



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

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 Macroon project continued throughout 2022 and early completion of the Macroon 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 Macroon 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/))

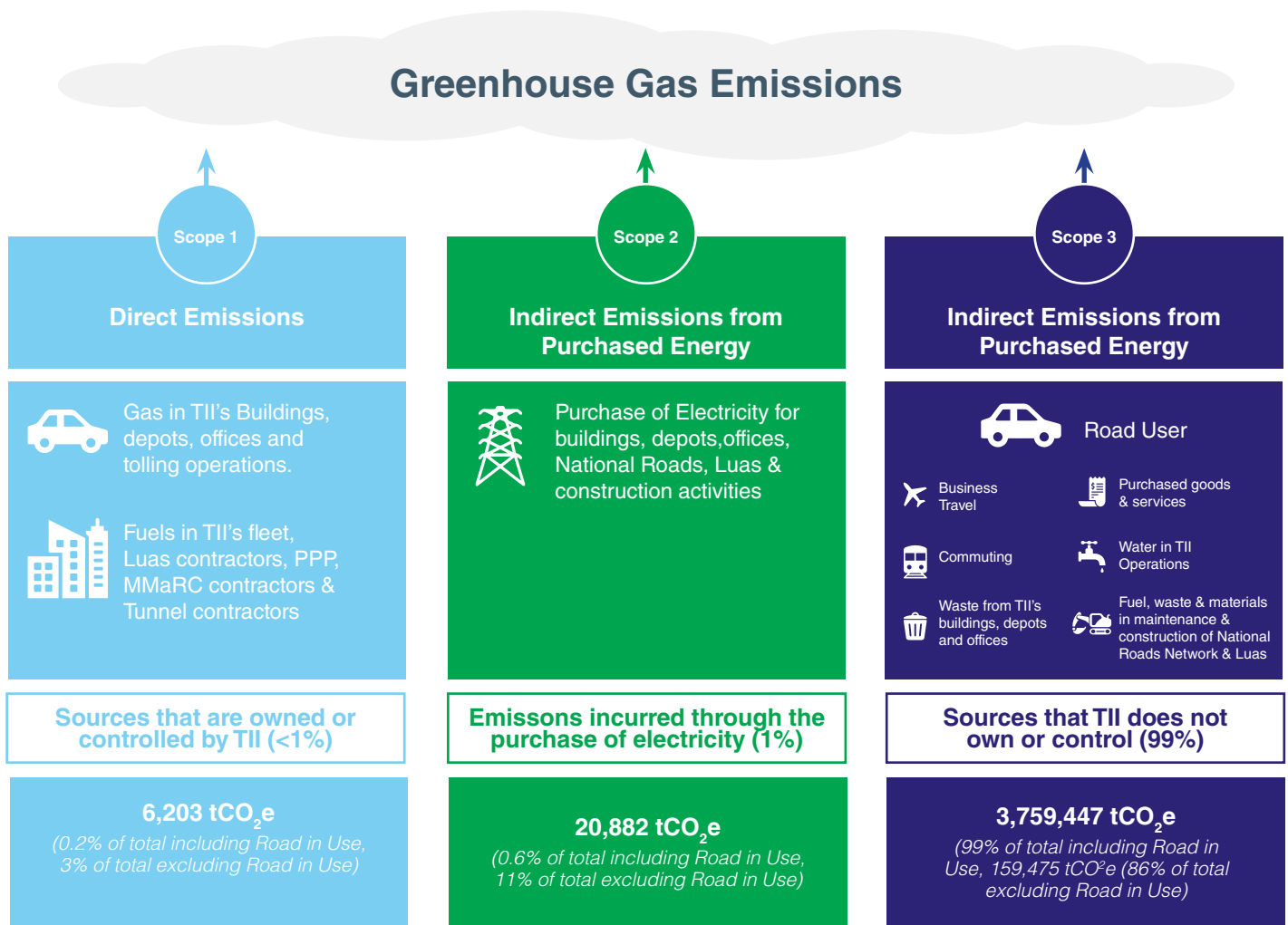
Ireland's Climate Action Plan and TII Actions

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.

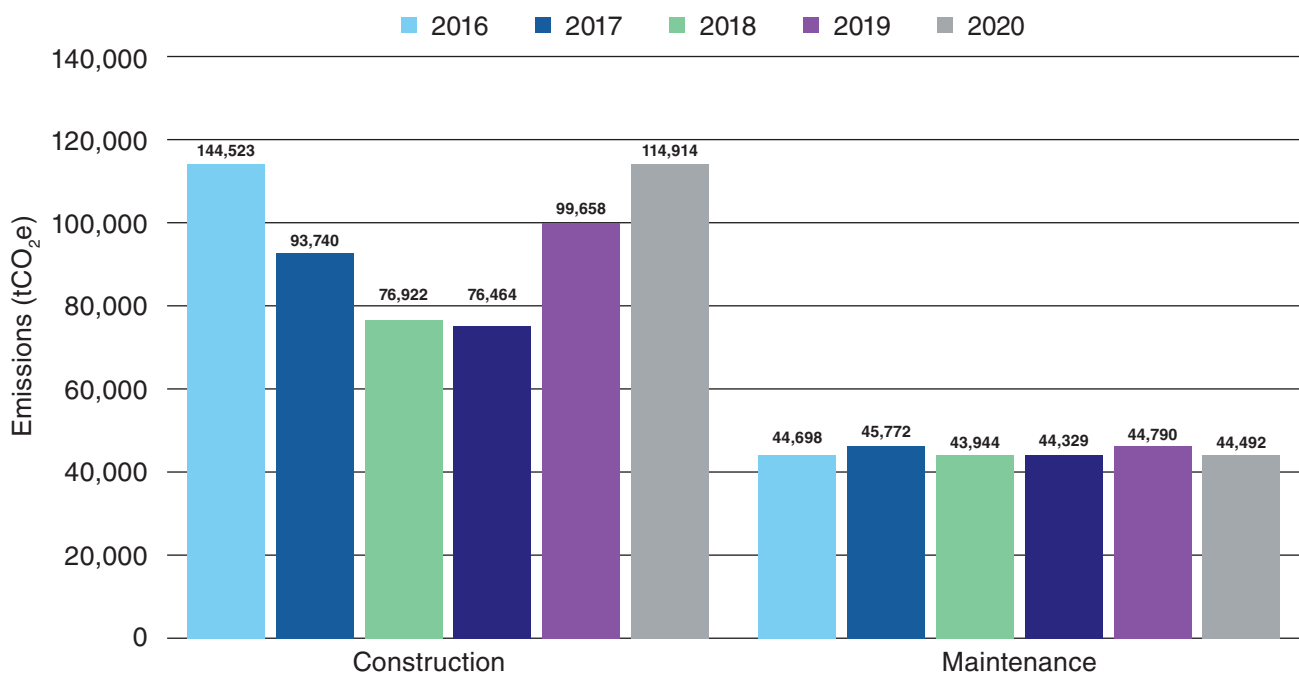
Other Indirect emissions (Scope 3) from sources which TII does not own or control such as construction emissions and emissions from road users on the network, decreased by 16% from 2018 to 2021. This was primarily due to a decrease in Road in Use emissions. However, excluding Road in Use emissions, an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

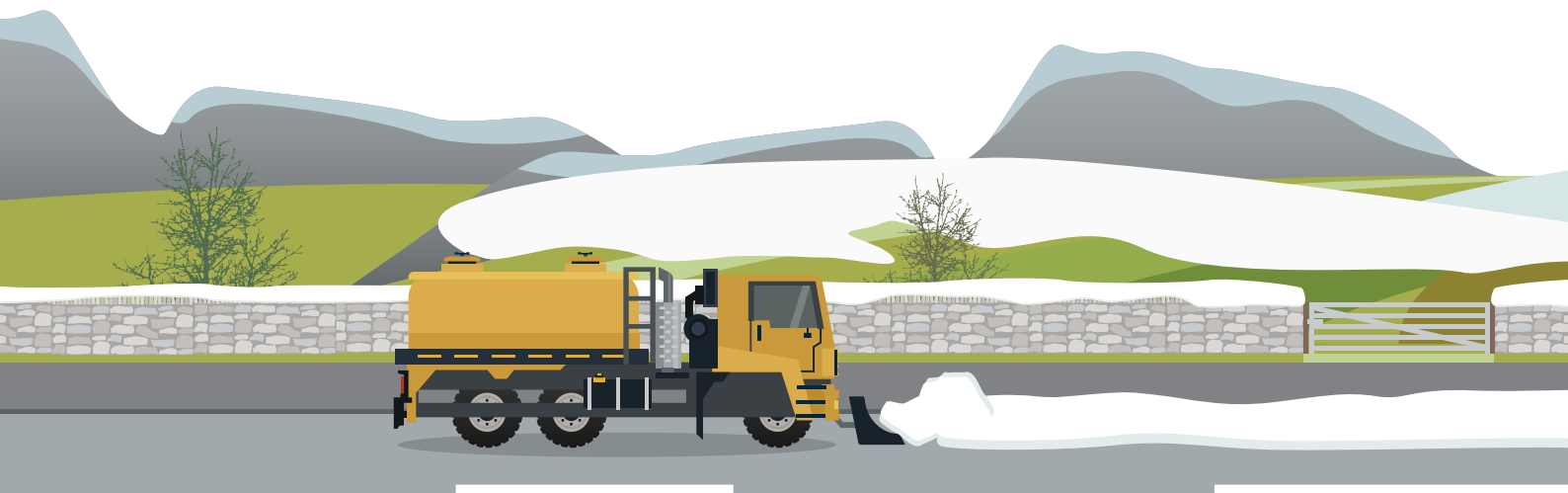
TII Climate Action Roadmap 2022

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:

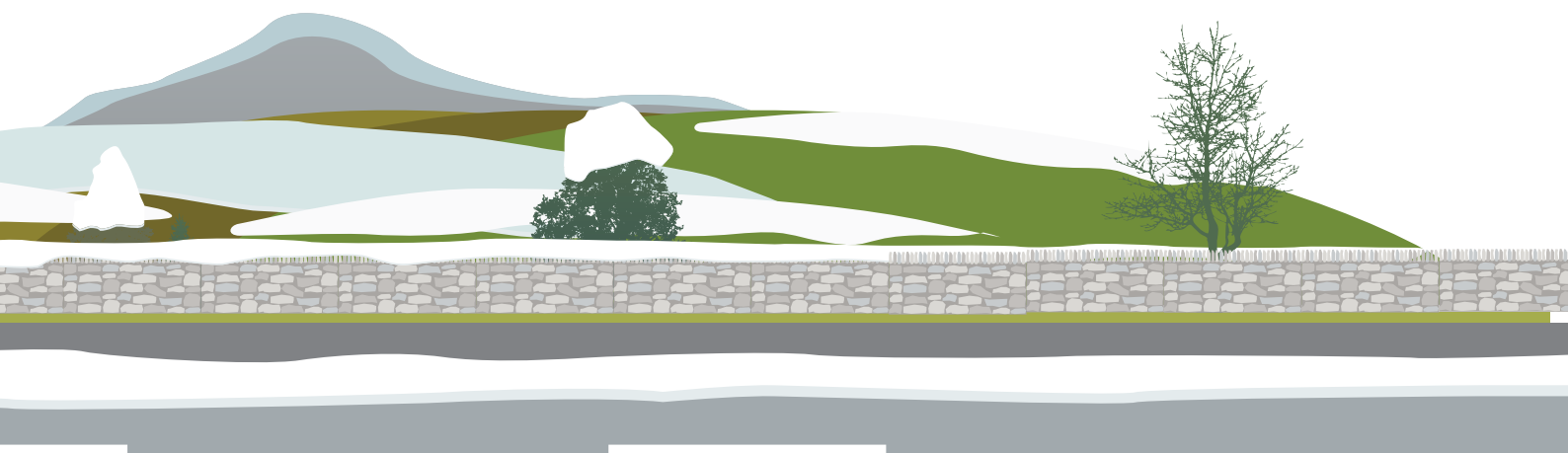
1. TII Road Emissions Model (REM): Model Development Report (GE-ENV-01107) Road User Emissions
2. TII Carbon Assessment Tool for Road and Light Rail Projects and User Guidance Document (GE-ENV-01106) Construction Embodied and Lifetime Maintenance Emissions
3. Email climatetools@tii.ie to receive authorisation 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

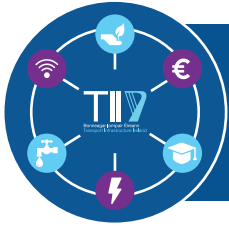
Enable safe, secure, accessible and inclusive travel through the provision of transport networks, systems and services that are resilient to future change.

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

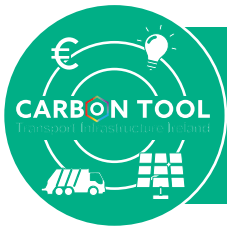
Deliver enhanced whole life-cycle value through impact and influence on stakeholders, partners, and suppliers.

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.

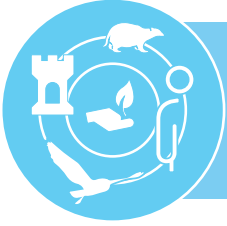
2022 achievements

- 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.

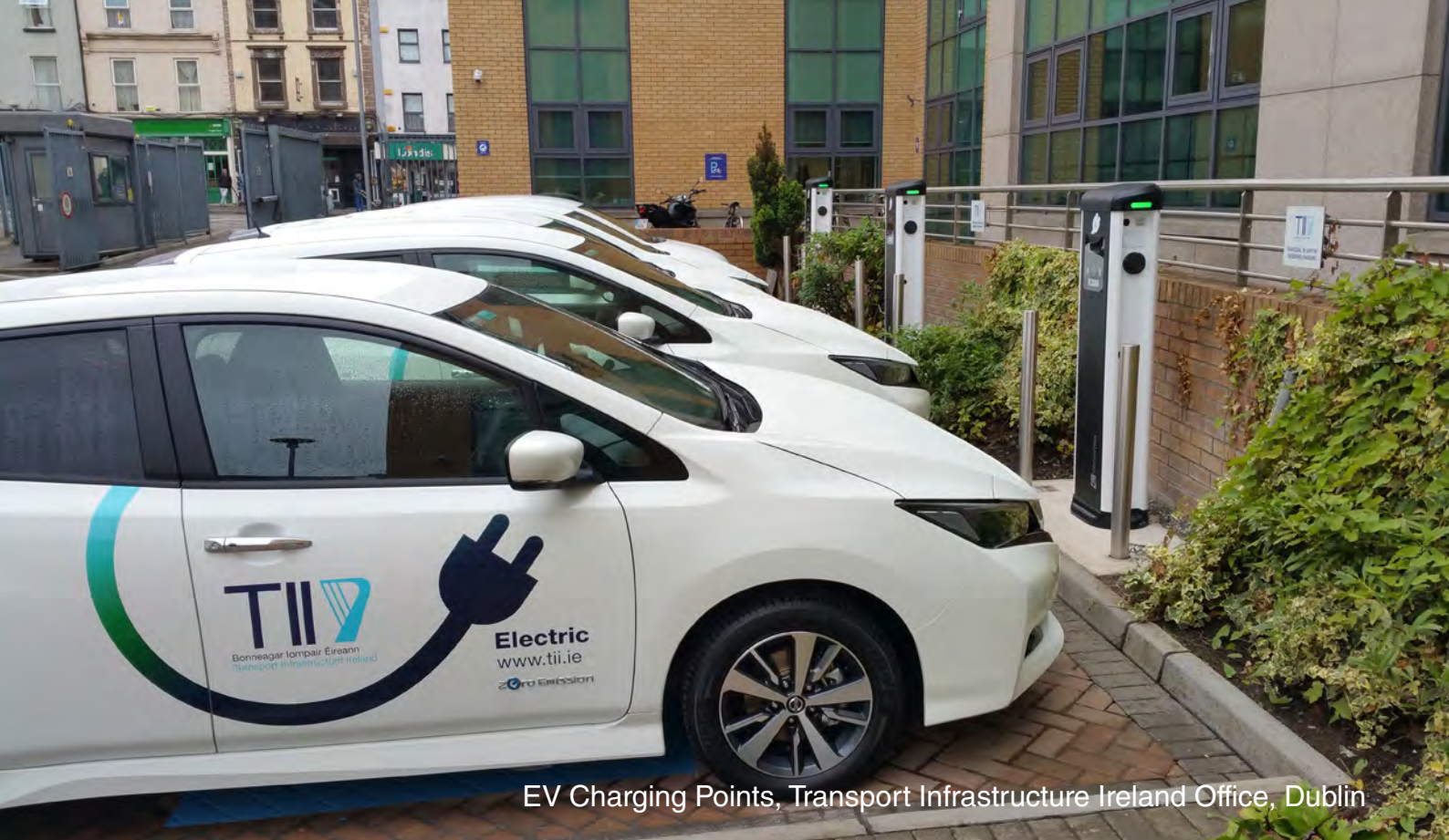
2022 achievements

- 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 at 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 carriageway 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.

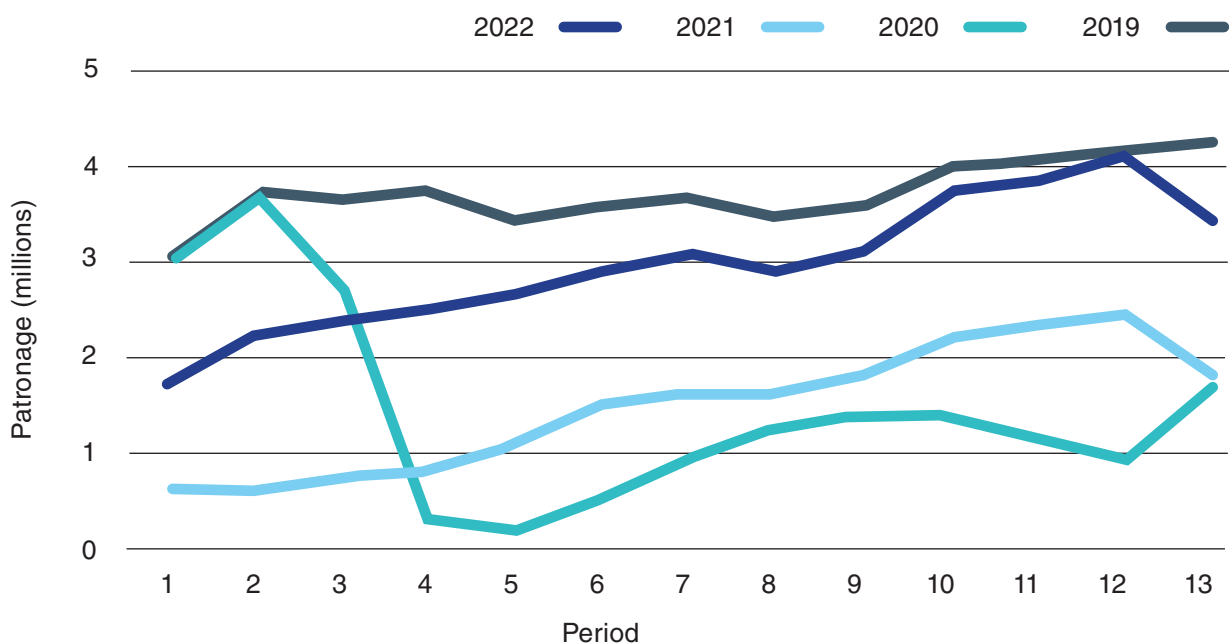
Our Light Rail Goals for 2023

- 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.

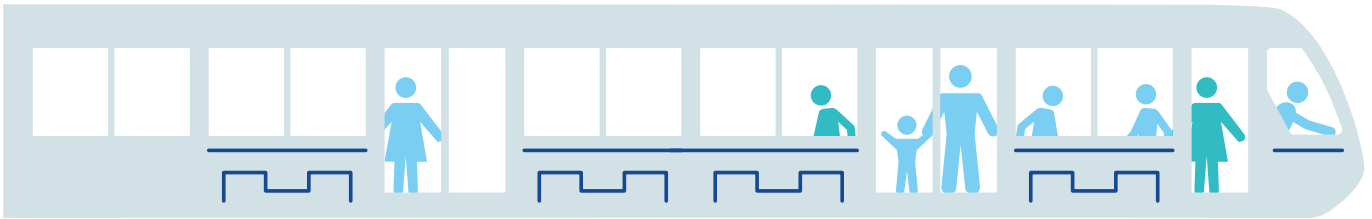


M50 Toll, Dublin

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

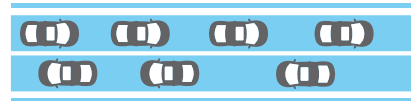


181,839

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.

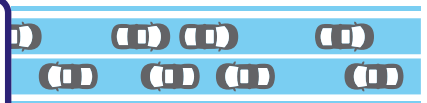
0.31 billion

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



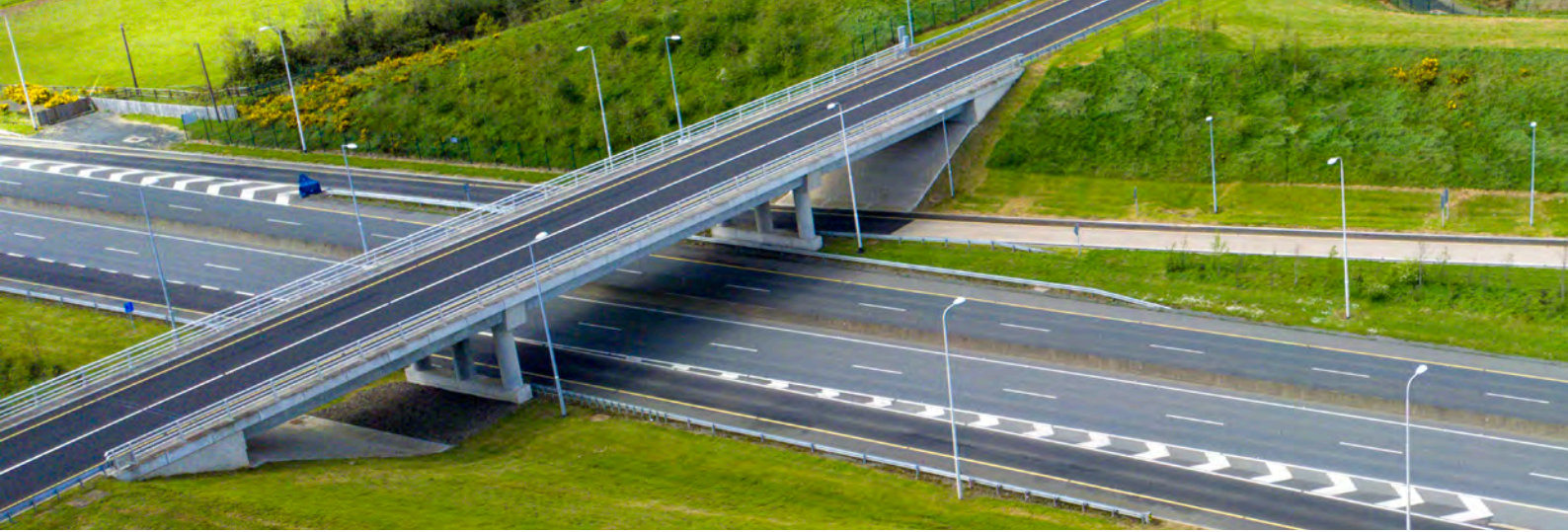
14 minutes

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 (UNCPRD), 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 (UNCPRD) – 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*

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Desmond Kenny
Aebhric Mc Gibney
Seamus Neely*
Mary O'Donovan
Joe O'Mahony*
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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.



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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.



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