AN COIMISIÚN UM RIALÁIL IARNRÓID
COMMISSION FOR RAILWAY REGULATION

ANNUAL REPORT 2025



CRR
AN COIMISIÚN UM RIALÁIL IARNRÓID
COMMISSION FOR RAILWAY REGULATION

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REPORT OF THE COMMISSIONER



To Minister Darragh O'Brien,
Minister for Transport

Minister,

The Commission for Railway Regulation (CRR) is pleased to submit its annual report for 2025.

There is continuing significant investment in rail transport infrastructure and rolling stock in Ireland as laid out in Project Ireland 2024 and the National Development Plan Review 2025. This annual report details the CRR's ongoing oversight of railway safety and our involvement in the approvals processes and safety oversight in the delivery of these transport rail related projects as well as their safe entry into operation.

The CRR operates within an extensive legal framework that is based on national and European legislation. The CRR continued to fulfil all its functions under this framework. The general legislative framework in relation to both heavy and light rail remained relatively stable in 2025. Our new areas of responsibility relating to the critical entity resilience, network information systems and artificial intelligence as they relate to rail and cableways continued to be progressed, with extensive engagement with the National Cyber Security NIS2 National Competent Authority Forum, the Critical Entities Competent Authority Forum and the Artificial Intelligence Implementation Committee.

In relation to the CER Regulations, the CRR continued its engagement with the Department of Defence and the Office of Emergency planning and in late 2025 performed an initial pre-assessment to identify potential critical entities in the transport rail sector. While the CRR has been advised that it is to be the competent authority under the NIS2 Directive, this designation was not in place in 2025. The CRR has been designated the market surveillance authority for cableways under the AI Act in 2025, but the legislation to give it its functions is not yet in place.

To ensure it has a full understanding and awareness of the continued development of the European legal and technical framework governing the operation of the European Rail Network, the CRR were active participants in the European Commission's Railway Interoperability and Safety Committee and the National Safety Authority Network of the European Railway Agency (ERA).

The CRR, as of 2025, has a sanction for 19 staff, which is the resource required to fulfil its existing and newly assigned functions. Maintaining the full complement of engineering/specialist staff has in recent years proven difficult but in 2025 we were successful in ensuring that we had the necessary staff resources required.

The CRR has three sources of funding that enable it to operate effectively. The primary source is the annual levy that the CRR places on the railway organisations that it regulates. The CRR also receives Grant in Aid from the Department of Transport (DoT) and in addition the CRR may charge fees for several of its functions. In 2025, the levy accounted for 80% of the CRR Income while Grant in Aid was 18% and 2% from fees and associated charges. The total projected funding requirement of the CRR in 2025 was €3.402m.

As a public body, the CRR must meet a range of corporate responsibilities in relation to our operation, and the way in which our functions are performed. The continuous review of our corporate responsibilities, including those in the Code of Practice for the Governance of State Bodies, the Governments Climate Action Plan and the Public Sector Equality and Human Rights Duty, have been a continuing focus in 2025. This has included the new Oversight Agreement with the Minister and addendum to the Performance Delivery Agreement. The Comprehensive Report to the Minister, required by the Code of Practice, is included in Section 10 of this annual report and covers any new public body duties in effect in 2025.

2025 was the second year of the CRR's current three-year strategy. The strategy takes full account of both national and European policies, strategies and plans relating to transport including that of the Department of Transport.

The specific functions undertaken by the CRR as stated are all statute based. The CRR's own risk assessment of entities and their level of activity directs its annual work plan which directs its actions to ensure the continued safe operation of the heavy rail, light rail, heritage and industrial railways, velorail and cableways in the State. This includes the conformity assessment of safety management systems, the authorisation to place in service of infrastructure subsystems and rolling stock, the licencing of train drivers and railway undertakings, assessment of designated bodies, as well as the ongoing supervision of all entities and enforcement where necessary to ensure compliance. We also carry out separate regulatory functions including the monitoring of the Infrastructure Managers Multi Annual Contract with the Minister.

There was a continued increase in passenger numbers on both heavy and light rail to new all-time high figures in 2025, with Iarnród Éireann and Luas having 55.04 and 55.19 million passenger journeys respectively.

The CRR issued 56 Letters of Acceptance (LoA) under its authorisation to place in service function which related to subsystems, infrastructure, signalling and rolling stock. Included in these were 3 concept LoA in relation to Cork Area Commuter Rail Signalling, Oranmore Station Enhancements and new LUAS 401 Trams. In addition, there were 24 Detailed Design LoA issued for projects such as Cork Area Commuter Rail Twin-Tracking, DART+BEMU Charging Infrastructure, 7 bridges on the Foynes line and GSM-R Phase 4 and 5 trackside. Further LoA's included 3 Testing LoA for hauling of the new BEMU Trains, testing of new train radios on a number of fleets and the National Train Control Centre. 16 Interim Operation LoA, which included a new underpass at Oranmore, the new Platform at Cork Kent Station and Georges Dock LUAS Bridge replacement and 10 Full Service/ Operation LoA which included several new bridges.

In 2025, three railway organisations required re-certification of their previously approved Safety Management Systems'. Both Translink Northern Ireland Railways and the Railway Preservation Society of Ireland received a single Safety Certificate in respect of their Safety Management System from the European Railw Agency following their assessment by the CRR. Transdev also received a renewed Safety Management Certificate after their assessment.

The CRR's 2025 annual supervision programme included the full range of activities available to it. These are in place to ensure that the key aspects of safety management systems and the implementation of the safety management system are assessed. This approach included audits, inspections, post occurrence activities, safety performance meetings and the follow up on representations. The focus, and extent of use, of these activities on any regulated entity is based on their risk profile. Our overall approach has been and continues to be based on, support, advice, encouragement, and when necessary, enforcement.

Three audits were completed in 2025, and there are a further six active audits which will carry over into 2026. In relation to the three completed audits the outcomes included 2 major non-compliances, 5 minor non-compliances, and further action by the railway organisation was required in relation to a further 14 issues.

In 2025, the CRR commenced 68 inspections across all railway organisations and 49 inspections were completed. The completed inspections identified one major non-compliances and three minor non compliances, a significant decrease over 2024. There were a further 24 instances where the CRR required action to be taken by the railway organisation, in areas where there was the potential for non-compliance to arise unless such action was taken. This represents a notable decrease over 2024 in the areas where action was required.

In 2025, the CRR issued 5 directions for an Improvement Plan to railway organisations for activity involving, or likely to involve, a risk to the safety of persons. In all cases where the regulated entities are required to take corrective actions, the closure of these is monitored by the CRR.

It is a requirement that all train drivers hold a valid licence to operate a train on the network. The train driver's licencing regime is overseen and operated by the CRR and in 2025, 42 new licences were issued and an additional 2 replacement licences issued.

A railway undertaking cannot operate without a valid licence. Licenses have a validity of 5 years. 2 licences expired in 2025, both railway undertakings applied for a renewal and based on the applications received, both had their licences renewed for a further period of 5 years.

In its function as the Independent Monitoring Body for the Infrastructure Manager Multi Annual Contract (IMMAC) between Iarnród Éireann Infrastructure Manager (IÉ-IM) and the Minister for Transport, the CRR met its obligations and reported on a quarterly and annual basis on the performance indicators within the contract. No persistent failure to perform findings were made by the CRR. The CRR engaged with all parties to the contract as part of an extensive review of the next IMMAC with a particular emphasis on agreed key performance indicators for the next IMMAC contract.

The CRR received 1 investigation report, 1 Urgent Safety Advise Notice and 1 Safety Advice Notice from the Railway Accident Investigation Unit (RAIU) which between them contained 16 safety recommendations that were addressed to the CRR. These were fully considered by the CRR and then in line with the legislative requirement directed for the attention of the relevant railway organisation or other body that is required to implement them.

The CRR received 33 representations which raised safety concerns in relation to the rail sector, an additional 19 requests for information were received from regulatory bodies and members of the public. In relation to the safety concerns, 6 of these related to safety of infrastructure, 2 related to the safety of rolling stock, 18 related to the safety of train operations and 7 related to the safety of railway working.

In 2025, the overall safety performance of the Irish heavy railway sector was assessed as continuing to be positive. This positive assessment is based on previous years comparative data including common safety indicators and European statistics.

The CRR Climate Action Roadmap was updated in February 2025 and reflects the Government Climate Action Plan 2024 and associated Public Sector Mandate. The 2024 CRR Energy Performance Indicator, the most recent at the time of writing, shows an 81% positive change and, on this basis, we have reached our 2030 target. In relation to greenhouse gasses, the reduction of fossil CO_2 emissions continue to be a challenge, however, our total CO_2 showed a 64% reduction over our baseline against the target of 51% required by 2030.

We maintained a strong focus on our activities and their methods of delivery, to ensure that the CRR operates efficiently and competently. We will continue to work with all stakeholders in the sector, to ensure that in line with our mission, our railways are safe, secure, accessible and sustainable through effective and efficient regulation.

The effective functioning of any organisation is based on its staff, and their commitment and dedication in their role. I wish to acknowledge the professionalism and continued dedication of the Commission's staff which enables the CRR to fulfil its extending range of functions. I extend my sincere thanks to each member of staff.

I would also like to thank the Minister, and Department of Transport staff for their engagement and support throughout the year.

Brian Higgisson
Commissioner

ORGANISATIONAL STRUCTURE AND ROLES



Management team and organisational structure



Brian Higgisson
Commissioner



Anthony Byrne
Principal Inspector

Authorisation to Place in Service and Conformity Assessment

- Senior Inspector
- Senior Inspector
- Inspector
- Inspector
- Inspector



Emmett Davis
Principal Inspector

Compliance Supervision and Enforcement

- Senior Inspector
- Inspector
- Inspector
- Inspector
- Inspector
- Inspector



Caitríona Keenahan
Head of Corporate Governance and Regulation

- Higher Executive Officer

Role of the Commission for Railway Regulation (CRR)

The CRR was established on 1st January 2006 under the provisions of the Railway Safety Act (RSA) 2005. To provide context to this Annual Report an overview of the current functions of the CRR and the legislative framework underpinning these is provided below. This is not an exhaustive overview.

The CRR's primary areas of responsibility under legislation relate to heavy rail, light rail and cableways. Heavy rail refers to the Iarnród Éireann Infrastructure Manager network and the Railway Undertakings that operate on it. Heavy rail is regulated both through the 2005 Act and EU legislation. Light rail refers to the Dublin Light Rail System (LUAS) and is regulated through the 2005 Act. Cableways are regulated through transposed EU legislation.

The CRR also has a role in relation to heritage railways, velorail, and cableways.

Most recently, the CRR has been given additional responsibilities under the Resilience of Critical Entities Regulations, and it is anticipated that in the immediate future the CRR will also have a Competent Authority role under NIS2 for Transport Rail and Public Transport Railways as well as an extended role as a Market Surveillance Authority relating to the Artificial Intelligence Act as it relates to cableways.

Under the Railway Safety Act 2005, the CRR has three principal functions: (a) to foster and encourage railway safety; (b) to enforce this Act and any other legislation relating to railway safety; and (c) to investigate and report on railway accidents and incidents for the purposes of determining compliance with safety management systems and safety targets.

Heavy and light rail

Commission

The Railway Safety Act No 31 of 2005 (as amended) established the Railway Safety Commission (now the CRR). The Act gave three principal functions, as indicated above, relating to rail systems and the powers to fulfil these functions including the use of supervision and enforcement.
The principal tasks of the CRR are: (1) the assessment and certification of railway organisations safety management systems; (2) the approval of new/significantly modified railway infrastructure and rolling stock; and (3) the ongoing supervision of the application and effectiveness of railway organisations safety management systems.

In relation to tasks 1 and 2 above in the heavy rail domain, it should be noted that most approvals/authorisations are covered by European legislation (see below). In light rail the CRR assesses safety management systems and approves new infrastructure and rolling stock in accordance with national legislation, namely the Railway Safety Act, 2005.

Heavy rail

National Safety Authority (NSA)

SI 476 EU (Railway Safety) Regulations 2020 gives effect to Council Directive (EU) 2016/798 (Railway Safety Directive) and under this, the CRR is established as the NSA in the State. This is for the purpose of ensuring compliance with the Directive and associated Regulations, including safety certification and authorisation, maintenance of vehicles, supervision, and enforcement.

SI 477 EU (Interoperability of the Rail System) Regulations 2020 gives effect to Council Directive (EU) 2016/797 (Interoperability Directive) and under this the CRR is established as the NSA competent for the railway system in the State for the purposes of the Directive and these Regulations, including the correct implementation of the Technical Specification for Interoperability (TSI), placing on the market interoperability constituents and mobile subsystems, authorisation for placing in service fixed installations, and supervision and enforcement.

Certification bodies for Entities in Charge of Maintenance (ECM)

SI 476 2020 gives effect to Council Directive (EU) 2016/798 (Railway Safety Directive) and additionally sets out the legal framework for ECMs.

Regulation (EU) 2019/779 lays down the detailed provisions on a system of certification for ECMs pursuant to Directive (EU) 2016/798. ECM certification may be performed by an accredited or recognised body or by the NSA. In 2025, the CRR engaged with the Department of Transport and the Irish National Accreditation Body to have the accreditation scheme the one that applied in the State.

Regulatory body

SI 249 EU (Regulation of Railways) Regulations 2015 (as amended by SI 398 2020) gives effect to Council Directive EU 2012/34 as amended by EU 2016/2370 on a single European railway area. This established the CRR as the regulatory body for the purpose of appeals or complaints relating to infrastructure capacity, access charges, the network statement and monitoring competition.

Independent monitoring body

The legislative framework for the Regulatory Body functions above, also established the CRR as the Independent Monitoring Body for the purpose of monitoring the contractual agreement between Iarnród Éireann Infrastructure Manager and the Minister, including monitoring the performance of the Infrastructure Manager, arbitration in the event of dispute, approval of the performance monitoring system, and to report to the Minister on its monitoring of performance.

Licensing authority

The legislative framework for the Regulatory Body function above also established the CRR as the licencing authority for the purpose of assessment of licence applications and the issuing of licences to railway undertakings.

Competent authority

SI 399 EU (Train Driver Certification) Regulations 2010 gives effect to Council Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system in the Community. It established the CRR as the competent authority for the purpose of assessing licence applications and the issuing of licences to train drivers, and the recognition of train driver training and examination centres.

SI 651 EC (Transport of Dangerous Goods by Rail) Regulations 2010 (as amended) gives effect to Council Directive 2008/68/EC (as amended) on the inland transport of dangerous goods. It established the CRR as the competent authority for the purposes of ensuring compliance with Regulations concerning the International Carriage of Dangerous Goods by Rail (RID).

SI 559 2024 (EU) Resilience of Critical Entities Regulations gives effect to Directive (EU) 2022/2557 on the resilience of critical entities. In this SI the CRR was designated the competent authority in relation to the transport/rail sector as it related to railway organisations and infrastructure managers and also the public transport sector as it relates to light rail.

Recognition body

SI 477 2020 gives effect to Council Directive (EU) 2016/797 (Interoperability Directive) and under this the CRR is established as the organisation responsible for the recognition of Designated Bodies (DeBo) in the State. A DeBo performs conformity assessment for compliance of new infrastructure and rolling stock against National Rules (NR).

Cableways

Authorising body

SI 543 EU (Cableway Installations) Regulations 2020 gives effect to Regulation (EU) 2016/424 on cableway installations and established the CRR as the body in the State for authorising construction and entry into service of cableway installations or their modification.

Market surveillance authority

SI 543 EU (Cableway Installation) Regulations 2020 also gives effect to Regulation (EU) 2016/424 of the European Parliament and established the CRR as the market surveillance authority for cableway subsystems and components.

Rail entities subject to regulation

The following entities were subject to regulation by the CRR in 2025:

- Iarnród Éireann: Infrastructure Manager (IÉ-IM)
- Iarnród Éireann: Railway Undertaking (IÉ-RU)
- Transdev (LUAS operator): Railway Organisation (RO)
- Rhomberg Sersa Ireland Limited (RSIE): Railway Undertaking (RU)
- Northern Ireland Railways (NIR) Translink: Railway Undertaking
- Transport Infrastructure Ireland (TII): Railway Organisation
- Bord Na Mona (BNM): Industrial Railway
- Railway Preservation Society of Ireland (RPSI): Railway Undertaking
- Heritage Railways (seven operational, Appendix E)
- IRD Kiltimagh CLG: Kiltimagh Velorail
- Cork County Council: Operator of the Dursey Island cableway.

Passenger Journeys

There was a continued increase in passenger numbers on both heavy and light rail to new all-time high figures in 2025, with Iarnród Éireann and Luas having 55.04 and 55.19 million passenger journeys respectively. See Appendix B, Figures 1 and 2 for the 10-year trends.

STRATEGY OF THE COMMISSION FOR RAILWAY REGULATION



The CRR's Statement of Strategy (2024 – 2027), issued under the Railway Safety Act 2005, is published on our website.

The Commission's strategy is important in the context of the current and planned significant expenditure on both railway infrastructure and rolling stock.

Strategy 2024-2027

Mission

To ensure safe, secure, accessible and sustainable railway systems through effective and efficient regulation.

Vision

Safe and sustainable railways at the heart of public transport and economic development.

Values

Integrity
We are trustworthy and honest in all our activities.

Respect
We value and understand the positive impact of diversity of opinion.

Independence
We take responsibility for our decisions which are evidence based, fair and consistent.

Professionalism
We strive for excellence and the continuous development of our expertise.

Pragmatism
We recognise the challenges faced by our stakeholders and are solution driven whilst ensuring legislative requirements are met.

Strategic priorities

Strategic priorities: As part of this statement of strategy, we have identified 5 strategic priority areas with key supporting actions that will be a focus over the life of this strategy.

Priority: safe, secure and sustainable railways

Ensuring through regulation and encouragement that safety, security and sustainability are central to rail transport as part of the public transport network, protecting members of the public, employees and those who interface with the rail network.

Priority: our people and our organisation

Our people are our most valuable asset, and we will promote continuous improvement within our organisation by supporting our staff and encouraging their personal development.

Priority: promoting highest standards

Creating an awareness within the rail sector of changes to the regulatory framework, standards and guidance to support best practice.

Priority: effective market regulation

Effective regulation and monitoring of the Infrastructure Manager in relation to its funding of and expenditure on asset management and network access.

Priority: our communication

Listening, communicating and engaging effectively with all our stakeholders.

REPORT OF PRINCIPAL INSPECTOR AUTHORISATION TO PLACE IN SERVICE AND CONFORMITY ASSESSMENT



National and European legislation requires that railway organisations which includes Railway Undertakings and Infrastructure Managers have an approved Safety Management System (SMS). Conformity Assessment is the method by which the CRR, as the National Safety Authority (NSA), evaluates a railway organisations SMS.

Similarly, national and European legislation requires that when railway organisations wish to bring into service or operation new fixed installations such as infrastructure e.g., a new bridge or station, they must make a submission to the CRR for 'Authorisation to Place in Service' (APIS). Similarly, in the case of certain upgrades or renewed assets, an APIS is required.

Likewise, in the case of bringing into service new vehicles (trains) a Vehicle Authorisation (VA) is required. For both fixed installations and vehicles, the CRR must issue a 'Letter of Acceptance' before the new asset is operated.

The above outlines the principal tasks undertaken by the Conformity Assessment and Authorisations Team of the CRR. What follows is a more detailed description of these activities and an overview of some of the CRR's current projects.

Authorisations and acceptance

The Interoperability and Safety Directives (EU) 2016/797, and (EU) 2016/798 respectively are supported by numerous other legal instruments such as Commission Implementing Regulation (EU) 2018/545, establishing practical arrangements for vehicle authorisation and the common safety method for risk evaluation and assessment EU/402/2013.

National requirements are governed by the Railway Safety Act 2005 as amended. EU and national requirements apply to the heavy rail system, while only national requirements apply to the light rail system, metros, heritage, industrial railways and velorail systems.

The legislative framework is complex, particularly the Interoperability Directive, and its supporting Technical Specifications for Interoperability (TSIs), which detail specific requirements to be met in respect of the various railway subsystems, e.g., infrastructure, energy, control command and signalling, etc.

The application process developed by the CRR is based on industry best practice, underpinned by I.S. EN 50126 – railway applications – the specification and demonstration of reliability, availability, maintainability and safety. It is a 6-stage process, however, not every project needs to move through all 6 stages. Applicants making submissions to the CRR can often combine stages, e.g., a combined Stages 1-3 for straightforward low complexity projects. Conversely complex multi-system projects such as the new National Train Control Centre will often need the CRR's approval at every stage. The 6 stages of a project's approval path are:

- **Stage 1:** Concept
- **Stage 2:** Preliminary Design
- **Stage 3:** Detailed Design
- **Stage 4:** Testing
- **Stage 5:** Interim Operation
- **Stage 6:** Service Operation

Following the review of an application for APIS, and provided that the application is complete and valid, the CRR will issue a letter of acceptance for that application. In 2025, fifty-six letters of acceptance (Infrastructure/Signalling projects), were issued as part of the APIS process.

Through the European Railway Agency's authorisation portal, known as the One-Stop Shop (OSS), the CRR were involved in one 'Pre-engagement Baseline Assessment' supporting the ERA who are the lead authority on this project. This was in relation to the fitting of new Train Radios to existing Irish Rail trains as part of the wider deployment of a new European Train Control System on the IE network.

The full list of letters of acceptance, by project, issued by the CRR in 2025 is provided in Appendix A, and further details of a sample of these are provided below. It should be noted that in some instances a project may have been granted an extension to their letter of acceptance owing to elements (typically documentation) not being available by expected delivery dates. Consequently, not every unique letter of acceptance is listed.

APIS – Infrastructure

2025 again saw unprecedented investment in Ireland's railways and light railways. Iarnród Éireann, Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) are engaged in numerous high-priority national interest projects, in which the CRR has regulatory role, some of these are outlined here.

Cork Area Commuter Rail (CACR)

The CACR programme is the heavy rail element of Cork Metropolitan Area Transport Strategy 2040. It aims to deliver increased train capacity and frequency, improved connectivity and a more sustainable transport network for Cork city and county.

The CACR Programme is being progressed through several separate but interrelated projects which will be delivered in specific work packages. Work continues on a number of these projects including:

- Kent Station Through Platform
  The construction of which will facilitate through running services from Mallow to Cobh/ Midleton. A stage 5 Letter of Acceptance permitting interim operation was issued in April 2025. Associated signalling works were also partially completed in 2025, and multiple stage 5 Letters of Acceptance were issued as various milestones were achieved.
- Signalling and Communications Upgrade
  Given the complexity of the proposed signalling schemes several sub-projects to this particular work package have been established. In October 2025, a stage 3 Letter of Acceptance permitting construction to commence was issued for one sub-project and works are advancing on this part.
- Glounthaune to Midleton Twin Track
  In relation to the upgrading of the Glounthaune to Midleton line to a twin track configuration, two stage 3 Letters of Acceptance were issued in 2025. These permitted advance works on an upgraded railway bridge and also for the track installation. Considerable progress has been made on this work package and at the time of writing it is nearing completion some months ahead of programme.

Concept and preliminary designs are underway for additional work packages covering new train stations, a new depot and future electrification of the region. Submissions for some of these are expected in 2026.

DART+ Programme

The DART+ Programme comprises a series of projects that will enhance the rail network for Dublin and surrounding commuter belt counties, expanding the heavy rail electrified commuter network from the existing c.50km to c.150km. The following outlines the APIS status of each project as of 31 Dec 2025:

- DART+ Coastal North involves the extension of the electrification system from Malahide to Drogheda. The Project Team submitted to the CRR their application for Stage 3 in respect of the battery charging infrastructure at Drogheda Station for the new battery electric multile units (BEMU) rolling stock. This was subject to detailed review by the CRR and in April 2025 a Letter of Acceptance was issued permitting construction to commence. Work was substantially complete by year end. The next stage will be the testing of the new infrastructure, and a Stage 4 application for this is expected in early 2026.
- DART+ Coastal South involves an upgrade to the electrified line between Dublin Connolly and Greystones and then onward using the new BEMU Rolling Stock to Wicklow. While still at an early stage of development, in 2025, CRR Inspectors met with the Iarnród Éireann Project Team on a related project looking at the options for replacement/modification of Ennis Lane Level Crossing (XR012).
- DART+ West covers the line to Maynooth and includes city centre enhancements, new electrification, re-signalling installations and other infrastructure upgrades. Following the An Coimisiún Pleanála decision to refuse planning for the rail maintenance depot in 2025, Iarnród Éireann have revisited this project and new plans are being developed. The CRR and the project team held a workshop in 2025 with regard to the safety approval strategy for both DART+ West and Southwest.
- DART+ Southwest covers the electrification of the line between Heuston and Hazelhatch and Heuston to Glasnevin where there is to be an interchange station with Metrolink. In 2025, the CRR met with TII in respect of their plans for the Metro Station at Glasnevin and discussed the additional EU requirements that will need to be addressed given the interface with the Iarnród Éireann rail network. Preliminary designs are being developed, and it is expected that submissions for enabling works could be submitted in 2026. The CRR did not receive any submissions for either scheme in 2025.

Metrolink

The Metrolink Project will provide a segregated, high capacity, high frequency, modern and efficient public transport service for people travelling along the Swords/Airport to City Centre corridor in Dublin. In 2025, the Metrolink Railway Order was approved by An Coimisiún Pleanála, this is in addition to the Government's commitment, announced this summer in the NDP Review, to fund construction of MetroLink from the Infrastructure, Climate and Nature Fund. The project is to be progressed by MetroLink which is to be established as a statutory delivery body responsible for the construction of the project.

Throughout 2025, CRR Inspectors met with TII/Metrolink Officials receiving updates on the project and advising on technical requirements and reviewing approval strategy documents. The preliminary design for the scheme is advancing, and it is expected that it will be submitted to the CRR for approval in 2026.

Bridges/platforms/stations

In 2025, the CRR issued 19 letters of acceptance to IÉ-IM in relation to new authorisation applications for bridges and four for new/upgraded stations, e.g., for enhancements including new lifts. It should be noted that some projects may have received more than one letter of acceptance in the year, for example Limerick Junction Station received a letter of acceptance for interim operation and later in the year for full service when the complete technical file was available.

Stage 1 – Letters of Acceptance for the Concept Stage were issued for:

- New LUAS 401 trams
- Cork Area Commuter Rail Signallling
- Oranmore Station Enhancement.

Stage 2 – Preliminary Design:

- No stage 2 applications were made to the CRR in 2025.

Stage 3 – Detailed Design Letters of Acceptance were issued for:

- Ballynanty Road Overbridge
- Boyle Station Pedestrian Overbridge
- Claremorris Station Pedestrian Overbridge
- Foynes Line WP6 Underbridge UBF(BF)14B
- Foynes Line WP6 Underbridge UBF(LB)28C
- Foynes Line WP6 Underbridge UBF(LB)31A
- Foynes Line WP7 Overbridge OBF(BF)12A
- Foynes Line WP7 Overbridge OBF(BF)13C
- Foynes Line WP7 Overbridge OBF(BF)6B
- Foynes Line WP7 Overbridge OBF(LB)11A
- Longford Station Pedestrian Overbridge
- N25 Rosslare Europort Road Overbridge.

State 4 – Testing:

Infrastructure assets such as bridges and stations don't undergo 'testing' in the same way as other assets such as signalling equipment. Consequently, no stage 4 applications in respect of bridges or stations were made to the CRR in 2025, and therefore no Letters of Acceptance were issued for this stage.

Stage 5 – Interim Operation Letters of Acceptance were issued for the following more advanced projects:

- Limerick Junction Down Platform and Pedestrian Overbridge
- Oranmore Station Enhancement.

Stage 6 – Service Operation were issued for the following completed projects:

- Athy Station Pedestrian Overbridge
- Donabate Pedestrian and Cycle Bridge OBB32B
- Limerick Junction Down Platform and Pedestrian Overbridge
- Maynooth Station Pedestrian Overbridge
- Ongar Distribution Road Overbridge
- Rathdrum Station Lifts
- Rathmore Station Pedestrian Overbridge OBT47A
- Woodbrook Station.

LUAS network

In August 2025, a major fire which involved a ruptured gas pipeline caused severe structural damage to the George's Dock Luas bridge in Dublin City Centre. This resuted in significant damage to the bridge. Following structural assessment, it was determined that the bridge would need to be demolished and rebuilt.

Over the following three months, the CRR worked closely with TII and Transdev, reviewing submissions and providing prompt authorisations (issuing four letters of acceptance for the project at various stages) to facilitate expedited opening in late November 2025.

APIS – Signalling and telecommunications

Railway signalling is a key foundation of safe and efficient rail travel. A modern traffic control system should regulate train movements and maintain safe distances between trains, thereby preventing collisions. It should also manage complex routing at junctions, monitor train speed and provide instruction/information to train drivers. The principal signalling system in Ireland has been in place since the 1980s and while still reasonably reliable it is becoming increasingly difficult to maintain. Moreover, with passenger numbers now routinely exceeding 50 million per year the need to move more people efficiently necessitates the replacing of this legacy signalling system. Iarnród Éireann have selected the European Traffic Management System (ETCS) as the system to replace the old Continuous Automatic Warning System (CAWS) and the DARTs Automatic Train protection (ATP) system.

The rollout of a new signalling system is a complicated undertaking as it comprises multiple parts that include a new Train Control/Traffic Management System, new trackside infrastructure and new onboard systems all of which must communicate with each other. It is not something that can be achieved overnight, it must be staged and phased over several years whilst maintaining existing signalling systems until such time as they can be switched over.

The following sections provide a brief overview, and the status of the interrelated projects IE have committed to deliver as part of the ETCS rollout over the next 5+ years.

National Train Control Centre

Work at the new National Train Control Centre (NTCC) at Heuston Station continued throughout 2025 with the migration of several ancillary subsystems from the old Centralized Traffic Control near Connolly Station being relocated to the new modern NTCC facility at Heuston Station.

Work also continued developing the new Traffic Management System (TMS) which is expected to take control of all existing signalling on the IÉ network over the coming years. The CRR is aware that this project has become significantly more complex than originally foreseen. CRR inspectors met frequently with the Project Team throughout 2025 and in May 2025, the CRR issued a Stage 4 Letter of Acceptance permitting 'testing' of the system to commence.

Iarnród Éireann Train Protection System (TPS) – Trackside ETCS Level 1

The backbone to the new signalling system is the rollout of the European Traffic Management System (ETCS). This involves the installation of trackside assets, new cabling and numerous other signal assets. The first section of track to be operational with the system will be the Drogheda to Greystones section where to date more than 1200 balises have been installed. These balises are small track mounted devices that transmit information to passing trains regarding their position, speed limits, and route conditions.

Throughout 2025, the TPS project team continued its installation works and upon completion of this have undertaken and completed system testing. The CRR have been working closely with the Project Team and a submission permitting mixed traffic testing is expected early in 2026.

Iarnród Éireann Global System for Mobile Communications – Railway (GSM-R)

A key part of safe train operation is the ability for the control centre to communicate with train drivers and vice versa. The existing communication system uses an analogue radio system which is outdated and becoming more challenging to maintain. Recognising this and linked with the new train protection system Iarnród Éireann have for the past number of years been rolling out a new digital radio system, GSM-R, which will replace the old analogue system. GSM-R has been the industry norm for several years with similar installations having been installed around Europe in the past decade.

To deliver this complex project, it has been necessary to break it down into two principal elements, namely trackside and vehicle onboard. The trackside element has been further broken down into phases of which there are 5, each covering a different geographical area, while the onboard element has been broken down by rail fleet type, i.e., 29000 rail fleet, 22000 rail fleet etc.

The trackside element comprises the installation of equipment such as radio antenna, cabling etc while the onboard element is the installation of new cab-radios onboard trains. In 2025, the CRR issued three letters of acceptance for this project for:

- Stage 4 (Testing) of the GSM-R Cab Radios for Class 29000, 22000, 2600, 2800 rail fleets
- Stage 3 (Detailed Design) permitting trackside construction installation on Phase 4 which covers the lightly used lines e.g., Ballybrohy to Limerick section of line
- Stage 3 (Detailed Design) permitting trackside construction installation on Phase 5 which covers the Limerick to Foynes line.

Vehicle Authorisation (VA) – Rolling stock

The same national and European legislation referenced above also requires that when Railway Organisations wish to bring into service new vehicles (trains or trams) a Vehicle Authorisation (VA) is required. Similarly, in the case of certain modifications to rolling stock VA is required.

Below is an overview of current vehicle and rolling stock projects and their status.

Iarnród Éireann – Class 22000 Intercity Diesel Multiple Units (ICDMU)

As part of the national roll out of the new ETCS signalling system (referenced above), it is necessary to add corresponding hardware and software to the ICDMU train fleet so that the signalling system can communicate with the trains. Iarnród Éireann have commenced engagement with the ERA seeking a New Authorisation for an already authorised vehicle type for 3 vehicle types. These are:

- Class 22000 DMU A22: Vehicle No. 22201
- Class 22000 DMU B: Vehicle No. 22401
- Class 22000 DMU A33: Vehicle No. 22301.

This is a staged process and the initial stage referred to as the 'Pre-Engagement Baseline' was completed by the ERA supported by the CRR in July 2024. Further submissions are expected in 2026.

New DART (EMU/BEMU fleets)

In 2021, IÉ-RU and Alstom concluded a framework agreement allowing for up to 750 new DART vehicles (units) to be ordered over a ten-year period. In December 2025 Iarnród Éireann placed a third order for a further 100 (20 x 5 carriage trains) from this framework agreement. To date, a combined total of 285 vehicles (57 x 5 car trainsets) have been ordered. The first train arrived in Ireland in late 2024 followed by a second in 2025 and to date Iarnród Éireann have been conducting a comprehensive testing regime on them before all of the new fleet can go into passenger service in 2027. To facilitate 'testing', the CRR issued a Stage 4 letter of acceptance in 2025, which permitted the hauling of the EMU/BEMU trains to their dedicated test sites. The authorising entity for this new rolling stock is the ERA supported by the CRR who are responsible for evaluating specific 'Area of Use' aspects. Submissions are expected in 2026.

New Enterprise fleet

In September 2025, a contract was awarded jointly by Iarnród Éireann and Translink (Northern Ireland Railways) to Swiss train manufacturer Stadler to build eight new, modern train sets to serve the Dublin–Belfast route replacing the existing Enterprise service. Construction on these is scheduled to commence in 2026, and it is expected that they could enter service starting in 2030. This will significantly enhance the current service offering. The authorising entity for this new rolling stock is the ERA supported by the CRR for the evaluation of specific 'Area of Use' aspects. Submissions are not expected until circa 2027.

Heritage railways

A heritage railway, of which there are seven operational in the state, means a person or organisation who only operates train services or railway infrastructure of historical or touristic interest.

There was engagement with the Waterford and Suir Valley Railway in respect of a new steam locomotive they were gifted. It requires a sizable overhaul and is currently in the UK at a specialist workshop undergoing refurbishment. The CRR have liaised with the W&SVR and plan to undertake an inspection of the locomotive early in 2026 to advise of any specific requirements that need to be addressed.

CRR Inspectors also met with officials from Maam Cross railway in Connemara, Co. Galway regarding proposed development of their railway. Given the voluntary nature of heritage railways progress is often protracted, the CRR will continue to engage constructively with the Connemara team.

VeloRail

VeloRail (or rail biking) remains a relatively new leisure activity in Ireland. It consists of pedal powered passenger carts (railbikes) that travel along dedicated railway lines. Due to the nature of railbikes, and the associated infrastructure, they fall within the definitions under the Railway Safety Act 2005 and, therefore, within the scope of the CRR for acceptance.

As reported in 2024, there is at present just one operational VeloRail system. This is in Kiltimagh, Co. Mayo and they commenced operation in mid-2023. A second scheme at Lough Boora Discovery Park in Co. Offaly has been under construction throughout 2025 and will be subject to CRR authorisation, it is expected that this system could be operational in the summer of 2026.

Irish Railway Standards (IRSs)

Irish Railway Standards (IRSs) contain good industry practice and/or National Rules (NRs) on technology/infrastructure specific to the Irish railway system, which is not otherwise contained in national or international standards or legislation. IRSs may, within their scope, be used as an acceptable national means of compliance.

IRSs are developed and maintained with the involvement of all relevant stakeholders. The process for this is coordinated by the CRR. IRSs are published by the CRR on its website on behalf of the Irish railway industry (www.crr.ie/publications/irish-railway-standards/). Where a NR is identified within an IRS, prior to publishing, that IRS containing NRs is submitted (notified) to the ERA for their assessment and upon acceptance of the NR(s), is published in accessible registers, namely the Reference Document Database (RDD) and/or Single Rules Database (SRD).

No new or amended IRSs were published in 2025. However, work continued on the development of several standards including the following:

— IRS-403: Requirements for Vehicle Network Interfaces for Vehicles
— IRS-302: Requirements for Class B Signalling systems.

A significant amount of work by the 'Expert Stakeholder Panel' has gone into the IRS on Vehicle Gauging (403) which is now at an advanced stage of development. While it was hoped this would have been published in 2025, additional submissions and requests from the sector were received which need to be assessed. This has resulted in some delay to its publication, however, it is expected that it will be completed in the first half of 2026.

Guidelines

The CRR publishes guidelines on a range of its functions and activities, these include guidance on developing a safety management system, and how to make an application for new works or rolling stock. The full range of guidance can be seen on our website at www.crr.ie/publications/guidelines/.

No new or updated guidelines were published in 2025, however work commenced on updating the following guidelines and it is expected that they will be published in 2026:

— CRR-G-030-B, Application Guide for Single Safety Certificates, Safety Authorisation and Safety Management Certificates. Updates are needed to reflect more accurately the process for obtaining certification/authorisation particularly the use of the European railway Agency's One Stop-Shop online portal.
— CRR-G-053-C, Guidance for CRR Designation/Recognition of Designated Bodies in Ireland (IE-DeBos). Updates being progressed include a change in the fees applied for the service and to provide for Assessment Teams to make more wide-ranging recommendations.

Designation of designated bodies

In accordance with S.I. 477 of 2020 Regulation 16(3), the CRR designate the bodies responsible for carrying out the verification procedure in respect of national rules, these bodies are called Designated Bodies (DeBos). In designating such applicants, the CRR use the recognition process per guideline CRR-G-053.

The CRR received an IE-DeBo application in 2024. The assessment of this application was delayed, however, the assessment commenced in early 2025 and concluded with a positive assessment in mid-2025. The CRR was also notified by another IE-DeBo of their withdrawal from the market and from offering the Designated Body service. Consequently, there remains six organisations designated as an IE-DeBo to date.

As part of the Designated Body process, the CRR are required to undertake periodic surveillance activities on IE-DeBo. The CRR commenced two such activities in the last quarter of 2025 and both are expected to conclude in early 2026.

Entity in Charge of Maintenance (ECM)

ECM certification is in accordance with Commission Implementing Regulation (EU) 2019/779. The system of certification provides evidence of responsibility and traceability of the maintenance undertaken on vehicles. It sets out a certification process that ensures a transparent and structured management system for maintenance functions described in article 14(3) of Directive (EU) 2016/798.

As advised in our 2024 report, the CRR initiated engagement with the DoT and the Irish National Accreditation Board (INAB) to establish an alternative scheme, allowed for under European legislation, that is accreditation based. An agreement was reached in 2025 whereby INAB now offer the service of accreditation of ECM certification bodies.

Whilst the CRR no longer offer ECM certification, there is a process under Article 3(4) of Commission Implementing Regulation (EU) 2019/779 on a system of certification of entities in charge of maintenance that the CRR can still apply. Article 3(4) enables railway undertakings to demonstrate compliance with Annex II through the process of safety certification. In 2025, the Railway Preservation Society of Ireland as part of their first application for a Single Safety Certificate chose to do so and their SSC was issued in March 2025.

Cableways

The CRR was not required to undertake any authorisation activity related to cableway installations in 2025.

Safety management system conformity assessment

Every operational railway organisation must be in possession of either a safety authorisation in respect of the Infrastructure Manager (IM), a single safety certificate in respect of the Railway Undertakings (RUs) or a Safety Management Certificate in respect of national operators, i.e., light rail schemes or heritage railways.

To obtain such certification, the railway organisation must make an application, after which their SMS is assessed. This is either carried out in compliance with the Railway Safety Directive (EU) 2016/798 in respect of RUs and IMs or the Railway Safety Act 2005, as amended, for national railway organisations. This assessment of conformity checks the railway organisations SMS against numerous criteria (requirements). The specific criteria for assessing conformity are detailed in EU Regulation (EU) 2018/762, establishing common safety methods on safety management system requirements. These requirements are mandatory for applications under the RSD but have been adopted with some adaptions for national safety management certificate applications under the Railway Safety Act.

In 2025, CRR carried out conformity assessment on:

- Transdev in respect of their LUAS operation and issued a renewed Safety Management Certificate
- The Railway Preservation Society of Ireland, and issued a new Single Safety Certificate through the European Railway Agency's One Stop Shop online portal
- Translink Northern Ireland Railways, covering their cross-border operations issuing a new Single Safety Certificate through the ERA OSS.

In addition, the CRR commenced engagement with the Waterford and Suir Valley Railway whose SMS re-certification is due in early 2026.

Train driver licensing

European legislation requires that all train drivers must be in the possession of a valid licence to operate a train on the European network. Licences are issued subject to the driver meeting specific criteria that include, minimum age, basic education, medical examination, occupational psychological fitness, and general professional competence.

The CRR is the Competent Authority in Ireland in respect of the Train Driver Licensing Directive (2007/59/EC) and all licence applications must be submitted to the CRR for processing. Applications are assessed by the CRR against the above stated criteria.

Based on applications received in 2025, the CRR issued 44 train driver licences. 42 were 'First Issue', with the remaining 2 being replacement licences.

Train driver licences have a validity of 10 years. However, drivers are subject to continuing medical examinations and competency assessment by their employer, the Railway Undertaking, e.g., Iarnród Éireann.

Prescribed body

Under the Planning and Development Act 2001-2020 the CRR is a prescribed body where a development may impact on a railway for heavy rail. This includes railway level crossings, under and over bridges, developments that are in proximity to the railway or have potential to impact on its structural integrity or endangering or interfering with the safe operation of the railway. This applies both during and after construction.

In 2025, the CRR received a total of 65 submissions from planning authorities. All were reviewed and observations/comments were made on 11 of them.

REPORT OF PRINCIPAL INSPECTOR COMPLIANCE SUPERVISION AND ENFORCEMENT



Supervision of railway organisations is a key activity of the CRR and is associated with the CRR's principal functions under the Railway Safety Act of 2005. Within the Compliance, Supervision and Enforcement Department (CS&E) of the CRR a key element of Supervision is the role to assess the continued application and effectiveness of railway organisations' approved SMS's.

To fulfil this supervisory function in 2025, a range of activities were undertaken on railway organisations which comprised primarily of the following:

- Audits
- Inspections
- Post occurrence activities (POA's)
- Periodic safety performance reviews with RO's (SPRM's)
- CRR outcome reviews with RO's
- RAIU safety recommendations reviews with addressed entities
- Periodic recurring meetings with railway organisation management personnel (examples: Safety Compliance Managers, Safety Regulation Managers, Investigations Manager, Heads of Safety, etc.).

In 2025, a total of 15 regulated railway organisations were under the CRR's remit for potential supervision activities. This supervision was both proactive (planned) and reactive (in response to occurrences). CS&E activities throughout 2025 consisted of those detailed above. Resources were applied commensurate with the levels of risk associated with the regulated entities. 2025 saw the availability of the full range of supervision activities. With respect to the methods of working, the CRR now have a well-established approach of hybrid working, which includes a mix of in-person and virtual/online engagement to facilitate all activities. 2025 saw a strong focus on engagement with railway organisations management teams and the continuation of periodic review meetings to address CRR outcomes and RAIU recommendations.

A total of 287 supervision activities commenced and by year end 159 were completed. The remaining activities require on-going work with the respective railway organisations and will be carried over into 2026. A further 64 supervision activities were also completed which had been commenced in advance of 2025.

Compliance, supervision and enforcement

The CRR uses a variety of sources of information to inform it of the overall performance of each railway organisation that it supervises and the overall safety profile of the sector.

The level of supervision on a railway organisation in any year is directed by, but not limited to, a review of previous supervision outcomes, a review of key performance indicators such as the type and number of accidents, incidents and dangerous occurrences in the preceding year(s), the number of public representations and the number of safety recommendations by the RAIU. The CRRs own internal analysis of its engagement with an RO, including key input from the lead inspectors assigned to the RO is also central to this evaluation process. Planned supervision activities for the future are also proportionate to the size of the RO's operations and the level of risk they are exposed to/expose others to.

We employ the ERA principles for supervision, including proportionality, consistency, and transparency together with our own gathered knowledge and understanding of each railway organisation to effectively supervise those we regulate.

Supervision activity may identify issues that need attention. Where issues arise, an inspector may form an opinion that an action is required by the railway organisation. The CRR categorises these outcomes depending on the risk they present, and actions may be agreed with, or directed to, the railway organisations and their implementation of these actions are then tracked.

The CRR use the following classification system for these outcomes:

- Major Non-Compliance (MaNC): an area of non-compliance with an internal standard, an applicable external standard, or legislation that is evidence of a system failure.
- Minor Non-Compliance (miNC): an area of non-compliance with an internal standard, an applicable external standard, or legislation that is evidence of a sporadic lapse in implementation of a system or deviation from a system.
- Action Required (AR): an area where potential exists for a non-compliance to occur unless remedial action is taken, or improvement is made, an isolated error that requires correction, or some other issue where, in the opinion of the auditor action is necessary.
- Scope for improvement (SFI): an area highlighted where, in the opinion of the inspector, system or business improvement can be achieved by the organisation. Typically, this is phrased as a recommendation, the merits and implementation of which should be decided by the audited organisation.
- Good Practice (GP): an area highlighted which, in the opinion of the Auditor, is good practice within the industry.
- Audit Trail (AT): an area that the auditor believes should have further attention, either by inclusion in the programme for future audits (but not necessarily an external audit item) or by some other means.

Implementation of audit, inspection, and post occurrence inspection outcomes

In the course of supervision activities, CRR inspectors formed opinions based on evidence that led to findings which in turn led to outcomes. Where this is the case the relevant railway organisation is advised of the outcome. The implementation of actions by the railway organisation to address these outcomes is monitored by the CRR. In 2025, inspectors issued a total of 51 trackable outcomes (non-compliances and actions required). Of these, 12 were non-compliances with either a legislative or SMS requirement, the remaining 39 were raised by inspectors when they considered preventative action to be necessary.

The following presents an overview of the CRR's supervision activity for 2025.

Compliance auditing (pro-active supervision)

During 2025 the CRR completed the audits in the following table:

Table 1
CRR audits completed in 2025 and associated outcomes

Railway organisation	Title of audit	MaNC	miNC	AR	SFI	GP	AT
RSIE	RSIE Audit on Operational Planning and Control (including HoF)	0	2	6	4	0	0
IÉ-RU	IÉ-RU CME Audit of Heavy Maintenance	2	3	8	3	1	3
Total		2	5	14	7	1	3

During 2025, the CRR have also been progressing the following active audits which are at varying stages of progression):

Table 2
CRR Compliance, Supervision and Enforcement Department active audits on railway organisations

Railway organisation	Title of audit
NIR	NIR Risk Evaluation/Identification (Criterion A)
IÉ-IM	IÉ-IM: Possession Management and Management of Contractors (RRV's)
IÉ-IM	CCE Audit Vs IÉ-IM 2018/762 Section 4 Support within the CCE Department
TDLR	2018/762 Section 5.2 Contractor Management
IÉ-RU	2018/762 Section 6 Performance Evaluation – Management of Internal Auditing and Internal Recommendation Closures
RSIE	Competence Management and Risk Assessment

Each of the finalised 2025 audits have produced outcomes, as detailed in Table 1 above, to address findings that in the opinion of the CRR required actions from the relevant railway organisation. For both finalised audit reports enforcement actions were required. CRR inspectors maintain engagement with the relevant railway organisations post audit to ensure that these are addressed.

Specifically for audits completed in 2025 inspectors identified the following outcomes: 2 MaNC's, 5 miNC's, 14 AR's and 7 SFI's.

For both audits directions for improvement plans were issued to both railway organisations. These improvement plans have been submitted by the relevant railway organisations since finalisation of these audit reports. Railway organisations continue to address the 2025 audit outcomes, and progress is kept under review by CS&E inspectors.

Inspections

In 2025, the CS&E department commenced 68 inspections across all railway organisations. These also included 2 summary reports provided to the Conformity Assessment and Application to Place in Service Department. Inspections ranged from refined single railway asset inspections to more detailed topic inspections which can take up to 20 days to complete. The full list of the inspections commenced in 2025 is included in Appendix F, Table 14.

In 2025, a total of 49 CS&E inspection activities were completed. Of these 15 were from inspection activities commenced in advance of the 2025 calendar year; a breakdown of these 15 inspections is detailed within Appendix F, Table 15.

A number of CRR inspections completed in 2025 identified where there were contraventions or failure to comply with a provision of the Act. A direction for an Improvement Plan was served on the relevant railway organisations. The following enforcement measures were taken in 2025 for completed inspections:

- Train Dispatch Platform 5 Connolly: 208/24-I – Iarnród Éireann – Railway Undertaking **(Improvement Plan direction issued)**
- Inspection of Coastal Management: 137/24-I – Iarnród Éireann – Infrastructure Manager **(Improvement Plan direction issued)**
- Fintown Heritage Railway Annual Inspection – 78/25-I – Fintown Heritage Railway **(Improvement Plan direction issued).**

The non-compliances from the above CS&E inspections related to issues with safety management system documentation, issues identified against the requirements of the EU Directives and/or issues identified against the requirements of the Common Safety Methods which were assessed by inspectors as activity involved or is likely to involve a risk to the safety of persons. The railway organisations concerned are implementing agreed corrective and preventative actions via these improvement plans.

Several other CS&E inspections completed in 2025 identified non compliances related to issues with safety management system documentation, infrastructure condition and rolling stock conditions which were assessed by inspectors as not posing an immediate risk to the safety of persons and therefore enforcement action was not taken.

Some inspections required Action Plans to be developed and provided to CS&E by the following railway organisations:

- Waterford and Suir Valley Inspection – 205/24-I **(Action Plan issued)**
- Fintown Heritage Railway Inspection – 167/24-I **(Action Plan issued).**

The railway organisations concerned are implementing agreed corrective and preventative actions.

The full range of outcomes from the inspections concluded in 2025 are detailed below:

Table 3
Inspections completed and associated outcomes made from inspection activities completed in 2025

Railway organisation	No. of inspections	No. of inspections with outcomes	MaNC	miNC	AR	SFI	GP	AT
IÉ-IM*	18	6	0	1	5	5	0	0
IÉ-RU*	9	3	0	1	1	1	0	1
RSIE	2	0	0	0	0	0	0	0
RPSI	2	0	0	0	0	0	0	0
NIR	3	2	0	1	3	1	0	1
TDLR	2	0	0	0	0	0	0	0
BNM	1	0	0	0	0	0	0	0
Heritage**	11	8	1	0	15	36	0	1
IRD Kiltimagh Velorail	1	0	0	0	0	0	0	0
TII	0	0	0	0	0	0	0	0
Total	**49**	**19**	**1**	**3**	**24**	**43**	**0**	**3**

* IÉ station inspections by the CRR undertaken on IÉ may often focus on both IÉ-IM and IÉ-RU safety aspects as part of the inspection. In instances where outcomes have resulted from an IÉ station inspection the inspection activity has been credited to the railway organisation (IÉ-IM or IÉ-RU) that receives the highest number of outcomes.

**Velorail inspections are included within the Heritage section of this table.

Post occurrence activity (reactive supervision to accidents or incidents)

In 2025, CRR inspectors completed a total of 52 post occurrence activities, of these 12 were started before the calendar year of 2025.

As part of post occurrence activities, periodic meetings are held with railway organisations investigations managers. These review areas such as, initial investigation remits, additional occurrence details post notification, details of interim investigation recommendations, etc. In addition, for post occurrence activities targeted, resources may be assigned due to the level of risk of an occurrence or where there is potential compliance issues identified from initial occurrence assessment. This initial occurrence assessment takes place at the Post Occurrence Activity Review Committee (POARC). The following table is a summary of the Post Occurrence Activities which were completed in 2025:

Table 4
Completed post occurrence activities during 2025 and associated outcomes

Railway organisation	No. of POAs	No. of POAs with outcomes	MaNC	miNC	AR	SFI	GP	AT
IÉ-IM	11	0	0	0	0	0	0	0
IÉ-RU	20	0	0	0	0	0	0	0
TDLR	19	0	0	0	0	0	0	0
RSIE	2	1	1	0	1	1	0	0
Heritage	0	0	0	0	0	0	0	0
Total	**52**	**1**	**1**	**0**	**1**	**0**	**0**	**0**

92 post occurrence activities were commenced in 2025. The vast majority of these are as a consequence of the statutory formal notification from the relevant railway organisation. For other occurrence groupings, for example, Signals Passed At Danger (SPADs), these occurrences are notified via separate reporting to the CRR. An assessment of each SPAD received is undertaken. For a number of notifiable occurrences in 2025 inspectors mobilised to site post the notification in order to undertake follow up activities.

In relation to post occurrence activities, a total of 73 related to IÉ-IM or IÉ-RU and 1 related to Rhomberg Sersa, all of these were on the heavy rail network. Additionally, 17 related to the light rail network, and 1 related to an isolated heritage railway network.

Tragically, in 2025, there were 3 fatal occurrences on the national railways where the fatal injury involved contact with a train in motion, and where trespass or misadventure were involved. In total for 2025, there were 4 instances of contact with a train in motion as a result of trespass or misadventure. One of these contacts was non-fatal but resulting in serious injuries. All 3 of the fatal occurrences took place on the Iarnród Éireann heavy rail network. This is a significant reduction in terms of fatalities where trespass or misadventure was involved compared to 2024 where the total fatal occurrences was 12. The number of fatalities in 2025 for this category, falls well below the 10-year mean value for fatalities by comparison. Also of note was a fatality to a passenger due to natural causes who was travelling on an Intercity train.

With respect to rail fatalities as a result of contact with a train in motion, and where trespass or misadventure is involved it is notable that IÉ-IM and IÉ-RU established a working group in 2023. This group reviewed potential mitigations that could be implemented across the network to potentially reduce these events. Periodic updates on the outputs from the working group were requested within both the IÉ-IM and IÉ-RU SPRM platforms and summaries were provided within these meetings. There were no fatalities associated with the light rail network in 2025.

There were no instances of broken rails on the IÉ network in 2025 which is a notable positive. This is a significant point of note when contrasted to four instances of broken rails on the IÉ network in 2024, and a further 4 broken rails in 2023. Broken rail instances are potential high consequence events and are also a key Common Safety Indicator (CSI) for monitoring. Follow up on 2024 broken rail events and mitigation measures being implemented by IÉ-IM took place in 2025 via SPRM's and IÉ-IM Investigation Manager meetings for these key occurrences. Several additional mitigation measures were reviewed and implemented by IÉ-IM including additional calibration checks, pressure vessel checks, procedural reviews, implementation of exclusion zones during site welding reviews etc. The CS&E department continue to engage with IÉ-IM on this topic to review the processes in place for thermit welding (site-based welding). Follow up engagement has also taken place linked to RAIU recommendations within SPRM's in relation to recent broken rail events from 2023. Namely the broken rail event at Emly LC XC164 of the 22nd of February 2023 and the broken rail event at Newbridge of the 23rd of February 2023. Follow up of IÉ-IM internal investigations took place for the broken rail of Kilcornan Limerick which occurred on the 09/12/2024 and the broken rail at the 89 ¼ MP at the Sligo line of the 04/11/2024.

With respect to 2025 notifications in the heavy rail sector a number requiring particular focus and review are outlined below:

SPAD and points run through at MW813 and points MW564 of the 11/02/2025 (IÉ-RU)

This SPAD had a high SPAD risk ranking and as a result was a potential high consequence event. A passenger service from Tralee to Mallow station passed a signal at danger without authority. This train ran through points and then came to a stop at a subsequent signal which was displaying a red aspect. The signalman was unable to contact the driver post activation of the SPAD alarm. CS&E commenced an inspection activity post the initial reviews following on from the POARC platform.

Near miss with CCE Staff Tunnel No 2 Bray of the 11/04/2025 (IÉ-RU)

Two members of the CCE staff who were engaged in a stocktaking exercise were involved in a near miss with a passenger train in Tunnel 2, Bray Head between Bray and Greystones. Both were in the tunnel as the train approached and the service involved applied an emergency brake. The staff had not implemented a safe system of work in order to undertake these works. During the CS&E departments post occurrence reviews, the RAIU were undertaking a trend analysis in relation to near misses with permanent way staff/trackworkers on the network. This occurrence was grouped into the analysis that the RAIU were undertaking. Therefore, the CRR did not undertake further direct action.

Train collision with road vehicle XN089 – farmer's field crossing of the 06/05/2025 (IÉ-RU)

In this occurrence a train collision took place with a van at a level crossing along the Ballybrophy to Limerick line, this is a farmer's field level crossing. From initial review of all available footage the vehicle did not utilise the farmers field crossing correctly which ultimately lead to the collision. The damage to the van from review was quite significant and under slightly different circumstances would have led to significant injuries. Periodic follow ups took place post initial POARC assessment with the relevant Investigations Manager post event.

Collision at OBC33 of the 09/05/2025 (IÉ-RU)

In this occurrence a notable risk to operations took place because of an overbridge parapet being struck. At the time of the parapet collision, the Gardaí contacted the IÉ Emergency line to report a road traffic accident at the overbridge Sherlockstown (Sallins/Hazelhatch) area. This parapet collision resulted in debris fouling the line and a train service colliding with this material. This material and the fact that the train was traveling at line speed resulted in a potential high consequence derailment scenario. Periodic follow ups took place post initial POARC assessment with the relevant Investigations Manager post event.

Possession irregularity during BEMU testing between Hazelhatch and Sallins of the 01/07/2025 (IÉ-RU)

This occurrence had the potential to lead to a derailment as a result of a permanent speed restriction being substantially exceeded. During planned battery electric multiple units (BEMU) testing within an absolute possession between Sallins and Inchicore the BEMU test train travelled over crossover points at 145km/hr. These same crossover points have a permanent speed restriction of 32km/hr for all reverse movements. CS&E commenced an inspection activity post the initial reviews following on from the POARC platform.

Rockfall at Myrtlehill XC238 of the 02/07/2025 (IÉ-IM)

A driver reported that the train had struck rocks which were fouling the line which had dislodged from an embankment at Myrtlehill level crossing. No injuries to passengers resulted. The train was able to return to Cork under its own power for technical examinations by the CME department. The Cork-Cobh-Middleton line was closed as a result until determinations could be made if there was risk of further rockfall within the area. Periodic follow ups took place post initial POARC assessment with the relevant Investigations Manager post event.

DeDietrich underpanel striking platform underside Killester station of the 03/11/2025 (IÉ-IM)

The underpanel of a DeDietrich train became detached and struck the supports of the platform in Killester. The resulting damage dislodged multiple blockwork pier supports where the panel reach, when fully extended, could affect these. Follow ups continue to take place with NIR and IÉ-RU by CS&E in order to ascertain when and how the panel became loose and extended to cause the infrastructure damage.

With respect to 2025 notifications in the light rail sector a number requiring particular attention are outlined below.

Fire and associated gas leak at Georges Dock – Green Line of the 09/01/2025 (TDLR)

This occurrence involved a fire and associated gas leak at the bridge at Georges Dock. The fire and gas leak took place at the underbridge which supported red line services. The fire caused significant damage to the structure and subsequently required replacement. Periodic follow ups took place post initial POARC assessment with the relevant representatives from TDLR and TII.

Tram lube reservoir found on the track of the 16/09/2025 (TDLR)

A flange lubricant reservoir was discovered on the track by a member of TDLR staff during a weekly inspection walk. The reservoir is attached to the IC bogie by fixings that are known to be susceptible to vibration and fatigue. The tram had not suffered any significant damage as a result of the reservoir detaching other than damaged hoses and minor scratches. A complete examination of the entire fleet took place, and further mitigations were implemented by TDLR where required. Periodic follow ups took place post initial POARC assessment with the relevant representatives from TDLR.

With respect to 2025 notifications in the heritage rail sector, one requiring particular attention is outlined below:

Connemara Heritage Railway signal cabin fire of the 13/12/2025 (Connemara Heritage Railway)

This occurrence involved a fire in the non-operational signal cabin at the Connemara Heritage Railway. As a result of the fire all Christmas services were cancelled. The cause of the fire was determined to be the stove in the decorative signal cabin. Strong winds were contributory to the occurrence on site. Periodic follow ups took place post initial POARC assessment with the relevant representatives from Connemara heritage railway.

In 2025, the CRR continued utilising its post occurrence activity review committee (POARC) process. All notifiable occurrences were subjected to review on a weekly basis. Each notified occurrence is reviewed following the gathering of as much initial information as possible to determine whether further CS&E activities are required. The CRR will ensure that the railway organisations themselves complete the statutory investigation that they are required to complete. The CRR also undertakes regular periodic review meetings with the investigations managers of each rail organisation where required to review real time updates on any investigation activity that is required.

In any instance where safety was deemed to be at risk, the CRR sought the necessary assurances that mitigation measures had been put in place by the relevant organisation for each specific occurrence. The RAIU conducts its own independent investigations of accidents/incidents to determine their cause and the CRR has regard to these investigations.

Enforcement

Part 7 of the RSA 2005 provides the CRR with powers of enforcement. These powers range from directing an Improvement Plan, where an activity may involve a risk to the safety of persons, to serving an Improvement Notice for a contravention of the provisions of the Act or a Prohibition Notice where an activity may involve an immediate and substantial risk to the safety of persons. The CRR also has the power in extreme cases to revoke a Safety Authorisation or Safety Certification or make an application to the High Court to seek an order for restriction or prohibition of operations.

The CRR aims to work with railway organisations and seek voluntary compliance rather than immediately engage in enforcement action. Its inspectors endeavour to be proportionate in their response to findings and failings which is in line with European practice. However, on occasion, enforcement may be required. In 2025, CRR inspectors issued directions for 5 Improvement Plans from railway organisations. In addition to these there was one Improvement Notice issued in 2025. A summary of these 6 enforcement measures is presented below:

Improvement plans requested in accordance with Section 76 of the RSA 2005

208/24-I: Train Dispatch Platform 5 Connolly – Iarnród Éireann – Railway Undertaking (Improvement Plan)

This direction for an improvement plan was issued to Iarnród Éireann – Railway Undertaking in relation to a minor non-compliance outcome. As part of this inspection activity IÉ-RU were found non-compliant with Section 36 of the Railway Safety Act 2005 as amended as recommendations to reduce the platform train interface risk had not been implemented.

137/24-I Inspection of Coastal Management – Iarnród Éireann – Infrastructure Manager (Improvement Plan)

This direction for an improvement plan was issued to Iarnród Éireann – Infrastructure Manager in relation to a minor non-compliance with a Technical Management System standard which was determined during this inspection activity. An improvement plan was required as there was an identified risk to the safety of persons as a result of the non-compliance.

78/25-I: Fintown Heritage Railway Annual Inspection – Fintown Heritage Railway (Improvement Plan)

This direction for an improvement plan was issued to Fintown heritage railway in relation to a Major Non-Compliance identified during an inspection activity. The Major non-compliance was that Fintown had failed to conduct internal auditing and no auditing plan had been developed. This was determined to be a Major non-compliance against the approved Fintown Safety Management System. An improvement plan was required as there was an identified risk to the safety of persons as a result of the Major Non-Compliance.

66/24-A: RSIE Audit on Operational Planning and Control (including HoF) – Rhomberg Sersa Ireland (Improvement Plan)

This direction for an improvement plan was issued to Rhomberg Sersa as part of an audit activity on Operational Planning and Control, from which 2 minor non compliances and 6 actions required were formed. Areas which merited the direction for an improvement plan were a non-compliance against Risk Assessment, within the Common Safety Method for the Safety Management System. The second non-compliance was in relation to the non-provision of evidence during the audit. The actions required related to the availability of HoF expertise, development of SSoW documents and review of risk assessments.

179/24-A: CME Audit of Heavy Maintenance – Iarnród Éireann – Railway Undertaking (Improvement Plan)

This direction for an improvement plan was issued to Iarnród Éireann – Railway Undertaking in relation to two Major non compliances and 3 minor non compliances. The Major non compliances were against Planning for Change and Asset Management within the Common Safety Method for Safety Management Systems. Two of the minor non compliances were found due to further non-compliances with Asset Management within the Common Safety Method for Safety Management Systems. A final minor non-compliance was formed against the RSA requirement to provide evidence.

Improvement notices served in accordance with Section 77 of the RSA 2005

The post occurrence activity which led to this improvement notice was in relation to an RSIE staff member who sustained injuries due to a fall from a height, when working on an On Track Machine satellite element. The opinion was formed that RSIE had failed to ensure in so far as is reasonably practicable, that the safety of persons in the operation of its railway activities was managed appropriately as required in accordance with Section 36 of the Railway Safety Act. The improvement notice led to a full review by RSIE of their operational risk assessments and for them to be site specific.

All heavy rail key occurrences such as those referenced above have the potential to be raised with higher level management within periodic Safety Performance Review (SPRM) meetings with the railway organisations and escalated where required.

An extension of time was granted to an existing Improvement Notice served on IÉ-RU, relating to their Drugs and Alcohol policy. During 2025, the most recent update provided to the CRR was that Iarnród Éireann had met with the Public Transport Regulation Division of the Department of Transport and the legislative draftsperson in Q1 2025 and that a response was awaited from the department post this meeting. A further extension was thus requested to Improvement Notice CRR-L-077/004 as a result.

Prohibition notices served in accordance with Section 78 of the RSA 2005

No prohibition notices were served in 2025.

RAIU safety recommendations

The RAIU has the function of carrying out investigations of accidents and incidents that occur on the heavy, light, heritage and industrial (only at public interfaces) railways in Ireland. The purpose of its investigations is to establish cause and not apportion blame. Its reports make safety recommendations which are intended to ensure the avoidance of similar accidents/incidents in the future.

Based on the evidence of its investigations, safety recommendations may be made by the RAIU. These are typically directed at the railway organisation or other third parties who may have had a responsibility under legislation. In addition, its recommendations are addressed to the CRR as the responsible National Safety Authority. The CRR thereafter have a responsibility for the oversight of the implementation of the safety recommendations by the entity to which they have been directed. The status of current safety recommendations issued by the RAIU is detailed in Appendix C.

In 2025, the RAIU issued the following investigation report:

— Operational Irregularity at Clontarf Road: Issued on the 16th of May 2025.

In 2025, the RAIU issued the following Urgent Safety Advice Notice:

— Collision between freight train and ICR 22000: Issued on the 28th of March 2025.

In 2025, the RAIU issued the following Safety Advice Notice:

— Navan Road Parkway: Issued on the 14th of May 2025.

The report and notices resulted in 16 safety recommendations being addressed to the CRR. These were duly considered and the CRR directed these to the relevant railway organisations or entity best placed to respond to the safety recommendation as indicated by the RAIU.

The CRR also reviews the proposals issued by the railway organisations to address the safety recommendations and undertakes periodic review meetings with all railway organisations with a view to addressing and verifying progress of the recommendations to ensure their closure.

Carriage of dangerous goods by rail

The CRR is the competent authority under Statutory Instrument (SI) 651 (as amended) clause 4(1) EC (Transport of Dangerous Goods by Rail) Regulations 2010.

The CRR continues to ensure provision of an examination and certification service for dangerous goods safety advisors (DGSA). This service is contracted to the Chartered Institute of Logistics and Transport (CILT) and the contract for this service was renewed in 2022. The duration of this contract for services is 5 years hence until the end of 2027.

In terms of safety advisory certification, the CRR issued 5 certificates to candidates who passed the CILT examinations.

Rhomberg Sersa Ireland (RSIE)

RSIE completed their sixth year of operation in 2025, having taken over the On-Track-Machine (OTM) fleet maintenance and operation contract on behalf of IÉ-IM in July 2019. RSIE undertook a total of 129,057 train km on the network in 2025 which was a decrease from 2024's final figure of 153,379km (circa 15.8%).

CRR Inspectors met with key management on three occasions in 2025 at which their overall safety performance was reviewed. Multiple safety initiatives being implemented by RSIE and other continuous improvement tasks were also discussed within these primary safety performance review meetings. Work continued in 2025 with respect to the progression of CRR open outcomes. In total, 9 CS&E activities were commenced on RSIE, 1 audit, 1 inspection, 1 Post occurrence activity and 6 management meetings (Safety Performance review meetings and RSIE Outcome review meetings).

The audit on RSIE in 2025:

— RSIE: Competence Management and Risk Assessment.

Work on this audit continues into 2026, as the initiation point for this audit was Q4 of 2025. In addition, the CRR commenced 1 inspection.

— Focused outcome activity on addressing of Type 3 issues.

Type 3 issues are residual issues that remain from the recertification process of Conformity Assessment when RSIE reapplied for its SMS certificate from the CRR. Type 3 issues must be addressed within the granted certificate periodicity.

Resource was assigned to this area from CS&E in order to ensure that all these Type 3 issues were being either progressed or were fully addressed. There is now just one Type 3 issue remaining which CA/APIS are currently progressing with RSIE.

The following activities commenced in 2024 were completed in 2025:

— Integration of human factors in Vehicle Maintenance – Inspection activity (Commenced and determined to be covered by 66/24-Audit: RSIE Operational Planning and Control (including HoF)
— RSIE Audit on Operational Planning and Control (including HoF) – Audit activity
— RSIE Staff injury Ballinasloe – Post occurrence activity.

For RSIE 1 MaNC, 2 miNCs, 7 ARs and 5 SFIs were issued in 2025. All Major non-compliance and minor non-compliance which require action in a specific timeline have either been addressed or are well advanced. All other outcomes are being actively tracked by CRR inspectors.

Bord na Móna (BnM)

BnM own and operate an industrial railway used for the transport of peat. The CRR have responsibility for the supervision of BnM where their railway infrastructure interfaces with public roads, i.e., at level crossings and bridges over/under the railway.

BnM's milled peat rail operations have reduced significantly. With respect to the most current information on BnM a synopsis is provided below:

- Advanced notifications of decommissioning of level crossings were provided to the CRR on a continual basis
- As of the end of 2025 there are no level crossing gates that are still in operation
- In the event of a level crossing returning to use, a locking and re-activation procedure has been developed by BnM and this will be communicated and activated prior to the operation of level crossings and public interfaces with the CRR being informed in all instances
- With respect to numbers of under/overpasses still in use by BnM, it was confirmed that they have none as of Q3 2025
- For staff competent to operate level crossing gates as of Q3 2025, there was 14 operatives and 2 area leaders, and these are subjected to a competency cycle.

The CRR commenced and completed one inspection on BnM in 2025 and the inspection focused on:

- BnM Asset Inspection activity: Bórd na Mona.

On conclusion of the activity, there were no associated outcomes. Due to the continued decommissioning of rail activity, no SPRM was held in 2025 as all key information was relayed from BnM management during the 2025 inspection.

The CRR were not notified of any occurrences on the BnM network in 2025.

Heritage railways

The CRR monitors the operations of seven self-contained isolated heritage railways. In 2025, the following heritage railways were subject to activities by the CS&E:

- Cavan and Leitrim Railway, Dromod, Co Leitrim who carried 5,000 passengers, this was as per the previous year's passengers carried.
- Difflin Lake Railway, Oakfield, Raphoe, Co Donegal who carried 41,225 passengers. This was a reduction in 6.8% relative to passengers carried in the previous year.
- Fintown and Glenties Railway, Co Donegal who carried 4,450 passengers which was a 27.5% decrease relative to passengers carried in the previous year. Notably Fintown also commenced 'Santa' services in 2025.
- Irish Steam Preservation Society, Stradbally. Co Laois who carried 7,560 passengers which was a 24.9% increase relative to passengers carried in the previous year.
- Listowel Lartigue Monorail, Co Kerry who carried 3,416 passengers which was a 17.1% decrease relative to passengers carried in the previous year.
- Waterford and Suir Valley Railway (W&SVR) Kilmeaden Co Waterford who carried 24,420 passengers which was a 10.6% decrease relative to passengers carried in the previous year.
- Connemara Heritage Railway Inspection, Maam Cross, Connemara who carried 594 passengers which was a 125% increase relative to passengers carried in the previous year.

Overall, for isolated heritage networks a total number of 86,665 passengers were carried in 2025. This figure is a moderate decrease (6.9%) from the 2024 total figure of 93,127 total passengers carried on isolated heritage networks.

Site inspections were undertaken on six of the heritage railway operators listed above. In total, 7 inspections were commenced within the isolated heritage railway sector and 1 post occurrence activity. These inspections involved the inspection of assets, observation of operations and meetings with management and operational staff to review their compliance with their approved SMS. In addition, there was an outcome review undertaken with Fintown heritage railway.

In 2025, the following heritage railway inspections were undertaken:

- Main ISPS Stradbally annualinspection
- Difflin Lake Railway annual inspection
- Fintown Railway annual inspection
- Cavan and Leitrim annual inspection
- Lartigue Monorail annual inspection
- Waterford and Suir Valley Christmas operations inspection
- Fintown heritage railway Christmas services inspection.

The only active heritage railway not inspected was the Connemara heritage railway which commenced taking passengers at the end of Q4 2024. The reason for a site inspection not being undertaken for this isolated heritage railway was that services were ceased due to a fire which took place to the decorative signal cabin.

Of the 7 inspections undertaken 5 were fully completed and four of these had associated outcomes which are summarised below:

- Difflin Lake Railway Annual inspection: 1 Audit trail
- Fintown Railway annual inspection: 1 MaNC, 6 ARs and 5 SFIs and as a result a direction for an improvement plan was issued
- Cavan and Leitrim annual inspection: 2 ARs and 2 SFIs
- Lartigue Monorail annual inspection: 2 SFIs.

Work continues into 2026 on the other inspections commenced in 2025 which are on-going.

Railway Preservation Society of Ireland (RPSI)

The RPSI is the only heritage railway to operate on the IÉ-IM network and, consequently, is subject to a higher level of supervision than the standalone heritage railways who operate on their own separate infrastructure. RPSI carried 10,800 passengers in 2025 which was a 19.5% reduction on passengers carried in 2024.

The CRR commenced 7 activities on the RPSI in 2025. These were as follows:

- Outcome Activity in relation to addressing Type III's: Inspection Activity
- RPSI Safety Performance Review Meeting: Meeting activity
- Emergency Management: Section 5.5 of Annex I CSM 2018/762: Inspection Activity
- RPSI Outcome Review Meeting: Meeting Activity
- RPSI Volunteers in preforming Safety Critical Roles against Competence Management of the Common Safety Method of Safety Management Systems
- Pre-departure checks of vehicles for special services: Inspection Activity
- RPSI Outcome Review Meeting: Meeting Activity

Five activities were completed in 2025 and from these there were no resulting outcomes generated.

IRD Kiltimagh CLG – Kiltimagh Velorail

In 2025, IRD Kiltimagh CLG's third year of operations they carried 3,200 passengers, this was a 10.3% increase relative to 2024. Supervision activity included inspection of assets, observation of operations, and meetings with key management staff to review their compliance with their approved SMS.

From the completed activities, no outcomes were formed by the CRR.

Industry Alerts

The CRR receives railway sector safety alerts from both the ERA, the RAIU as well as other shared information from other NSA's. In 2025, seven safety alerts were received via shared information from other NSAs. All the safety alerts were cascaded to the relevant heavy rail technical contact points by the CS&E across IÉ-IM and IÉ-RU. A synopsis of NSA shared events are summarised below:

1. **Subject:** Rolling stock – wheel
   Equipment: Two cases of solid wheel type BA220 with internal cracks
   Summary description: Two cases of an internal crack in solid wheels of type BA220, made of steel grade 'ER7' and manufactured by BVV – Bochumer Verein Verkehrstechnik GmBH.
2. **Subject:** Rolling stock – other
   Equipment: Broken step support on two wagons
   Summary description: Two cases of step support failures within a four-month period to the NSA Luxembourg.
3. **Subject:** Infrastructure Signalling system
   Equipment: Infrastructure – trackside command and signalling devices
   Summary description: Fault in software of the generic layer of the dependency computer type ESTW L90 S manifested by a buffer overflow in the communication process between the Command 900 master system and the IM dependency module. Equipment from HITACHI Rail GTS sp. z o.o.
4. **Subject:** Other
   Equipment: HardTop M cover detached and fell from 13ft MonTainer XXM container manufactured by Innofreight Solutions GmbH
   Summary description: While RAIL STM Ltd. train was running with empty 13ft MonTainer XXM containers a HardTop M cover on one of the containers detached and fell onto the adjacent rail track. The container was on an Sggrrs wagon which was just behind the BR189 locomotive. Covers of 13ft MonTainer XXM containers are not fixed. On the day of the incident there were difficult weather conditions – strong gusts of wind were present.
5. **Subject:** Rolling stock wheel
   Equipment: Cracked Monoblock Wheel Detected on Wagon 338779661713 (Train 51443)
   Summary description: On March 7, 2025, during a technical inspection and brake test at the Luka Koper station, a cracked monoblock wheel was detected on wagon 338779661713, position 3, of train 51443.
6. **Subject:** Other
   Equipment: AngelStar On Board Unit (various BL3, SRS 3.4.0 and 3.6.0 releases) for Safety Related Application Conditions (SRAC) – Signalling and Train Protection Systems)
   Summary description: The management of these SRACs on project level may result in a change in the configuration, impacting the confidence interval used by the system.
7. **Subject:** Other
   Equipment: Guardia On board unit SW BL3_3.6.0_F02_NP01-04.01.02
   Summary description: Error in the Guardia SRS 3.6.0 On Board Unit of AngelStar for different train configurations.

Of note during the second half of 2025, the Joint Network Secretariat (JNS) Task Force analysed further cases of cracked and broken wheels; the safety recommendations and national rules from NSA Switzerland were published on the 11th of September 2025. As a result of this, the final JNS report of the Normal Procedure 'Accident Gotthard base tunnel – broken wheels' that had been published in April 2025 was replaced. On the 19th of December 2025, an updated final version report was provided by the ERA which included updated risk control measures, tasks for the continuation of the JNS work and an impact assessment. This report was circulated to relevant IÉ-RU management in 2025. ERA indicated a new final JNS report is to be published in 2026.

Representations

The CRR received 52 representations in 2025. These representations include requests for information. The breakdown of categories for representations received is given in the table below:

Table 5
2025 totals for representations received by category

	Category	
■	Safety of Stations	0
■	Safety of Infrastructure	6
■	Safety of Rolling Stock	2
■	Safety of Train Operation	18
■	Safety of Railway Working	7
■	Request for Information	19
	Total	52

In relation to Requests for Information, these included queries on:

- Vehicle keeper markings: IÉ Railway Undertaking
- National requirements with respect to rolling stock: IÉ Railway Undertaking
- Authorisation/Acceptance cases: IÉ Railway Undertaking
- Rail standards access: IÉ Railway Undertaking
- Irish Railway standards query: IÉ Railway Undertaking
- Safety certification process: IÉ Railway Undertaking
- Use of ISAs and AsBos: IÉ Railway Undertaking
- Train Driver Directive register of examiners: IÉ Railway Undertaking
- Train Driver Directive: Use of simulators: IÉ Railway Undertaking
- Oversight and Planning permissions: IÉ Infrastructure Manager
- Private railway Infrastructure Managers: IÉ Infrastructure Manager
- Information on Authorisation exemptions: IÉ Infrastructure Manager
- Railway gauge queries: IÉ Infrastructure Manager
- Rail traction energy metering: IÉ Infrastructure Manager
- Station wayfinding: IÉ Infrastructure Manager
- Mixed operation of tram-trains and heavy rail trains: IÉ Railway Undertaking/TDLR.

Representations on the safety of infrastructure included across the sector the following general areas raised:

- Concerns over various bridge structures across the country (multiple): IÉ Infrastructure Manager
- Report of a concern at a level crossing: IÉ Infrastructure Manager
- Concern over level crossing signage in Athlone: IÉ Infrastructure Manager
- Concerns over a railway embankment at Malahide: IÉ Infrastructure Manager.

In relation to safety of rolling stock, these included concerns in the following general areas across the sector:

- Powerpacks on ICRs: IÉ Railway Undertaking
- Representation in relation to an on-board passenger table: Connolly to Drogheda service IÉ Railway Undertaking.

In relation to safety of Train Operation, these included concerns in the following areas across the sector:

- Iarnród Éireann boundary tree felling: IÉ Infrastructure Manager
- Overcrowding of services (multiple services) and service delays: IÉ Railway Undertaking
- Reserved seating issues (multiple services): IÉ Railway Undertaking
- Operational heritage railways: Heritage railways
- Driver rostering on mainline services: RPSI Railway Undertaking
- Non timetabled stop associated with heavy rail service: IÉ Railway Undertaking
- Staff conduct: heavy rail services and avenues for complaints Vs IÉ Railway Undertaking
- Green line incident with a member of the public utilising a guide dog: TDLR
- Security control of services: TDLR
- Driver safety concerns: TDLR
- Availability of emergency hammers Luas services: TDLR
- Signage and seating etiquette: TDLR.

In relation to safety of Railway Working, these included concerns in the following areas across the sector:

- Train drivers' safety concerns: IÉ Railway Undertaking
- Report of unauthorised use of railway line: IÉ Railway Undertaking
- Report of non-compliance which took place Vs a railway organisations safety management system: RPSI Railway Undertaking
- Personal track safety competence of voluntary staff in heavy railway sector: RPSI Railway Undertaking
- Report of incident which took place on light rail network: TDLR
- Maintenance practice of rolling stock for light rail network: TDLR.

The CRR gives a high degree of attention to any representation received relating to railway safety made by railway staff, railway passengers, members of the public, or others. All representations are initially risk profiled on receipt and subsequently followed up on dependent on their specific risk profile. Only a limited number of representations had potential safety implications and required reactive activities. All of these have been followed up through inspection and direct engagement with the relevant railway organisations where necessary.

See Appendix D, Figure 9 for representation trends.

Safety performance

As indicated previously in addition to on-site activities such as inspections and audits, the CRR engage with key management in the railway organisations that are supervised. The following channels of engagement are undertaken at regular intervals outside of primary supervision activities:

- Periodic safety performance review meetings (SPRM's)
- CRR outcome review meetings
- RAIU safety recommendations review meetings
- Periodic recurring meetings with railway organisation personnel as required (i.e., Investigation managers, Safety Compliance Managers, etc.).

Central to this engagement is the continuous oversight of the safety performance, including reviews of key performance indicators and other metrics all of which feed into the annual individual supervision work plans which together form the work programme for all RO's.

Several safety performance indicators including collisions, derailments, fires on rolling stock, SPADs, infrastructure failures/defects etc., are internationally recognised indicators of safety performance. In 2025, 4 SPRM's were held with IÉ-IM and 3 SPRMs were held with IÉ-RU, and 4 with Transdev. Additionally, separate meetings were held with Transdev Engineering given Transdev now both operate and maintain the LUAS trams and infrastructure which are now via a standalone recurring format and as required in relation to post occurrence activities. In 2025, 2 of these Asset Management Reviews (AMR) meetings took place. Three SPRM's were also held with RSIE, three with NIR (Translink) and one SPRM with the RPSI. For heritage railways, which operate independently, the main inspection activity is typically merged with a meeting however separate outcome review sessions were held with all railway organisations in multiple instances where required.

Heavy rail network

SPADs on the heavy rail Network

A SPAD is defined as having occurred when a train passes a stop (red) signal without authority. SPADs are a precursor event that the CRR monitors at its Safety Performance Review Meetings (SPRM's) with IÉ-RU. These SPADs are also reviewed in separate individual post occurrence activity review meetings with IÉ-RU where required based on individual SPAD occurrences. The trend in recent years up to the end of 2024 had seen a decline in this precursor for the past 5+ years, however, with the inclusion of the 2025 SPAD figures this positive trendline has now reversed. The 10-year trendline is shown within Figure 4 of Appendix D. There was a total of 15 SPADs on the network which is a 10-year high for IÉ-RU. The last instance where 15 SPADs were recorded on the IÉ network was in 2015. Normalised train km of this recent SPAD trend will be progressed by the CS&E department with IÉ-RU to review this area further in 2026. The CS&E currently review in detail each notified SPAD and as a result of the 10-year high and subsequent trendline reversal further focus will be assigned to this area in 2026.

Collisions with animals on the heavy rail network

Figure 3 within Appendix D shows the total number of collisions for all categories from 2016 to 2025. The number of collisions, 158 in 2024 compared to 145 in 2025, shows a small decrease. The main 10-year trendlines for 'Train collisions with other obstacle on the line' and 'Train collision with large animals on the line' still continue to increase when 2025 data is included. These two subgroups are by far the largest leading to this increase. Increasing severe weather conditions has resulted in the frequency of trees and other objects ending up on the line. Period summary data is provided by both IÉ-IM and IÉ-RU to the CRR, which is constantly under review. A large element of the subset 'Train collision with large animals on the line' is as a result of deer impacts. IÉ-IM are reviewing additional potential measures that could be developed in addition to previous measures to mitigate the high numbers of these events. In 2025, 102 of these events occurred compared to 91 in 2024. This figure has now increased year on year over the past 7 years. Boundary fencing which is used as a primary control for livestock is not as efficient against deer. For the other subgroup of train collision with other obstacles on the line there was a reduction of 37 events compared to 64 in the previous year. These instances are generally as a result of weather or as a result of anti-social behaviour. The CRR are aware of IÉ-IM's proactive risk mitigations in this area and IÉ do actively visit local schools in areas where increased anti-social behaviour on the railway can be trending.

Train derailments on the heavy rail network

There were two train derailments in 2025, with both of these occurring in IÉ sidings. The infrastructure within sidings would not be maintained to as high a standard as to mainline infrastructure, and these derailments would also all be low speed and mostly at manually operated hand points. Hence these derailments in sidings are of a much lower potential severity. See Appendix D, Figure 8 for 10-year trends.

Fatal injuries involving a train in motion on the heavy rail network

As referenced previously in this report, tragically, in 2025, there were 3 fatal occurrences on the national railways where the fatal injury involved a train in motion, and where trespass or misadventure were involved. All these fatal occurrences took place on the Iarnród Éireann heavy rail network. The number of fatalities, for this category, falls at the lower end of the 10-year data range by comparison. This is a notable reduction compared to the 2024 fatality rate of 12. In 2025, multiple updates were provided to the CRR on the outputs of the working group that Iarnród Éireann had established to review these previous higher rates of fatal injuries involving a train in motion on the network. The substantial reduction in 2025 is a notable positive.

Broken rails – heavy rail network

As previously referenced within this report there were no broken rails on the IÉ network in 2025. Broken rail instances are potentially high consequence events and are also a key Common Safety Indicator (CSI) for monitoring (precursor events reported to the ERA). With 4 reported broken rails in 2024 and 4 reported broken rails in 2023, the localised 5-year trendline for broken rails was increasing prior to 2025. The 2023 and 2024 numbers of broken rails were 10-year highs. Several additional risk mitigations were under review by IÉ-IM including additional calibration requirements, stressing standards reviews, consideration of exclusion zones during thermit welding, pressure vessel checking, procedural updates etc. These mitigations were updated within periodic SPRM's with IÉ-IM. The reporting of no broken rails for 2025 on the network is a notable improvement. The CS&E continue to receive updates in relation to thermit welding (site-based welding) and for flash butt welding with respect to internal recommendation closures, RAIU recommendation closures and CRR outcome closures.

Light rail network

SPAS/SPAD occurrences on the LUAS network

Trams are controlled by line-side signals. These signals consist of an array of light-emitting diodes (LEDs) that illuminate in specific patterns depending on the signal being conveyed to the driver.

A 'proceed' means it is safe to travel through a junction, whilst a stop 'signal' means it is not safe for a tram to proceed through a junction. There are well over 100 junctions on the network controlled in this way. It is a common design for light railway systems in Europe.

SPAS/SPAD events occur on the LUAS network, 2025 data show a slight improvement for both the green and red lines. For two consecutive years now there has been a small decrease in SPAS/SPAD events on the light rail network which is welcome following a record high in 2023 of 31 SPAS/SPADs. A reduction to 25 has been recorded in 2024 and 24 has been recorded in 2025 (See Appendix D Figure 7). This reduction is likely related to several factors. TDLR have advised that they have undertaken several initiatives towards reducing errors at signals, improving management of the operational environment, and reviewing incidents where stop signals were passed without permission to reduce probability of recurrence. The CRR has also increased its activity in this area in response to worsening performance by engaging with Transdev regarding their analysis of causation and ensuring investigation activities are effective. As part of the new TDLR SMS, additional requirements will apply which require a greater emphasis on management of the human and organisational factors that may contribute to prevention of undesirable safety performance with respect to SPAS/SPADs.

These factors are especially important in the operational aspects of railway safety, where ergonomics and organisational culture are known to influence safety performance. A related RAIU report: Trend Investigation into Signals passed at stop on the LUAS Network – RAIU report No 2022 – R003 published on the 21st of October 2022 also made several recommendations related to this topic. Stakeholders are currently engaged in taking actions to address the requirements contained within those recommendations. Work also continues in the CRR regarding their implementation.

In addition, each SPAD/SPAS event is reviewed by a CRR inspector with a relevant TDLR staff member to ensure that sufficient causal investigation is undertaken.

Overall context

In 2025, the overall safety performance of the Irish heavy railway sector was assessed as being broadly positive when compared to the available data the CRR has collated and analysed from 2006. This positive assessment applies when compared against previous years and against European statistics. Of note is the fact that in 2025, there has been record passenger numbers carried on both the light rail network and the heavy rail networks.

For 2025, a notable improvement with respect to the heavy rail network was that there were no recorded broken rails after relatively high years in 2024 and 2023. Processes are now in place with IÉ-IM to review all reporting of broken rails in advance of reporting to ERA for the full IÉ network. Bulk reporting of all these events at SPRM level and clarifications at this stage are now embedded. It should be noted that these reduction to broken rails for 2025 will have a positive effect on the CSI ranking performance table for Ireland (precursor events) which is a positive. Mainline broken rails for operational services are a potential high consequence event (potential derailments leading to multiple fatalities etc).

As referenced previously Ireland has consistently been among the member states that have the lowest fatality rates and based off the most recent data sits 3rd of the 27 member states for 'Railway passenger fatality rates' with Switzerland being the highest preforming in this category (lowest passenger fatality rates). It should also be noted that there have been no passenger fatalities in Ireland in 2025 and the fatalities that have been reported, 3 in total are all as a result of trespass/misadventure. While there were 4 confirmed train contacts in 2025 just 3 of these were confirmed as fatal post event. There was one other event where a member of the public passed away of natural causes while on an Intercity service while seated. This event has not been included by the CRR in fatality passenger metrics as this was due to natural causes. However, it must be noted that one significant accident would completely change the performance metrics due to the relative size of Ireland's network. Hence the attention to continual improvement with all railway organisations, and proactive supervision activities are a continual focus for the CS&E department. These proactive supervision activities are in full alignment with the ERA Supervision requirements across all heavy rail organisations.

Separately, the CRR publishes its annual statistical report providing a detailed analysis of railway safety performance in Ireland. This report for 2025, as with previous reports, will be published later in the year to facilitate receipt of complete validated year data from all railway organisations. The Safety Performance Report of 2024 was compiled in 2025 and will be published on the CRR website.

Some of the key safety performance data for railway organisations available at the time of publication of this annual report are presented within Appendix D.

NSA monitoring

Article 33 of the Regulation (EU) 2016/796 on the European Union Agency for Railways and decision N°2741 of the Management Board, the Agency is granted the task to monitor "the capacity of national safety authorities to execute tasks relating to railway safety and interoperability" and "the effectiveness of the monitoring by national safety authorities of safety management systems".

The CRR were audited as part of the second three-year audit cycle by the ERA in 2024. At the time of the audit the full 2024 audit scope included:

- EU legal framework for NSA organisation: focus on implementation of CRR's action plan from the first audit cycle
- EU legal framework for Safety Certification with the 4th Railway Package
- EU legal framework for Safety Authorisation with the 4th Railway Package
- EU legal framework for Vehicle Authorisation for placing on the market and vehicle type authorisation
- EU legal framework for the Authorisation for the Placing in Service of fixed installations
- EU legal framework for NSA supervision: focus on implementation of CRR's action plan from the first audit cycle
- EU legal framework for promoting the safety regulatory framework
- EU legal framework for NSA tasks on Train Drivers' Directive.

This audit scope for the 2nd audit cycle in 2024 was significantly wider in terms of scope when contrasted to the 1st audit cycle. The 1st audit cycle was limited to the following scope:

- Competences (focusing on competences for supervision, safety certification and vehicle authorisation)
- Supervision activity of the NSA.

As can be seen above the scope of the 2nd cycle audit addressed four times as many areas when contrasted to the 1st cycle audit.

The final version of the audit report was issued to the CRR from the ERA on the 18th of March 2025. In total, within the 2025 finalised audit report, there were 14 deficiencies and 14 observations formed by ERA. This final report included the CRR's detailed action plan to address the audit report outcomes. The first presentation of evidence to the ERA is expected to take place in April 2026.

1.

REPORT OF HEAD OF CORPORATE GOVERNANCE AND REGULATION



Corporate governance and administration

The CRR is compliant with the Code of Practice for the Governance of State bodies, as published by the Department of Public Expenditure and Reform.

Finance

Funding for the CRR is provided in part by a Safety Levy on the various railway organisations and in part by an Exchequer Grant.

In addition, the CRR may charge a fee for a range of its activities, specifically:

- Fees charged for Designated Body (DeBo) recognition
- Fees charged to the ERA as the national safety authority where the ERA is the assessment body for single safety certificate or vehicle authorisation
- Fees charged for the authorising of construction and entry into service of cableway installations or their modification
- Fees charged for the issuing or renewal of train driver licences
- Fees charged for the licencing of railway undertakings.

The CRR, with the consent of the Minister for Transport and the Minister for Finance, may make regulations imposing a levy on railway organisations. The Regulations for 2025 were contained in Statutory Instrument No.314 2025. A summary of the CRR financial position in 2025 is shown below:

	Notes	2025 €	2024 €
Income			
State Grant	2	**556,393**	554,885
Levy Income	3	**2,468,708**	1,590,035
DeBo Income	4	**20,250**	6,750
Other Income	4	**19,054**	18,354
Deferred Retirement Benefit Funding	14(c)	**317,000**	389,000
		3,381,405	2,559,024
Expenditure			
Administration Costs	5	**(2,522,129)**	(2,488,869)
Technical Consultants	8	**(312,235)**	(98,492)
Surplus/(Deficit) for the year before appropriations		**547,041**	(28,337)
Transfer (to)/from Capital Account	12	**25,198**	32,991
Surplus/(Deficit) for the year after appropriations		**572,239**	4,654
Balance brought forward at 1 January		**1,076,989**	1,072,335
Balance carried forward at 31 December		**1,649,228**	1,076,989

Full Accounts for 2025 are subject to audit by the Comptroller and Auditor General.

The CRR annual audited accounts are published on our website separately to this report. The 2024 C&AG audited financial statement was published on 22 July 2025.

Total CRR staff remuneration

Table 6
Employee salary breakdown

Salary pay scale range		Number of employees	
From	To	2024	2025
€60,000	€69,999	1	1
€70,000	€79,999	4	5
€80,000	€89,999	4	6
€90,000	€99,999	–	–
€100,000	€109,999	1	1
€110,000	€119,999	–	–
€120,000	€129,999	2	–
€130,000	€139,999	–	2
€140,000	€149,999	–	–
€150,000	€159,999	–	–
€160,000	€169,999	–	–
€170,000	€179,000	1	1

A breakdown of total employee remuneration over €60,000, in increments of €10,000 is disclosed as required by DPER circular 13/2014. In 2025, the Commissioners remuneration was €177,455.

Irish language commitment

The CRR is committed to implementing the relevant parts of the Official Languages Act 2003 (as amended 2021). CRR signage and stationery are currently in both Irish and English. Our Annual Report, Financial Statement and Statement of Strategy are all available in Irish on our website. The CRR has a dedicated email address for correspondence regarding the Official Languages Act.

Freedom of Information (FoI)

The CRR is included among the organisations listed under the Freedom of Information Act 2014 and is committed to conforming to the principles of this Act. In 2025, there were eight FoI requests received, three of which were granted, two were part granted, and three were withdrawn. Details of these requests and information previously released by the CRR under FoI can be viewed on the FoI Disclosure Log on our website, www.crr.ie/corporate-governance/.

Customer charter

The Customer Service Charter is available on the CRR's website. This charter describes the level of service a customer can expect to receive from the CRR.

CRR governance arrangements with the Department of Transport (DoT)

The CRR has in place the required Oversight Agreement and Performance Delivery Agreement with the Department of Transport as required by the Code of Practice. The Oversight Agreement was renewed in 2025 as per the Code of Practice. An Addendum to the Performance Delivery Agreement was also implemented in 2025. Based on these agreements the CRR and the DoT met formally on a quarterly basis to keep each party advised on relevant developments in the areas of corporate governance, transport policy and legislation. In 2025, CRR provided the DoT with its quarterly and annual performance delivery report as per the performance delivery agreement.

Railway Safety Advisory Council

Members of the Railway Safety Advisory Council (RSAC) were appointed by the Minister in 2025 in line with Part 8 of the Railway Safety Act 2005 for a period of 3 years. In 2025, the Council met once in fulfilment of their obligations under Part 8 of the Railway Safety Act 2005.

The functioning of the Council continued to be assisted by the CRR through the provision of facilities, including the provision of a virtual meeting platform to facilitate meetings and administrative support.

No recommendations were made to the CRR by the Council in 2025.

Report under the Protected Disclosures Act 2014 (as amended 2022)

Under the Protected Disclosures Act 2014 (as amended 2022), every public body is required to publish a report on the number of protected disclosures made to the public body in the preceding year and the action taken (if any) in response to the protected disclosures. In 2025, the Head of Corporate Governance and Regulation in the CRR, as the prescribed person under the Protected Disclosures Act 2014, did not receive any protected disclosures either from parties external or internal to the Commission.

The CRR have submitted their annual report on protected disclosures to the DoT for 2025.

The CRR have in place both internal reporting channels and procedures and external reporting channels and procedures for protected disclosures.

Data protection

During 2025, the CRR continued to monitor its compliance with the requirements of data protection legislation. In 2025, the CRR did not receive any data protection requests.

A dedicated email address (DPO@crr.ie) is in place to facilitate data protection queries.

Section 42 Irish Human Rights and Equality Commission Act 2014

The CRR 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 2022, a working group was established within the CRR to plan and implement our Public Sector Equality and Human Rights Duty through the three-step process of Assess, Address and Report.

The following is a summary of the Actions identified and their status:

Policies and procedures	Policy to be drafted for facilitation of illness or disability of staff within their roles	On-going
Capacity of management and staff	Bias awareness training	Planned
	Cross team discussion	On-going
	Learning from leaving interviews	To be initiated

In 2025, the Commission continued to action the recommendations of the internal CRR working group and implement our Public Sector Equality and Human Rights Duty through the three-step process of assess, address and report.

Human rights and equality will continue to be addressed under a quarterly review with all staff.

Accessibility

Public sector bodies in Ireland must ensure their websites and mobile applications are accessible to everybody, including people with disabilities. The European Union (Accessibility of Websites and Mobile Applications of Public Sector Bodies) Regulations 2020 came into force in 2020.

The CRR used the NDA Simplified Review for 2025 to assess its website. New publications are designed to be accessible. It is noted that most issues being highlighted in the review relate to older documents on the site and these are being replaced during document review and update.

The CRR reviewed its accessibility statement on its website in 2025.

Prompt payments

It is the policy of the CRR to ensure that all payments are made promptly. Every effort, consistent with proper financial procedures, is being made to ensure that all suppliers are paid within the required time frame, in accordance with best practice. The CRR publishes quarterly reports of compliance on its website and are uploaded for 2025 showing 100% of payment made within the 15-day deadline.

Access to information on the environment

The European Communities (Access to Information on the Environment) Regulations 2007 (S.I. No. 133 of 2007) gives legal rights to those seeking access to information on the environment from public authorities. The CRR did not receive any requests under Access to Information on the Environment legislation in 2025.

Report on the CRR Climate Action Mandate 2025

The Public Sector Climate Action Mandate outlined in Climate Action Plan 2024 (CAP24) was approved by Government in May 2024. It is the third annual update to Ireland's Climate Action Plan 2019 (CAP19). One of the key performance indicators effective 2025-2030 is the review of Public Sector Climate Action Mandate annually and the update of Climate Action Roadmaps in line with the updated mandate.

The CRR's updated Climate Action Roadmap was published on our website in February 2025 (Climate Action Roadmap). The updated mandate retains the requirements for action and reporting relating to our Targets, People, Ways of Working, and Building and vehicles. The Roadmap has continued to be drafted and published using the template for a small public body within the SEAI guidance.

We strive to continually improve our environmental performance, and in doing so prevent pollution and encourage environmental awareness. As one tenant in a multioccupancy building, which is currently undergoing extensive review and upgrade, we have engaged with the landlord in 2025 with the aim of determining the options of reducing our greenhouse gas emissions as well as increased energy efficiency.

In the 2024 SEAI Public Sector Annual Report, the most recent on record at the time of writing, the CRR Energy Performance Indicator is showing an 81% positive change in its energy performance indicator, and on this basis has reached its 2030 target. In relation to greenhouse gasses the reduction of fossil CO_2 emissions continues to be a challenge as we are a tenant in a building where the heating system is gas based, however, we have achieved a 26% reduction in relation to our total CO_2 emissions, we have achieved a 64% reduction over our baseline against the target of 51% required by 2030.

The CRR has implemented a Governance Structure to support its actions, including the appointment of a Climate and Sustainability Champion, Energy Performance Officer and Green Team. The Climate Action Roadmap and Reduce Your Use – Energy Awareness are quarterly standing items on the monthly staff meeting agenda.

The CRR has complied with Circular 01/2020 by recording the carbon emissions associated with official air travel, valued these based on domestic Carbon Tax and paid the amount (€271) into the Climate Action Fund in February 2025.

REPORT ON RAILWAY REGULATION



Railway regulation

Licencing Authority of Railway Undertakings

The CRR is the Licensing Authority responsible for assessing applications for and granting a licence to a railway undertaking in the State. A railway undertaking cannot operate a rail service without a licence. For the assessment, the railway undertaking applying for a licence must demonstrate to the Licensing Authority, before the start of its activities, that it will at any time be able to meet the requirements relating to good repute, financial fitness, professional competence and cover for its civil liability. The licence of itself does not entitle the railway undertaking access to the railway infrastructure.

Licences are valid for 5 years and a register of issued licences is published on the CRR website.

2 licences expired in 2025, new licence applications were received, assessed and 2 new licenses were issued in 2025 and published on the CRR register.

Independent monitoring body

The functions of the CRR as the Independent Monitoring Body are to monitor the performance of the IÉ-IM in respect of its obligations under the IMMAC, to arbitrate where a dispute arises between the parties as to the requirements for compliance with the contract, to approve the performance monitoring system developed by IÉ-IM and to advise the Minister of any persistent failure-to-perform trends of the IÉ-IM.

On the 28th of February 2025, the CRR issued its IMMAC Annual Report to the Minister for 2024.

Key findings of the report included the following.

In terms of 2024 year-end, figures show that the outturn of €348.37m was slightly higher than the R02 forecast of €340.68m (+2%). Higher spends in the CCE and SET Departments were largely balanced out by underspends in the IMO and Systems Departments.

- CCE Dept: 2.3% additional spend
- SET Dept: 5.8% additional spend
- IMO Dept: 3.7% underspend
- Systems (SMS and Asset) Dept: 5.5% underspend.

Supplementary funding from the DoT

In 2024, IÉ-IM received Supplementary Funding of €37.18m which was directed to the Foynes Freight Line and TPS (with €0.9m of this carried over into 2025).

The CRR engaged extensively with the DoT in their review of the IMMAC 2020-2025 contract and the drafting of the 2026-2030 contract.

Regulatory body

Economic Equilibrium Test (EET)

Under SI398 2020, one of the CRR's functions relates to the determination of whether the economic equilibrium of a Public Service Contract (PSC) is compromised by the exercise of the right of access to railway infrastructure by a Railway Undertaking (RU) who intends to operate a new rail passenger service. A new rail passenger service, as defined in Art. 3 of Implementing Regulation 2018/1795, means a rail passenger service designed to be operated as a regular time-tabled service, that is either entirely new, or that implies a substantial modification of an existing rail passenger service, in particular in terms of increased frequencies of services or increased number of stops, and which is not provided under a PSC.

Article 33 of SI398 2020 provides that the CRR, as the regulatory body, may determine that it is necessary to limit the right of access to new railway passenger services when one or more PSC cover the same route, or an alternative route, if the exercise of this right would compromise the economic equilibrium of a PSC. This determination will be based on an Economic Equilibrium Test (EET), an objective economic analysis with pre-determined criteria.

In 2025, the CRR published the Guidance on the Equilibrium Test Process CRR-G-057 document and the forms in relation to the notification for a proposed new rail passenger service, and the request form for an EET. There were no notifications for a proposed new rail passenger service or EET requests received during 2025.

Appeals and complaints

The CRR received no appeals or complaints as the Regulatory Body in 2025.

NATIONAL AND EUROPEAN LEGISLATION FRAMEWORK DEVELOPMENTS



National railway legislation framework

The following are the developments in the national legislative framework in 2023.

S.I. No. 314 2025 – Railway Safety Act 2005 (Section 26) Levy Regulation 2025
This placed the annual levy on the railway organisations in the State for 2025, which funded the CRR activities related to its functions as per Section 26 of the Railway Safety Act 2005.

In relation to the continuing development of legislation, the CRR has a function under Section 72 of the RSA 2005 to keep legislation under review. In this context the CRR continued its engagement with the DoT in 2025, when and as requested, on proposed amendments to the RSA 2005, which are listed as a priority publication in the spring session 2026

European railway legislation framework

The continued development of the legal and technical framework governing the operation of the European Rail Network requires extensive engagement by the European Commission, DG-MOVE through the Railway Interoperability and safety Committee (RISC) and ERA with Member States and other stakeholders. To ensure an understanding and awareness of the continued development of the legal and technical framework governing the operation of the European Rail Network, the CRR were active participants in meetings chaired by the European Commission, and ERA.

Both the CRR as the National Safety Authority and DoT as the Member State attend RISC. Proposed changes and updates to the legislative framework are reviewed, discussed and agreed at RISC. In 2025, RISC addressed the following issues Telematics SSI, Control-command and signalling (CCS) TSI, WAG TSI, safety targets, national rules, EC request to ERA on the revision of TSI's, amendments to specification and standards.

There was a specific focus on the Telematics TSI in 2025, with the RISC giving a positive opinion with a qualified majority on the draft Commission Implementing Regulation in November 2025.

In 2025, the CRR continued its participation in the DG MOVE European network of rail Regulatory Bodies and in our role as the Member State representative on the ERA Management Board.

The CRR is a member of the Network of National Safety Authorities where the core objective is to conduct an active exchange of views and experience for the purpose of harmonising decision-making criteria. The CRR participated in all plenary meetings as well as the subgroup on supervision of this forum in 2025.

Directive (EU) 2022/2555 Network and Information Security (NIS2), on measures for a high common level of cybersecurity across the Union with a view to improving the functioning of the internal market. The Directive requires Member States to adopt national cybersecurity strategies and to designate or establish competent authorities, cyber crisis management authorities, single points of contact on cybersecurity and computer security incident response teams. Supervisory and enforcement obligations are also included. The CRR will be assigned its competent authority role through the transposition of the Directive, which is anticipated in 2026. The CRR has continued to actively participate in the National Cyber Security Centre Competent Authority Forum established to assist the transition from NIS 1 to NIS2.

Regulation (EU) 2024/1689 lays down harmonised rules on artificial intelligence. The purpose of this Regulation is to "improve the functioning of the internal market and promote the uptake of human-centric and trustworthy artificial intelligence (AI), while ensuring a high level of protection of health, safety, fundamental rights enshrined in the Charter, including democracy, the rule of law and environmental protection, against the harmful effects of AI systems in the Union and supporting innovation". SI 559 2024 (EU) Resilience of Critical Entities Regulations gives effect to Directive (EU) 2022/2557 on the resilience of critical entities. In this SI the CRR was designated the competent authority in relation to the transport/rail sector as it related to railway organisations and infrastructure managers and also the public transport sector as it relates to light rail.
The Implementing Regulations to give effect to the full AI Act are expected in 2026.

COMMISSIONERS COMPREHENSIVE REPORT TO THE MINISTER



As Commissioner, I acknowledge the Commission for Railway Regulation's responsibility for ensuring that an effective system of internal control is maintained and operated.

This responsibility takes account of the requirements of the Code of Practice for the Governance of State Bodies.

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 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 the CRR for the year ended 31 December 2025 and up to the date of approval of the financial statements.

The CRR has a risk management policy which sets out its risk appetite, the risk management processes in place and details the roles and responsibilities of staff in relation to risk. The policy is available to all staff who may alert management on emerging risks and control weaknesses.

The CRR has implemented a risk management system which identifies and reports key risks and the management actions being taken to address and, to the extent possible, mitigate those risks. A risk register is in place which identifies the key risks facing the CRR. These have been identified, evaluated, and graded according to their significance. The register was fully reviewed in January and updated by the Management Team on a quarterly basis thereafter for 2025.

I confirm that a control environment containing the following elements is in place:

- procedures for all key business processes have been documented
- financial responsibilities have been assigned at management level with corresponding accountability
- there is an appropriate budgeting system with an annual budget which is kept under review by senior management
- there are systems aimed at ensuring the security of the information and communication technology systems
- there are systems in place to safeguard the assets, and

I confirm that the following ongoing monitoring systems are in place:

- key risks and related controls have been identified, and processes have been put in place to monitor the operation of those key controls and report any identified deficiencies
- reporting arrangements have been established at all levels where responsibility for financial management has been assigned, and
- there are regular reviews by senior management of periodic and annual performance and financial reports which indicate performance against budgets/forecasts.

I confirm that the CRR has the appropriate procedures in place to ensure compliance with current procurement rules and guidelines. Matters arising regarding controls over procurement are highlighted under internal control issues below.

I confirm that the CRR has procedures to monitor the effectiveness of its risk management and control procedures. The CRRs monitoring and review of the effectiveness of the system of internal control is informed by the work of our internal audit, the external audit and the senior management within the CRR.

A Code of Conduct and Ethics is in place for employees.

Government policy on the pay of Chief Executives and all State Body employees is being complied with. Details of the salary of the Commissioner are published in the Annual Report and Financial Statements.

I confirm that the CRR has a protocol for the provision of information to members of the Oireachtas by State Bodies under the aegis of Government Departments in line with Circular 25/2016.

There have been no significant post balance sheet events.

The CRR is compliant with the Government travel policies.

The CRR is compliant with the asset disposal procedures.

The CRR is in compliance with all relevant tax laws.

The CRR is adhering to the Public Spending Code.

The CRR is compliant with Circular 1/2020 in relation to offsetting greenhouse gas emissions associated with official travel.

APPENDICES



Appendix A
APIS Stage Letters of Acceptance

Table 7
Letters of Acceptance issued in 2025

	Concept	Preliminary Design	Detailed Design	T & C	Interim Operation	Service
APIS Stages	1	2	3	4	5	6
Infrastructure – Iarnród Éireann						
Athy Station Pedestrian Overbridge						■
Ballynanty Railway Overbridge			■			
Boyle Station Pedestrian Overbridge			■			
Cork Area Commuter Rail (CACR) Kent Station Through Platform					■	
CACR Work Package 2: Signalling	■		■			
CACR Work Package 3: Glounthaune to Midleton Trackworks			■			
Ceannt Station Redevelopment: Infrastructure Elements					■	
Ceannt Station Redevelopment: Signalling Elements			■		■	
Claremorris Station Pedestrian Overbridge			■			
DART+ BEMU Charging Inf			■			
Donabate Pedestrian and Cycle Bridge OBB32B						■
Drogheda Resignalling Project 2025			■		■	
Foynes Line WP6 Under-bridge UBF(BF)14B			■			
Foynes Line WP6 Under-bridge UBF(LB)28C			■			
Foynes Line WP6 Under-bridge UBF(LB)31A			■			
Foynes Line WP7 Over-bridge OBF(BF)12A			■			
Foynes Line WP7 Over-bridge OBF(BF)13C			■			
Foynes Line WP7 Over-bridge OBF(BF)6B			■			
Foynes Line WP7 Over-bridge OBF(LB)11A			■			
Geashill Resignalling – Upgrade/ renewal Interlocking						■
GSM-R Phase 4 (Trackside)			■			

	Concept	Preliminary Design	Detailed Design	T & C	Interim Operation	Service
APIS Stages	1	2	3	4	5	6
GSM-R Phase 5 (Trackside)			■			
Limerick Junction Down Platform and Pedestrian Overbridge					■	■
Longford Station Pedestrian Overbridge			■			
Maynooth Station Pedestrian Overbridge						■
N25 Rosslare Europort Road Over-bridge			■			
National Train Control Centre (NTCC)				■		
Ongar Distribution Road Overbridge						■
Oranmore Station Enhacement					■	
Portlaoise Signalling Project						■
Rathdrum Station Lifts						■
Rathmore Station Pedestrian Overbridge OBT47A						■
Woodbrook Station						■
Infrastructure – Other						
Georges Dock LUAS Bridge Replacement (inc. Advance Works)			■		■	
Rolling Stock – Iarnród Éireann						
DART EMU/BEMU Hauling				■		
GSM-R Phase Cab Radios for Class 29000, 22000, 2600, 2800				■		
Rolling Stock – Other						
LUAS RST (New 401 Trams)	■					

Appendix B
Passenger numbers on the heavy and light rail systems 2025

Figure 1
Passenger journeys on the Iarnród Éireann network

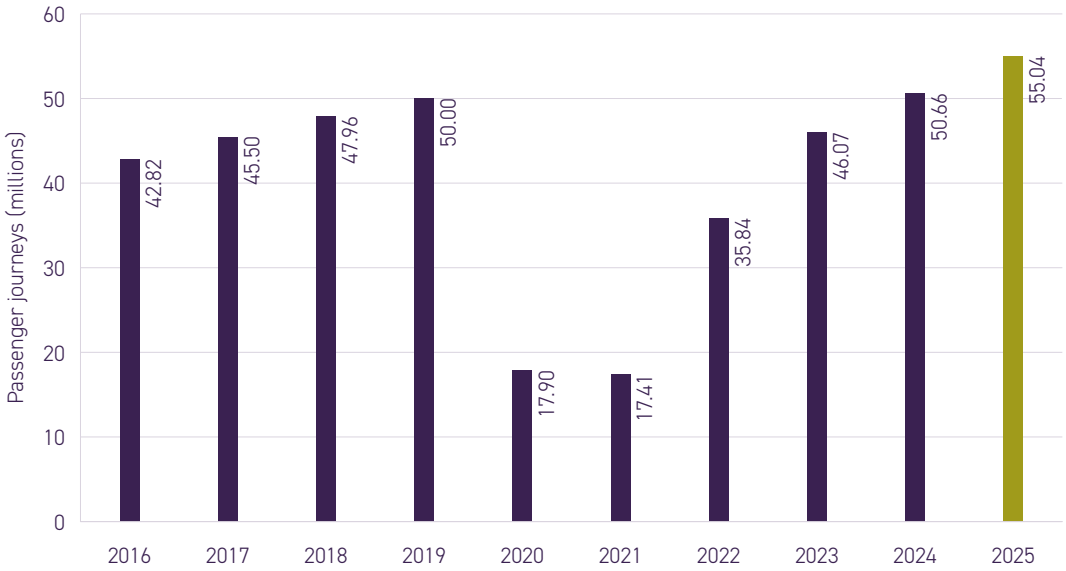
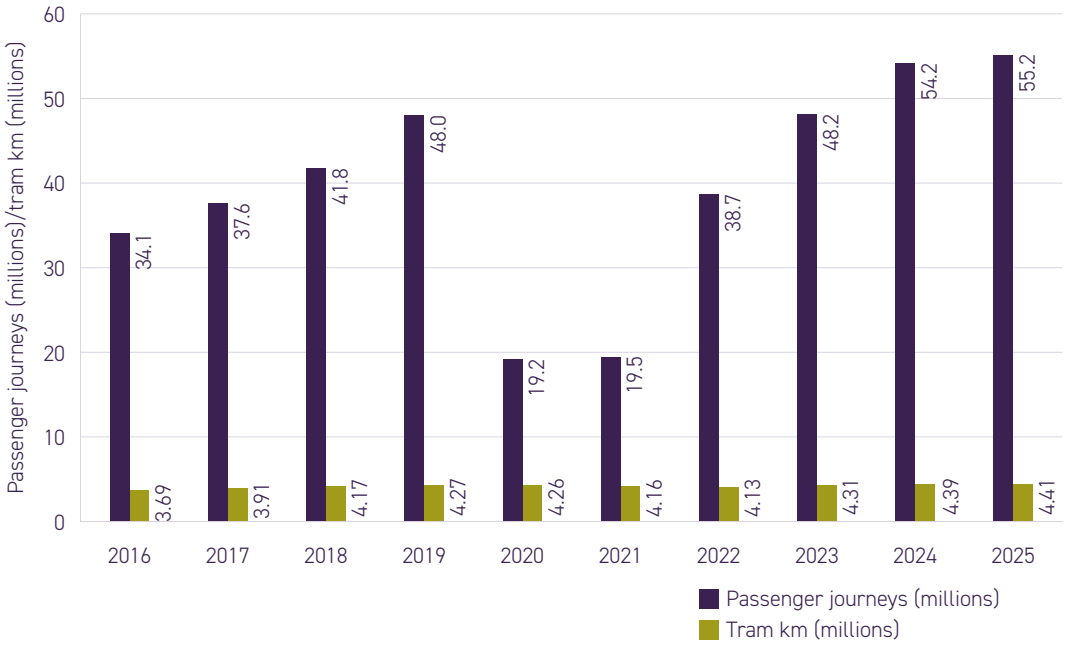


Figure 2
Passenger journeys on the LUAS network



Appendix C
CRR outcomes (recommendations) made to railway organisations

The following tables present the status of CRR outcomes made to railway organisations.

Significant progress continued to be made in 2025 with respect to the closure of CRR outcomes with additional resource being assigned. While some figures appear high in the 'Open' category this does not mean no action has been undertaken or no development has been made. In 2025, a notable element of work was undertaken by the CS&E department to progress outcomes which resulted in 118 outcomes being closed. Of these, 118 CRR outcomes 34 of these were either Major non compliances or minor non compliances and the remaining 84 closed outcomes were Actions required. For 2025 Vs 2024 from the assigning of additional CRR resource there was a 56% relative increase Vs CRR Outcome closure rates of 2024.

Table 8
Status of CRR outcomes as of 31 December 2025

	Open		FER		Submitted		Closed	
Activity	ARs	NCs	ARs	NCs	ARs	NCs	ARs	NCs
CRR outcomes for IÉ-IM								
Audit	7	5	7	8	9	3	270	79
Inspection	20	4	8	3	25	12	52	8
Post Occurrence Activity	12	2	14	5	7	3	104	24
CRR outcomes for IE-RU								
Audit	8	8	3	3	1	1	148	60
Inspection	4	0	3	0	1	1	81	26
Post Occurrence Activity	2	1	2	0	0	0	36	11
CRR outcomes for Transdev								
Audit	6	2	26	5	15	11	73	9
Inspection	1	2	4	4	2	1	24	5
Post Occurrence Activity	3	1	0	0	2	1	12	3
CRR outcomes for NIR								
Audit	2	1	2	1	0	0	4	2
Inspection	5	5	0	1	0	0	2	0
Post Occurrence Activity	0	0	0	1	0	0	4	1

	Open		FER		Submitted		Closed	
Activity	ARs	NCs	ARs	NCs	ARs	NCs	ARs	NCs
CRR outcomes for RSI								
Audit	10	2	6	2	1	0	30	16
Inspection	6	0	2	0	1	0	13	10
Post Occurrence Activity	1	1	0	0	0	0	0	0
CRR outcomes for BNM								
Audit	4	3	0	0	0	0	0	0
Inspection	6	0	0	0	1	0	1	0
Post Occurrence Activity	2	0	0	0	0	0	0	0
CRR outcomes for RPSI								
Audit	5	1	0	0	0	0	35	4
Inspection	13	2	0	0	0	0	14	0
Post Occurrence Activity	0	0	0	0	0	0	2	0
CRR outcomes for Heritage								
Audit	0	0	0	0	0	0	0	0
Inspection	21	3	2	1	0	0	65	37
Post Occurrence Activity	0	0	0	0	0	0	1	3

RAIU safety recommendations

The CRR issue RAIU recommendations to railway organisations or other entities and then track the implementation of these recommendations.

The status categories for RAIU recommendations for tracking purposes are:

Open/In Progress

Feedback (Evidence) from Railway Organisation (or another party) is awaited or actions have not yet been completed.

Submitted

The Railway Organisation (or other party) has made a submission to the CRR, advising that it has taken measures to affect the recommendation, and next step is for the CRR to review the submission and make a determination on whether or not the recommendation can be closed or if the recommendation needs to be re-categorised.

FER (Further Evidence Requested)

The CRR has reviewed a submission (or further submission) but considers that further evidence is necessary to close the safety recommendation. It is possible that there are multiple iterations of further evidence required/multiple iterations of reviews in order to close the safety recommendation.

Closed

The CRR has reviewed a submission (or further submission) and is satisfied that the safety recommendation has been addressed.

Note: The RAIU Table as presented is a snapshot of the status of RAIU recommendations at the end of 2025.

Table 9
RAIU safety recommendations

		No. of recommendations***				
Year***	No. of reports*	Open	Submitted	FER	Closed	Total
**	19	0	0	0	73	73
2010	4	1	0	0	25	26
2014	6	0	0	2	26	28
2016	3	2	4	2	12	20
2017	1	0	0	1	8	9
2018	1	1	0	1	7	9
2019	4	5	4	6	21	36
2020	4	4	2	6	7	19
2021	7	8	5	7	16	36
2022	3	6	8	2	0	16
2023	5	13	14	3	17	47
2024	3	5	9	0	0	14
2025	3	12	4	0	0	16
2026 (YTD)	1	5	0	0	0	5
Total*	**64**	**61**	**50**	**30**	**212**	
Total RAIU Recommendations made*						**340**

* USAN's are not referenced within as 'reports' in accordance with RAIU referencing system however the USAN recommendations are included within the table above for the relevant years USANs were issued by the RAIU.
** All RAIU recommendations from 2006, 2007, 2008, 2009, 2011, 2012,2013 and 2015 are closed in full.
*** Tabulated figures provided were current at the end of 2025.

Appendix D
Safety indicator statistics

Table 10
Iarnród Éireann fatality and injury statistics

Category	'16	'17	'18	'19	'20	'21	'22	'23	'24	'25	Trend
Railway operations: passenger fatal injuries											
Fatal injury to passenger due to a train accident, not at level crossing	0	0	0	0	0	0	0	0	0	0	
Fatal injury to passenger due to a train accident at level crossing	0	0	0	0	0	0	0	0	0	0	
Fatal injury to passenger travelling on a train, other than in train accident	0	0	0	0	0	0	0	0	0	1	
Fatal injury to passenger attempting to board or alight from train	0	0	0	0	0	0	0	0	0	0	
Railway infrastructure: third party fatal injuries											
Fatal injury to third party at a level crossing involving a train	0	0	0	0	1	0	0	0	0	0	
Fatal injury to third party at a level crossing not involving a train	0	0	0	0	0	0	0	0	0	0	
Fatal injury to employee at a level crossing due to train in motion	0	0	0	0	0	0	0	0	0	0	
Fatal injury to employee due to train in motion (other than at a level crossing)	0	0	0	0	0	0	0	0	0	0	
Fatal injury to employee not due to train in motion	0	0	0	0	0	0	0	0	0	0	
Railway infrastructure: employee fatal injuries											
Fatal injury to employee at a level crossing due to train in motion	0	0	0	0	0	0	0	0	0	0	
Fatal injury to employee due to train in motion (other than at a level crossing)	0	0	0	0	0	0	0	0	0	0	
Fatal injury to employee not due to train in motion	0	0	0	0	0	0	0	0	0	0	

Category	'16	'17	'18	'19	'20	'21	'22	'23	'24	'25	Trend
Railway operations: fatal injuries to other persons											
Fatal injury due to train in motion not at level crossing	0	0	0	0	0	0	0	0	0	0	
Fatal injury to customer or visitor, no train involved	0	0	0	0	0	0	1	0	0	0	
Fatal injury involving train in motion on railway or level crossing where trespass or suspicious death was indicated	5	12	9	4	7	5	6	11	12	3	
Railway operations: non fatal injuries to passengers											
Injury to passenger travelling on train due to a railway accident not at level crossing	0	0	0	0	0	0	0	0	0	0	
Injury to passenger travelling on train due to railway accident at level crossing	0	0	0	0	0	0	0	0	0	0	
Injury to passenger attempting to board or alight from train	79	57	74	76	42	32	62	65	54	58	
Injury to passenger travelling on train, other than due to a railway accident	31	33	46	38	9	0	30	45	51	44	
Railway infrastructure: third party non fatal injuries											
Third party at level crossing injury involving a train	0	0	1	1	0	0	0	1	0	0	
Level crossing user injury not involving a train	0	0	1	1	2	1	2	2	0	2	
Railway infrastructure: non fatal injuries to other persons											
Injury to customer or visitor to premises	192	321	199	288	122	96	172	223	234	202	
Injuries to other persons including unauthorised persons	2	6	0	2	0	0	2	3	3	1	

Category	'16	'17	'18	'19	'20	'21	'22	'23	'24	'25	Trend
Railway operations: non fatal employee injuries											
Employee lost time accident involving train movement or train accident	1	15	13	7	8	0	0	20	18	9	
Employee lost time accident while working on railway not due to train in motion	30	30	13	35	16	8	11	11	12	14	
Railway infrastructure: non fatal employee injuries											
Employee lost time accident involving train movement or train accident	0	0	0	0	0	0	0	0	0	0	
Employee lost time accident while working on railway not due to train in motion	23	22	26	24	20	33	20	20	18	11	
Employee lost time accident while working at level crossing not due to train in motion	3	1	1	0	3	0	2	2	2	0	
Entity in charge of maintenance and maintenance workshops: non fatal employee injuries											
Employee lost time accident involving train movement or train accident	0	0	0	0	0	0	0	0	0	0	
Employee lost time accident while working on railway not due to train in motion	11	10	12	15	4	11	7	5	12	4	

Figure 3
Total number of train collisions by year

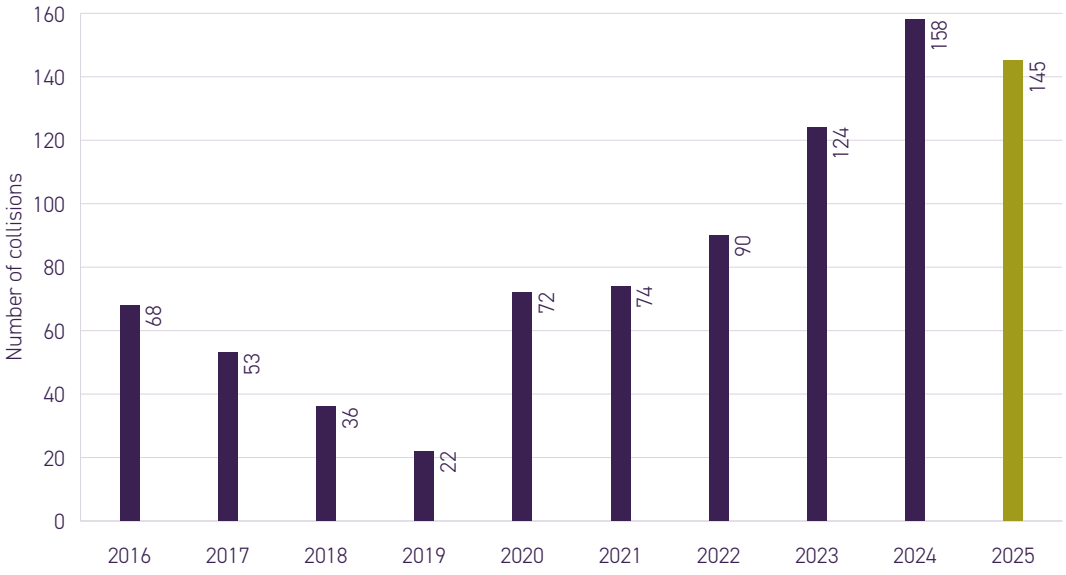


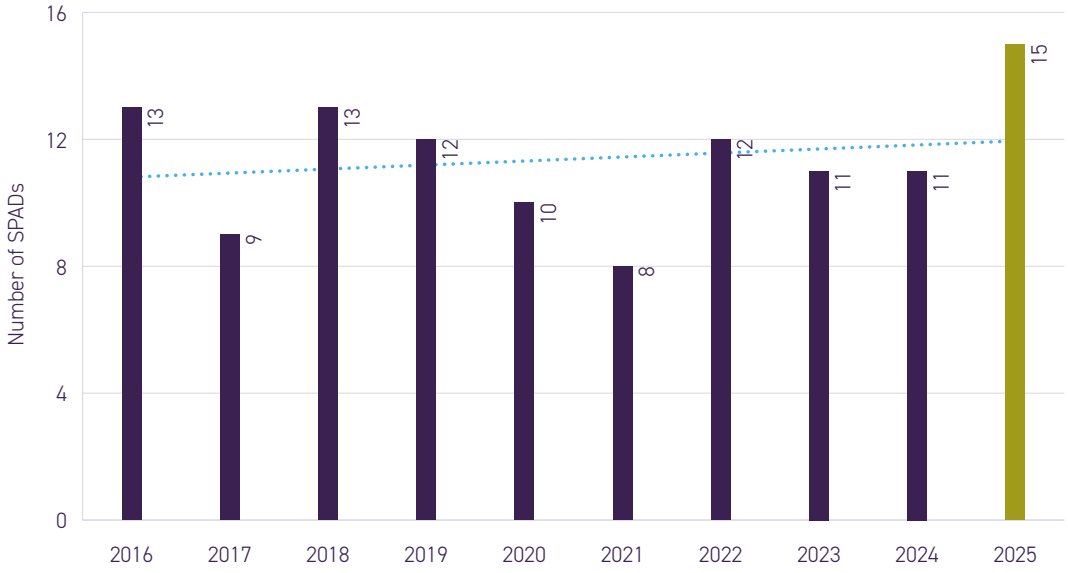
Table 11
Train collision statistics by year by category

Category	'16	'17	'18	'19	'20	'21	'22	'23	'24	'25	Trend
Train collision with passenger or goods train on running line	0	0	0	0	0	0	0	0	0	0	
Train/railway vehicle collision in station or possession movement	1	2	1	1	4	1	4	0	3	5	
Train collision with a motor vehicle at a level crossing	0	3	1	2	1	0	0	1	0	1	
Train collision with pedestrian at a level crossing	0	0	0	0	0	0	0	0	0	0	
Train collision with attended gates at a level crossing	0	0	0	0	0	0	0	0	0	0	
Train collision with road vehicle obstructing the line (not at a level crossing)	1	0	0	0	0	0	0	0	0	0	
Train collision with other obstacle on the line	31	25	23	8	29	27	27	34	64	37	
Train collision with large animal(s) on the line	35	23	11	11	38	46	59	89	91	102	
Total	**68**	**53**	**36**	**22**	**72**	**74**	**90**	**124**	**158**	**145**	

Signals Passed At Danger (SPADs)

A SPAD is defined as having occurred when a train passes a stop (red) signal without authority.

Figure 4
Signals passed at danger



Train derailments

Train derailments remain at low levels, with all those occurring in 2025 taking place in sidings.

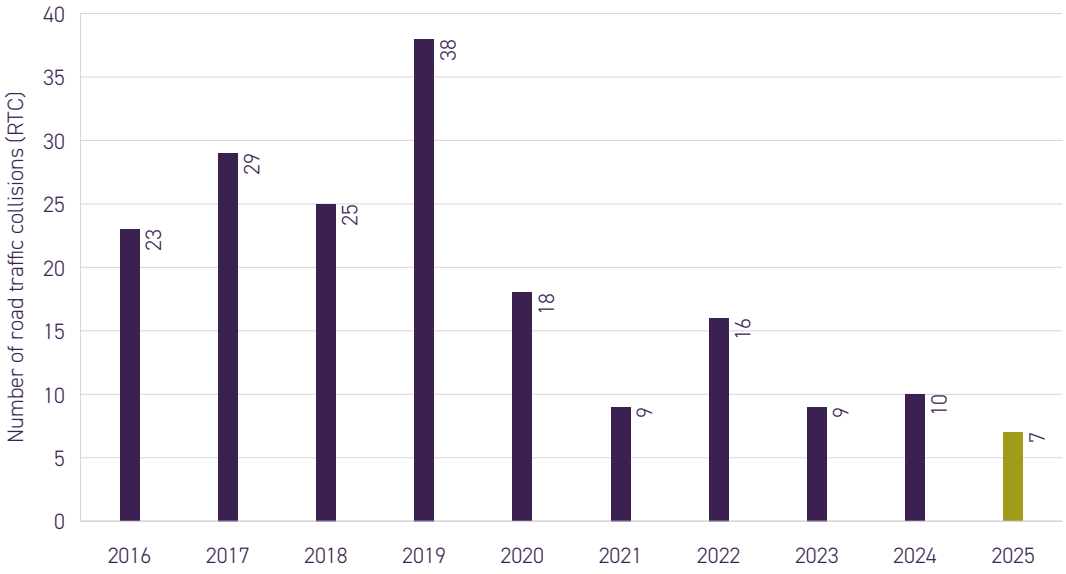
Figure 5
Train derailments



Road traffic accidents involving trams

For 2024, Road Traffic Collisions remains at very similar levels to 2023 but with the overall positive trend of RTC's decreasing for the light rail network for overall trend.

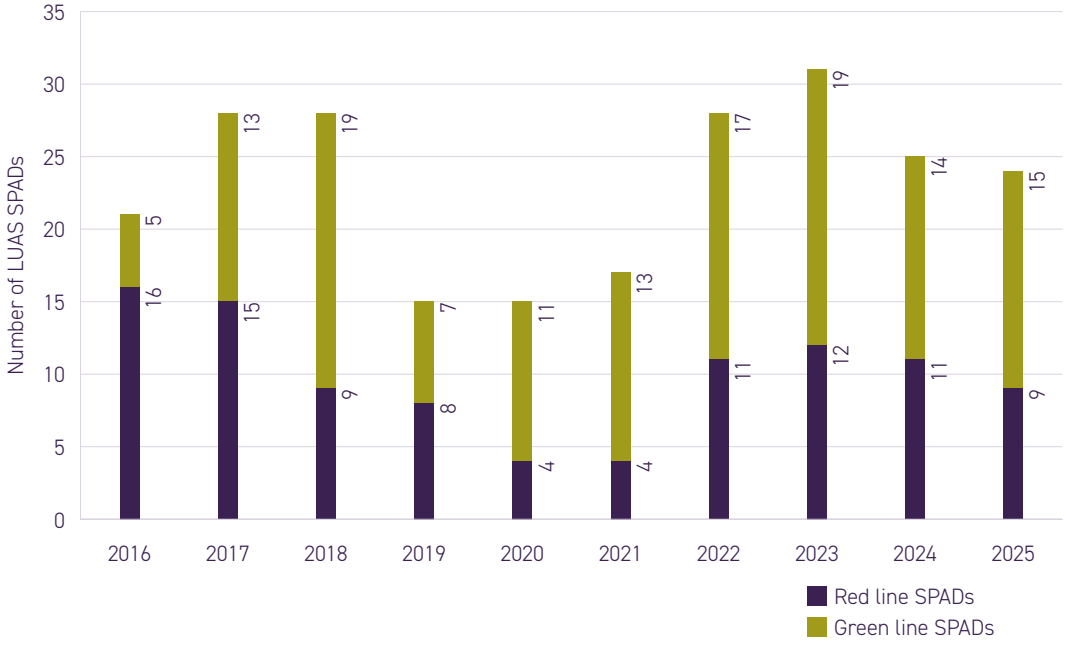
Figure 6
Road traffic collisions involving trams by year



Signals Passed At Stop (SPASs) and SPAD events

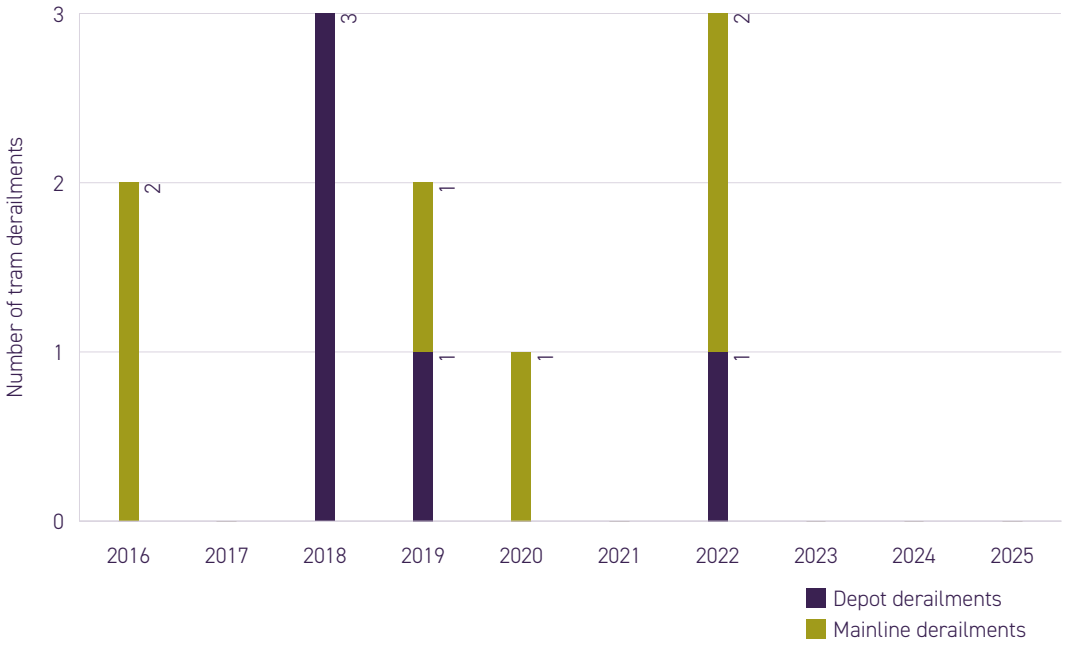
SPAS/SPAD events occur on the LUAS network, 2025 data show a slight improvement for both the green and redline versus the 2024 data. For two consecutive years now there has been a decrease in SPAS/SPAD events on the light rail network.

Figure 7
Signals passed at stop by trams



Tram derailments

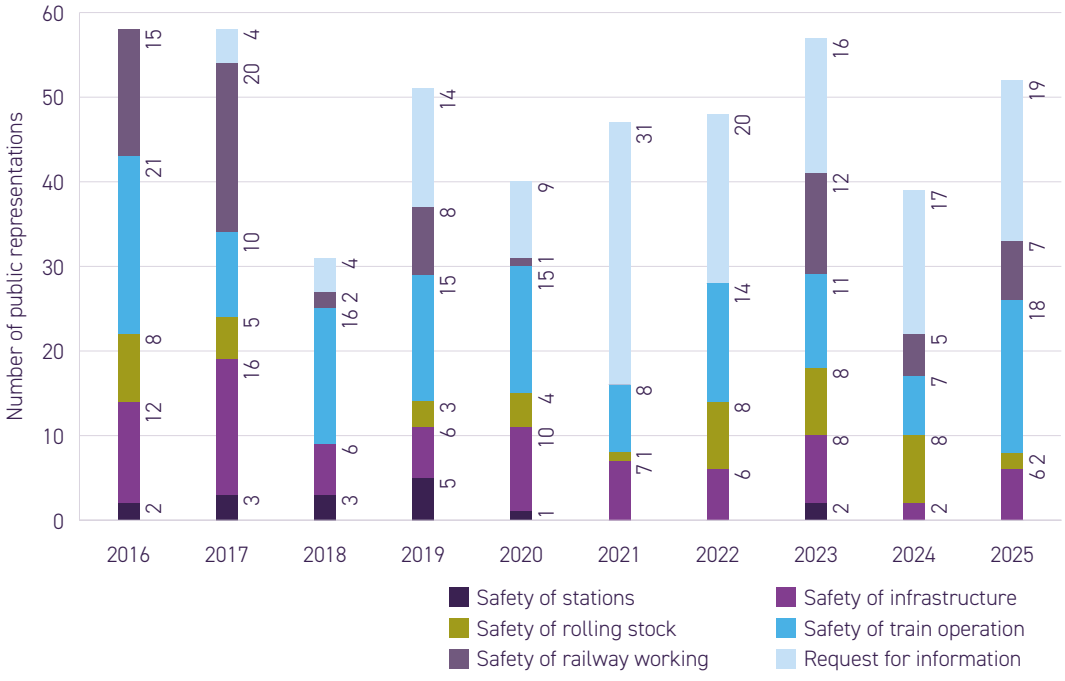
Figure 8
Tram derailments



Public representations

Public and railway staff representations received in 2025, by category.

Figure 9
Public representations



Appendix E
Heritage and Velorail operators

Heritage railways

Table 12
Heritage railways with a current safety certificate

Railway organisation	Description
Difflin Light Railway Oakfield Park Raphoe Co Donegal	The Difflin Light railway is a private narrow-gauge railway, 4.5km long, in the grounds of Oakfield Park Demense, Raphoe, Co Donegal.
Cumann Traenach na Gaeltacht Lair Fintown Co Donegal	Cumann Traenach na Gaeltacht Lair is a narrow-gauge railway 4.8km long. The railway runs from Fintown to a point known as a 'Head of Lake'.
Irish Steam Preservation Society Narrow Gauge Railway Stradbally Co Laoise	The Irish Steam Preservation Society Narrow Gauge Railway marketed as the Stradbally Woodland Express is located in the woodlands of Stradbally Hall Estate. It is a narrow-gauge railway 800m long.
Lartigue Mono Railway John B Keane Road Listowel Co Kerry	The Lartigue Mono Railway, LMR, consists of Three distinct areas make up the railway, these are, the Main site, the Museum and the Original site. Within the main site is located the railway itself.
Waterford and Suir Valley Railway Kilmeadan Station Kilmeadan Co Waterford	The Waterford and Suir Valley Railway is a narrow-gauge railway between Kilmeadan Station and Bilberry, Waterford city. It runs on a section of the abandoned Waterford to Mallow railway line. The length of the railway is 10km.
Cavan and Leitrim Railway Dromod Co Leitrim	The Cavan and Leitrim Railway is a narrow-gauge railway 0.8km long. The railway runs from Dromod station to a point approximately 90 meters from the Mohill-Dromod road on the original track of the Cavan and Leitrim Railway
Midlands Great Western Railway Ltd. Maam Cross Railway Station Maam Cross Road Connemara Co Galway	The Connemara heritage railway operates on an isolated narrow gage track approximately 400m long.

Table 13
Heritage railways that do not hold a current safety certificate

Railway organisation	Description
Tralee-Dingle Steam Railway Co Ltd Town Hall Prince's Quay Tralee Co Kerry	The Tralee-Dingle Railway is a narrow-gauge railway of 3km in length and runs from Ballyard Station at Tralee to Blennerville Station
West Clare Railway Co Ltd Moyasta Junction Kilrush	The West Clare Railway is a narrow-gauge railway, operating over 4km of track. The railway in centred on the former station at Moyasta, near Kilrush Co Clare where the original station house has been restored to a museum.
Lullymore Heritage and Discovery Park Ltd Lullymore Rathangan Co Kildare	Lullymore Heritage Railway is a 1km looped journey through rehabilitating cutaway peatlands.

As these Heritage Railways do not hold a safety certificate, they are currently non-operational.

Velorail operators

Table 14
Velorail operators with a current safety certificate

Railway organisation	Description
IRD Kiltimagh CLG – Velorail Station Road Kiltimagh Co Mayo	IRD Kiltimagh CLG – Velorail are utilising approximately 8km of track at total and the course length to pedal on the railbikes is approximately 1hr 15mins.

Appendix F
Compliance Supervision and Enforcement (CS&E) Department Inspection Activities (including summary reports from CS&E to CA/APIS)

Note: Table 14 and Table 15 below are for Inspection activities only.

Table 15
Compliance, Supervision and Enforcement Department Inspection Activities (including summary reports) commenced in 2025 (68 total)

No	CS&E inspection name	Railway entity
1	Inspection of OBT24 (Vs 5.2 of Annex II CSM 2018/762)	IÉ-IM
2	Inspection of Banteer Train Station	IÉ
3	Inspection of Vegetation management Railway Cottage Kilcoole (Vs 5.2 of Annex II CSM 2018/762)	IÉ-IM
4	Inspection of UBR159 (Vs 5.2 of Annex II CSM 2018/762)	IÉ-IM
5	Inspection of OBR65A – Merrion Footbridge (Vs 5.2 of Annex II CSM 2018/762)	IÉ-IM
6	Inspection of XG006 – Coolmine (Vs 5.2 of Annex II CSM 2018/762)	IÉ-IM
7	Inspection of XM190	IÉ-IM
8	Inspection of XM132	IÉ-IM
9	Inspection of XM220	IÉ-IM
10	Inspection of XM222	IÉ-IM
11	Inspection of SPAD MW813 and Points run through MW564	IÉ-IM
12	Rosslare Dublin Train Overcrowding	IÉ-RU
13	Inspection No. 17 – Cabride – Heuston – Westport	IÉ-RU
14	Inspection No. 28 – Coastal Erosion North of Wicklow Train Station	IÉ
15	Outcome Activity in relation to addressing Type III's	RPSI
16	Inspection No. 66 – Main IRD Kiltimagh Inspection	IRD K
17	Inspection No. 67 – Main ISPS Stradbally Inspection	ISPS
18	Inspection No. 60 – Difflin light Railway annual Inspection	Heritage
19	Inspection No. 63 – Fintown Railway annual Inspection	Heritage
20	Inspection No. 65 – Cavan Leitrim annual Inspection	Heritage
21	M3 Parkway Station inspection	IÉ
22	Hansfield Station inspection	IÉ
23	Inspection No. 59 BNM asset inspection activity	BNM
24	Inspection No. 2 Management of Information from CTC to Driver – Passengers and Emergency Preparedness	IÉ-RU
25	Cascading of Information to NIR Drivers	NIR
26	Management of Cutting and Embankment Assets	IÉ-IM
27	Inspection No. 55 – Emergency Management – Section 5.5 of Annex I CSM 2018/762	RPSI
28	BEMU Testing and movement in non-live environments	IÉ-RU
29	Focused outcome activity on addressing of Type 3 issues	RSIE
30	Inspection No. 13 – Management of competence and training for Safety Critical roles	IÉ-RU

No	CS&E inspection name	Railway entity
31	Management of IÉ-RU controls to mitigate risk of Persons struck by train	IÉ-RU
32	RPSI Volunteers in preforming SCR' s Vs Section 4.2 Annex I 2018/762	RPSI
33	Bray Station Inspection	IÉ
34	Bridge Number UBR 142 Bray Inspection	IÉ-IM
35	Level Crossing Inspection XR 011 Bray	IÉ-IM
36	Driver Booking On Point Bray	IÉ-RU
37	Inspection No. 23 – Inspection on Management of PG and PWI trackwalks	IÉ-IM
38	Inspection No. 57 – Inspection Activity: Inspection Activity on Pre-departure checks of vehicles for special services	RPSI
39	Broombridge Tramstop	TDLR
40	Broombridge Bridge OBG5	IÉ-IM
41	North Circular Road Bridge_B33	TDLR
42	Broombridge heavy rail platform including OBG4A	IÉ-IM
43	Phibsborough tram stop and Phibsborough heritage walls	TDLR
44	Fassaugh Road Bridge – B35	TDLR
45	UBG 104A Underpass Bridge – Segmental Precast Units	IÉ-IM
46	UBG 106 Shannon Bridge	IÉ-IM
47	Non-Insulated Block Joint 78 ¼ Mile Post	IÉ-IM
48	OBM 681 Masonry Arch Bridge	IÉ-IM
49	XM 033 Level Crossing (Road)	IÉ-IM
50	UBA 78A Culvert	IÉ-IM
51	UBG 105 Masonry Arch Bridge	IÉ-IM
52	UBA 84 Hybrid Bridge	IÉ-IM
53	Insulated Block Joint 78 ¼ Mile Post	IÉ-IM
54	XM 27 Level Crossing (Road)	IÉ-IM
55	EMA 100U Embankment	IÉ-IM
56	XM 032 level Crossing (Field)	IÉ-IM
57	EMA 096D Embankment	IÉ-IM
58	Inspection No. 62 – LMR Inspection	IÉ-IM
59	Inspection No. 6 – TSI OPE and Associated Interfaces	LMR
60	Driver Booking On Point Galway	IÉ-RU
61	WSVR Christmas Operations	WSVR
62	Fintown Railway – Christmas Services	Fintown
63	UBG104	IÉ-IM
64	Breather switch BSGS0771552	IÉ-IM
65	Breather switch BSGS0780270	IÉ-IM
66	XM026	IÉ-IM
67	TDLR SMS CA feedback report from Supervision	TDLR
68	NIR Summary report	NIR

Table 16
Supervision inspection activities completed in 2025 that were commenced in 2024 or earlier (15 total)

No	CS&E inspection name	Railway entity
1	Inspection of XM 080 Level Crossing	IÉ-IM
2	Integration of Human factors in Vehicle Maintenance (Commenced and determined to be covered by 66/24-Audit: RSIE Operational Planning and Control (including HoF))	RSIE
3	Supervision to Conformity Assessment Summary report – Fintown	Fintown
4	Supervision to Conformity Assessment Summary report – Difflin Lake Railway	DLR
5	Clonsilla Station Inspection	IÉ
6	Inspection of Coastal Management (Inspection No. 3)	IÉ-IM
7	IÉ-RU's management of Train Driver fatigue	IÉ-RU
8	Fintown Heritage Railway (Inspection No. 27)	Fintown
9	Difflin Lake Railway (Inspection No. 26)	DLR
10	WSVR Inspection 2024	WSVR
11	Train Dispatch P5 Connolly	IÉ-RU
12	Fintown Heritage Railway Inspection (Inspection No 27)	Fintown
13	Preparation of Rolling Stock for NIR Services on the IÉ-IM Network	NIR
14	Inspection of canopy management for high footfall stations (Inspection No 15)	IÉ-IM
15	TDLR Subcontracted track walks – Verification of contractor competence (Inspection No 21)	TDLR

Appendix G
Glossary

APIS	Authorisation to Place in Service
BNM	Bord Na Móna
CACR	Cork Area Commuter Rail
CER	Critical Entities Resilience
CILT	Chartered Institute of Logistics and Transport
CRR	Commission for Railway Regulation
DART	Dublin Area Rapid Transit
DeBo	Designated Body
DGSA	Dangerous Goods Safety Advisor
DLR	Difflin Lake Railway
DoT	Department of Transport
ECM	Entity in Charge of Maintenance
EFTA	European Free Trade Association
ERA	European Railway Agency
ETCS	European Train Control System
EU	European Union
FoI	Freedom of Information
GSM-R	Global System for Mobile Communications – Railway
ICDMU	Intercity Diesel Multiple Units
IÉ-IM	Iarnród Éireann Infrastructure Manager
IÉ-RU	Iarnród Éireann Railway Undertaking
IM	Infrastructure Manager
IMMAC	Infrastructure Manager Multi Annual Contract
NIR	Translink Northern Ireland Rail
NIS2	Network Information Systems
NR	National Rules
NSA	National Safety Authority
OTM	On Track Machine
POA	Post Occurrence Activity
RAIU	Railway Accident Investigation Unit
RISC	Railway Interoperability and Safety Committee
RPSI	Railway Preservation Society of Ireland
RSA	Railway Safety Act
RSIE	Rhomberg Sersa Ireland
RO	Railway Organisation
RU	Railway Undertaking
SEAI	Sustainable Energy Authority of Ireland
SMS	Safety Management System
SPAD	Signal Passed at Danger
SPAS	Signal Passed at Stop
SPRM	Safety Performance Review Meeting
TDLR	Transdev Dublin Light Rail
TII	Transport Infrastructure Ireland
TPS	Train Protection System
TSI	Technical Specification for Interoperability
USAN	Urgent Safety Advice Notice
VA	Vehicle Authorisation Report of the Commissioner

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