



The Chartered Institute of
Logistics & Transport

Ireland

SUBMISSION BY THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT ON THE PROPOSED MERGER OF THE NATIONAL ROADS AUTHORITY (NRA) AND THE RAILWAY PROCUREMENT AUTHORITY (RPA)

The Chartered Institute of Logistics and Transport in Ireland (CILT) is the independent professional body in Ireland for those involved in logistics, and all modes of transport. It currently has a membership of over 1000 in Ireland. The Institute's qualifications are recognised worldwide as evidence of a high level of professionalism in the industry. The Institute in Ireland maintains close links with the International Institute, which has a membership of 31,000 logistics and transport professionals throughout the world. As an independent body, the CILT does not lobby on behalf of any individual or group. Rather it strives to take a considered overview of the logistics and transport industry and tries to influence developments within that industry that are likely to benefit society as a whole.

The Chartered Institute of Logistics and Transport welcomes the opportunity to comment on the proposal.

The Chartered Institute of Logistics and Transport strongly supports the creation of "Transport Infrastructure Ireland" through the proposed merger of the NRA and the RPA and broadly endorses the conclusions and recommendations contained in the report of the Steering Group. The Institute considers that the proposed body will bring a number of important benefits, including the following:

- It will help retain the expertise, experience and international reputation built up by the NRA and RPA which might otherwise be lost in a period of declining public investment.
- It will pool scarce and very important specialised skills and expertise, particularly in the areas of project/programme management and public private partnerships.
- It will make the most effective use of resources in a period of severe restraint in public finances.

The Institute wishes to make the following recommendations which it considers will strengthen the proposals already put forward by the Steering Group:



- The merged body should be given a stronger and more explicit mandate in relation to public transport infrastructure. Very serious consideration should be given to assigning it responsibility for the PPP element of the DART Underground programme. The NRA and RPA already have extensive expertise and a good reputation in the PPP market and it would seem sensible to avail of these rather than run the substantial risk of replicating these scarce skills in yet another organisation.
- It should also be given specific responsibility for the planning and development of bus rapid transit projects based on studies already completed by local authorities. Legal provision might also be made to enable the new entity implement Quality Bus Corridor/Green Route projects or major traffic management measures. It should also be given powers to implement Intelligent Transport Systems (ITS) measures. Ireland is far behind other developed countries in its use of information technology applications designed to make better use of existing infrastructure and improve customer/user experience. In making these proposals, the Institute is not seeking to replace local authorities but to provide a mechanism to enable Transport Infrastructure Ireland apply its expertise and resources to projects requiring special skills or crossing local authority resources. It would be a matter for the Minister or the National Transport Authority to decide when or if those powers should be availed of in any particular case.
- In a period of serious restraint in the public finances it is especially important that top priority is given to the maintenance of existing transport infrastructure and the more effective management of those assets so as to optimise their use. In this context, the Institute recommends that the new body be given a more explicit mandate in relation to strategic maintenance and management of transport infrastructure, particularly the road network. This would build on the work already done by the NRA in relation to national roads and take account of the administrative role recently assigned by the Department of Transport to the Authority in relation to regional and local roads. Once again the Institute is not proposing to replace local authorities but to ensure that a more coherent and cost effective national maintenance and management strategy is developed and implemented.
- The strategic transport planning functions currently envisaged for the new entity should be transferred to the National Transport Authority. This would result in a more coherent division of responsibilities between the NTA and “Transport



Infrastructure Ireland”. The NTA would be responsible for strategic planning in respect of both roads and public transport, subject to Government approval of the relevant policies. “Transport Infrastructure Ireland” would be responsible for the implementation of specified infrastructure programmes and projects, consistent with the overall strategy. For the first time this would ensure that there was multimodal strategic transport planning, replacing the existing fragmented planning for individual modes and ensuring better, more cost effective and sustainable investment policies.

- The legislation to establish the new body should include a provision to mandate the NTA and NAMA to work together to ensure a more integrated transport and land use framework for the development of the extensive lands owned or controlled by NAMA. The scale of the lands under NAMA stewardship gives the State a unique opportunity to plan the development of these lands and the necessary transport infrastructure and services in a more coherent way than has been the practice in Ireland to date. This would ensure that travel intensive land uses were effectively served by public transport, that development densities were designed to ensure viable public transport services and that the phasing of development was synchronised with the delivery of transport infrastructure and services.

The Institute supports the Steering Group proposal that the new body should be able to provide services to other public bodies outside the transport area. The RPA and NRA already have a range of skills in areas such as programme/project management and the procurement of PPPs which could be used in the wider civil engineering sector.

The Institute also strongly supports the Steering Group recommendation that “Transport Infrastructure Ireland” should be designated a commercial State body. If the Government were unable to accept this recommendation it should reconsider its decision to merge the NRA and RPA as many of the benefits of this merger, particularly flexibility, agility and best use of scarce public funding, would be lost.

The administrative functions of the new body should be outsourced as far as possible, but it is also important that the body has the skills and resources effectively to procure and oversee the delivery of those services.



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The Institute suggests that “Transport Infrastructure Ireland” should have a small board and that it should include some relevant expertise from outside Ireland. Recent research by Eversheds suggests that the optimum size of a board is eleven and this might be taken into account in drafting the legislation.

Conclusion

The CILTI trusts that these observations will contribute to the overall decision making process in relation to the proposed merger of the NRA/NPA.

Submitted on behalf of the Chartered Institute of Logistics and Transport in Ireland by,

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