

28/07/2026

MetroLink
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
D08 DK10

Dear Maritime Area Regulatory Authority, Maritime Usage Licensing Team,

Please find enclosed the application (**PA_MUL_025**) submitted on behalf of the National Roads Authority (operating as Transport Infrastructure Ireland), the Applicant, for a Maritime Usage Licence (MUL) for the proposed geotechnical site investigation works within the River Liffey.

The overall purpose of the application is marine environmental surveys for the purposes of site investigation (Schedule 7(3)). These site investigation works are required to collect geotechnical data from the subsurface of the bed of the River Liffey, between the Rosie Hackett Bridge and Butt Bridge, to inform the detailed design of the section of the MetroLink Project alignment located under the River Liffey. The geotechnical site investigation works are temporary in nature and will consist of drilling three (3 No.) boreholes and associated sampling and testing. Full recovery of the boreholes is proposed. It is proposed that boreholes will be drilled to depths of between approximately 25 m and 30 m below the riverbed.

This submission is made to the Maritime Area Regulatory Authority for review and determination in accordance with the relevant application requirements.

This application submission contains the following documents:

Application Form

- Maritime Usage Licence (MUL) General Application (Form MUL1)
 - Part 1 - Activity in Schedule 7
 - Part 2 - Applicant Details
 - Part 3 - Details of Maritime Usage
 - Part 4 - Marine Planning and Environmental Considerations
 - Declaration and Consent
 - Application Checklist

Supporting Documentation

- Attachment 3.1 – Proposed Maritime Usage
- Attachment 3.4 – MUL Map and GIS Shapefiles
- Attachment 3.5 – Other Maps and Drawings
- Attachment 4.1 – Compliance with Objectives of NMPF
- Attachment 4.3 – Appropriate Assessment Screening Report and NIS
- Attachment 4.4 – Risk Assessment for Annex IV Species report
- Attachment 4.5 – Compliance with Objectives of the Water Framework Directive
- Attachment 4.6 – Compliance with Objectives of the Marine Strategy Framework Directive
- Confirmation of Payment of Fee

MetroLink is a transformative piece of new public transport infrastructure, the first of its kind in Ireland. It will comprise a high-capacity, high-frequency, modern and efficient metro railway, with 16 new stations running from Swords to Charlemont. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA). MetroLink is the single biggest investment in transport infrastructure in the history of the State.

The proposal for a metro system for Dublin has been central to planning and transport strategy for the GDA for over 20 years. The proposed MetroLink Project has evolved from the previous proposal in response to the development of planning and transport policy and to address the challenges that face Dublin and Ireland today and into the future. The requirement for the proposed MetroLink Project is supported in current policy from national to local level and is included in the National Planning Framework, the National Development Plan 2021 - 2030, Greater Dublin Area Transport Strategy 2022 - 2042 and the Fingal/North Dublin Transport Strategy 2015.

The Government has approved the recommendation of the Minister for Public Expenditure, Infrastructure, Public Service Reform and Digitisation to designate MetroLink as Critical Infrastructure under the Critical Infrastructure Act 2026. This Act places particular obligations on public bodies in so far as they perform functions with respect to critical infrastructure projects. In particular we bring the attention of MARA to Section 5 of this Act:

Duties of relevant public bodies

5. (1) Where a designation order is made, a relevant public body shall, without prejudice to its functions under any other enactment—

(a) prioritise the performance of its relevant functions over the performance of its other functions that are not relevant functions,

- (b) take all necessary steps in the performance of its relevant functions to act in an expeditious manner and to avoid undue delays in the delivery of a critical infrastructure project or critical infrastructure programme,*
- (c) ensure that it takes such steps as are necessary and appropriate to reduce the time required for its processes relating to an authorisation to be completed,*
- (d) in so far as practicable, activate and advance the performance of its relevant functions at the same time as the activation and advancement of the performance of relevant functions by any other relevant public body, to reduce the time required for its processes relating to an authorisation to be completed,*
- (e) cooperate with any other relevant public body for the purposes of—*
 - (i) coordinating, prioritising and sequencing the performance of their respective relevant functions, and*
 - (ii) identifying and managing—*
 - (I) any risks and constraints relating to such coordination, prioritisation and sequencing, and*
 - (II) the extent to which the critical infrastructure project or critical infrastructure programme concerned is dependent on other projects or programmes, and*
- (f) allocate, as appropriate, administrative, technical and decision-making resources to facilitate the carrying out by it of its duties under paragraphs (a) to (e).*

We respectfully request that MARA applies the relevant prioritisation in accordance with Section 5 in the performance of its duties with respect to this Maritime Usage Licence (MUL). An Coimisiún Pleanála granted a Railway Order under the Transport (Railway Infrastructure) Act 2001 (as amended) for Metrolink in 2025. This Railway Order was subject to Environmental Impact Assessment (EIA) and an Appropriate Assessment (AA) in accordance with the EIA and Habitats Directives. The requirement for this MUL licence arises by virtue of the location of proposed site investigation boreholes within the Liffey. The purpose of the boreholes is to inform the final alignment of the underground tunnel linking O'Connell Street Station and Tara Street Station.

With regards to this application, Ruth Treacy, acting as Authorised Contact Person, is the primary contact for all correspondence. However, we request that John O'Connor (John.O'Connor@tii.ie) and Yvonne Dalton (Yvonne.Dalton@tii.ie) be copied in on any electronic correspondence.

Yours Sincerely

Ruth Treacy
Head of Environment
Metrolink