



**Supply Chain**

**M400 Design and Build Civils Works  
Packages**

**FAQs**

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**Version 2**

**[www.metrolink.ie](http://www.metrolink.ie)**



# M400: Main Civils Infrastructure Contract Frequently Asked Questions (FAQs)

This Frequently Asked Questions document is an evolving resource. It will be updated regularly as new questions arise and clarifications are identified. Please revisit this document for the latest information.

If you have questions that are not addressed in this document, please email [supplychainmetrolink@tii.ie](mailto:supplychainmetrolink@tii.ie) and we will endeavour to respond to it the next update.

## How are we buying?

The MetroLink contract opportunities will be advertised on [www.etenders.gov.ie](http://www.etenders.gov.ie) and on the Transport Infrastructure Ireland (TII) and Metrolink websites.

## What steps are involved in the procurement process?

The M401 and M402 contracts will be awarded through two competitions, structured as two lots (M401 & M402), each a two-stage procurement process, consisting of a prequalification stage and a tender stage with the applicants shortlisted from the prequalification stage.

## What steps are involved in the procurement process?

Contracts will be awarded only after achieving an Enforceable Railway Order and Approval Gate 3 approval, in accordance with Government's Infrastructure Guidelines. This ensures that all legal and procedural requirements are met before proceeding with the contract awards.

The M401 and M402 contracts will be procured in accordance with the European Union (Award of Contracts by Utility Undertakings) Regulations 2016 (SI 286/2016) (Utilities Regulations).

## Can one applicant apply for both lots?

Applicants may qualify for and participate in the procurement competitions for both the M401 and M402 contracts, however they can only be awarded one contract.

## How many applicants will qualify under the M400 pre-qualification?

M401 and M402 – It is anticipated that three applicants will be shortlisted for each lot providing that number of suitability qualified applicants apply.

## What form of contract will be adopted for the M400 contracts?

The NEC4 Engineering and Construction Contracts (ECC) Option C will be the form of contract used for both the M401 and M402 contracts.

## Will bid compensation be included in the M400 tender process?

Bid compensation is a policy issue to be approved at Government Departmental level. Details on the amounts and timing of payments will be included in the M401 and M402 tender documents.

## Will Metrolink allow bidding entities to bid across the pipeline for both M400 & M500?

Bidding entities will be permitted to bid for the M401, M402 and M500 packages and may be successful in one of the M401 or M402 tenders as well as the M500 tender. Strict Conflict of Interest (CoI) protocols will be required to be established.

## Will there be a Cooperation Agreement?

Each of the M100 Contractors, the M400 Contractors and the M500 Project Co will be required to enter into a Co-operation Agreement to facilitate co-operation between contractors across the programme.

## What is the status of the MetroLink design and is there flexibility for re-design?

The tender documents will include a reference design together with technical requirements. The contractor will be responsible for the design in compliance with the Railway Order.

## What is the tightest radius for the 8.5m inner diameter tunnel alignment?

The tightest radius for the 8.5m inner diameter tunnel is 340m.

## Is the latest tunnel design a single tube?

Yes, a single tube with 8.5m internal diameter as per the Railway Order, 350mm nominal segment thickness, and 150mm overcut. A 100mm tolerance is allowed on drive radius. Contractors must comply with limits on deviation, spoil removal, and railway operational conditions.

## Is funding fully secured for the M400?

Funding is secured for the M400. There is a commitment from the Irish State on funding the entire MetroLink programme.

## What are the M400 Tender Evaluation weightings?

We are not publishing the tender evaluation weightings at this time. Details will be included in the procurement documents.

## Will clean energy-based equipment be required for diaphragm walls and piling?

The publicly available Railway Order includes details of sustainability targets that are expected to be met through measures such as low-carbon concrete, HVO fuels, and prefabrication. Contractors are expected to propose additional solutions, though importing low-carbon materials from distant locations is discouraged due to carbon impact concerns.

## Will inflation be accounted for?

Yes, there will be an inflation clause in the NEC contract.

When will shortlisted firms be advised and how much warning will they have before ITT?

We anticipate the tender documents will be issued within a matter of weeks from the shortlisted firms being confirmed.

Is the alignment fixed?

Yes, the alignment is fixed as per the Railway Order.

How much design do you expect tenderers to complete?

Tenderers will be required to develop their design to enable them to submit their target cost for all the works.

How long will the tender period be?

Details of the tender period will be provided in the tender documents.

What site investigation information will be provided?

MetroLink will issue a Geotechnical Baseline Report (GBR) at tender stage.