

6th July 2025
Dublin, Ireland

MetroLink Issues Global PIN and Confirms September Market Engagement Events

MetroLink Programme Director Dr Sean Sweeney has today, Sunday July 6, confirmed a series of global market briefings that will take place across key European cities starting this September with a flagship event in Dublin.

The key Dublin briefing will offer the most in-depth and transparent picture to date of the delivery structure of the MetroLink programme and the exciting opportunities that this landmark and transformative project will deliver.

This event will take place on September 4 in Dublin and will be attended by the Taoiseach, Tánaiste, and Minister for Transport Darragh O'Brien. *

Today a Global PIN (Periodic Information Notice) has also been issued to the international market in a declaration of MetroLink's intent to engage.

A PIN is an official announcement used in public procurement processes to alert the market about an upcoming major infrastructure project or contract opportunity. It gives suppliers advance notice that a contracting authority intends to launch a procurement procedure in the future. It also helps the authority gauge market interest and may lead to early supplier engagement.

The decision to commence market engagement in September is to allow for the completion of the ongoing Irish Government review of the National Development Plan (NDP). With that finalised review now expected in late July, the MetroLink Executive Team has coordinated its briefing schedule to align with this critical national update.

MetroLink is Ireland's first fully automated, high-capacity metro system, designed to transform public transport in the city. Spanning approximately 19km, it will connect Swords to Charlemont via Dublin Airport and the city centre.

This innovative and vital programme is a cornerstone of Ireland's climate and mobility goals, supporting economic growth as well as urban connectivity and renewal. It will offer new business opportunities for a wide range of organisations, from large international firms to locally based Small and Medium sized Enterprises (SMEs).

Próiseáilann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
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MetroLink will also support several thousand direct construction jobs for each year of construction activity up to its opening, as well as a further 2,500 to 3,000 indirect supply chain and support related jobs each year.

The September briefings will offer key updates on the MetroLink programme, including:

- MetroLink’s position in relation to the updated Irish National Development Plan (NDP)
- The latest information on bid cost expectations
- Introduction to the full MetroLink Executive Team, including leaders with extensive large scale metro-project experience
- Clarification on the Enforceable Railway Order status
- Details on the DBFOM contract term and capital contribution.

The briefings will also provide a timetable for the procurement of:

- M401 NEC (Station box/tunnel civils)
- M402 NEC (Station box/tunnel civils)
- M500 DBFOM (Stations, systems, operations & maintenance)

Sean Sweeney, MetroLink Programme Director, has welcomed this important development in the preparations for delivery of this vital piece of infrastructure for Ireland.

“These market engagement events are a key milestone in the delivery of our programme,” he said.”

“We are committed to working collaboratively with the industry to ensure that we harness the best expertise, innovation and value from the market. Engaging early with potential suppliers allows us to shape a procurement approach that is both ambitious and deliverable.

“Together we can lay the foundations for MetroLink that will serve our communities for generations to come.”

MetroLink currently anticipates issuing Contract Notices in Late November 2025, subject to final market feedback received through the September briefings.

Please see the below slate for the confirmed market engagement dates

- 4 September – Dublin
- 8–10 September – London*

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- 10–12 September – Paris*
- 15–17 September – Milan*
- 18–19 September – Berlin
- 22–23 September – Vienna
- 24–26 September – Madrid*

(*Dates are subject to change and may include bilateral or group briefing formats.)
(*Availability of the Taoiseach, Tánaiste, and Minister for Transport Darragh O'Brien is dependent on Government business)

These sessions will offer the final opportunity for global market participants to provide direct input before the formal commencement of procurement activities.
For further queries regarding this press release, please contact Eoin Murphy on 085 852 4979.

If you would like to attend, please email (supplychainmetrolink@tii.ie) **by 25th JULY 2025** quoting 'Market Engagement Tickets' in the subject line and include the following information:

- **Full Name**
- **Email address for event ticket link and further event communications**
- **Organisation**
Event destination (i.e. Dublin) and number of tickets required for representatives of your organisation
- **Please briefly outline your organisation's business need/objective in attending this event. IMPORTANT:** By emailing (supplychainmetrolink@tii.ie) to request tickets, you consent to receiving a ticket link and future communications from the Market Engagement Team relating specifically to this event.

ENDS.

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NOTES TO EDITOR:

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

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

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

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

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

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

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

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

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

CURRENT PROJECT STATUS

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

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

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

THE METROLINK PROGRAMME

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

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

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

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

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

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

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