Bonneagar Iompair Éireann
Transport Infrastructure Ireland

METROLINK

19th May 2025
Dublin, Ireland

# Release: TII Launches Enabling Works PIN for MetroLink Programme

Transport Infrastructure Ireland (TII) today launches a Periodic Information Notice (PIN) for the MetroLink Enabling works programme.

The programme of Enabling Works comprises the establishment of a suite of framework agreements and qualification systems. To deliver the enabling and advance works for MetroLink, TII intends to establish three no. multi-party framework agreements and two no. qualification systems as listed below.

- Enabling Works and Specialist Heritage Works Framework;
- Utilities Framework;
- Civils Enabling Works Framework;
- Archaeology Qualification System; and
- Independent Monitoring and Surveying Qualification System

MetroLink will commence procurement of the Enabling Works Programme in Q3 2025.

To support this, a PIN for the Enabling Works has been issued to facilitate market consultation in advance of the launch of procurement.

The Enabling Works Programme comprises the setting up of frameworks and qualification systems to facilitate the procurement of enabling works which will commence in advance of the main infrastructure works contracts (civil engineering, tunnelling and stations).

These works are designed to clear a path for the main infrastructure works contracts. This approach will ensure that the site areas are free from risks such as existing utilities, archaeology, heritage items (for storage/ replacement) and buildings currently occupying station locations etc. to the largest extent possible.



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Call off contracts are currently being developed for each of these frameworks and qualification systems and will be procured as scheduled throughout the lifetime of the MetroLink Programme.

The Enabling Works programme will be procured via procedures which will encompass the issue of a Contract Notice and the issue of pre-qualification documents for the frameworks and qualification system questionnaires for the qualification systems which will commence in June 2025.

From this exercise a shortlist will be produced of capable and competent candidates to proceed to Invitation To Tender (ITT), which in turn is targeted to be issued post receipt of a Railway Order.

Award of call off contracts under the frameworks and qualification systems will not take place until an Enforceable Railway Order, and Approval Gate 2 approval has been achieved in accordance with government published Infrastructure Guidelines.

The Enabling works programme will offer opportunities to suppliers, typically in the lower tiers construction supply chains, across the whole of Ireland to get involved in MetroLink.

MetroLink will help to stimulate economic activity, encourage innovation and grow our national skills base MetroLink will support between 7,200 and 9,100 direct construction jobs for each year of construction activity, as well as a further 2,500 to 3,000 indirect supply chain and support related jobs each year.

These jobs will range from apprentice levels to master trades people and will support education and skills development in areas of civil, electrical, mechanical and other engineering disciplines among many other areas.

While Dublin and its surrounds will benefit from the increased jobs and spending activity, so too will regional suppliers, third party consultancies and specialist disciplines, training institutions, education institutions and more.

Programme Director, Sean Sweeney has welcomed this important step in the commencement of crucial preparations for MetroLink, saying: “I am delighted at the commencement of the tender process for our Enabling Works contracts, marking a



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significant milestone in bringing this transformative infrastructure project to life. This step paves the way for engaging innovative partners who will help us deliver world class transportation for Ireland to improve the lives of our community."

PINs:

Enabling Works and Specialist Heritage Works Framework: https://ted.europa.eu/udl?uri=TED:NOTICE:321121-2025:PDF:EN:HTML

Utilities Framework: https://ted.europa.eu/udl?uri=TED:NOTICE:319450-2025:PDF:EN:HTML

Civils Enabling Works Framework: https://ted.europa.eu/udl?uri=TED:NOTICE:320539-2025:PDF:EN:HTML

Archaeology Qualification System: https://ted.europa.eu/udl?uri=TED:NOTICE:321984-2025:PDF:EN:HTML

Independent Surveying and Monitoring Qualification System: https://ted.europa.eu/udl?uri=TED:NOTICE:321586-2025:PDF:EN:HTML

**ENDS.**



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## NOTES TO THE EDITOR:

MetroLink is a vital piece of infrastructure that aims to enhance the connectivity and liveability of our community. It is the largest and most transformative infrastructure programme in the history of the State and is urgently required for Dublin, given the current critical level of congestion.

Capable of carrying up to 53 million passengers annually, MetroLink will transform Dublin and wider regions into a more connected, greener, and more vibrant city.

It will deliver sustainable travel, cutting congestion, while also opening up access to vital landbanks for housing.

Allowing ease of travel for work, education and recreation, MetroLink will help people get to where they need to be, more quickly and more safely.

**What is MetroLink:**

- World-class infrastructure for Ireland
- The largest programme of works in the history of the State
- Will transform Dublin and its environs
- Delivering sustainable, joined-up travel networks
- Access to vital landbanks for housing

## ENABLING WORKS

These are the first MetroLink programme contracts to be launched and are the first steps towards the construction of a new transport system in Dublin.

An extensive programme of Enabling Works allowing the programme to proceed as smoothly as possible will be instigated.

The capital will benefit hugely from a major utilities upgrade through these works that will begin as quickly as possible after an Enforceable Railway Order has been secured.



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The Enabling Works will carry significant knock-on benefits – chiefly, the rejuvenation of the underground aspects of Dublin, such as water and power infrastructure which will be upgraded and future-proofed as they are moved to make way for the new Metro System.

**What are the Enabling Works:**

- Any necessary advance preparation that will allow the MetroLink programme to proceed smoothly and at pace
- Includes upgrading of underground utilities like the mains water system and electricity networks where the MetroLink alignment impacts such systems
- Protecting our Heritage, as well as exploring and recording archaeology at multiple sites along the route, providing insight into the history of the development of Dublin City
- Secure and protect iconic structures (including railings and pavement slabs) and features including the Wolfe Tone Memorial at St Stephen's Green and the Four Masters Cross at the Four Masters Park near the Mater Hospital and the Statue of Countess Markievicz at Tara Street
- Protecting our biodiversity by tackling invasive species e.g. Japanese Knotweed
- Enhancement of public facilities e.g. playing pitches and public parks

## ENABLING WORKS PROGRAMME SCOPE

The scope of works to be delivered under the Enabling Works programme is outlined below. The establishment of the frameworks and qualification systems will facilitate the procurement

of these vital preparatory works and any other associated works required over the duration of the frameworks and qualification systems.

The initial call off contracts to be awarded under the frameworks and qualification systems will deal with risks such as archaeological finds, removal and storage of unique heritage items along the route, site clearance as well as removing and relocating utilities out of the way of the new stations and tunnels.

## UPGRADING OF UTILITIES

Where there is interaction between MetroLink and existing utility infrastructure, the locations of the interactions have been identified and planned for, consequently the potential for any service disruption is limited, and will be carried out in a planned manner.

The utility works being carried out as part of MetroLink will rejuvenate various underground aspects of Dublin such as water and power infrastructure which will be upgraded and future proofed as they are moved to make way for the new Metro System.

In total MetroLink will upgrade approximately 4km of watermains, 2km of sewers, 6km of surface water drainage, 2km of gas networks and 15km of electrical and communications infrastructure.

## WATER

The Greater Dublin Area loses approximately 33% of its water supply to leaks. This is largely because the city's water system includes approximately 800 km of Victorian-era cast iron piping which is prone to leaks, bursts and low water pressure due to its deteriorating and fragile condition.

MetroLink will give an opportunity to replace or repair aging water pipelines that intersect with the route, reducing leakage and improving supply reliability. The old cast-iron water mains system will be upgraded with modern materials, enhancing Dublin's vital water supply.

## PROTECTING OUR HERITAGE

In a city of Dublin's age and multi-layered history extending from the Mesolithic to the early modern period, it is common to encounter relics of the past during ground excavation works.



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## ARCHAEOLOGY

The Enabling Works Archaeology Contract encompasses works to appropriately mitigate potential heritage impacts along the route of the Project. Throughout the course of construction, in line with previous transport programmes delivered in the city, MetroLink fully expects that important archaeological remains and /or objects will be encountered during the works.

The works encompass geophysical surveys, archaeological test excavations, underwater/wade and topographical surveys and detailed excavation (preservation by record) of archaeological and cultural heritage constraints identified as being directly impacted by MetroLink through the EIAR process.

Archaeological excavations, requiring civil engineering support will also be accommodated as a component of the Enabling Works contracts.

Excavating and treating archaeological remains and/or objects will form a crucial part of the MetroLink programme, to preserve the past for the benefit of all, adding to our bank of knowledge about the history of the city and the people who lived here.

## BUILT HERITAGE

The Enabling Works and Specialist Heritage contracts will protect built heritage constraints critical to the cultural identity of the city, including the protection of important landmarks including iconic statues, gates and railings such as those associated with the Four Masters Park (Four Masters Cross and Healing Hands Sculpture) and St Stephen's Green Park (including gates, railings and the Wolfe Tone Memorial).

At Tara Street, the statue of Countess Markievicz accompanied by her dog Poppy, is due to be housed temporarily as part of the Enabling works.

Significant consideration will also be given to protect any elements of specialist heritage value that will not be removed to protect them during the course of the works.



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A range of specialist heritage contractors will be engaged to ensure these constraints are handled with utmost care, sensitively repaired where necessary and safely stored, until they can be reinstated for continued public enjoyment.

This work is supported by the MetroLink Project Conservation Architect.

## ENABLING WORKS

Necessary and varied works to prepare sites will be undertaken, such as site clearance, roadworks, playing pitch modifications, landscaping and minor civil engineering activities, that may arise throughout the programme. It is intended that MetroLink will benefit enormously from the ability, as far as possible, to remove any obstacles to ensure smooth delivery of the programme.

## INDEPENDENT MONITORING & SURVEYING

Environmental monitoring will be carried out in accordance with the requirements of the EIAR and any enforceable Railway Order so that construction activities are undertaken in a manner that does not give rise to significant negative effects.

As part of the enabling works programme, the appointed Environmental Monitoring Systems (EMS) shall install independent continuous automatic monitoring systems (where agreed and required, in tandem with standard monitoring) to establish a pre-construction baseline, and monitor air quality, noise, and vibration (air borne and ground borne) levels in the vicinity of the works sites at key locations to be confirmed.

These monitors shall automatically trigger a real time messaging system to be developed, maintained, and managed by MetroLink's (EMS) contractors, when prescribed triggers are exceeded during the construction works programme.

The appointed EMS contractor will be expected to engage with landowners of property where monitoring equipment is proposed to be located, the preliminary agreement for which should generally be in place by TII.

Groundwater and surface water monitoring will also be carried out regularly where required based on the locations in the EIAR.

The appointed contractors will be required to develop and implement a contract specific Environmental Management System (EMS) that follows the principles of ISO 14001:2015 and associated Environmental Management Plan. For more information, please refer to Appendix A5.1 of the EIAR, CEMP.

## INDEPENDENT STRUCTURAL AND GEOTECHNICAL MONITORING

As MetroLink involves extensive tunnelling and a significant amount of deep excavations in an urban environment, an Independent Monitoring Engineer shall be appointed to carry out a programme of instrumentation, structural monitoring, settlement monitoring,

geotechnical monitoring and surveying to ensure that these works are carried out within the required specified tolerances in the project EIAR.

The purpose of the Independent Monitoring Engineer is to provide oversight to TII and comfort to third party stakeholders that an entirely independent monitoring process is in place in relation to tunnelling and excavation.

## PROTECTING BIODIVERSITY

The programme design has been developed to minimise the potential impacts on biodiversity along the alignment.

This includes protecting areas of valuable and threatened species and habitats designated within the Natura 2000 protected areas network and other areas of wildlife reserves, protected habitats, trees, and species of flora and fauna.

This can also be achieved by avoiding these sites, implementing biodiverse and sensitive landscape designs, incorporating pollution control on new outfalls to water bodies, and through the management of construction impacts such as dust, noise and general disturbance.



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An Outline Invasive Species Management Plan will be enacted prior to the construction works to treat and manage identified invasive species and ensure that these will not spread during construction, and treated where possible to do so.

## CIVIL ENABLING WORKS

Inevitably, issues and unexpected challenges will arise from time to time, which will require civil engineering solutions to provide resilience to the programme. This framework will provide the MetroLink programme with a route to market to provide the necessary elements of civil engineering scope to address such issues in a timely and robust manner, thereby helping to protect programme delivery timelines.

## LOCAL INFORMATION OFFICES

Dedicated public information offices will be established to allow easy access by the stakeholders to information about the programme and to ensure that everyone is kept abreast of developments at every step of the way.

Offices will be established in Swords, Glasnevin/Ballymun, O' Connell Street and Charlemont.

There will be a dedicated Local TII Local Liaison Officer (LLO) attached to each centre who will engage directly and constantly with residents, businesses, and the public, building effective relationships based on mutual trust.


Fig 1: Scheme

MetroLink comprises the development of an automatic driverless (GoA4) urban railway service running north-south between North Dublin (at Swords) and Dublin city centre (at Charlemont).

By linking Dublin Airport, Irish Rail, Dublin Bus, and Luas Services it will form part of a fully integrated public transport system in the Greater Dublin Area. It will provide a high speed, high capacity, high frequency, modern, efficient metro rail service, with a peak capacity for 20,000 passengers per direction per hour. The journey time from Swords to the city centre will be approximately 25 minutes.

The scheme is approximately 18.8km in length and has 16 stations. A large portion of the route (11.7km) will be underground, including under the city centre area (9.4 km) and at Dublin Airport (2.3 km).

MetroLink is strongly aligned to the National Strategic Outcomes set out in Project Ireland 2040 and the Climate Action Plan 2023.

It is expected to deliver considerable benefits to the City of Dublin and, more widely, to the rest of Ireland.

Further information on the project can be found at the MetroLink website.

An overview of the MetroLink Scheme is provided in the Dublin MetroLink Announcement July 2022 – Complete Film.

To view artistic impressions of MetroLink, please click here.

## TRANSPORT INFRASTRUCTURE IRELAND (TII) AND NATIONAL TRANSPORT AUTHORITY (NTA)

TII was formed in 2015 through a merger of the National Roads Authority and the Railway Procurement Agency. Its primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland, including MetroLink. TII has extensive experience in the delivery and management of national road and rail networks throughout Ireland.

TII is the Sponsoring Agency responsible for the evaluation, planning and managing of MetroLink. The NTA is the Approving Authority and has ultimate responsibility for MetroLink.

## CURRENT PROJECT STATUS

The MetroLink Preliminary Business Case prepared by TII, was granted Approval in Principle by Government in July 2022 - www.metrolink.ie/en/about/preliminary-business-case/.

The Railway Order was submitted to An Bord Pleanála in September 2022. The draft Railway Order and the documentation accompanying the application may be viewed on www.metrolinkro.ie.

The Oral Hearing before An Bord Pleanála took place in Spring 2024, with a second Public Consultation in Autumn 2024.



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## THE METROLINK PROGRAMME

The proposed Project will comprise a high-capacity, high-frequency, modern and efficient metro railway between Estuary Station and the Park and Ride (P&R) facility, north of Swords via Dublin Airport to Charlemont Station which lies south of Dublin City Centre.

The alignment is 18.8km long from end to end, while the alignment between the two end stations (Estuary to Charlemont) is 18.1km long.

The northern section of the proposed Project, between Estuary and Northwood, will be largely on the surface, in retained cut, cut and cover, or on embankment, with a short section of tunnel under Dublin Airport.

The southern section from Northwood to Charlemont will be underground in tunnel. There will be 16 new stations along the alignment with Estuary Station at surface level, four stations at Seatown, Swords Central, Fosterstown and Dardistown in retained cut, and Dublin Airport Station along with the remaining ten stations will be underground.

Other principal project elements include a P&R facility at Estuary, two viaducts one over the Broadmeadow and Ward Rivers and one over the M50 Motorway, an Operational Control Centre and Maintenance Depot at Dardistown, and intervention tunnels and shafts associated with Dublin Airport South Portal (DASP), located on the City Tunnel at Albert College Park, and south of Charlemont station.

The proposed Project has been designed to interchange with existing and future elements of the transport network. The key interchanges are as follows:

Dublin Airport; The Western Commuter Line also known as the Maynooth Line (formerly the Midland Great Western Railway) and the South-Western Commuter Line also known as the Kildare Line (formerly Great Southern and Western Railway) at Glasnevin Station; The DART at Tara Station; Luas Lines (at O'Connell Street, St Stephen's Green and Charlemont Stations); and the Dublin Bus network and future BusConnects network.



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Fig 2: St. Stephen's Green Station Entrance

Fig 3: Tara Street Station Entrance Night View

Fig 4: Estuary Station Drop-Off

Fig 5: Dublin Airport Station Entrance

For more information, please contact info@metrolink.ie



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