



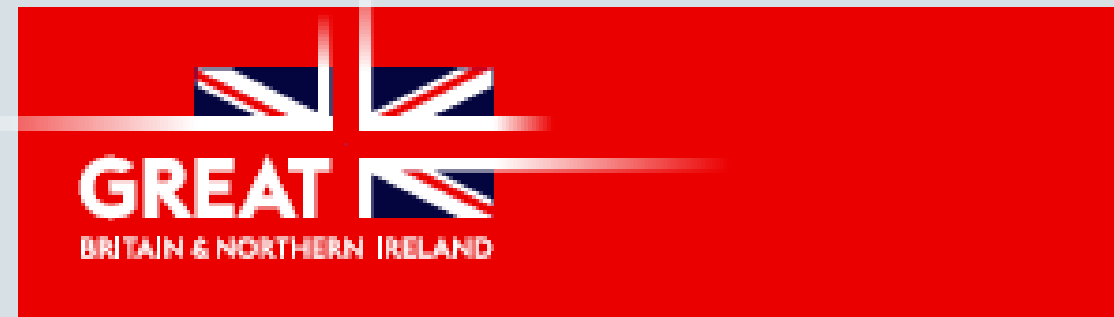
Doing Rail Business in Ireland: Bid Preparation Workshop

11 December 2024

OFFICIAL

Housekeeping

- Please make sure you are muted throughout.
- We advise turning off your camera to preserve bandwidth.
- We have enabled the Q&A function and will have Q&A after all presenters have spoken.
- We will share a recording and a copy of the slides in the next couple of days.



Agenda

- British Embassy Dublin
- Baker Tilly
- National Standards Authority of Ireland
- Bid Services
- Q&A

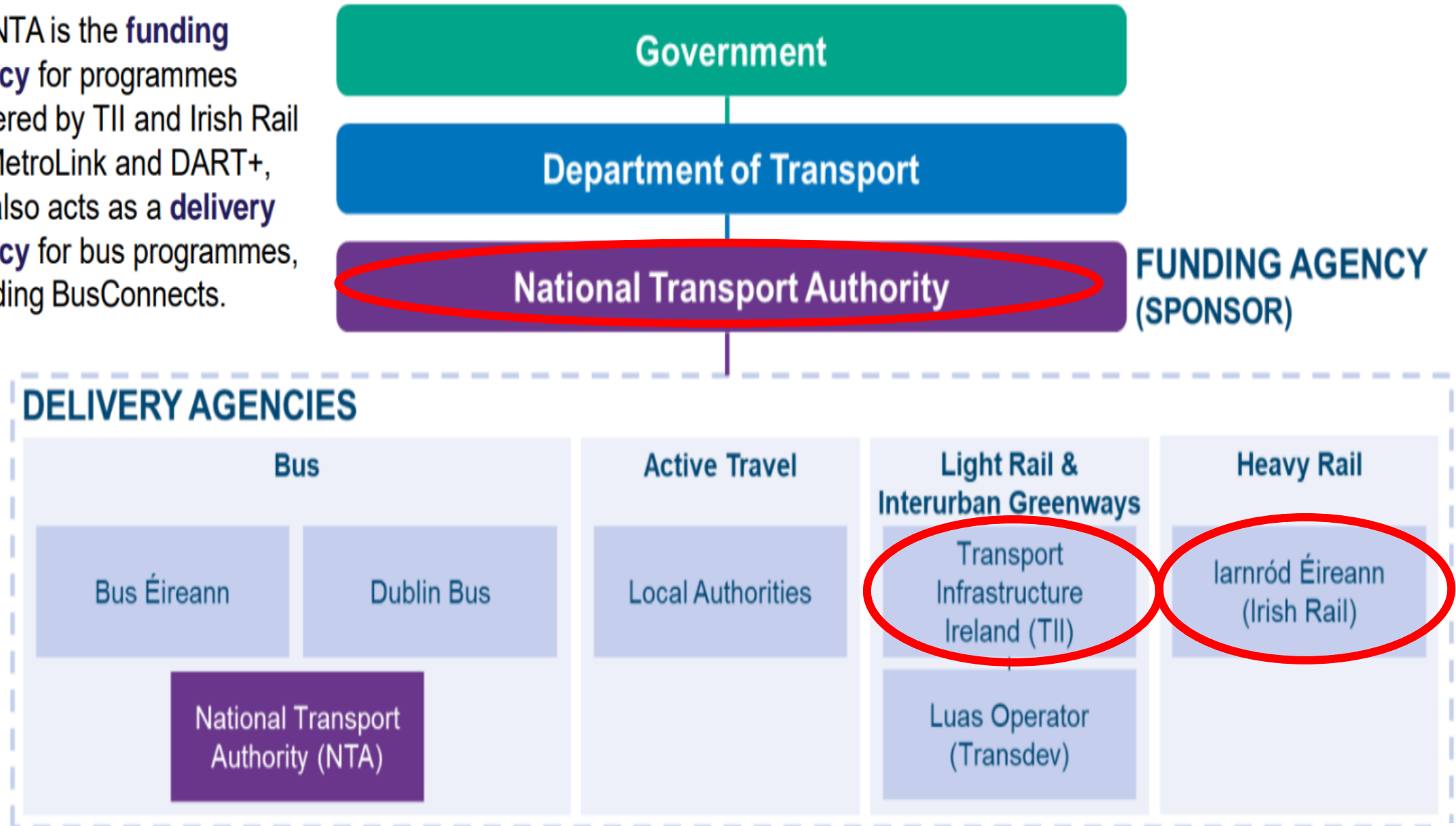


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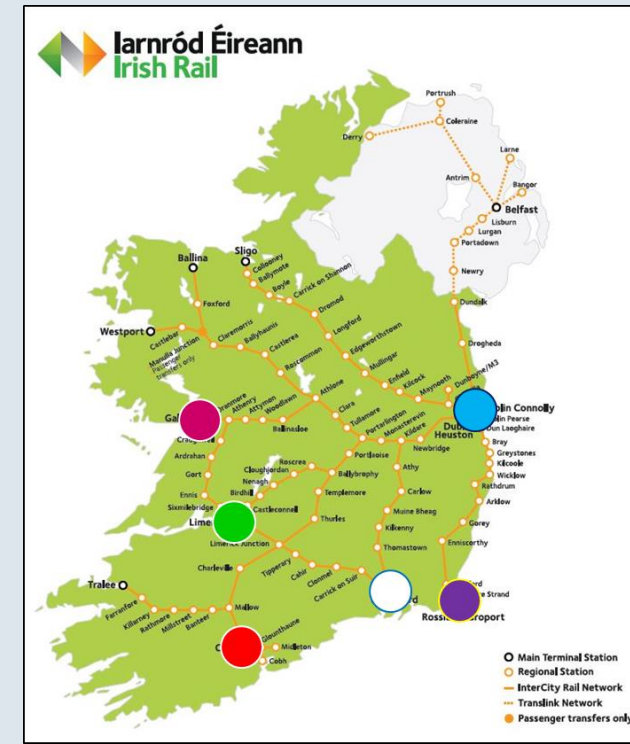


The NTA is the **funding agency** for programmes delivered by TII and Irish Rail like MetroLink and DART+, and also acts as a **delivery agency** for bus programmes, including BusConnects.



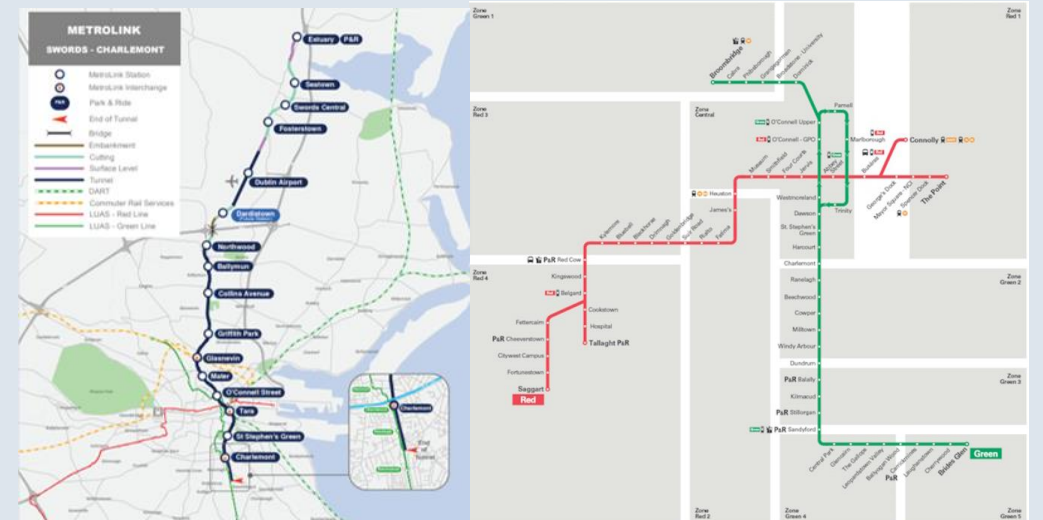
Iarnród Éireann (Irish Rail)

- 2,700km track network with 145 stations nationwide.
- More than 5000 train services weekly covering 348,000km.
- 629 carriages in fleet and 1m passenger journeys weekly.
- Major projects include:
 - DART+
 - Cork Area Commuter Rail
 - Foynes-Limerick Freight Line
 - New fleet for Enterprise Service (Dublin-Belfast)
 - Navan Line



Transport Infrastructure Ireland (TII)

- Responsible for light rail (Luas), national roads, greenways, active travel & national cycle network.
- The Luas carried 48.2m passengers in 2023, a 25% increase on 2022 figures.
- Major upcoming projects include:
 - MetroLink
 - Luas O&M Contract
 - Luas Finglas
 - Luas Cork



For more information

- www.nationaltransport.ie/planning-and-investment/transport-investment/projects/
- www.irishrail.ie/en-ie/about-us/iarnrod-eireann-projects-and-investments
- www.tii.ie/en/public-transport/projects-and-improvements/
- www.busconnects.ie/
- www.pleanala.ie
- www.etenders.gov.ie

Baker Tilly

Aidan Scollard - Audit Partner
Brendan Murphy - Tax Partner
Kevin Donovan - Senior Tax Manager

AUDIT • TAX • ADVISORY

Doing Rail Business in Ireland

Tax Considerations

11 December 2024



Department for
Business & Trade



OFFICIAL

About Us



2024

Joined the Baker Tilly
International Network



8

Partners



70 +

Staff in
Cork and Dublin



2

Offices
nationwide

MHA and BTI

MHA is the UK representative of Baker Tilly International; a network of independent accountancy and business advisory firms.



**Baker Tilly
International**



**Baker Tilly Global
Network of the Year 2023**

**MHA UK - Baker Tilly Firm
of the Year 2023**



43,000

Staff



\$5.3bn

2023 worldwide
revenue (US\$)



658

Offices



Over

140

Territories



1,820

Staff



136

Partners



24

Offices
nationwide



£205

Million
turnover

**Baker Tilly &
MHA**



Services we provide

We offer a full range of advisory services provided internationally including:



Corporate finance



Tax planning



Audit and accounts



Business strategy



Outsourcing



ESG

Our partners have decades of professional and personal commitment to the sector, and a determination to identify practical, real-world solutions for our clients. Being actively involved in standard-setting means we not only help you understand changes you face, but help you prepare proactively.

Our Service lines:

- Banking & Finance
- Capital Markets
- ESG Advisory
- Tax planning and advisory
- Business Assurance
- Mergers and Acquisitions
- Cloud Accounting
- Company Secretary services and registered office
- Corporate Finance
- Corporate Governance
- Cyber Risk Management
- Due Diligence
- Financial Training
- Forensic Accounting
- Global Business Services
- Grant & Royalty Audit
- Human Capital Advisory Services - HR Solutions, Global Mobility, Payroll, Company Secretarial Services
- Internal Audit & Risk Assurance
- International Business
- Restructuring & Recovery
- Risk management
- Sustainability Reporting
- Irish and International corporate
- individuals, trusts and family office
- Wealth Management

About the Team



Aidan Scollard
Audit Partner
E-mail: aidan.scollard@bakertilly.ie

Aidan is a Dublin-based Partner, principally involved in providing Audit and Advisory services to a wide range of clients.

He is a Chartered Accountant and Registered Auditor with over 25 years' experience, specialising in audit, assurance, business advice, corporate structuring and compliance services to a range of clients.

Aidan's clients include businesses in manufacturing, retail, construction and professional services sectors.



Brendan Murphy
Tax Partner
E-mail: brendan.murphy@bakertilly.ie

Brendan brings nearly two decades of experience as a tax advisor, adeptly serving both corporate and individual clients with efficient tax planning and comprehensive compliance solutions.

His expertise encompasses a wide range of corporate tax advisory services, including group restructuring, financing strategies, IP planning, mergers and acquisitions, and international expansion. Brendan also offers valuable guidance to business shareholders on matters such as exit strategies, succession planning, growth initiatives, and investment opportunities.

He has successfully assisted numerous international companies in relocating to Ireland, focusing on funding, employee relocation, and transfer pricing.

Brendan also has substantial experience advising clients across various industries, including technology, financial services, manufacturing, construction, start-ups, and renewable energy.

About the Team



Kevin Donovan
Senior Tax Manager
E-mail: kevin.donovan@bakertilly.ie

Kevin joined the firm in August 2021 and is a Senior Tax Manager in the firm's Dublin office.

His expertise lies in corporate tax advisory services for both domestic and international clients. Kevin excels in guiding the expansion of Irish domestic operations and structuring Irish operations for international entities across a variety of industries.

Kevin also specializes in advising on Relevant Contracts Tax (RCT) issues for clients in the construction sector, focusing particularly on the complexities faced by international companies setting up construction and related operations in Ireland.

Relevant Contracts Tax

RCT is a withholding tax that applies to all payments made to subcontractors in the construction industry – it is very broad ranging and also applies to the construction, alteration, repair, extension or demolition of any works forming part of the land, such as railways.

As a subcontractor, the major impact of RCT applying to a contract is that tax will be deducted from payments received from customers at a rate of:

- 35% if not registered for tax in Ireland,
- 20% if registered for tax but unable to show a strong tax compliance record for a period of 3 years, or
- 0% if registered tax and able to show a strong tax compliance record for a period of 3 years.

The majority of non-Irish subcontractors will be subject to the 20% RCT rate.

For entities engaging subcontractors, the major impact is that all payments made to subcontractors will first need to be notified to Irish Revenue through the eRCT system. Unfortunately, the penalties for non-compliance can be severe, ranging from 3% - 35% of the unreported payment.

Businesses supplying goods only or leasing equipment only will be unlikely to be affected by the RCT regime but will need to consider the Irish VAT implications of supplying goods to an Irish customer – transport operators are typically not entitled to recover VAT incurred on costs so this needs to be factored in to pricing.



Managing Cashflow

Although RCT is ultimately refundable, a 20% withholding tax rate will generally exceed any profit margin on a project, meaning that cashflow management is key.

Subcontractors on medium/long term projects can be out of funds for 15-24 months, as a corporation tax return must be filed to claim the refund. However, it is possible to minimise the cashflow impact by having the RCT offset against other tax liabilities, such as Employer PAYE/PRSI or RCT the company is required to withhold from its own subcontractors.

This will not be applicable in all cases, and ultimately if a company does not have staff and has engaged a subcontractor on the 0% withholding tax rate, it will suffer the cashflow impact until it can reclaim the RCT.

It is possible to make an application to have the 0% rate awarded at any time during the 3-year compliance window if it can be shown that there is an active project, physical presence in Ireland and also that the directors and shareholders of the company can show that they have a strong compliance record in their country of residence.

The consideration of these applications is entirely at Irish Revenue's discretion and they are ultimately rejected more than they are accepted, but it may be more likely to be successful in the context of a public infrastructure project.



Corporate Structure

A key consideration when setting up an Irish operation is whether to use an existing entity which will establish an Irish branch, or to set up a new Irish entity as a subsidiary or sister company of the existing entities.

There is no one-size fits all approach when deciding which option to take, but generally for larger, longer infrastructure type projects it is preferable to service the contract from a new Irish entity to isolate profits and mitigate the level of risk involved.

Either way, care is needed in relation to transactions with other group entities to avoid unintended corporation tax, RCT, VAT and Employer PAYE/PRSI implications – early structuring and planning is key.

Branch	Irish Entity
Minimal initial set-up costs	Cost of company incorporation and associated filings
Reduced compliance requirements	Annual filing requirements with CRO
Minimal dissolution costs	Must be legally dissolved by liquidation or strike-off
Profits still taxable in home jurisdiction	Profits taxable at Irish corporation tax rate of 12.5%
No separation of risks – legal and tax	Risks of Irish projects separated from risks of other projects and vice versa
No requirement to manage Irish residence	Irish corporate residence must be managed



Registering for Irish Tax

Regardless of whether the contract is serviced through an Irish company or an Irish branch, similar tax registrations will be required. Early registration for these tax heads may help reduce the impact of the 3-year compliance period for RCT purposes.

Subcontractor RCT

if not registered prior to the first payment being received RCT of 35% will be withheld. Once registered the withholding tax rate is reduced to 20%.

Principal Contractor RCT

If subcontractors are being engaged to service the contract, RCT will need to be withheld on payments and a separate tax registration will be required.

VAT

Subcontractors subject to RCT are typically not required to register for VAT due to the special collection mechanism applied to these contracts but can opt to register. Principal contracts will be required to register for VAT.

A VAT registration may be required for subcontractors if goods are being imported from the UK or EU.

Corporation Tax

Irish entities will be required to register for corporation tax from the outset. Non-Irish entities will need to register if a contract will exceed 6 months (12 months for non-UK entities).

Employer PAYE/PRSI

Depending on the contract structure this may not be required for non-Irish entities but will almost certainly be required for Irish entities.

If staff based outside of Ireland are engaged to service a contract care will be needed as payroll tax obligations can still arise.





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Senior Tax Manager
E-mail: kevin.donovan@bakertilly.ie
Mobile: +353 85 172 1057



bakertilly.ie

Now, for tomorrow



National Standards Authority of Ireland

Robin Byrne – Head of UK Office

Certification and Standards

Robin Byrne
Head of UK Office



NSAI
Certification UK

Certification



NSAI
Certification UK

C E

**UK
CA**

**UK
NI**

- IS EN 13450 Aggregates for railway ballast
- Main difference to BS EN, no PD 6682-8
- ISO standards are common for IS and BS

**NSAI**

Certification UK

Irish Railway Standards

**NSAI**

Certification UK

IRS Number	Title
IRS-202-B	GSM-R Voice Cab Radio – Requirement for IE (Republic of Ireland) rail network
IRS-203-B	EMC Co-ordination
IRS-204-A	Requirements for analogue Ground-Train Cab Radio for IE (Republic of Ireland) network based on UIC 751-3 specification
IRS-304-B	Requirements for Class A ETCS CCO Systems and for RU and IM Operating Rules in the Republic of Ireland
IRS-305-B	Requirements for Class A ETCS CCT Systems and for IM Operating Rules in the Republic of Ireland (trackside)
IRS-403-A	Requirements for Vehicle Network Interfaces for Vehicles
IRS-501-A	Requirements for Vehicle Network Interfaces for Fixed Installations

- CRR (Commission for Railway Regulation) Guidelines include areas such as
 - Economic Regulation
 - Supervision
 - European Vehicle Numbering and the National Vehicle Register for the Republic of Ireland
 - Authorisation to Place in Service
 - Designated Body (DeBo) Recognition
 - Train Driver Certification
 - Irish Railway Standards
 - Safety Management System Conformity Assessment

- Gauge in Ireland = 5ft 3in
- Gauge in UK = 4ft 8.5in





THANK YOU!

Email: certificationuk@nsai.uk

Website: www.nsai.uk

LinkedIn: NSAI Certification UK Ltd

Bid Services

Dr Peter Brennan - Chairman



Rail Procurement in Ireland,
Bid Preparation Workshop
Wednesday, 11th December 2024

Dr Peter Brennan,
Bid Services/Public Procurement Services



Achieve Value for Money

Let our team of experts help you achieve value for money in public procurement.

We work with contracting authorities in supporting them to prepare, publish and manage tender competitions through the entire procurement cycle to contract award.

PROCUREMENT SERVICES

ABOUT US



Our Services



Competitive, us? Definitely!

Let our team of tendering experts guide you through the process of winning bids. ...

[Read more...](#)

HERE'S HOW IT WORKS!



FIND

Find a qualified tender opportunity.



STRUCTURE

Put a structure on the tender application.



WRITE

Write, edit and review the text.



REVIEW

Pull all the complete application together.



FINISH

Make the finished application look great.

Key Messages

- Rail procurement is governed by the Utilities Directive – Irish Rail will use the negotiated procedure with a prior call for competition to set up multi-party frameworks and bespoke contracts.
- All major capital projects are subject to a business case (and risk assessment) process prior to going to tender.
- You will need to fully understand and communicate the strategic context, sustainability drivers and planning consent conditions.
- Build on your engagement to date with Irish Rail.
- Review a benchmark Irish Rail tender/PQQ – have the evidentiary documentation to hand before the tender documents are published
- Irish Rail/NTA/TII are very experienced in complex procurements.
- Green Public Procurement is a new element (minimum 5% of marks).

Procurement Strategy

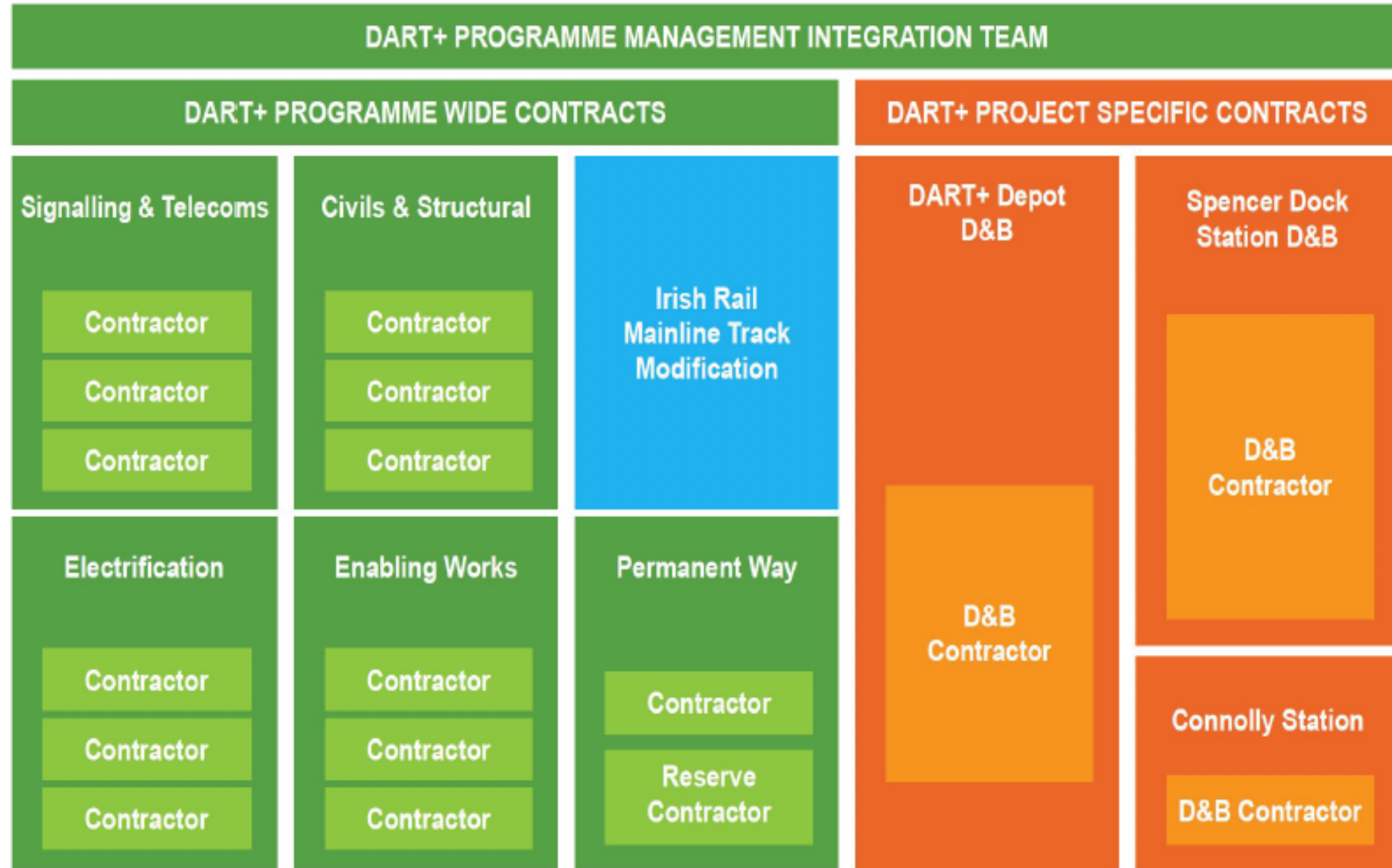
There are five main D&B packages in the contracting strategy:

1. Signalling & Telecoms
2. Electrification
3. Civils & Structural
4. Enabling Works
5. Permanent Way

There are three further standalone D&B project specific contracts:

1. DART+ Depot
2. Spencer Dock Station
3. Connolly Station

As part of the delivery of the DART+ Programme, Irish Rail will undertake some of the mainline track modification works.



The procurement and contracting delivery models for each package are as follows:

Package	Procurement & Contracting Delivery Model
Signalling & Telecommunications	A pre-qualification process or multi-party framework will be used to award the design and build contracts for each of the projects within the DART+ Programme
Electrification	A pre-qualification process or multi-party framework will be used to award the design and build contracts for each of the projects within the DART+ Programme
Civils and Structural	A pre-qualification process or multi-party framework will be used to award the design and build contracts for each of the projects within the DART+ Programme
Enabling Works	A pre-qualification process or multi-party framework will be used to award the contracts for each of the projects within the DART+ Programme
Permanent Way	Single supplier framework (with a reserve supplier)
Depot	Design & Build Contract (high level of design maturity)
Spencer Dock Station	Design & Build Contract
Connolly Station	Design & Build Contract

It is currently intended to establish a list of pre-qualified design and build contractors for each of the main DART+ packages. A multi-party framework agreement may be established as part of the initial tender process. Alternatively, each tender will be issued directly to those pre-qualified.



Strategic Context



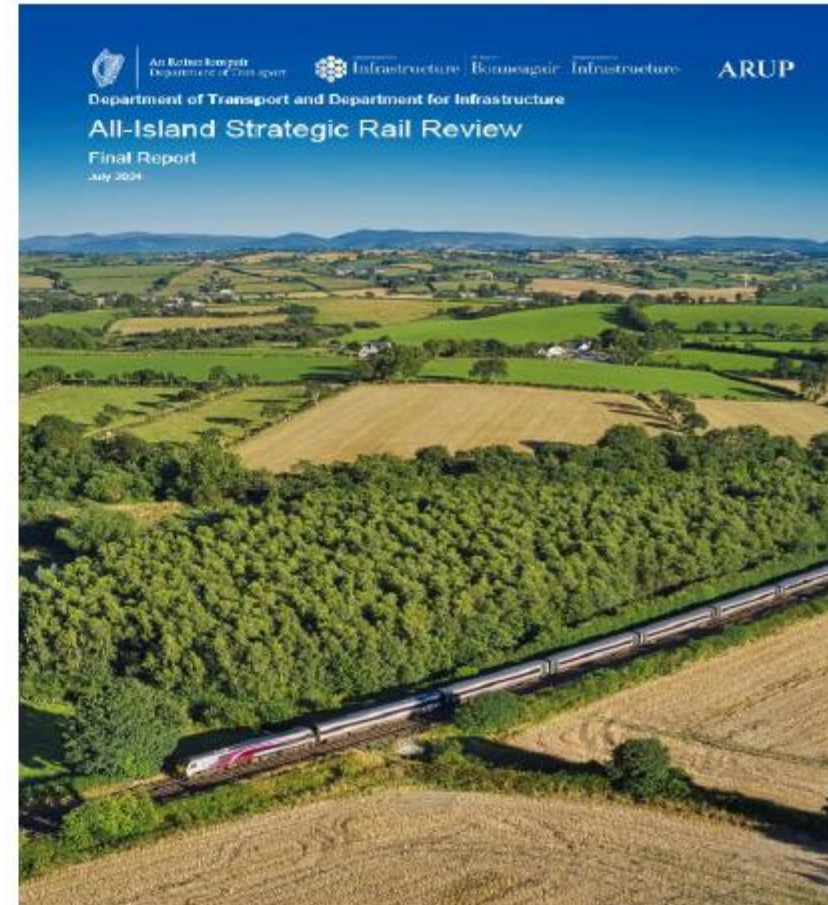
Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

National Development Plan 2021-2030



Prepared by the Department of Public
Expenditure and Reform
gov.ie/2040



Study the DART+ Business Case



Infrastructure Guidelines

December 2023

DART+ Programme Preliminary Business Case

The preparation of a Business Case

To ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Codes requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.

The Approving Authority

Under the Public Spending Code for Public Transport Capital Projects the NTA are Approving Authority. Where project proposals are in excess of an estimated capital cost of €100 million, the Government is the Approving Authority for key decision gates with NTA performing the day-to-day role of the Approving Authority.

The DART+ Programme Preliminary Business Case prepared by Iarnród Éireann was approved by the NTA Board for submission to the Department of Transport (DoT) and onwards submission to Department of Public Expenditure and Reform (DPER) for review. An independent review was undertaken by JASPERS as part of the DoT and DPER process.

Approval in Principle

In December 2021, the Government granted Approval in Principle to the NTA to enable the submission by CIÉ / Iarnród Éireann of a Railway Order application to An Bord Pleanála for the DART+ West element of the programme (Decision Gate 1). In addition, approval was given for Iarnród Éireann to award a framework and place an initial order for new DART fleet (Decision Gate 3).

The DART+ Southwest and DART+ Coastal elements of the overall DART+ Programme will be subject to separate approvals by Government and the Preliminary Business Case will be updated at the time of seeking those approvals.

Find the Links and Downloads below:

Documents: (PDF)

- [DART+ Programme Preliminary Business Case](#)
- [JASPERS Independent Technical Assessment \(DART+ JASPERS Guidance Notes\)](#)

Assess the Planning Consents

Introduction

Coras Iompair Éireann (CIÉ) has applied to An Bord Pleanála for approval of a Railway Order for the DART+ West project. Subject to approval, the Railway Order will authorise CIÉ to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of railway. The project involves the electrification of approximately 40 km of permanent way (railway line) from Dublin City centre to west of Maynooth and to M3 Parkway Station and all associated supporting infrastructure.

A copy of the newspaper notices in the Irish Independent and relevant local/regional newspapers circulating along the DART+ West route is provided below:

Newspaper Notice 12th September 2022

Newspaper Notice 25th July 2022

Newspaper Notice 09th November 2023

1 Draft Railway Order



2 Railway Order Book of Reference



3 Railway Order Drawings



4 EIAR



5 Appropriate Assessment



6 Planning Report



7 Site Specific Flood Risk Assessment



- Very transparent process.
- Heavily documented.
- Potential bidders should carefully review planning submission documents and consent conditions.
- Planning conditions will have major impact on technical specifications and design.
- Demonstrate your capacity to address planning conditions as appropriate.



BID SERVICES

Understand (and Communicate) Sustainability



Rialtas na hÉireann
Government of Ireland

Climate Action Plan 2024





A Benchmark PQQ



Pre-Qualification Questionnaire

Tender Reference: 8944



CONTENTS

IMPORTANT NOTICE/INTRODUCTION

1. **DESCRIPTION OF THE CONTRACT BEING PROCURED**
 - 1.1. NAME OF CONTRACT/SERVICES/GOODS REQUIRED/SUMMARY OF REQUIREMENTS
 - 1.2. DURATION OF CONTRACT AND FORM OF CONTRACT
2. **THE APPLICANT**
 - 2.1. INDIVIDUAL ENTITIES/GROUPS/CONSORTIUM
 - 2.2. SUB-CONTRACTORS
 - 2.3. RELIANCE ON RESOURCES
 - 2.4. DECLARATIONS
 - 2.5. CHANGES
3. **THE PROCUREMENT PROCESS**
 - 3.1. TWO-STAGE PROCESS
 - 3.2. SHORTLISTING PROCESS
 - 3.3. TENDER PROCESS
 - 3.4. PROPOSED TIMESCALE AND ANTICIPATED PROGRAMME
 - 3.5. REGULATORY FRAMEWORK
4. **PROCEDURAL REQUIREMENTS**
 - 4.1. PRE-CONDITIONS FOR QUALIFICATION AND SHORTLISTING
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5. **SELECTION CRITERIA**
 - 5.1. MINIMUM QUALIFICATION CRITERIA
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7. **GENERAL CONDITIONS**
 - 7.1. INTERVIEWS/PRESENTATION MEETINGS
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 - 7.4. FREEDOM OF INFORMATION
 - 7.5. DATA PROTECTION AND GDPR
 - 7.6. CONFLICTS OF INTEREST
 - 7.7. ANTI-COLLUSION/INDUCEMENTS/INTERFERENCE

PRE-QUALIFICATION QUESTIONNAIRE

TENDER REFERENCE: 8944

Supply and Maintenance of Reach Stacker

**CLOSING DATE FOR RETURN OF COMPLETED QUESTIONNAIRE:
4pm on 16th December 2024**

Issue Date of PQQ: 14/11/2024

1.3 DETAILS OF SUB-CONTRACTING ARRANGEMENTS

Details of all proposed sub-contracting arrangements, whether by a Consortium or an individual Applicant who is a Prime Contractor and proposes to use a Sub-Contractor for sub-contracting purposes only (but not as a Consortium), must be fully disclosed. (Note that all sub-contracting is subject to the prior written consent of IE under the terms of the Contract, in its absolute discretion and IE may withhold such consent in its absolute discretion and the details required by Appendix 3 submitted with this application.

Name of Proposed Sub-Contractor (full legal name, registered office, registered number, country of incorporation, trading or business name)	Role of Proposed Sub-Contractor

If the Sub –Contractors are members of a Consortium, they may be required to be jointly and severally liable to IE for the performance of the Contract, on any contract award.

Irrevocable letters of authority from each Sub-Contractor confirming their proposed role in the Applicant, whether as Sub-Contractor only, or also members of the consortium, (in which case the sub-contractor must also complete this Questionnaire), must also be enclosed.

Where reliance on resources of any Sub-Contractor is also sought by any Applicant to meet any of the Selection Criteria, a separate legally binding letter of authority must be included with the PQQ submission when returning in compliance with section 2.3 of the PQQ, identifying the specific nature of the reliance on resources in each case, to meet the specific qualitative selection criteria.

Turnover

Please provide details of the annual turnover which must equal or exceed €200,000 per annum for the last three audited financial year ends.

Audited accounts (last 3 years)		Current (y)	Y-1 year	Y-2 years	Y-3 years
A	Date of accounting year				
B	Annual turnover €				

In the case of a consortium, the turnover threshold must be met by the combined annual turnover of all members of the consortium in each of the last 3 audited financial years. Please provide a reconciliation of the turnover figure quoted below to the turnover figure as per the financial statements:

For each member of the consortium	y-1 year	y-2 year	y-3 year
Total			
Total per financial statements			

**PART 4 (QUESTIONNAIRE) TECHNICAL/PROFESSIONAL QUALITATIVE CRITERIA:
RELEVANT EXPERIENCE**

Please provide details in relation to between **3 relevant contracts** completed by the Applicant or any of its Consortium members (including a Sub-Contractor) where a Consortium is the Applicant and identify if any resources of Consortium members are being relied upon (including any Sub-Contractor who is a Consortium member) to fulfil this Selection Criteria and provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE. Relevant contracts are those most closely relating to the requirements for the Contract as detailed in the Contract Notice and in this PPQ document Please provide the following details [**Link with Section 5.3**]:

Where the Applicant is a Prime Contractor with a Sub-Contractor but not a Consortium, and resources of a Sub-Contractor are being relied upon to fulfil this Selection Criteria, please provide evidence of the experience of the Sub-Contractor under at least 1 [2, 3] relevant contracts, and evidence of management of a supply chain by the Applicant as a Prime Contractor, and provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE.

4.1 Reference 1:

Nature of Contract	
Name of Awarding Entity	
Description of Contract obligations	
Details of contract performance and identify any elements that may have been sub-contracted.	
Contract Value to Applicant (€)	
Start Date	
End Date	
Contract Duration	
Name of Client Contact	
Client Contact Details	<p>Contact Name:</p> <p>Address:</p> <p>Telephone number:</p>

Part 5 should be completed by the Applicant and by each member of the Consortium in respect of itself. **Link with section 5.3** Identify if any resources of Consortium members (including any Sub-Contractor) are being relied upon (including any Sub-Contractor who is a Consortium member), by the Applicant in order to fulfil this Selection Criteria and provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE. Where the Applicant is a Prime Contractor with a Sub-Contractor but not a Consortium, and resources of a Sub-Contractor are being relied upon to fulfil this Selection Criteria, please provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE.

Please provide details of resources, relevant to the subject matter of this Contract for this competition, employed by your company.

Please complete the table as appropriate:

CATEGORY (management, administration, employees, other categories etc)	TOTAL NUMBER EMPLOYED

Please confirm the number of employees currently employed in your organisation that are/were involved in the referenced projects outlined in Part 4;

	Number of employees currently employed by your organisation involved in project
Reference project 1	
Reference project 2	
Reference project 3	
Reference project 4	

PART 6: (QUESTIONNAIRE) QUALITY MANAGEMENT SYSTEMS AND ENVIRONMENTAL POLICY

Part 6 should be completed by the Applicant and by EACH Member of the Consortium. Identify if any resources of Consortium members (including any Sub-Contractor) are being relied upon (including any Sub-Contractor who is a Consortium member) by the Applicant in order to fulfil this Selection Criteria and provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE. Where the Applicant is a Prime Contractor with a Sub-Contractor but not a Consortium, and resources of a Sub-Contractor are being relied upon to fulfil this Selection Criteria, please provide full details and legally binding Letter of Support/Undertaking from the entity providing the resources and any supporting documentation required by IE.

6.1 Quality Management Systems - Operation of a Quality Management System [Link with section 5.3]

Does the Applicant have a documented Quality Management System in place?

Tick as appropriate

YES

NO

If YES then please provide a copy.

6.2 Quality Management Systems - Certification of a Quality Management System to a Recognised Standard [Link with section 5.3]

Is the Applicant's Quality Management System currently certified as compliant with EN ISO 9001:2000 or an equivalent internationally recognised standard?

Tick as appropriate

YES

NO

If YES, please state which standard it is certified to and provide a current certificate:

If NO, please provide evidence demonstrating that the Applicant has equivalent quality assurance measures in place. This may include, but is not limited to, equivalent certification from other national certification bodies (e.g. a current certificate from the national certification body).

6.3 Quality Management Systems - Audit Arrangements [Link with section 5.3]

Is the Applicant's Quality Management System subject to internal or external audit?

Tick as appropriate

YES

NO

If YES, please provide brief details of the internal or external auditing arrangements including the date of the last audit and, where applicable, the name of the external auditing body:

Please confirm that your company fully understands and complies with all of its statutory obligations under the following Irish legislation and corresponding EU legislation:

- | | | |
|---|--------------------------|-----|
| Safety, Health and Welfare at Work Act 2005 | <input type="checkbox"/> | Yes |
| | <input type="checkbox"/> | No |
| Safety, Health and Welfare at General Application Regulations(2007) | <input type="checkbox"/> | Yes |
| | <input type="checkbox"/> | No |
| All current relevant Safety and Health (Construction) Regulations 2013 (where applicable) | <input type="checkbox"/> | Yes |
| | <input type="checkbox"/> | No |
| Railway Safety Act 2005 (where applicable) | <input type="checkbox"/> | Yes |
| | <input type="checkbox"/> | No |

It must also be noted that your company will be expected to amend and review workplace practices and plant & equipment requirements in conjunction with changes to legislation during the course of the contract.

Please provide a copy of your Company Drug and Alcohol.

Please provide a copy of your Company Safety Statement.

• What was the date of issue? _____

• When was the Safety Statement reviewed last? _____

Do you employ a full time company safety officer?

In-house Y or externalY? Is this a dedicated resource? Yes Y No Y

Who within your organisation would be responsible for safety on this contract?

Name & title: _____

Has this person specific Rail safety Experience? Yes Y No Y

What site presence would this person typically maintain?

Accident Statistics

Please provide the following statistics in the table below. These statistics must include the projects referred by you in Part 4 of your submission. You are required to accurately complete all accident statistics for your company – all spaces must be completed, with none left blank. To assist you in your calculations, descriptions of the required information is outlined in the definitions section to this page.

Applicants are required to complete Part 8, as a true reflection of their organisations approach to managing sustainability.

8.1 Environmental Sustainability

- Provide details on internationally recognised and externally audited environmental management systems, where applicable, should be provided relevant to the specific requirements of the contract, i.e. ISO 14001 or equivalent.
- Provide brief details of the internal or external auditing arrangements including the date of the last audit and, where applicable, the name of the external auditing body.
- If no certified system in place, please provide details on internal documented environmental control practices, including but not limited to environmental policy, operating procedures, pollution prevention measures/environmental management plans, and environmental auditing.
- Demonstrate how the applicants are managing / reducing their companies carbon emissions in relation to this contract

8.2 Social and Economic Sustainability:

Applicants are required to provide an executive summary of their approach to monitoring, measurement and reporting on sustainability initiatives and obligations within the organization.

Applicants must provide details of their organisation's sustainability strategy, codes of practices and the steps taken to embed this in everyday delivery of service taking into account areas such as ethical sourcing, human rights and fair operating and labour practices.

Applicants should provide details on any social inclusion and/or community involvement initiatives undertaken by the supplier.

The Contract

- Lawyer up!
- Contracts can be negotiated as part of the procurement process.
- Ireland's CWMF not suitable for major transport works.
- NEC4 suite of contracts will be used with proportionate rolldown of NEC contracts into the major sub-contractor contracts.
- *'A programme-wide gain incentivization to encourage collaboration and interface management between packages/contracts to be explored.'*



Consortium Bids

- Actively encouraged by the Irish Government.
- Primary contractor only will sign contract.
- No need for SPVs.
- Sub-contractors will have to pass due diligence tests.
- Performance bonds may be required.
- Make sure sub-contractors sign an ESPD.

eTenders (Procurement Portal)

eTenders

Ireland's National Tendering Website



eTenders connects public sector buyers with suppliers who want to sell to Government

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Getting Started

And Consult User Guide

**LISTEN TO OGP
TUTORIAL:**

https://www.etenders.gov.ie/epps/walkthrough/en/EO_B1.h

(Does not work on Safari)



NATIONAL TENDERING PLATFORM (eTenders)

D17. USER MANUAL FOR ECONOMIC OPERATORS

IRISH EPROC 2022

Date: 26/04/2022
Doc. Version: 1.1



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286	1	Training CA Demo	Alert - be sure you read this message	11/05/2023 07:46	11/05/2023 11:47	11/05/2023 11:48	Replied	No	



Questions and Answers

Peter Brennan

087 2412001

peter@bidservices.ie



**Thank you
to our
speakers**



Market Consultation: Luas Finglas

PMC: TII458 - LUAS FINGLAS MARKET CONSULTATION

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TITLE:	TII458 - Luas Finglas Market Consultation
NAME OF CONTRACTING AUTHORITY:	Transport Infrastructure Ireland (TII)
PMC CA UNIQUE ID:	TII458
STATUS:	Proposal Submission
DESCRIPTION:	TII wish to invite contractors to participate in a preliminary market sounding associated with the procurement of the contract packages for Luas Finglas. This market sounding is being carried out to help inform Transport Infrastructure Ireland (TII) as they develop the approach to the procurement and delivery of the Luas Finglas Scheme. The objective of the market consultation is to inform the market of the proposed approach been taken by TII, and to seek feedback on the intended structure and scope of TII's requirements. The information obtained from the market consultation may be used to inform an effective tendering process. TII have prepared a Market Consultation Information Pack, attached to this PMC Workspace, which contains information about the scheme as well as a questionnaire which we invite you to respond to. Responses are open to companies interested in tendering for any of the advance works, main infrastructure works and power and systems works contract packages. Responses should be submitted by close of business on Tuesday the 14th of January 2025.
PROCUREMENT TYPE:	Works
CPV CODES:	<ul style="list-style-type: none"> 45234100-Railway construction works 45221000-Construction work for bridges and tunnels, shafts and subways 45220000-Engineering works and construction works 45213000-Construction work for commercial buildings, warehouses and industrial buildings, buildings relating to transport 45213320-Construction work for buildings relating to railway transport 45213321-Railway station construction work 71320000-Engineering design services 71541000-Construction project management services 71240000-Architectural, engineering and planning services 71242000-Project and design preparation, estimation of costs 71300000-Engineering services 71500000-Construction-related services 71540000-Construction management services 71700000-Monitoring and control services

Market Consultation: Enterprise Project Portfolio Management (EPPM)


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PMC: PROVISION OF EPPM SYSTEM

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TITLE:	Provision of EPPM System
NAME OF CONTRACTING AUTHORITY:	Iarnród Éireann-Irish Rail
PMC CA UNIQUE ID:	4828193
STATUS:	Proposal Submission
DESCRIPTION:	Iarnród Éireann/Irish Rail (IÉ/IR), a subsidiary of Córas Iompair Éireann (CIÉ), is responsible for managing the national rail network and rolling stock. The Capital Investments division oversees large and medium-scale capital projects, while the Infrastructure Management (IM) division manages the operation, maintenance, and renewal of railway infrastructure. To enhance the effectiveness of project and portfolio management, Irish Rail seeks to procure and implement an Enterprise Project Portfolio Management (EPPM) software solution.
PROCUREMENT TYPE:	Supplies
CPV CODES:	30000000-Office and computing machinery, equipment and supplies except furniture and software packages 48331000-Project management software package 48332000-Scheduling software package 48218000-License management software package
NUTS CODES:	IE

Top tips

- Register as a supplier on eTenders.gov.ie and make sure you're receiving direct updates from the Contracting Authority or based on your CPV code.
- Read the DART+ PIN thoroughly
- In PQQs and tenders, make sure to answer the question accurately
- Subcontractors & suppliers – keep networking! Use your contacts through Rail Forum, Railway Industry Association and BITA Rail Chapter.

Q&A