhoifigeach Feidhmiúcháin
An 27 Meitheamh 2023

Ráiteas ar Shreafaí Airgid don Bhliain dar Críoch an 31 Nollaig 2022

	2022 ‘€000	2021 ‘€000
Glanshreafaí airgid as Gníomhaíochtaí Oibriúcháin		
Barrachas/(Easnamh) Coimeádta don Bhliain	37,136	29,450
Dímheas, lagú agus diúscairt Sócmhainní Seasta	67,537	64,143
Amúchadh tobhach agus creidmheasanna iarchurtha	(1,512)	(1,512)
Aistriú chuig Caipiteal	46,127	49,566
Ús bainc	(356)	0
Muirear pinsin	0	158
Méadú ar Infháltais	14,746	26,295
Méadú ar Fhorálacha	(5,788)	3,653
(Laghú) / Méadú ar Airgead Iníoctha	1,163	(19,807)
Glan-Sreabhadh Airgid ó Gníomhaíochtaí Oibriúcháin	159,053	151,946
Sreafaí airgid as Gníomhaíochtaí Infheistíochta		
Íocaíochtaí chun Réadmhaoin, Gléasra & Trealamh a fháil	(109,984)	(115,725)
Ceannach Nótaí Ráthaithe	73,000	(73,000)
Tobhaigh agus Ranniocaíochtaí Forbartha	8,796	11,032
Ús bainc faighte	356	58
Glan-Eisreabhadh Airgid ó Gníomhaíochtaí Infheistíochta	(27,832)	(177,635)
Glanmhéadú/(Glanlaghdú) ar Airgead Tirim agus Coibhéisí Airgid Thirim	131,221	(25,689)
Airgead tirim agus a choibhéisí amhail 1 Eanáir	47,658	73,347
Airgead tirim agus a choibhéisí amhail an 31 Nollaig	178,879	47,658

Is cuid de na ráitis airgeadais seo iad an Ráiteas ar Shreafaí Airgid agus nótaí 1 go 26 Thar ceann Bhord Bhoneagar Iompair Éireann:



Gareth Llewellyn
Cathaoirleach
An 27 Meitheamh 2023



Peter Walsh
Príomhoifigeach Feidhmiúcháin
An 27 Meitheamh 2023

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

1. Beartais Chuntasaíochta

Leagtar amach thíos na beartais shuntasacha chuntasaíochta lenar ghlac Bonneagar Iompair Éireann (BIÉ) chun na ráitis airgeadais a ullmhú. Cuireadh i bhfeidhm go comhsheasmhach iad go léir i gcaitheamh na bliana agus don bhliain roimhe sin.

a) Eolas ginearálta

Tá ceannoifig BIÉ suite ag Ionad Gnó Gheata na Páirce, Sráid Gheatha na Páirce, Baile Átha Cliath 8.

Is é príomhchuspóir BIÉ chun gréasán sábháilte agus éifeachtúil bóithre náisiúnta, iarnróid éadroim agus bonneagar Meitreo a sholáthar.

Aonán leasa pobail is ea BIÉ.

Cuirtear na ráitis airgeadais seo i láthair in Euro agus is é an Euro airgeadais feidhmiúil na ráiteas airgeadais seo. Slánaítear na suimeanna go léir sna ráitis airgeadais go dtí an €1,000 is gaire.

b) Ráiteas Comhlíonta FRS 102

Ullmhaíodh na ráitis airgeadais i gcomhlíonadh na reachtaíochta infheidhme, agus FRS 102. Is é FRS 102 an Caighdeán um Thuairisciú Airgeadais atá infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann a d'eisigh an Chomhairle um Thuairisciú Airgeadais sa Ríocht Aontaithe.

c) Bonn an Ullmhúcháin

Ullmhaíodh na ráitis airgeadais faoi choinbhinsiún an chostais stairiúil, seachas i gcás sócmhainní agus dliteanais áirithe a thomhaistear ar a luachanna córa, faoi mar a mhínítear sna beartais chuntasaíochta thíos. Tá na ráitis airgeadais san fhoirm a d'fhaomh an tAire Iompair le haontú an Aire Caiteachais Phoiblí agus Athchóirithe faoi Achtanna na mBóithre, 1993 go 2015.

d) Airgeadra lasachta

I gcomhréir le beartas cisteáin BIÉ, ainmnítear na conarthaí go léir in Euro. Aistrítear idirbhearta in airgeadraí eachtracha chuig airgeadra feidhmiúil BIÉ ar an ráta malairte a bhíonn i bhfeidhm ag dáta an idirbhirt. Athaistrítear sócmhainní agus dliteanais airgeadaíochta a ainmnítear in airgeadraí eachtracha chuig an airgeadra feidhmiúil ar an ráta malairte eachtraigh a bhíonn i bhfeidhm ag an dáta sin. Aithnítear difríochtaí malairte eachtraigh a thagann chun solais ar aistriú sa Ráiteas Ioncaim agus Caiteachais.

e) Ioncam

Deontais Stáit Déanann BIÉ na deontais stáit go léir a aithint sa Ráiteas Ioncaim agus Caiteachais ar bhonn fáltais airgid thirim. Aistrítear deontais a mhaoiníonn caiteachas caipitlithe ón Ráiteas Ioncaim agus Caiteachais go dtí an cuntas caipitil. Déantar na deontais seo a amúchadh ina dhiaidh sin leis an Ráiteas ar Ioncam agus Caiteachas de réir mar a thagann laghdú ar luach na sócmhainní cistithe.

Faigheann BIÉ deontais ón Roinn Iompair (an RI) agus ón Údarás Náisiúnta Iompair (ÚNI) faoina gcláir chistithe caipitil agus ioncaim, faoi seach.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

1. Beartais Chuntasaíochta (ar lean)

e) Ioncam (ar lean)

Tobhaigh agus ranníocaíochtaí forbartha

Faigheann BIÉ tobhaigh forbartha agus ranníocaíochtaí forbróra agus (faoi réir fhorálacha na gcomhaontuithe ábhartha), úsáideann sé an t-ioncam le caiteachas caipitiúil a chistiú nó airgead an státhiste a réamhíocadh le tionscadail ar leith bhonneagair Luas a chistiú a aisíoc. Coinníonn BIÉ an t-ioncam i gcúlchiste tobhaigh agus ranníocaíochtaí forbartha agus amúchtar é leis an Ráiteas ar Ioncam agus Caiteachas de réir mar a thagann laghdú ar luach na sócmhainní cistithe. Bailíonn Údaráis Áitiúla tobhaigh forbartha faoi na forálacha ábhartha reachtaíochta. Tagann ranníocaíochtaí forbróra aníos trí chomhaontuithe déthaobhacha a thabhairt chun críche le daoine aonair príobháideacha, cuideachtaí nó comhpháirtíochtaí.

Aisíocaíochtaí deontas a íocadh le hÚdaráis Áitiúla

Léirítear in aisíocaíochtaí deontais na suimeanna iarbhír a fuair údaráis áitiúla sa bhliain.

Ioncam ó Dholaí Aithníonn BIÉ ioncam ó dholaí atá le híoc ó oibreoirí ar bhonn fabhruithe. Léirítear san ioncam ó dholaí muirir a thobhaigh oibreoirí dolaí i ndiaidh roinnt muirear agus íocaíochtaí idir inoibritheachta a asbhaint.

Áirítear leis an ioncam ó dholaí chomh maith suimeanna a fuarthas i dtaca le socruithe roinnte ioncaim faoi scéimeanna PPP.

Bonneagar Luas a Sholáthar Ceadúnaíonn BIÉ bonneagar Luas d'oibreoir, lena bhfuil conradh ag BIÉ chun córas Luas a oibriú agus a chothabháil ar phraghas seasta sa bhliain – “an Bunmhéid Bliantúil”. Nuair a sháraíonn ioncaim a bhailigh an t-oibreoir an Bunmhéid Bliantúil, tagann barrachas aníos do BIÉ agus nuair is ionann ioncaim a bhailigh an t-oibreoir agus suim níos lú ná an Bunmhéid Bliantúil, tagann easnamh aníos do

BIÉ. Aithnítear an barrachas nó an t-easnamh sa Ráiteas Ioncaim agus Caiteachais ar bhonn fabhruithe.

Ioncam a gineadh ó shócmhainní gaolmhara Luas

Gineann BIÉ ioncam ó shócmhainní gaolmhara Luas. Tagann an t-ioncam seo aníos ó áiseanna Páirceála agus Taistil, ioncam fógraíochta a gineadh ó fhógraí ar thramanna, fógraíocht ar bord agus fógraíocht ag stadanna Luas. Aithnítear ioncam a ghintear ó bhothanna a ligean ar cíos feadh na línte ar bhonn fabhruithe.

Ioncam eile

Aithnítear ioncam eile ar bhonn fabhruithe.

f) Réadmhaoin, Gléasra agus Trealamh

Tá réadmhaoin, innealra agus trealamh sonraithe ag costas lúide dímheas carntha, coigeartaithe le haghaidh aon soláthar le haghaidh lagú.

Caipitliú

Tionscadail iarnróid éadroim & Meitreo

Déanann BIÉ an caiteachas ar bhonneagar iompair poiblí nua [Iarnród Éadrom agus Meitreo] a chaipitliú i ndiaidh cheadú an Rialtais a fháil.

Ar mhaithe leis na beartais seo, sainíodh faomhadh an Rialtais do thionscadail iarnróid éadroim nó mheitreo trí thagairt a dhéanamh don dáta a bhfuarthas Ordú Iarnróid Infhorghníomhaithe agus ceadú réamhthairisceana don chás gnó gaolmhar, seachas nuair a baineadh comhaontú amach ón Rialtas chun caiteachas caipitiúil a chistiú sula bhfaightear Ordú Iarnróid.

Déantar caiteachas ar staidéir indéantachta agus réamhdhearadh do thionscadail chaipitil fhéideartha ach neamhfhaofa a ghearradh ar an Ráiteas Ioncaim agus Caiteachais i mbliain an chaiteachais. Déantar an caiteachas go léir ar shócmhainní caipitil a fháil, nó caiteachas a chuireann go mór le luach, acmhainn úsáide, nó

1. Beartais Chuntasaíochta (ar lean)

f) Réadmhaoin, Gléasra agus Trealamh (ar lean)

saolré gheilleagrach úsáide sócmhainní reatha, a chaipitliú mar shócmhainn sheasta. Déantar sócmhainní seasta a fhaightear ó thríú páirtithe i gcomhréir le comhaontuithe tráchtála a bhaineann le tionscadail iarróid éadroim agus mheitreo a sholáthar, a luacháil go cuí agus cuirtear san áireamh iad i sócmhainní seasta BIÉ.

Taifeadtar na sócmhainní seo ar a luach margaidh. Aithnítear creidiúnaí comhfhreagrach mar ioncam iarchurtha. Scaoiltear an t-ioncam iarchurtha seo leis an Ráiteas Ioncaim agus Caiteachais ar aon dul leis an ráta ar a ndímheastar an tsócmhainn.

Nuair a bhaineann caiteachas le sócmhainn a fháil nó a chruthú nach bhfuil oibríochtúil nó i mbun seirbhíse ag dáta an chláir chomhardaithe, cuirtear an caiteachas sin i láthair mar “Sócmhainní á dTógáil” agus ní dhéantar é a dhímheas. Déantar measúnú ar Shócmhainní atá á dTógáil i dtaobh lagú gach bliain.

Ní dhéantar caiteachas a bhaineann le breithniú ar shócmhainní maoinne a fháil a chaipitliú mar shócmhainn sheasta ach nuair a tugadh an t-idirbheart maoinne chun críche go hiomlán.

Tá caiteachas a bhaineann le breithniú a taibhíodh maidir le sócmhainní maoinne sular tugadh an t-idirbheart chun críche curtha san áireamh i réamhíocaíochtaí.

An Gréasán Bóithre

Déantar sócmhainní bóthair a fuarthas faoi na socrúithe lamháltais seirbhís PPP agus a chur i gcuntas chun an tsamhail dliteanas léas maoinithe a úsáid sa bhliain ina sínítear an comhaontú lamháltais. Rinneadh na sócmhainní a chuimsítear i gcomhaontú ceannaigh amach an M50 a luacháil, chomh maith, trí leas a bhaint as an tsamhail dliteanas léasa agus caipitliú gach costas a tabhaíodh sa chomhaontú seo.

Nuair atá conradh PPP sínithe, aithnítear luach na sócmhainne bonneagair agus dhliteanas lamháltais na seirbhíse mar ghlanluach reatha na n-íocaíochtaí íosta léasa amach anseo.

Úsáidtear na híocaíochtaí tógála arna leagan amach sa chonradh mar thomhas ar íocaíochtaí íosta léasa amach anseo. Nuair a bhí na híocaíochtaí léas íosta á lascainiú, roghnaigh BIÉ ráta lascaine 4% i ndiaidh dul i gcomhairle leis an nGníomhaireacht Náisiúnta Forbartha Airgeadais (NDFA) ar an mbunús go léirítear ann ráta cuí do shócmhainní fadtéarmacha bonneagair.

Tá conradh i bhfeidhm ag BIÉ chun Tollán Bhaile Átha Cliath, Tollán Jack Lynch agus an t-ionad rialaithe oibríochtaí mótarbhealaigh a oibriú. Cé go bhfaigheann BIÉ ioncam ó dholaí ó thollán Bhaile Átha Cliath, tá úinéireacht ar an tsócmhainn seo ag an Údarás Áitiúil (Comhairle Cathrach Bhaile Átha Cliath). Dá réir, níor cuireadh an conradh seo i gcuntas mar shocrú lamháltas seirbhíse. Gearrtar na costais ábhartha ar an Ráiteas Ioncaim agus Caiteachais sa tréimhse ina dtagann siad aníos.

Déantar sócmhainní bóithre nua a fhaightear faoi mhodhanna traidisiúnta soláthair a chaipitliú ón dáta ar a bhfaightear faomhadh don phríomhconradh tógála i gcomhréir le ceanglais an chóid chaiteachais phoiblí.

Taifeadtar caiteachas sócmhainní bóithre a bhaineann le gach sócmhainn eile ar chostas stairiúil.

Tairseach Chaiteachais

Déanfar caiteachas ar shócmhainní caipitiúla sa bhreis ar €1,000 a chaipitliú agus a dhímheas thar shaolré na sócmhainne gaolmhaire.



Droichead Ros Mhic Thriúin, Loch Garman

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1. Beartais Chuntasaíochta (ar lean)

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Dímheas

Ní dhéantar sócmhainní bóithre, ionaid seirbhíse mótarbhealaigh ina measc, a dhímheas sa chás go mbíonn siad faoi réir comhaontú lamháltais seirbhíse a chinntíonn saolré fhónta agus acmhainn oibriúcháin ag deireadh théarma an lamháltais arbh ionann í agus téarma na sócmhainne nuair a coimisiúnaíodh í i dtosach. Dímheastar sócmhainní bonneagair Luas ón mí a iontrálann siad seirbhís ioncaim agus déantar amúchadh ar aon deontais a fuarthas maidir lena gceannach ar an mbonn céanna. Dímheastar sócmhainní seasta eile, sa chás go ndímheastar iar ar feadh bliain iomlán i mbliain na héadála, faoi réir dímheasa. Is ionann luach iarmharach agus an méid measta a gheofaí faoi láthair i ndiaidh sócmhainn a dhiúscairt, i

ndiaidh costais mheasta diúscartha a asbhaint, má bhí aois bainte amach ag an tsócmhainn cheana féin agus má bhí an bhail uirthi a mbeifí ag súil leis ag deireadh a saolré úsáide.

Más ann d'fhianaise oibiachtúil i leith lagú luach sócmhainne, aithnítear cailteanas lagaithe sa Ráiteas Ioncaim agus Caiteachais sa bhliain. Athbhreithnítear modhanna dímheasa, saolréanna úsáide agus luachanna iarmharacha má thugtar le fios gur tháinig athrú mór ón dáta deireanach tuairiscithe ar an bpatrún a mbíonn súil ag BIÉ leis chun tairbhí geilleagracha sócmhainne amach anseo a ídiú.

Luaitear dímheas i leith gach maoine, gléasra agus trealamh, seachas talamh ruilse, ar rátaí a mheastar chun díscríobh a dhéanamh ar an gcostas measta iarmharach atá ar gach sócmhainn ar bhonn líne dhíreach i gcaitheamh a saoil mheasta úsáide, mar seo a leanas:

	Bliana
Droichid, íosbhealaí, oibreacha sibhialta & oibreacha cumasaithe	50
Foirgnimh	30
Rian	10-50
Córais rialaithe & chumarsáide	10-25
Cumhacht	20-25
Bailiú Táillí	5-15
Páirceáil & Taisteal	30
Rothstoc agus trealamh Luas	15-24
Troscán & feistis, ardaitheoirí agus páirteanna breise	10-25
Daingneáin agus trealamh oifige	4-10
Feabhsú ar áitribh ar léas	10*
Mótarfheithiclí	5
Comharthaíocht	20
Trealamh sábháilteachta & ilghnéitheach	10
Trealamh leictreonach	10
Trealamh cothabhála geimhridh	10
Duchtú	20
Iostaí cothabhála	30
Sócmhainní eFlow an M50	20**

*Dímheastar sócmhainní ar léas i gcaitheamh an téarma léasa níos giorra agus a saoil úsáide.

**Dímheastar sócmhainní eFlow an M50 i gcaitheamh 20 bliain nó shaol an chonartha.

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g) Léasanna

Aicmítear léasanna ina nglacann BIÉ go substainteach leis na rioscaí agus na luaíochtaí go léir a bhaineann le húinéireacht na sócmhainne ar léas mar léasanna airgeadais. Rangaítear léasanna eile mar léasanna oibriúcháin. Luaitear sócmhainní ar léas trí léas maoinithe ar mhéid a aithint i dtosach báire atá comhionann leis an luach níos ísle dá luach cóir agus luach reatha na n-íocaíochtaí íosta léasa ar thionscnamh an léasa, aon chostais incriminteacha ina measc atá inchurtha go díreach i leith idirbheartaíocht agus socrú a dhéanamh ar an léas.

Ar aithint i dtosach, aithnítear dliteanas do léas airgeadais atá comhionann le luach cóir na sócmhainne ar léas nó, más ísle é, luach reatha na n-íocaíochtaí íosta léasa. Ríomhtar luach reatha na n-íocaíochtaí íosta léasa agus úsáid á baint as an ráta úis atá intuigthe sa léas. Déantar na híocaíochtaí íosta léasa a chionroinnt idir an muirear maoinithe agus laghdú an dliteanais atá fós gan íoc trí úsáid a bhaint as modh an úis ghlain. Leithdháiltear an muirear maoinithe do gach tréimhse i rith théarma an léasa d'fhonn ráta seasmhach tréimhsiúil úis a sholáthar ar an iarmhéid atá fágtha ar an dliteanas.

h) Infháltais

Aithnítear infháltais ar a luach cóir, lúide soláthar i leith fiacha amhrasacha. Is soláthar sonrath é an soláthar i leith fiacha amhrasacha, agus bunaítear é nuair is ann d'fhianaise oibiachtúil nach mbeidh BIÉ in ann gach méid atá dlite dó a bhailiú. Aithnítear gach gluaiseacht sa soláthar i leith fiacha amhrasacha sa Ráiteas Ioncaim agus Caiteachais.

i) Léasanna Oibriúcháin

Aithnítear caiteachas cíosa faoi léasanna oibriúcháin sa Ráiteas Ioncaim agus Caiteachais agus Cúlchistí Coimeádta Ioncaim i gcaitheamh

shaolré an léasa. Aithnítear caiteachas ar bhonn líne dhíreach i gcaitheamh thréimhse an léasa. Aithnítear aon dreasachtaí léasa a fhaightear thar shaol an léasa.

j) Ús infhaighte agus ús iníochta agus muirir chomhchosúla

Áirítear le hús iníochta agus muirir chomhchosúla ús atá iníochta, muirir mhaoinithe ar léasanna maoinithe a aithnítear sa Ráiteas Ioncaim agus Caiteachais. Áirítear le muirir airgeadais muirir a léiríonn “leachtú” nó “iompú” na lascaine ar sholáthairtí. Aithnítear ioncam ó ús agus ús iníochta sa Ráiteas Ioncaim agus Caiteachais de réir mar a fhabhraítear iad.

k) Sochair Fostaithe

Sochair Ghearrthéarmacha

Aithnítear sochair ghearrthéarmacha, ar nós pá saoire, mar chostas sa bhliain, agus áirítear sochair a fhabhraítear ag deireadh na bliana le figiúirí na nEarraí Iníochta sa Ráiteas ar an Staid Airgeadais.

Sochair Scoir

Léirítear sna ráitis airgeadais na sócmhainní agus na dliteanais, ar luach cóir, a eascraíonn ó oibleagáidí pinsin BIÉ agus as aon chistiú gaolmhar, agus aithnítear na costais a bhaineann le sochair phinsin a sholáthar sna tréimhsí cuntasaíochta inar thuill fostaithe iad. Déantar dliteanais na scéime sochar scoir a thomhas ar bhonn achtúireach agus leas á bhaint as modh na n-aonad réamh mheasta creidmheasa. Sa chás go bhfuil barrachas i gceist le scéim, tá uasmhéid an bharrachais is féidir a aithint ar an Ráiteas ar Staid Airgeadais teoranta do luach saoire ranníocaíochta fostóra go suthain, arna thomhas ag baint úsáide as bonn FRS 102. Aithnítear aon suim dho-aisghabhála sa Ráiteas ar Ioncam Cuimsitheach.

Léirítear gnóthachain nó caillteanais achtúireacha a eascraíonn as dliteanais scéime sa Ráiteas ar Ioncam Cuimsitheach.

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k) Sochair Fostaithe (ar lean)

Aithnítear coigeartú comhfhreagrach sa tsuim atá inghnóthaithe ón RI don Scéim Neamhchistithe le Sochar Sainithe amháin. Oibríonn BIÉ na scéimeanna pinsin seo a leanas:

Scéim Pinsin le Ranníocaíocht Sainithe [Dúnta do chomhaltaí nua]

Oibríonn BIÉ scéim pinsin le ranníocaíocht shainithe. Cistítear sochair phinsin i gcaitheamh thréimhse sheirbhíse na bhfostaithe trí ranníocaíochtaí fostaí agus fostóra le scéim le ranníocaíocht shainithe. Gearrtar ranníocaíochtaí fostóra ar an Ráiteas loncain agus Caiteachais de réir mar a bhíonn siad iníoctha.

Scéim Pinsin Chistithe le Sochar Sainithe [Dúnta do chomhaltaí nua]

Oibríonn BIÉ scéim pinsin le sochar sainithe a chistíonn BIÉ agus ag ranníocaíochtaí ó chomhaltaí.

Scéim Pinsin Neamhchistithe le Sochar Sainithe [Dúnta do chomhaltaí nua]

Oibríonn BIÉ scéim pinsin le sochar sainithe a chistítear ar bhonn bliantúil ar bhonn íoc mar a thuillir ó airgead a sholáthraíonn an RI. Léirítear i gcostais phinsin sochair phinsin a thuill fostaithe agus léirítear iad glan ar ranníocaíochtaí pinsin foirne a choimeádann BIÉ. Aithnítear suim a chomhfhreagraíonn don mhuirear pinsin mar ioncam sa mhéid go mbíonn súil leis go ndéanfaidh deontais a fháil é a sheach-chur go hiomlán.

Scéim Pinsin Seirbhísí Poiblí Aonair (“Scéim Aonair”)

Glacann BIÉ páirt sa Scéim Aonair [an Earnáil Phoiblí], ar scéim le sochar sainithe í d'fhostaithe sa tseirbhís poiblí atá in aois an phinsin a ceapadh an 1 Eanáir 2013 nó ina dhiaidh sin. Íoctar ranníocaíochtaí chomhaltaí na Scéime Aonair leis an Roinn Caiteachais Phoiblí agus

Athchóirithe (RCPA). Cuireadh na costais, dliteanais agus sócmhainní a bhaineann le hoibriú na scéime seo san áireamh sa nochtadh maidir leis an scéim pinsin neamhchistithe le sochar sainithe.

l) Cúlchiste

Aistrítear Barrachais/(Easnaimh) a ghintear ó ghnó bhonneagar Luas chuig an gCúlchiste loncain Iarnróid Éadroim agus Mheitreo. Tá an cúlchiste seo imfhálaithe trí chomhaontú leis an ÚNI chun caiteachas caipitil agus athchóiriú amach anseo ar bhonneagar Luas agus [nó] easnaimh oibriúcháin Luas amach anseo a mhaoiniú.

m) Forálacha do Dhliteanais agus Muirir

D'iontráil BIÉ lamháltais seirbhíse bóithre, agus déanann forálacha conartha soláthar d'íocaíochtaí [íocaíochtaí athraitheacha oibríochtúla] leis an oibreoir nuair nach mbaineann méideanna tráchta na leibhéil shonraithe amach. Tuairiscíonn agus déanann BIÉ foráil ina Ráitis Airgeadais do na dliteanais uile amach anseo a bhaineann leis na híocaíochtaí seo. Bítear ag brath go mór ar mheastacháin ar shruthanna tráchta amach anseo nuair a mheastar dliteanais amach anseo i leith íocaíochtaí oibríochtúla athraitheacha. Déantar foráil le haghaidh na ndliteanas seo i Nóta 19 de na ráitis airgeadais. Aithníodh luach iomlán tuartha íocaíochtaí athraitheacha oibríochtúla mar mhuirear chuig Cúlchistí maidir sa Ráiteas ar Staid Airgeadais BIÉ mar aon le dliteanas le haghaidh oibleagáidí amach anseo todhchaí faoi na lamháltais seirbhíse seo. Tá na luachálacha agus luachálacha an dliteanais ghaolmhair bunaithe ar luach lascainithe na n-íocaíochtaí athraitheacha oibríochtúla a thuarar a dhéanfaidh BIÉ go díreach.

Roghnaíodh ráta cuí lascaine chun dliteanais amach anseo a lascainiú a eascraíonn as na comhaontuithe lamháltais seirbhíse bóithre seo, agus socraíodh an ráta sin i ndiaidh dul i gcomhairle leis an NDFA. Tugtar faoi íocaíochtaí athraitheacha oibríochtúla a thuar agus déantar luacháil ar an dliteanas gach

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m) Forálacha do Dhliteanais agus Muirir (ar lean)

bliain agus déantar aon ghluaiseachtaí sa soláthar gaolmhar a mhuirearú/a chur do shochar sa Ráiteas Ioncaim agus Caiteachais.

B'fhéidir go ndéanfaí deontais Stáit a réamhíocadh chun tionscadail Luas a chur i bhfeidhm, dá nglactar scéimeanna tobhach forbartha dóibh, a shainiú amhail bheith in-aisíochta ina dhiaidh sin leis an RI i gcomhréir le téarmaí Treorach ón Aire a bhaineann go sonrach le tionscadal. Nuair is ann do na hoibleagáidí siúd, déantar meastacháin ar na méideanna in-aisíochta d'aon deontais bunaithe ar an bhfaisnéis atá ar fáil agus téarmaí na Treorach ón Aire. Déantar méid an ioncaim dheontais a fuarthas agus a mheastar atá in-aisíochta a choimeád mar dhliteanas fadtéarmach. Ar an tsuim mheasta a bhaint amach, caithfidh an bhainistíocht breithniú a dhéanamh ar roinnt rioscaí agus éiginnteachtaí, riosca forbartha, scor réamhaibí scéim tobhaigh, riosca maidir le críochnú an tionscadail agus athrú dlí.

Aithnítear soláthairtí le haghaidh athdheisiú riain agus réamhíocaíochtaí stáitchiste atá in-aisíochta nuair a bhíonn oibleagáid reatha dhlíthiúil nó chuiditheach ar BIÉ mar thoradh ar imeachtaí roimhe seo. Is dóchúil go mbeidh eis-sreabhadh acmhainní ag teastáil chun an oibleagáid a réiteach agus measadh an tsuim go beacht.

Déantar soláthairtí a thomhas ar luach reatha an chaiteachais a mbíonn súil leis a bheidh ag teastáil chun an oibleagáid a réiteach agus leas á bhaint as ráta réamhchánach a léiríonn measúnuithe margaidh reatha ar luach ama airgid agus na rioscaí a bhaineann go sonrach leis an oibleagáid. Aithnítear an méadú a tháinig ar an soláthar mar gheall ar imeacht ama mar chostas úis.

Ní dhéanann BIÉ aon soláthar d'éilimh dhlíthiúla nó árachais nó aisíocaíochtaí cánach, a mbíonn a dtoradh éiginnte.

n) Íocaíochtaí le hÚdaráis Áitiúla

Is Íocaíochtaí le húdaráis áitiúla i dtaca le Glasbhealaí, tógáil, feabhsú, cothabháil agus bainistíocht bóithre atá sna deontais féin a íocadh sa bhliain.

o) Socruithe maidir le lamháltas seirbhíse (Comhpháirtíochtaí Príobháideacha Poiblí)

D'iontráil BIÉ isteach i gcomhpháirtíochtaí poiblí príobháideacha nó socruithe maidir le lamháltas seirbhíse le haonáin earnála príobháidí chun sócmhainní bonneagair a thógáil (nó a uasghrádú), a oibriú agus a chothabháil ar feadh tréimhse shonraithe ama (tréimhse lamháltais).

Déanann BIÉ na seirbhísí siúd a rialú nó a rialáil nach mór don oibreoir a sholáthar trí úsáid a bhaint as na sócmhainní bonneagair, an té dá soláthraítear na seirbhísí siúd, agus an praghas a ghearrfar ar na seirbhísí siúd; agus rialaíonn BIÉ an t-ús iarmharach sna sócmhainní ag deireadh théarma na tréimhse lamháltais.

Déanann BIÉ íocaíochtaí i gcaitheamh shaolré an lamháltais do thógáil, maoiniú, oibriú, cothabháil agus athnuachan an bhonneagair shócmhainní agus chun seirbhísí a sholáthar atá faoi réir an lamháltais.

I gcásanna áirithe, b'fhéidir go mbeidh BIÉ i dteideal sciar den ioncam ó dholaí a fháil a thuill an lamháltóir agus déanann lamháltais áirithe soláthar d'íocaíochtaí athraitheacha oibríochtúla le BIÉ má thiteann méideanna tráchta faoi bhun leibhéil shonraithe.

Aithnítear na sócmhainní lamháltais seirbhíse i Ráiteas ar Staid Airgeadais BIÉ, anuas ar dhliteanas gaolmhara. Bunaítear na luachálacha sócmhainne agus luachálacha an dliteanais ghaolmhair ar luach lascainithe na n-íocaíochtaí tógála a dhéanfaidh BIÉ faoin gcomhaontú lamháltais. Aithnítear íocaíochtaí oibríochtúla agus maoinithe a rinneadh faoi na comhaontuithe lamháltais sa Ráiteas Ioncaim agus Caiteachais

1. Beartais Chuntasaíochta (ar lean)

o) Socruithe maidir le lamháltas seirbhíse (Comhpháirtíochtaí Príobháideacha Poiblí) (ar lean)

sa bhliain ina n-íoctar iad. Nochtar oibleagáidí chun íocaíochtaí de chineál oibríochtúil a dhéanamh i gcaitheamh shaolré an lamháltais sna nótaí leis na ráitis airgeadais.

p) Breithiúnais agus Meastacháin Chuntasaíochta Criticiúla

Is gá bainistíocht a dhéanamh ar ullmhú na ráiteas airgeadais chun breithiúnais, meastacháin agus toimhdí a dhéanamh a dhéanann difear do na suimeanna a tugadh le fios le haghaidh sócmhainní agus dliteanas amhail an dáta tuairiscithe agus na suimeanna a tugadh le fios le haghaidh ioncam agus costas i rith na bliana. Mar gheall ar chineál an mheastacháin, áfach, d'fhéadfadh torthaí iarbhír a bheith éagsúil ó na meastacháin siúd. D'imir na breithiúnais seo a leanas an tionchar ba shuntasáir ar shuimeanna a aithnítear sna ráitis airgeadais:

Gréasán Bóithre: Luacháil, Dímheas agus Luachanna Iarmharacha

Déantar sócmhainní bóthair a fuarthas faoi na socruithe lamháltais seirbhíse PPP agus atá i gceannach amach an M50 a chaipitliú agus a chur i gcuntas agus an tsamhail dliteanais léasa maoinithe a úsáid sa bhliain ina sínítear an comhaontú lamháltais. Aithnítear luach na sócmhainne bonneagair agus dhliteanas lamháltais na seirbhíse mar ghlanluach reatha na n-íocaíochtaí íosta léasa amach anseo, a ríomhtar ar bhonn íocaíochtaí tógála a dhéanann BIÉ go díreach. Tacaíonn an tsamhail chaipitlithe PPP le toimhdí BIÉ i dtaca leis an deighilt íocaíochtaí idir caipiteal agus ioncam nuair a dhéantar an tsócmhainn a luacháil.

Roghnaigh BIÉ ráta lascaire 4% i ndiaidh dul i gcomhairle leis an NDFA ar an mbunús go léirítear ann ráta cuí do shócmhainní fadsaoil bonneagair.

Rinne na stiúrthóirí athbhreithniú ar na saolréanna sócmhainne agus ar luachanna gaolmhara iarmharacha gach aicme shócmhainne seasta agus bhain siad an tatal as go bhfuil saolréanna sócmhainne agus luachanna iarmharacha cuí.

Déantar sócmhainní bonneagair a fuarthas faoi chomhaontuithe lamháltas seirbhíse, faoi oibleagáidí conarthacha ar leith sna comhaontuithe siúd, a thabhairt ar ais do BIÉ ag deireadh théarma na lamháltais agus is ionann a bhíonn an saol úsáide agus saol úsáide na sócmhainne nuair a coimisiúnaíodh í i dtosach. Ráthaítear feidhmiú na bhforálacha “um thabhairt ar ais” ag coinneáil agus pionóis mhóra airgeadais dá bhforáiltear sna comhaontuithe lamháltais. Mar thoradh ar na forálacha seo, ní ghearrann BIÉ dímheas ar na sócmhainní seo.

Soláthairtí agus Meastacháin

Déantar meastacháin shuntasacha maidir le soláthairtí a ríomh do réamhíocaíochtaí státchiste atá in-aisíochta agus d'íocaíochtaí oibríochtúla inathraithe.

Réamhíocaíochtaí Státchiste atá In-Aisíochta

B'fhéidir go ndéanfaí deontais Stáit a sholáthair an Státchiste chun roinnt tionscadal a chur i bhfeidhm, dá nglactar scéimeanna tobhach forbartha dóibh, a shainiú amhail bheith in-aisíochta ina dhiaidh sin i gcomhréir le téarmaí Treorach ón Aire a bhaineann go sonrach le tionscadal. Nuair is ann do na hoibleagáidí siúd, déantar meastacháin ar na méideanna in-aisíochta d'aon deontais bunaithe ar an bhfaisnéis atá ar fáil agus téarmaí na Treorach ón Aire. Déantar méid an ioncaim dheontais a fuarthas agus a mheastar atá in-aisíochta a choimeád mar dhliteanas fadtéarmach (Nóta 19).

Faoi na cúinsí seo, is ionann suim an deontais atá in aisíochta agus suim iomlán na dtobhach a mheastar a bhailítear i gcaitheamh shaolré na scéime lúide aon tobhach a úsáidtear chun caiteachas incháilithe a sheach-chur a mhéid le méid na gcistí státchiste a réamhíocadh.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

1. Beartais Chuntasaíochta (ar lean)

p) Breithiúnais agus Meastacháin Chuntasaíochta (ar lean)

Baineann ríthábhacht le meastachán ar na tobhaigh iomlána a gheofar i gcaitheamh shaolré na scéime nuair a bhíonn an soláthar do réamhíocaíochtaí státchiste atá in-aisíochta á ríomh. Meastar fáltais an tobhaigh le cúnamh ó phleanálaithe gairmiúla baile an údaráis áitiúil a dhéanann toimhdí criticiúla maidir le ráta agus méid na forbartha miondíola agus cónaithe tráchtála i gcaitheamh shaolré gach scéime. A mhéid agus is fíor do na toimhdí seo, ní bheidh athrú suntasach le sonrú sa tsuim a soláthraíodh don aisíocaíocht réamhíocaíochtaí státchiste agus an tsuim féin a aisíocadh. Má bhíonn athrú mór le sonrú ar na coinníollacha faoi na toimhdí, d'fhéadfadh sin tionchar suntasach a imirt ar thorthaí iarbhir.

Íocaíochtaí Oibríochtúla Inathraithe:

Déanann dhá chonradh lamháltais (Comhpháirtíocht Phríobháideach Phoiblí), (an M3 Cluain Aodha/Ceanannas agus Tollán Luimnigh an N18) soláthar d'íocaíochtaí oibríochtúla athraitheacha don oibreoir nuair a thiteann méideanna tráchta faoi leibhéil shonraithe.

Leanann íocaíochtaí oibríochtúla athraitheacha a bheith iníochta ar an dá cheann de na conarthaí seo agus déantar soláthar do mheastacháin i leith dliteanais amach anseo sna ráitis airgeadais (nóta 19). Tá na meastacháin ar dhliteanais amach anseo bunaithe ar shonraí tráchta, tuartha ar bhorradh tráchta agus boilsciú. Tá innéacsanna boilscithe díorthaithe ón bPraghasinnéacs Tomhaltóirí a tuaradh ag glacadh leis go dtiocfaidh méadú ar mhuirir dholaí ar aon dul leis an innéacs sin. Sa chás gurb éagsúil toradh an bhorrtha tráchta agus/nó an bhoilscithe ó na tuartha, imreoidh seo tionchar

ar mhéideanna na n-íocaíochtaí inathraithe oibríochtúla a ndéantar soláthar dóibh.

Fabhruithe:

Déanann BIÉ soláthar do gach caiteachas ábhartha caipitiúil agus reatha a taibhíodh roimh an dáta tuairiscithe arb ann do dhliteanas ina dtaobh ag an dáta tuairiscithe.

Oibleagáid Socair Scoir:

Cuirtear na toimhdí atá mar bhunús ag na luachálacha achtúireacha dá socraítear na méideanna a aithnítear sna ráitis airgeadais (rátaí lascaine, rátaí um mhéadú leibhéil chúitimh amach anseo, rátaí básmhaireachta) cothrom le dáta go bliantúil ag achtúire ar bhonn coinníollacha eacnamaíochta reatha agus i ndáil le hathruithe ábhartha ar bith ar théarmaí agus coinníollacha na bpleananna pinsin agus iarscoir. Is féidir leis na nithe seo a leanas tionchar a imirt ar na toimhdí:

- (i) an ráta lascaine, athruithe ar ráta an toraidh ar bhannaí corparáideacha ardchaighdeán
- (ii) leibhéil chúitimh amach anseo, coinníollacha margadh saothair amach anseo.

q) Fardal

Díscríobhtar na tomhaltáin go léir i mbliain an cheannaigh.



N73 Feabhsú Sábháilteachta ar Líne

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

2. Deontais Stáit

Fuarthas deontais stáit €1,472 milliún (2021: €1,541 milliún)**** in 2022 ón Roinn Iompair (Vóta 31) agus ón Údarás Náisiúnta Iompair (ÚNI) faoi na fotheidil seo a leanas:

	2022 €'000	2021 €'000
Riarachán:		
C 3.3 Riarachán	33,323	29,707
Lúide ranníocaíochtaí na Scéime Pinsin Aonair Íochta	(594)	(516)
Aisíocaíocht d'ábhar bóthair a thástáil ón RI	74	71
	32,803	29,262
Gréasán Bóithre:		
B 3.1 Bóithre Náisiúnta a Thógáil agus a Fheabhsú *	0	657,900
C 3.1.2 Cosaint & Athnuachan Infheistíochta Caipitil Bóithre Náisiúnta *	279,350	0
C 3.2 Bóithre Náisiúnta Bóithre Nua a Thógáil*	289,500	0
C 3.1.1 Bóthair Náisiúnta Cothabháil Reatha	34,850	34,850
C 3.4 Oibríochtaí Comhpháirtíochta Príobháidí Poiblí	120,150	136,000
C 3.5.2 / C3.6 Cosaint agus Athnuachan Sócmhainní Réigiúnacha & Caipiteal Íocaíochtaí Deontas Bóithre Áitiúla**	559,851	523,554
C 3.5.1 Íocaíochtaí Deontais Bóithre Réigiúnacha agus Áitiúla Reatha**	44,109	43,677
A.4.1 Glasbhealaí	42,700	23,857
Aisíocaíocht ar Scéimeanna Dícharbónaithe - Feithiclí Dleachta Troma a úsáideann Breoslaí Malartacha (AFHDV) & Feithiclí Astaíochta Nialais Éireann (ZEVI) ó RI	1,084	159
Aisíocaíocht do stoc salainn do bhóithre réigiúnacha ón RI	3,118	3,744
	1,374,712	1,423,741
Iarnród Éadrom agus Meitreo:		
Clár Caipitil ÚNI	44,481	60,037
Deontas OSP an ÚNI***	24,460	32,165
	68,941	92,202
Iomlán na nDeontas & na n-Aisíocaíochtaí	1,476,456	1,545,205

Ní féidir deontais a úsáid ach do na cuspóirí dá bhfaomhadh iad.

*Tá an chatagóir deontais “Tógáil agus Feabhsú” ó 2021 roinnte ag an RI ina dhá chatagóir deontais nua do 2022; “Cosaint agus Athnuachan Infheistíochta Caipitil” agus “Bóithre Nua a Thógáil”.

**Go stairiúil, rinne an tÚdarás um Bóithre Náisiúnta agus an RI íocaíochtaí le húdaráis áitiúla chun bóithre áitiúla agus réigiúnacha a thógáil, a fheabhsú, a chothabháil agus a bhainistiú. In 2014, ghlac an RI le freagracht as bainistíocht na n-íocaíochtaí seo, faomhadh d'íocaíocht ina measc. Gníomhaíonn BIÉ anois mar ghníomhaire pá agus eisiúnn sé na híocaíochtaí ábhartha ar threoir ón RI. In 2022, d'eisigh BIÉ íocaíochtaí iomlána €604 milliún (2021: €567 milliún) (nótaí 9a agus 9b) le húdaráis áitiúla ó chistiú a fuair sé ón RI. Bhí an RI freagrach i gcónaí agus tá gó fóill, as na leithdháiltí bliantúla a dheimhniú d'údaráis áitiúla i dtaca le bóithre réigiúnacha agus áitiúla. Anuas ar an méid thuas, déanann an RI roinnt íocaíochtaí go díreach le húdaráis áitiúla as bóithre réigiúnacha agus áitiúla.

*** Sholáthair an ÚNI deontas Oibleagáid Seirbhíse Poiblí (PSO) i rith 2022 agus 2021 maidir le seirbhísí Luas a sholáthar.

**** Ní áirítear le Deontais Stáit Iomlána aisíocaíocht do Stoc Salainn (€3.1m), tástáil ar ábhar bóthair (€0.07m) agus Scéimeanna Dícharbónaithe (€1.1m).

2a. Deontais AE

Faoi ionstraim chistiúcháin an Choimisiúin Eorpaigh CEF (an tSaoráid um Chónascadh na hEorpa), fuair BIÉ íocaíocht €1m ó Arc Atlantique in 2022, (ní bhfuarthas aon Deontais AE in 2021). Cuireadh na cistí seo ar aghaidh chuig RCPA agus níl siad san áireamh inár n-ioncam deontais i nóta 2.

3. Aisíocaíochtaí Deontais

Seo a leanas na haisíocaíochtaí deontais ó údaráis áitiúla:

	2022 €'000	2021 €'000
Bóithre Náisiúnta a Thógáil agus a Fheabhsú	0	892
Cosaint & Athnuachan Infheistíochta Caipitil Bóithre Náisiúnta	1,016	0
Tógáil Bóithre Náisiúnta Bóithre Nua	6,501	0
Cothabháil Reatha ar Bhóithair Náisiúnta	324	41
Clár Infheistíochta in Iompar Poiblí agus Inbhuanaithe	19	0
	7,860	933

4. Ioncam ó Dholáí

	2022 €'000	2021 €'000
Tollán Bhaile Átha Cliath	22,329	13,739
eFlow an M50	172,443	140,016
Seachbhóthar Iartharach Dhún Dealgan an M1	2,013	-
An M4/M6 ó Chill Choca/Cionn Átha Gad	7,054	4,001
	203,839	157,756

Le linn 2022 tháinig méideanna tráchta agus ioncam don M50 eFlow agus do Thollán Bhaile Átha Cliath ar ais go leibhéal réamh-COVID-19. Bhí tionchar dearfach ag an téarnamh i méideanna tráchta ar sciar ioncaim ó scéimeanna PPP M1 agus M4.

Is ionann an t-ioncam ó dholáí agus:

- Dolaí arna dtobhach ag oibreoirí dolaí tar éis muirir áirithe a asbhaint, lena n-áirítear táillí seirbhíse idir-inoibritheachta agus muirir bhainc, agus socraíochtaí idir-inoibritheachta le hoibreoirí dolaí eile.
- San áireamh in ioncam dola an M50/eflow tá €11.9m d'ioncam pionóis. (2021: €7.5m)
- Sciar den ioncam a bhí dlite faoi théarmaí an chonartha PPP do scéim Chill Choca/Chionn Átha Gad an M4 agus scéim Dhún Dealgan Thiar an M1.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

5. Ioncam eile

	Note	2022 €'000	2021 €'000
Riarachán	5a	5,486	4,844
Iarnród Éadrom & Meitreo	5b	2,492	1,644
Gréasán Bóithre	5c	9,615	3,321
		17,593	9,809

5a. Ioncam Eile – Riarachán

	Note	2022 €'000	2021 €'000
Glanchistiú larchurtha do Phinsin	20e	5,346	4,689
Ioncam Ilghnéitheach		140	155
		5,486	4,844

5b. Ioncam Eile - Iarnród Éadrom & Meitreo

	2022 €'000	2021 €'000
Barrachas / (Easnamh) a gineadh ó Shócmhainní Gaolmhara Luas	663	(121)
Ioncam Cíosa	317	253
Tobhaigh Amúchta agus Creidmheasanna larchurtha	1,512	1,512
	2,492	1,644

Faoin gceathrú ráithe 2022, bhí líon na bpaisinéirí Luas ar ais den chuid is mó go leibhéil réamh-COVID-19 ar fud an dá líne, agus bhí tionchar dearfach acu ar ioncam a ghintear ó Shócmhainní Gaolmhara Luas.

5c. Ioncam Eile - An Gréasán Bóithre

	2022 €'000	2021 €'000
Ioncam Ilghnéitheach	1,304	1,661
Sciar d'Ioncam Ionad Seirbhíse Mótarbhealaigh	4,086	857
Ioncam ó Riosca Árachais a Chomhroinnt	4,225	803
	9,615	3,321

Tháinig líonta feithiclí agus aistir ghaolmhara ar fud an ghréasáin bhóithre náisiúnta ar ais den chuid is mó in 2022 ó thionchar COVID-19, rud a raibh tionchar dearfach aige ar ioncam ó Sciar d'Ioncam Ionad Seirbhíse Mótarbhealaigh..

Sciar d'Ioncam Ionad Seirbhíse Mótarbhealaigh: Tá dhá Chonradh PPP bronnta ag BIÉ ar Ionad Seirbhíse Mótarbhealaigh (MSA). Bronnadh Conradh MSA Thráinse 1 i nDeireadh Fómhair 2009 agus rinne sé soláthar d'Ionaid Seirbhíse Mótarbhealaigh ar an M1 agus an M4. Bronnadh Conradh MSA Thráinse 2 in Iúil 2018 agus rinne sé soláthar d'Ionaid Seirbhíse Mótarbhealaigh ar an M6, an M9 agus an M11.

Áirítear leis an dá chonradh seo soláthairtí do chomhroinnt ioncaim. B'ionann an t-ioncam don bhliain 2022 agus €4.1 milliún (2021: €0.9 milliún).

Riosca Árachais a Chomhroinnt: Tá clásal um chomhroinnt riosca árachais ag roinnt tionscadail PPP. Faoin gclásal seo, déantar athbhreithniú ar na costais árachais gach trí bliana, agus ag brath ar chostais a tabhaíodh i gcaitheamh na tréimhse, féadtar cúiteamh a íoc le BIÉ, nó a bheidh iníoctha ag BIÉ. B'ionann ioncam a bhí dlite maidir le riosca árachais a roinnt in 2022 agus €4.2 milliún (2021: €0.8 milliún).

Riosca Árachais a Chomhroinnt	2022 €'000	2021 €'000
N25 Port Láirge	0	447
An N8 ó Ráth Chormaic go Mainistir Fhear Maí	988	0
M7/M8 Phortlaoise	46	0
An M3 ó Cluain Aodha go Ceanannas	1,038	0
An N6 ó Ghaillimh go Béal Átha na Sluaighe	938	0
Seachbhóthar Iartharach Dhún Dealgan an M1	1,215	0
Tollán Luimnigh	0	257
An N11 ón Inbhear Mór go Ráth Naoi	0	99
	4,225	803

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

6. Caiteachas

	Nóta	2022 €'000	2021 €'000
Riarachán	7	36,836	34,610
Iarnród Éadrom & Meitreo	8	113,326	125,695
Gréasán Bóithre	9/10	1,445,325	1,446,947
		1,595,487	1,607,252

7. Caiteachas - Costais Riaracháin

	Nóta	2022 €'000	2021 €'000
Luach Saothair agus Costais Eile Phá	7a	30,126	28,222
Costais chóiríochta	7d	2,783	2,755
Costais Riaracháin eile	7e	3,401	3,075
Dímheas		526	558
Iomlán na gCostas Riaracháin		36,836	34,610

Áirítear fáilteachas €4k (2021: €2k) sna figiúirí thuas.

7a. Luach Saothair agus Costais Eile Phá

	Nóta	2022 €'000	2021 €'000
Tuarastail		22,476	21,033
Ragobair		79	71
Árachas Sláinte		1	1
Costais Phinsin	20a	5,369	5,151
Ranníocaíocht fostóra le Leas Sóisialta		2,263	2,045
Luachanna Saothair agus Costais na gComhaltaí Boird		108	93
		30,296	28,394
Lúide: ioncam ó fhoireann ar iasacht		(170)	(172)
		30,126	28,222

Asbhaineadh Ranníocaíochtaí Breise Aoisliúntais, ASC, €721k (2021: €639k) agus íocadh iad leis an RI.

Ní dhearnadh aon íocaíochtaí foirceanta sa bhliain (2021: €Nialas).

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

7b. Miondealú ar Shochair Fostaithe

Réimse na sochar iomlán fostaithe a tuilleadh sa bhliain Ó Go dtí	Meánlíon na bhfostaithe 2022	Meánlíon na bhfostaithe 2021
Líon iomlán Coibhéisí Lánaimseartha	286	279
€60,000 - €69,999	40	45
€70,000 - €79,999	39	44
€80,000 - €89,999	40	26
€90,000 - €99,999	28	31
€100,000 - €109,999	16	17
€110,000 - €119,999	27	21
€120,000 - €129,999	9	2
€130,000 - €139,999	3	3
€140,000 - €149,999	1	1
€150,000 - €159,999	1	1
€160,000 - €169,999	1	2
€170,000 - €179,999	2	0
€180,000 - €189,999	0	0
€190,000 - €199,999	0	1
€200,000 - €209,999	1	0

Áirítear sa tábla fostaithe a tugadh ar iasacht do chomhlachtaí eile earnála poiblí.

7c. Cúiteamh don Phríomhphearsanra Bainistíochta

Is ionann an príomhphearsanra bainistíochta, ina gcuimsítear an Bord, an Príomhfheidhmeannach, na Stiúrthóirí Oibríochtaí Tráchtála, Bainistíocht an Ghréasáin, Seirbhísí Gnó, Seirbhísí Gairmiúla, Seirbhísí Corparáideacha agus Cláir Chaipitil, agus na daoine siúd a bhfuil an t-údarás agus an fhreagracht acu chun gníomhaíochtaí BIÉ a phleanáil, a stiúradh agus a rialú. Leagtar amach thíos luach iomlán na sochar fostaithe don phríomhphearsanra bainistíochta:

	2022 €'000	2021 €'000
Tuarastail agus Táillí na gComhaltaí Boid	1,221	1,126
Árachas Sláinte	-	1
	1,221	1,127

Ní áirítear leis seo luach sochair scoir a fabhraíodh sa bhliain. Seachas comhaltaí an Bhoird, is iad an príomhphearsanra bainistíochta comhaltaí scéimeanna pinsin cistithe nó le sochar sainithe BIÉ agus ní sháraíonn a dteidlíochtaí ina leith sin téarmaí na scéimeanna siúd.

7c. Cúiteamh don Phríomhphearsanra Bainistíochta (ar lean)

Seo a leanas an luach saothair POF i dtaca Peter Walsh a chuirtear san áireamh i gcúiteamh don phríomhphearsanra bainistíochta:

	2022 €'000	2021 €'000
Luach Saothair P Walsh	202	190
	202	190

Comhalta é an Príomhfheidhmeannach de scéim pinsin neamhchistithe le sochar sainithe BIÉ agus ní sháraíonn a theidlíocht ina leith sin téarmaí scéim pinsin seirbhíse samhla na hearnála poiblí. Ní áirítear sa tuarastal a tuairiscíodh an luach sochair scoir a fabhraíodh sa bhliain.

7d. Costais Chóiríochta

	2022 €'000	2021 €'000
Cíos, Rátaí agus Seirbhísí	2,296	2,254
Solas, Teas agus Glantachán	462	384
Deisiúcháin, Cothabháil agus Slándáil	25	117
	2,783	2,755

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

7e. Costais Riaracháin eile

	2022 €'000	2021 €'000
Guthán agus Postas	122	181
Clódóireacht agus Páipéarachas	36	8
Táillí Ríomhaire	1,538	1,389
Oiliúint Foirne, Forbairt agus Suibscríbhínní Gairmiúla	261	284
Costais Náisiúnta Taistil agus Chothabhála na Foirne	399	261
Costais Idirnáisiúnta Taistil agus Chothabhála na Foirne	77	3
Táillí Iniúchta	81	81
Leabhair agus Tréimhseacháin	18	16
Árachas	317	277
Deisiúcháin agus Cothabháil - Trealamh	131	42
Ilnithe	215	371
Riarachán & Tacaíocht Pinsin	38	40
Comhairleoireacht	80	49
Táillí Dí	54	35
Costais Cheapacháin Foirne	34	38
	3,401	3,075

8. Caiteachas – Iarnród Éadrom & Meitreo

	2022 €'000	2021 €'000
Dímheas	57,533	55,185
Rátaí na nÚdarás Áitiúil	533	536
Costais Forbartha Tionscadal	30,912	37,829
Easnamh ar Bhonneagar Luas a Sholáthar	24,348	32,145
	113,326	125,695

9. Caiteachas – An Gréasán Bóithre

	Nóta	2022 €'000	2021 €'000
Bóithre a Thógáil agus a Fheabhsú	9a	1,151,948	1,128,417
Bóithre a Chothabháil agus a Bhainistiú	9b	91,560	91,708
PPP, Oibríochtaí Tolláin agus Doláí	10	191,255	218,263
Scéimeanna Dícharbónaithe - AFHDV & ZEVI		1,084	159
Dímheas		9,478	8,400
		1,445,325	1,446,947

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

9a. Bóithre a Thógáil agus a Fheabhsú

	2022 €'000	2021 €'000
Íocaíochtaí le hÚdaráis Áitiúla – Bóithre Náisiúnta*	0	479,081
Íocaíochtaí le hÚdaráis Áitiúla – Cosaint & Athnuachan Infheistíochtaí Caipitil Bóithre Náisiúnta	190,502	0
Íocaíochtaí le hÚdaráis Áitiúla – Bóithre Náisiúnta Tógáil Bóithre Nua	234,624	0
Íocaíochtaí le hÚdaráis Áitiúla – Bóithre Réigiúnacha agus Áitiúla [Nóta 2]	559,851	523,554
Íocaíochtaí le hÚdaráis Áitiúla – Clár Infheistíochta Iompair Phoiblí agus Inbhuanaithe	42,381	23,883
Íocaíochtaí Eile	124,590	101,899
	1,151,948	1,128,417

*Tá an chatagóir deontais “Tógáil agus Feabhsú” ó 2021 roinnte ag an Roinn Iompair ina dhá chatagóir deontais nua do 2022; “Cosaint agus Athnuachan Infheistíochta Caipitil” agus “Bóithre Nua a Thógáil”.

Áirítear leis an gcaiteachas in 2022 íocaíochtaí €16.3 milliún (2021: €8.3 milliún) a rinneadh le hÚdaráis Áitiúla chun íoc as costais mar thoradh ar imeachtaí idir-réitigh agus eadrána a d’eascair as tionscadail tógála bóithre. Tá CBL agus costais dlí agus chomhairleoirí san áireamh sna figiúirí.

I measc na n-íocaíochtaí eile, bhí caiteachas ar tionscadail athnuachana sócmhainní ar an ngréasán mótarbhealaí, forleagan pábhála, comharthaí agus línte, bacainní a athsholáthar agus a dheisiú, oibreacha athnuachana droichid, faoiseamh ó thuilte agus bearta sábháilteachta.

9b. Bóithre a Chothabháil agus a Bhainistiú

	2022 €'000	2021 €'000
Íocaíochtaí le hÚdaráis Áitiúla – Bóithre Náisiúnta	23,628	24,092
Íocaíochtaí le hÚdaráis Áitiúla – Bóithre Réigiúnacha agus Áitiúla [Nóta 2]	44,109	43,677
Íocaíochtaí Eile	23,823	23,939
	91,560	91,708

I measc na n-íocaíochtaí eile, áirítear caiteachas ar an méid seo a leanas; salann a cheannach agus a stóráil; gnáthchothabháil bóithre ar an ngréasán mótarbhealaí, bearradh féir, seirbhís gheimhridh agus córais draenála a chothabháil; monatóireacht a dhéanamh ar shócmhainní pábhála bóithre náisiúnta; agus monatóireacht aimsire i rith an gheimhridh agus córais thuarthacha chóireála.

10. Comhpháirtíocht Phríobháideach Phoiblí, Oibríochtaí Tolláin agus Dolaí

	Note	2022 €'000	2021 €'000
Costais Choimhdeacha	10a	15,436	18,979
Muirir Oibríochta na Scéime Comhpháirtíochta Príobháidí Poiblí	10b	101,030	108,050
Athruithe ar Sholáthar na Scéime Comhpháirtíochta Príobháidí Poiblí	10c	(2,617)	4,025
Oibríochtaí agus Dolaí Tolláin	10d	77,406	87,209
		191,255	218,263

10a. Costais Choimhdeacha

Baineann costais choimhdeacha a taibhíodh le pleanáil scéime, maoirseacht scéime, seirbhísí airgeadais, dlí agus comhairleacha teicniúla, seirbhísí idir-inoibritheachta dolaí, fógraí reachtúla agus margáíocht.

10b. Muirir Oibríochta na Scéime Comhpháirtíochta Príobháidí Poiblí

	2022 €'000	2021 €'000
Seachbhóthar Chathair Phort Láirge an N25	2,850	3,993
Tollán Luimnigh an N18	823	8,779
Uasghrádú an M50	19,250	18,770
An N6 ó Ghaillimh go Béal Átha na Sluaighe	1,506	1,825
An M3 ó Cluain Aodha go Ceanannas	20,185	18,333
M7/M8 Phort Laoise	1,365	1,326
Seachbhóthar Iartharach Dhún Dealgan an M1	211	194
An N8 ó Ráth Chormaic go Mainistir Fhear Maí	1,350	2,058
An M4/M6 ó Chill Choca go Cionn Átha Gad	357	330
An N11 ón Inbhear Mór go Ráth Naoi	11,730	11,701
M17/M18 ón nGort go Tuaim	24,695	24,226
An M11 ó Ghuaire go hInis Córthaidh	10,059	10,133
Seachbhóthar Ros Mhic Thriúin an N25	6,469	6,237
Íocaíochtaí le hÚdarás Áitiúla – scéimeanna PPP	180	145
	101,030	108,050

Ní áirítear aon suimeanna i muirir oibríocháin a eascraíonn as socraíochtaí (2021: €Náid).

Áirítear leis na muirir oibríocháin a thaispeántar sa tábla thuas costais oibríocháin, chothabhála agus airgeadais PPP.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

10c. Gluaiseacht sa Dliteanas Iomlán d'Íocaíochtaí Oibríochtúla Athraitheacha

D'iontráil BIÉ ocht PPP Lamháltais Dola. Déanann an earnáil phríobháideach PPPanna Lamháltais Dola a mhaoiniú go páirteach nó go hiomlán agus íoctar astú trí mhuirir úsáideora (dolaí) agus íocaíochtaí BIÉ (íocaíochtaí tógála agus oibríochtúla den chuid is mó). Déanann dhá cheann de chonarthaí PPP Lamháltais Dola BIÉ (Conarthaí PPP an M3 ó Chluain Aodha go Ceanannas agus Thollán Luimnigh an N18) soláthar d'íocaíochtaí breise dá ngairtear Íocaíochtaí Rátháíochta Tráchta orthu faoi na Conarthaí ach dá ngairtear Íocaíochtaí Oibríochtúla Athraitheacha ("VOPanna") orthu go coitianta.

Is é an príomhpharaiméadar le ríomh VOPanna amach anseo a ríomh ná an bhearna idir an Meántrácht Laethúil iarbhír (ADT) agus na tairseacha faoi rátháíocht a shonraítear sna conarthaí PPP faoi seach. Go ginearálta, i gcás ina bhfuil ADT iarbhír níos airde ná ADT ráthaithe, níor cheart go mbeadh feidhm ag VOPanna, áfach, i gcás ina bhfuil ADT iarbhír níos ísle ná ADT ráthaithe, bíonn VOPanna iníochta. Dá mhéid an bhearna idir ADT iarbhír agus ADT faoi rátháíocht, is mó an méid VOPanna a bhíonn le híoc. Glacann BIÉ le riosca tráchta atá

faoi bhun na dtairseacha faoi rátháíocht.

A luaithe a bhíonn na VOPanna le híoc, teastaíonn soláthar chun foráil a dhéanamh don dliteanas measta do VOPanna i gcaitheamh shaolré na gconarthaí. Cuirtear an méid den dliteanas a mheastar atá le híoc laistigh de bhliain amháin san áireamh i gCreidiúnaithe (Nóta 15). Cuirtear an chuid seo den dliteanas i dtaifeadta anseo mar gheall go bhfuil cinnteacht réasúnta ann maidir le méid agus uainiú na híocaíochta. Teastaíonn ó éiginnteacht maidir le sruthanna tráchta agus lascaíní amach anseo go ndéantar iarmhéid an dliteanais a thuairisciú faoi Sholáthairtí (Nóta 19). Tá páirt lárnach ag meastacháin ar shruth tráchta agus ar thiomhdí i leith ráta lascaine chun an dliteanas measta a ríomh.

In 2022, tháinig feabhas ar líonta feithiclí atuartha, rud a d'fhág go raibh laghdú ar an soláthar. I measc na dtosca eile a d'imir tionchar ar an dliteanas iomlán a ríomh do VOPanna, bhí na suimeanna iníochta don bhliain agus an muirear airgeadais le haisiompú na lascaine ar an olldliteanas a thabhairt san áireamh.

	Nóta	N18 Tollán Luimnigh €'000	*An M3 ó Cluain Aodha go Ceanannas €'000	Iomlán €'000	Iomlán €'000
Amhail an 01 Eanáir 2022					
Iníochta laistigh de bhliain amháin	15	7,651	-	7,651	14,754
Foráil	19	98,420	-	98,420	94,729
Iomlán		106,071	-	106,071	109,483
Iníochta le hoibreoír sa bhliain	19	(6,795)	-	(6,795)	(11,816)
(Laghdú) / Méadú ar sholáthar mar gheall ar athruithe i dToirt Tráchta		(2,617)	-	(2,617)	4,025
Muirir airgeadais a aithníonn an tionchar a imríonn lascaíní d'uainiú comhlíonta dliteanas	11	4,243	-	4,243	4,379
Amhail an 31 Nollaig 2022		100,902	-	100,902	106,071
Iníochta laistigh de bhliain amháin	15	8,212	-	8,212	7,651
Foráil	19	92,690	-	92,690	98,420
Iomlán	18	100,902	-	100,902	106,071

*Ní theastaíonn soláthar a thuilleadh do M3 ó Chluain Aodha go Ceanannas bunaithe ar mhéideanna tráchta atuartha.

10d. Oibríochtaí agus Dolaí Tolláin BIÉ

	2022 €'000	2021 €'000
Tollán Bhaile Átha Cliath	20,492	19,161
eFlow an M50	52,946	62,387
Tollán Jack Lynch	3,968	5,661
	77,406	87,209

Baineann na costais seo le costais oibríochtúla, costais bhailithe dolaí, muirir údaráis áitiúil Thollán Bhaile Átha Cliath; costais bhailithe dolaí, muirir dhrochfhiachais agus rátaí údaráis áitiúil eFlow an M50 agus costais oibríochtúla Thollán Jack Lynch. Ní chuimsítear sa tábla thuas costais d'Ionaid Seirbhíse Mótarbhealaigh (MSA). Íocann na hoibreoírí as an gcostas atá ar na seirbhísí a oibriú agus a chothabháil.

10e. Cur síos ginearálta ar scéimeanna

Seachbhóthar Chathair Phort Láirge an N25

Bronnadh conradh PPP Sheachbhóthar Chathair Phort Láirge an N25 ar chuibhreannas Celtic Roads Group (Waterford) Ltd. in Aibreán 2006. Maireann an conradh ar feadh 30 bliain. B'éard a bhí i gceist leis an scéim seachbhóthar an N25 a thógáil a ghabhann ó Cill Mhíodáin i gContae Port Láirge go Sliabh Rua i gContae Chill Chainnigh. Trasnaíonn an bealach Abhainn na Siúire ag an nGreannach agus, ar an gcaoi sin, cuireann sé an dara droichead mór ar fáil do Phort Láirge trasna na Siúire agus cuireann sé bóthar ar fáil don trácht ar bhealach an N25 ó Chorcaigh go Ros Láir leis an gcathair a sheachaint. B'éard a bhí sa scéim ná thart ar 23 ciliméadar de dhébhealach, droichead trasna Abhainn na Siúire atá thart ar 475 méadar ar fad agus stráice de charrbhealach singil a thógáil atá thart ar 4 chiliméadar ar fad. Áiríodh leis an gconradh 11 chiliméadar bhreise de thaobh-bhóithre agus ceangail agus athailíniú iarnróid 2 chiliméadar.

Osclaíodh an scéim, ar a ngearrtar dolaí, do thrácht i nDeireadh Fómhair 2009. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré ar feadh thréimhse an chonartha.

Ionad Seirbhíse Mótarbhealaigh

Bhronn BIÉ dhá Chonradh PPP Ionad Seirbhíse Mótarbhealaigh (MSA). Bronnadh Conradh MSA Thráinse 1 i nDeireadh Fómhair 2009 agus rinne sé soláthar d'Ionaid Seirbhíse Mótarbhealaigh

ar an M1 agus an M4. Bronnadh conradh MSA Thráinse 2 in Iúil 2018 agus rinne sé soláthar d'Ionaid Seirbhíse Mótarbhealaigh ar an M6, an M9 agus an M11. Áirítear leis an dá chonradh seo soláthairtí do chomhroinnt ioncaim.

Tollán Luimnigh an N18

Bronnadh conradh Thollán Luimnigh ar chuibhreannas DirectRoute (Limerick) Ltd. i Lúnasa 2006. Maireann an conradh ar feadh 35 bliain. B'éard a bhain le Scéim Thollán Luimnigh ná thart ar 10 gciliméadar de dhébhealach nua a thógáil anuas ar nascbhóithre agus taobh-bhóithre gaolmhara. Chuimsigh an tollán a thrasnaíonn Abhainn na Sionainne, tiúb-thollán timpeall 0.9 km ar fad, a nascann Uí Chuanach, baile fearainn ar an mbruach thuaidh le Bun Leice, baile fearainn ar bhruach theas Abhainn na Sionainne.

D'oscail an scéim, a ngearrtar dolaí uirthi idir acomhal 2 agus acomhal 4, do thrácht i mí Iúil 2010. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré ar feadh thréimhse an chonartha.

Uasghrádú an M50

Bronnadh an conradh PPP d'Uasghrádú an M50 i mí Mheán Fómhair 2007 agus téarma conartha 35 bliain ag dul leis ar M50 Concession Limited. Chuimsigh Conradh PPP Uasghrádaithe an M50 leathnú 24 km den M50 ón taobh theas d'acomhal Thurnapain an M1/M50 (Turnapain) go dtí acomhal an N3 agus ón taobh theas d'acomhal Bhaile an Mhóta go dtí acomhal Átha an Ghainimh, lenar áiríodh uasghrádú na n-acomhal feadh na stráicíseo.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

10e. Cur síos ginearálta ar scéimeanna (ar lean)

Tugadh na hoibreacha uasghrádaithe chun críche in 2010. Déantar costais infheistíochta an Chomhlachta PPP a aisghabháil trí íocaíochtaí infhaighteachta a íocann BIÉ*.

I dteannta le conradh PPP Uasghrádaithe an M50, rinneadh oibreacha ar leithligh Uasghrádaithe an M50 trí dhá chonradh Dearaidh agus Tógála. Rinneadh foráil sna conarthaí seo le haghaidh (i) leathnú thart ar 8km de dhébhealach príomhlíne idir an N4 (Acomhal 7) agus Baile an Mhóta (Acomhal 10) mar aon le huasghrádú acomhail an N4, N7 agus Bhaile an Mhóta, agus (ii) leathnú 1.3km den mhótarbhealach ó dheas d'acomhal an N3. Cuireadh na hoibreacha uasghrádaithe seo i gcrích in 2008.

Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré ar phríomhlíne mhótarbhealach ó acomhal Thurnapain an M1/M50 go dtí acomhal Áth an Ghainimh ar feadh thréimhse an chonartha.

* Cé ngearrtar dola ar an M50 idir Acomhal 6 agus Acomhal 7 ní bhaineann sé seo le Conradh PPP an M50. Tá soláthraí seirbhíse dola ceaptha ag BIÉ chun an bailiúchán dola a réachtáil thar ceann BIÉ.

N6 na Gaillimhe/Bhéal Átha na Sluaighe

Bronnadh conradh PPP N6 na Gaillimhe/Bhéal Átha na Sluaighe ar chuibhreannas N6 (Concessions) Limited in Aibreán 2007. Maireann an conradh ar feadh 30 bliain. Chuimsigh an scéim tógáil thart faoi 56km de dhébhealach, nascbhóthar 7 km go dtí seachbhóthar Bhaile Locha Riach, 32 km de thaobh-bhóithre agus cúig acomhal ilairde.

Gabhann an scéim ó Dhabhach Uisce, ar an taobh thoir de Chathair na Gaillimhe, go dtí an N6 reatha taobh thoir de Bhéal Átha na Sluaighe i gContae Ros Comáin.

Osclaíodh an scéim, a ngearrtar dolaí uirthi idir acomhal 15 agus acomhal 16, do thrácht i mí na Nollaig 2009. Tá an Comhlacht PPP freagrach

as oibriú leanúnach, cothabháil agus oibreacha saolré ar feadh thréimhse an chonartha.

An M3 ó Cluain Aodha go Ceanannas

Bronnadh conradh M3 Chluain Aodha/Cheannannais ar chuibhreannas Eurolink Motorway Operations Ltd i Márta 2007. Maireann an conradh ar feadh 45 bliain.

B'éard a bhain leis an scéim, a sholáthraíonn seachbhóithre timpeall ar Dhún Búinne, Dún Seachlainn, an Uaimh, Ceanannas agus Carn na Ros, ná mótarbhealach thart ar 47km ar fad a thógáil atá nasctha ag bóithre coimhdeacha laistigh den ghréasán bóithre atá ann cheana féin trí acomhail ilairde ag an mBealach, Dún Seachlainn, Baile Bhluidín, Cill Chairn, Bóthar Bhaile Átha Buí agus Ceanannas. Áirítear leis an scéim iomlán, chomh maith, 10km de Débhealach nua ó Cheannannas go Tuaisceart Charn na Ros agus 4 km de Sheachbhóthar Cheannannais an N52.

Tógadh 4km breise de Dhébhealach Náisiúnta Shaghas 1 den Dara Grád agus 40km, ar an iomlán, de Bhóithre Réigiúnacha agus Áitiúla. Anuas air sin, theastaigh breis agus 100 struchtúr, 62 droichead agus tóchair éagsúla agus ballaí coinneála.

D'oscail an scéim, a ngearrtar dolaí uirthi idir acomhail 5 agus acomhal 6 agus idir acomhail 9 agus 10, do thrácht i Meitheamh 2010. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré ar feadh thréimhse an chonartha.

M7/M8 Phort Laoise

Bronnadh conradh M7/M8 Phort Laoise ar chuibhreannas Celtic Roads Group (Portlaoise). Bronnadh an conradh i Meitheamh 2007. Mairfidh an conradh ar feadh 30 bliain. Cuimsíonn an tionscadal, a sholáthraíonn seachbhóithre ar Mhainistir Laoise, Darú, an Chúlchoill, Maighean Rátha, Baile an Chaisleáin agus Buiríos Mór Osraí tógáil mótarbhealaigh ar a ngearrtar dolaí atá 41km ar fad. Tá acomhail ilairde ag Port

10e. Cur síos ginearálta ar scéimeanna (ar lean)

Laoise, Buiríos Mór Osraí agus Ráth Domhnaigh, anuas ar acomhal páirteach ó mhótarbhealach go mótarbhealach ag Achadh Bhó. Áiríodh leis an scéim, chomh maith, nascbhóthar réigiúnach 3km ón mótarbhealach ar ais go Buiríos Mór Osraí anuas ar thart ar fhad 15 km de thaobh-bhóithre.

Osclaíodh an scéim, ar a ngearrtar dolaí, do thrácht idir Acomhal 18 (Port Laoise Thiar) agus Acomhal 19 (acomhal an M7/an M8), don trácht i mBealtaine 2010. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré ar feadh thréimhse an chonartha.

Seachbhóthar Iartharach Dhún Dealgan an M1

Bronnadh an Conradh do Sheachbhóthar Iartharach Dhún Dealgan an M1 ar chuibhreannas Celtic Roads Group (Dundalk) Ltd. i bhFeabhra 2004. Maireann an Conradh ar feadh téarma 30 bliain. Chuimsigh an scéim stráice de bhóthar atá 11km ar fad a thógáil, ar chuid é de phríomhbhealach náisiúnta an N1/M1 i gcóngar do bhaile Dhún Dealgan, Co. Lú, chomh maith le fad 8km de thaobh-bhóithre agus de bhóithre ceangail gaolmhara. Tugadh na hoibreacha tógála chun críche in 2005. Cuimsíonn an Conradh PPP, chomh maith, oibriú agus cothabháil an mhótarbhealaigh reatha anuas ar thart ar fhad 42km, i.e. Seachbhóthar Dhún Léire agus Mótarbhealach Dhún Léire/Dhún Dealgan chomh maith le hoibriú agus le cothabháil na n-áiseanna dolaí idir acomhal 7 agus acomhal 10 ar scéim an M1 (Baile Mhic Gormáin go Mainistir Bheithe).

N8 Ráth Chormaic/Mhainistir Fhear Maí

Bronnadh Conradh N8 Ráth Chormaic/Mhainistir Fhear Maí ar an gcuibhreannas Direct Route (Fermoy) Ltd. i Meitheamh 2004 agus mairfidh sé ar feadh thréimhse lamháltais 30 bliain. B'éard a bhain leis an gconradh PPP dearadh, tógáil, oibriú agus cothabháil thart ar 17.5km de mhótarbhealach. Áirítear leis an scéim trí acomhal ilairde ag Ráth

Chormaic Theas, an Carn, agus an Chloch Liath agus tarbhealach 450 méadar ar fad a thrasnaíonn Gleann na Dubhabhann.

Osclaíodh an scéim, a ngearrtar dolaí uirthi idir acomhail 14 agus 17, do thrácht i nDeireadh Fómhair 2006. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré an stráice den mhótarbhealach ar feadh thréimhse an chonartha.

M4/M6 Chill Choca/Chionn Átha Gad

Bronnadh Conradh M4/M6 Chill Choca/Chionn Átha Gad ar chuibhreannas Eurolink Motorway Operations Ltd. i Márta 2003. Tá an Conradh do thréimhse lamháltais 30 bliain. B'éard a bhain leis an scéim 39 km de mhótarbhealach a thógáil, ina measc 19 dtardhroichead, 7 bhfodhroichead agus 3 íosbhealach.

Osclaíodh an scéim, a ngearrtar dolaí uirthi idir acomhal 8 agus 10, do thrácht i mí na Nollaig 2005. Tá an Comhlacht PPP freagrach as oibriú leanúnach, cothabháil agus oibreacha saolré an stráice den mhótarbhealach ar feadh thréimhse an chonartha.

N11 an Inbhir Mhóir/Ráth Naoi

Bronnadh Conradh PPP N11 an Inbhir Mhóir/Ráth Naoi ar N11 Arklow Rathnew PPP Limited in Aibreán 2013. Cuimsíonn Conradh N11 an Inbhir Mhóir/Ráth Naoi dearadh, tógáil, oibriú agus cothabháil thart faoi 16.5km de dhébhealach ar stráice an N11 ón Inbhear Mór go Ráth Naoi, oibriú agus cothabháil stráice breise 30km den M11/N11 reatha (Seachbhóthar an Inbhir Mhóir/Ghuairde agus Seachbhóthar an Inbhir Mhóir), dearadh agus tógáil Ionad Seirbhíse Ghuairde an N11 agus dearadh, tógáil, oibriú agus cothabháil Uasghrádú Acomhal Chrois an Fhearainn Nua an N7. Tugadh stráice Chrois an Fhearainn Nua chun críche i Samhain 2014 agus osclaíodh stráice an Inbhir Mhóir/Ráth Naoi do thrácht i mí Iúil 2015. Is é thréimhse oibríochtúil an chonartha 25 bliain ó chur i gcrích na scéime agus aisghabhfaidh

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10e. Cur síos ginearálta ar scéimeanna (ar lean)

an Chuideachta PPP a costais infheistíochta trí íocaíochtaí infhaighteachta a íocfaidh BIÉ.

M17/M18 ón nGort go Tuaim

Bronnadh Scéim PPP an M17/M18 ar chuibhreannas DirectRoute (Tuam) Ltd. i mí Aibreán 2014. Cuimsíonn Conradh PPP an M17/M18 dearadh, tógáil, oibriú agus cothabháil fad thart faoi 53km de mhótarbhealach anuas ar dhearadh agus tógáil 4km de dhébhealach. Soláthraíonn an scéim seachbhóithre bhaile Dhroichead an Chláirín, Bhaile Chláir agus Baile Thuama. Is é tréimhse oibríochtúil an chonartha 25 bliain ó chur i gcrích na scéime agus aisghabhfaidh an Chuideachta PPP a costais infheistíochta trí íocaíochtaí infhaighteachta a íocfaidh BIÉ. Osclaíodh an scéim do thrácht i Meán Fómhair 2017.

An M11 ó Ghuaire go hInis Córthaidh

Bronnadh conradh PPP an M11 ó Ghuaire go hInis Córthaidh ar Gorey to Enniscorthy M11 PPP Limited i nDeireadh Fómhair 2015. B'éard a

bhain leis an gconradh PPP dearadh, tógáil, oibriú agus cothabháil thart ar 31.4km de dhébhealach (bealaí an M11 agus "Nascbhóthar an N80") agus dearadh, tógáil agus maoiniú 8.0km de charrbhealach singil (bealach an N30). Is é tréimhse oibríochtúil an chonartha 25 bliain ó chur i gcrích na scéime agus aisghabhfaidh an Chuideachta PPP a costais infheistíochta trí íocaíochtaí infhaighteachta a íocfaidh BIÉ. Osclaíodh an stráice príomhlíne den M11 do thrácht in Iúil 2019 agus osclaíodh stráice an N30 i Lúnasa 2019.

Seachbhóthar Ros Mhic Thriúin an N25

Bronnadh an conradh do Sheachbhóthar Ros Mhic Thriúin an N25 ar New Ross N25 Bypass Designated Activity Company in Eanáir 2016. Áirítear leis an gconradh PPP stráicí a dhearadh, a thógáil agus a oibriú de bhealaí an N25 agus an N30 araon. Go mór mór, b'éard a bhí i gceist leis an scéim ná oibreacha ar fhad thart ar 13.6km de dhébhealach (bealaí n N25 agus an N30) agus 1.2km de charrbhealach singil (bealach N30 Ros Mhic Thriúin). Is é tréimhse oibríochtúil an chonartha 25 bliain ó chur i gcrích na scéime agus aisghabhfaidh an Chuideachta PPP a costais infheistíochta trí íocaíochtaí infhaighteachta a íocfaidh BIÉ. Osclaíodh an scéim do thrácht in Eanáir 2020.

11. Muirir Airgeadais

	Nóta	2022 €'000	2021 €'000
Muirir Airgeadais na Scéime Pinsean	20b	1,422	873
Costais Léasa Airgeadais		13	19
Muirear airgeadais a bhaineann le Dlíteanais Seirbhíse Lamháltais		25,919	26,601
		27,354	27,493

Faoi FRS 102, tá glansuim an úis ar dhliteanais na scéime pinsin le sochar sainithe agus an toradh a bhfuil coinne leis ar shócmhainní €1.5 milliún curtha i dtaifead mar mhuirear airgeadais i dtaobh muirir úis sa Ráiteas Ioncaim agus Caiteachais (2021: €0.9 milliún). Féach nóta 20b.

12. An Cuntas Caipitil

	2022 €'000	2022 €'000	2021 €'000	2021 €'000
Amhail an 01 Eanáir 2022		2,311,891		2,262,325
<u>Riarachán</u>				
Ioncam a úsáideadh chun sócmhainní seasta a cheannach	83		159	
Amúchadh de réir luachlaghdaithe	(526)		(558)	
De réir an Ráitis ar Ioncam agus Caiteachas		(443)		(399)
<u>Iarnród Éadrom agus Meitreo</u>				
Ioncam a úsáideadh chun sócmhainní seasta a cheannach	11,768		20,626	
Amúchadh de réir luachlaghdaithe	(54,340)		(51,992)	
De réir an Ráitis ar Ioncam agus Caiteachas		(42,572)		(31,366)
<u>Gréasán Bóithre</u>				
Ioncam a úsáideadh chun sócmhainní seasta a cheannach	84,013		75,898	
Ioncam a úsáideadh chun dliteanas lamháltais seirbhíse a chistiú	36,070		35,846	
Ioncam a úsáideadh chun dliteanas léasa a chistiú	226		227	
Scaoileadh ar aon dul le muirir airgeadais	(21,689)		(22,240)	
Amúchadh de réir luachlaghdaithe	(9,478)		(8,400)	
De réir an Ráitis ar Ioncam agus Caiteachas		89,142		81,331
An 31 Nollaig		2,358,018		2,311,891

13. Réadmhaoin, Gléasra agus Trealamh

	Bonneagar Iarnróid Éadroim & Meitreo €'000	Sócmhainní Iarnróid Éadroim & Meitreo á dTógáil €'000	Rothstoc & Trealamh €'000	Bonneagar an Ghréasáin Bóithre €'000	Gréasán Bóithre á thógáil €'000	Daingneáin Troscáin agus Trealamh €'000	Feabhsú ar Áitreabh Léasachta €'000	Iomlán €'000
Costas								
Amhail an 1 Eanáir 2022	1,499,496	7,286	327,159	2,491,752	44,833	2,776	11,101	4,384,403
Breiseanna sa tréimhse	3,807	6,839	2,068	23,891	57,457	81	0	94,143
Diúscairtí agus laguithe	0	0	0	0	0	(4)	0	(4)
Aistrithe	0	(110)	110	0	0	0	0	0
Amhail an 31 Nollaig 2022	1,503,303	14,015	329,337	2,515,643	102,290	2,853	11,101	4,478,542
Dímheas Carnaithe								
Amhail an 1 Eanáir 2022	514,219	0	178,595	75,697	0	2,555	5,367	776,433
Muirear dímheasa	40,637	0	16,896	9,072	0	112	820	67,537
Diúscairtí agus laguithe	0	0	0	0	0	(4)	0	(4)
Amhail an 31 Nollaig 2022	554,856	0	195,491	84,769	0	2,663	6,187	843,966
Glanluach na leabhar Amhail an 31 Nollaig 2022	948,447	14,015	133,846	2,430,874	102,290	190	4,914	3,634,576
Costas								
Amhail an 1 Eanáir 2021	1,492,336	15,358	306,547	2,466,457	6,366	2,670	11,101	4,300,835
Breiseanna sa tréimhse	7,160	12,540	0	36,567	38,467	124	0	94,858
Diúscairtí agus laguithe	0	0	0	(11,272)	0	(18)	0	(11,290)
Aistrithe	0	(20,612)	20,612	0	0	0	0	0
Amhail an 31 Nollaig 2021	1,499,496	7,286	327,159	2,491,752	44,833	2,776	11,101	4,384,403
Dímheas Carnaithe								
Amhail an 1 Eanáir 2021	475,681	0	161,948	78,974	0	2,429	4,548	723,580
Muirear dímheasa	38,538	0	16,647	7,995	0	144	819	64,143
Diúscairtí agus laguithe	0	0	0	(11,272)	0	(18)	0	(11,290)
Amhail an 31 Nollaig 2021	514,219	0	178,595	75,697	0	2,555	5,367	776,433
Glanluach na leabhar Amhail an 31 Nollaig 2021	985,277	7,286	148,564	2,416,055	44,833	221	5,734	3,607,970

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14. Infháltais

	2022 €'000	2021 €'000
Féichiúnaithe Ioncaim ó Dholáí	11,539	10,894
Réamhíocaíochtaí agus Féichiúnaithe Eile	15,990	7,489
Ceannach Nótaí Ráthaithe	0	96,072
	27,529	114,455

Luaitear ioncam ó dholáí atá infhaighte ag deireadh na bliana i dtaca le Tollán Bhaile Átha Cliath agus eFlow an M50 i ndiaidh soláthar €7.7 milliún (2021: €5.7 milliún) le haghaidh muirir dhola eFlow a mheastar nárbh fhéidir a bhailiú. Tá an soláthar seo bunaithe ar rátaí bailithe dolaí an M50 i gcaitheamh tréimhse rollach dhá bhliain.

B'ionann an muirear iarbhír drochfhiachais don bhliain agus €5.2 milliún (2021: €4.5 milliún).

In 2022 níor thairg an Ghníomhaireacht Airgeadais do Thithe Nótaí Ráthaithe a thuilleadh mar tháirge chun cistí airgid BIÉ a shealbhú. Le linn 2022 aistríodh airgead tirim a coinníodh i Nótaí Ráthaithe isteach i dtáirgí taise oiriúnacha NTMA.

I measc na réamhíocaíochtaí agus na bhFéichiúnaithe Eile tá €1.2m dlite tar éis bliana (2021: €0.1m).

15. Suimeanna Iníochta (Méideanna atá Dlíte Laistigh de Bhliain Amháin)

	Nóta	2022 €'000	2021 €'000
Creidiúnaithe agus Fabhráithe Trádála		44,478	44,524
CBL		8,917	9,389
Dlíteanas Lamháltais Seirbhíse	18	36,299	36,070
Íocaíochtaí Oibríochtúla Athraitheacha	18	8,212	7,651
Ioncam Iarchurtha Luas Iarthar na Cathrach		1,309	1,309
Tuarastail		1,420	1,685
Oibleagáidí faoi Léasanna Airgeadais	18	227	227
		100,862	100,855

16. Suimeanna Iníochta (Suimeanna atá Dlíte Laistigh de Bhliain Amháin)

	Nóta	2022 €'000	2021 €'000
Dlíteanas Lamháltais Seirbhíse	18	491,206	505,829
Ioncam Iarchurtha Luas Iarthar na Cathrach*		20,929	22,238
Creidiúnaithe agus Fabhráithe Trádála		391	242
Oibleagáidí faoi Léasanna Airgeadais	18	218	431
		512,744	528,740

* Áirítear le creidiúnaithe ioncam iarchurtha a léiríonn luach maoinne agus seirbhísí a sholáthair tríú páirtithe maidir le forbairt Luas Iarthar na Cathrach. Scaoiltear an t-ioncam leis an Ráiteas Ioncaim agus Caiteachais ar aon dul leis an dímheas ar na sócmhainní gaolmhara.

17. Ceangaltais

17a. Ceangaltais Léasanna Oibriúcháin

An 31 Nollaig 2016, bhí dlíteanas íocaíochta léasa ag BIÉ faoi léasanna oibriúcháin dochealaithe do gach ceann de na tréimhsí seo a leanas:	Talamh & Foirgnimh 2022 €'000	Talamh & Foirgnimh 2021 €'000
Iníochta laistigh de bhliain amháin	1,819	1,829
Iníochta laistigh de dhá bhliain go cúig bliana	7,277	7,315
Iníochta i ndiaidh cúig bliana	5,616	7,478

B'ionann na híocaíochtaí léas oibriúcháin a aithníodh mar chostas agus €1.8 milliún (2021: €1.8 milliún).

- D'iontráil BIÉ isteach i léas 16 bliana agus 7 mí ón 1 Eanáir 2015 i dtaca le cóiríocht ag Bloc A, Sráid Gheata na Páirce, Baile Átha Cliath 8. Éagfaidh an léas an 31 Iúil 2031 agus is ionann an cíos atá iníochta agus €0.7 milliún sa bhliain.
- Ghlac BIÉ ceannas ar dhá léas ón GFI i dtaca le cóiríocht ag Sráid Gheata na Páirce, Baile Átha Cliath 8:

Bloc B: Léas 25 bliain ón 1 Lúnasa 2006 go dtí an 31 Iúil 2031. Is é an cíos iníochta ná €0.6m in aghaidh na bliana.

Bloc C: Léas 28 bliain ón 29 Meán Fómhair 2001 go dtí an 28 Meán Fómhair 2029. Is ionann an cíos atá iníochta agus €0.5m sa bhliain.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

17a. Ceangaltais Léasanna Oibriúcháin ar lean

An 31 Nollaig 2016, bhí dliteanais íocaíochta léasa ag BIÉ faoi léasanna oibriúcháin dochealaithe do gach ceann de na tréimhsí seo a leanas:	Mótarfheithicilí 2022 €'000	Mótarfheithicilí 2021 €'000
Iníochta laistigh de bhliain amháin	5	28
Iníochta laistigh de dhá bhliain go cúig bliana	0	5
Iníochta i ndiaidh cúig bliana	0	0

B'ionann na híocaíochtaí léas oibriúcháin a aithníodh mar chostas agus €0.03 milliún (2021: €0.04 milliún).

Amhail an 31 Nollaig 2022 bhí léasanna oibriúcháin ag BIÉ i leith 2 fheithicil leictreacha. Rachaidh na léasanna seo in éag an 24 Márta 2023. Is ionann an muirear bliantúil ina leith seo agus €0.02m sa bhliain.

17b. Réamhcheangaltais an Ghréasáin Bhóithre

Tá BIÉ tar éis anailís a dhéanamh ar na réamhcheangaltais chonarhacha, seachas ceangaltais ppp ar costais iad atá faoi réir athraithe chandamacha agus ama, agus seo iad mar a leanas:

Bliain	Gealltanas* € Milliún	Cheadaigh an Roinn Caiteachais Phoiblí, Seachadta agus Athchóirithe NDP cistiú caipitil do BIÉ do 2023-2025* € Milliún	Gealltanas mar % den leithdháileadh bliantúil	Cheadaigh an Roinn Caiteachais Phoiblí, Seachadta agus Athchóirithe NDP tiomantas ceadaithe mar % den leithdháileadh bliantúil
2023	455	674	67	68
2024	220	562	39	39
2025	158	571	28	28

*Ioncam ó Dholáí atá ar fáil san áireamh

17c. Réamhcheangaltais Chomhpháirtíochta Príobháidí Poiblí

Méid Ainmiúil:	2022 €'000	2021 €'000
Seachbhóthar Chathair Phort Láirge an N25	6,486	8,932
Tollán Luimnigh an N18	14,663	15,485
Uasghrádú an M50	576,478	571,074
An N6 ó Ghaillimh go Béal Átha na Sluaighe	20,435	20,458
An M3 ó Cluain Aodha go Ceanannas	150,879	161,877
M7/M8 Phort Laoise	0	1,365
Seachbhóthar Iartharach Dhún Dealgan an M1	2,154	2,184
An N8 ó Ráth Chormaic go Mainistir Fhear Maí	1,327	2,677
An M4/M6 ó Chill Choca go Cionn Átha Gad	3,602	3,694
An N11 ón Inbhear Mór go Ráth Naoi	309,509	320,153
M17/M18 ón nGort go Tuaim	731,546	748,428
Seachbhóthar Ros Mhic Thriúin an N25	274,996	283,782
An M11 ó Ghuaire go hInis Córthaidh	413,609	427,278
	2,505,684	2,567,387

Forordaítear na ceangaltais a nochtar thuas sna sceidil chonartha PPP. Luaitear iad agus CBL san áireamh iontu agus cuimsítear íocaíochtaí iontu le haghaidh costais tógála, mhaoinithe, oibríochtúla agus saolré don tréimhse eile atá fanta sa chomhaontú. Tá siad innéacsaithe ag @ 2% i leith CPI agus ní dhéantar iad a lascainiú anuas chuig an luach reatha. Ní thuairiscítear ach gné thógála na réamhcheangaltas seo (a dhéantar a lascainiú go cuí) i gclár comhardaithe BIÉ. Cuimsítear na suimeanna neamhslascainithe iomlána d'íocaíochtaí tógála €782.9 milliún (2021: €800.5 milliún) sa tábla thuas. Nochtar na suimeanna a nochtar mar dhliteanas i nóta 18. Ní chatagóirítear na VOPanna a d'fhéadfadh bheith iníoctha faoi chonarthaí PPP an M3 nó an N18 mar cheangaltais mar gheall nach cinnte an méid atá i gceist leo agus ní chuirtear iad san áireamh anseo, ach tá foráil déanta do €93 milliún, féach Nóta 10c.

17d. Ceangaltais Chaipitil Iarnróid Éadroim agus Meitreo

	2022 €'000	2021 €'000
Ag deireadh na bliana, ní dhearnadh soláthar do na ceangaltais chaipitil seo a leanas sna ráitis airgeadais:		
Conradh déanta ina leith ach gan soláthar déanta	7,309	8,417
Údaraithe ach gan conradh déanta ina leith	1,080	1,352
	8,389	9,769

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18. Ceangaltais le Léas Airgeadais

Seo a leanas na híocaíochtaí íosta léasa amach anseo an 31 Nollaig 2022:	Lamháltas Seirbhíse €'000	Íocaíochtaí Oibríochtúla Athraitheacha €'000	Bóithre Náisiúnta Dhún na nGall* €'000	Iomlán €'000
Tráth nach déanaí ná bliain amháin	36,299	8,212	227	44,738
Níos déanaí ná bliain amháin, ach tráth nach déanaí ná cúig bliana	154,451	36,568	222	191,241
Níos déanaí ná cúig bliana	597,712	88,715	0	686,427
Iomlán na nOllíocaíochtaí	788,462	133,495	449	922,406
Lúide: Muirir Airgeadais	(260,957)	(32,593)	(4)	(293,554)
Suim ghlanluacha an dliteanais	527,505	100,902	445	628,852
Rangaithe mar:				
- Creidiúnaithe (méideanna a bheidh dlite laistigh de bhliain amháin)	36,299	8,212	227	44,738
- Suimeanna Iníoctha (suimeanna atá dlite laistigh de bhliain amháin)	491,206	0	218	491,424
- Soláthairtí	0	92,690	0	92,690

Seo a leanas na híocaíochtaí íosta léasa amach anseo an 31 Nollaig 2021:	Lamháltas Seirbhíse €'000	Íocaíochtaí Oibríochtúla Athraitheacha €'000	Bóithre Náisiúnta Dhún na nGall* €'000	Iomlán €'000
Tráth nach déanaí ná bliain amháin	36,070	7,651	227	43,948
Níos déanaí ná bliain amháin, ach tráth nach déanaí ná cúig bliana	153,380	34,798	454	188,632
Níos déanaí ná cúig bliana	635,352	101,905	0	737,257
Iomlán na nOllíocaíochtaí	824,802	144,354	681	969,837
Lúide: Muirir Airgeadais	(282,903)	(38,283)	(23)	(321,209)
Suim ghlanluacha an dliteanais	541,899	106,071	658	648,628
Rangaithe mar:				
- Creidiúnaithe (méideanna a bheidh dlite laistigh de bhliain amháin)	36,070	7,651	227	43,948
- Suimeanna Iníoctha (suimeanna atá dlite laistigh de bhliain amháin)	505,829	0	431	506,260
- Soláthairtí	0	98,420	0	98,420

*D'iontráil BIÉ isteach i léas fiche bliain ón 1 Márta 2004 le Comhairle Contae Dhún na nGall i dtaca le cóiríocht d'Oifig Bóithre Náisiúnta Dhún na nGall. Is ionann an cíos sa bhliain agus €0.2 milliún.

Tomhaistear na dliteanais léas airgeadais thuas ar chostas amúchta.

19. Forálacha do Dhliteanais agus Muirir

	Íocaíochtaí Oibríochtúla Athraitheacha €'000	Réamhíocaíochtaí Státhchiste atá In-Aisíochta €'000	Soláthairtí Tionscadail €'000	Athchóiriú Riain €'000	Iomlán €'000
Amhail an 01 Eanáir 2022	98,420	64,947	567	4,327	168,261
Iníochta le hoibreoír sa bhliain	(6,795)	0	0	(175)	(6,970)
(Laghdú)/ Méadú ar sholáthar	(3,178)	0	0	117	(3,061)
Muirir airgeadais a aithníonn an tionchar a imríonn lascaíniú d'uainiú comhlíonta dliteanas	4,243	0	0	0	4,243
Amhail an 31 Nollaig 2022	92,690	64,947	567	4,269	162,473

Tá na soláthairtí déanta i gcomhréir leis na beartais chuntasaíochta atá leagtha amach i Nótaí 1(m), (o) agus (p) leis na ráitis airgeadais seo.

Íocaíochtaí Oibríochtúla Athraitheacha

I gcás dhá scéim lamháltais PPP (i.e. an M3 ó Chluain Aodha-Ceanannas agus Tollán Luimnigh an N18), déanann an comhaontú PPP foráil d'íocaíochtaí oibríochtúla athraitheacha má thiteann méideanna tráchta faoi bhun leibhéil shonraithe. Tá soláthar iomlán déanta ag BIÉ don tsuim mheasta a bheidh le hóc aige i leith na n-íocaíochtaí oibríochtúla inathraithe seo thar a bhfuil fágtha de shaolré an chonartha PPP.

Tuairiscítear air seo sa Ráiteas ar an Staid Airgeadais faoi “Suimeanna Iníochta” atá dlite laistigh de bhliain amháin (€8.2 milliún) agus faoi “Forálacha do Dhliteanais agus Muirir” (€92.7 milliún).

Athraíonn méid an tsoláthair ó bhliain go chéile ag brath ar na hathruithe ar líonta feithiclí a thiteann amach ar an mbóthar ábhartha. (Cuirtear do shochar)/gearrtar athruithe ar an soláthar sa Ráiteas Ioncaim agus Caiteachais (€2.6m) in 2022 (2021: €4.0m) Nóta 10 (c).

Léiríonn laghdú €2.6 milliún agus méadú €3.2 milliún ar Shuimeanna Iníochta dlite laistigh de bhliain amháin an t-athrú €0.6 milliún ar sholáthar.

Is ionann an tsuim iníochta sa bhliain agus €6.8 milliún (2021: €11.8 milliún). Is ionann an tsuim iníochta do Thollán N18 Luimnigh agus €6.8m (2021: € 9.6m) toisc go bhfuil líonta feithiclí faoi láthair faoi bhun leibhéil na tairsí faoi ráthaíocht agus is ionann an tsuim iníochta don M3 ó Chluain Aodha go Ceanannas agus €0 (2021 €2.2 milliún) mar gheall go bhfuil líonta feithiclí faoi láthair os cionn na tairsí faoi ráthaíocht.

Réamhíocaíochtaí Státhchiste atá In-Aisíochta

Áirítear le deontais Stáit atá in-aisíochta deontais Stáit a soláthraíodh mar réamhchistiú chun tionscadail áirithe a chur i bhfeidhm dá bhfuil scéimeanna tobhach forbartha i bhfeidhm agus a measadh a bhí in-aisíochta i gcomhréir le nóta 1(m) den Bheartas Cuntasaíochta. Tá na réamhíocaíochtaí seo in-aisíochta i gcaitheamh shaolré na scéimeanna tobhaigh agus mar thoradh air sin, ní dóchúil go ndéanfar an soláthar a leachtú go hiomlán sa mheántearma.

Níor tháinig aon athrú ar an soláthar sa bhliain (2021: € 0.0m).

Soláthairtí Tionscadail

Tá soláthar dóthanach déanta ag BIÉ do dhliteanais a bhaineann le tionscadail nuair atá tráth a n-íochta éiginnte. Baineann an soláthar seo le dliteanais Iarnróid Éadroim agus Mheitreo.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

19. Forálacha do Dhliteanais agus Muirir (Ar lean)

Athchóiriú Riain

Baineann soláthairtí d'athchóiriú riain le costais deisiúcháin agus feabhsúcháin a thabhoífar. Tá coinne ag BIÉ leis go n-úsáidfear an soláthar i gcaitheamh shaolré na sócmhainní gaolmhara agus, mar thoradh air sin, ní dóchúil go ndéanfar an soláthar a leachtú go hiomlán sa mheántearma.

In 2022, rinne BIÉ íocaíochtaí €0.2 milliún (2021: €0.0 milliún) i dtaca le costais feabhsúcháin agus laghdáidh an soláthar faoi €0.1 milliún.

20. Oibleagáidí Scoir

Soláthraítear thíos sonraí faoi scéimeanna pinsin BIÉ:

Scéim Pinsin le Ranníocaíocht Sainithe [Dúnta d'iontrálaithe nua]

Tosaíodh scéim pinsin le ranníocaíocht shainithe in 2003 d'iarchomhaltaí foirne an GFI nach raibh i dteideal bheith ina mbaill den scéim le sochar sainithe chistithe a shonraítear thíos. Ní chruthaítear sa phlean seo aon dlíteanas cistithe do BIÉ faoi FRS 102.

Scéim le Sochar Sainithe – Cistithe [Dúnta d'iontrálaithe nua]

Chun na forálacha in ailt 24 agus 25 den Acht Iompair (Bonneagar Iarnróid), 2001 a shásamh, bhunaigh an GFI scéim le sochar sainithe in 2003 chun soláthar a dhéanamh do theidlíochtaí pinsin na bhfostaithe úd a d'aistrigh ó scéim le sochar sainithe 1951 de chuid CIÉ. Bunaíodh an scéim nua trí úsáid a bhaint as an scéim samhla teimpléid do shocruithe pinsin na hearnála poiblí faoi mar a d'eisigh an Roinn Airgeadais, a mhionathraítear de réir mar is gá chun na sochair a aithris dá bhforáiltear faoi scéim pinsin le sochair shainithe CIÉ 1951.

Rinne achtúire neamhspleách a bhí cáilithe go gairmiúil luacháil iomlán (Feabhra 2023) ar shócmhainní agus ar dhliteanais na scéime an 31 Nollaig 2022. Luacháladh na sócmhainní agus na dlíteanais siúd agus modh chreidiúint réamh-mheasta an aonaid á úsáid.

Tuairiscíodh barrachas pinsin €0.0 milliún sa chlár comhardaithe a measadh a bhí inghnóthaithe thar shaolré na scéime sa Ráiteas ar an Staid Airgeadais. Thug luacháil an bharrachais faoi rialacha FRS102 le fios gurbh ann do bharrachas teicniúil €7.8 milliún. Is é méid an bharrachais seo is féidir a aithint sna Ráitis Airgeadais ná luach saoire ranníocaíochta fostóra go suthain. Is ionann luach saoire ranníocaíochta den sórt sin agus €0.0m faoi láthair.

Scéim le Sochar Sainithe – Neamhchistithe [Dúnta d'iontrálaithe nua]

Socrú tuarastail deiridh le sochar sainithe is ea an scéim pinsin seo ina sainítear sochair agus ranníocaíochtaí agus tagairt á déanamh do rialacháin reatha na scéime 'samhla' eárnála poiblí.

Ní raibh an scéim seo ar fáil ach d'iarfhostaithe an ÚBN a bhí ina mbaill roimh an 1 Eanáir 2013. Soláthraíonn an scéim pinsean (an t-ochtódú cuid sa bhliain seirbhíse), aisce nó cnapshuim (trí ochtódú cuid sa bhliain seirbhíse) agus pinsin chéile agus leanaí.

20. Oibleagáidí Scoir (ar lean)

Is í gnáthaois scoir comhalta a mbreithlá 65 bliain, agus tá teidlíocht ag comhaltaí atá ina gcomhaltaí ó thréimhse roimh 2004 dul ar scor gan laghdú achtúireach a chur i bhfeidhm ó aois 60. Tagann méadú ar phinsin atá á n-íoc (agus á n-iarchur) ar aon dul le boilsciú tuarastail ginearálta na hearnála poiblí.

Rinne achtúire neamhspleách a bhí cáilithe go gairmiúil luacháil iomlán (Feabhra 2023) ar dhliteanais na scéime an 31 Nollaig 2022. Luacháladh na sócmhainní agus na dliteanais siúd agus modh chreidiúint réamh-mheasta an aonaid á úsáid.

Scéim Pinsin Aonair – Neamhchistithe

Oibríonn BIÉ an Scéim Aonair, ar scéim meántuarastail le sochar sainithe í d'fhostaithe sa tseirbhís phoiblí atá in aois an phinsin a ceapadh an 1 Eanáir 2013 nó ina dhiaidh sin. Íoctar ranníocaíochtaí chomhaltaí na Scéime Aonair leis an Roinn Caiteachais Phoiblí agus Athchóirithe (RCPA). Cuireadh costais, dliteanais agus sócmhainní BIÉ maidir leis an Scéim Pinsin Aonair san áireamh sa nochtadh ar an scéim neamhchistithe le Sochar Sainithe.

20a. Anailís ar na costais iomlána phinsin a gearradh ar an Ráiteas Ioncaim agus Caiteachais

	2022 €'000	2021 €'000
Scéimeanna Neamhchistithe le Sochar Sainithe		
Costais Seirbhíse Reatha	6,061	5,761
Ranníocaíochtaí Fostaithe	(441)	(425)
	5,620	5,336
Scéim Pinsin Aonair:		
Ranníocaíochtaí Fostaithe	(594)	(516)
	(594)	(516)
Scéim Chistithe le Sochar Sainithe:		
Costais Seirbhíse Reatha	57	55
	57	55
Iomlán chostais na Scéime Sochair Shainithe	5,083	4,875
Costais na Scéime Ranníocaíochta Sainithe*	286	276
Iomlán	5,369	5,151

*Is ionann costas pinsin na scéime pinsin le ranníocaíocht shainithe agus ranníocaíochtaí atá iníoctha ag BIÉ don bhliain.

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

20b. Anailís ar an muirear airgeadais a aithnítear sa Ráiteas Ioncaim agus Caiteachais

	2022 €'000	2021 €'000
Scéimeanna Neamhchistithe le Sochar Sainithe		
Ús ar dhliteanais scéime pinsin	1,522	935
Scéim Chistithe le Sochar Sainithe:		
Ús ar dhliteanais scéime pinsin	42	38
Toradh ionchais ar shócmhainní na scéime	(142)	(100)
	(100)	(62)
Muirear airgeadais iomlán	1,422	873

20c. Anailís ar an tsuim a aithnítear sa Ráiteas ar Ioncam Cuimsitheach

	2022 €'000	2021 €'000
Scéimeanna Neamhchistithe le Sochar Sainithe		
Cailteanas ó thaithí	6,904	3,377
Athrú ar thiomhdí faoi luach reatha dhliteanais na scéime	(38,868)	2,218
	(31,964)	5,595
Scéim Chistithe le Sochar Sainithe:		
Cailteanas /(gnóthachan) ó thaithí	2,297	(333)
Athrú ar thiomhdí faoi luach reatha dhliteanais na scéime	(897)	114
	1,400	(219)
(Gnóthachan)/cailteanas achtúireach iomlán	(30,564)	5,376
Athrú ar Bharrachas Do-Aisghabhála	(1,391)	227
	(31,955)	5,603

20d. Gluaiseacht ar ghlanobleagáidí/ghlansócmhainní sochar scoir le linn na bliana airgeadais

Scéimeanna Neamhchistithe le Sochar Sainithe

	2022 €'000	2021 €'000
Glanoibleagáid scoir le sochar sainithe an 01 Eanáir	128,138	117,854
Costas seirbhíse reatha	6,061	5,761
(Gnóthachan)/cailteanas achtúireach	(31,964)	5,595
Costais úis	1,522	935
Pinsin arna n-íoc sa bhliain	(2,237)	(2,007)
Glanoibleagáid scoir le sochar sainithe an 31 Nollaig	101,520	128,138

Scéim Chistithe le Sochar Sainithe

	Sócmhainní na Scéime €'000	Dlíteanas na Scéime €'000	Barrachas Pinsin €'000
Amhail an 1 Eanáir 2022	12,947	(3,823)	9,124
Costas seirbhíse reatha	0	(57)	(57)
(Cailteanas)/ gnóthachan achtúireach	(2,237)	837	(1,400)
Toradh ionchais ar shócmhainní na scéime	142	0	142
Costais úis	0	(42)	(42)
Ranníocaíochtaí ó rannpháirtithe scéime	12	(12)	0
Sochair a íocadh	(77)	77	0
Amhail an 31 Nollaig 2022	10,787	(3,020)	7,767

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

20e. Cistiú iarchurtha do shochair scoir

Scéimeanna Neamhchistithe le Sochar Sainithe

Aithníonn an Bord suimeanna atá dlite ón Stát i leith dliteanas iarchurtha do phinsin neamhchistithe le sochar sainithe ar bhonn sraith toimhdí ag nóta 20 (g) agus roinnt imeachtaí a tharla roimhe seo. Áirítear leis na himeachtaí seo, an bonn reachtúil le bunú na scéime pinsin agus an beartas agus an cleachtas atá i bhfeidhm faoi láthair i dtaca le pinsin seirbhíse poiblí a chistiú, lena n-áirítear ranníocaíochtaí ag fostaithe agus an próiseas bliantúil meastachán. Níl aon fhianaise ag an mBord nach leanfaidh an beartas cistithe seo chun íoc as na suimeanna siúd i gcomhréir leis an gcleachtas reatha.

Ba é seo a leanas an glanchistiú iarchurtha le haghaidh sochair scoir a aithnítear sa Ráiteas Ioncam agus Caiteachais:

	2022 €'000	2021 €'000
Cistiú atá in-aisghafa maidir le costais sochair scoir na bliana reatha	7,583	6,696
Deontas stáit a cuireadh i bhfeidhm ar shochair pá scoir	(2,237)	(2,007)
	5,346	4,689

Is mar a leanas a bhí an glanchistiú iarchurtha do shochair scoir a aithníodh sa Ráiteas ar Ioncam Cuimsitheach:

	2022 €'000	2021 €'000
Coigeartú ar an Oibleagáid Sochair Scoir Iarchurtha	(31,964)	5,595

B'ionann an Cistiú Scoir Iarchurtha le Sochar Sainithe an 31 Nollaig 2022 agus €101.52 milliún (2021: €128.14 milliún).

20f. Stair na n-oibleagáidí le sochar sainithe, na sócmhainní agus na ngnóthachan agus na gcaillteanas ó thaithí

Scéimeanna Neamhchistithe le Sochar Sainithe:

	31 Dic 2022	31 Dic 2021	31 Dic 2020	31 Dic 2019
Méid na n-oibleagáidí sochair shainithe (€'000)	(101,520)	(128,138)	(117,854)	(105,789)
Méid na gcoigeartuithe ó thaithí ar dhliteanas scéime (€'000)	(6,904)	(3,377)	(7,200)	1,445
Mar chéatadán de dhliteanas scéime (%)	6.80%	2.64%	6.10%	1.40%
Coigeartuithe ar thiomhdí ar mhéid na ndlíteanas scéime (€'000)	38,868	(2,218)	(385)	(10,387)
Mar chéatadán de dhliteanas scéime (%)	(38.29)%	1.73%	0.33%	9.80%

Is ionann an cailteanas carnach achtúireach a aithnítear sa Ráiteas ar Ioncam Cuimsitheach a fhad leis an 31 Nollaig 2022, an dáta sin san áireamh, agus €22.7 milliún (an 31 Nollaig 2021: €54.6 milliún).

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

20f. Stair na n-oibleagáidí le sochar sainithe, na sócmhainní agus na ngnóthachan agus na gcaillteanas ó thaithí (Ar lean)

Scéim Chistithe le Sochar Sainithe:

	31 Dic 2022	31 Dic 2021	31 Dic 2020	31 Dic 2019
Méid na n-oibleagáidí sochair shainithe (€'000)	(3,020)	(3,823)	(5,468)	(5,034)
Méid na sócmhainní sochair shainithe (€'000)	10,787	12,947	14,366	13,718
Barrachas sochair shainithe	7,767	9,124	8,898	8,684
Barrachas do-aisghabhála ar scéim sochair scoir	(7,767)	(9,058)	(8,769)	(8,452)
Barrachas pinsin le sochar sainithe	0	66	129	232
Méid na gcoigeartuithe ó thaithí ar dhliteanais scéine (€'000)	(60)	315	(91)	204
Mar chéatadán de dhliteanais scéime (%)	1.99%	8.24%	1.70%	4.10%
Méid na gcoigeartuithe ó thaithí ar shócmhainní scéime (€'000)	(2,237)	(207)	561	693
Mar chéatadán de shócmhainní na scéime (%)	20.74%	1.60%	3.90%	5.10%

Is ionann an cailteanas carnach achtúireach a aithnítear sa Ráiteas ar Ioncam Cuimsitheach a fhad leis an 31 Nollaig 2022, an dáta sin san áireamh, agus €0.4 milliún (an 31 Nollaig 2021: €0.4 milliún). Is ionann na ranníocaíochtaí ionchasacha don bhliain seo a leanas agus €Náid. 20g.

20g. Cur síos ginearálta ar an scéim agus toimhdí achtúireacha

Scéimeanna Neamhchistithe le Sochar Sainithe

Na príomhthoimhdí achtúireacha ag dáta an chláir chomhardaithe:

	31 Dic 2022 %	31 Dic 2021 %
Ráta lascaine	3.60	1.20
Méaduithe ar thuarastal amach anseo	3.60	2.90
Méaduithe pinsin amach anseo	3.10	2.40
Ráta boilscithe	2.60	1.90
Méaduithe ar phinsean stáit amach anseo	2.60	1.90

20g. Cur síos ginearálta ar an scéim agus toimhdí achtúireacha (Ar lean)

Cuireann an bonn básmhaireachta a glacadh feabhsúcháin ar ionchas saoil le himeacht ama san áireamh, ionas go mbraithfidh ionchas saoil ar scor ar an mbliain ina mbaineann comhalta aois scoir amach (aois 65). Léirítear sa tábla thíos an t-ionchas saoil le haghaidh comhaltaí atá 65 bliain d'aois in 2022 agus 2042.

An Bhliain ina Slánófar Aois 65.

	2022	2042
Ionchas Saoil – Fir	21.9	24.2
Ionchas Saoil – Mná	24.3	26.3

Scéim Chistithe le Sochar Sainithe

Na príomhthoimhdí achtúireacha ag dáta an chláir chomhardaithe:

	31 Dic 2022 %	31 Dic 2021 %
Ráta lascaine	3.70	1.10
Méaduithe ar thuarastal amach anseo	3.60	2.90
Méaduithe pinsin amach anseo	3.10	2.40
Ráta boilscithe	2.60	1.90

Leagtar amach toimhdí i ndáil le básmhaireacht amach anseo bunaithe ar chomhairle ó staitisticí agus taithí a foilsíodh. Tá na toimhdí básmhaireachta bunaithe ar tháblaí caighdeánacha ina gcuirtear feabhas básmhaireachta amach anseo san áireamh sna toimhdí.

Tá triúr pinsinéirí sa scéim faoi láthair. Fad saoil comhaltaí a théann ar scor ag 65 bliain d'aois.

	2022	2042
Fireann	21.9	24.2
Baineann	24.3	26.3

Nótaí leis na Ráitis Airgeadais don Bhliain dar Críoch an 31 Nollaig 2022

20g. Cur síos ginearálta ar an scéim agus toimhdí achtúireacha (Ar lean)

Rinneadh sócmhainní na scéime a infheistiú i gCiste Pinsin Irish Life an 31 Nollaig 2022, i Sraith 8 Bhannaí AAA 10 mBliana Irish Life agus i gCiste Bannaí 2042 Irish Life na hÍsiltíre. Déanann na hlontaobhaithe, le hionchur a gcomhairleoirí gairmiúla, cinneadh ar an meascán sócmhainní, bunaithe ar phróifíl riosca na scéime

Leagtar amach thíos luach cóir shócmhainní na scéime mar chéatadán de shócmhainní iomlána na scéime:

(mar chéatadán de shócmhainní iomlána na scéime)	31 Dic 2022 %	31 Dic 2021 %
Bannaí	34.6	42.5
Airgead tirim agus a choibhéis	65.4	57.5
	100	100

Ní áirítear le sócmhainní scéime aon chinn d'ionstraimí féin airgeadais BIÉ, ná aon mhaoin a áitíonn BIÉ.

21. Tobhaigh agus Ranníocaíochtaí Forbartha

	2022 €'000	2021 €'000
Amhail an 1 Eanáir	96,138	88,897
Tobhaigh agus ranníocaíochtaí forbartha	9,561	7,444
Amúchadh tobhach	(203)	(203)
An 31 Nollaig	105,496	96,138

Faoi mar a dtugtar cuntas air i nóta 1(e), coimeádtar tobhaigh forbartha agus ranníocaíochtaí forbróra a fhaigheann BIÉ i gcúlchiste tobhaigh forbartha agus forbróra. Nuair a úsáidtear tobhaigh le soláthar tionscadail a chistiú, déantar iad a amúchadh leis an Ráiteas ar Ioncam agus Caiteachas de réir mar a dhéantar na sócmhainní gaolmhara a dhímheas.



N56 An Chlochán Liath go dtí an Chlochbhuaile

22. Dílíocht agus Éilimh

Tá baint ag BIÉ i roinnt cásanna dlí nach cinnte an toradh a bheidh orthu go fóill. Ní dhearna BIÉ aon soláthar d'aon chostais a thagann chun solais.

23. Idirbhearta Páirtithe Gaolmhara

Féach nóta 7c, le do thoil, chun teacht ar mhiondealú ar an luach saothair agus na sochair a íocadh leis an bpríomhbhainistíocht. Glacann BIÉ le nósanna imeachta i gcomhréir leis na treoirlínte a d'eisigh an Roinn Caiteachais Phoiblí agus Athchóirithe maidir le leasanna pearsanta Comhaltaí Boird a chumhdach. I ngnáthchúrsa an ghnó, féadfaidh BIÉ deontais a fhaomhadh nó iontráil isteach i socruithe conarthacha eile le haonáin ina bhfostaítear comhaltaí Boird BIÉ nó ina mbíonn leas acu ar bhealach eile.

I gcásanna ina bhféadfadh coinbhleacht leasa eascairt, ní fhaigheann comhaltaí Boird cáipéisíocht ábhartha Bhoird nó ní ghlacann siad páirt, ar bhealach eile, ná ní fhreastalaíonn siad ar phlé maidir leis na hidirbhearta seo. Coimeádtar taifead ar na cásanna siúd go léir.

I rith na bliana, níorbh ann d'aon idirbhearta páirtí ghaolmhair.

24. Figiúirí comparáideacha

Athrangaíodh figiúirí áirithe comparáideacha d'fhonn go mbeidh siad ar aon dul lena gcóireáil sa bhliain reatha.

25. Iar-Imeachtaí

Imeachtaí i ndiaidh an dáta tuairiscithe go dtí an 31 Nollaig 2022

Níor thit aon teagmhais eile amach i ndiaidh dheireadh na tréimhse tuairiscithe ar gá coigeartuithe nó nochtadh a dhéanamh i bhfigiúirí a tuairiscíodh an 31 Nollaig 2022 dá mbar.

26. Faomhadh na Ráiteas Airgeadais

D'fhaomh an Bord na ráitis airgeadais seo an 27 Meitheamh 2023.



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

