



Rethink Rail

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Head of Transformation



Presentation Overview

1. Overview of rail and Iarnród Éireann
2. Drivers of rail demand – the ‘Why’
3. Rail2050 Strategy - the ‘What’
4. Implementing Rail2050 – ‘When and How’
5. A new future for rail freight in Ireland?

IÉ Overview



Our Network & Services



>5,000 Train Services run weekly



Over 1 million passengers carried weekly



670 Carriages in our fleet

>350,000 train km weekly



Departure
Howth
09.26

147 Stations served countrywide



2,400 km in our network



5,300+ Employees

Comparisons with European railways



Rail accounts for 3% of passenger journeys, 8% across Europe, less than 1% for freight



Less than 3% of network is electrified, 57% across Europe



All rails lead to Dublin, with interregional accounting for less than 0.5% of rail trips



Primarily a single track network, with only 20% double track from Cork to Dublin and Belfast

Frontline roles

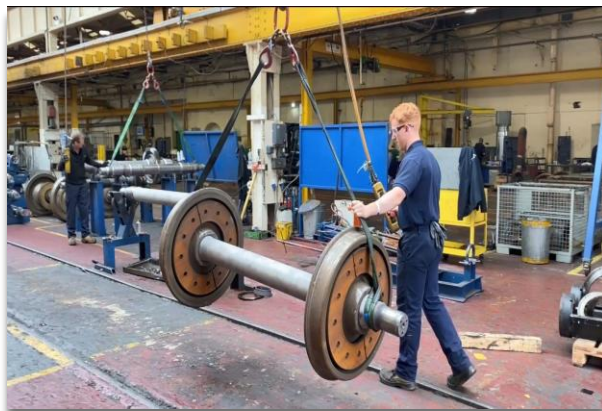
IARNRÓD ÉIREANN
ONE TEAM



CUSTOMERS
AT THE HEART
OF OUR BUSINESS



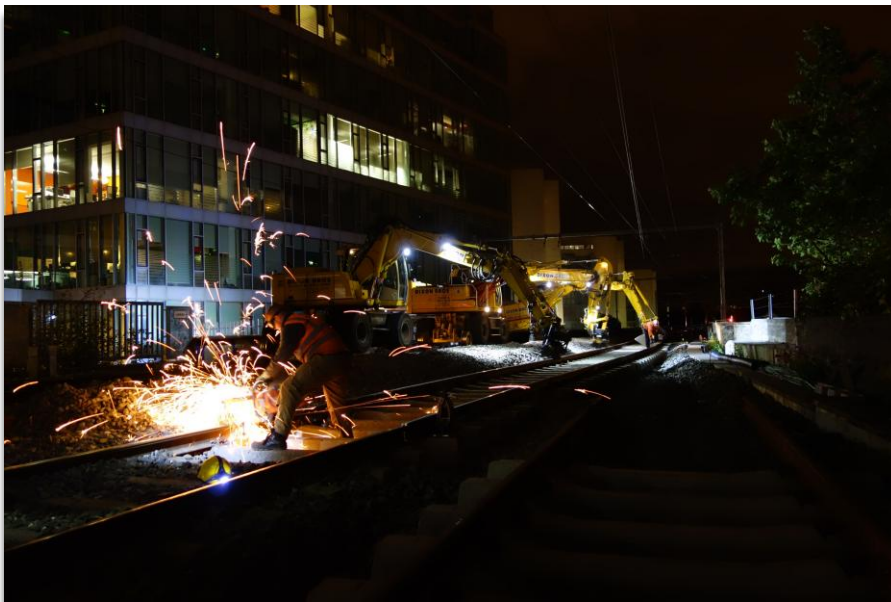
Engineering



← PROUD
OF OUR PAST,
PASSIONATE
ABOUT OUR FUTURE →



VALUING
OUR PEOPLE  



Career opportunities

Career Opportunities

We Value Our People - We Celebrate their Individuality



Recruited
close on
500 people
last year

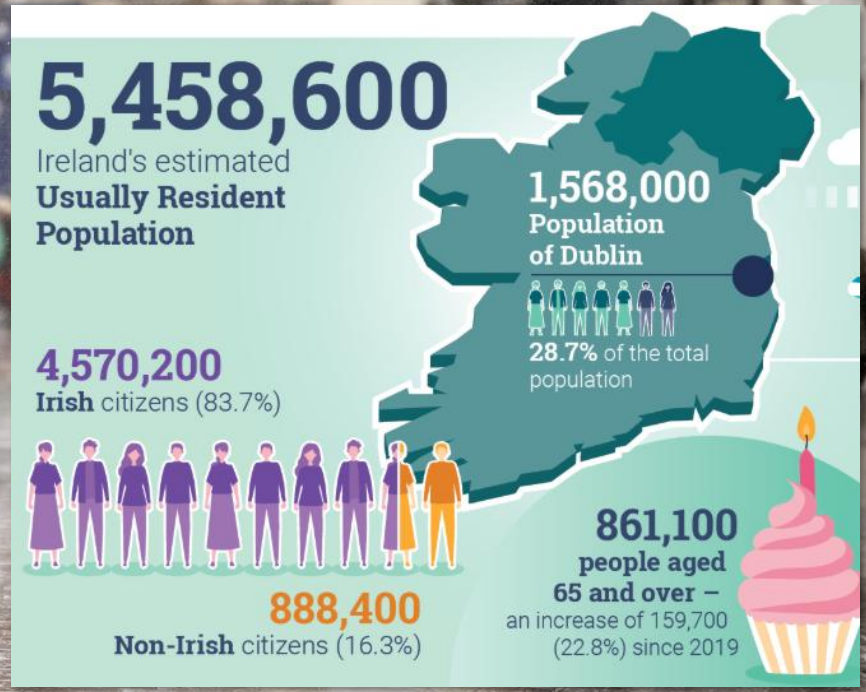
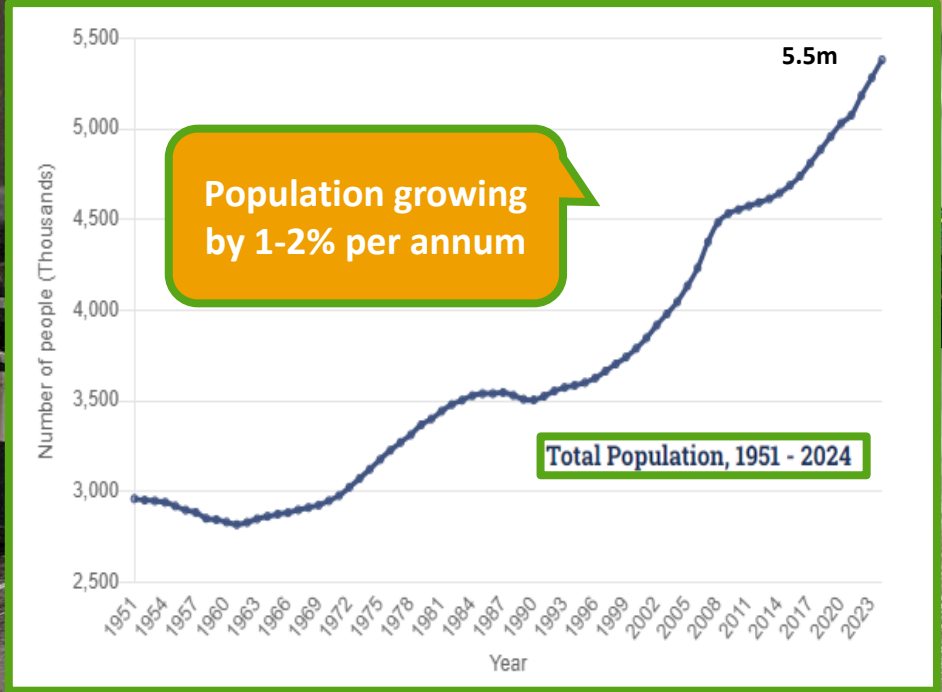


An aerial photograph of a city, likely Oslo, Norway, showing a dense urban landscape. In the foreground, a modern, multi-story building with a curved facade and a rooftop garden is prominent. A river flows through the city, with several boats docked along its banks. The background shows a vast cityscape extending to the water's edge under a blue sky with light clouds.

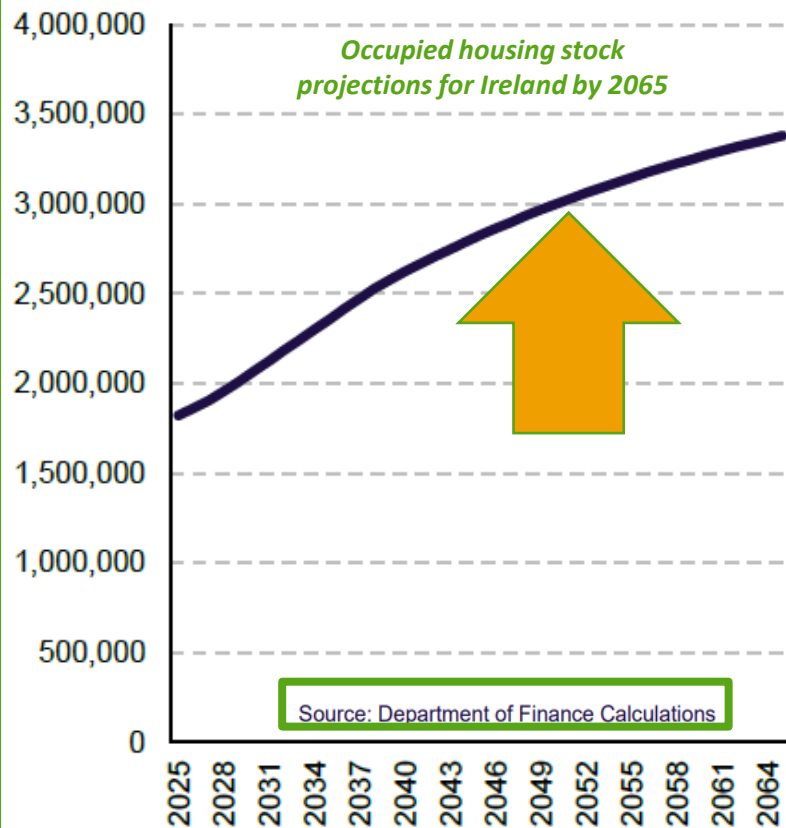
Drivers of Demand

Population continues to grow

Population of Ireland reaches 5.46 million people in April 2025



New housing requirements



A million+ new houses to be built by 2050

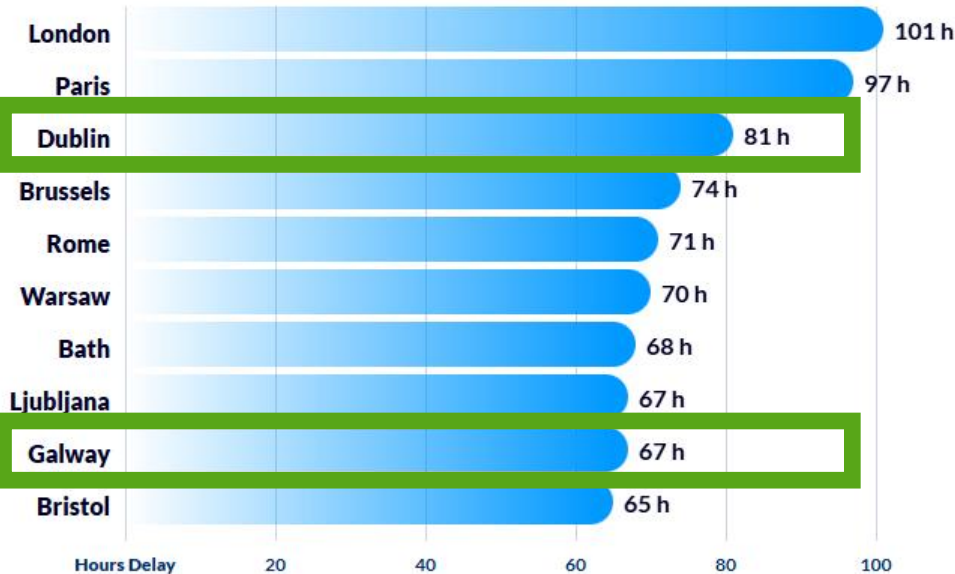


Question is where should all these houses be built?

Congestion in our cities

Inrix 2024 Global Traffic Scorecard

Ten Highest Traffic Delay Times By City



Dublin and Galway's roads among 'most congested in Europe', analysis suggests

Dublin is third most traffic-choked city in Europe, new report finds

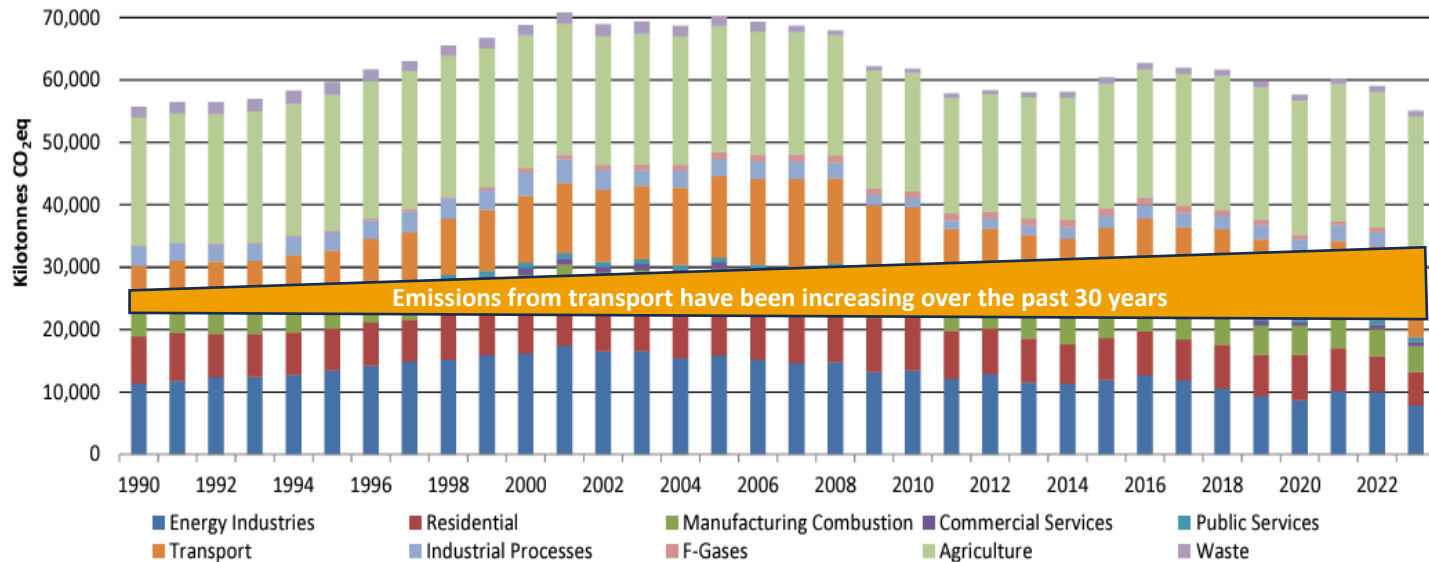


Car Ownership

1973	1998	2023
476,721	1,066,131 (1996)	2,890,975

Greenhouse Gas Emissions

Need to significantly reduce carbon emissions from transport



Transport emissions have grown from 9% of total in 1990 to now over 20%



Iarnród Éireann
Rail2050

Rail Strategy

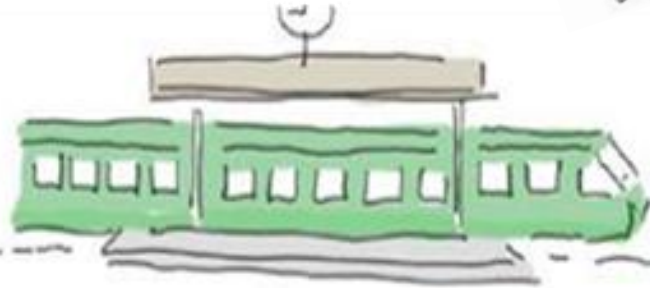
Our Vision for Rail



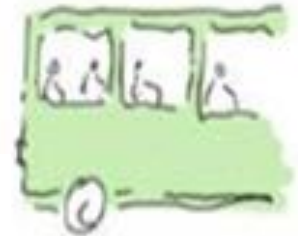
Our vision is for rail to be the backbone of a sustainable transport system for Ireland



TRAIN



For freight as well as passengers



Rail2050 – Iarnród Éireann Strategy



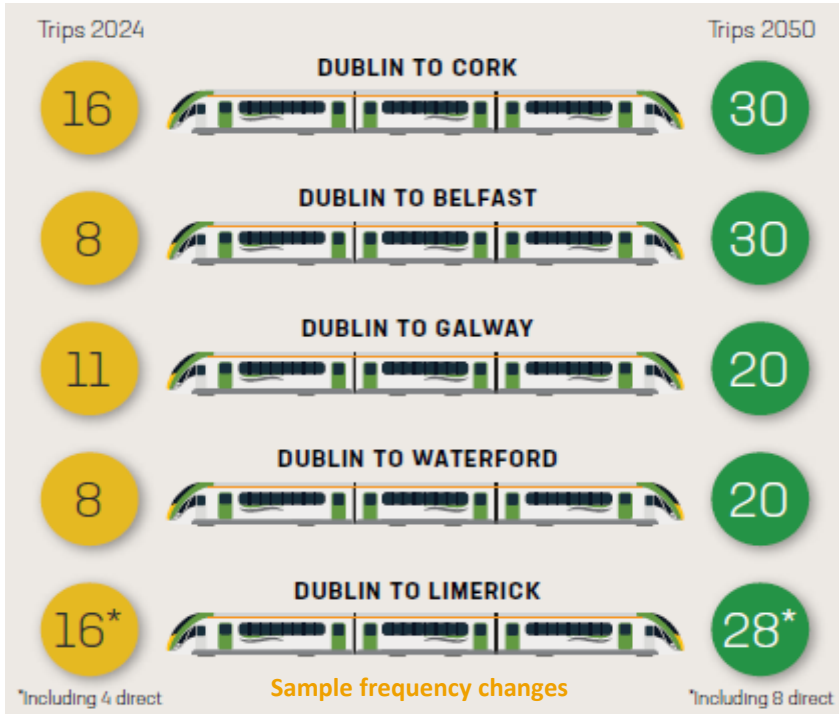
Rail2050

**Aligns with the All-Island
Strategic Rail Review**



Key customer enhancements

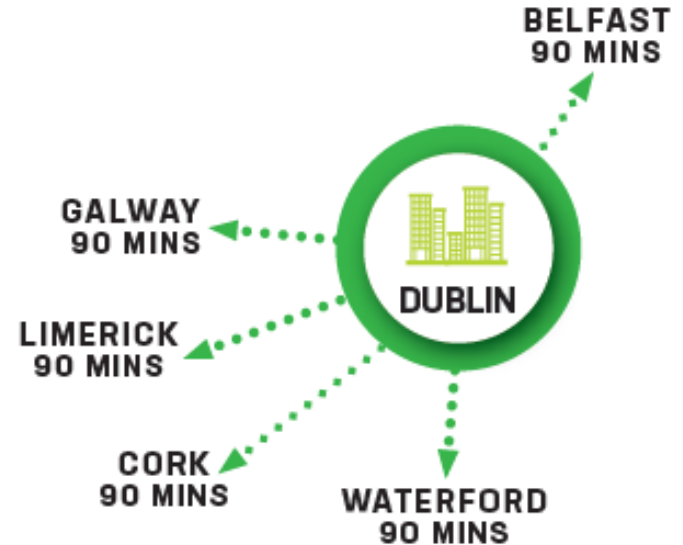
Doubles service frequencies



CUSTOMERS
AT THE HEART
OF OUR BUSINESS



Journey time reductions of 25% - 35%



Capacity Enhancement

DART+ West
4.5K → 14K
DART services
max every 6 mins

DART+ Coastal North
11.4K → 13.7K
DART services max
every 6.5 mins

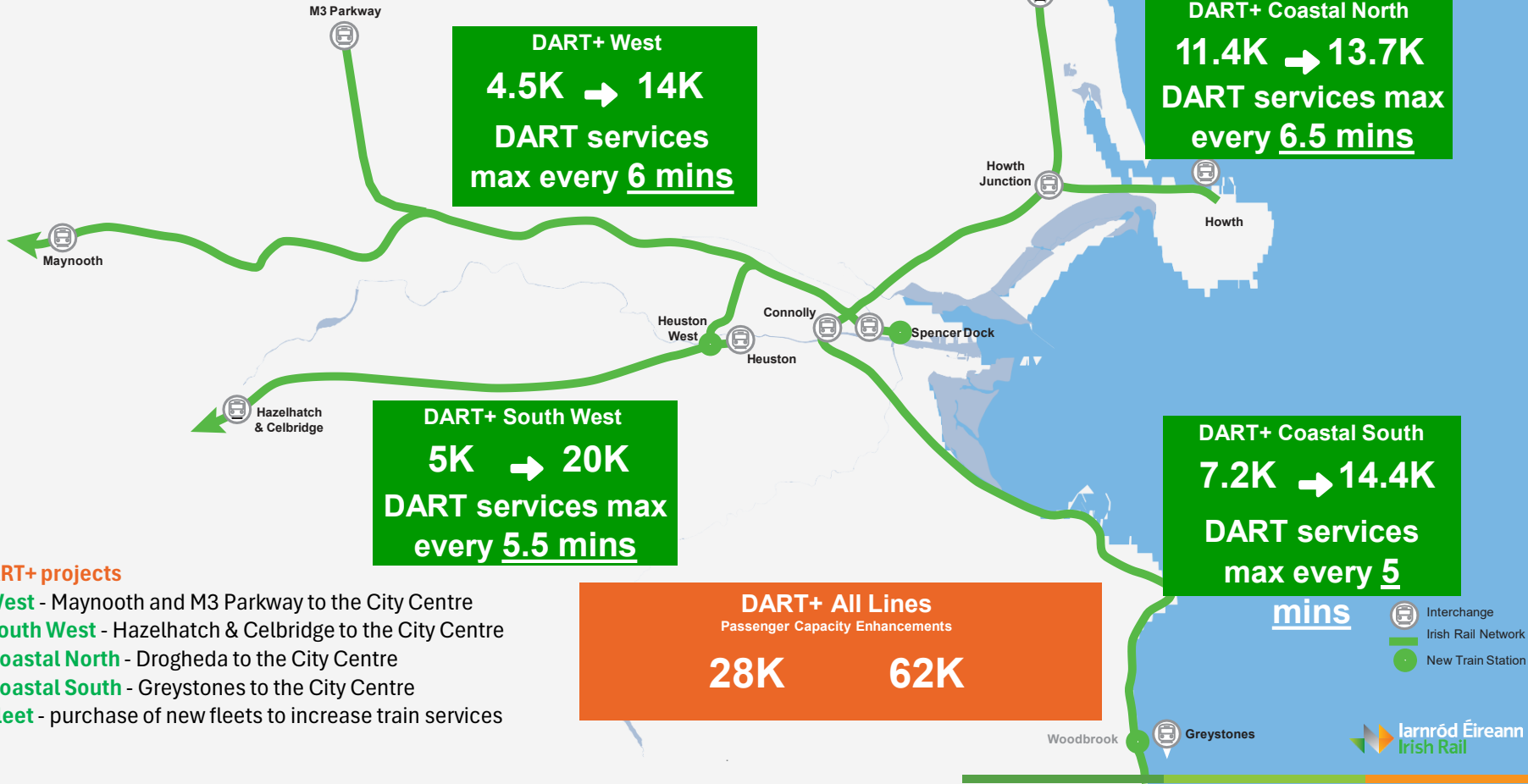
DART+ South West
5K → 20K
DART services max
every 5.5 mins

DART+ Coastal South
7.2K → 14.4K
DART services
max every 5 mins

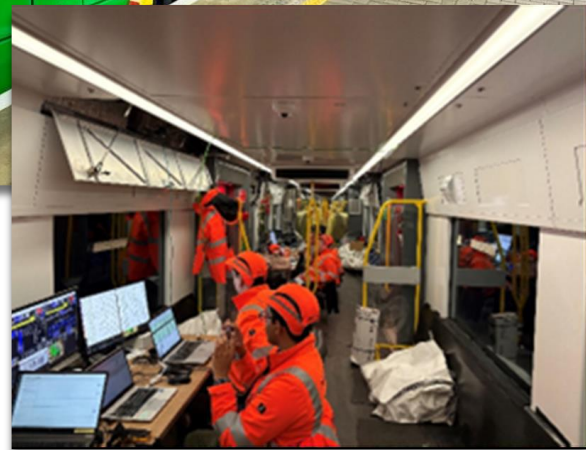
DART+ All Lines
 Passenger Capacity Enhancements
28K 62K

DART+ projects

- **West** - Maynooth and M3 Parkway to the City Centre
- **South West** - Hazelhatch & Celbridge to the City Centre
- **Coastal North** - Drogheda to the City Centre
- **Coastal South** - Greystones to the City Centre
- **Fleet** - purchase of new fleets to increase train services



Testing DART+ fleet



Investment in Dublin for national benefit



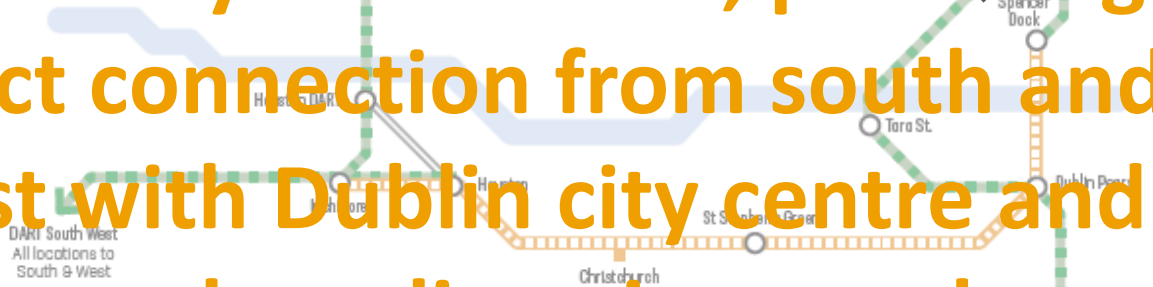
Navan connection



Four tracking Connolly - Malahide



Cross City Connection, providing direct connection from south and west with Dublin city centre and northern line via tunnel



Key projects across the island of Ireland

Galway station is being redeveloped



Colbert Station Limerick has been redeveloped as an intermodal transport hub



A comprehensive programme to develop a Cork Commuter rail system is progressing at pace



National programme to upgrade signalling systems



Translink have opened a new Grand Belfast Central Station

An hourly Enterprise service, between Dublin and Belfast, has been introduced



A new National Train Control Centre has been constructed at Heuston Station and is preparing to enter operations



Waterford City and County Council is building a new central station as part of an integrated transport hub for the city

Network interventions include

Circa 600km of new track

Double tracking core corridors

Double tracking
Portllington to Athlone
and Athenry to Galway

Reinstating the Athenry
to Claremorris line

Double tracking Limerick
to Limerick Junction

Reinstating the
Mullingar to Athlone

Double tracking
Maynooth to
Mullingar

Separate slow
from fast

Four tracking Connolly to Malahide

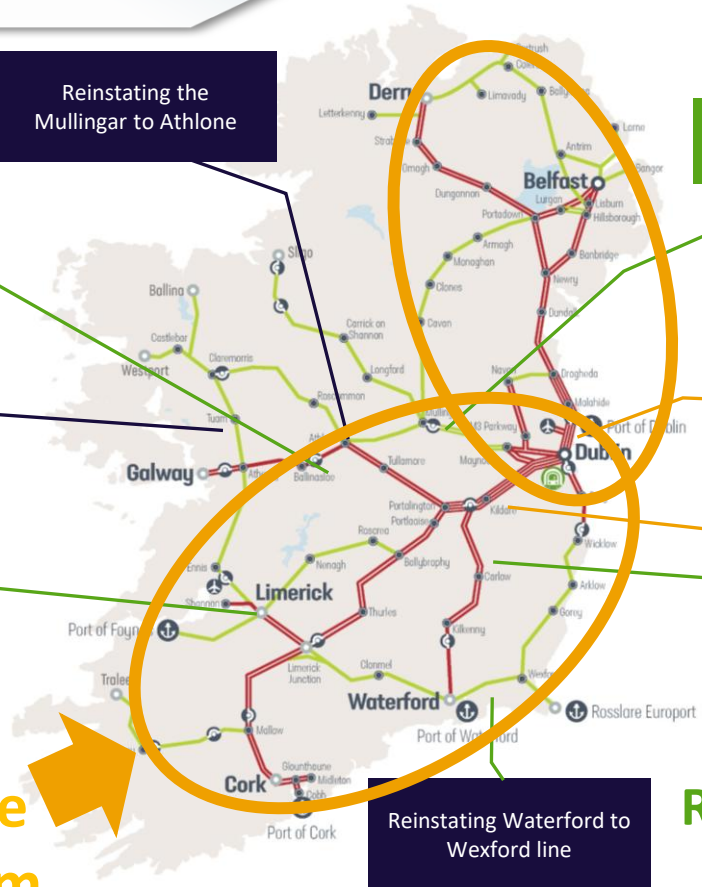
Four tracking Hazelhatch to
Portllington

Double tracking Cherryville
Junction to Kilkenny

Electrification of all core intercity lines – c. 700km

Reinstating Waterford to
Wexford line

Reinstating retired and building new lines





Iarnród Éireann
Rail2050

Implementing Rail2050

Implementation Programme

'Three Decades of Delivery'

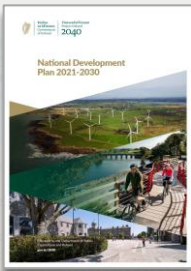
Aligned with key national policies

Indicative incremental investment

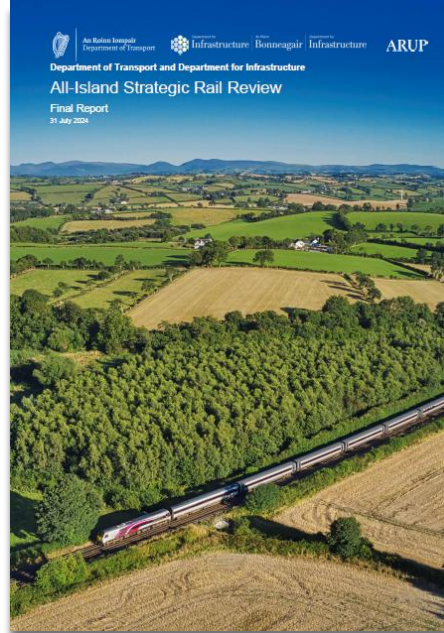
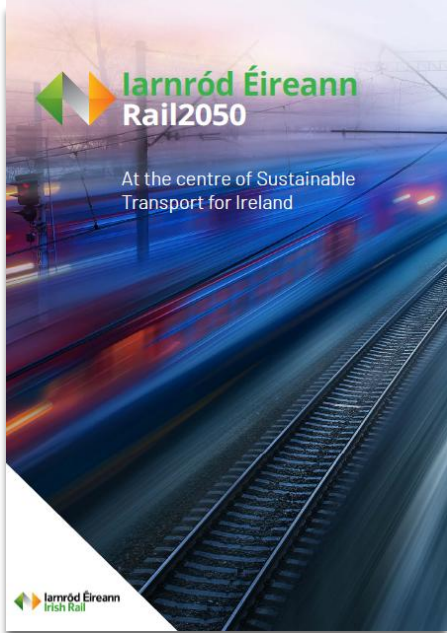
€35bn

Delivers incremental benefit with each initiative implemented for a combined transformative impact

	2022	2030	2040	2050
		<p>◦ "Quick Wins" are identified in bold.</p> <p>2030</p> <p>National Development Plan 2022 – 2030</p>	<p>2040</p> <p>Project Ireland 2040</p>	<p>2050</p> <p>National target to get to zero emissions</p>
DUBLIN				
URBAN				
CORK				
GALWAY				
LIMERICK				
WATERFORD				
INTERCITY				
REGIONAL				
FREIGHT				



Implementation Planning



European Investment Bank, for the Department of Transport

National Transport Authority

Iarnród Éireann



Stakeholders collaborating to prepare for implementation

Rail Freight



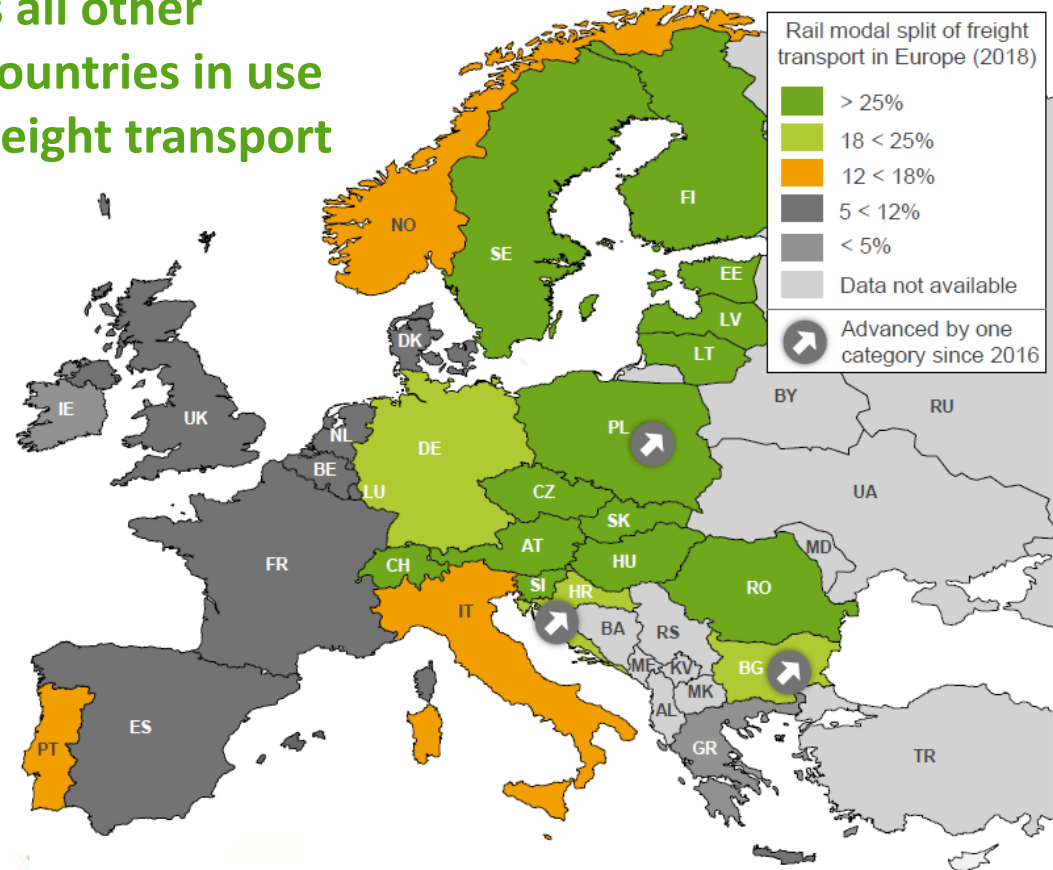
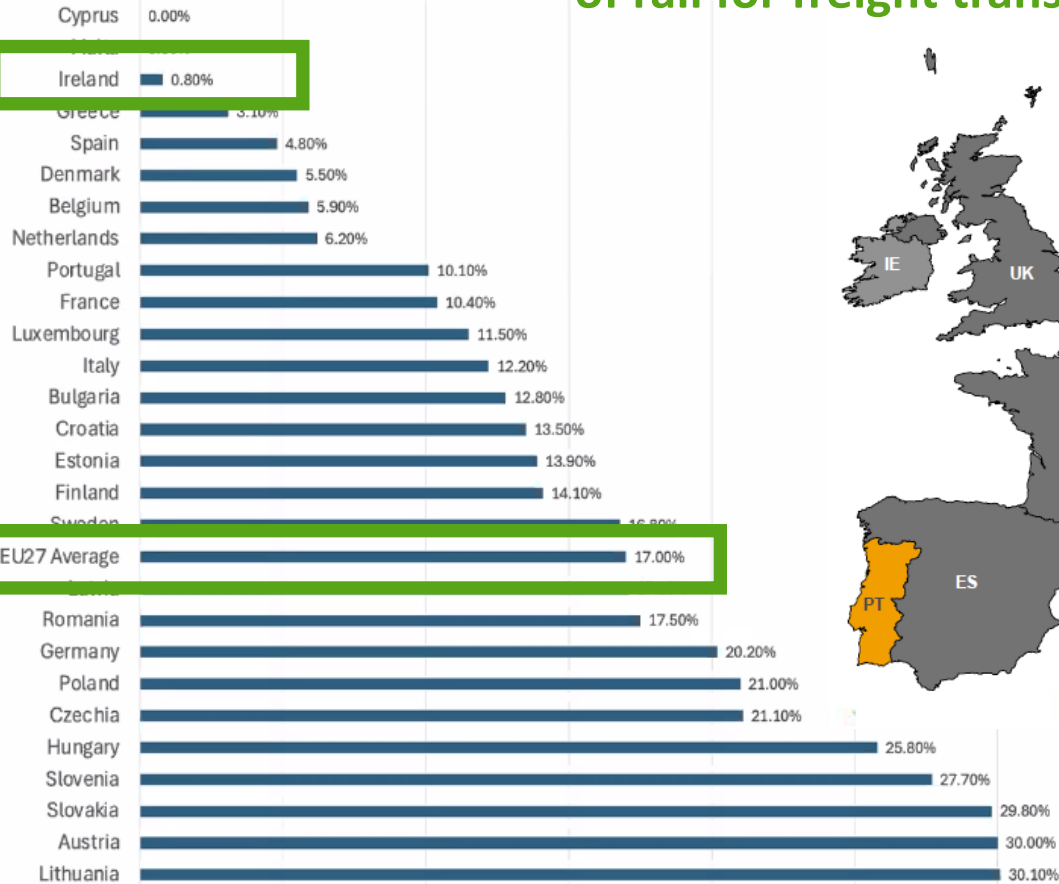
The Present

Rail transports containers and pulpwood from west of Ireland locations to Waterford and Dublin Ports

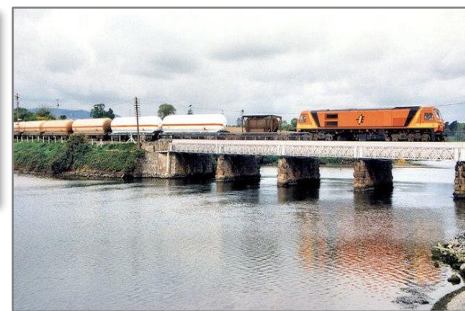
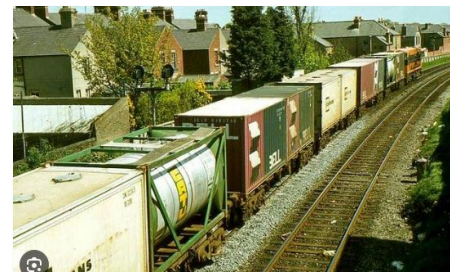
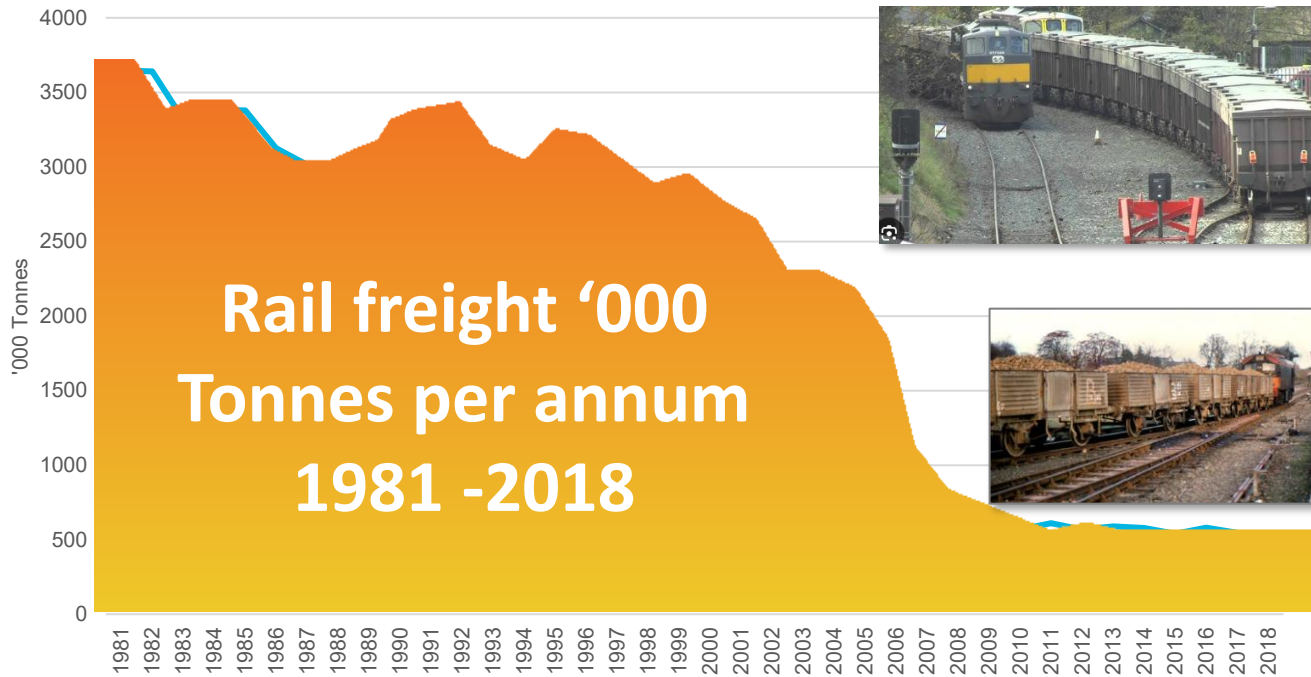


EU Comparison

Ireland lags all other European countries in use of rail for freight transport



The Past!



The Future?

We published a Rail Freight 2040 Strategy late 2021, based on five development pillars



Enhancing connections
with sea ports



Policy
initiatives



Addressing rolling
stock requirements



Developing an intermodal
port network



Network
developments

Rail Fre

TACTICAL RAIL FREIGHT TERMINALS (TRFTS)

TRFTs will be developed in Cork, Sligo to establish a cross country of rail freight facilities. In collaboration with road operators these terminals will expand the reach of rail freight, providing a sustainable intermodal freight solution for businesses across the regions.

LIMERICK JUNCTION WESTERN GATEWAY

To capitalise on the high volume of freight traffic between Dublin and the South West, a Strategic Freight Terminal will be established at Limerick Junction to facilitate freight traffic, a hub for distribution and support of businesses across the region.

FOYNES PORT

Reconnecting the port of Foynes to the rail network will drive growth in the region, supporting intermodal traffic and supporting a range of sectors including power generation in the region.

MARINO POINT PORT

Re-establishing the rail connection to Marino Point in the Port of Cork will facilitate the movement of bulk commodities to and from the Port.

Example of a modern integrated intermodal terminal and logistics centre



...e to
...e to
...d west or
...located
...terials
...ublin for
...using
...over the



...developed
...freight
...responding
...as.



...- Athenry,
...ford -
...ous rail
...erries to
...ations
...regional
...terford,
...a, Bellview
...ean and



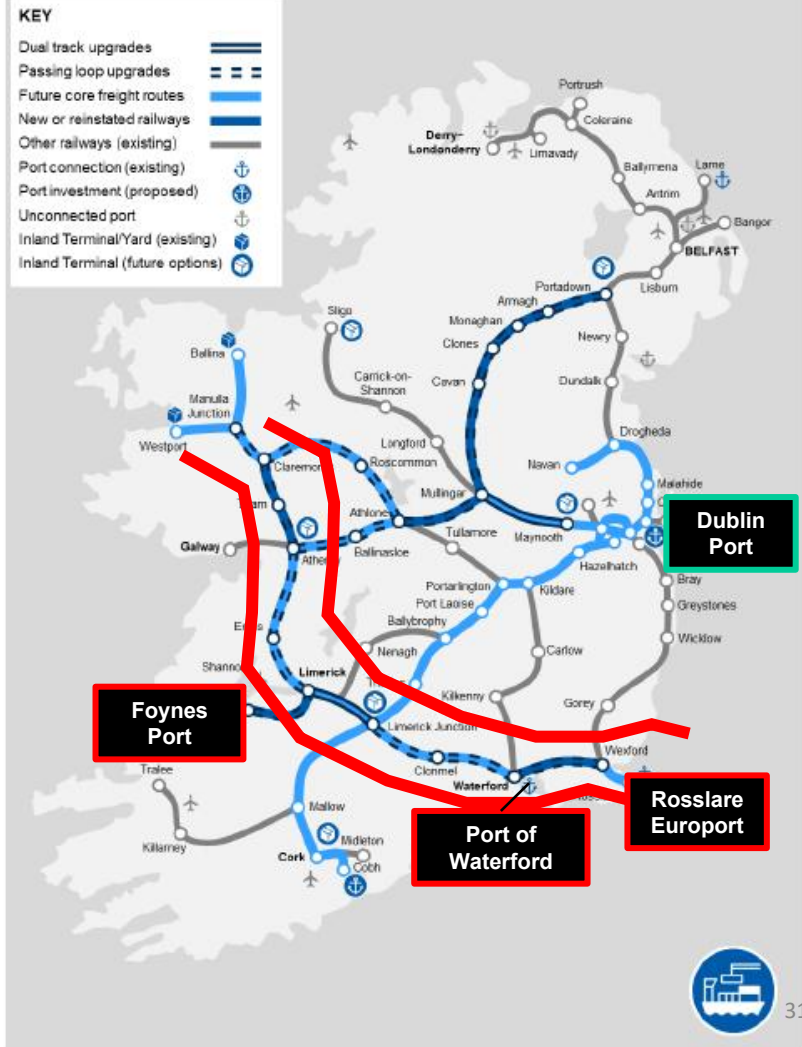
A rail freight corridor?

All-Island Strategic Rail Review made following recommendations for rail freight development



Freight recommendations

21. Develop a sustainable solution for first-mile-last-mile rail access for Dublin Port.
22. Reduce Track Access Charges for freight services.
23. Strengthen rail connectivity to the island's busiest ports.
24. Develop a network of inland terminals close to major cities on the rail network.



Delivering today's railway. Building tomorrow's. Planning for our future.



 Iarnród Éireann
Rail2050

At the centre of Sustainable
Transport for Ireland

 Iarnród Éireann
Irish Rail

IARNRÓD ÉIREANN

Establishing rail as the backbone of Ireland's sustainable transport system