

# RSES Monitoring Report

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## Overview of spending on transport priorities and delivery of key projects

### Active Travel

Active Travel Expenditure	2020	2021
Cycling and Walking	31,864,801	113,239,171
July 2020 Stimulus	39,291,570	21,769,521
Traffic Management Measures	14,482,769	19,925,158
Covid-19 mobility measures	14,498,675	3,575,007
Bus Network Improvements	3,640,369	7,762,288
STMG Other (Studies, Surveys, Etc)	4,149,968	4,713,620
Outdoor Infrastructure Funding & Recreational Measures	-	10,470,123
Safer Routes to School (SRTS)	124,732	2,168,645
Safety Measures	148,992	530,845
<b>Grand Total</b>	<b>108,201,876</b>	<b>184,154,377</b>

Active Travel investment is supporting over 300 individual projects throughout the southern region, with a breakdown of allocations for 2022 included below:

- Clare County Council – €5,598,000
- Limerick City and County Council – €24,390,568
- Tipperary County Council – €6,666,601
- Kilkenny County Council – €3,000,000
- Wexford County Council – €4,440,000
- Waterford City and County Council – €24,010,000
- Cork County Council – €20,456,545
- Cork City Council – €46,291,010
- Kerry County Council – €4,130,293

These allocations are for active travel projects in urban area including the three main cities and the many towns and villages throughout the region. Significant projects being supported include the following:

- O’Connell Street Revitalisation in Limerick.
- MacCurtain Street Public Transport Improvement Scheme in Cork.

- Sustainable transport bridge in Waterford, as well as the link from the City Centre to Waterford Greenway at Bilberry.

## Upgrades to Bus Network

The National Transport Authority (NTA) manages the Public Service Obligation (PSO) and Rural Transport Programme budgets which it deploys to fund new and existing public transport services across Ireland including bus services. Please see section 4 for further details. Below are upgrades which have been implemented thus far.

### **Cork Metropolitan Area**

- New cross-city service linking Glanmire with Cork University Hospital via the city centre and an increase in frequency to three services an hour between Glanmire and the city centre.
- Additional evening and weekend services introduced on routes 202, Hollyhill to Mahon and 208, Ashmount to Curraheen Road.
- New route 212 Kent Station to Mahon Point via Blackrock Village.
- Improved frequency on Hollyhill to Mahon corridor with introduction of route 202A.
- Launch of TFI Go App for Cork City including €1 Promotional Fare.

### **Limerick Metropolitan Area**

- Frequency on route 303, O'Malley Park to Pineview doubled to every 15 minutes, and more services in the evenings and weekend than have been available to date.
- Increased hours of operation on route 306, Ballynanty to Edward Street with all departures now serving Glenagross.
- Launch of TFI Go App for Limerick City including €1 Promotional Fare.

### **Waterford Metropolitan Area**

- Launch of temporary route W6 Plunkett Station to WIT Arena (HSE Vaccination Centre).

### **Other Regional and Rural service improvements**

- 55 rural evening and night services across Ireland, including in the southern region, mainstreamed for funding within the Rural Transport Programme.
- Local Link Demand Responsive Transport Services repurposed during Covid lockdowns to deliver essential goods to those living in remote areas.
- New route 245X, Cork to Dublin via Fermoy, Mitchelstown, Cahir, and Cashel.
- New 858 service connecting Portlaoise to Thurles operating Monday to Sunday.
- Public Transport improvements from the Dingle peninsula to Tralee including improved route 275, Tralee to Dingle and route 277 Dingle to Dunquin.
- Enhanced timetable on route 828, Cashel to Portlaoise.
- Enhanced timetable on route 345, Scariff to Limerick.
- Enhanced timetable on 323, Nenagh to Limerick.
- Official launch of Kilkenny City bus service on 21 January 2020.

- Service enhancements on the West Clare Network connecting to rail at Ennis, enabling passengers to travel between West Clare and Dublin in a single day for the first time using public transport.
- Pilot community car schemes funded by the NTA in Cork and Kerry.

## Bus Connects Cork

- Out turn 2021: €1.6m
- Allocation 2022: €8.8m.

The draft new bus network was published on 2<sup>nd</sup> November 2021 and a 6-week public consultation on the draft was launched on the same day. This draft network was prepared following a previous public consultation held in July 2021 on the Choices Report, which set out the transport choices that could be used to structure the redesign of the bus network in Cork. Close to 1200 responses were received as part of that first round of consultation

The redesigned bus network will provide a more coherently planned, higher capacity, more understandable network for those within the Cork Metropolitan Area while paving the way for the future introduction of Luas within the city. Services will be organised around high frequency routes within the city centre with route branches extending out to other areas of the city. Additional weekend services will also be provided.

The redesign will be finalised in the first quarter of 2022 with the new network being rolled out from 2023.

Design work is also continuing on the Core Bus Corridor element of the programme, and it is hoped to bring the proposed new routes for public consultation in Q1 2022.

## Rail

### **Limerick Colbert Station Upgrade**

- spent to date: €839,273.08
- allocation 2022: €15,694,434

The project consists of four main elements, the first of which was completed in 2016:

- I. The Colbert Plaza, with an area of 3300m sq. The secondary taxi and car drop of area is 1000m sq.
- II. The proposed new bus station, this provides a total of 20 bus bays sit to the north of the station, which allows for a fully covered interchange.
- III. Alterations and renovation to the train station; increasing the public and retail space internally
- IV. Alterations to the car parking arrangements, relocating car spaces to permit the relocation of the bus bays.

Construction tenders have been returned and evaluated. A final business case is to be prepared for NTA funding approval in Q1 2022 and construction contract award. The construction programme is

eighteen months in duration over four construction phases. Colbert Phase 2 is at pre planning permission stage. A design has been prepared to include a new five storey staff building, alterations to the concourse and retail and renewal of the train hall roof. It is intended to lodge a planning application in Q1 2022. Approval will be sought if phase 2 is to progress through the subsequent project stages to construction.

#### **Rail Freight to Foynes: (new)**

- allocation 2022: €250,000

Funding for undertaking studies, designs and preliminary and final business cases, leading to the construction phase and eventual reopening of the Limerick to Foynes freight line.

#### **Twin Tracking Limerick to Limerick Junction: (new)**

- allocation 2022: €250,000

Funding for the review the existing infrastructure and develop a solution to via the increase capacity and subsequently improve frequency in the region. An option selection and feasibility study to identify the preferred option will be undertaken initially.

#### **Rail Station at Moyross: (new)**

- allocation 2022: €250,000

Funding for the development of a new station in the Moyross Area of Limerick. An option selection and feasibility study to identify the preferred location will be undertaken initially.

#### **Cork Area Commuter Rail Programme**

- spent to date: €949,523
- allocation 2022: €6,789,334

The Cork Area Commuter Rail Programme involves development and enhancements to the rail network over approx. 62 kilometres from Mallow through Cork to Cobh and Midleton. This will include electrification and re-signalling across the three main routes, primarily over existing alignments, which can be summarised as follows:

- Mallow Line – approx. 30km from Kent Station to Mallow;
- Cobh Line – approx. 20km from Kent Station to Cobh; and
- Glounthaune to Midleton Line - approx. 10km from Cobh Junction to Midleton.

The overall Programme consists of 7 separate but interrelated projects, which will be developed in Phases. The National Recovery and Resilience Plan 2021 has prioritised Work Package 1 – Kent Station Through Platform, Work Package 2 – Signalling and Communications Upgrade, and Work Package 3 – Glounthaune - Midleton Twin Track for immediate progress via the EU Recovery and Resilience Facility.

Work Package 1 has an anticipated completion date before 2025 while work packages 2 and 3 have anticipated completion dates before 2027.

Tenders for the relevant design services were recently issued for each of the projects and the award of the three contracts is expected in Q1 2022. All three projects are in programme to achieve the next EU Recovery and Resilience Facility funding milestone, which is the award of construction contracts by end of 2022.

### **Cork Light Rail**

- spent to date: €648,577
- allocation 2022: €950,000

The Cork LRT project was identified in the Cork Metropolitan Area Transport Strategy as a key east west corridor as part of the integrated transport network. In August 2020 Transport Infrastructure Ireland (TII) appointed consultants to progress the option selection and feasibility process. The option selection process has continued through 2021 with a view to holding public consultation on an Emerging Preferred Route in Mid-2022.

### National road networks

<b>Expenditure 2021</b>	<b>Improvement</b>	<b>Maintenance</b>	<b>Total</b>
Carlow County Council	1,878,812	1,878,812	3,757,624
Clare County Council	3,563,996	3,563,996	7,127,992
Cork City Council	1,394,758	1,394,758	2,789,516
Cork County Council	117,095,471	117,095,471	234,190,942
Kerry County Council	20,434,739	20,434,739	40,869,478
Kilkenny County Council	6,648,925	6,648,925	13,297,850
Limerick City and County Council	11,676,583	11,676,583	23,353,166
Tipperary County Council	6,475,340	6,475,340	12,950,680
Waterford City and County Council	7,449,369	7,449,369	14,898,738
Wexford County Council	5,929,011	5,929,011	11,858,022
<b>Grand Total</b>	<b>182,547,004</b>	<b>182,547,004</b>	<b>365,094,008</b>

The Minister for Transport has responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design, improvement and upgrading of individual national roads is a matter for TII, in conjunction with the local authorities concerned. TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP.

TII has contributed to the objectives of the RSES through the ongoing progression and delivery of significant major projects on the National Roads Network:

- N25 New Ross Bypass opened in 2020.
- N11 Gorey to Enniscorthy opened in 2019.
- N22 Ballyourney to Macroom is currently under construction with completion anticipated in 2024.
- M8/N25/N40 Dunkettle Interchange which is at construction will significantly improve traffic movements at this junction.
- N69 Listowel bypass project has been awarded and construction is about to commence.
- N28 Cork to Ringaskiddy has planning approval and advance works are progressing including advance works and the preparation of a Business Case seeking approval to go to tender.
- N21/N69 Foynes to Limerick Project is awaiting a decision from An Bord Pleanála.

Other major projects are being progressed through planning and design in line with funding availability

- N/M20 Cork to Limerick project is in phase 2 with the identification of a preferred option in late March.
- N21 Abbeyfeale and N21 Newcastle West projects have preferred routes identified.
- N22 Farranfore to Killarney will have a preferred route later this year.
- N25 Waterford to Glenmore (Phase 2 completed - preferred route identified 2021)\*
- N11/N25 Oilgate to Rosslare Harbour (Phase 2 completed - preferred route identified 2021).
- N25 Rosslare Europort Access Road (Phase 2 completed - preferred route identified 2021).
- N24 Waterford to Cahir (Phase 2 has commenced).\*
- N24 Cahir to Limerick Junction currently at route option selection.
- N25 Carrigtwohill to Midleton.\*
- N25 Midleton to Youghal is at early appraisal and preparation of a strategic assessment report.
- N71/N72 Mallow relief road has a preferred route selected.
- N40 Cork TENT Study is considering improvements and demand management on the exiting route.
- N40 Cork Northern Ring is an early-stage feasibility assessment.

\*(TII was not in a position to provide allocations in 2022)

TII also fund many minor schemes as well as pavement and safety improvements on the network on an annual basis.

### Regional road networks

Under the Regional and Local Roads Grant Programme funding of €496 million approximately was provided to the region in the period 2020-2021. This includes funding for the protection and renewal of the regional and local road network, targeted safety/minor improvement works and the following strategic regional and local road improvement schemes which are being undertaken under the National Development Plan:

- Coonagh to Knockalisheen Distributor Road

- R498 Latteragh Upgrade
- Shannon Crossing, Killaloe Bypass and R494 Upgrade
- Tralee Northern Relief Road

## Aviation

### Funding to Regional Airports – Southern Region

AIRPORT		2020	2021
Kerry Airport	Capital Funding	€1,155,942	€2,786,343
	Operational Funding	€1,499,564	€1,298,034
	<b>Subtotal</b>	<b>€2,655,506</b>	<b>€4,084,377</b>
Cork Airport	Capital Funding	-	€10,000,000
	Operational Funding	-	€6,689,769
	<b>Subtotal</b>	<b>-</b>	<b>16,689,769</b>
Shannon Airport	Capital Funding	€303,513	€11,417,538
	Operational Funding	-	€5,527,049
	<b>Subtotal</b>	<b>€303,513</b>	<b>€16,944,587</b>
Waterford Airport	Emergency Operational Funding	€375,000	€0
	<b>Subtotal</b>	<b>€375,000</b>	<b>€0</b>
	<b>TOTAL</b>	<b>€3,334,019</b>	<b>€37,718,733</b>

#### **Cork Airport's Runway Reconstruction and Remediation Project**

€10 million in Exchequer funding was provided to Cork Airport in 2021 under the Covid-19 Regional State Airports Programme towards their Runway reconstruction and remediation project. This project is the single-biggest construction project, and the biggest investment by daa, at Cork Airport since the opening of the new terminal building in 2006. This runway upgrade will be a key strategic asset for the South region for the next 20 years.

#### **Waterford Airport's Runway Extension Project**

In June 2019 Government gave approval, in principle, to providing Exchequer funding of €5m towards a Runway Extension Project at Waterford Airport. Planning permission for this project was granted by An Bord Pleanála in February 2022.

Given the changed circumstances in the context of the project timeline and the impacts of Covid on the aviation market and wider economy, Waterford airport has been informed that any renewal of a commitment to provide Exchequer funds of €5m for development works will need to take account of these circumstances as well as the enhanced obligations that are now in place under the revised Public Spending Code. The airport has been requested to provide clarity on the level of private investment available to support this project, as well as a detailed project specification and delivery programme, outlining a breakdown of costs and timeline for works from June 2019 to the anticipated opening of the runway for use in 2023. The airport has committed to providing this detail to the Department of Transport this month (February).



## Maritime

### **Port of Cork**

The development at Ringaskiddy in the Port of Cork is estimated to cost over €86 million. The construction work is complete with commissioning works currently underway. The facility will be operational in the first half of 2022.

The development will see the port over time relocate its business from the current city centre Tivoli location and the City Quays to a new facility at Ringaskiddy. It will enable the Company to future proof the Port as an international gateway for trade and will allow it to continue to meet the needs of its customers and the economic developmental needs locally and at regional and national level.

### **Shannon Foynes Port Company**

Shannon Foynes Port Company has an Infrastructure Development Programme (overall programme costed at c. €50m over seven years) well underway. The investment programme will improve international connectivity through the construction of new quays walls and associated port infrastructure. The first part of the Jetty expansion programme has been completed. The next part will comprise the joining of the East and West jetty commencing and reclamation of intertidal mudflats with the procurement process for the main works contractor underway. It is envisaged construction will commence in Q2 2022. These projects are expected to be completed by end 2023.

### **Rosslare Europort**

To increase capacity, Iarnród Éireann/**Rosslare Europort's** strategic development plans costing €42m for the port will provide new customer facilities, port infrastructure, freight facilities, port assets, and link the new entrance of the port with the proposed new port access road. A digitalisation project for the port will see investment in vehicle-recognition systems, trailer-tracking systems, compound management and check-in and check-out systems. The OPW are also working on providing permanent Bord Control Post facilities at the port.

### **Port of Waterford**

The company has invested €350,000 in 2020 and €1.84m in 2021 in infrastructure improvements. The long-term infrastructure plan for Port of Waterford is set out in detail in the Port's Masterplan to 2044. The focus of Masterplan 2040 in the early years is to encourage utilisation of the Ports container terminal which is running with spare capacity. Recent reopening of the rail freight connection to the Northwest is a positive step in this respect.

## **Progress made in supporting the other objectives of the RSES and MASPs**

### Integration of Planning and Transport Policy

The forthcoming Sustainable Mobility Policy (see section 4) will support compact growth and transport-orientated development through better integrated land use and transport planning. Its

third principle *Better Integrated Mobility* contains a number of actions which aim to make land and transport planning more efficient.

A working group has also been established to consider opportunities for transport-orientated development in major urban areas as part of the *Housing for All* Strategy. This working group will be jointly chaired by the Department of Transport and the Department of Housing, Local Government and Heritage. It will further improve land-use and transport planning to meet the NPF objective of compact growth.

#### **Metropolitan Area Transport Strategies:**

Transport investment for the southern regional cities is guided by the metropolitan area transport strategies which are developed by the NTA in conjunction with the relevant local authorities.

- **Cork (CMATS):** Completed in early 2020 and is now being implemented through a number of projects, including Cork Light Rail, Cork BusConnects Infrastructure and Cork BusConnects Network Redesign;
- **Limerick/Shannon) LSMATS:** Draft published for public consultation in summer 2020. A second round of public consultation should take place early this year on a revised draft strategy.
- **Waterford (WMATS):** A draft Transport Strategy is expected to be published for public consultation in Q1 2022.

#### **Local Transport Plans**

Outside of the cities, local transport plans for the regional growth centres and key towns will allow for local implementation of national and regional level land use and transport policies. It is expected that the preparation of Local Transport Plan will proceed during 2022 for settlements across the southern region and the NTA will be working closely with local authorities in this regard. The NTA has already engaged with several local authorities in the southern region, regarding the preparation of local transport plans.

To facilitate and enable the preparation of Local Transport Plans for Key Towns and other settlements by local authorities, the NTA and TII have prepared and published an Area Based Transport Assessment (ABTA) Advice Note (2018) and a 'How-To' Guidance Document (2021), which sets out a 'Pilot' ABTA methodology'. The NTA and TII made a presentation on ABTA at the SRA's Regional Sustainable Mobility Webinar, on 31<sup>st</sup> January.

#### **Development Plans / Local Area Plans**

The NTA engages with local authorities across the southern region, at each stage in their preparation of development plans and local area plans. This is evidenced in the making of written submissions and direct engagement with local authority officials, with a particular focus on the integration of land use and transport planning and where applicable, consistency with completed metropolitan area transport strategies.

## Strategic connectivity to support economic competitiveness

Investment in both the road and rail networks has contributed to a number of RSES objectives including those around connectivity:

- Connecting our Region – enhanced infrastructure from North to South and East Coast to West Coast, connecting to the Atlantic Economic Corridor and developing an extended Eastern Economic Corridor to Rosslare Europort.
- Positioning the southern region as Ireland’s International Gateway through our seaports and airports.

### **Investment in Road Network**

A key Government priority is upgrading and enhancing the road transport network to improve connectivity. As shown in section one a number of major projects on the National and Regional Roads Networks are in progress. Improving connectivity also involves strengthening access routes to Ireland’s ports. Examples of such projects led by TII include:

- the N25 provides an improved connection between Rosslare Europort and Waterford Port. Such a connection is important in that the ports have a ‘twinning agreement’ with Rosslare providing RO-RO services and Waterford providing LO-LO services.
- the M28 Cork to Ringaskiddy project provides improved access to the port of Ringaskiddy,
- the N21/N69 Foynes to Limerick project serves to improve access to the Port of Foynes.

### **Investment in Rail network**

Investment in rail infrastructure and services will help expand transport services across the region contributing to greater connectivity and use of sustainable transport.

- A key enabler to increasing capacity on the rail network is the new National Train Control Centre. Construction of the National Train Control Centre commenced in 2020 with completion and full commissioning expected by 2024.
- The construction of 41 ICR carriages is ongoing. Delivery of these carriages is expected to commence mid-2022 with entry into service in 2023. The additional fleet will have benefits for services throughout the network including the southern region.
- **Cork:** work will commence on the EU funded programme to improve rail infrastructure in the Cork metropolitan area including the construction of a new ‘through’ platform within Kent Station to create a suburban rail network between Mallow, Midleton and Cobh; re-signalling of the suburban rail network and double-tracking of current single track between Glounthaune and Midleton.
- **Limerick:** works are planned to upgrade Colbert Station, while the city’s rail network is under review as part of the development of the metropolitan area transport strategy.
- **Waterford:** funding has been announced to support the move of Plunkett Station to a new location on the North Quays, while a metropolitan area transport strategy is under development.

## **Policy initiatives and developments that support the objectives of the RSES**

### **Sustainable Mobility Policy**

A new Sustainable Mobility Policy will shortly be published which will set out a strategic framework to 2030 for active travel and public transport to support our requirement to achieve a 51% reduction in greenhouse gas emissions by the end of this decade. The new policy will also be closely aligned with the national strategic outcomes of the National Planning Framework, particularly in relation to compact growth; enhanced regional accessibility; strengthened rural economies and communities; sustainable mobility and the transition to a low carbon and climate resilient society. It will be underpinned by funding under the renewed National Development Plan which provides €35 billion for transport over the next decade.

### **All Island Strategic Rail Review**

The *Strategic Rail Review*, which is being undertaken in co-operation with the Department for Infrastructure (Northern Ireland), will inform the development of the railway sector on the Island of Ireland over the coming decades. The *Review* will consider the potential scope for improved rail services along the various existing, or future potential, corridors of the network. That scope will also include the potential afforded by disused, closed or lightly used lines such as the Limerick-Waterford-Rosslare line. The final report of the *Review* is expected in Q4 this year.

### **Connecting Ireland**

The Connecting Ireland Rural Mobility Plan is a major national public transport initiative funded by the Department of Transport (DoT). Managed by the NTA, the aim of the plan is to increase public transport connectivity, particularly for people living outside the major cities and towns. DoT has allocated €5.6m from Budget 2022 to the NTA, so that as early as 2022 the NTA can begin investing in these services.

Connecting Ireland proposes to expand the public transport network in rural areas and to increase service levels. Detailed proposals per county can be found on the NTA's [website](#).

The NTA are currently analysing the feedback received from the public consultation and will issue a report once this process is finalised. They are also in the process of finalising the proposals, with a rollout of new and improved services planned on a phased basis from 2022 to 2025.

## **Funding programmes**

### **Accessibility Retrofit Programme**

DoT funds an ongoing programme of accessibility improvement grants, which is managed by the NTA. Under Budget 2022, DoT has secured dedicated, ringfenced funding of €15.35m towards the Accessibility Retrofit Programme. This is a nationwide programme and is broken down by project. Consequently, a regional break down of funding is not readily available.

### **Rail Accessibility**

- Accessible lifts and footbridges at Ennis Rail Station (opened to the public at Ennis Station in 2021).
- Accessible lifts and footbridge at Carlow station and roof cover (opened to the public at the New Year 2022).
- Banteer and Little Island are identified as the next priority stations for the development accessible lifts and bridges and are currently at Section 5 planning stage.
- The wider upgrade of accessibility in rail stations is being progressed to the Technical Specifications for Interoperability (TSI) standards for Persons with Reduced Mobility. Ennis station has been identified as the first station for implementation for this upgrade to compliment the new wheelchair lifts and bridge opened in 2021. The construction of upgrade of two platforms to the updated standard commenced in 2021 and is on-going.

### **Bus Accessibility**

- In 2021, wheelchair accessible bus bays were constructed at Wexford and Tramore, in 2020 wheelchair accessible bus bays were constructed at Wexford, Waterford, Tralee and Killarney. These projects included other accessibility improvements in the station environments including; wheelchair accessible car set down areas, improved paving and waiting areas.
- Design of wheelchair accessible bus bays at Cork, Ennis bus stations and Kilkenny train station are currently being progressed and construction will commence in 2022.
- Since 2020 wheelchair accessible bus stops have been constructed at Carrigtwohill, Castlemartyr, Midleton, Newcastlewest, New Ross, Ringaskiddy, Shannon, and Youghal. Wheelchair accessible bus stops are currently under construction in Nenagh and a programme of 11 stops in North and West Cork is due to commence construction.

### **Active Travel Programmes**

In 2021 local authorities in the southern region drew down approximately €70 million from the NTA under various grants including the Sustainable Transport Management Programme (STMG), Active Travel Programme, Stimulus and COVID programme. The measures funded also include an outdoor Infrastructure grant which was allocated to help the hospitality industry reopening in the summer of 2021. For 2020 the NTA [Annual Report](#) provides information on the support they provided to the 3 urban centres in the region with a total of approximately €17.2 million drawn down from the STMG and a further €11.2 million from the COVID/ Stimulus programme.

### **Public Services Obligations and Rural Transport Programmes**

The NTA manages the Public Service Obligation (PSO) and Rural Transport Programme budgets which it deploys to fund new and existing public transport services across Ireland including bus and rail.

The PSO outturn in 2021 was €580m while €538m was secured to support PSO services in 2022. The Department allocates the public transport PSO funding to the NTA. The NTA then decides the precise allocations to the public transport companies in exercise of its statutory mandate and in accordance

with the various contractual arrangements that it has in place with PSO service providers. The funding is not allocated by region. Consequently, a regional break down of funding is not available.

The NTA is also responsible for operating the Department of Transport's Rural Transport Programme under the brand of "TFI Local Link". Total funding for the programme for 2022 is €28m of which €15m is PSO funding.

### Infrastructure Manager Multi Annual Contract (IMMAC)

The IMMAC provides the funding framework for the maintenance and renewal of the railway infrastructure. The current IMMAC is for the five-year period 2020-2024.

A total of just over €1.1billion of Exchequer funding will be paid to IÉ under the IMMAC contract for network maintenance and renewal for the 2021-2024 period. Investment under the IMMAC will increase service reliability and punctuality, improves journey times and ensures continued safety of rail services across the network.

Funding has been provided in recent years to track relaying on the Cork-Dublin line and further investment will be made in 2022 through the IMMAC.

### Connecting Europe Facility (CEF)

Applications for two rail-related projects have been submitted under the 2021 Connecting Europe Facility (CEF) Transport call - the '*Reinstatement of the Foynes Port to Limerick Rail Line — REJOYN*' and '*Rail Freight System for Ireland – Programme Implementation Plan*'.

#### **Reinstatement of the Foynes Port to Limerick Rail Line — REJOYN**

The planning study proposed in this application for funding will expand the findings of an earlier design study. It will deliver the documents required for Government approval in line with the Public Spending Code, the tender documents required for public procurement of the works, and the detailed designs for the construction.

#### **Rail Freight System for Ireland – Programme Implementation Plan**

The programme implementation plan proposed in this application will expand the findings of the initial strategic study, determine the final project boundaries, and provide all information required to obtain approval to proceed to planning, detailed design and commence tendering for construction.

### Regional Airports Programme

The importance of regional airports in facilitating international connectivity is reflected in Project Ireland 2040 as well as related Regional Economic and Spatial Strategies. The Government's commitment to regional airports, as part of these long-term planning and investment strategies, is evident in the capital provision of €82.37m for the Regional Airports Programme (RAP) under the National Development Plan from 2021 to 2030. This funding is inclusive of €16.5m in additional capital funding made available, due to the impacts of Covid, to Cork and Shannon airports under the one-year Covid-19 Regional State Airports Programme in 2021.

Airport	Funding Programme	Project Name and Description	Amount Awarded (€)
Kerry	Regional Airports Programme	Taxiway Lighting & Lighting Connector Units	€ 97,489
		2 x C3 Cabin Baggage X-rays	€ 781,511
		ANS Recorder Upgrade	€ 66,742
		Crash Siren Upgrade	€ 13,439
		2x UTV Vehicles	€ 31,887
		Passenger Scanner	€ 164,870
	<b>Kerry Airport Subtotal 2020</b>		<b>€ 1,155,941</b>
	Regional Airports Programme	External & Car Park Lighting	€ 30,918
		2 x Rescue Fire Vehicles	€ 1,542,357
		Instrument Flight Procedures Review	€ 103,255
		Apron Lighting	€ 44,806
		CCTV Upgrade Works	€ 14,004
		Electric Vehicles	€ 1,051,002
	<b>Kerry Airport Subtotal 2021</b>		<b>€ 2,786,343</b>
<b>Kerry Airport Total</b>		<b>€ 3,942,284</b>	
Cork	Covid-19 Regional State Airports Programme 2021	Runway Overlay	€ 10,000,000
	<b>Cork Airport Subtotal 2021</b>		<b>€ 10,000,000</b>
	<b>Cork Airport Total</b>		<b>€ 10,000,000</b>
Shannon	Emergency Funding	Hold Baggage Screening	€ 303,513
	<b>Shannon Airport Subtotal 2020</b>		<b>€ 303,513</b>
	Covid-19 Regional State Airports Programme 2021	Airfield Rehabilitation	€ 2,125,000
		Parking Area Remediation	€ 550,000
		Airfield Electrical Signage	€ 44,991
		Airside Covered Walkway	€ 74,965
		Passenger Boarding Bridge	€ 83,425
		SAF CCTV	€ 28,259
		CTX Upgrade	€ 2,214,000
		Access Control	€ 135,000
		Security Fencing	€ 288,000
	Anti-pass back doors	€ 524,336	
	Emergency Funding	Hold Baggage Screening	€ 4,944,717
		Embankments Repair	€ 404,842
<b>Shannon Airport Subtotal 2021</b>		<b>€ 11,417,537</b>	
<b>Shannon Airport Total</b>		<b>€ 11,721,050</b>	
<b>Total Capital Funding 2020</b>			<b>€ 1,459,454</b>
<b>Total Capital Funding 2021</b>			<b>€ 24,203,880</b>
<b>Total Capital Funding 2020 &amp; 2021</b>			<b>€ 25,663,335</b>

