

Dublin Airport CIP27 Draft Efficiency Assessment



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Contents

	Glossary	i
1	Introduction	1
	This report	1
	Background	1
	Our approach	2
2	Conclusion	5
	Key results	5
	Key findings	5
3	Project reviews – Sustainability	8
	Summary	8
	CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating	9
	CIP27.01.02A – Charging Network	15
	CIP27.01.02B – North Apron GSE Charging Hub	22
	CIP27.01.03 – Solar PV and Energy Storage	28
	CIP27.01.04 – Mobility and Accessibility	35
	CIP27.01.06A – Air Quality and Noise Monitoring	41
	CIP27.01.06B – Noise Insulation Scheme	47
	CIP27.01.07 – Biodiversity and Natural Habitat Restoration	52
	CIP27.01.08 – Campus Buildings Sustainability Retrofits	58
	CIP27.01.10 – Landside Surface Water Compliance	63
	CIP27.01.11 – Legacy PFAS Mitigation and Remediation	69
4	Project reviews – Airport Development	74
	Summary	74
	CIP27.02.02A – Pier 1 East	77
	CIP27.02.02B – MRO Relocation and Utilities	85
	CIP27.02.04 – Terminal 2 CBP and Transfer Extension	90
	CIP27.02.05A – Pier 5	98
	CIP27.02.05B – South Apron Expansion	105
	CIP27.02.06 – Eastlands Cargo	111
	CIP27.02.07 – Gate Post 4 Relocation	117
	CIP27.02.08 – Wide Body Engine Test Facility	123
	CIP27.02.09/10 – North & South Apron De-Icing Storage	129
	CIP27.02.11 – Fuel Hydrant Network	135
	CIP27.02.12 – MV/HV Network Expansion	140
	CIP27.02.13 Junctions Upgrades	146
	CIP27.02.14 – Integrated Transport Hub	152
	CIP27.02.15 – Consolidated Security and Screening Centre	159
	CIP27.02.18 – Existing Pier 1 West Extension	166
	CIP27.02.20 – Existing Pier 2 Optimisation and Refurbishment	171

	CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment	177
	CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C	184
	CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms	190
	CIP27.02.30 – Airfield Safety Projects	196
	CIP27.02.31 – Airfield Operational Projects	203
	CIP27.02.34 – Advanced Visual Docking Guidance System	208
	CIP27.02.35 – Fixed Electrical Ground Power	213
	CIP27.02.36 – On Stand CCTV	218
	CIP27.02.37 – Foul Water Expansion	224
	CIP27.02.38 – Hydrant Water Expansion	229
	CIP27.02.39 – Potable Water Expansion	234
	CIP27.02.40 – Pier 2 Bolt On Extension	240
	CIP27.02.41 – Pier 3 Bolt On Extension	246
	CIP27.02.43 – PBZ Relocation	252
	CIP27.02.47 – Remote Bussing Lounges (OCTB)	258
	CIP27.02.48 – T2 Check-in and Sortation Optimisation	264
	CIP27.02.49 – South Apron Handler Accommodation Relocation	271
	CIP27.02.50 – PFAS on Construction Sites	277
5	Project reviews – Commercial	281
	Summary	281
	CIP27.03.01A – Long Term Express Red Surface Car Park Expansion	282
	CIP27.03.01B – Other Car Parks	287
	CIP27.03.02 – Car Rental	294
	CIP27.03.03 – OCTB Refurbishment	300
	CIP27.03.04 – Airline Lounges	305
	CIP27.03.05 – Commercial Property Refurbishment	310
	CIP27.03.06 – Platinum Services Collinstown House Upgrade	314
	CIP27.03.07 – Media Sales Expansion	319
	CIP27.03.09 – Commercial Innovation	324
	CIP27.03.10A – ARI Retail Projects	329
	CIP27.03.10B – Terminal 2 IDL ARI Refurbishment	335
6	Project reviews – Asset Management	340
	Summary	340
	CIP27.04.01A – Airfield Pavement Rehabilitation	342
	CIP27.04.01B – Airfield Pavement Rehabilitation Roads and Jointing	347
	CIP27.04.02 – Roads and Car Parks	352
	CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades	358
	CIP27.04.04 – Building Fabric Upgrade	363
	CIP27.04.05 – Airfield Maintenance Base Improvement Programme	368
	CIP27.04.06 – Airfield AGL Substation Improvement Programme	374
	CIP27.04.07 – Campus Buildings Critical Maintenance	379

	CIP27.04.08 – Piers and Terminals Critical Maintenance	383
	CIP27.04.09 – Asset Management Stores Consolidation	388
	CIP27.04.10 – Landside Gardening and Maintenance Consolidation	393
	CIP27.04.11 Fire Risk Mitigation	398
	CIP27.04.12 – Surface Water and Foul	402
	CIP27.04.13 Airport Light Fleet Replacements	407
	CIP27.04.14 Airport Heavy Fleet and Equipment Replacement	411
	CIP27.04.15 – Airport Existing MV Network Upgrades	415
	CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade	420
	CIP27.04.17 Primary Standby Power Generation Upgrade	426
	CIP27.04.18 Small Energy Projects	431
	CIP27.04.19 Campus Buildings M&E and Life Safety Systems	436
	CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	442
	CIP27.04.21 Lifts and Escalators Modernisation Programme	448
	CIP27.04.22 – Potable and Foul Water Upgrades	453
	CIP27.04.23 Terminals and Piers M&E and Life Safety Systems	459
	CIP27.04.24 Terminals and Piers HVAC Upgrade	464
	CIP27.04.25 Asset Management Monitoring and Control Systems	469
	CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme	473
	CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades	479
	Source: SteerCIP27.04.28 Baggage Handling System Asset Replacements and Upgrades	484
	CIP27.04.29 – Terminal Operational Improvements	490
7	Project reviews - Security	495
	Summary	495
	CIP27.05.01 – Intrusion Detection Systems	496
	CIP27.05.02 – Aviation Security Training Organisation Relocation	502
	CIP27.05.03 – Damage by Vehicle Risk Mitigation	508
	CIP27.05.04 – Access Control System Replacement	513
	CIP27.05.05 – Security Operations Systems and Equipment	518
	CIP27.05.06 – Hold Baggage System Version Upgrade	523
	CIP27.05.07 – Vehicle Control Post 11 and 32 Replacement	528
	CIP27.05.08 – Terminal 2 Staff Screening Expansion	533
	CIP27.05.09 – Remote Screening Centre	538
	CIP27.05.10 – Security Operations Refurbishments	542
	CIP27.05.11 - Security Innovations and Technology	547
8	Project reviews – IT	552
	Summary	552
	CIP27.06.01 – Airport Passenger Journey	556
	CIP27.06.02 - Digital Passenger Experience	559
	CIP27.06.04 – IT Innovation and AI	565
	CIP27.06.05 – Sustainability - Digitalisation and Reporting	568

	CIP27.06.06 – Commercial Technology Upgrades	571
	CIP27.06.07 – Operational Devices	574
	CIP27.06.08 – Cyber Security and Cyber Resilience	577
	CIP27.06.09 - Operational Reliability, Safety, Security and Compliance	579
	CIP27.06.10 – Networks Infrastructure	582
	CIP27.06.11 – Servers and Storage	585
	CIP27.06.12 – Business Efficiency and Enterprise Applications	587
	CIP27.06.13 – Cloud Data Centre, Disaster Recovery and Infrastructure	590
	CIP27.06.14 - Data and Integrations	593
9	Project Reviews - Other	595
	Summary	595
	CIP27.07.01 – Minor Works	596
	CIP27.07.02 – Construction Accommodation	601
	CIP27.07.03 – Capital Planning Studies	606
	CIP27.07.04 – Programme Management	610

Glossary

Acronym	Definition
ACS	Access Control System
ADG	Automated Docking Guidance
AGL	Airfield Ground Lighting
AHU	Air Handling Unit
AI	Artificial Intelligence
AIC	Airport Identity Card
ANPR	Automatic Number Plate Recognition
AP	Airport Police
ASTO	Aviation Security Training Organisation
ASU	Airport Search Unit
ATR	Automatic Tag Reader
AVDGS	Advanced Visual Docking Guidance System
BCIS	Building Cost Information Service
BCP	Border Control Post
BESS	Battery Energy Storage Systems
CBP	Customs and Border Protection
CCTV	Closed Circuit Television
CHP	Combined Heat and Power
CIP	Capital Investment Programme
CIP	Central Imaging Processing
CPMS	Car Park Management Systems
CPSRA	Critical Parts of the Security Restricted Area
CSA	Central Search Area
CT	Computed Tomography
CVRT	Commercial Vehicle Roadworthiness Testing
D&B	Design & Build
EAM	Enterprise Asset Management
EASA	European Union Aviation Safety Agency
EDS	Explosive Detection Systems
ETD	Explosive Threat Detection
EU	European Union
F	Female
F&B	Food & Beverage
FCU	Fan Coil Unit
FEGP	Fixed Electrical Ground Power
FF&E	Furniture, Fixtures, and Equipment

Acronym	Definition
FIDS	Flight Information Display System
FOD	Foreign Object Debris
FWD	Falling Weight Deflectometer
GHG	Greenhouse Gas
GSE	Ground Support Equipment
HBS	Hold Baggage Screening
HML	High Mast Lighting
HV	High Voltage
HVAC	Heating, Ventilation, and Air Conditioning
IA	Infrastructure Application
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technologies
IDL	International Departing Lounge
ITH	Integrated Transport Hub
LED	Liquid Explosive Detection
LIM	Linear Induction Motor
LSS	Life Safety Systems
LV	Low Voltage
M	Male
M&E	Mechanical & Electrical
MARS	Multiple Aircraft Ramp System
MCP	Motor Control Panel
MCSP	Multi-Storey Car Park
mppa	Million Passenger Per Annum
MRO	Maintenance, Repair, and Overhaul
MV	Medium Voltage
NASAH	North Apron and South Apron Hub development projects
NB	Narrow-Body
OCR	Optical Character Recognition
OCTB	Old Central Terminal Building
OH&P	Overhead & profit
OOG	Out Of Gauge
PAVA	Public Address and Voice Alarm
PBB	Passenger Boarding Bridges
PBZ	Pre Boarding Zone
PFAS	Per- and polyfluoroalkyl substances

Acronym	Definition
POTP	Persons other than Passengers
PRM	Person with Reduced Mobility
RAU	Ressource Allocation Unit
RFI	Request for Further Information
RFID	Radio Frequency Identification
RICS	Royal Institution of Chartered Surveyors
RSA	Road Safety Authority
SCADA	Supervisory Control and Data Acquisition
SCSI	Society of Chartered Surveyors Ireland
SOP	Standard Operating Procedures
SQM	Standard on Quality Management
T&T	Turner & Townsend
TII	Transport Infrastructure Ireland
TIP	Threat Image Projection
TPI	Tender Price Index
TSA	Transport Security Administration
ULD	Unit Load Device
VBIED	Vehicle Borne Improvised Explosive Devices
VCC	Vertical Circulation Core
VCP	Vehicle Control Post
VIP	Very Important People
WB	Wide-Body

1 Introduction

This report

- 1.1 Steer has been appointed by the Irish Aviation Authority (“IAA”) to provide an independent efficiency assessment of the Capital Investment Programme 2027 (“CIP2027”, or “CIP27”) developed by Dublin Airport, covering their proposed capital investment projects at the airport for the period 2027-2031 (and in some cases beyond).
- 1.2 This report presents our draft assessment, including our draft cost estimate of the CIP27.

Background

Regulatory context

- 1.3 The IAA requires Dublin Airport to submit its CIP together with the associated costs, for each forthcoming regulatory cycle. The IAA has appointed Steer as the Independent Fund Surveyor (IFS). The role of the IFS is to provide independent, expert advice to Dublin Airport’s stakeholders, and ultimately the IAA, on the scope and cost efficiency of capital projects.
- 1.4 The CIP27 comprises a broad portfolio of capital projects, including medium- and large-scale construction works, asset replacement and refurbishment programmes, operational equipment requirements, and strategic studies to inform and prioritise future investment decisions.
- 1.5 Some of the projects included in CIP27 are rollover projects taking over from the previous CIP2020 which was also reviewed by Steer in its role of IFS in 2019 and 2022.

Overview of Dublin Airport’s CIP27 submission

- 1.6 Our assessment focuses on the CIP projects set out in the Dublin Airport CIP27 submission, dated March 2026. In aggregate, the projects had a combined proposed Capital Expenditure (Capex) of €5,614 million. The list of projects comprises proposed spending split into 7 project groups:

Table 1.1: CIP27 – Project Groupings

Group	No. of Projects	Proposed Capex (€m)
Sustainability	11	669
Airport Development	34	3,289
Commercial	11	336
Asset Management	30	917
Security	11	160

Group	No. of Projects	Proposed Capex (€m)
IT	14	146
Other	4	97
Total	115	5,615

- 1.35 Dublin Airport has provided the following documents for each project:
- A dedicated section in the submission document summarising the project, its primary drivers, timeline and cost; and
 - A cost plan.
- 1.36 For some projects which are more developed, drawings and/or relevant documents have also been provided.

Our approach

Our role

- 1.37 The role of the IFS is to provide independent, expert advice to Dublin Airport stakeholders, and ultimately the IAA, on the cost efficiency of capital projects. For that purpose, the IFS assesses available project information considering, in particular, whether:
- The scope of each project effectively and efficiently meets the stated outcomes and outputs;
 - There are any incidences of double counting of scope across the projects; and
 - The capital expenditure allowances are reasonable to deliver the projects.
- 1.38 These assessments do not include considerations on whether projects are needed or not which remain matters for Dublin Airport, stakeholders, and the IAA.

Our assessment steps

- 1.39 Our assessment has followed the steps outlined in Figure 1.1

Figure 1.1: IFS CIP27 methodology approach



Source: Steer

Step 0 – Engagement pre-CIP27 submission

- 1.40 During the course of 2025, we had several discussions with Dublin Airport in order to guide and provide feedback on the early developments of the CIP27 submission. This includes our participation at the CIP27 stakeholder consultation event at the end of November 2025, but also the following activities:
- Feedback on the structure and approach of cost plans;
 - Discussions on Dublin Airport’s approach to Per- and polyfluoroalkyl substances (PFAS) related issues for the CIP27; and
 - Site visit and meetings in April 2025 to update on the CIP27 progress.

Step 1 – Initial review of the submission

- 1.41 After receiving Dublin Airport’s submission at the beginning of March, we started to assess the information.

Step 2 – Questions and answers

- 1.42 When we required clarifications on Dublin Airport’s submission, we asked questions through a dedicated question log. We also organised sessions on specific topics with Dublin Airport when necessary.

Step 3 – Finalisation of our Draft Review and reporting

- 1.43 Then, we finalised our Draft Assessment of the projects on the basis of the information submitted and the responses to our questions. Our Draft Review is presented in this report.

Our assessment methodology

Scope assessment

- 1.44 We assess the scope of each project, responding to each question below:
- Does the scope fulfil the project objectives?
 - Is the scope efficient?
 - Are there any alternative scopes to consider?
 - Are the specifications reasonable and comprehensible?
 - Are there any phasing and synergy considerations with other projects?
 - Is(Are) the proposed asset life(s) reasonable?
 - Is there any double counting with other projects?
- 1.45 We also provide an overall conclusion to our project scope review with an associated “Red,” “Amber” or “Green” (“RAG”) to rate the project scope according to the classification outlined in Table 1.2.

Table 1.2: Scope RAG

RAG rate	Description
Assessment of scope and specifications:	
	We assess that the scope of the project will not fulfil the project objectives or will do so in an inefficient way.
	We assess that there are challenges/risks to the efficiency of the scope.
	We assess that the scope should fulfil the project objectives in an efficient way.

Source: Steer

- 1.46 When a scope conclusion had a Red RAG rating, we have adjusted the scope of the project in order to correct the scope inefficiencies identified and the adjusted scope has been reflected in our cost assessment.

Cost estimate review

- 1.47 A further element of the assessment involved assessing the efficiency of the project cost estimates submitted by Dublin Airport. This assessment was undertaken using a bottom-

up methodology, reviewing Dublin Airport's cost plans and evaluating them against a range of relevant cost benchmarks.

- 1.48 The applied unit rates, design and management cost multipliers, associated indirect costs and contingency assumptions were benchmarked using data collected from other assessments and industry knowledge.
- 1.49 As explained in the scope section above, the cost review also considered the efficiencies identified in the scope review, taking into account any additional cost impacts from proposed changes to the project scopes.

2 Conclusion

Key results

- 2.1 Our summary level results for overall proposed capital expenditure are presented in Table 2.1. It presents the cost variance between our assessment and Dublin Airport submission for each group of projects. The details for each project of each project group are presented the following chapters of this report.
- 2.2 Our draft assessment shows a total cost estimate which is of -€187m, or 3.3%, lower than Dublin Airport's.

Table 2.1: Cost assessment summary

Group	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Sustainability	669	652	-17
Airport Development	3,288	3,188	-100
Asset Management	336	330	-7
Commercial	917	885	-32
Security	160	155	-5
IT	146	146	-
Other	97	71	-26
Total	5,614	5,427	-187

Source: Steer

Key findings

- 2.3 In the following sections, we summarise some of the overarching findings that emerged from our project-by-project review.

Quality of Dublin Airport submission

- 2.4 While the IFS has noted efficiency concerns in several projects, we assess that the quality of this submission has improved overall compared to the CIP2020+ submission.
- 2.5 This is particularly evident in the cost plans provided to us. These had very consistent formats and calculation practices. Dublin Airport provided us with a schedule of rates, which ensured more consistency in the rate values for the same scope elements across projects.
- 2.6 On the scope assessment, the project sheets in the CIP27 submission document were consistent in format and easy to understand.

- 2.7 Similarly, in the Q&A exercise, while we were not always convinced by Dublin Airport's responses, we assessed that it answered our questions relatively quickly.

Risk contingency

- 2.8 In its project cost estimates, Dublin Airport includes the following:
- **Design Risk (Development) allowances** which will be utilised if additional design work is required during the design process. This allowance ranges from 2.5% to 5% on CIP27 projects.
 - **Risk Contingency allowances** that will be used for unforeseen risks, site constraints, and variations to the contract arising during the construction period. This allowance ranges from 10% to 20% on CIP27 projects.
- 2.9 We note that several stakeholders have indicated that the risk contingency allowances proposed by Dublin Airport are too high. However, given the early stage of the design process for all projects, we assess that the Dublin Airport's risk allowances are reasonable and in line with our experience at other airports.

DAA capitalised labour

- 2.10 In its project cost estimates, Dublin Airport allows for capitalised labour. This refers to Dublin Airport's own staff with roles directly attributable to the delivery of individual assets. These roles include senior project managers, project managers, quantity surveyors, contract administrators, technical and design assurance staff, project-specific internal design support, health and safety representatives, and site management functions.
- 2.11 The percentage uplift applied to projects is generally 8%, but is sometimes lower based on the scope and expected delivery effort of individual projects. Based on relevant cost benchmarks from other airports, we assess that the capitalised labour allowances applied to projects are reasonable. We have not made any adjustments related to capitalised labour in our cost assessments.

Inflation

- 2.12 As part of the assessment of the CIP27 submission, Steer has reviewed the construction inflation assumptions applied by Dublin Airport in developing its cost estimates. We have compared them against alternative benchmarks and independent forecasts.
- 2.13 Dublin Airport has based its historical construction inflation assumptions on the Society of Chartered Surveyors Ireland (SCSI) Construction Tender Price Index (TPI). The index is compiled and published periodically by the SCSI and is commonly used by industry stakeholders for cost planning, benchmarking, and forecasting.
- 2.14 As SCSI does not provide a forecast for future years, Dublin Airport has developed its own TPI forecast.
- 2.15 Therefore, Steer has developed a comparison of Dublin Airport's forecast with the Building Cost Information Service (BCIS) Tender Price Index from December 2025 and Turner & Townsend (T&T) Inflation Forecast UK Infrastructure Central Case dated from Q4 2025.
- 2.16 While the BCIS and T&T indexes reflect UK market conditions, we consider that those are very similar to the Irish market conditions. Those indexes provide robust developed

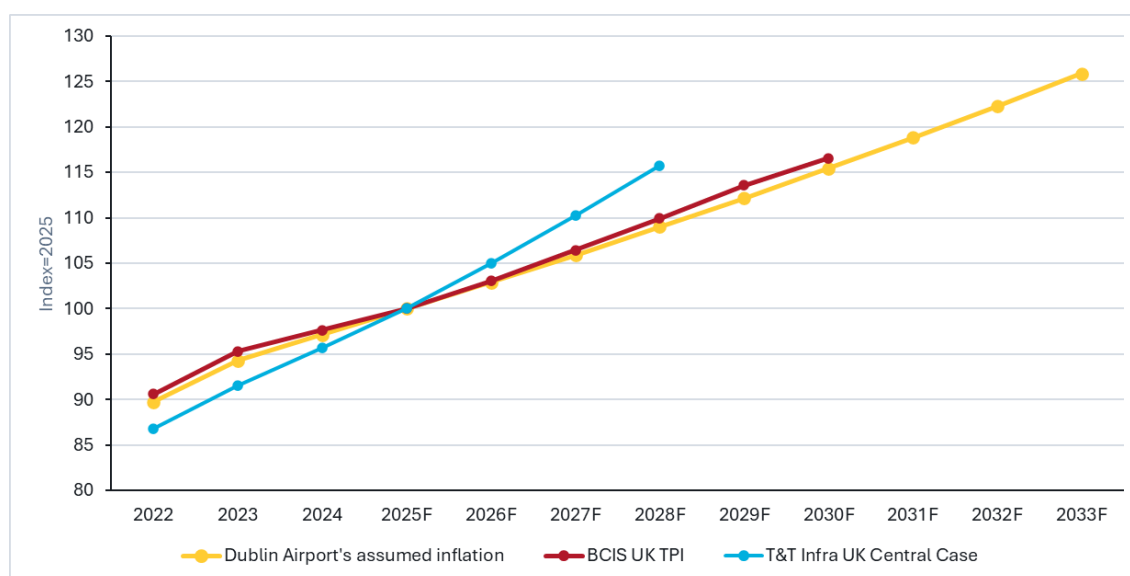
benchmarks for assessing medium to long-term construction inflation trends in the absence of equivalent domestic forecasts.

- 2.17 The comparison with the T&T and BCIS benchmarks indicates that Dublin Airport's assumed inflation is broadly consistent with infrastructure market trends (as shown in Figure 2.1). It is even lower than the T&T Infra UK Central Case.

	2023	2024	2025 F	2026 F	2027 F	2028 F	2029 F	2030 F	2031 F	2032 F	2033 F
Dublin Airport's assumed inflation	5.1%	3.0%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
BCIS UK TPI	5.2%	2.4%	2.4%	3.0%	3.3%	3.3%	3.3%	2.6%	-	-	-
T&T Infra UK Central Case	5.5%	4.5%	4.5%	5.0%	5.0%	5.0%	-	-	-	-	-

Source: Dublin Airport, T&T, BCIS, Steer analysis. Note: "F" refers to forecasted years.

Figure 2.1: Comparison of inflation estimates (2022-2033)



2.18

Source: Dublin Airport, T&T, BCIS, Steer analysis

- 2.19 On the basis of the above analysis, the IFS concludes that Dublin Airport's inflation assumptions are reasonable, and we propose to adopt the same assumptions within our cost estimates.

3 Project reviews – Sustainability

Summary

Table 3.1: CIP2027 – Sustainability – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.01.01	Terminal 2 and Pier 1 Renewable Heating	107.576	106.013	-1.562
CIP27.01.02A	Charging Network	60.868	59.573	-1.295
CIP27.01.02B	North Apron GSE Charging Hub	37.038	35.543	-1.495
CIP27.01.03	Solar PV and Energy Storage	147.169	142.447	-4.722
CIP27.01.04	Mobility and Accessibility	6.922	6.922	-
CIP27.01.06A	Air Quality and Noise Monitoring	18.176	17.333	-0.842
CIP27.01.06B	Noise Insulation Scheme	53.563	49.079	-4.484
CIP27.01.07	Biodiversity and Natural Habitat Restoration	19.778	19.180	-0.598
CIP27.01.08	Campus Buildings Sustainability Retrofits	19.258	18.653	-0.605
CIP27.01.10	Landside Surface Water Compliance	25.943	24.815	-1.128
CIP27.01.11	Legacy PFAS Mitigation and Remediation	172.866	172.866	-
Total		669.158	652.426	-16.732

Source: Steer

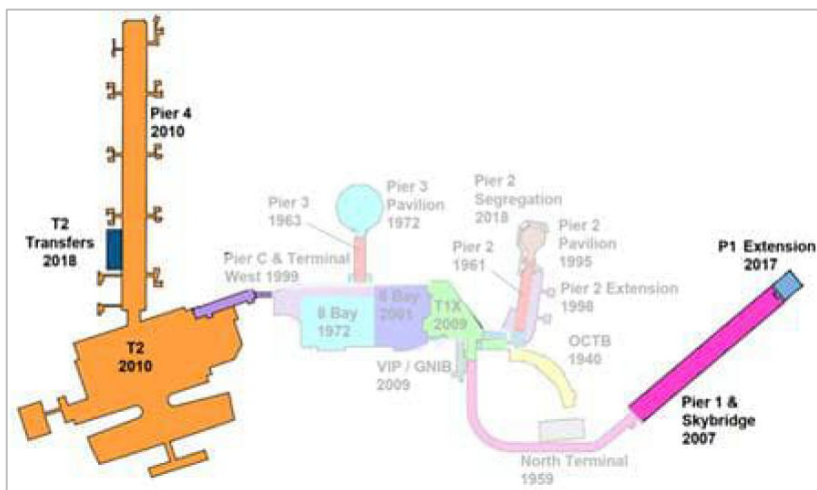
CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating

Project description

Introduction

- 3.1 This project relates to the delivery of renewable heating infrastructure in Terminal 2 and Pier 1 which is required to meet Dublin Airport’s statutory carbon-reduction obligations.
- 3.2 The project replaces existing fossil-fuel systems used for heating in Terminal 2 and Pier 1 and is a roll over project taking over from the previous CIP20.09.008 (Terminal 2 Sustainable Upgrade).

Figure 3.1: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating - Scope



3.3

Source: Dublin Airport

Context

- 3.4 Dublin Airport is required under the Climate Action and Low Carbon Development (Amendment) Act 2021 to reduce its Greenhouse Gas (GHG) emissions by 51% by 2030 and to achieve net-zero GHG emissions by 2050.
- 3.5 The Heating systems in Terminal 2 and Pier 1 are one of the largest remaining sources of fossil-fuel-based emissions on the Dublin Airport campus, accounting for 40% of all-natural gas use and 15% of total airport carbon emissions.
- 3.6 Feasibility works have been undertaken to identify suitable technologies and delivery approaches, with the current project reflecting the outcome of that work as presented in the CIP27 submission.

Objective

- 3.7 The objective of the project is to replace the existing fossil fuel heating systems at Terminal 2 and Pier 1 with renewable heating infrastructure. The project aims to reduce carbon emissions associated with airport operations, support compliance with national climate policy, and improve the long-term resilience of heating infrastructure serving these assets.

Scope

3.8 The scope of the project includes:

- Terminal 2 heating system upgrade to heat Pump technology, including:
 - All necessary pipework and hydraulic distribution modifications;
 - Upgrade of the control valves and heat exchangers in Terminal 2 to ensure optimum efficiency;
 - A dedicated air source heat pump for domestic hot water production; and
 - Replacement of the existing natural gas boilers.
- Pier 1 heating system upgrades, including:
 - Separation of Pier 1 from the existing Terminal 1 heating system network; and
 - Upgrades to the Pier 1 plant room’s pipework, heat exchanger, pumps, and ancillary equipment so that it can operate either independently via a dedicated heat pump system or connect to the planned Pier 1 East heat pump system.
- Deployment of Geothermal Wells within Dublin Airport Campus lands (pending the selection of suitable heat pump technology), aiming to support the heating and cooling loads from Terminal 2, Pier 4, Pier 1 and Eastlands.
- Installation of new Energy Centre utilities plants required to collate and distribute the modular geothermal well arrays to their relevant heating zones.
- Use of Biomethane/ Hydrogen to maintain operational resilience, using the existing 3 natural gas boilers and the Combined Heat Power (CHP) unit in Terminal 2.

Change in Scope vs CIP2020+

3.9 The original CIP2020+ project sought to replace the existing fossil fuel heating system in Terminal 2 with a renewable energy alternative to reduce carbon emissions on site. However, this only progressed as a feasibility study not to full implementation. The CIP27 project builds on the outputs from the CIP 2020+ feasibility project.

Stage

3.10 The project is expected to follow the following delivery programme:

- Planning: Q3 2024
- Construction: Q3 2027 – Q2 2029
- Operational: Q3 2029

Key project metrics

Table 3.2: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 107.58m • Terminal 2 Renewable heating: € 68.93m • Pier 1 Renewable heating: € 38.65m
Carbon reduction baseline for GHG emissions: estimated carbon reduction	• T2: 1656 tonnes per Annum • Pier 1: 494 tonnes per Annum

Source: Dublin Airport

Scope review

Table 3.3: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope for the project should be capable of fulfilling the project objectives.
Is the scope efficient?	The scope is subject to assessment and further feasibility study which will analyse the potential integration of the Pier 1 heating system into the new heating system for Pier 1 East. The scope as presented is very high level and still lacks definition of key aspects such as technology selection. Given the earlier feasibility work in CIP20.09.008, and planned feasibility in this project, the project should be reasonably efficient and effective in identifying the technical and cost benefit requirements associated with Terminal 2 and Pier 1 Renewable heating.
Are there any alternative scope to consider?	Multiple technologies are being considered and final heat pump technology selection has not been decided upon between Air Sourced Geothermal or Hybrid renewables technologies. A further feasibility study is planned as part of CIP27.01.01 to evaluate the most beneficial scope and technology requirements for this project.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and feasibility phases.
Are there any phasing and synergy considerations with other projects?	This project will have to be coordinated with other Terminal Asset management and refurbishment projects. Dublin Airport have confirmed that no thermal insulation upgrades are being proposed for T2 or Pier 1 in other CIP projects.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 30 years. The asset life for the CIP2020+ version of this project was 15 years. At the time, CIP20.09.008 was for feasibility studies to ascertain the goals and achievable deliverables for replacing Terminal 2 and Piers 1 heating systems with a renewable form of heating, thereby reducing the airport's reliance on fossil fuels. We assess, that the asset life of 30 years for the implemented systems as identified in the CIP27.01.01 scope is adequate.
Is there any double counting with other projects?	None Identified

Source: Steer

Scope – Conclusion

Table 3.4: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Conclusion

IFS comment	RAG Assessment
The project delivers a technically robust heating solution and maximises the use of existing assets with remaining life while ensuring long-term operational resilience and efficiency. This project should be capable of delivering on	

Dublin Airport's ambition to reduce carbon emissions, representing 37% of the total Scope 1 CO₂ reduction required by 2030. However, there are still several scoping decisions to be taken. The project as described in CIP27.01.01 is considered a clean-sheet redesign based on several of the feasibility studies conducted in the CIP20.09.008 Terminal 2 Sustainable Upgrade project.

Source: Steer

Cost estimate review

- 3.11 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.5: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	10.227	10.078	-0.149
Construction Costs	68.178	67.188	-0.990
Escalation, Contingency & Design Variability	29.170	28.747	-0.424
Total	107.576	106.013	-1.562

Source: Steer

- 3.12 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.6: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	10.227	10.078	-0.149
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	68.178	67.188	-0.990

Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	29.170	28.747	-0.424
Grand total	107.576	106.013	-1.562

Source: Steer

- 3.13 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.7: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allowance for deep excavation to avoid existing utilities	REDACTED		
Allowance for pipe thread through multiple utilities			
Demolish existing pavement			
Allow for changes to the head end graphical architectural system layout			

Source: Steer

- 3.14 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for deep excavation to avoid existing utilities, pipe thread through multiple utilities, and changes to the head end graphical architectural system layout, as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 3.15 In addition to this, the IFS has reduced the rates for demolishing existing pavement to align them with the rates in the Schedule of Rates information provided by Dublin Airport.
- 3.16 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.17 Our overall conclusion of the project review is as follows:

Table 3.8: CIP27.01.01 – Terminal 2 and Pier 1 Renewable Heating – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project delivers a technically robust heating solution and maximises the use of existing assets with remaining life while ensuring long term operational resilience and efficiency. There are still several scoping decisions to be taken, given the ‘clean sheet’ approach based on several of the feasibility studies conducted in the CIP20.09.008 Terminal 2 Sustainable Upgrade project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
107.576	106.013	-1.562
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for deep excavation to avoid existing utilities, pipe thread through multiple utilities, and changes to the head end graphical architectural system layout, as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect. In addition to this, the IFS has reduced the rates for demolishing existing pavement to align them with the rates in the Schedule of Rates information provided by Dublin Airport.		

Source: Steer

CIP27.01.02A – Charging Network

Project description

Introduction

- 3.18 The project provides for the continued roll-out of electric vehicle (EV) and Ground Support Equipment (GSE) charging infrastructure across the airport campus. The project supports the provision of charging facilities for landside and airside operations, including light fleet vehicles, buses and GSE.
- 3.19 This project is a roll over project taking over from the previous CIP.20.09.001: Airport Charging, which was approved at a high-level conceptual stage and is now being progressed with a more defined scope and cost basis.

Figure 3.2: CIP27.01.02A – Charging Network - Dublin Airport proposed Charging Network (Indicative)



Source: Dublin Airport

Context

- 3.21 Clean vehicles are low-emission or zero-emission, utilising alternative fuels like battery-electric, hydrogen, natural gas, and sustainable biofuels. As per Clean Vehicle Directive (CVD):
- 38.5% of light-duty vehicles;
 - 15% of heavy-duty vehicles; and
 - 65% of buses
- 3.22 must be clean, with half of these needing to be zero emission from 2026.
- 3.23 Dublin Airport is collaborating with aviation and transport partners to mitigate carbon emissions and to respond to increasing demand for electric charging infrastructure to meet the CVD. The transition towards electric vehicles and equipment is consistent with practices observed at other European and international airports.
- 3.24 The Charging Network project supports Dublin Airport's Charging Strategy and is aligned with regulatory and policy drivers relating to clean vehicles, carbon reduction and air quality. Charging facilities are proposed at multiple locations across the campus, including terminal areas, aprons, car parks, cargo facilities and operational hubs.

Objective

- 3.25 The objective of the project is to provide a comprehensive electric charging network across Dublin Airport to support the electrification of vehicles and equipment, facilitate compliance with mandatory regulatory requirements, and contribute to reductions in Scope 3 carbon emissions, airside noise and local air pollutants.

Scope

- 3.26 The scope of the project includes the following elements:
- Pier 1 East:
 - 30 GSE charging spaces for small and medium GSE vehicles installed north of Pier 1 East with 12kW output;
 - 5 dual 150kW EV bus charging, allowing for parking of 10 buses, east of Pier 1 East;
 - South Apron:
 - 20 dual 12kW chargers for GSE, allowing for 40 parking spaces located the area of the South Apron;
 - Airfield Maintenance Base:
 - 10 dual chargers with 22kW output, providing for 20 charging spaces;
 - Eastlands Cargo:
 - 12 EV chargers with 22kW output;
 - Car hire:
 - 6 dual 22kW chargers at each of Terminal 1 and Terminal 2 Multistorey Car Hire Return
 - 2 dual 150kW rapid chargers at the entry/exit points for each location;
 - Car parks:
 - 2 dual 150kW rapid chargers at the entry/ exit of each of the public car parks;
 - 20 dual 22kW charging units at existing staff car park adjacent to the future North Apron Charging Hub;
 - 2 dual 150kW rapid chargers at each existing staff car park including at Cloghran, Purple Car Park, Silver Car Park, DAC, and at Hangar 6
 - 2 dual 150kW rapid chargers at each of the new North and South Staff Car Parks;
 - Taxi Rank:
 - 4 dual 150kW rapid chargers;
 - West Apron Charging Hub:
 - 30 charging spaces, providing for small and medium GSE with 12kW output;
 - 6 chargers for EVs with 22kW output.

Changes in Scope vs CIP2020

- 3.27 Since the approval of the CIP2020 version of the project, additional feasibility studies have been undertaken to refine the scope and delivery approach. These studies have enabled clearer definition of requirements and costs for inclusion in CIP27.
- 3.28 The updated scope reflects a revised approach to the deployment of EV and GSE charging infrastructure, informed by recent cost data and coordinated with the wider MV/HV Network Expansion project. Some smaller initiatives from the original scope have progressed separately, and a distinct trigger project has been identified for the North Apron GSE Charging Hub under CIP.27.01.02B.

Stage

3.29 The project is expected to follow the following delivery programme:

- Planning: Q1 2028
- Construction: Q1 2028 - Q4 2032
- Operation: Q1 2033
-

Key project metrics

Table 3.9: CIP27.01.02A – Charging Network – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€60.87 m
Indicative GSE charging spaces	Approximately 80
Indicative airside EV charging points	Approximately 20
Indicative landside EV charging points	Approximately 135

Source: Dublin Airport

Scope review

Table 3.10: CIP27.01.02A – Charging Network – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	In terms of charging and meeting the CVD objectives, the IFS considers that the scope will likely fulfil the project objectives. Dublin Airport has confirmed that several feasibility studies have been conducted to ascertain the goals and achievable deliverables for rolling out EV and GSE Charging across the campus and that the studies have allowed for preparation of much clearer definitions of scope and requirements for inclusion in CIP27.
Is the scope efficient?	The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The presented information appears to be at an early stage. However, the IFS notes that several feasibility studies have been conducted to ascertain the goals and achievable, but there is a lack of evidence of potential efficiencies in delivery and operation being considered by Dublin Airport.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible, with clear planning and general arrangement drawings. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.01.02B - North Apron GSE Charging Hub. Both these projects will likely increase the demand on the HV/MV network considerably. • CIP27.02.12 - MV HV Network Expansion: aimed at creating the more resilient network

	• CIP27.01.03 – Solar PV and Energy Storage: aimed at creating the more resilient network and remove the dependency from the network provider. • Dublin Airport has advised that it is not possible to defer the roll-out of the electric chargers on the airside due to the shift of the airlines and handling providers towards the electric vehicles on the airfield. • Similarly, to ensure fulfilment of the mandatory CVD requirements and passenger/ staff demand for charging infrastructure, it is understood that there is no opportunity to defer this project.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses this as being reasonable, if slightly towards the high end for the intended scope, noting that the lifespan of such equipment is highly dependent on maintenance, weather, and usage frequency, with cables and connectors being the most frequent failure points.
Is there any double counting with other projects?	From the information supplied by Dublin Airport, the IFS has not observed any double counting of scope with other projects.

Source: Steer

Scope – Conclusion

Table 3.11: CIP27.01.02A – Charging Network – Conclusion

IFS comment	RAG Assessment
While the IFS considers that the scope of the project will likely meet the intended objectives, the scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The IFS considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.	

Source: Steer

Cost estimate review

- 3.30 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.12: CIP27.01.02A – Charging Network – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	7.520	7.360	-0.160
Construction Costs	35.810	35.048	-0.762
Escalation, Contingency & Design Variability	17.538	17.165	-0.373
Total	60.868	59.573	-1.295

Source: Steer

- 3.31 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.13: CIP27.01.02A – Charging Network – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	7.520	7.360	-0.160
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	35.810	35.048	-0.762
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	17.538	17.165	-0.373
Grand total	60.868	59.573	-1.295

Source: Steer

- 3.32 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.14: CIP27.01.02A – Charging Network – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
LV and comms cabling (internal)	REDACTED		
LV and comms cabling (external)			

Source: Steer

- 3.33 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for LV and comms cabling (internal) and LV and comms cabling (external), as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 3.34 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.35 Our overall conclusion of the project review is as follows:

Table 3.15: CIP27.01.02A – Charging Network – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope of the project will likely meet the intended objectives. However, The IFS considers that there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
60.868	59.573	-1.295
IFS Comment		

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for LV and comms cabling (internal) and LV and comms cabling (external), as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.

Source: Steer

CIP27.01.02B – North Apron GSE Charging Hub

Project description

Introduction

- 3.36 The project provides for the development of a dedicated hub-based charging facility for Ground Support Equipment (GSE) located at the North Apron, intended to support the ongoing transition towards an electrified GSE fleet across the airport campus.
- 3.37 The project proposes the delivery of a consolidated charging hub comprising multiple charging spaces designed to accommodate different GSE vehicle sizes, supported by associated civil and electrical infrastructure.
- 3.38 This project is a roll over project taking over from the previous CIP.20.09.001: Airport Charging, under which an allowance was included for a North Apron Charging Hub.

Figure 3.3: CIP27.01.02B – North Apron GSE Charging Hub - Concept layout sketch for North Apron Hub



3.39

Source: Dublin Airport

Context

- 3.40 Dublin Airport has undertaken a review of its GSE charging requirements in collaboration with ground support operators, in response to increasing demand for electric charging infrastructure and the wider transition of airside fleets towards electric vehicles.
- 3.41 According to Dublin Airport, several feasibility studies have been completed since the approval of the CIP2020 project to better define the appropriate delivery approach, technical requirements and achievable scope for campus-wide GSE charging.
- 3.42 Dublin Airport states that its charging strategy is based on the development of hub-style charging infrastructure rather than dispersed individual chargers. Within this strategy, the North Apron GSE Charging Hub is identified as the primary hub, supporting operations at Terminal 1 and the eastern remote stands, and aligning with the wider Charging Network project CIP27.01.02A.

Objective

- 3.43 The objective of the project is to provide sufficient electric charging infrastructure to enable the operation of an increasingly electrified GSE fleet at Dublin Airport. The project aims to support compliance with the Clean Vehicle Directive (CVD) and to facilitate reductions in Scope 3 carbon emissions associated with third-party ground handling activities. In addition, Dublin Airport states that the project contributes to reductions in

airside noise and improvements in local air quality, in line with its Air Quality Policy and broader environmental objectives.

Scope

3.44 The project is located within the North Apron area and partially utilises existing landside staff car parking, abeam Gate Post 32.

3.45 The scope of the project includes the following elements:

- Delivery of the North Apron GSE Charging Hub;
- Provision of approximately 160 GSE charging spaces, with a mix of small, medium and large parking bays suitable for different vehicle dimensions;
- Installation of GSE chargers with an output of 12kW for each charging space;
- Provision of charging units complete with cabling and associated infrastructure; and
- Associated civil works required to deliver the charging hub.

Change in Scope vs CIP2020

3.46 The CIP2020 version of the project was developed at a high conceptual level, with the associated budget serving as a placeholder pending further feasibility, design development and stakeholder consultation.

3.47 Since that approval, Dublin Airport has undertaken several feasibility studies and internal analyses to better identify the scope and delivery approach. The CIP27 proposal reflects a clean sheet design for the North Apron GSE Charging Hub, with an updated scope and cost informed by increased certainty around requirements, design development and delivery methodology.

Stage

3.48 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q2 2030 - Q2 2032
- Operation: Q3 2032

Key project metrics

Table 3.16: CIP27.01.02B – North Apron GSE Charging Hub – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 37.04m
Number of GSE charging spaces	Approximately 160
Charger output	12kW per charging space

Source: Dublin Airport

Scope review

Table 3.17: CIP27.01.02B – North Apron GSE Charging Hub – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS assesses from the evidence provided by Dublin Airport that the scope will likely fulfil the project objectives in terms of charging and meeting the CVD objectives. It is understood that the feasibility studies developed have allowed for preparation of a more robustly identified scope and requirements for inclusion in CIP27.
Is the scope efficient?	The IFS notes that although several feasibility studies have been conducted, there is a lack of evidence as to what extent Dublin Airport has considered potential efficiencies in delivery and operation. The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The presented information appears to be at an early stage.
Are there any alternative scope to consider?	While Dublin Airport's stated strategy is to concentrate GSE charging in the hubs, the airport states that it envisages that the future Fixed Electrical Ground Power (FEGP) installation will allow for power sharing to charge the GSE. This indicates a potential efficiency that could be taken advantage of within this project, noting for instance the proposed CIP27.02.35 - Fixed Electrical Ground Power project which will become operational in Q1 2032 (i.e. in advance of this northern hub project).
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible, with clear planning and general arrangement drawings. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.02 - Pier 1 East: Close coordination is needed for the northern hub project; • CIP27.02.35 - Fixed Electrical Ground Power: may allow for efficiencies through power sharing for GSE charging; • CIP27.01.02A - Charging Network, CIP27.02.12 - MV HV Network Expansion and CIP27.01.03 – Solar PV and Energy Storage: The project will likely increase the demand on the HV/MV network considerably and therefore will need to be considered and phased in conjunction with both of these projects to avoid a situation where the objectives of these schemes cannot be met due to lack of supply.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses this as being reasonable, if slightly towards the high end for the intended scope, noting that the lifespan of such equipment is highly dependent on maintenance, weather, and usage frequency, with cables and connectors being the most frequent failure points.
Is there any double counting with other projects?	From the information supplied by Dublin Airport, the IFS has not observed any double counting of scope with other projects, noting also that this project replaces in full the original CIP2020+ project.

Source: Steer

Scope – Conclusion

Table 3.18: CIP27.01.02B – North Apron GSE Charging Hub – Conclusion

IFS comment	RAG Assessment
The IFS considers that the scope of the project will likely meet the intended objectives, although the scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. Dublin Airport appears to have identified a potential efficiency through the shared use of the FEGP for GSE charging. The IFS considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.	

Source: Steer

Cost estimate review

- 3.49 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.19: CIP27.01.02B – North Apron GSE Charging Hub – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	4.470	4.289	-0.180
Construction Costs	21.284	20.425	-0.859
Escalation, Contingency & Design Variability	11.285	10.829	-0.456
Total	37.038	35.543	-1.495

Source: Steer

- 3.50 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.20: CIP27.01.02B – North Apron GSE Charging Hub – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	4.470	4.289	-0.180

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED	REDACTED	REDACTED
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	21.284	20.425	-0.859
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	11.285	10.829	-0.456
Grand total	37.038	35.543	-1.495

Source: Steer

3.51 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.21: CIP27.01.02B – North Apron GSE Charging Hub –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Services - Allow for duct and pit system	REDACTED	REDACTED	REDACTED
Allow for CCTV to GSE charging			
Allowance for cabling to feeder pillars			
Allowance for cabling to GSE charging hubs			

Source: Steer

3.52 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the

rates included for duct and pit system, cabling to feeder pillars, and cabling to GSE charging hubs, as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect. In addition to this, the IFS has reduced the rate for CCTV to GSE charging to align the rate with the rates table information provided by Dublin Airport.

- 3.53 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractor’s direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.54 Our overall conclusion of the project review is as follows:

Table 3.22: CIP27.01.02B – North Apron GSE Charging Hub – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers that the scope of the project will likely meet the intended objectives. However, the IFS considers that there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
37.038	35.543	-1.495
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for duct and pit system, cabling to feeder pillars, and cabling to GSE charging hubs, as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect. In addition to this, the IFS has reduced the rate for CCTV to GSE charging to align the rate with the rates table information provided by Dublin Airport.		

Source: Steer

CIP27.01.03 – Solar PV and Energy Storage

Project description

Introduction

- 3.55 The project relates to the delivery of on-site renewable electricity generation and associated energy storage infrastructure across the Dublin Airport campus. The project builds on earlier solar photovoltaic (PV) initiatives delivered under the CIP2020 regulatory period.
- 3.56 This project is a rollover project taking over from the previous CIP.20.09.006: Photovoltaic Solar Farm Phase 2. The project is presented as a continuation and expansion of previously approved renewable energy investments and reflects Dublin Airport's stated objective to increase on-site electricity generation capacity.

Figure 3.4: CIP27.01.03 – Solar PV and Energy Storage - Battery Energy Rome Airport



3.57

Source: Dublin Airport

Context

- 3.58 According to Dublin Airport, national grid supply constraints and forecast growth in electricity demand present a risk to future operational resilience. Dublin Airport states that future load requirements are expected to exceed available grid supply during peak periods, as confirmed by the distribution system operator. In this context, the development of additional on-site renewable generation and energy storage is proposed as a means of mitigating supply constraints and enhancing medium-voltage network resilience.
- 3.59 A similar solar PV extension project was approved under the CIP2020 regulatory period, comprising an extension to the Phase 1 solar farm near the South Runway, additional solar farm proposals, and a battery energy storage system. Elements of that programme have already been delivered, while others progressed through feasibility assessment. Subsequent feasibility work identified opportunities to increase both the scale of solar generation and the capacity of energy storage systems.
- 3.60

Objective

- 3.61 The objective of the project is to expand on-site renewable electricity generation at Dublin Airport through the delivery of additional solar PV capacity and battery energy storage.
- 3.62 The project aims to contribute towards meeting the airport's corporate sustainability and energy efficiency targets, including the provision of approximately 20% of the airport's electricity demand from on-site renewable sources.
- 3.63 In addition, the project is intended to improve the resilience and redundancy of electricity supply, mitigate national grid capacity constraints, and support compliance with statutory requirements relating to renewable energy integration and carbon reduction.

Scope

- 3.64 The scope of the project includes the following elements:
- Delivery of solar PV installations in a phased manner, including car portal structures over a section of the existing Blue Car Park providing approximately 11MWp of installed capacity, and rooftop-mounted solar PV panels on designated airport buildings providing a combined capacity of approximately 1.6MWp;
 - Installation of associated civil and electrical works, including metering, monitoring systems, and integration with the existing electrical network;
 - Provision of an energy storage system with a total capacity of approximately 15MWh, primarily delivered through lithium-ion battery technology, with connection to the medium-voltage network; and
 - Allowance for alternative or supplementary energy storage solutions, subject to feasibility and safety considerations, and inclusion of necessary associated services.
 -

Changes in Scope vs CIP2020

- 3.65 The scope of the project has expanded following feasibility assessment. The CIP2020 project included a 2MWp extension to the Phase 1 solar farm, additional solar PV proposals totalling 9.5MWp that were subsequently reassessed, and a battery energy storage system with an initial capacity of approximately 2.5MWh.
- 3.66 Following further feasibility work, Dublin Airport now proposes a revised scope under CIP27, comprising a new solar PV installation of approximately 11MWp delivered through car portal structures, additional rooftop-mounted solar PV capacity of approximately 1.6MWp, and a materially increased battery energy storage system with a proposed capacity of approximately 15MWh.

Stage

- 3.67 The project is expected to follow the following delivery programme:
- Planning: Q4 2027
 - Construction: Q1 2030 - Q3 2032
 - Operation: Q4 2032

Key project metrics

Table 3.23: CIP27.01.03 – Solar PV and Energy Storage – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€147.17 million
Total solar PV capacity (car portals)	11 MWp
Total solar PV capacity (rooftop installations)	1.6 MWp
Total energy storage capacity	15 MWh
Estimated annual electricity generation	Up to 11,286,800 kWh per annum

Source: Dublin Airport

Scope review

Table 3.24: CIP27.01.03 – Solar PV and Energy Storage – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers from the evidence provided by Dublin Airport that the scope will fulfil the project objectives.
Is the scope efficient?	The IFS assesses there is a lack of evidence of the efficiency of the project's scope. The scope incorporates roof mounted and car park portal mounted solar panels. While roof mounted systems are generally considered to be cheaper than ground mounted systems, car park portal systems are typically more costly than roof mounted systems, and no justification has been provided for the chosen alternative. It is acknowledged that car park portal systems also provide shading to cars beneath, this is only of benefit in sunnier geographies, and not an imperative in Ireland. An additional potential inefficiency for both roof mounted and car park portal systems is that operation and maintenance costs are generally higher as ground mounted systems are much accessible. Dublin Airport should note the successful implementation of ground mounted solar systems at for example Birmingham Airport, UK and the forthcoming ground mounted system being developed at London Luton Airport, UK, with easy operation and maintenance access at ground level.
Are there any alternative scope to consider?	Car park portal solar systems appear to be the costliest solution in terms of both Capex and Opex. The IFS believes that Dublin Airport should consider more opportunity for either roof mounted (lower Capex, higher Opex) or ground mounted (moderate Capex, lower Opex).
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.12 – MV/HV Network Expansion: CIP27.01.03 needs to be delivered prior to the delivery of this project.

Question	Comments
	This is because the project (delivery in Q1 2034) is intimately linked to the MV/HV Network Expansion project at it proposes to bridge the gap between supply and demand in terms of current energy generation constraints. Importantly, the following projects will likely increase the demand on the HV/MV network considerably and therefore will need to be considered and phased in conjunction with this project to avoid a situation where the objectives of these schemes cannot be met due to lack of supply: • CIP27.01.02A - Charging Network • CIP27.01.02B - North Apron GSE Charging Hub
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses that this project includes items with varying asset life expectancies. Typical expectations would be: • Industrial solar panels: 25+ years; • Inverters usually need replacement every 10–15 years; • Industrial battery storage systems generally have a lifespan of 10 to 15 years but a type dependant; • Small wind turbines typically have a lifespan of 20 to 25 years.
Is there any double counting with other projects?	This CIP2027 project follows on from the already delivered CIP2020 project. There is no apparent duplication or shared construction scope between the two.

Source: Steer

Scope – Conclusion

Table 3.25: CIP27.01.03 – Solar PV and Energy Storage – Conclusion

IFS comment	RAG Assessment
The IFS considers from the evidence provided by Dublin Airport that the scope will fulfil the project objectives. However, the IFS assesses that there is a lack of evidence to support the efficiency of the project as the scope incorporates roof mounted and car park portal mounted solar panels. While roof mounted systems are generally considered to be cheaper than ground mounted systems, car park portal systems are known to be considerably more costly than roof mounted systems.	

Source: Steer

Cost estimate review

- 3.68 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.26: CIP27.01.03 – Solar PV and Energy Storage – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	21.349	20.730	-0.619
Construction Costs	89.756	86.810	-2.946
Escalation, Contingency & Design Variability	36.064	34.907	-1.157
Total	147.169	142.447	-4.722

Source: Steer

- 3.69 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.27: CIP27.01.03 – Solar PV and Energy Storage – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	21.349	20.730	-0.619
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	89.756	86.810	-2.946
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	36.064	34.907	-1.157
Grand total	147.169	142.447	-4.722

Source: Steer

- 3.70 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.28: CIP27.01.03 – Solar PV and Energy Storage –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Full depth demolition of existing apron pavement	REDACTED		
150mm duct - LV for solar PV			
Substation; construction of building			

Source: Steer

- 3.71 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for demolition of existing apron pavement, 150mm LV duct for solar PV, and construction of substation building to align the rates with the rates table information provided by Dublin Airport.
- 3.72 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.73 Our overall conclusion of the project review is as follows:

Table 3.29: CIP27.01.03 – Solar PV and Energy Storage – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope will fulfil the project objectives. However, the IFS assesses that there is a lack of evidence to support the efficiency of the project as the scope incorporates roof mounted and car park portal mounted solar panels, known to be considerably more costly than roof mounted systems.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
147.169	142.447	-4.722
IFS Comment		

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for demolition of existing apron pavement, 150mm LV duct for solar PV, and construction of substation building to align the rates with the rates table information provided by Dublin Airport.

Source: Steer

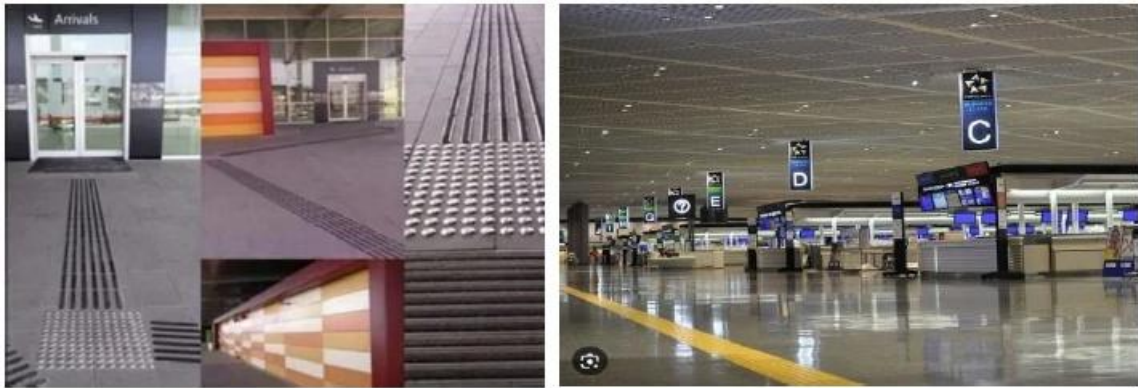
CIP27.01.04 – Mobility and Accessibility

Project description

Introduction

- 3.74 The project entails several measures to improve accessibility for passengers with reduced mobility (PRM) and to meet requirements based on the EU Accessibility Act. Measures include improvements of the built environment, new or enhanced PRM facilities as well as upgraded digital and IT equipment used by passengers.

Figure 3.5: CIP27.01.04 – Mobility and Accessibility - Examples of tactile pavement at Perth Airport and colour differentiation at Narita



3.75

Source: Dublin Airport

Context

- 3.76 The EU Accessibility Act requires airports to implement several improvements to ensure accessibility to IT services and digital infrastructure to all passengers, including those with disabilities and PRMs. Beyond the legal obligations, investments in accessibility also improve the passenger experience for PRM and advance inclusivity.

Objective

- 3.77 The project objective is to ensure compliance with the EU Accessibility Act, to enhance the overall travel experience for passengers as well as to support PRM to independently travel through the airport with less need for assistance.

Scope

- 3.78 The scope of the Mobility and Accessibility project includes:
- Replacement of surfaces with new tile strips (tactile flooring) with distinct colour and texture for passenger guidance. Affected routes include:
 - From terminal entrances to security;+
 - From bus drop-off to Terminal 1;
 - On terminal ramps; and
 - Pier 2 and 4 injection points.
 - Hard surfaces will be replaced with softer surfaces. Stress levels for passengers with invisible disabilities shall be decreased with greenery where possible.
 - Terminal ramps will be retrofitted with non-slip strips.
 - Accessibility Enhancements: including:

- Implementation of wide automatic doors;
- Upgraded PRM waiting and resting zones;
- Additional signages;
- Bathroom retrofits with changing facilities and stoma shelves;
- Replacement of seating at Pier injection points;
- Installation of hydration stations;
- Installation of accessible bins; and
- Installation of wheelchair friendly desks.
- Infrastructure Application Transport/ Cycling Infrastructure (IA Mobility): Mobility enhancements within the scope are:
 - Additional bike lockers and changing facilities; and
 - Cycle lane enhancements to improve accessibility by bike or walking.
- Other facilities: This includes refreshment of existing sensory rooms and the dog relief facility as well as new washrooms in the Terminal 1 Atrium.
- IT Technology, including:
 - Audio and tactile user interfaces for FIDs, bus timetables, gates, piers and bathrooms;
 - Flight updates and emergency announcements made available in both audio and visual formats; and
 - Hearing loops, braille signage and applications for navigation and real-time assistance.

Stage

3.79 The following delivery programme is intended by Dublin Airport:

- Planning approval is expected in Q1 2028;
- Construction and implementation of the various measures from Q1 2028 to Q4 2031; and
- All accessibility measures operational by Q4 2032.

Key project metrics

Table 3.30: CIP27.01.04 – Mobility and Accessibility – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 6.92m

Source: Dublin Airport

Scope review

Table 3.31: CIP27.01.04 – Mobility and Accessibility – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives of ensuring compliance with the EU Accessibility Act, enhancing the overall travel experience for passengers as well as supporting PRM to independently travel through the airport with less need for assistance can be met with the proposed scope.

Question	Comments
	However, it cannot be assessed if any non-compliances with the EU Accessibility Act exist which will not be resolved by this project.
Is the scope efficient?	The scope efficiency cannot be fully assessed due to a lack of any scope detail and project metrics. The scope could be considered efficient if it comprehensively delivered the proposed measures across the whole of Dublin Airport's passenger infrastructure. Most measures are intended to enhance the overall travel experience for passengers as well as to support PRM to independently travel through the airport with less need for assistance. The IT technology portion of the project is designated to ensure compliance with the EU Accessibility Act. The IT technology scope identified would most likely be more efficiently delivered as part of an IT workstream which is not identified in the scope description or Appendix 3, 'Delivery Capability & Readiness Report'. Several other measures are driven by the Public Sector Equality and Human Rights Duty (2014) and the United Nations Convention on the Rights of People with Disabilities (UNCPRD) as stated by Dublin Airport.
Are there any alternative scope to consider?	No alternative scopes have been presented by Dublin Airport.
Are the specifications reasonable and comprehensible?	The proposed scope hasn't been further specified yet and the provided cost plan estimate build up does not provide any details on the listed measures. Only lump sum estimates have been allocated for each of the 5 proposed scope areas (replacement of surfaces, accessibility enhancements, IA mobility, other facilities, IT technology).
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.05.04 Access Control System Replacement: coordinating the new wide access controlled automatic doors. • CP27.06.01-14 IT Projects: the IT technology aspects of the project need to be aligned with the IT portfolio of projects. • Dependencies and synergies are possible where construction measures occur in locations which are also affected by other projects, such as – CIP27.02.20 Pier 2 Optimisation and Refurbishment – CIP27.02.21 Pier 3 Optimisation and Refurbishment – CIP27.04.08 Piers and Terminals Critical Maintenance – CIP27.04.29 Terminal Operational Improvements
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The proposed asset life cannot be assessed by the IFS as the various measures are of rather different nature and therefore different asset lives need to be considered. However it is likely the IT technology aspects will have a significantly shorter asset life of approx. 5 years in line with the Portfolio of IT related projects CP27.06.01-14 and the CIP2020 decision.

Question	Comments
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 3.32: CIP27.01.04 – Mobility and Accessibility – Conclusion

IFS comment	RAG Assessment
The project scope can be reasonably considered efficient given the high-level scope definitions, however the efficiency cannot be effectively assessed due to a lack of any project specific metrics and scope detail. The Mobility and Accessibility project consist of various separate measures which all contribute to the stated project objectives. However, based on the provided information it cannot be assumed that all existing non-compliances with the EU Accessibility Act can be resolved with this project. It has to be noted that full compliance with the EU Accessibility Act (Directive 2019/882) has been mandatory since June 2025 for new products and services and any measures aimed at resolving existing non-compliances of the passenger communication and information systems shall be fast-tracked to avoid any possible fines. It would seem likely that the IT technology scope identified as part of this project may well be more effectively delivered as part of a general IT programme delivery workstream for the portfolio of IT projects CIP27.06.01-14	

Source: Steer

Cost estimate review

- 3.80 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.33: CIP27.01.04 – Mobility and Accessibility – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.344	0.344	-
Construction Costs	5.738	5.738	-
Escalation, Contingency & Design Variability	0.840	0.840	-
Total	6.922	6.922	-

Source: Steer

- 3.81 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.34: CIP27.01.04 – Mobility and Accessibility – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
DAA Capitalised Labour	REDACTED		
Total	0.344	0.344	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	5.738	5.738	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Inflation	REDACTED		
Total	0.840	0.840	-
Grand total	6.922	6.922	-

Source: Steer

- 3.82 The IFS has reviewed the cost estimate provided by Dublin Airport and has maintained Dublin Airport's original cost estimate without adjustment.
- 3.83 Dublin Airport's cost estimate is based on lump sum allowances for floor subfaces replacement, accessibility enhancements, IA mobility, Other facilities, and IT technology. Dublin Airport has confirmed that those lump sum costs are all estimates considering scale of each of the elements, and no quotes for the works have been obtained. Based on the current information, the IFS has no adverse comment on those lump sum estimates. In addition, the IFS noted that there is no allowance made for Design Risk and Risk Contingency.

Overall conclusion

- 3.84 Our overall conclusion of the project review is as follows:

Table 3.35: CIP27.01.04 – Mobility and Accessibility – Overall conclusion

Scope	
IFS comment	RAG Assessment

The project scope can be reasonably considered efficient given the high-level scope definitions, however the efficiency cannot be effectively assessed due to a lack of any project specific metrics and scope detail.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
6.922	6.922	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and has maintained Dublin Airport's original cost estimate without adjustment Dublin Airport's cost estimate is based on lump sum allowances for floor subfaces replacement, accessibility enhancements, IA mobility, Other facilities, and IT technology. Dublin Airport has confirmed that those lump sum costs are all estimates considering scale of each of the elements, and no quotes for the works have been obtained. Based on the current information, IFS has no adverse comment on those lump sum estimates.		

Source: Steer

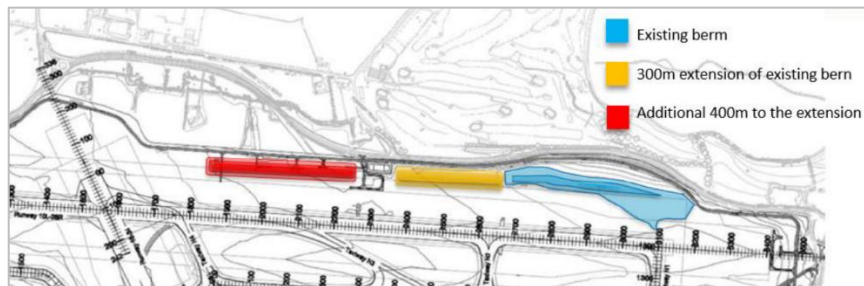
CIP27.01.06A – Air Quality and Noise Monitoring

Project description

Introduction

- 3.86 The project relates to the expansion and enhancement of environmental monitoring infrastructure at Dublin Airport. The project focuses on monitoring and mitigating the impacts of aircraft and ground operations on noise and air quality in the airport environs.

Figure 3.6: CIP27.01.06A – Air Quality and Noise Monitoring – Acoustic Earth Berms North Runway and Existing air quality monitors



3.87



3.88

Source: Dublin Airport

Context

- 3.89 Dublin Airport currently undertakes noise and air quality monitoring across the airport campus to support compliance with planning conditions and environmental legislation.
- 3.90 According to Dublin Airport, further enhancements to monitoring infrastructure are required to address evolving regulatory requirements, support community engagement, and reflect the operational impacts associated with runway use, including the North Runway. The project builds on existing air quality monitoring and reporting requirements set out in the planning conditions for Terminal 2 and the North Runway which are similarly expected for future development projects.

Objective

- 3.91 The objective of the project is to enhance Dublin Airport's capability to monitor noise emissions and air quality across the airport campus and surrounding areas. The project aims to ensure compliance with applicable noise and air quality directives, planning conditions on air quality and noise mitigations, and other regulatory requirements, while supporting engagement with surrounding communities.

Scope

3.92 The scope of the project includes the following elements:

- Noise Monitoring:
 - Installation of 5 new mobile noise monitoring devices and relocation of 3 existing noise monitors to locations determined by the Noise Regulator (ANCA).
 - Installation of 2 new fixed noise monitoring terminals to supplement existing fixed monitoring infrastructure.
- Acoustic Earth Berms: Installation of acoustic earth berms along Runway 10L/28R (North Runway) to achieve a nominal reduction in ground and start-of-roll noise of 1–3 dB.
- Ground Noise Monitoring: Deployment of wheels-down camera monitoring and on-stand Auxiliary Power Unit monitoring to support measurement of ground-based noise, integrated with existing noise monitoring and Automatic Visual Docking Guidance Systems.
- Air Quality Monitoring: Installation of five new continuous air quality monitoring stations at strategic locations around the airport campus aligned with runway operations.
- Equipment Emissions Monitoring: Installation of eight new emissions monitoring systems for on-site equipment, including boilers, Combined Heat and Power units, and standby diesel generators, in accordance with the Medium Combustion Plant Directive.

Stage

3.93 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q1 2028 - Q2 2032
- Operation: Q3 2032
-

Key project metrics

Table 3.36: CIP27.01.06A – Air Quality and Noise Monitoring – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 18.18m
Mobile noise monitors	5
Relocated existing noise monitors	3
New fixed noise monitors	2
Extension of earth berms North Runway	700m
Air quality monitors	5
Equipment emissions monitors	8

Source: Dublin Airport

Scope review

Table 3.37: CIP27.01.06A – Air Quality and Noise Monitoring – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives in relation to monitoring air and noise emissions can be met with the proposed scope.
Is the scope efficient?	The project scope is based on regulatory obligations and an “extremely strong commitment” given to the surrounding communities according to Dublin Airport. Given the necessity to implement the defined noise and air quality monitors a reasonable efficiency of the project can be assumed. The choice of earth berms with a longer asset life and lower maintenance requirements than noise walls evidences an efficiency of this part of the scope.
Are there any alternative scope to consider?	No alternative scope has been presented by Dublin Airport
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in the cost plan estimate build up are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: Dependencies exist with all development projects which have an influence on noise and pollution levels effecting surrounding communities, including: • CIP27.02.02A: Pier 1 East • CIP27.02.02B: MRO Relocation • CIP27.02.05B: South Apron Expansion • CIP27.02.06: Cargo Relocation (Eastlands) • CIP27.02.08: Wide Body Engine Test Facility
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is 15 years. The IFS assesses that 15 years can be considered as reasonable for new noise and air quality monitoring devices which can be relocated during their lifespan if required. The asset life of the 3 existing noise monitors which will be relocated cannot be assessed as no information on their condition and age has been provided. The noise earth berms will be a rather permanent infrastructure with low maintenance needs and therefore a minimum asset life of 30 years shall be assumed.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 3.38: CIP27.01.06A – Air Quality and Noise Monitoring - Conclusion

IFS comment	RAG Assessment
The proposed scope can meet the stated project objectives. Given the necessity to implement the defined noise and air quality monitors a reasonable efficiency of the project can be assumed. Earth berms have a rather long asset life with low maintenance requirements in comparison to noise walls what indicates a high efficiency of this part of the scope.	

Source: Steer

Cost estimate review

- 3.94 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.39: CIP27.01.06A – Air Quality and Noise Monitoring – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.083	1.033	-0.050
Construction Costs	13.537	12.910	-0.627
Escalation, Contingency & Design Variability	3.555	3.390	-0.165
Total	18.176	17.333	-0.842

Source: Steer

- 3.95 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.40: CIP27.01.06A – Air Quality and Noise Monitoring – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.083	1.033	-0.050
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services			

Main Contractor Prelims	REDACTED		
Main Contractor Direct Fee			
Total	13.537	12.910	-0.627
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.555	3.390	-0.165
Grand total	18.176	17.333	-0.842

Source: Steer

- 3.96 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.41: CIP27.01.06A – Air Quality and Noise Monitoring – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Imported earth for North berms	REDACTED		
Grading slopes for North berms			

Source: Steer

- 3.97 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the estimated quantities for imported earth and grading slopes for North berms, as the quantities included in Dublin Airport's cost estimate are considered excessive.
- 3.98 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.99 Our overall conclusion of the project review is as follows:

Table 3.42: CIP27.01.06A – Air Quality and Noise Monitoring – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed scope can meet the stated project objectives and reasonable efficiency of the project can be assumed.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
18.176	17.333	-0.842
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the estimated quantities for imported earth and grading slopes for North berms, as the quantities included in Dublin Airport's cost estimate are considered excessive.		

Source: Steer

CIP27.01.06B – Noise Insulation Scheme

Project description

Introduction

- 3.100 The project comprises the continuation of a series of noise insulation and mitigation schemes intended to minimise the impact of airport operations on surrounding residential communities.
- 3.101 The project provides noise insulation measures under the Residential Noise Insulation Scheme (RNIS), the School Insulation Scheme (SIS), the Home Sound Insulation Programme (HSIP) and the Residential Sound Insulation Grant Scheme (RSIGS) as outlined in regulatory and planning processes.

Figure 3.7: CIP27.01.06B – Noise Insulation Scheme



3.102

Source: Dublin Airport. Note: RSIGS Contour (in purple) with properties eligible for grant versus RNIS Contour (in blue) displaying properties eligible for full insulation.

Context

- 3.103 Environmental noise from airport operations is subject to statutory controls. As part of these, Dublin Airport is required to implement noise mitigation measures for affected communities. These measures are intended to address both general operational noise impacts and specific night-time noise impacts associated with airport activities.
- 3.104 According to Dublin Airport, the continuation of the Noise Insulation Scheme responds to these obligations and to commitments made to local communities in alignment with the Aircraft Noise Competent Authority (ANCA) and Fingal County Council (FCC) Noise Action Plan.

Objective

- 3.105 The objective of the project is to reduce indoor noise levels in eligible residential properties and schools located in areas affected by Dublin Airport operations. The scheme aims to improve the sound insulation performance of affected buildings through targeted insulation upgrades.

Scope

- 3.106 The scope of the project includes the following elements:

- Provision of full residential noise insulation measures for 21 eligible properties under the RNIS/HSIP;
- Implementation of the RSIGS, providing grants of €30,000 per eligible household for night-time noise mitigation measures for 1,100 properties;
- Biennial review performance upgrades, statutory assessments scheduled for 2026, 2028 and 2030 to evaluate school insulation schemes and operational restrictions; and
- Works under the SIS for NZone Sports Crèche and Kilcoskan National School.

Stage

3.107 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q3 2027 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 3.43: CIP27.01.06B – Noise Insulation Scheme – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 53.56m
Number of residential properties under RNIS/HSIP	21
Eligible properties under RSIGS	1,100
Grant limit per household	€ 30,000
Number of schools under the SIS	1

Source: Dublin Airport

Scope review

Table 3.44: CIP27.01.06B – Noise Insulation Scheme – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objective to reduce indoor noise levels in eligible properties and schools under the applicable noise insulation schemes will be met with the proposed scope.
Is the scope efficient?	It has to be noted that the 1,100 eligible households assumed by Dublin Airport is the maximum number under the RSIGS. There is a lack of evidence that all eligible households would apply for the grant within the CIP27 period. While this scheme does not have historical data as it was created in 2024, Dublin Airport has indicated through the Q&A that the uptake rate of other residential insulation schemes was historically around 90%.
Are there any alternative scope to consider?	We assess that an assumed uptake rate of 90% for the RSIGS would be more efficient, i.e. $1,100 \times 90\% = 990$ grants provided.
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in the cost plan estimate build up are high level estimates which constitute the maximum under the noise insulation schemes.

Question	Comments
Are there any phasing and synergy considerations with other projects?	None identified
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 5 years. The IFS assesses that an asset life of 5 years for noise insulation measures and grants is insufficient as usually an asset life of 15 to 20 years is associated with building/façade upgrades. Therefore, an asset life of 15 years shall be considered. Notwithstanding, a revision of noise contours as required every 5 years can result in additional noise insulation requirements and additional eligible properties.
Is there any double counting with other projects?	No double counting has been identified

Source: Steer

Scope – Conclusion

Table 3.45: CIP27.01.06B – Noise Insulation Scheme– Conclusion

IFS comment	RAG Assessment
The proposed project scope can fully meet the project objectives. However, based on the historical uptake rates of noise insulations schemes, we assess that an uptake rate of 100% is not efficient and an uptake rate of 90% would be more appropriate. We have therefore adjusted the scope in the cost assessment to reflect 990 RSIGS grants provided instead of the 1,100 assumed by Dublin Airport.	

Source: Steer

Cost estimate review

- 3.108 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.46: CIP27.01.06B – Noise Insulation Scheme – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.154	2.890	-0.264
Construction Costs	39.419	36.119	-3.300
Escalation, Contingency & Design Variability	10.991	10.071	-0.920
Total	53.563	49.079	-4.484

Source: Steer

- 3.109 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.47: CIP27.01.06B – Noise Insulation Scheme – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	3.154	2.890	-0.264
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Total	39.419	36.119	-3.300
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	10.991	10.071	-0.920
Grand total	53.563	49.079	-4.484

Source: Steer

- 3.110 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.48: CIP27.01.06B – Noise Insulation Scheme – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
RSIGS scheme	REDACTED		

Source: Steer

- 3.111 In its assessment, the IFS has reduced the number of RSIGS grants to reflect the above scope assessment.
- 3.112 In addition, Dublin Airport has also assumed that all applicants for the RSIGS grant would require the maximum grant of € 30,000. Through the Q&A, Dublin Airport has explained

that assuming the maximum grant value across all applications “represents a prudent upper-bound assumption to ensure sufficient budget provision and avoid any risk of underfunding as delivery progresses.” Therefore, we assess that this assumption is likely to be inefficient as the CIP27 allowance is supposed to reflect the most likely assumption rather than the upper-bound assumption. We have not made adjustments to the grant amount in our cost assessment but will continue to investigate this further before the Final Determination.

- 3.113 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for external design fees, DAA capitalised labour, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.114 Our overall conclusion of the project review is as follows:

Table 3.49: CIP27.01.06B – Noise Insulation Scheme – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can fully meet the project objectives. However, based on the historical uptake rates of noise insulations schemes, we assess that an uptake rate of 100% is not efficient and an uptake rate of 90% would be more appropriate. We have therefore adjusted the scope in the cost assessment to reflect 990 RSIGS grants provided instead of the 1,100 assumed by Dublin Airport.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
53.563	49.079	-4.484
IFS Comment		
In its assessment, the IFS has reduced the number of RSIGS grants to reflect the above scope review. Dublin Airport has also assumed that all applicants would receive the maximum grant of €30,000. However, we consider this assumption likely to be inefficient, as Dublin Airport defines it as an “upper-bound assumption”. While no adjustment has been made to the grant value in our cost assessment at this stage, we will review this further ahead of the Final Determination.		

Source: Steer

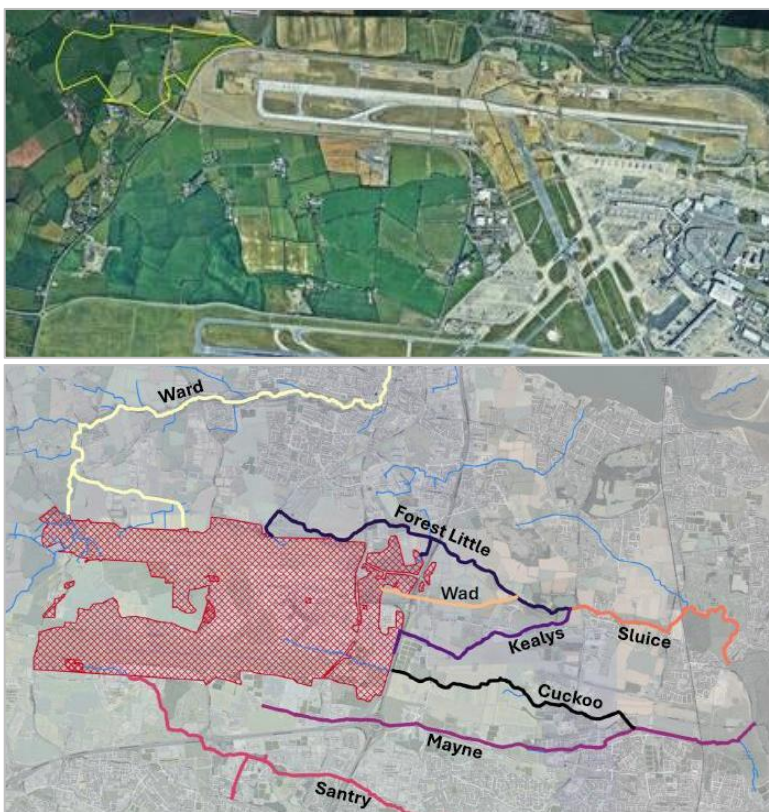
CIP27.01.07 – Biodiversity and Natural Habitat Restoration

Project description

Introduction

- 3.115 The project entails the creation of a biodiversity development site of 20 hectares to the west of runway north in order to compensate for about 40% of lost habitat during the CIP27 period.
- 3.116 Additionally, a river base management plan will be created with the intention to restore about 31 km of river basins in the airport's vicinity.

Figure 3.8: CIP27.01.07 – Biodiversity and Natural Habitat Restoration - Proposed area for Biodiversity Enhancements and Rivers surrounding Dublin Airport



Source: Dublin Airport

Context

- 3.117 Planned developments within the CIP27 regulatory period have been estimated by Dublin Airport to result in the loss of approximately 55 hectares (135 acres) of habitat. Dublin Airport states that the replacement of this lost habitat is required to support planning consent for airport development and to demonstrate biodiversity net gain as projects are brought forward.
- 3.118 A phased approach is proposed, with the first phase of 20 hectares habitat replacement delivered within the CIP27 regulatory period and subsequent phases progressed in later periods.

- 3.119 In addition, dedicated river base management works are proposed for watercourses downstream of the airport boundary, including the Santry River, Forrest Little/Sluice, Kealy's, Mayne River and Cuckoo Stream, to mitigate the impacts of airport operations (mainly de-icing fluid runoffs) and support compliance with the EU Water Framework Directive.

Objective

- 3.120 The objective of the project is to replace habitat lost as a result of airport development and to deliver biodiversity enhancements that demonstrate biodiversity net gain. Dublin Airport states that the project also aims to comply with planning requirements, create a positive impact on local communities, and to support carbon reduction.

Scope

- 3.121 The scope of the project includes the following elements:
- Site investigations, site set-up survey, ecology surveys and habitat assessments;
 - Development of a 20-hectare public park on a site, currently agricultural land, to the west of runway north to deliver biodiversity enhancements with the following scope elements:
 - Woodland creation, wildflower meadows, and ecological enhancements;
 - Formal and informal play areas, seating, and signage;
 - Active travel routes, footbridges, viewing platforms, and lighting.
 - River base management and restoration works for the Santry River, Forrest Little/Sluice, Kealy's, Mayne River and Cuckoo Stream, with identified restoration works across 31 km of river basins.
 -

Stage

- 3.122 The project is expected to follow the following delivery programme:
- Planning: Q1 2028
 - Construction: Q1 2028 - Q4 2031
 - Operation: Q1 2032
 -

Key project metrics

Table 3.50: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 19.78m
Estimated habitat loss associated with CIP27 development	Approximately 55 hectares
Proposed park area for biodiversity development	20 hectares
River restoration works	31 km

Source: Dublin Airport

Scope review

Table 3.51: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to deliver biodiversity enhancements, align with planning requirements, create a positive impact on local communities, and to support carbon reduction can be met with the proposed scope.
Is the scope efficient?	The scope as presented could provide a basis for a reasonably efficient delivery of the project if self-sustaining ecosystems will be created. However, some uncertainty remains whether the chosen site to the west of runway north is suitable for the biodiversity development. Some risks remain for an efficient project delivery as Dublin Airports indicate that land purchase “might be required, if proposed areas for the new habitat cannot be established into the new biodiversity corridors or are found unsuitable”. Additionally, the proposed site is located in the approach zone of runway north and it shall be ensured that bird strike risks won’t be increased.
Are there any alternative scope to consider?	No alternative scopes or possible options to comply with planning requirements have been presented by Dublin Airport. However, to establish clarity on the location and scope for the replacement of lost habitat, the IFS recommends to conduct a site selection process which includes the necessary surveys and assessments at the beginning of the project.
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in the cost plan estimate build up are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.03.01 Long Term Express Red Surface Expansion: The restoration of the Cuckoo Stream affects the layout of the new Long Term Red car park. The defined layouts of both projects need to be coordinated.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is 20 years. The IFS assesses that an asset life of 20 years is too low as the new habitat shall be designed as a rather self-sustaining ecosystems at a permanent location. Future river basin restorations shall not be necessary as de-icing fluids and other contaminants shall be collected and recycled or treated to prevent runoffs of contaminants into nearby rivers. This however requires the completion of the drainage project (CIP27.01.10) ahead of the river restorations. An asset life of 50 years is proposed for the above reasons.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 3.52: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and could provide a basis for a reasonably efficient delivery of the project if self-sustaining ecosystems will be created. However, some uncertainty remains whether the chosen site to the west of runway north is suitable for the biodiversity development. To establish clarity on the location and scope for the replacement of lost habitat, the IFS recommends to conduct a site selection process which includes the necessary surveys and assessments at the beginning of the project. The completion of the drainage project (CIP27.01.10) is required ahead of the river basin restorations to prevent future runoffs of contaminants into nearby rivers after their restoration. Therefore, there is a risk of partly delaying execution of the river restorations into the next CIP period.	

Source: Steer

Cost estimate review

- 3.123 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 3.124 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.53: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.412	1.369	-0.043
Construction Costs	12.836	12.447	-0.388
Escalation, Contingency & Design Variability	5.530	5.363	-0.167
Total	19.778	19.180	-0.598

Source: Steer

- 3.125 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.54: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			

Total	1.412	1.369	-0.043
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	12.836	12.447	-0.388
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	5.530	5.363	-0.167
Grand total	19.778	19.180	-0.598

Source: Steer

3.126 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.55: CIP27.01.07 – Biodiversity and Natural Habitat Restoration –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Play / Community features	REDACTED		
Connections & Place features			

Source: Steer

3.127 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for Play / Community features and Connections & Place features, as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.

- 3.128 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.129 Our overall conclusion of the project review is as follows:

Table 3.56: CIP27.01.07 – Biodiversity and Natural Habitat Restoration – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and could be considered reasonably efficient. However, some uncertainty remains regarding the suitability of the chosen site and a site selection process is recommended. The completion of the drainage project (CIP27.01.10) is required ahead of the river basin restorations.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
19.778	19.180	-0.598
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for Play / Community features and Connections & Place features, as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.		

Source: Steer

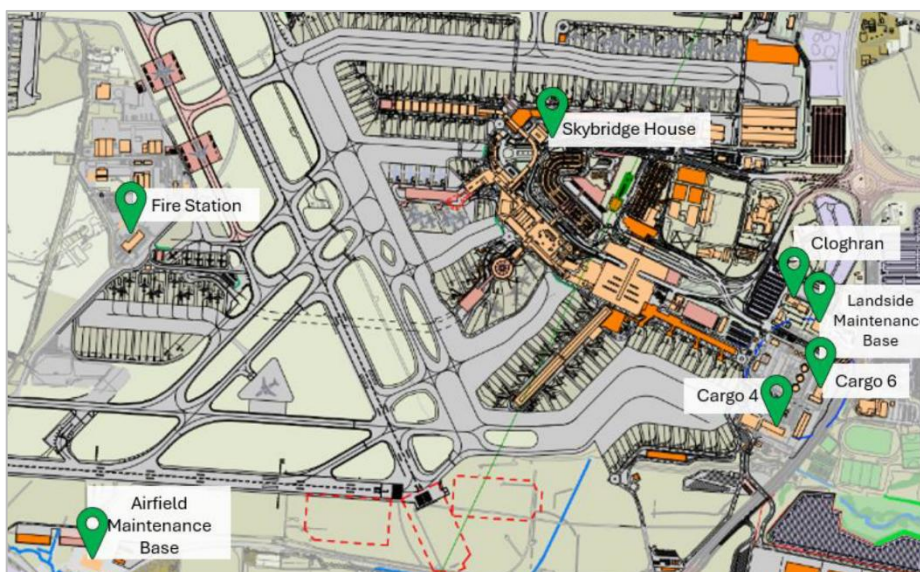
CIP27.01.08 – Campus Buildings Sustainability Retrofits

Project description

Introduction

- 3.130 This project focuses on the retrofit of 7 campus buildings in order to improve their energy performance and reduce their carbon emissions. The buildings are all under Dublin Airport's control and include the following, Cloghran House, Landside Maintenance Base, Cargo 6, Cargo 4 Unit 1, Skybridge/TASC Building, Airfield Maintenance Base and the Fire Station.

Figure 3.9: CIP27.01.08 – Campus Buildings Sustainability Retrofits - location of 7 buildings for retrofitting



Source: Dublin Airport

Context

- 3.131 Dublin Airport is required to comply with the Climate Action and Low Carbon Development (Amendment) Act, which mandates a 51% reduction in Scope 1 carbon emissions by 2030. Failure to achieve the mandated targets may result in punitive penalties from the Irish Government and the EU.
- 3.132 While the Terminal 2 renewable heating projects deliver significant emissions reductions, there is still a gap to achieve the 51% carbon reduction and to close this gap the airport must retrofit 9 airport buildings, 7 of which are in the in this project.
- 3.133 The selected buildings represent some of the worst energy-performing assets and highest energy consumers within the airport's campus.

Objective

- 3.134 The objective of the project is to deliver carbon emissions reductions through energy efficiency improvements and the replacement of fossil fuel heating systems with renewable alternatives. The project supports compliance with Irish and European climate

and energy legislation, including public sector carbon reduction and energy efficiency targets.

Scope

3.135 The scope of the project includes:

- Replacement of existing gas boilers with renewable heating solutions, including VRF systems and heat pumps;
- Installation of solar photovoltaic systems on the roofs;
- Upgrades to building fabric, including insulation to ceilings, cavity walls, external walls, and window replacement or reconditioning where practicable;
- Upgrades and optimisation of Building Management Systems (BMS), including temperature zoning, energy monitoring and lighting controls; and
- Installation of heat recovery systems and other building-specific energy efficiency measures.

Stage

3.136 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2028 - Q2 2032
- Operation: Q3 2032
-

Key project metrics

Table 3.57: CIP27.01.08 – Campus Buildings Sustainability Retrofits - Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 19.26 m
Number of buildings retrofitted	7
Estimated carbon reduction	250 tonnes of CO ₂ per annum

Source: Dublin Airport

Scope review

Table 3.58: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Scope review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the energy efficiencies outlined.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The specifications are high level and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.04.07 Campus Buildings Critical maintenance.

Question	Comments
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project varies between 5 and 20 years. The IFS assesses that a typical asset life for mechanical plant would be 20 years and for building fabric materials such as insulation and new windows would be in excess of 25 years. Therefore we recommend a minimum asset life of 20 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 3.59: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Conclusion

IFS comment	RAG Assessment
The project is efficient and it meets the scope objectives by delivering the energy efficiencies outlined.	

Source: Steer

Cost estimate review

- 3.137 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 3.138 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.60: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.544	2.489	-0.056
Construction Costs	11.005	10.635	-0.370
Escalation, Contingency & Design Variability	5.709	5.530	-0.179
Total	19.258	18.653	-0.605

Source: Steer

- 3.139 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.61: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			

Other development/project costs			
Total	2.544	2.489	-0.056
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	11.005	10.635	-0.370
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	5.709	5.530	-0.179
Grand total	19.258	18.653	-0.605

Source: Steer

3.140 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.62: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Replacing integrated external glazed automatic double door system	REDACTED		
Replacing external steel double doors to roof			
Allow for taking down existing suspended ceiling and subsequent reinstallation			

Source: Steer

3.141 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the estimated quantities, in some of the buildings noted in the estimate, for taking down existing suspended ceiling and subsequent reinstallation, as the quantities included in Dublin Airport's cost estimate are considered excessive. In addition to this, the IFS has

reduced the rate for replacing integrated external glazed automatic double door system, and the rate for replacing external steel double doors to roof, to align with the rates in the Schedule of Rates information provided by Dublin Airport.

- 3.142 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 3.143 Our overall conclusion of the project review is as follows:

Table 3.63: CIP27.01.08 – Campus Buildings Sustainability Retrofits – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is efficient and it meets the scope objectives by delivering the energy efficiencies outlined.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
19.258	18.653	-0.605
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the estimated quantities for taking down existing suspended ceiling and subsequent reinstallation, as the quantities included in Dublin Airport's cost estimate are considered excessive. In addition to this, the IFS has reduced the rate for replacing integrated external glazed automatic double door system, and rate for replacing external steel double doors to roof, to align those rates with the rates table information provided by Dublin Airport.		

Source: Steer

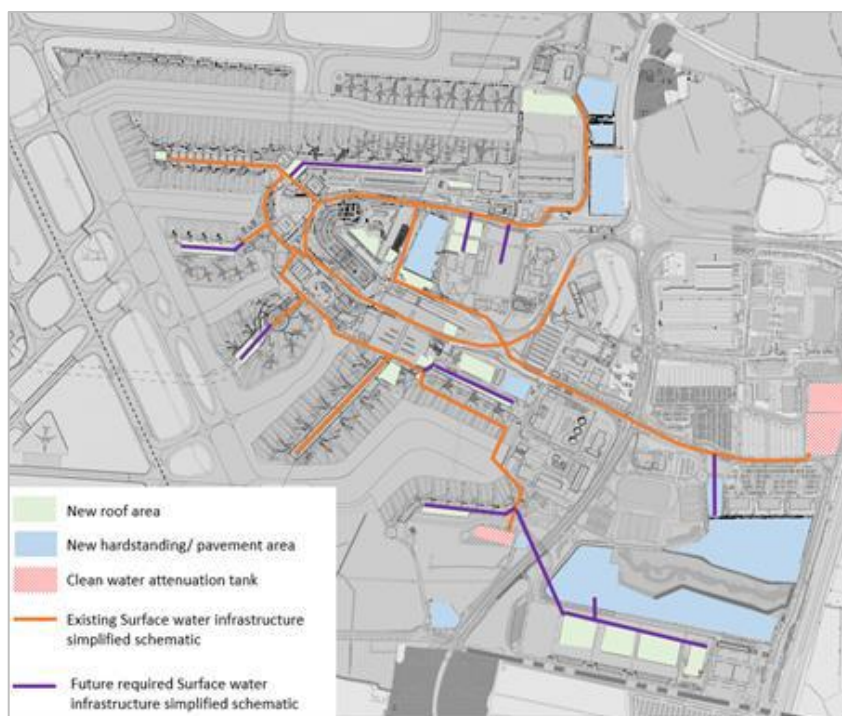
CIP27.01.10 – Landside Surface Water Compliance

Project description

Introduction

- 3.144 The project addresses surface water drainage and environmental compliance requirements at Dublin Airport as part of its Drainage Masterplan, which covers both surface and foul water for future expansion. The project relates to landside surface water and roof run-off infrastructure across the eastern campus of the airport.

Figure 3.10: CIP27.01.10 – Landside Surface Water Compliance - High-level schematic Landside Surface Water Compliance project (Indicative)



Source: Dublin Airport

Context

- 3.145 Drainage activities at Dublin Airport are subject to a legislative framework that places particular emphasis on environmental compliance and pollution control. Developments at the airport must be consistent with the Drainage Management Plan (DMaP) developed by Dublin Airport, following interaction with Fingal County Council, Inland Fisheries Ireland, Local Authority Waters Programme (LAWPRO) and the Environmental Protection Agency (EPA), with the aim of maximising Good Ecological Status of waterbodies draining the airport campus.
- 3.146 There are approximately 50 attenuation systems across the airport campus serving both landside and airside catchments. The landside surface water system in the eastern campus is expected to experience increased demand due to a range of proposed development projects during the regulatory period, including Pier 1 East, Pier 5, the Integrated Transport Hub, the Screening and Logistics Centre, the T2 Sortation Building, and new hardstanding areas such as car parks. These developments require the

expansion and upgrading of existing surface water infrastructure to manage increased runoff and to ensure compliance with environmental requirements.

Objective

- 3.147 The objective of the project is to assess and enhance the capacity and performance of the existing landside surface water drainage network to support future developments on the eastern campus, while ensuring compliance with applicable environmental legislation. This includes managing increased surface water runoff, addressing existing network constraints, and protecting receiving water bodies in line with statutory requirements.

Scope

- 3.148 The scope of the project includes the following elements:
- Update and integration of future development projects into the validated hydraulic model developed as part of the Drainage Masterplan, to identify capacity constraints and trunk main issues;
 - Upgrade of existing landside surface water infrastructure, including replacement and expansion of approximately 8.5 km of pipework within the eastern campus network;
 - Provision of new surface water infrastructure to enable airport expansion, including network extensions, secondary connections to buildings, and associated infrastructure such as pumping stations;
 - Provision of new attenuation capacity estimated at 2,705 m³ to manage increased runoff associated with future developments.
 - Review and expansion of the existing surface water monitoring system, including the implementation of online level sensors across the drainage network to monitor operational issues.

Stage

- 3.149 The project is expected to follow the following delivery programme:
- Planning: Q1 2030
 - Construction: Q1 2030 – Q4 2033
 - Operation: Q1 2034
 -

Key project metrics

Table 3.64: CIP27.01.10 – Landside Surface Water Compliance – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 25.94m
Existing surface water network length (eastern campus)	Approximately 42.6 km
Surface water network upgraded	Approximately 8.5 km
Estimated new attenuation provision	2,705 m ³

Source: Steer

Scope review

Table 3.65: CIP27.01.10 – Landside Surface Water Compliance – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope and submission information as presented is not sufficient for the IFS to determine if the scope will fulfil the project objectives. Part of this project is the validation of the hydraulic model from which the scope will ultimately be formulated.
Is the scope efficient?	The scope and submission information as presented are not sufficient for the IFS to determine if the scope is efficient. The presented information appears to be at an early stage and there is no submission/discussion of options or alternatives and therefore the IFS cannot comment on efficiency.
Are there any alternative scope to consider?	The project mentions pipe renewals. The IFS considers that as pipe networks are costly to dig up and replace, Dublin Airport should explore all possible opportunities for pipe refurbishment, on-line attenuation, surface attenuation in extreme storm events, given that due to the relatively modest new attenuation capacity requirement of 2,705 m ³ , such alternatives may be feasible. The submission is not sufficiently detailed to know if such alternatives are being actively considered.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: Expansion and upgrade to the existing services managing the landside surface water and roof run-off will need to be phased in accordance with need and/or location due to development projects in this regulatory period to the east of the campus, such as: • CIP27.02.02A Pier 1 East • CIP27.02.05A Pier 5 • CIP27.02.14 Integrated Transport Hub • CIP27.02.15 Consolidated Security and Screening Centre • CIP27.02.48 Terminal 2 Checkin and Sortation Optimisation. • CIP27.03.01A Long Term Express Red Surface Car Park Expansion CIP27.03.01B Other Car Parks It is understood that the implementation will be undertaken in phases and delivered in parallel with other development projects, where possible.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses this to be much too low for buried infrastructure such as drainage which should target minimum asset lives of 50 years. However, for any software, monitoring and equipment such as pumps for example, the IFS accepts that a lower asset life would be appropriate for such items.

Question	Comments
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 3.66: CIP27.01.10 – Landside Surface Water Compliance – Conclusion

IFS comment	RAG Assessment
The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The IFS considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.	

Source: Steer

Cost estimate review

- 3.150 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 3.151 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.67: CIP27.01.10 – Landside Surface Water Compliance – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.057	2.924	-0.133
Construction Costs	14.558	13.925	-0.633
Escalation, Contingency & Design Variability	8.329	7.966	-0.362
Total	25.943	24.815	-1.128

Source: Steer

- 3.152 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.68: CIP27.01.10 – Landside Surface Water Compliance – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.057	2.924	-0.133

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	14.558	13.925	-0.633
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	8.329	7.966	-0.362
Grand total	25.943	24.815	-1.128

Source: Steer

- 3.153 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 3.69: CIP27.01.10 – Landside Surface Water Compliance –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Reinstatement of surface	REDACTED	REDACTED	REDACTED
Allow for out of hours working			

Source: Steer

- 3.154 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the reinstatement of pavement cost as it is higher than we have encountered elsewhere, and the out of hours allowance as it appeared to be excessive. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.
- 3.155 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

3.156 Our overall conclusion of the project review is as follows:

Table 3.70: CIP27.01.10 – Landside Surface Water Compliance – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient and there is insufficient evidence demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
25.943	24.815	-1.128
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the reinstatement of pavement costs and out of hours allowance. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.		

Source: Steer

CIP27.01.11 – Legacy PFAS Mitigation and Remediation

Project description

Introduction

- 3.157 The project is about implementing PFAS (perfluoroalkyl or polyfluoroalkyl substance) mitigation measures targeting groundwater and stormwater systems across key locations at Dublin Airport, including APEC 5, Historic Fire Station, Fire Station/FFTG, Foam Testing Area 2 & Compound at West Apron, and Castlemoate House.

Figure 3.11: CIP27.01.11 – Legacy PFAS Mitigation and Remediation - PFAS locations (Indicative)



Source: Dublin Airport

Context

- 3.158 Dublin Airport indicates that legacy PFAS contamination has been identified primarily in areas associated with historical fire training activities, operational fire-fighting incidents, and related drainage pathways. These areas include former fire training grounds, fire station locations, sections of the North Apron, and associated groundwater and surface water systems. The contamination reflects historic practices that pre-date current environmental standards and restrictions on PFAS use.
- 3.159 Regulatory requirements in Ireland and the European Union have been evolving with increased emphasis on protecting groundwater, surface waters, and downstream receptors. Environmental Protection Agency (EPA) guidance and water quality legislation require Dublin Airport to identify contamination sources, understand pollutant pathways, and implement appropriate mitigation or remediation measures.

Objective

- 3.160 According to Dublin Airport, the primary objective of the project is to further investigate, manage, and remediate legacy PFAS contamination across the airport campus in order to reduce environmental risk and ensure regulatory compliance. The project also aims to establish a PFAS monitoring regime for water bodies at the airport.

Scope

- 3.161 The scope of the project includes site investigations, risk assessments and feasibility studies for the development of potential remediation solutions for PFAS contaminated areas. However, most of the costs of this project is driven by scope assumptions on pre-defined measures targeting groundwater and stormwater systems across key project sites. We present these measures by site location:
- APEC 5: combination of drainage replacement and rehabilitation, groundwater interception and treatment, end-of-pipe treatment to manage contaminated flows prior to discharge, and engineered capping of contaminated areas;
 - Historic Fire Station: drainage replacement and rehabilitation, and end-of-pipe treatment;
 - Similar works as above at the Fire Station/FFTG and the Castlemoate House; and
 - Excavation and disposal of PFAS contaminated materials to other European countries by ship.

Stage

- 3.162 The project is expected to be delivered between Q1 2029 and Q4 2032.

Key project metrics

Table 3.71: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 172.87m

Source: Dublin Airport

Scope review

Table 3.72: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	We assess that the project meets its objectives of investigating, managing, and remediating legacy PFAS contamination across the airport campus.
Is the scope efficient?	There is a lack of evidence that the project is efficient. Indeed, while Dublin Airport emphasises that risk assessments, feasibility studies and trials will be needed to develop the remediation solutions, the cost estimate already assumes solutions where the basis of these assumptions is unclear. Nevertheless, regarding shipping PFAS-contaminated soil overseas, the IFS assesses that it appears legally compliant with EU waste-management principles, justified by the absence of adequate domestic treatment capacity, and consistent with EU rules on hazardous waste shipments. We acknowledge that it represents a short-term solution rather than the policy-preferred outcome under the EU principles of proximity and self-sufficiency, which ultimately aim to encourage the development of sufficient national or regional treatment capacity. We also acknowledge that there are risks with the

Question	Comments
	transport of the material by truck and ship but those are reasonable if properly mitigated.
Are there any alternative scope to consider?	It may be the case that more cost-efficient alternative scopes exist. Given the early stage of the project, we encourage Dublin Airport to conduct robust option studies before submitting this project at SG1.
Are the specifications reasonable and comprehensible?	The scope as defined in the submission report is very high-level and part of the project is about defining the remediation methods for the various sites at the airport. However, the Dublin Airport proposed cost relies on a specific scope and assumptions which are difficult to comprehend without further information.
Are there any phasing and synergy considerations with other projects?	None identified.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses that it is a reasonable composite average asset life given the various elements delivered in this project.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 3.73: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Scope/specifications review – Conclusion

IFS comment	RAG Assessment
We assess that the project meets its objectives. However, it might not be the most efficient solution. Indeed, while Dublin Airport states that the remediation solutions will need to be defined as part of the project, the cost estimate already assumes solutions where the basis of these assumptions is unclear. Given the early-stage of the project, we encourage Dublin Airport to conduct robust option studies before submitting this project at SG1.	

Source: Steer

Cost estimate review

- 3.163 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 3.164 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 3.74: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	8.327	8.327	-
Construction Costs	118.951	118.951	-
Escalation, Contingency & Design Variability	45.589	45.589	-
Total	172.866	172.866	-

Source: Steer

- 3.165 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 3.75: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	8.327	8.327	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	118.951	118.951	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	45.589	45.589	-
Grand total	172.866	172.866	-

Source: Steer

- 3.166 The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport's estimate for the scope of works required.

Overall conclusion

- 3.167 Our overall conclusion of the project review is as follows:

Table 3.76: CIP27.01.11 – Legacy PFAS Mitigation and Remediation – Overall conclusion

Scope		
IFS comment		RAG Assessment
We assess that the project meets its objectives. However, it might not be the most efficient solution. Given the early-stage of the project, we encourage Dublin Airport to conduct robust option studies before submitting this project at SG1.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
172.866	172.866	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.		

Source: Steer

4 Project reviews – Airport Development

Summary

Table 4.1: CIP2027 – Airport Development – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.02.02A	Pier 1 East	686.864	673.106	-13.758
CIP27.02.02B	MRO Relocation	158.753	154.527	-4.226
CIP27.02.04	Terminal 2 CBP and Transfer Extension	158.908	150.730	-8.178
CIP27.02.05A	Pier 5	451.623	443.107	-8.516
CIP27.02.05B	South Apron Expansion	239.585	225.696	-13.889
CIP27.02.06	Eastlands Cargo	107.150	104.842	-2.308
CIP27.02.07	Gate Post 4 Relocation	20.160	19.779	-0.381
CIP27.02.08	Wide Body Engine Test Facility	21.067	21.067	-
CIP27.02.09&10	North & South Apron De-Icing Storage	16.604	15.294	-1.310
CIP27.02.11	Fuel Hydrant Network	89.497	89.497	-
CIP27.02.12	MV/ HV Network Expansion	389.687	389.687	-
CIP27.02.13	Junctions Upgrade	26.461	26.393	-0.068
CIP27.02.14	Integrated Transport Hub	145.860	139.997	-5.863
CIP27.02.15	Consolidated Security and Screening Centre	66.463	62.901	-3.562

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.02.18	Existing Pier 1 West Extension	34.286	32.420	-1.866
CIP27.02.20	Existing Pier 2 Optimisation and Refurbishment	89.413	77.937	-11.476
CIP27.02.21	Existing Pier 3 Optimisation and Refurbishment	55.141	48.181	-6.960
CIP27.02.22	Dual Passenger Boarding Bridge to Stand 315C	14.791	12.847	-1.943
CIP27.02.25	Terminal 2 Pier 3 Arrivals Washrooms	2.878	2.618	-0.260
CIP27.02.30	Airfield Safety Projects	97.531	91.316	-6.215
CIP27.02.31	Airfield Operational Projects	35.974	35.974	0.000
CIP27.02.34	Advanced Visual Docking Guidance System	24.684	24.684	-
CIP27.02.35	Fixed Electrical Ground Power	54.226	53.924	-0.302
CIP27.02.36	On Stand CCTV	17.082	16.408	-0.674
CIP27.02.37	Foul Water Expansion	19.815	19.552	-0.264
CIP27.02.38	Hydrant Water Expansion	6.379	5.958	-0.421
CIP27.02.39	Potable Water Expansion	7.630	7.518	-0.112
CIP27.02.40	Pier 2 Bolt On Extension	14.425	13.960	-0.465
CIP27.02.41	Pier 3 Bolt On Extension	5.559	4.948	-0.611
CIP27.02.43	PBZ Relocation	41.132	39.259	-1.873
CIP27.02.47	Remote Bussing Lounges (OCTB)	8.062	6.830	-1.232
CIP27.02.48	Terminal 2 Checkin and	64.642	61.556	-3.087

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
	Sortation Optimisation			
CIP27.02.49	South Apron Handler Accommodation Relocation	9.085	8.498	-0.586
CIP27.02.50	PFAS on Construction Sites	106.813	106.813	-
Total		3,288.229	3,187.822	-100.407

Source: Steer

CIP27.02.02A – Pier 1 East

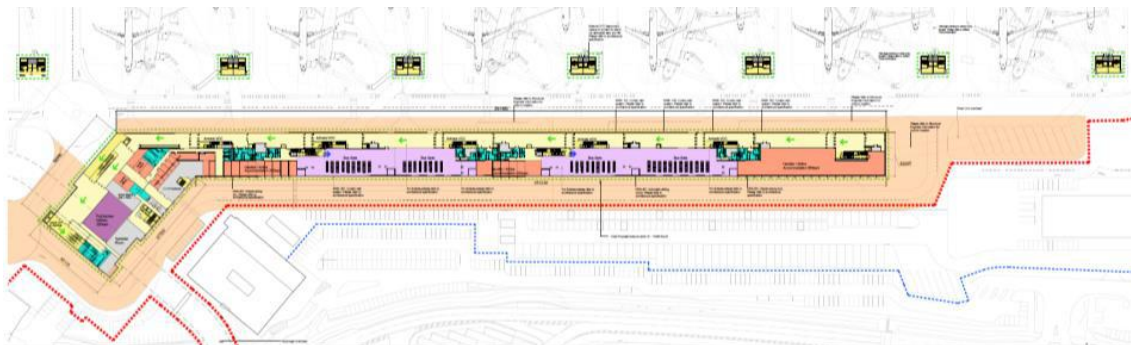
Project description

Introduction

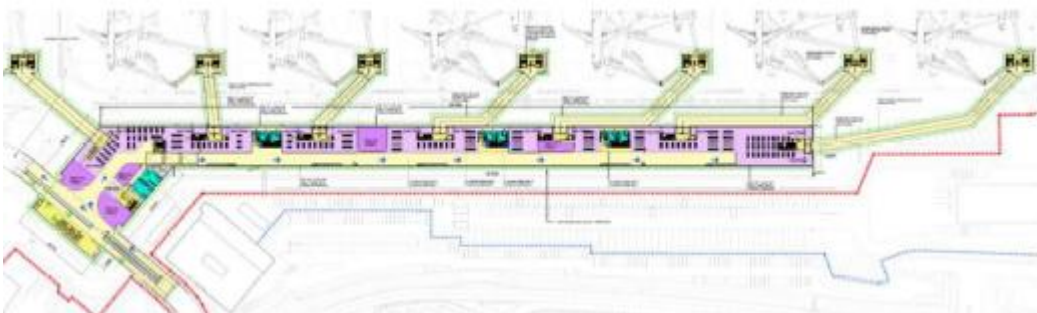
- 4.1 The project relates to the development of Pier 1 East at Dublin Airport, comprising the construction of a new pier facility and associated airside infrastructure. This project is a roll over project taking over from the previous CIP20 CIP.20.03.036 – Pier 1 East Module 1, which originally provided for the first phase of the pier extension.

Figure 4.1: CIP27.02.02A - Floor plans

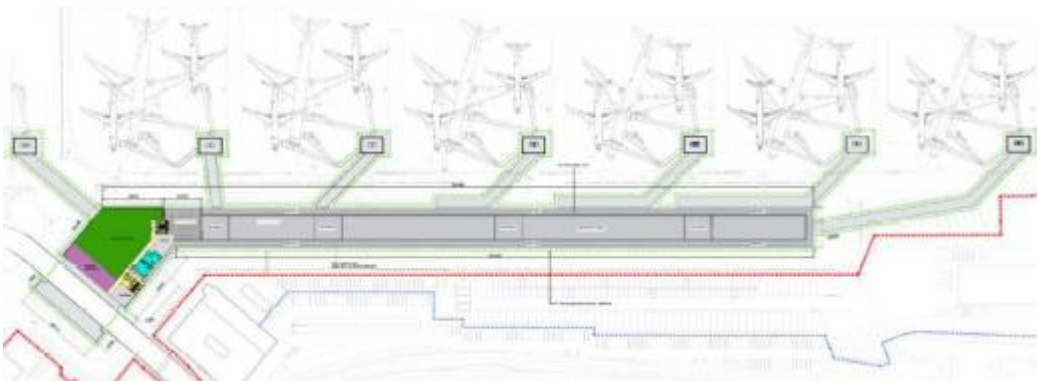
Apron level plan



First floor plan



Second floor plan



Pier 1 East - Architectural render



Source: Dublin Airport

Context

- 4.2 Dublin Airport's forecasted growth and increase in legacy short-haul and full-service long-haul carriers operating from T1 is expected to have a direct impact on stand and gate capacity. According to Dublin Airport, additional stands with Passenger Boarding Bridges (PBB) accommodating both narrow body (NB) and wide body (WB) aircraft are required.

Objective

- 4.3 The objective of the project is to enable T1 to handle an increase in the number of WB and NB aircraft at full-service contact stands. Currently, 5 WB aircraft are being handled on the ground at any given time; Dublin Airport forecasts this number to increase to 9, by 2032 and ultimately to 14, beyond 2032. However, most aircraft movements (73%) are NB aircraft so there is also demand for an increase in the number of NB stands. The provision of new MARS stands is needed to facilitate the aircraft demand mix and differing 'on stand' time, providing the capacity and flexibility of stand usage.
- 4.4 During CIP2020, Pier 1 East, Module 1 was envisaged as a first phase for the construction of this pier, however this objective has now changed after an agreement was reached for the re-location of Hangars 3, 4 and 5, thus freeing the site and enabling all 3 Pier Modules (1, 2 and 3) to be constructed as a single project.

Scope

- 4.5 The scope of the project includes the following key elements:
- Aprons and Stands:
 - 6 additional WB stands, configured as MARS stands to also accommodate 12 NB aircraft resulting in an overall pier provision of 7 WB stands accommodating 14 NB aircraft.
 - Automated Docking Guidance (ADG), Fixed Electrical Ground Power (FEGP), Fuel Hydrants, and on-stand Ground Support Equipment (GSE) charging infrastructure at each stand.
 - Reconfiguration of the North Apron and realignment of taxiways to support 7 contact MARS, 1 remote MARS and 1 remote Code C stand.
 - Extension of the existing triple taxiway to the east to serve the new pier stands.
 - Installation of associated drainage, attenuation, airfield ground and high mast lighting, signage and paint markings.

- GSE parking area at the front and side of the new pier, featuring facilities for apron bus pick-up and drop-off.
- Pier and Departure Lounge:
 - 14 NB gates/departure lounges at 1st floor level which can be combined to provide 7 WB gates/departure lounges.
 - 14 passenger boarding bridges to access aircraft, connected at each stand to a vertical circulation core (VCC) through a single level fixed link bridge providing access for departures at the 1st floor pier level.
 - 6 bussing gates at apron level.
 - A dedicated passenger arrivals route at apron level, allowing for simultaneous arrivals and departures.
 - A 2nd floor departure lounge at the connection with the Sky Bridge.

4.6 We note that the North Apron Airside Support scope and the H7 Apron Extension scope, included in the CIP2020 version of this project, and assessed for SG1 by the IFS respectively in Cycle 2 2024 and in Cycle 4 2025, are excluded from the CIP27 project.

Changes in Scope vs CIP2020

4.7 The key changes in the scope are listed in the below table:

Table 4.2: CIP27.02.02 – Pier 1 East (including MRO Relocation) – Changes in scope vs CIP2020+

CIP2020+	CIP27
Pier	
• Module 1 only (2 storey). • New pier construction floor area of approx. 13,000sqm	• Modules 1, 2 and 3 • New pier construction floor area of approx. 30,000sqm. • Module 1 includes 3rd storey Lounge
• 4 contact gates served by 2 no. new fixed links • 2 bussing gates	• 14 contact gates served by 7 no. new fixed links with preconditioned air provided as standard • 6 bussing gates
Stands	
• 3 no. new WBE stands / 6 no. NBE stands	• 6 no. new WBE stands / 12 no. NBE stands
Demolition	
• Hangars 1 to 3 and ancillary buildings	• Hangars 1 to 5 and ancillary buildings
• Other	•
• North Apron Airside Support project (aka Field of Dreams)	• North Apron Airside Support project underway and not included in CIP27

Source: Dublin Airport, Steer analysis

Stage

4.8 The project is currently at detailed planning stage. The following delivery programme is intended by Dublin Airport, subject to the approval of the current Infrastructure Application (IA):

- Planning (Module 1): 2024 (Included in current IA)

- Planning Application for Module 2 and 3 required
- Feasibility general arrangement drawings complete: May 2025
- Construction start: Q3 2029
- Construction complete: Q4 2036
- Project handover: Q1 2037

Key project metrics

Table 4.3: CIP27.02.02A – Pier 1 East – Key project metrics

Metric	Value
Total project cost	€686.86 m
Pier floor area	approximately 28,000 sqm
Contact gates	14
Bus gates	6
Fixed links	7
Airbridges	14
Wide-body stands	6
Narrow-body stands	12
Automated boarding gates	16

Source: Steer

Scope review

Table 4.4: CIP27.02.02A – Pier 1 East – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil its objective of enabling T1 to handle an increase in the number of WB and NB aircraft at full-service contact stands.
Is the scope efficient?	The scope is efficient in delivering its outlined functions. While we note that there has been some disagreement over the inclusion of fixed links and airbridges, we note that this relates to the need for the project output as scoped and so is a matter for the IAA to decide, rather than a scoping inefficiency.
Are there any alternative scopes to consider?	None identified.
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible, with clear planning and general arrangement drawings. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.02B – MRO Relocation and Utilities: Coordination for the relocation of the hangars. • CIP 27.02.18 - Pier 1 West extension: Synergies and coordination needed for the removal of Hangars 1- 5 and provision of new site west of Runway 16/34.

Question	Comments
	• CIP27.02.28 - Preconditioned Air: New airbridge stands will need to be completed in time for the implementation of preconditioned air. • CIP27.03.10 - ARI Retail Projects: Synergies regarding the provision of new retail spaces in Pier 1 East. • CIP27.01.01 - Terminal 2 and Pier 1 Renewable Heating: Synergies regarding the integration of the pier extension heating network with the replaced network in the existing Pier 1.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project was 32 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess that the asset life should be 32 years. We note that IATA and Aer Lingus have argued that new permanent concrete and steel structures should have a 40-year asset life. While we agree with this comment, we also note that this project includes MEP systems, aeronautical equipment and interior finishes which have lower asset lives.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.5: CIP27.02.02A – Pier 1 East – Conclusion

IFS comment	RAG Assessment
The project is considered efficient because its multifunctional ability meets the brief of providing 7 WB contact stands in a MARS configuration, providing maximum operational flexibility. The stand configuration makes the best use of the limited stand depth available by orientating the WB aircraft efficiently. While we note that there has been some disagreement over the inclusion of fixed links and airbridges, we note that this relates to the need for the project output as scoped and so is a matter for the IAA to decide, rather than a scoping inefficiency.	

Source: Steer

Cost estimate review

- 4.9 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.10 The table below summarises the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.6: CIP27.02.02A – Pier 1 East – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	82.329	80.720	-1.609
Construction Costs	377.770	370.106	-7.663
Escalation, Contingency & Design Variability	226.765	222.280	-4.485
Total	686.864	673.106	-13.758

Source: Steer

- 4.11 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.7: CIP27.02.02A – Pier 1 East – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	82.329	80.720	-1.609
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
Substructure			
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
Complete buildings & building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (OH&P)			

Total	377.770	370.106	-7.663
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	226.765	222.280	-4.485
Grand total	686.864	673.106	-13.758

Source: Steer

4.12 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.8: CIP27.02.02A – Pier 1 East – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Fire and lightning protection	REDACTED		
Glazed curtain walls			
Soffit of fixed link			
Demolition of existing buildings			
Airbridges (module 1 & 2)			

Source: Steer

4.13 The IFS has reviewed the cost estimate provided by Dublin Airport and has adjusted quantities for demolition of existing buildings, structural steel frame, glazed curtain walls, soffit of fixed link, ceramic floor tile, and SAS metal ceiling, based on the drawings provided, resulting in the cost variances.

4.14 The IFS considers the majority of the rates included in the cost estimate to be reasonable, with minor exceptions:

- The rate for fire and lightning protection has been reduced as it was higher than IFS would expect.
- The rate for airbridges (14 no. in total) has also been reduced, as the price in Dublin Airport Cost Estimate was considered too high.

4.15 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

- 4.16 We note that IATA indicated that “The risk contingency on this project appears particularly high given the level of design work completed”. From our review of the information provided by Dublin Airport, we have not found any statement that indicates that the design has been completed. The “Notes to Estimate” section of the cost plan states that the estimate is based on a RIBA Stage 2 design. RIBA Stage 2 is an early stage in the design process. The estimate contains a 5% Design Risk (Development) allowance that will be utilised in the event that additional design work is required as the design is developed. It also contains a 20% Risk Contingency allowance that will be utilised for unforeseen risks, site constraints and variations to the contract that arise during the construction period. Based on the scale of this project, the works required to be undertaken, and the early stage of the design development, we assess that the level of risk included in the estimate is reasonable.

Overall conclusion

- 4.17 Our overall conclusion of the project review is as follows:

Table 4.9: CIP27.02.02A – Pier 1 East – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is considered efficient because its multifunctional ability meets the brief of providing 7 WB contact stands in a MARS configuration, providing maximum operational flexibility. The stand configuration makes the best use of the limited stand depth available by orientating the WB aircraft efficiently. While we note that there has been some disagreement over the inclusion of fixed links and airbridges, we note that this relates to the need for the project output as scoped and so is a matter for the IAA to decide, rather than a scoping inefficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
686.864	673.106	-13.758
IFS Comment		
IFS has adjusted quantities for demolition of existing buildings, structural steel frame, ceramic floor tile, glazed curtain walls, soffit of fixed link, and SAS metal ceiling, based on the drawings provided, resulting in the cost variances. IFS has also adjusted rates for fire & lightning protection and airbridges, as these rates are considered higher than IFS would expect. As a result of these reductions, the cost allowances in the IFS assessment for main contractor’s preliminaries, main contractors direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency, and inflation have also reduced.		

Source: Steer

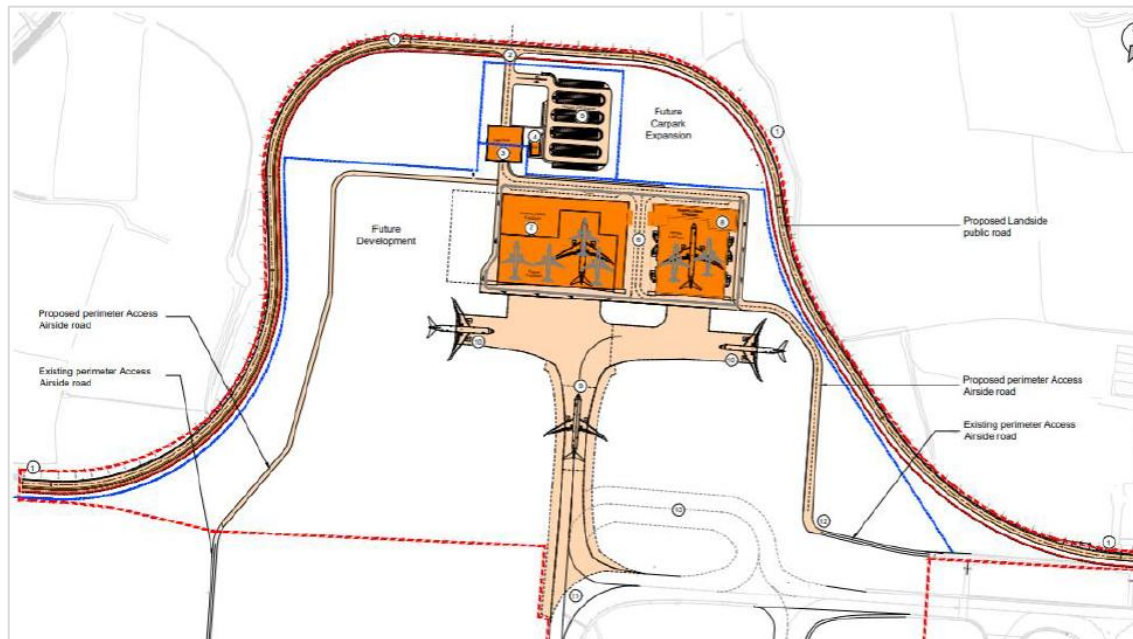
CIP27.02.02B – MRO Relocation and Utilities

Project description

Introduction

- 4.18 The project supports the construction of CIP27.02.02A – Pier 1 East, which requires the demolition of Hangars 3, 4, and 5. The project proposes to enable replacement hangar facilities at an alternate site in the west of the airfield, including associated infrastructure and utilities.

Figure 4.2: CIP27.02.02B – MRO Relocation and Utilities – Site Location Plan (Indicative)



Source: Dublin Airport

Context

- 4.19 Existing MRO operations are currently located in Hangars 3, 4, and 5, which are required to be demolished to facilitate the Pier 1 East project.

Objective

- 4.20 The project aims to enable the relocation of MRO activities to a new site on the west of the airfield, while facilitating the construction of the Pier 1 East project. It also aims to maintain continuity of existing maintenance operations and provide infrastructure that allows for future expansion of these activities.

Scope

- 4.21 The scope of the project includes the following key elements:
- Site enablement including clearance of existing lanes, internal roads and greenfield areas, and undertaking groundworks to level the site.
 - Installation and provision of local utilities including surface water, foul water, potable water, hydrant and power connections, and service connections.

- Diversion and re-routing of approximately 2 km of existing public road and provision of landside staff car park.
- Construction of a perimeter security fence and new airside perimeter road.
- Construction of a new security gate post with capacity for two security lanes of 17 m in length.
- Construction of a new link taxiway and access apron covering approximately 28,000 sqm, including areas for aircraft staging and manoeuvring.

Stage

4.22 The project is expected to follow the following delivery programme:

- Planning: Q2 2023
- Construction: Q1 2027 - Q3 2029
- Operation: Q4 2029
-

Key project metrics

Table 4.10: CIP27.02.02B – MRO Relocation and Utilities – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€158.75 million
New apron pavement	28,000 sqm

Source: Steer

Scope review

Table 4.11: CIP27.02.02B – MRO Relocation and Utilities – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil its objective of enabling the relocation of MRO activities to a new site to the west of the airfield while facilitating the construction of the Pier 1 East project.
Is the scope efficient?	There are no efficiency concerns regarding the project scope.
Are there any alternative scopes to consider?	None identified.
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.02A – Pier 1 East: Coordination for the relocation of the hangars. • CIP 27.02.18 - Pier 1 West extension: Synergies and coordination needed for the removal of Hangars 1- 5 and provision of new site west of Runway 16/34.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. We assess that this is reasonable given the mix of assets delivery within this project.
Is there any double counting with other projects?	None identified

Source: Dublin Airport CIP 2027 Stakeholder Consultation document

Scope – Conclusion

Table 4.12: CIP27.02.02B – MRO Relocation and Utilities – Conclusion

IFS comment	RAG Assessment
The scope should fulfil its objective of enabling the relocation of MRO activities to a new site to the west of the airfield while facilitating the construction of the Pier 1 East project. There are no efficiency concerns regarding the project scope.	

Source: Steer

Cost estimate review

4.23 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.24 The table below summarises the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.13: CIP27.02.02B – MRO Relocation and Utilities – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	20.702	20.155	-0.547
Construction Costs	97.767	95.161	-2.606
Escalation, Contingency & Design Variability	40.284	39.211	-1.072
Total	158.753	154.527	-4.226

Source: Steer

4.25 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.14: CIP27.02.02B – MRO Relocation and Utilities – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	20.702	20.155	-0.547
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

Substructure	REDACTED		
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (OH&P)			
Total	97.767	95.161	-2.606
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	40.284	39.211	-1.072
Grand total	158.753	154.527	-4.226

Source: Steer

- 4.26 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.15: CIP27.02.02B – MRO Relocation and Utilities – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Site formation fill	REDACTED		
Precast concrete manholes			
External drainage / services - allowance for cable - various locations			

Source: Steer

- 4.27 The IFS has reviewed the cost estimate provided by Dublin Airport and has adjusted quantities for site formation fill, based on the drawings provided, resulting in the cost variances.
- 4.28 The IFS considers the majority of the rates included in the cost estimate to be reasonable, with minor exceptions, including the rate for Precast concrete manholes which was higher than IFS would expect.
- 4.29 The IFS has not altered percentage-based cost items, but due to the reduction in the IFS assessment for other items, the total cost included in the IFS assessment is reduced

compared to the provision in Dublin Airport's cost estimate. Those cost items include main contractor preliminaries, main contractors direct fee (OH&P), design & management costs, design risk (development) allowance, construction risk and inflation.

Overall conclusion

4.30 Our overall conclusion of the project review is as follows:

Table 4.16: CIP27.02.02B – MRO Relocation and Utilities – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope should fulfil its objective of enabling the relocation of MRO activities to a new site to the west of the airfield while facilitating the construction of the Pier 1 East project. There are no efficiency concerns regarding the project scope.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
158.753	154.527	-4.226
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for precast concrete manholes, as the rate included in Dublin Airport's cost estimate is higher than the IFS would expect. In addition to this, the IFS has reduced the rates for cable (various locations) to align those rates with the rates table information provided by Dublin Airport. The IFS has also reduced the quantity of Western MRO hangers – site formation fill, considering the figure from Dublin Airport is excessive.		

Source: Steer

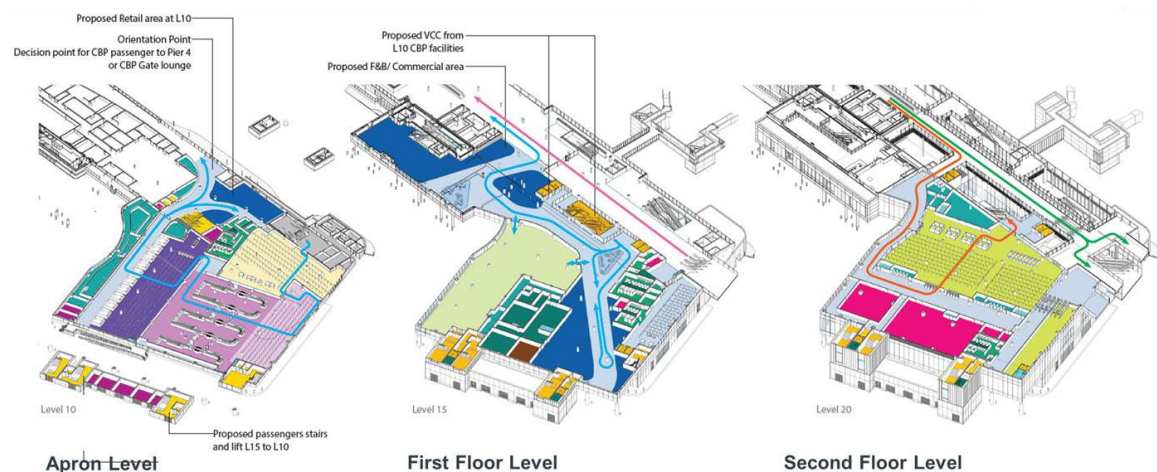
CIP27.02.04 – Terminal 2 CBP and Transfer Extension

Project description

Introduction

- 4.31 Dublin Airport proposes to expand and re-orientate the Transport Security Administration (TSA) and Customs and Border Protection (CBP) facilities for US pre-clearance on the ground floor of Pier 4, including two additional floors for other functions. This project is a roll over project taking over from the previous CIP20.03.030 US Pre-Clearance Expansion.
- 4.32 The first floor will serve as a “mini-IDL” (International Departing Lounge) and enable the distribution of departing passengers to Piers 4 and 5.
- 4.33 The second floor features the relocation and expansion of the transfer immigration with access from Piers 4 and 5 and connection to first floor departure areas. Pier 5 arrival flows towards immigration in Terminal 2 are also integrated on level 2 of the expansion.

Figure 4.3: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Functions prior to the addition of Pier 5



Source: Dublin Airport

Context

- 4.34 According to Dublin Airport, growth in transatlantic and transfer markets places pressure on existing TSA and CBP facilities. To provide the forecasted peak-hour capacities for US pre-clearance and arriving international transfer passengers, the existing facilities need to be expanded and integrated with the new Pier 5 development. The current configuration of the facilities limits further expansion and thus it is proposed to reorient and extend the CBP facility into the South Apron, to relocate the transfer facility to the expanded building and to provide the required Pier 5 connections.

Objective

- 4.35 The project objective is to increase US pre-clearance and transfer capacity, enhance the passenger experience and reduce queue times. The airport outlines that the revised design will also improve routing, strengthen links to Piers 4 and 5 and integrate a new second-floor transfer facility with additional processing positions and queueing space.

Scope

4.36 The scope of this project includes:

- Demolition & Relocation works:
 - Demolition of 2 existing Pier 4 fixed link bridges, Vertical Circulation Core (VCC) nodes and passenger boarding bridges;
 - Realignment of apron road;
 - Demolition of stand 409; and
 - Relocation of associated Advanced Visual Docking Guidance System (AVDGS), Fixed Electrical Ground Power (FEGP) and Fuel Hydrant infrastructure.
- Construction of a three-storey CBP extension:
 - Apron Level:
 - Expansion of document check area with new check positions and queue area;
 - Space provision for 5 new 19m TSA security screening lanes with queue area;
 - 22 CBP booths with queue area; and
 - Circulation and checkpoint operations rooms.
 - First Floor Level:
 - Circulation areas with Pier 4 and Pier 5 connections;
 - Passenger services with toilet block, change room, seating areas;
 - Retail, F&B areas shell and core; and
 - Airline Lounge shell and core.
 - Second Floor Level:
 - Transfer immigration checkpoint with 8 booths, 10 e-gates, queuing area and space for 8 automated boarding pass control gates;
 - Circulations corridors with Pier 4 and Pier 5 connections;
 - Pier 5 arrivals corridor with space for 3 anti-return gates and access to T2 immigration;
 - Corridor for third state transfer passengers with space for 2 anti-return gates; and
 - Plant rooms.
 - New vertical circulation:
 - VCC with escalators, stairs, lifts for departing passengers post CBP up to first floor;
 - VCC with escalators, stairs, lifts for passengers post immigration down to first floor; and
 - 3 fire escape stairs and 2 lifts for supplies.

4.37 The future connections on first and second floor to the new Pier 5 are not included in the scope. Since the construction of the new Pier 5 (2029-2032) is expected to take place after this expansion (2027-2029), the linkbridge connection between Pier 5 and the Terminal 2 CBP is part of the scope of CIP27.02.05 Pier 5 and South Apron extension.

4.38 Security screening equipment is excluded from the scope and will be provided by the separate project CIP27.05.05 Security Operations Systems and Equipment. This not only includes the 5 TSA lanes, but also the 8 automated boarding pass control e-gates before transfer immigration and the 5 anti-return gates (one way corridors) in the arrivals corridors as confirmed by Dublin Airport.

Changes in scope vs CIP2020+

4.39 The following scope has been omitted from the project:

- Security equipment for the TSA lanes was previously included in the scope and is now part of CIP27.05.05 Security Operations Systems and Equipment; Number of lanes has been reduced from 11 to 5;
- Number of CBP booths has been reduced from 30 to 22;
- Temporary handler accommodation during South Apron Hub enablement phases on the first floor;
- Pier 5 connection works.

4.40 The following scope has been added to the project:

- The relocated and expanded transfer immigration checkpoint has been added to the second floor which in the CIP2020+ design only housed the Pier 5 arrivals corridors.

Stage

4.41 The following delivery programme is intended by Dublin Airport:

- Planning already commenced in Q1 2021;
- Construction from Q2 2027 to Q3 2029; and
- Start of operation Q4 2029.

Key project metrics

Table 4.17: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 158.9m
3 storey building floor area	10,100 m ²
No. of TSA screening lanes	5
No. of CBP booths	22
No. of transfer immigration booths	8
No. of transfer immigration e-gates	10
Additional transfer capacity provided	700 pax/hour
Commercial areas 1 st floor (retail, F&B, lounge)	Approx. 2,000m ²

Source: Steer

Scope review

Table 4.18: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to increase US pre-clearance and transfer capacity and reduce queue times can be fully met with the provided scope. The improvement of passenger experience is limited, and consists only of a mere reduction of queue times and the minimum services offered by the mini IDL to post CBP and transfer passengers. The following challenges to the project's fulfilment of its intended objectives have been identified:

Question	Comments
	- The current path for US-bound passengers on Pier 4 includes a multitude of level changes and decision points along the departure journey, an issue that may even be accentuated for Pier 5 departures. - Pier 5 arrivals and third state transfers cannot directly access Terminal 2 and will have to go through a detour with additional walking distances and direction changes when passing through the new building on level 2. Additionally, transfer passengers arriving from Pier 5 could easily miss out the small transfer access door before proceeding with the arrivals flow through anti-return gates towards T2. This could cause some dissatisfaction for these passengers.
Is the scope efficient?	There is a lack of evidence that the scope is efficient for the following reasons: - Lack of built-in flexibility and expandability which might make future reconfigurations difficult. - The design and drawings provided show the incorporation of too many different functions into a limited space, which might lead to inefficiencies. The following functions are not related to the objectives of the building and could potentially be removed from the scope: staff welfare facilities, Pier 5 arrivals and third state transfer passenger routes. Dublin Airport indicates that updated design and drawings are to be developed as the project will progress via the StageGate process.
Are there any alternative scopes to consider?	The following alternative scopes can be considered: - Moving staff welfare facilities to second floor (e.g., into vacated current transfer facility); and - Removal of Pier 5 arrivals and third State passenger routes from the scope and provision of a direct arrival link from Pier 5 to T2.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up are reasonable and comprehensive. The final specifications and quantities required can be optimised during the StageGate process.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: - CIP27.02.05 – Pier 5 and South Apron Expansion: The project needs to be operational before the completion of Pier 5. The modification of airside roads needs to be aligned with the South Apron Expansion. - CIP27.03.04 - Airline Lounges: Synergies and coordination needed for the fit-out of lounge on first floor - CIP27.03.10 - ARI Retail Projects: Synergies and coordination needed for the fit-out of retail units on first floor
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project was 25 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the

Question	Comments
	CIP2020+ position. Therefore, we assess, that the asset life of 25 years is adequate.
Is there any double counting with other projects?	The following double counting with CIP27.05.05 Security Operations Systems and Equipment has been identified by the IFS in this project: • 8 e-gates • 5 one-way corridors Dublin Airport has advised removing the items from this project rather than from CIP27.05.05. We agree with this approach as it is consistent with other terminal projects.

Source: Steer

Scope – Conclusion

Table 4.19: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Conclusion

IFS comment	RAG Assessment
The stated project objectives to increase US pre-clearance and transfer capacity and reduce queue times can be fully met with the provided scope. We rated the project as red as we have identified double-counting with CIP27.05.05 Security Operations Systems and Equipment on 8 e-gates and 5 one-way corridors. We have removed those from our cost assessment. Also, several gaps have been identified which result in a limited improvement of passenger experience and should be mitigated during the StageGate process. The incorporation of too many different functions into a limited space as well as missing build-in flexibility and expandability could result in inefficiencies. Alternative scopes shall be considered to optimise the design.	

Source: Steer

Cost estimate review

4.42 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.43 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.20: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	21.213	20.162	-1.051
Construction Costs	95.983	91.002	-4.980
Escalation, Contingency & Design Variability	41.713	39.566	-2.147
Total	158.908	150.730	-8.178

Source: Steer

- 4.44 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.21: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	21.213	20.162	-1.051
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (OH&P)			
Total	95.983	91.002	-4.980
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	41.713	39.566	-2.147
Grand total	158.908	150.730	-8.178

Source: Steer

- 4.45 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.22: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED	REDACTED	REDACTED
E-gate and one way corridor			
External walls elements: external cladding, glazed walls, louvre cladding, RC walls			
Glazed partition			

Source: Steer

- 4.46 The IFS has reviewed the cost estimate provided by Dublin Airport and has adjusted quantities for structural, façade and partition elements, as well as demolition works to existing building, based on the drawings provided, resulting in the cost variances. It has also reduced the provision for e-gates and one way corridor in alignment with the double-counting identified in the scope assessment.
- 4.47 The IFS has also measured the overall new build and existing areas. Adjustments have been made to those area-dependent items (i.e. items calculated based on overall areas, such as allowances for furniture, fixtures, and equipment (FF&E), wayfinding, and various building services).
- 4.48 The IFS considers most of the rates included in the cost estimate to be reasonable, with minor exceptions:
- Rates for fire and lightning protection have been adjusted, as they are considered higher than that IFS would expect. These items are included among the area-dependent items.
 - The quantity and the rates of the allowance for temporary support to demolished Pier 4 façade have also been reduced, as they are also considered higher than expected.
- 4.49 The IFS has omitted costs for E-gate and one-way corridor as Dublin Airport has confirmed these costs are duplicated with items in project CIP27.05.05.
- 4.50 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.51 Our overall conclusion of the project review is as follows:

Table 4.23: CIP27.02.04 Terminal 2 CBP and Transfer Extension – Overall conclusion

Scope	
IFS comment	RAG Assessment

The stated project objectives to increase US pre-clearance and transfer capacity and reduce queue times can be fully met with the provided scope. We rated the project as red as we have identified double-counting with CIP27.05.05 Security Operations Systems and Equipment on 8 e-gates and 5 one-way corridors.

We also consider that alternative scopes should be further considered within the StageGate process, to optimise the design.

Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
158.908	150.730	-8.178

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and has adjusted quantities for structural, façade, and partition elements, as well as demolition works to existing building, based on the drawings provided, resulting in the cost variances.

The IFS has also adjusted allowances for FF&E, wayfinding and various M&E services based on a measured overall new build and existing area. Costs for E-gate and one-way corridor are also omitted as Dublin Airport has confirmed these costs are duplicated with items in project CIP27.05.05.

As a result of these changes, the cost allowances in the IFS assessment for percentage-based cost items have also reduced.

Source: Steer

CIP27.02.05A – Pier 5

Project description

Introduction

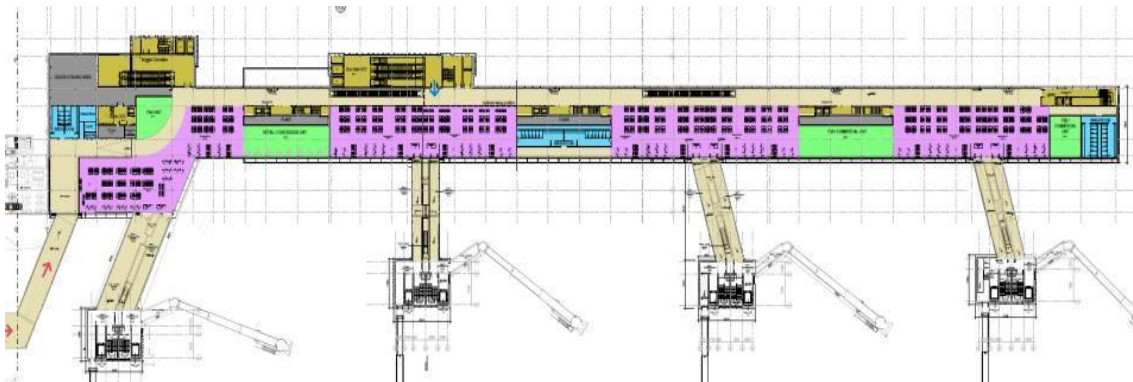
- 4.53 This project concerns the development of a new pier connected to T2, named Pier 5. This project is a roll over project taking over from the previous CIP20.03.029 - Pier 5.

Figure 4.4: CIP27.02.05A – Pier 5 - Floor Plans

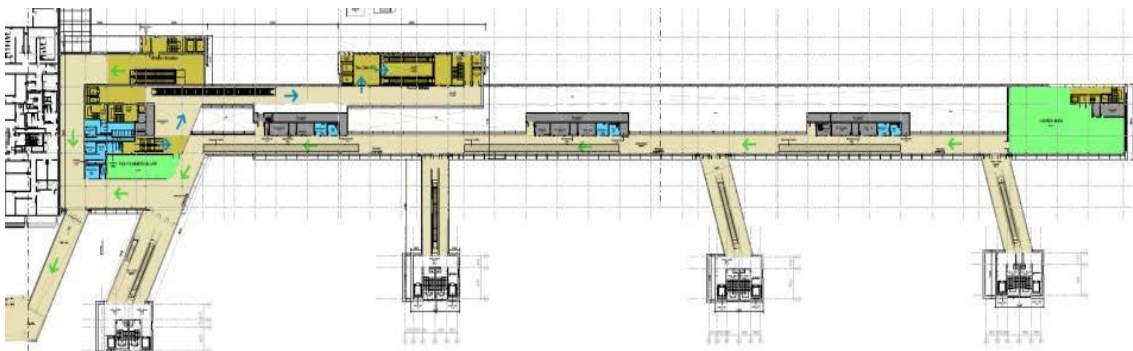
Apron level plan



First floor plan



Second floor plan



Source: Dublin Airport

Context

- 4.54 Dublin Airport's forecasted growth and increase in transatlantic traffic is expected to have direct impact on aircraft stand and gate capacity. Additional Wide Body stands capable of accommodating Customs and Border Protection (CBP) flights to the US are very likely to be required.
- 4.55 T2's ability to pre-clear US bound passengers through customs and immigration, thereby enabling US-bound passengers to be treated as domestic arrivals in the US is a selling point that has significantly contributed to the growth of T2 according to Dublin Airport. It has resulted also in the addition of new routes and increased frequency by current and future airlines, generating the need for the provision of additional Wide Body (WB) stand capacity.
- 4.56 T2 also handles connections for short haul and non-US long haul flights and Dublin Airport indicates that there is a requirement to provide additional capacity for these categories as well.

Objective

- 4.57 The objective of the project is to provide additional gate capacity to enable T2 to handle more US bound pre-cleared passengers as well as to provide non CBP departure lounges and gates for non CBP flights at T2.

Scope

- 4.58 The project will provide:
- 8 NB gates at 1st floor level which can be combined to provide 4 WB gates. 6 non CBP bussing gates at apron level.
 - A dedicated passenger arrivals route at second floor level allowing for simultaneous arrivals and departures.
 - A segregated route for third state passengers¹.
 - 8 passenger boarding bridges to access aircraft, and connected to each stand, a vertical circulation core (VCC). The VCC is connected with a 2-level connecting fixed link bridge, providing an escalator up for arrivals to the 2nd floor pier level.
 - Demolition of cargo units, handler accommodation, apron snow base, and Gate Post 4.
- 4.59 The proposed solution considers that all gates can function independently in a CBP cleared or non-CBP cleared function. An alternative option is being evaluated for an open gate layout whereby sections of the pier can be operated as swing gates.

Changes in Scope vs CIP2020

- 4.60 This project is a roll over project taking over from the previous CIP20.03.029 - Pier 5.
- 4.61 The overall dimensions of Pier 5 remain unchanged, however more stringent heating and cooling requirements together with thermal capacity and sustainability requirements

¹ Passengers arriving from countries whose aviation security regimes are not fully integrated into the EU framework.

have been incorporated as the design has progressed from concept to planning stage design.

- 4.62 The CIP2020+ included Eastlands Cargo enabling works and the re-location of Gate Post 4 in the overall project description and budget. These projects are now presented as separate discrete projects in CIP27.

Stage

- 4.63 The project is currently at detailed planning stage. The following delivery programme is intended by Dublin Airport, subject to the approval of the current Infrastructure Application (IA):

- Construction start: Q4 2029
- Construction complete: Q2 2033
- Project handover: Q3 2033

Key project metrics

Table 4.24: CIP27.02.05A – Pier 5 – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€451.62m
Floor area	21,000 m ²
No of WB MARS stands	4
No of PBB	8
No of bussing gates	6

Source: Steer

Scope review

Table 4.25: CIP27.02.05A – Pier 5 – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	Yes, the project objectives to provide additional gate capacity to enable T2 to handle passengers should be fulfilled.
Is the scope efficient?	The scope is generally efficient.
Are there any alternative scopes to consider?	We have not identified a more efficient alternative.
Are the specifications reasonable and comprehensible?	The project's description and key deliverables are comprehensible, with clear planning and general arrangement drawings. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05B – South Apron Expansion: This project delivers the apron which accommodates Pier 5. • CIP27.02.48 Terminal 2 Check-in and Sortation Optimisation: The north side of Pier 5 is delimited by the new T2 Sortation

Question	Comments
	Building. Construction of both projects is expected to overlap so phasing will need to be coordinated • CIP20.02.04 South Apron Support Centre (SASC): The partial demolition of the Flight Catering Building is included in the project cost for demolition. • CIP27.02.04 T2 CBP and Transfer Extension: This project needs to be operational before the completion of Pier 5.
Are the proposed asset lives reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset lives defined for the CIP2020+ versions of this project was 28 (Pier 5). The scope regarding the relocation of the cargo handling facilities to the east of Dublin Airport boundary, included in the CIP2020+ version of this project, is now being delivered under CIP27.02.06 Eastlands Cargo. The asset life proposed for this component is 50 years (see CIP27.02.06 section below). Since the cargo relocation component, which increased the weighted average asset life, is no longer included, we assess that the proposed asset life of 25 years is adequate. We note that IATA and Aer Lingus have argued that new permanent concrete and steel structures should have a 40-year asset life. While we agree with this comment, we also note that this project includes MEP systems, aeronautical equipment and interior finishes which have lower asset lives.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.26: CIP27.02.05A – Pier 5 – Conclusion

IFS comment	RAG Assessment
The project objectives to provide additional gate capacity to enable T2 to handle passengers should be fulfilled. The scope is generally efficient.	

Source: Steer

Cost estimate review

- 4.64 The IFS has undertaken an assessment of the separate cost estimates provided by Dublin Airport
- 4.65 The table below summarises the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.27: CIP27.02.05A – Pier 5 – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	55.674	54.659	-1.015
Construction Costs	254.613	249.778	-4.835
Escalation, Contingency & Design Variability	141.336	138.671	-2.665
Total	451.623	443.107	-8.516

Source: Steer

- 4.66 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.28: CIP27.02.05A – Pier 5 – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (including Design Cost)			
Other development/project costs			
Total	55.674	54.659	-1.015
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
Substructure			
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
Complete buildings and building units			
Works to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	254.613	249.778	-4.835
Escalation, Contingency & Design	Dublin Airport cost estimate	IFS cost assessment	Variance (€m)

	(€m)	(€m)	
Design Risk (Development) Allowance	REDACTED		
Risk contingency			
Inflation			
Total	141.336	138.671	-2.665
Grand total	451.623	443.107	-8.516

Source: Steer

4.67 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.29: CIP27.02.05A – Pier 5 - Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
T2 façade demolition (Pier 5)	REDACTED		
Fire and lightning protection (Pier 5)			
Roof plant aluminium screen (Pier 5)			
Airbridges			

Source: Steer

4.68 The IFS has reviewed the cost estimates provided by Dublin Airport and most of the rates included in the estimate are reasonable, with minor exceptions.

- The IFS has reduced the rates included for the roof plant aluminium screen, T2 façade demolition, wall finishes removal and airbridges as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- The IFS has also reduced the rate for fire and lighting protection and fire rated timber double door sets to align those rates with the rates table information provided by Dublin Airport.

4.69 The IFS has not altered percentage-based cost items, but due to the reduction in the IFS assessment for other items, the total cost included in the IFS assessment is reduced compared to the provision in Dublin Airport's cost estimate. Those cost items include, main contractors preliminaries, main contractors direct fee (OH&P), design & management costs, design risk (development) allowance, construction risk and inflation.

Overall conclusion

4.70 Our overall conclusion of the project review is as follows:

Table 4.30: CIP27.02.05A – Pier 5 – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project objectives to provide additional gate capacity to enable T2 to handle passengers should be fulfilled. The scope is generally efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
451.623	443.107	-8.516
IFS Comment		
The IFS has reduced allowances for roof plant aluminium screen, T2 façade demolition, wall finishes removal, airbridges, fire and lighting protection and fire rated timber double doorsets. As a result of these reductions, the cost allowances for percentage-based cost items have reduced.		

Source: Steer

CIP27.02.05B – South Apron Expansion

Project description

Introduction

- 4.71 The project relates to the expansion of the South Apron at Dublin Airport to facilitate the development of Pier 5 and associated aircraft stands and taxiway infrastructure.

Figure 4.5: CIP27.02.05B – South Apron Expansion outlined in red (Indicative)



Source: Dublin Airport

Context

- 4.72 Dublin Airport states that it has experienced significant growth in transatlantic and transfer traffic in recent years, with further expansion expected. To accommodate this growth, the South Apron will be expanded southwards to provide additional aircraft stands and dual Code E taxiways. The existing area requires both rehabilitation of current pavement and expansion into sloping land to achieve the required operational layout.
- 4.73 The project aims to expand the South Apron to support the delivery of Pier 5, providing space for new aircraft stands and taxiways while facilitating efficient aircraft movement and maintaining operational performance.

Scope

- 4.74 The project will provide:
- 4 WB MARS contact stands accommodating 4 WB aircraft or 8 NB aircraft.
 - Automated Docking Guidance, Fixed Electrical Ground Power, Fuel Hydrants, and on-stand Ground Support Equipment (GSE) charging infrastructure at each stand.

- Approximately 70,000m² of new aircraft pavement.
- Approximately 60,000m² of rehabilitation of existing aircraft pavement.
- Associated drainage, attenuation, airfield ground and high mast lighting, signage and paint markings.
- Dual code E taxi lanes, requiring rehabilitation of the current pavement and expansion towards the south.
- Diversion of the nearby Cuckoo Stream and its associated pollution control monitoring infrastructure.
- Retaining walls and ground fill to achieve the final pavement levels.

4.75 The relocation of the airside road that runs along the South Apron area also falls under the scope of this project.

Changes in Scope vs CIP2020+

4.76 The scope has not significantly changed apart from updated sustainability requirements, design refinements, and cost reassessment.

Stage

4.77 The project is currently at detailed planning stage. The following delivery programme is intended by Dublin Airport, subject to the approval of the current Infrastructure Application (IA):

- Planning approval is expected in Q2 2028
- Construction: Q4 2029 – Q2 2032
- Operation: Q3 2032
-

Key project metrics

Table 4.31: CIP27.02.05B – South Apron Expansion – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€239.58 m
Area of new airfield pavement	70,000 m ²
Area of rehabilitated airfield pavement	60,000 m ²

Source: Steer

Scope review

Table 4.32: CIP27.02.05B – South Apron Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	Yes, the project objectives to provide 4 MARS, fully serviced contact stands that can act as CBP compliant and non CBP compliant will be fulfilled by the scope.
Is the scope efficient?	The scope is generally efficient. However, the scope includes a very large area of airfield pavement rehabilitation. In the more detailed stages of scheme development, this will need to be better understood to determine if the most efficient use of existing pavements is being achieved and rehabilitation costs targeted effectively.

Question	Comments
Are there any alternative scopes to consider?	We have not identified a more efficient alternative. However, we note that Dublin Airport went through an optioneering exercise considering 9 outline stand planning/pier options. The selected option was the only one that enabled the integration of dual code E taxilanes in the space available.
Are the specifications reasonable and comprehensible?	The project's description and key deliverables are comprehensible, with clear planning and general arrangement drawings. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05A – Pier 5: As one project delivers the pier and the other one the associated apron. • CIP27.02.04 T2 CBP and Transfer Extension: The modification of airside roads needs to be aligned with the South Apron Expansion.
Are the proposed asset lives reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ versions of this project was 34 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position, so the asset life should be 34 years.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.33: CIP27.02.05B – South Apron Expansion – Conclusion

IFS comment	RAG Assessment
The project should meet its objectives. For the overall configuration, Dublin Airport has provided evidence of an optioneering exercise being conducted. This provides the logic for the choice of apron and taxiway arrangement. However, there is a lack of evidence regarding the efficiency of the use of existing pavements and the targeting of rehabilitation costs.	

Source: Steer

Cost estimate review

- 4.78 The IFS has undertaken an assessment of the cost estimates provided by Dublin Airport.
- 4.79 The table below summarises the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.34: CIP27.02.05B – South Apron Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	28.912	27.236	-1.676
Construction Costs	137.677	129.695	-7.981
Escalation, Contingency & Design Variability	72.996	68.764	-4.232
Total	239.585	225.696	-13.889

Source: Steer

- 4.80 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.35: CIP27.02.05B – South Apron Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (including Design Cost)			
Other development/project costs			
Total	28.912	27.236	-1.676
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
Substructure			
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
Complete buildings and building units			
Works to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	137.677	129.695	-7.981
Escalation, Contingency & Design	Dublin Airport cost estimate	IFS cost assessment	Variance (€m)

	(€m)	(€m)	
Design Risk (Development) Allowance	REDACTED		
Risk contingency			
Inflation			
Total	72.996	68.764	-4.232
Grand total	239.585	225.696	-13.889

Source: Steer

- 4.81 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.36: CIP27.02.05B – South Apron Expansion - Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Main Contractor Prelims (South Apron Expansion)	REDACTED		

Source: Steer

- 4.82 The IFS has reviewed the cost estimates provided by Dublin Airport and the rates included in the estimate are reasonable. The IFS has reduced the percentage allowance for main contractor's preliminaries for the as the percentage included in Dublin Airport's cost estimate is higher than the IFS would expect.
- 4.83 The IFS has not altered any other percentage-based cost items, but due to the reduction in the IFS assessment for other items, the total cost included in the IFS assessment is reduced compared to the provision in Dublin Airport's cost estimate. Those cost items include, main contractors direct fee (OH&P), design & management costs, design risk (development) allowance, construction risk and inflation.

Overall conclusion

- 4.84 Our overall conclusion of the project review is as follows:

Table 4.37: CIP27.02.05B – South Apron Expansion – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project should meet its objectives. For the overall configuration, Dublin Airport has provided evidence of an optioneering exercise being conducted. This provides the logic for the choice of apron and taxiway arrangement. However, there is a lack of evidence regarding the efficiency of the use of existing pavements and the targeting of rehabilitation costs.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
239.585	225.696	-13.889
IFS Comment		
The IFS has reduced the percentage allowance for main contractor’s preliminaries. As a result of these reductions, the cost allowances in the IFS assessment for, main contractors direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency and inflation have reduced.		

Source: Steer

CIP27.02.06 – Eastlands Cargo

Project Description

Introduction

- 4.85 This project proposes the enablement of a site to facilitate the future development of modern cargo handling facilities to the east of the Dublin Airport boundary. The site will have access to the airside area of the South Apron via a new bonded bridge and road and public access from the R132 road.
- 4.86 The project also includes the construction of the Border Control Post (BCP) Building and the Revenue Building, service areas and security fencing.
- 4.87 This project is a rollover project taking over from the previous CIP20.03.029: Pier 5.

Figure 4.6: CIP27.02.06 Eastlands Cargo - Plans



Source: Dublin Airport

Context

- 4.88 Dublin Airport claims that the existing cargo facilities at the airport are constrained in terms of space, configuration, and ability to accommodate forecast cargo growth volumes. In response to these limitations, Dublin Airport has identified the Eastlands area as the preferred location for the future consolidation and expansion for a new cargo village.
- 4.89 The proposed construction of Pier 5 (CIP27.02.05A) is expected to require a large construction site. The current cargo operations footprint falls within the Pier 5 construction site and as a result, the cargo operations will need to be re-located.

Objective

- 4.90 The objective of the Eastlands Cargo project is to enable the development of a new cargo infrastructure that is capable of supporting long-term air freight growth. The project aims to provide serviced land, secure access, and essential infrastructure to allow third-party cargo operators and state agencies to develop modern cargo facilities.

Scope

The project scope includes:

- Clearing and grading for cargo building construction and vehicular use. This work will involve topographical, geotechnical and soil testing survey work;
- Construction of an access road from the R132, complete with paths, paving, landscaping, public lighting, CCTV, and access control systems associated with the bonded route and site security;
- Construction of a new bonded road from the Cargo Site bonded area connected to the South Apron airside road network, including a new road bridge spanning over the R132.
- Access control gate posts are also required for both public and bonded roads. The site is currently landside and therefore it will require security fencing and a bonded road to access Dublin Airport airside road system.
- Provision of utility connections and supporting infrastructure to facilitate future third-party cargo warehouse development.
- Plot layout:
 - Plot A - Construction of An Post, Border Control Post (BCP) and Revenue building, including car parking for 40 vehicles.
 - Plot B, C, D – Preparation of sites for 4 cargo warehouses and associated welfare and administration facilities for the future construction by third parties.

Change in Scope vs CIP2020+

- 4.91
- The proposed cargo facility at CIP2020+, Corballis Park (c. €103m), which formed part of the Pier 5 cost plan approved under CIP20.03.029, has been discounted due to limited expansion capacity. Following engagement with cargo operators and South Apron tenants, the preferred solution has shifted to enabling cargo development within Eastlands.
- 4.92
- The revised project now focuses solely on delivering access and enabling infrastructure rather than constructing cargo warehouses. Cargo buildings will instead be separately funded and delivered by individual tenants, representing a clear change from the earlier integrated delivery model.
- 4.93
- The proposed project cost has been updated to €107.15m, with the increase being due to inflation and partly mitigated through design refinement and cost review.

Stage

- 4.94
- The project is expected to follow the following delivery programme:
 - Planning: Q4 2024
 - Construction: Q4 2027 - Q4 2029
 - Operation: Q1 2030

Key project metrics

Table 4.38: CIP27.02.06 Eastlands Cargo – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€107.15m

Metric	Value
State Services Warehouse floor area	4365 m ²
No of cargo warehouse plots	4

Source: Dublin Airport

Scope review

Table 4.39: CIP27.02.06 Eastlands Cargo – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the site enablement outlined in the scope.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented. The project is the result of considering alternative options.
Are the specifications reasonable and comprehensible?	Yes, clear site planning arrangement drawings. Project description and key deliverables comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • Coordination necessary for (any) services and site boundary works as these sites are in the surroundings of the Eastlands Cargo site – CIP27.02.15 Consolidated Screening Centre. – CIP27.07.02 Construction Accommodation. – CIP27.03.01A Long Term Express Red Surface Car Park Expansion. • CIP27.02.10 South Apron De-Icing Storage. Adjacent to new bonded road bridge and airside access road. Possible access coordination required.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project was 28 years, although it included the wider Pier 5 project. We assess that given that this is a site enablement for the development of a new cargo village, we would expect to see an asset life of 50 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.40: CIP27.02.06 Eastlands Cargo – Conclusion

IFS comment	RAG Assessment
The scope will fulfil the project objectives by delivering the site enablement outlined in the scope. The scope is efficient in delivering the functions outlined for the project.	

Source: Steer

Cost estimate review

- 4.95 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.41: CIP27.02.06 Eastlands Cargo – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	14.114	13.810	-0.304
Construction Costs	64.909	63.511	-1.398
Escalation, Contingency & Design Variability	28.126	27.521	-0.606
Total	107.150	104.842	-2.308

Source: Steer

- 4.96 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.42: CIP27.02.06 Eastlands Cargo – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	14.114	13.810	-0.304
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
Superstructure			

Internal Finishes			
Fitting, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	64.909	63.511	-1.398
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	28.126	27.521	-0.606
Grand total	107.150	104.842	-2.308

Source: Steer

4.97 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.43: CIP27.02.06 Eastlands Cargo – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Isolated pad foundation	REDACTED		
Allow for Internal walls & partitions			
Allow for fire and lightning protection - General Area			
Retaining wall - east abutment			

Source: Steer

4.98 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for Isolated pad foundation, allowance for Internal walls & partitions, allowance for fire and lightning protection (General Area), retaining wall - east abutment, Pile Tests and building for substation as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.

- 4.99 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.100 Our overall conclusion of the project review is as follows:

Table 4.44: CIP27.02.06 Eastlands Cargo – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope will fulfil the project objectives by delivering the site enablement outlined in the scope. The scope is efficient in delivering the functions outlined for the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
107.150	104.842	-2.308
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The variances between Dublin Airport and the IFS are mainly driven by reductions in rates for the isolated pad foundations, allowance for Internal walls & partitions, allowance for fire and lightning protection and building for substation.		

Source: Steer

CIP27.02.07 – Gate Post 4 Relocation

Project description

Introduction

- 4.102 The project concerns the relocation of the existing Gate Post 4 from its existing location southeast of Terminal 2 to a new location on the current site of an existing cargo building. The project, which is considered an integral part of the South Apron hub development, includes the new two-storey Gate Post 4 building with vehicle screening lanes, access roads, adjacent security fences and staff welfare and administrative facilities. This project is a roll over project taking over from the previous CIP.20.03.029 Pier 5, which included the relocation of Gate Post 4.

Figure 4.7: CIP27.02.07 – Gate Post 4 Relocation Overview



Source: Dublin Airport

Context

- 4.103 The development of the new Pier 5 and associated extension of the airside/landside boundary requires the existing Gate Post 4 to be relocated. The new location will be further to the southeast on the current location of an existing cargo building that will be demolished as part of the Cargo Relocation project (CIP27.02.06).

Objective

- 4.104 The objective of the project is to allow the development of the South Apron Hub with the new Pier 5 and to ensure secure and complete access to the South Apron area. The project also supports improved security processing capacity providing a modernised gate post.

Scope

- 4.105 The scope of the Gate Post 4 relocation project includes:
- 2 storey gate post with 2 staff screening lanes, staff welfare and administrative facilities;
 - 3 vehicle lanes (2 incoming, 1 outgoing) north of the gate post serving landside traffic

- 2 vehicle lanes (1 incoming, 1 outgoing) south of the gate post serving traffic via the bonded road to Eastlands Cargo with line marking, access controls, signalling, safety barriers and traffic blockers.
- Canopy covering 4 vehicle lanes;
- New access roads on the landside and the airside apron area;
- Security fences to the north and south of the gate Post; and
- Lighting, traffic barriers, site enclosures, drainage, utilities, security systems, etc. as required.

4.106 The demolition of the existing Gate Post 4 and security screening equipment are not included in the scope.

Change in scope vs CIP2020+

4.107 Gate Post 4 has previously been included in CIP.20.03.029 (Pier 5) and is now submitted as a separate project to enable its delivery in isolation from Pier 5. The floor space has been increased to accommodate more spacious security screening equipment (C3 lanes, full body security scanner). Also, a larger portion of the South Apron area as well as connecting roads are now included in Gate Post 4 project.

Stage

4.108 The following delivery programme is intended by Dublin Airport, subject to the approval of the current Infrastructure Application (IA):

- General arrangement drawings completed in Oct 2023;
- Design is expected to commence in Q4 2027;
- Construction from Q4 2029 to Q3 2033; and
- Start of operation Q4 2033.

Key project metrics

Table 4.45: CIP27.02.07 – Gate Post 4 Relocation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 20.16m
Gate Post building floor area	428 m ²
No. of vehicle screening lanes	5 (4 covered, 1 uncovered)
Canopy structure	1,117 m ²
Pavements (roads, parking)	5,883 m ²

Source: Dublin Airport, Steer analysis

Scope review

Table 4.46: CIP27.02.07 – Gate Post 4 Relocation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives of allowing the development of the South Apron Hub with the new Pier 5 and ensuring secure and complete access to the South Apron area will be fully met with the proposed scope.

Question	Comments
Is the scope efficient?	The scope can be considered as efficient given the new central location of the new gate post within the South Apron Hub development. The scope does not indicate any over-design.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage. The specifications according to the provided cost estimate build up can be considered as reasonable and comprehensive given the early stage of the design.
Are there any phasing and synergy considerations with other projects?	The project needs to be phased and aligned with other projects due to dependencies and possible synergies: • CIP27.02.05 – Pier 5 and South Apron Expansion: The existing Gate Post 4 needs to be demolished ahead of the construction of Pier 5 in Q2 2029 and operation of the new Gate Post 4 is highly dependent on the completion of the connecting South Apron airside roads. We asked Dublin Airport if there is a risk that an interim solution for the Gate Post 4 become necessary during the construction of Pier 5 and the South Apron. Dublin responded that this was not a significant risk. • CIP27.02.06 – Cargo Relocation (Eastlands): Construction of the new Gate Post 4 can only commence after relocation and demolition of existing cargo facilities. The gate post road works interface with the new bonded road to the Eastlands Cargo.
Is (Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The asset life defined for the CIP2020+ version of this project was also 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess that the asset life of 20 years is adequate.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 4.47: CIP27.02.07 – Gate Post 4 Relocation – Conclusion

IFS comment	RAG Assessment
The proposed project scope can fully meet the project objectives and can be considered as efficient. The relocation of Gate Post 4 is a necessary part of the South Apron Hub development which is highly dependent on CIP27.02.05 – Pier 5 and South Apron Expansion works.	

Source: Steer

Cost estimate review

- 4.109 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.110 The table below summarises the costs presented by Dublin Airport and the IFS assessment of those costs.

Table 4.48: CIP27.02.07 – Gate Post 4 Relocation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.462	2.415	-0.047
Construction Costs	11.722	11.500	-0.222
Escalation, Contingency & Design Variability	5.976	5.863	-0.113
Total	20.160	19.779	-0.381

Source: Steer

- 4.111 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.49: CIP27.02.07 – Gate Post 4 Relocation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	2.462	2.415	-0.047
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
Substructure			
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (OH&P)			

Total	11.722	11.500	-0.222
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	5.976	5.863	-0.113
Grand total	20.160	19.779	-0.381

Source: Steer

4.112 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.50 CIP27.02.07 – Gate Post 4 Relocation – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
RC core walls	REDACTED		
FF&E for corridors/ circulation			
Demolition of existing buildings			
Raft foundation			
Structural steel frames			

Source: Steer

- 4.113 The IFS has reviewed the cost estimate provided by Dublin Airport and assesses that the majority of the rates included in the estimate are reasonable.
- 4.114 The IFS has adjusted quantities for demolition of existing buildings, raft foundation, structural steel frame, concrete casings, concrete core walls, external walls, and external wall cladding based on the drawings provided, resulting in the cost variances. IFS has also reduced the cost for Furniture, Fixtures, and Equipment (FF&E), considering FF&E for corridor and circulation area should be minimal.
- 4.115 1.13 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.116 Our overall conclusion of the project review is as follows:

Table 4.51: CIP27.02.07 – Gate Post 4 Relocation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can fully meet the project objectives and can be considered as efficient. The relocation of Gate Post 4 is a necessary part of the South Apron Hub development which is highly dependent on CIP27.02.05 – Pier 5 and South Apron Expansion works.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
20.160	19.779	-0.381
IFS Comment		
The IFS assessment has adjusted quantities for demolition of existing buildings, raft foundation, structural steel frame, concrete casings, concrete core walls, external walls, and external wall cladding based on the drawings provided, resulting in the cost variances. IFS has also reduced the cost for FF&E for corridor and circulation area. As a result of these changes, the cost allowances in the IFS assessment for main contractors' preliminaries, main contractors direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency, and inflation have reduced.		

Source: Steer

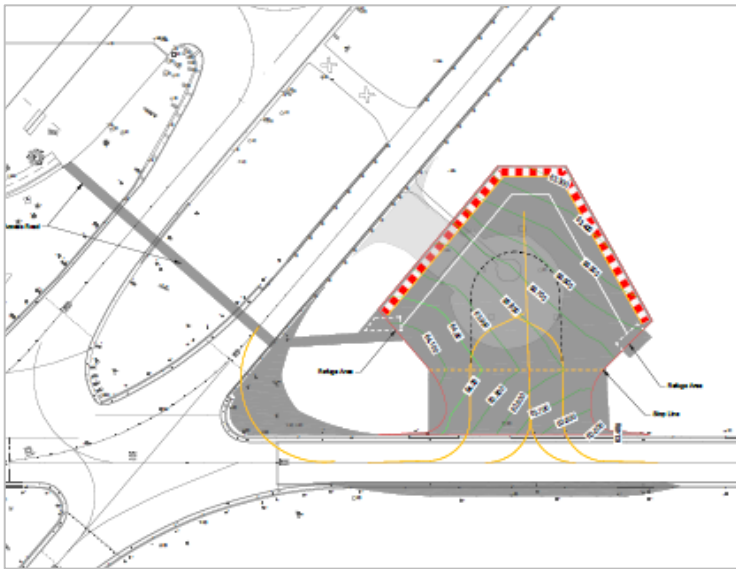
CIP27.02.08 – Wide Body Engine Test Facility

Project description

Introduction

- 4.117 The Wide Body Engine Test Facility project involves the enhancement and expansion of the central Code C Engine Test Facility to accommodate Code E wide-body aircraft. This expansion requires the extension of the paved area and the installation of additional jet blast fencing.
- 4.118 This project is a roll over project transitioning from the previous CIP20.03.079 - Code E Engine Test Facility.

Figure 4.8: CIP27.02.08 – Wide Body Engine Test Facility – General Arrangement



Source: Dublin Airport

Context

- 4.119 Engine testing is an essential operational requirement associated with routine airline operations and maintenance, repair and overhaul activities, and has implications for safety, airfield capacity, environmental performance and operational resilience.
- 4.120 Historically, wide-body engine testing at Dublin Airport has been undertaken on operational runways or taxiways, including Runway 16/34. Code E engine testing locations became unavailable with the introduction of the North Runway in 2022 and associated planning conditions requiring the cessation of engine testing at the northern end of the airfield and its relocation away from populated neighbouring areas to a sound-controlled area.
- 4.121 While a central Engine Test Site (ETS1) was established for narrow body aircraft engine test runs, wide body aircraft testing is presently performed on Runway 16/34. Dublin Airport indicates that as operations have increased, Runway 16/34 has become one of the primary north-south taxiway routes, providing access between the terminal aprons and the runways. Consequently, taxiing aircraft must currently be routed around the testing aircraft at times, leading to congestion and detriment to taxiway flows.

- 4.122 Therefore, as ETS1 currently accommodates narrow-body aircraft only, with a wingspan limitation of 42 m, the project proposes to remove wide body aircraft engine testing from Runway 16/34 and relocate it onto ETS1, resulting in the expansion and new blast fencing indicated.

Objective

- 4.123 The project aims to support safe and efficient airline and maintenance operations while minimising interference with routine airfield movements and managing environmental impacts, particularly noise exposure.
- 4.124 To provide this, the project proposes the expansion of existing ETS1 to enable full-power engine testing of wide-body aircraft within a dedicated and controlled environment. This requires an increase in the existing facility pavement to accommodate aircraft up to the size of a Boeing 777, allowing access from taxiway Sierra.

Scope

- 4.125 The scope of the project includes the following elements:
- Construction of approximately 16,000 m² of new pavement to expand and support aircraft positioning and testing activities for combined Code C and Code E aircraft engine testing;
 - Installation of a fixed jet blast fence along the western, northern and eastern perimeter of the site;
 - Provision of new taxiway access, including fillet extensions and associated airfield markings and signage;
 - Upgrades to high mast lighting, drainage and attenuation infrastructure within the test site area;
 - Provision of vehicle and equipment parking areas and defined observation locations.
 - Allowance for the use of the site as a snow dump during winter operations.

Change in Scope vs CIP2020+

- 4.126 No material changes in scope are reported. However, the costs have been reassessed and revised to reflect latest cost benchmark and rate data.

Stage

- 4.127 The project is expected to follow the following delivery programme:
- Planning: Q4 2026
 - Construction: Q1 2029 - Q1 2031
 - Operation: Q2 2031
 -

Key project metrics

Table 4.52: CIP27.02.08 – Wide Body Engine Test Facility – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 21.07m
Engine test site expansion	16,000 m ²
Jet blast fence length	Approximately 235 metres
Usability factor	99% (headings 290°–110°)

Service road	6m wide, 70m long

Source: Dublin Airport

Scope review

Table 4.53: CIP27.02.08 – Wide Body Engine Test Facility – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the scope of the project fulfils the project objectives, subject to checks on the Obstacle Limitation Surfaces (OLS) for the fence and high mast lighting, especially in relation to the runway transition surfaces. Dublin Airport has confirmed that the new Code E facility is designed to provide the maximum utility in 99% of wind conditions. The proposed fence arrangement allows the aircraft to be positioned taking account of eastern, western, and southerly winds.
Is the scope efficient?	Insofar as environmental regulations (especially relating to noise) and operational requirements drive the need for this project, the IFS considers the scope to be efficient. Dublin Airport indicates that the orientation and the length of the Jet Blast Fence has been designed and modelled based on the surrounding taxiways and available access to the Engine Testing Site, aircraft geometry, wing tip clearance and positioning of the aircraft based on the wind direction in order to allow the highest possible utilisation of the site (over 95%) and to protect the operational areas around the Engine Testing Site. Notwithstanding, the IFS suggests that through further detailed design, jet blast and noise impact modelling, it might be possible to refine the fence length and alignment to achieve the most optimal and cost-effective outcome. In any case, the design will further be refined in future phases but Dublin Airport does not expect the Jet Blast Fencing length to be reduced.
Are there any alternative scope to consider?	Potential reduction in blast protection length should still be considered during detailed modelling and design development phases
Are the specifications reasonable and comprehensible?	At this stage in the project, the details appear to be very high level. However, given that the concept sketch dates from CIP2020+ and the construction start is in Q1 2029, the level of detail must be further progressed in the interim prior to StageGate.
Are there any phasing and synergy considerations with other projects?	Code C engine run ups will need to be relocated during the works as the facility is developed over the footprint of the existing one. Dublin Airport has previously confirmed during CIP2020+ that during the construction works, Code C Engine run-ups will have to be temporarily relocated to unused taxiways / Aprons on the day, depending on operations. Temporary/potential Code C Engine run-ups sites are to be agreed between Dublin Airport Operations and IAA in advance of construction works.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years.

	The asset life defined for the CIP2020+ version of this project was 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, the asset life should be 20 years.
Is there any double counting with other projects?	None observed

Source: Steer

Scope – Conclusion

Table 4.54: CIP27.02.08 – Wide Body Engine Test Facility - Conclusion

IFS comment	RAG Assessment
The IFS concludes that the scope will meet the outputs required of the project, subject to checks on the Obstacle Limitation Surfaces (OLS) for the fence and high mast lighting, especially in relation to the runway transition surfaces. The IFS considers the scope to be efficient, although suggests the refinement of the fence length and alignment to achieve the most optimal and cost-effective outcome. In any case, the design will further be refined in future phases.	

Source: Steer

Cost estimate review

- 4.128 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.129 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.55: CIP27.02.08 – Wide Body Engine Test Facility – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.603	2.603	-
Construction Costs	12.396	12.396	-
Escalation, Contingency & Design Variability	6.068	6.068	-
Total	21.067	21.067	-

Source: Steer

- 4.130 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.56: CIP27.02.08 – Wide Body Engine Test Facility – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.603	2.603	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Work to existing buildings	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	12.396	12.396	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	6.068	6.068	-
Grand total	21.067	21.067	

Source: Steer

- 4.131 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required.

Overall conclusion

- 4.132 Our overall conclusion of the project review is as follows:

Table 4.57: CIP27.02.08 – Wide Body Engine Test Facility – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS concludes that the scope will meet the outputs required of the project, and considers the scope to be efficient, although suggests the refinement of the fence length and alignment.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
21.067	21.067	-
IFS Comment		

The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required.

Source: Steer

CIP27.02.09/10 – North & South Apron De-Icing Storage

Project description

Introduction

- 4.134 The North/South Apron De-Icing Storage project aims to provide new, consolidated de-icing fluid storage facilities on both the North and South Aprons to support safe, efficient and resilient winter operations. The de-icing of aircraft is a critical operation during the winter season.
- 4.135 The facilities replace and rationalise existing fragmented third-party storage arrangements with three third-party de-icing service providers operating from thirteen de-icing fluid tanks located across three sites. On-stand de-icing remains the preferred operational approach at Dublin Airport, particularly to support first-wave departures during winter conditions, and feasibility studies by Dublin Airport have concluded that on-stand de-icing will continue to be the primary treatment method.

Figure 4.9: CIP27.02.09/10 – North & South Apron De-Icing Storage – Typical Aircraft De-icing



Source: Steer – copyright Norder Design Associates Limited

Context

- 4.136 Winter operations at Dublin Airport place significant demand on de-icing infrastructure, particularly during periods of sustained low temperatures and high early-morning departure volumes. Consequently, Dublin Airport currently relies on existing de-icing fluid storage facilities which they advise are dispersed, capacity constrained and increasingly incompatible with the evolving apron layout.
- 4.137 According to Dublin Airport, the delivery of new de-icing storage compounds on both the North and South aprons is required to maintain operational resilience, improve environmental control and enable the relocation of existing tanks impacted by other airfield developments. The project also responds to updated environmental, safety and monitoring requirements for the handling and storage of de-icing fluids.

Objective

- 4.138 The objective of the project is to provide modern, compliant and adequately sized de-icing fluid storage facilities on the North and South aprons. The project aims to support reliable winter operations, minimise aircraft turnaround delays, improve traceability and control of de-icing fluid usage, and ensure that storage and handling activities are undertaken within fully bunded, monitored and environmentally controlled compounds.
- 4.139 The facilities are designed to support current operations and provide resilience for future growth.

Scope

- 4.140 The scope of the project includes:
- Construction of a North Apron de-icing storage compound located at Apron 5H, incorporating seven bunded de-icing fluid storage tanks, each with a capacity of 35,000 litres.
 - Construction of a South Apron de-icing storage compound adjacent to the South Apron GSE parking area, incorporating seven bunded de-icing fluid storage tanks, each with a capacity of 35,000 litres.
 - Provision of one dedicated water and mixing tank at each facility.
 - Provision of equipment buildings at each compound to house pumps, controls and spill response equipment.
 - Dedicated loading and parking bays for de-icing vehicles at each location.
 - Provision of secure fluid delivery and drop-off arrangements.
 - Installation of monitoring and control systems to record fluid levels, usage and delivery events.
 - Provision of drainage, pollution control and spill containment infrastructure to meet environmental requirements.
 - Associated works including pavement construction where required, lighting, fencing and airside security interfaces.

Stage

- 4.141 The project is expected to follow the following delivery programme:
- Planning: Q1 2028
 - Construction: Q4 2029 – Q3 2031
 - Operation: Q4 2031

Key project metrics

Table 4.58: CIP27.02.09/10 – North & South Apron De-Icing Storage – Key project metrics

Metric	Value	
	North	South
Dublin Airport proposed project cost	€ 6.84m	€ 9.76m
Number of de-icing fluid tanks	7	7
Capacity per tank (litres)	35,000	35,000
Total fluid storage capacity (litres)	245,000	245,000
Number of water/mixing tanks	1	1

Equipment buildings	2 buildings, approx. 6x5 metres	
De-icing vehicle parking bays	4	4
New Pavement	-	1,800 m ²

Source: Steer

Scope review

Table 4.59: CIP27.02.09/10 – North & South Apron De-Icing Storage – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as currently stated appears to fulfil the stated project objectives
Is the scope efficient?	The can be considered efficient, yet it is noted from Dublin Airport that this project is likely to generate an increase in operational expenditure. Given the consolidation of de-icing storage and the perceived benefits to the operation, this does seem counterintuitive. Dublin Airport has claimed that the increased number of tanks being provided to the airport's de-icing providers, albeit in a consolidated location, will result in increased costs for maintenance, inspection visits and ad-hoc repairs.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.02.05B South Apron Expansion: The South Apron De-icing storage facility includes in its scope the construction of 1,800 m² of new pavement, in an area adjacent to the South Apron Expansion
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses this asset life to be compatible with standard practice for such facilities. For the hardstanding, gantry and bund components the IFS would expect to see a greater lifecycle as while the tanks can be replaced, the hard infrastructure should be designed to survive such tank replacements. The proposed asset life for these elements is 30 years.
Is there any double counting with other projects?	None identified at this stage

Source: Steer

Scope – Conclusion

Table 4.60: CIP27.02.09/10 – North & South Apron De-Icing Storage – Conclusion

IFS comment	RAG Assessment
The scope as currently stated appears to fulfil the stated project objectives, and can be considered efficient.	

Source: Steer

Cost estimate review

4.142 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.143 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.61: CIP27.02.09/10 – North & South Apron De-Icing Storage – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.018	1.617	-0.401
Construction Costs	9.608	9.093	-0.515
Escalation, Contingency & Design Variability	4.978	4.584	-0.394
Total	16.604	15.294	-1.310

Source: Steer

4.144 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.62: CIP27.02.09/10 – North & South Apron De-Icing Storage – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.018	1.617	-0.401
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
Superstructure			

Internal Finishes			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	9.608	9.093	-0.515
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	4.978	4.584	-0.394
Grand total	16.604	15.294	-1.310

Source: Steer

4.145 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.63: CIP27.02.09/10 – North & South Apron De-Icing Storage –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
Main Contractor Prelims			
Water tank; 35,000 litres			
Surface water infrastructure; 900mm diameter precast concrete pipe			
Concrete plinth support to de-icing tank; 10000mm x 10000mm x 900mm dp			
Allow for primary and secondary ducting			

Source: Steer

4.146 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The main variance between Dublin Airport and the IFS construction costs are due to a reduction in the rate allowed for the primary

and secondary ducting and surface water infrastructure, and the water tank at the North-Apron facility along with less significant reductions for the items such as the mechanism for filling allowance.

- 4.147 The IFS has reduced the percentage allowances included in Dublin Airport’s cost estimate for main contractor preliminaries, and external design fees as they appear to be excessive for a project of this nature. The IFS has not altered the other percentage allowances however, due to the rate reductions for the construction elements, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.148 Our overall conclusion of the project review is as follows:

Table 4.64: CIP27.02.09/10 – North & South Apron De-Icing Storage – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as currently stated appears to fulfil the stated project objectives, and can be considered efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
16.604	15.294	-1.310
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by a reduction to the main contractor prelims, external design fees, water tank rate, primary and secondary ducting and surface water infrastructure.		

Source: Steer

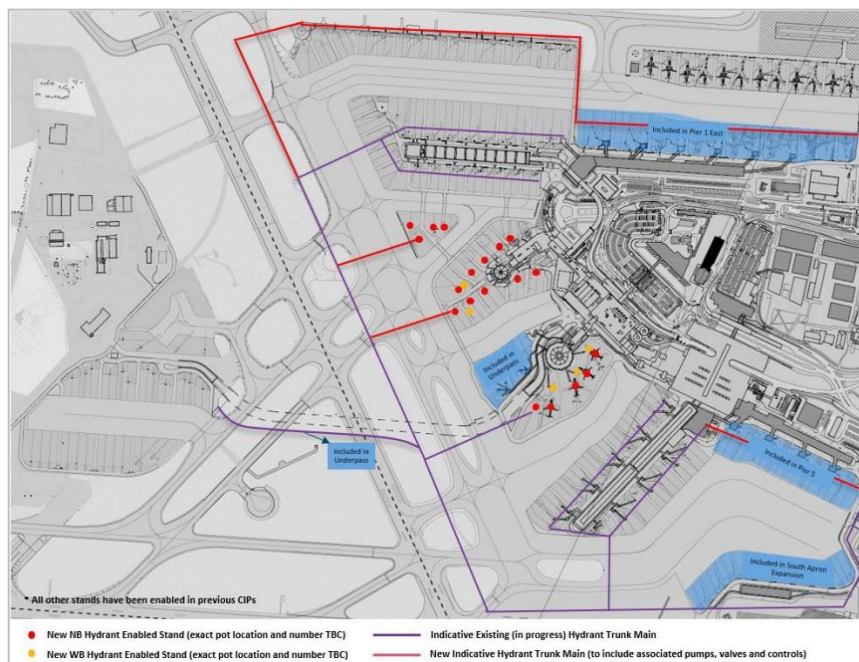
CIP27.02.11 – Fuel Hydrant Network

Project description

Introduction

- 4.149 This project relates to the extension of the existing fuel hydrant infrastructure to additional airfield areas to support planned stand and pier developments and to improve the efficiency of aircraft refuelling operations. This project is a roll over project taking over from the previous CIP2020+, with code CIP20.03.075 (Fuel Hydrant Network Works).

Figure 4.10: CIP27.02.11 – Fuel Hydrant Network - Concept layout sketch for the Fuel Hydrant Network



Source: Dublin Airport

Context

- 4.150 The fuel hydrant network is a core component of Dublin Airport’s airfield infrastructure, enabling the delivery of aviation fuel directly to aircraft stands and reducing reliance on fuel tanker vehicles.
- 4.151 According to Dublin Airport, the current extent of the hydrant system does not fully align with the location of existing and proposed aircraft stands associated with wider airfield development. The extension of the hydrant network is therefore required to ensure that fuel infrastructure provision remains consistent with evolving operational requirements and planned capacity enhancements.

Objective

- 4.152 The objective of the Fuel Hydrant Network project is to extend the existing hydrant pipeline system to serve additional aircraft stands on the North Apron, the Triangle area, and the Pier 2 and Pier 3 aprons. Dublin Airport states that the project is intended to improve operational efficiency, reduce apron congestion associated with fuel tanker movements, and ensure that fuel supply infrastructure supports planned airfield and pier developments.

Scope

- 4.153 The scope of the project includes the following elements:
- Extension of the dual trunk main fuel pipeline to additional apron areas;
 - Installation of hydrant pits to serve aircraft stands on the Triangle, Pier 2 and Pier 3 aprons;
 - Provision of associated valves, controls and connections to integrate the extended network with the existing hydrant system; and
 - Associated civil works, including pavement opening and reinstatement, required to deliver the hydrant extensions.

Change in Scope vs CIP2020+

- 4.154 The hydrant works at the eastern end of Pier 1 have been completed and the Pier 3 works associated with the Airfield Underpass are progressing towards StageGate in 2026. The remaining elements have not advanced. The proposed project cost at CIP2020+ was €37m.
- 4.155 This rollover project reframes the next phase of fuel hydrant deployment, with costs now developed on a clean-sheet basis to reflect the revised scope and delivery approach. The CIP27 proposed project cost is €89.5m.

Stage

- 4.156 The project is expected to follow the following delivery programme:
- Fuel Hydrant Network Part 1:
 - Planning: Q2 2027
 - Construction: Q1 2030 - Q1 2032
 - Operation: Q2 2032
 - Fuel Hydrant Network Part 2:
 - Planning: Q1 2032
 - Construction: Q1 2035 - Q1 2037
 - Operation: Q2 2037

Key project metrics

Table 4.65: CIP27.02.11 – Fuel Hydrant Network – Key project metrics

Metric	Value
Total project cost	€ 89.5m
Number of aircraft Fuel Hydrant-enabled stands created	24 (4 on the Triangle, 12 on Pier 2 and 8 on Pier 3)

Source: Dublin Airport

Scope review

Table 4.66: CIP27.02.11 – Fuel Hydrant Network – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that despite the high level information provided, the fuel main routes appear to be logical and therefore likely effective in achieving its objectives.
Is the scope efficient?	Notwithstanding very high level of the project at present, the IFS is not able to comment in detail on project efficiencies. The IFS notes that multiple large airports operate non-hydrant enabled stands successfully and safely and many with historically installed fuel hydrants no longer use them.
Are there any alternative scope to consider?	Thought could be given to improvements to airside roads to facilitate more robustness and safety in non-hydrant fuel delivery methods, albeit during CIP2020+ Dublin Airport confirmed that the need for the project had been determined through fuel capacity modelling and future demand.
Are the specifications reasonable and comprehensible?	While the specifications are high-level, those are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP2020+ West apron vehicle underpass (CIP.20.03.051B): The merits of considering replacing the western spur crossing of runway 16/34 with a coordinated crossing within the west apron vehicle underpass excavation was suggested by the IFS at CIP2020+ stage. Dublin Airport has confirmed that the Western fuel spur was required before the underpass is available and further confirms work on the spur is in progress. • CIP2027 South Apron Expansion (CIP27.02.02): Geographically there appears to be some overlap potentially between the fuel main route and the southern boundary of the south apron expansion project. However, this does not appear to create a dependency.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The asset life defined for the CIP2020+ version of this project was 20 years. The IFS assesses that given the buried nature of these assets within operationally critical areas and the difficulty of getting back to them, Dublin Airport should consider a longer asset life of 30-years.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.67: CIP27.02.11 – Fuel Hydrant Network – Conclusion

IFS comment	RAG Assessment
The IFS concludes that the scope will meet the objectives of the project in an efficient way.	

Source: Steer

Cost estimate review

- 4.157 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.158 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.68: CIP27.02.11 – Fuel Hydrant Network – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	10.348	10.348	-
Construction Costs	49.277	49.277	-
Escalation, Contingency & Design Variability	29.871	29.871	-
Total	89.497	89.497	-

Source: Steer

- 4.159 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.69: CIP27.02.11 – Fuel Hydrant Network – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	10.348	10.348	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Complete buildings and building units			
External works			

Main Contractor Prelims			
Main Contractor Direct Fee			
Total	49.277	49.277	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	29.871	29.871	-
Grand total	89.497	89.497	-

Source: Steer

- 4.160 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required.

Overall conclusion

- 4.161 Our overall conclusion of the project review is as follows:

Table 4.70: CIP27.02.11 – Fuel Hydrant Network – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS concludes that the scope will meet the outputs required of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
89.497	89.497	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required.		

Source: Steer

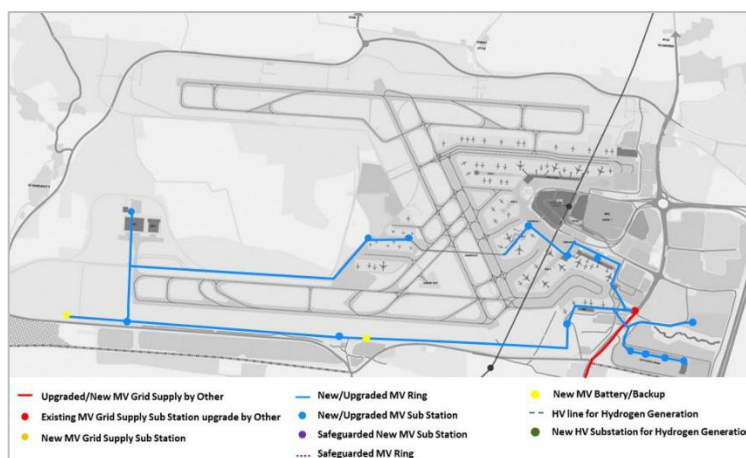
CIP27.02.12 – MV/HV Network Expansion

Project description

Introduction

- 4.162 The MV/HV Network Expansion project relates to the expansion of the airport-wide medium voltage (MV) and high voltage (HV) electrical network. The project responds to increasing demand for electrical capacity, resilience and flexibility across the airport campus, driven by growth, electrification and new development proposals.
- 4.163 This project is a roll over project taking over from the previous CIP20.07.035 – MV Resilience Substation, which established the initial feasibility and resilience objectives that are now being extended and expanded under CIP27.

Figure 4.11: CIP27.02.12 – MV/HV Network Expansion - Concept MV/HV Network Expansion Strategy Plan (Indicative)



Source: Dublin Airport

Context

- 4.164 Dublin Airport has identified that its existing MV and HV electrical infrastructure is approaching capacity limits and faces challenges in accommodating increasing electrical demand. This demand arises from the transition away from fossil fuels, increased electrification of heating, cooling and vehicles, and the requirements of new buildings, piers, aprons and development sites across the airport campus. The airport is also currently supplied by a single national grid source, which presents resilience risks in the event of a network failure.
- 4.165 The MV/HV Network Expansion project aims to deliver new infrastructure to support future growth, long-term development and enhanced resilience, with no overlap in construction scope between the two projects.

Objective

- 4.166 The objective of the MV/HV Network Expansion project is to ensure that Dublin Airport's electrical infrastructure is resilient, adaptable and capable of meeting future operational, sustainability and development requirements.

4.167 The project aims to enhance network capacity and resilience, maintain critical airport operations in the event of HV or MV failures, and support the delivery of CIP27 projects and longer-term development initiatives across the campus.

Scope

- 4.168 The scope of the project includes the following elements:
- Extension of the existing Dardistown HV/MV substation to provide a “Hot Standby”, including building extension, additional cubicles, switchgear and connections.
 - Construction of approximately 250 km of new MV distribution network ducting and cabling across the east and west campus.
 - Upgrade and extension of the Eastern and Western Campus MV networks to accommodate new and future electrical loads.
 - Construction of 86 new MV/LV substations and modification of 26 existing substations.
 - Delivery of on-site substation battery energy storage solutions to enhance network resilience.
 - Completion of feasibility and strategy studies to assess current capacity, future demand, asset condition and optimal infrastructure requirements, informing phased delivery and procurement.
- 4.169 The project is distinct from the CIP27.04.15 Asset Management Existing MV Network Upgrade project, which focuses on renewing end-of-life equipment to maintain existing operations.

Changes in Scope vs CIP2020

- 4.170 CIP20.07.035: MV Resilience Substation focused on the feasibility assessment and the delivery of a MV resilience substation in “Cold Standby” mode.
- 4.171 As part of CIP27, the scope has been expanded to include additional MV and HV infrastructure deemed necessary to support wider airport growth and electrification. This includes the extension of the existing Dardistown substation to provide a “Hot Standby”, the delivery of extensive new MV cabling and ducting, the construction of additional MV/LV substations, and the integration of battery energy storage solutions. These changes reflect design refinement, increased capacity requirements and alignment with CIP27 and long-term development initiatives.

Stage

- 4.172 The project is expected to follow the following delivery programme:
- Planning: Q1 2026
 - Construction: Q1 2028 - Q4 2033
 - Operation: Q1 2034

Key project metrics

Table 4.71: CIP27.02.12 – MV/HV Network Expansion – Key project metrics

Metric	Value
Total project cost (rounded)	€ 389.69m
New MV/LV substations	86

Metric	Value
Modified existing substations	26
New MV distribution network	Approximately 250 km of ducting and cabling

Source: Steer

Scope review

Table 4.72: CIP27.02.12 – MV/HV Network Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS assesses that the question of whether the scope of the project on its own will meet the desired objectives depends highly on the ESB Networks' ability to make the necessary amount of power available to the airport. To remove the vulnerability of the airport being supplied by a single national grid source, the configuration of the internal electrical distribution network at the airport becomes critical. Therefore, this project and CIP27.01.03 – Solar PV and Energy Storage are intimately linked.
Is the scope efficient?	The scope and submission information as presented are not sufficient for the IFS to determine the efficiency of the scope. The presented information appears to be at an early stage and there is no submission/discussion of options or alternatives. The IFS notes the proposal for the project to include the construction of two new MV loops in the west and east campus comprising over 250km of new ducting and cabling, and considers that there may be efficiencies to be gained through the re-use of existing hard infrastructure (pit and duct networks for example). Given the expected asset lives of cabling (circa 15 years) it would appear that any cabling more recently installed will still have residual life on completion of this project and therefore abandonment and/or discarding such cabling might suggest an inefficiency in investment.
Are there any alternative scope to consider?	The IFS notes that this project should consider the new legislation (private wires bill) being drafted in Ireland for the transmission of private electricity. This could open new and more efficient methods of supplying additional power and resilience to the airport. The IFS suggest this being evaluated as part of option studies before this project arrives at StageGate application.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level.
Are there any phasing and synergy considerations with other projects?	Because of the objective of this project, there is an immediate need for synergy and phasing with these developments, certainly in the planning of them if not the implementation of them. Importantly, the following projects will likely increase the demand on the HV/MV network considerably and therefore will need to be considered and phased in conjunction with this

Question	Comments
	project to avoid a situation where the objectives of these schemes cannot be met due to lack of supply: • CIP27.01.02A - Charging Network • CIP27.01.02B - North Apron GSE Charging Hub The final implementation of this MV Network Upgrade in 2034 is after the above charging network and hub projects are programmed to come live. Additionally, • CIP27.01.03 – Solar PV and Energy Storage project: The project will only achieve its objectives if sufficient generation and storage capacity exists. Therefore, these project are intimately linked to bridge the gap between supply and demand in terms of current energy generation constraints.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project was 15 years. However, the CIP2020+ version focused on the feasibility assessment and the delivery of a MV resilience substation in “Cold Standby” mode whereas this project scope has been expanded to include additional MV and HV infrastructure, including assets that may vary in asset life. The following asset lives are proposed: • Cabling: 15 years • Switchgear 10 years • Transformers: 15 years asset life. • Buried infrastructure such as pits and ducts: 50 years, and as a minimum equal to the design life of any pavements under which they will be situated.
Is there any double counting with other projects?	CIP27.04.15 Existing MV Network Upgrade entails the replacement of current end of life existing assets with modern equivalents. The Airport MV/HV Network Expansion delivers new infrastructure and technology such as substations, circuits, and connections to accommodate planned and future developments. There is no duplication or shared construction scope between the two.

Source: Steer

Scope – Conclusion

Table 4.73: CIP27.02.12 – MV/HV Network Expansion – Conclusion

IFS comment	RAG Assessment
The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The IFS considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.	

The phasing of this project with other projects such as the charging network (CIP27.01.02A) and charging hub (CIP27.01.02B) appears to be slightly misaligned.

Source: Steer

Cost estimate review

- 4.175 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.176 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.74: CIP27.02.12 – MV/HV Network Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	43.146	43.146	-
Construction Costs	234.306	234.306	-
Escalation, Contingency & Design Variability	112.235	112.235	-
Total	389.687	389.687	-

Source: Steer

- 4.177 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.75: CIP27.02.12 – MV/HV Network Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	43.146	43.146	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	234.306	234.306	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	112.235	112.235	-
Grand total	389.687	389.687	-

Source: Steer

- 4.178 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it has not made any changes to that estimate in its assessment.

Overall conclusion

- 4.179 Our overall conclusion of the project review is as follows:

Table 4.76: CIP27.02.12 – MV/HV Network Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient and there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
389.687	389.687	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and at present it has not made any changes to that estimate in its assessment.		

Source: Steer

CIP27.02.13 Junctions Upgrades

Project Description

Introduction

- 4.180 This project concerns a series of junction upgrades, including various carriageway widenings and alterations to traffic lanes and pedestrian and cycle routes to facilitate the optimisation of bus corridor and public transport access to and from the airport campus.

Figure 4.12: CIP27.02.13 Junctions Upgrades – Project Overview



Source: Dublin Airport

Context

- 4.181 Dublin Airport proposes improvements to the following junctions:
- J1 Airport Roundabout Junction;
 - J2 R132 /Corballis Road South;
 - J3 R132 / Old Airport Road;
 - J4 R108 / Old Airport Road; and
 - J5 Airport Recirculation.
- 4.182 We understand that these changes have been requested by the local county and road authorities to support the airport's planned growth.

Objective

- 4.183 Existing junctions surrounding the airport are functioning adequately today, however, as the airport traffic grows over the regulatory period, Dublin Airport advises they will require optimisation to manage peak traffic, improving the traffic flow. Several bottlenecks have been identified during the preparation of the airport's Infrastructure Application (IA) which is currently under review by the local planning authorities.
- 4.184 The objective of these improvements is primarily to optimise bus corridor and public transport access to and from the airport campus.

Scope

4.185 The project scope entails the following works:

- Junction 1 Airport Roundabout:
 - Additional bus priority measures for the large number of east-west bus / coach movements between the airport & the M1 link, including widening of roads to introduce new bus lanes, additional filter lanes for airport bound traffic and optimisation of traffic signals.
- Junction 2 R132 / Corballis Road South:
 - Road marking changes to improve the movement of buses
- Junction 3 R132 / Old Airport Road:
 - Additional bus priority measures;
 - Additional lengths of cycle track; and
 - Road widening.
- Junction 4 R108 / Old Airport Road:
 - Additional bus priority measures;
 - Additional lengths of cycle track; and
 - Road widening.
- Airport Recirculation - Corballis Road North / Re-circulation link:
 - Reallocation of existing road space on Corballis Road North to allow all buses to share under-utilised lane(s); and
 - Localised carriageway widening to provide a new eastbound bus lane at roundabout.

4.186 The works will involve traffic management measures to control traffic during construction such as signalling and additional personnel.

Stage

4.187 The Project is currently at detailed planning stage and is included in the current 40mppa IA Application:

- Construction start: Q2 2030
- Construction complete: Q4 2031
- Project handover: Q1 2032

Key project metrics

Table 4.77: CIP27.02.13 Junctions Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€25.25m
New carriageway pavement	4,383 m ²
Existing carriageway inlay	23,780 m ²
New cycle tracks	859 m ²
Existing cycle tracks inlay	650 m ²
New footpaths	942 m ²
Existing footpaths inlay	593 m ²

Source: Dublin Airport, Steer analysis

Scope review

Table 4.78: CIP27.02.13 Junctions Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil its objectives of optimising road traffic flows.
Is the scope efficient?	The scope is broadly efficient. However, we have identified a minor inefficiency in relation to an excessive thickness of the capping layer in the cycle track pavement structure, which could be further optimised. We have assumed a thinner layer in our cost assessment. In addition, the amount of refurbished existing carriageways might be overspecified. It might be that some lane reconfigurations could be undertaken without refurbishment of the carriageway pavement.
Are there any alternative scopes to consider?	No alternative scopes have been presented. However, and as indicated above, while the requirement for new pavement to provide widened carriageways and bus lanes is acknowledged, the need for further widescale refurbishment of the existing carriageway infrastructure may not be necessary to achieve the stated objectives and may be better aligned to highway maintenance cycles. There may be some savings in traffic management by carrying out the quantum of work through economies of scale, but the areas of carriageway refurbishment will attract their own need for traffic management and associated costs.
Is the documentation reasonable and comprehensible?	The project description and key deliverables are comprehensible, with clear planning and general arrangement drawings
Are there any phasing and synergy considerations with other projects?	None observed
Is(Are) the proposed asset life(s) reasonable?	The asset life of the existing carriageway pavements is not known. Dublin Airport's proposed asset life for the new pavements is 15 years. We assess that it is a reasonable asset life for a project of this nature.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.79: CIP27.02.13 Junctions Upgrades – Conclusion

IFS comment	RAG Assessment
The scope is broadly efficient. However, we have identified a minor inefficiency in relation to an excessive thickness of the capping layer in the cycle track pavement structure, which could be further optimised. This is the	

IFS comment	RAG Assessment
reason for the RAG status being red and we have assumed a thinner layer in our cost assessment. In addition, the amount of refurbished existing carriageways might be overspecified. It might be that some lane reconfigurations could be undertaken without refurbishment of the carriageway pavement.	

Source: Steer

Cost estimate review

4.188 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.189 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.80: CIP27.02.13 Junctions Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.193	3.185	-0.008
Construction Costs	15.206	15.167	-0.039
Escalation, Contingency & Design Variability	8.062	8.041	-0.021
Total	26.461	26.393	-0.068

Source: Steer

4.190 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.81: CIP27.02.13 Junctions Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	3.193	3.185	-0.008
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
External works			
Main Contractor Prelims			

Main Contractors Direct Fee (Overhead&Profit)			
Total	15.206	15.167	-0.039
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	8.062	8.041	-0.021
Grand total	26.461	26.393	-0.068

Source: Steer

- 4.191 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.82: CIP27.02.13 Junctions Upgrades –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
New cycle track construction	REDACTED		
Inlay/overlay cycle track construction			

Source: Steer

- 4.192 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The IFS has reduced the rates included for the new cycle track construction and the inlay/overlay cycle track construction to reflect the thinner layer solution identified in our scope assessment.
- 4.193 The IFS has not altered percentage-based cost items, but due to the reduction in the IFS assessment for other items, the total cost included in the IFS assessment is reduced compared to the provision in Dublin Airport's cost estimate. Those cost items include main contractor preliminaries, main contractors direct fee (OH&P), design & management costs, design risk (development) allowance, construction risk and inflation.

Overall conclusion

- 4.194 Our overall conclusion of the project review is as follows:

Table 4.83: CIP27.02.13 Junctions Upgrades – Overall conclusion

Scope	
IFS comment	RAG Assessment

The scope is broadly efficient. However, we have identified a minor inefficiency in relation to an excessive thickness of the capping layer in the cycle track pavement structure, which could be further optimised. This is the reason for the RAG status being red and we have assumed a thinner layer in our cost assessment.

In addition, the amount of refurbished existing carriageways might be overspecified. It might be that some lane reconfigurations could be undertaken without refurbishment of the carriageway pavement.

Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
26.461	26.393	-0.068
IFS Comment		
The IFS assessment has reduced allowances for new cycle track construction and the inlay/overlay cycle track construction to reflect the thinner layer solution identified in our scope assessment. As a result of these reductions, the cost allowances in the IFS assessment for main contractors’ preliminaries, main contractors direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency and inflation have reduced.		

Source: Steer

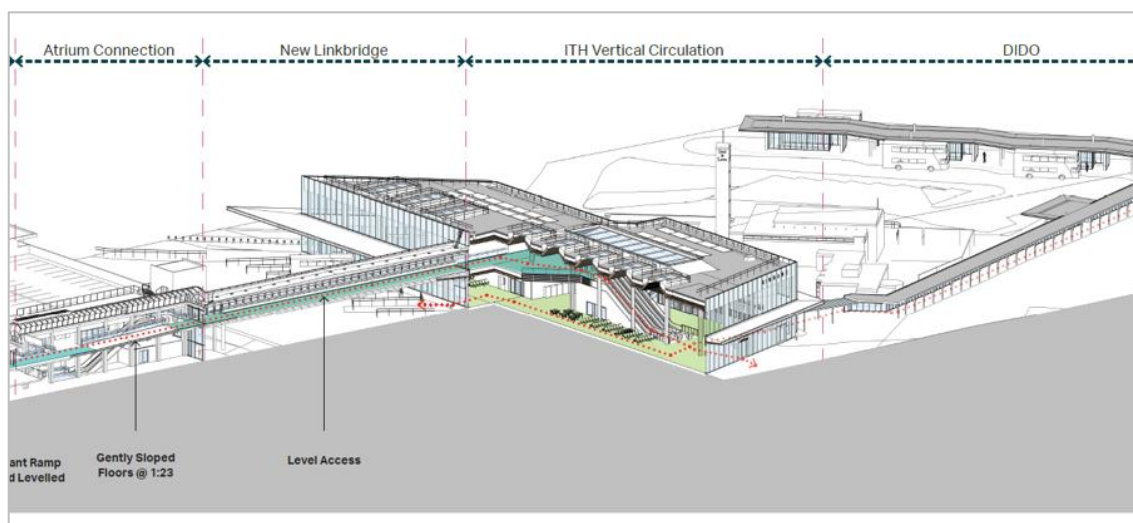
CIP27.02.14 – Integrated Transport Hub

Project description

Introduction

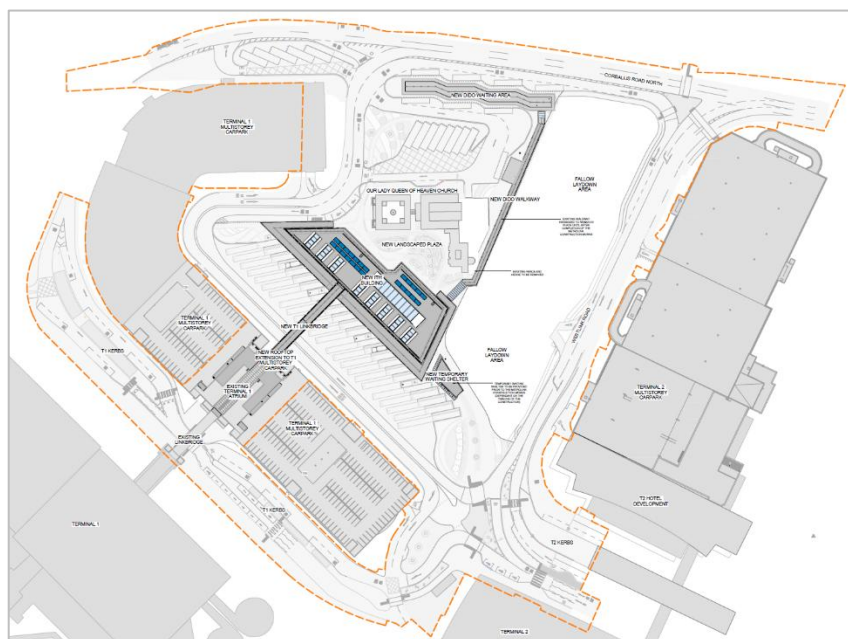
- 4.196 The project concerns the construction of an Integrated Transport Hub (ITH) on the Terminal 1 campus in close proximity to the “Our Lady Queen Of Heaven” Church to consolidate bus and coach facilities into a single location. The project consists of a 2-storey ITH building, a new link bridge and Multi-Storey Car Park (MSCP) atrium connection to T1, a landscaped plaza with covered walkways, new bus parking areas as well as road alterations. The ITH is intended to be integrated with the future metro station.

Figure 4.13: CIP27.02.14 – Integrated Transport Hub - Buildings



Source: Dublin Airport

Figure 4.14: CIP27.02.14 – Integrated Transport Hub – Site with Project Boundaries



Source: Dublin Airport

Context

- 4.197 In alignment with the Climate Action Plan and the Greater Dublin Area Transport Strategy, Dublin Airport is promoting a shift from private vehicles to public transport. According to Dublin Airport, the ITH has been developed with the National Transport Authority (NTA) and is intended to operate before, during and after the delivery of metro, ultimately integrating with the future metro station.
- 4.198 Dublin Airport indicates that the existing bus station is congested during peak hours with limited space for waiting passengers, an insufficient number of bus shelters and unsafe road crossings to access the terminals, reportedly no longer suitable for what is already the largest bus interchange in Ireland. On top of this, bus services to the airport are expected to be substantially increased ahead of the metro link completion. According to Dublin Airport, without the ITH, *“planning authorities will not allow permission for capacity growth. This requirement was included in the Infrastructural Planning Application RFI. It was designed aligning with NTA and TII requirements and timetables for growth in bussing provision in local and regional bussing.”*

Objective

- 4.199 The project objectives are to:
- Increase bus capacity to enable growth of surface access to the airport to 40mmpa and beyond;
 - Support sustainable transport; and
 - Improve the passenger experience.

Scope

- 4.200 The scope of the ITH includes the construction of:
- A new, 2-storey ITH building with circulation areas, VCC with 3 escalators and 6 lifts, passenger waiting areas, retail spaces, toilet blocks, baby changing and staff welfare facilities;
 - A new link bridge between the ITH building and the MSCP;
 - T1 MSCP Atrium modifications with circulation areas, replacement and upgrade of lifts and escalators, and retail spaces;
 - New bus parking areas, including 24 bus and 5 minibus stands at the ITH building, 21 remote stands, and 8 bendy bus stands for car park shuttle busses at realigned T1 kerbs;
 - A new temporary waiting shelter prior to the metro construction works; and
 - The revision of the circulation road and integration into the campus road network, with all associated external works and utilities.

Stage

- 4.201 The following delivery programme is intended by Dublin Airport:
- Planning approval is expected in Q2 2028;
 - Construction from Q1 2030 to Q3 2032; and
 - Start of operation Q4 2032.

Key project metrics

Table 4.84: CIP27.02.14 – Integrated Transport Hub – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 139.1 m
Bus parking spaces	24 at the ITH and 21 remote
2-storey ITH building floor space	3,350 m ²
Retail/F&B spaces in the ITH building	165 m ²
MSCP Atrium alterations	1,069 m ²
Retail/F&B spaces in the MSCP Atrium	497 m ²
New link bridge length	55 m
Glazed canopy walkway and waiting areas	180 m

Source: Steer

Scope review

Table 4.85: CIP27.02.14 – Integrated Transport Hub – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to increase bus capacity and to support sustainable transport can be fully met with the provided scope. The improvement of passenger experience, however, would only be applicable to T1 passengers and might be jeopardised by the demolition of the MSCP after 10 to 14 years of operation, since a similar easy and short access via bridges to a future T1 has not yet been proven by the available designs. A comfortable access solution for T2 passengers is not provided within the project scope and involves long walking distances via T1 and the MSCP link bridge, before improvements might be provided by the Metrolink project. Dublin Airport indicates that a longer term link from the ITH building into the Metro Station is currently being reviewed jointly by DAA and MetroLink, which motivates the aspiration of completing an above grade connection from the ITH building through the Metro Station and across into the T2 raised walkway adjacent to the T2 MSCP. This long-term link has not been included in the IA application or the CIP, as the current aim is for the MetroLink project to provide the Terminal 2 connection.
Is the scope efficient?	There is a lack of evidence that the scope is efficient for the following reasons: - The ITH design does not seem to have considered its integration into future T1 developments (replacement or refurbishment) efficiently. This integration might require redevelopment works. - The efficiency of the parts of the scope with a limited asset life of a maximum of 14 years (MSCP Atrium, parts of the road network and parking areas) cannot be proven, and a potential replacement with rather “low-cost” interim solutions should be explored.

Question	Comments
Are there any alternative scope to consider?	The following alternative scopes can be considered, subject to the final decision regarding the refurb/replacement of Terminal 1: - In case of the decision for a future T1 replacement the design shall be altered to allow optimal access from T1 via a future T1 link bridge at the northern end of the upper level of the ITH building. - In case of the decision for a future T1 refurbishment it might be necessary to relocate the ITH building and change the road and parking layouts.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive given the early stage of the design. The ITH is expected to fully integrate with the design of the metro station. This would need to be proven during the StageGate process.
Are there any phasing and synergy considerations with other projects?	The project needs to be phased and aligned with other projects due to dependencies and possible synergies: - CIP27.04.02 – Roads and Carparks: Integration with public transport network to access the ITH - CIP27.02.12 – MV/ HV Network Expansion: Power demand in the ITH should be taken into consideration for the design of the expansion Furthermore, the design largely depends on the future of T1 and therefore it might make sense to only commence once a decision to either replace or refurbish T1 has been made.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS considers 20 years as an absolute minimum and assesses that 25 years would be more appropriate and more in line with other new buildings in the CIP27. Future alterations to parts of the campus road network, some of the bus parking areas and the T1 kerb are also expected to occur by 2044 to replace or refurbish T1.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.86: CIP27.02.14 – Integrated Transport Hub – Conclusion

IFS comment	RAG Assessment
The proposed development of the ITH fulfils the stated objectives to increase bus capacity and to support sustainable transport. The passenger experience might only partly be improved due to the absence of a comfortable access solution for T2 passengers in the scope until the MetroLink project provides the long-term Terminal 2 connection. Some potential scope inefficiencies have been detected:	

IFS comment	RAG Assessment
- There is a lack of evidence that the ITH design has considered its integration into future T1 developments (replacement or refurbishment) efficiently. This integration might require additional redevelopment works. - Secondly, the efficiency of the parts of the scope with a limited asset life of a maximum of 14 years cannot be proven, and a potential replacement with rather “low-cost” interim solutions should be explored. The design largely depends on the future of T1 and therefore it might make sense to only commence upon a decision to either replace or refurbish T1.	

Source: Steer

Cost estimate review

4.202 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.203 The table below summarises the costs presented by Dublin Airport and the IFS assessment of those costs.

Table 4.87 CIP27.02.14 – Integrated Transport Hub – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	18.448	17.727	-0.721
Construction Costs	82.972	79.616	-3.355
Escalation, Contingency & Design Variability	44.440	42.654	-1.786
Total	145.860	139.997	-5.863

Source: Steer

4.204 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.88: CIP27.02.14 – Integrated Transport Hub – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	18.448	17.727	-0.721
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works			

Substructure	REDACTED		
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (OH&P)			
Total	82.972	79.616	-3.355
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	44.440	42.654	-1.786
Grand total	145.860	139.997	-5.863

Source: Steer

4.205 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.89 CIP27.02.14 – Integrated Transport Hub - Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
ITH glazed curtain wall	REDACTED		
ITH ground floor slab			
Linked bridge			

Source: Steer

4.206 The IFS has reviewed the cost estimate provided by Dublin Airport and has adjusted quantities based on the drawings provided, resulting in the cost variances. The affected items include ground floor slab, roof structure, external canopy, façade elements (curtain wall / spandrel panels / alumn louvre), and granite paving 1.

4.207 IFS considers the majority of the rates included in the cost estimate to be reasonable, with the following exceptions:

- The IFS has adjusted the quantity and rate for the external canopy based on the drawings provided and considering the rates are higher than the figures IFS would expect.
- For the link bridge, IFS has identified an arithmetical error on the structural steel frame calculation, and therefore the overall pricing on the link bridge has been reviewed and the costs adjusted accordingly.
- The rates for timber wall cladding, fire and lightning protection have also been adjusted as they are higher than the figures IFS would expect.

4.208 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.209 Our overall conclusion of the project review is as follows:

Table 4.90: CIP27.02.14 – Integrated Transport Hub – Overall conclusion

Scope		
IFS comment		RAG Assessment
The ITH development meets its objectives of increasing bus capacity and supporting sustainable transport, but is likely to deliver only partial improvements to passenger experience, particularly for T2 users until the MetroLink project provides the long-term Terminal 2 connection.. Key concerns relate to uncertain integration with future T1 developments and the efficiency of elements with short asset lives, which may require redesign or interim solutions. As a result, proceeding should ideally be aligned with a confirmed decision on the future of T1.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
145.860	139.997	-5.863
IFS Comment		
The IFS assessment has adjusted quantities for ground floor slab, roof structure, external canopy, façade elements (curtain wall / spandrel panels / alumn louvre), and granite paving 1, based on the drawings provided, resulting in the cost variances. IFS has also reduced the cost for external glazed canopy, link bridge, timber wall cladding, and fire and lightning protection. As a result of these changes, the cost allowances in the IFS assessment for percentage-based cost items have also reduced.		

Source: Steer

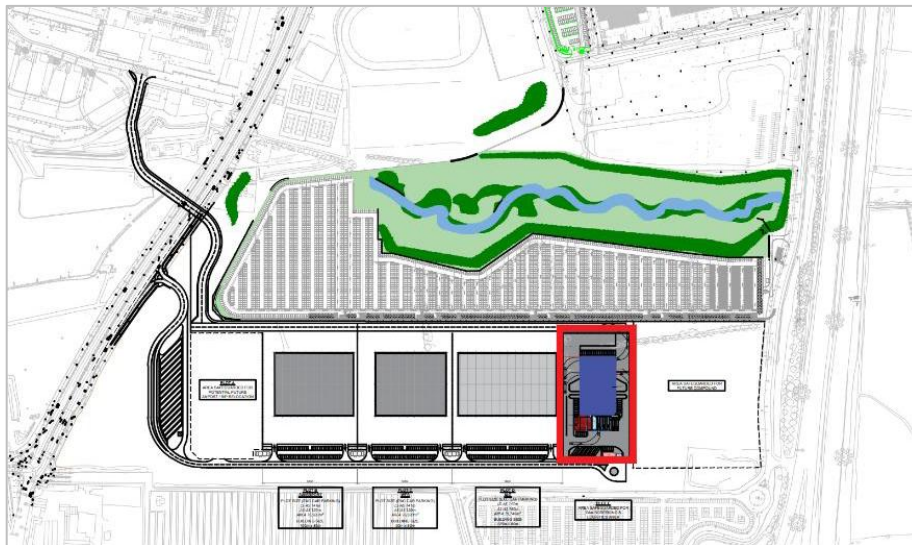
CIP27.02.15 – Consolidated Security and Screening Centre

Project description

Introduction

- 4.210 Dublin Airport proposes the construction of a Consolidated Security and Screening Centre for the delivery of airport supplies and construction materials at a remote location adjacent to the Eastlands Cargo development (CIP27.02.06).

Figure 4.15: CIP27.02.15 – Consolidated Security and Screening Centre – Location Map



Source: Dublin Airport

Context

- 4.211 Airport supplies, construction materials and delivery vehicles along with their drivers are currently screened at one of the 4 existing Vehicle Control Posts (VCP) when entering the security restricted airside areas. This affects other users of the control posts, i.e. time critical operational vehicles, and causes congestions and delays. Therefore, Dublin Airport proposes a separation of flows of airport supplies and construction materials from operational users.
- 4.212 Dublin Airport additionally stated upon a query by the IFS that the percentage of randomised screening will increase from 25% to 100% between 2028 and 2031, as a result of EU regulatory changes regarding the screening of airport supplies.
- 4.213 A centralized screening centre will enable Dublin Airport to accommodate 100% screening of supplies. According to Dublin Airport, this is supported by the experience of other airports who have migrated to this approach from distributed gateposts on their respective campuses.

Objective

- 4.214 The project objective is to improve delivery times and reduce congestion at gate posts through enhanced operational and screening practices as well as to fulfil the EU mandate for 100% screening of supplies by 2031.

Scope

- 4.215 The scope of the Consolidated Security and Screening Centre includes the construction of:
- Site Control Post (single storey building);
 - Driver Welfare Facility (single storey building) with canteen and washrooms;
 - Screening Centre Building, a 2-storey building including:
 - Reception area;
 - Designated driver screening zone;
 - Multiple truck screening bays;
 - Area for goods screening;
 - Storage areas for items before and after screening;
 - Airside to landside vehicle screening gate post, with dedicated administrative and driver check facilities;
 - Management suite on first floor comprising office space, meeting rooms, and training areas; and
 - Designated area for secure and discrete processing of passengers in Garda custody.
 - Vehicle entry lanes to the Critical Parts of the Security Restricted Area (CPSRA) and exit lane;
 - Post screening external storage area (open space within the paved area);
 - Security fences, gates, barriers and road blockers;
 - Landside parking facilities for staff vehicles and trucks, airside escort vehicle parking; and
 - Landside truck circulation and offloading areas.
- 4.216 Access to the airport airside area via a bonded road and bridge are excluded and will be provided by the project CIP27.02.06 Eastlands Cargo.
- 4.217 Security screening equipment is also not included in the scope and will be provided by the separate project CIP27.05.05 Security Operations Systems and Equipment.
- 4.218 To reduce capacity needs, Dublin Airport has also stated that it will continue its ongoing programme to encourage airport suppliers to convert to known suppliers who will store and screen supplies at their own cost and responsibility in a remote location outside the airport premises.
- 4.219 Additionally, it is planned to implement delivery booking (virtual queuing with time-slot reservation) at the Screening Centre to ease the pressure on peak capacity requirements.
- 4.220 The new facility will increase the number of vehicle entry points from four to five, suggesting an overall decrease in efficiency of the gate posts. However, Dublin Airport has stated that vehicle checkpoint VCP32 will only be used for screening of Persons Other Than Passengers (POTP) in the long term while vehicle screening will be discontinued.

Stage

- 4.221 The following delivery programme is intended by Dublin Airport:
- Planning will commence Q4 2027;
 - Construction from Q3 2030 to Q3 2032; and
 - Start of operation Q4 2032.

Key project metrics

Table 4.91: CIP27.02.15 – Consolidated Security and Screening Centre – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 66.46m
External works, new paved area	10,311 m ²
Screening Centre Building	6,875 m ²
Warehouse storage area (inside screening centre building)	3,766 m ²
Site Control Post building floor area	39 m ²
Driver welfare facility floor area	118 m ²
No. of truck screening bays	4
No. of vehicle entry lanes to CPSRA	2
No. of vehicle exit lanes from CPSRA	1

Source: Dublin Airport

Scope review

Table 4.92: CIP27.02.15 – Consolidated Security and Screening Centre – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to improve delivery times, to reduce congestion at gate posts and 100% screening of supplies by 2031 can be met with the proposed scope.
Is the scope efficient?	No evidence has been provided for the justification of the required capacity and size of the proposed Screening Centre with extensive storage areas on 2 levels. Dublin Airport indicate that the sizing was informed by a high-level security brief and modelled after operational examples at Heathrow Airport, with the current layout providing an indicative spatial strategy. The layout presented is conceptual and further assessment will be required to determine the exacting requirements. The IFS therefore recommends conducting further studies to determine the future capacity requirements and size needed for the facility before carrying out its design. If an additional capacity study were included in the scope and processes as described above were implemented, it would be possible to consider the scope as presented as reasonably efficient.
Are there any alternative scope to consider?	None considered.
Are the specifications reasonable and comprehensible?	Yes, clear planning and general arrangement drawings. Project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.02.06 - Cargo Relocation (Eastlands): Access to the airport airside area via a bonded road and bridge will be

Question	Comments
	delivered as part of the cargo relocation project and shall be operational for the security and screening centre • CIP27.05.05 - Security Operations Systems and Equipment: provision of the required security screening equipment • CIP27.07.002 Construction Accommodation: Co-ordination necessary for services and access as this is at the east end of Eastlands Cargo site • CIP27.03.01A Long Term Express Red Surface Car Park Expansion: Co-ordination necessary for (any) services and site boundary works as this site is to the north of the of Eastlands Cargo site • CIP27.02.10 South Apron De-Icing Storage: Adjacent to new bonded road bridge and airside access road. Possible access co-ordination required.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses that an asset life of 20 years is in line with comparable projects and can be considered as reasonable.
Is there any double counting with other projects?	No double counting has been identified

Source: Steer

Scope – Conclusion

Table 4.93: CIP27.02.15 – Consolidated Security and Screening Centre

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives, however, no justification for the required capacity and size of the proposed Screening Centre with extensive storage areas on 2 levels has been provided; the proposed layout provides an indicative spatial strategy only. The IFS therefore recommends conducting further studies to determine the future capacity requirements and the size of the facility needed before carrying out its design. Additional measures to increase efficiency and reduce peak capacity demand are proposed by Dublin Airport, such as closing VCP32 for vehicular traffic, encouraging airport suppliers to convert to known suppliers and implementing delivery booking at the Screening Centre. If an additional capacity study were included in the scope and processes as described above were implemented, it would be possible to consider the scope as presented as reasonably efficient. Due to the uncertainty regarding the required size of the Consolidated Security and Screening Centre, the IFS proposes the inclusion of the project in the StageGate process.	

Source: Steer

Cost estimate review

- 4.222 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.223 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.94: CIP27.02.15 – Consolidated Security and Screening Centre – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	8.528	8.103	-0.425
Construction Costs	37.138	35.116	-2.023
Escalation, Contingency & Design Variability	20.798	19.683	-1.115
Total	66.463	62.901	-3.562

Source: Steer

- 4.224 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.95: CIP27.02.15 – Consolidated Security and Screening Centre – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	8.528	8.103	-0.425
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	37.138	35.116	-2.023
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			

Inflation			
Total	20.798	19.683	-1.115
Grand total	66.463	62.901	-3.562

Source: Steer

- 4.225 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.96: CIP27.02.15 – Consolidated Security and Screening Centre –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Ground floor slab	REDACTED		
Column casings			
PV panels			

Source: Steer

- 4.226 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate for ground floor slab construction to align the rate with the rates table information provided by Dublin Airport. IFS has also reduced the quantities for column casings and PV panels area, as the estimated figures from Dublin Airport are considered to be excessive..
- 4.227 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.228 Our overall conclusion of the project review is as follows:

Table 4.97: CIP27.02.15 – Consolidated Security and Screening Centre – Overall conclusion

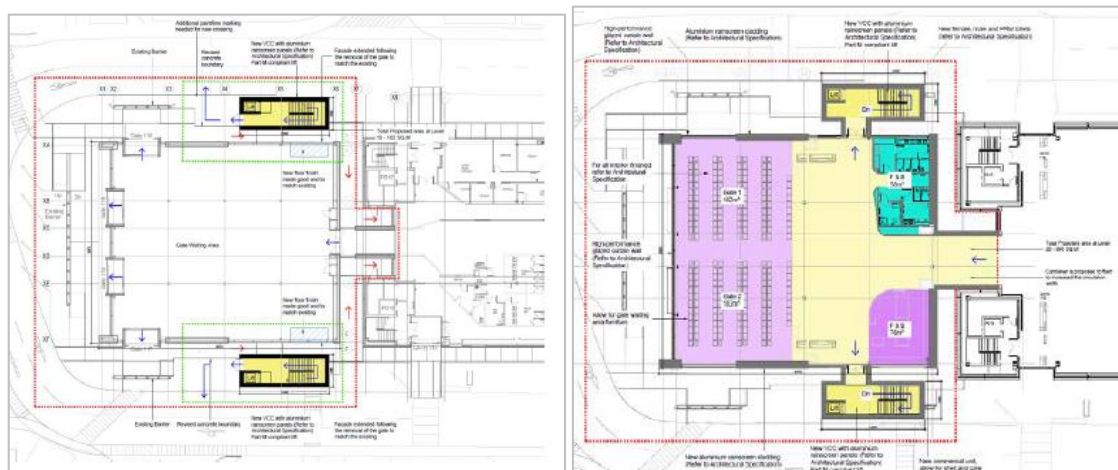
Scope	
IFS comment	RAG Assessment
The proposed project scope can meet the project objectives, however, no justification for the required capacity and size of the proposed Screening Centre. The IFS therefore recommends conducting further studies to determine the future capacity requirements and the size of the facility needed before carrying out its design. Due to the uncertainty regarding the required size of the Consolidated Security and Screening Centre, the IFS proposes the inclusion of the project in the StageGate process.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
66.463	62.901	-3.562
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate for ground floor slab construction to align the rate with the rates table information provided by Dublin Airport. IFS has also reduced the quantities for column casings and PV panels area, as the estimated figures from Dublin Airport are considered to be excessive.		

Source: Steer

Introduction

- Figure 4.16: CIP27.02.18 – Existing Pier 1 West Extension – Apron level & First floor plan**



Context

- ## Objective

- ## Scope

- steer

- Construction of connecting corridor with existing first floor of pier and circulation space in new extension for access to 2 new VCC's connecting the new first floor to the apron level.
- Modifications at apron level to barrier and gate system to segregate arriving and departing passengers. Additionally, new pedestrian crossings and line markings will be provided for access to and from stands.
- Construction of shell and core for the provision of a new food and beverage unit including utility connections and essential openings for specialised catering equipment.

Stage

4.232 The project is currently at detailed planning stage

- Planning: Q4 2024
- Construction start: Q1 2027
- Construction complete: Q4 2028
- Project handover: Q1 2029

Key project metrics

Table 4.98: CIP27.02.18 – Existing Pier 1 West Extension – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€34.29 m
First floor extension area (ex. VCC & fixed links)	814 m ²
No of additional gates	2

Source: Dublin Airport

Scope review

Table 4.99: CIP27.02.18 – Existing Pier 1 West Extension – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil its objective of enabling Pier 1 to increase the number of gates, provide enhanced passenger experience and minimise the disruption caused by insufficient gates relative to stand capacity.
Is the scope efficient?	The scope is efficient in delivering the functions outlined in the brief.
Are there any alternative scopes to consider?	None presented
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible. The specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.04 Building Fabric Upgrade. This project includes replacement of Pier 1 roof requiring the interface with Pier 1 West Extension roof.

Question	Comments
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project (CIP20.03.029 Pier 5) was 28 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess, that the asset life should be 28 years.
Is there any double counting with other projects?	None identified

Scope – Conclusion

Table 4.100: CIP27.02.18 – Existing Pier 1 West Extension – Conclusion

IFS comment	RAG Assessment
The project is considered efficient because it meets the brief of providing 2 additional gates/hold rooms to improve operational efficiency of gate to stand passenger handling.	

Cost estimate review

- 4.233 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.234 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.101: CIP27.02.18 Existing Pier 1 West Extension – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	4.578	4.336	-0.242
Construction Costs	21.008	19.857	-1.151
Escalation, Contingency & Design Variability	8.700	8.227	-0.474
Total	34.286	32.420	-1.866

Source: Steer

- 4.235 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.102: CIP27.02.18 Existing Pier 1 West Extension – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	4.578	4.336	-0.242

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	21.008	19.857	-1.151
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	8.700	8.227	-0.474
Grand total	34.286	32.420	-1.866

Source: Steer

4.236 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.103: CIP27.02.18 Existing Pier 1 West Extension – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Fire protection paint to first floor level steel frames	REDACTED	REDACTED	REDACTED
Allow for FF & E to first floor area & VCCs			
LV main & submain (L20 and Fixed Link & VCC)			

Source: Steer

- 4.237 The IFS has adjusted quantities and / or rates for the allowance for diversion of utilities in the VCC/ Apron area, fire protection paint to first floor level steel frames, allowance for FF & E to first floor area & VCCs, and LV main & submain (L20 and Fixed Link & VCC), based on the information provided, resulting in the cost variances.
- 4.238 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.239 Our overall conclusion of the project review is as follows:

Table 4.104: Existing Pier 1 West Extension – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is considered efficient because it meets the brief of providing 2 additional gates/hold rooms to improve operational efficiency of gate to stand passenger handling.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
34.286	32.420	-1.866
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by allowance for diversion of utilities, fire protection paint to first floor steel frames, FF&E to first floor area & VCCs, and LV main & submain.		

Source: Steer

CIP27.02.20 – Existing Pier 2 Optimisation and Refurbishment

Project Description

Introduction

- 4.240 The project proposes to improve the passenger experience at Pier 2 by improving the circulation, relocating washrooms and improving the retail/F&B offer at both first floor (departures) level and apron level.
- 4.241 Upgrades to the building fabric are also planned to meet DAA sustainability requirements.

Figure 4.17: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment - Floor plans



Source: Dublin Airport

Context

- 4.242 Dublin Airport's growth and increase in legacy short and long haul carriers operating from T1 is reported to have a negative impact on the passenger level of service, in their existing and now out of date piers. According to Dublin Airport, Pier 2 currently provides an IATA Level of Service (LOS) E, which is sub-optimal.
- 4.243 Independent of the delivery of Pier 1 East (CIP27.02.02A) and Pier 5 (CIP27.02.05A), and the possible delivery of Pier 2 Bolt On Extension (CIP27.02.40), the re-configuration of the existing Pier 2 is considered essential to improve the Level of Service and increase the gate capacity.

Objective

- 4.244 The objective of the project is to enable the existing Pier 2 to provide an optimal level of passenger service by internal re- planning to improve circulation, retail offers, washrooms, increase waiting areas for gates and upgrades to facades/glazing to meet DAA sustainability requirements.

Scope

The project includes:

- Demolitions of escalators, stairs, lift, partitions and washrooms;
- Construction of new internal VCC at the entrance of the pier;
- First floor level (level 20).
 - Construction of new washrooms, new F&B unit, shell and core commercial unit and re-plan gate waiting areas;
- Apron Level (level 10):
 - Reconfiguration of washrooms, new F & B unit, re-plan gate waiting areas, including enlarging Rotunda to provide more gate waiting areas;
- Relocation of GSE storage/parking in the areas within the Rotunda extension footprint; and
- Replacement of end of life glazing, repair façade cladding to enhance sustainability performance.

Stage

- 4.245 The project is currently at detailed planning stage
- Planning Q1 2027
 - Construction start Q1 2030
 - Construction complete Q1 2032
 - Project handover Q2 2032

Key project metrics

Table 4.105: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 89.42m
Floor area	4,984 m ² (incl. 318 m ² for Rotunda extension)
No of gates	13
No of bussing gates	4

Source: Dublin Airport

Scope review

Table 4.106: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil its objective of enabling Pier 2 to increase the gate waiting areas, the provision of new washrooms and commercial facilities and improved circulation.

Question	Comments
Is the scope efficient?	The scope is efficient in delivering the functions outlined in the scope.
Are there any alternative scopes to consider?	None presented The IFS notes that the decision to proceed with the Bolt On Extension may impact the extent of optimisation and refurbishment undertaken with this project.
Are the specifications reasonable and comprehensible?	Yes, clear planning and general arrangement drawings. Project description and key deliverables comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.02.40 Pier 2 Bolt On extension, depending on timing could impact the asset life.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that this is reasonable given a full replacement of Pier 2 is anticipated ahead of the year 2050 as part of the T1 master plan.
Is there any double counting with other projects?	None identified

Source: Dublin Airport

Scope – Conclusion

Table 4.107: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment – Conclusion

IFS comment	RAG Assessment
The project is efficient in fulfilling its objectives of an improved passenger experience, providing new facilities, enlarged gate waiting areas and improved circulation. However, we note that the 1st floor departures level has 4 gates and the apron level departures area has 11 gates (not including the bus gates) and the proportion of space available for passengers is not proportional on both floors. Whilst this does not result in an amber recommendation the IFS suggest that the plans are reviewed with a view to making the 1st floor and apron level, gate holding areas of a similar size.	

Source: Dublin Airport CIP 2027 Stakeholder Consultation document

Cost estimate review

- 4.246 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.247 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.108: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	10.806	9.419	-1.387
Construction Costs	51.365	44.773	-6.593
Escalation, Contingency & Design Variability	27.242	23.746	-3.496
Total	89.413	77.937	-11.476

Source: Steer

Table 4.109: CIP27.02.20 - Existing Pier 2 Optimisation and Refurbishment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	10.806	9.419	-1.387
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	51.365	44.773	-6.593
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			

Total	27.242	23.746	-3.496
Grand total	89.413	77.937	-11.476

Source: Steer

- 4.248 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.110: Existing Pier 2 Optimization and Refurbishment – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Communication, security and control installations	REDACTED	REDACTED	REDACTED
Space heating and air conditioning			
Take down and dispose existing curtain wall			
Testing and commissioning of services			

Source: Steer

- 4.249 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The main variances between Dublin Airport and the IFS construction costs are reductions to the rates for Space heating and air conditioning, Fire and lightning protection, taking down and dispose existing curtain wall, Communication, security and control installations and Testing and commissioning of services.
- 4.250 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.251 Our overall conclusion of the project review is as follows:

Table 4.111: Existing Pier 2 Optimization and Refurbishment – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project is efficient in fulfilling its objectives of an improved passenger experience, providing new facilities, enlarged gate waiting areas and improved circulation.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
89.413	77.937	-11.476
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by a reductions to the rates for space heating and air conditioning, fire and lightning protection, taking down and dispose existing curtain wall, communication, security and control installations and Testing and commissioning of services.		

Source: Steer

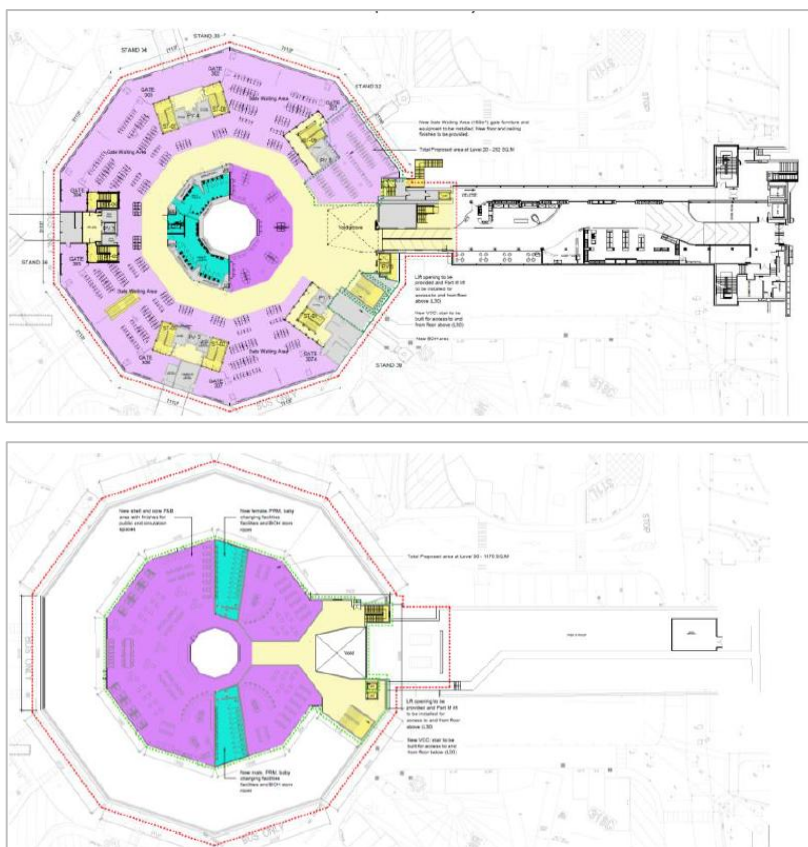
CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment

Project description

Introduction

- 4.252 The project entails the refurbishment intervention focused on the reconfiguration of the Pier 3 rotunda. The rotunda serves all associated stands, leading to constrained passenger circulation and a stated Level of Service rating of D under IATA capacity guidelines.
- 4.253 The project is positioned as a short- to medium-term solution in advance of the full replacement of Piers 2 and 3, which is dependent on the delivery of Pier 1 East (CIP27.02.02) and Pier 5 (CIP27.02.05A).
- 4.254 In advance of the full replacement of Pier 3, Dublin Airport proposes an interim reconfiguration of the departures level and upper level of the rotunda. This intervention is intended to be complemented by a future Pier 3 “bolt-on” extension (CIP27.02.41) and aligns with the West Apron Vehicle Underpass project from the previous CIP (CIP20.03.051B).

Figure 4.18: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment - Level 20 and 30 Floor Plans



Source: Dublin Airport

Context

- 4.255 Pier 3 currently accommodates a basic food and beverage (F&B) offering at the entrance to the rotunda, with washroom provision located at the rear. There is an underutilised space at the upper level of the rotunda (Level 30), while the existing configuration limits gate hold capacity and contributes to congestion during peak operational periods.
- 4.256 According to Dublin Airport, the current layout of Pier 3 results in a shortage of gate space for passengers, particularly during peak periods when larger widebody aircraft are in operation.
- 4.257 The long-term strategy involves the full replacement of Piers 2 and 3 to support future capacity and sustainability objectives; however, this is contingent on the prior delivery of Pier 1 East and Pier 5.

Objective

- 4.258 The objective of the project is to enhance gate capacity and passenger experience within Pier 3 and to reduce gate clashes during peak periods. The project also aims to improve passenger circulation through a reconfigured internal layout and more effective use of the upper level of the rotunda.
- 4.259 In addition, the replacement of existing façade glazing and associated cladding seeks to support improved sustainability performance, including reductions in heat gain and glare.

Scope

- 4.260 The scope of the project includes the following elements:
- Replacement of an existing F&B unit on level 20 by a new gate area;
 - Replacement of all existing underutilized spaces on level 30 of the rotunda by a new 650 m2 lounge (shell and core), new F&B units including fit-out (340 m2), circulation area, new washrooms and a void over level 20;
 - Construction of a new VCC (stairs and elevator) from level 20 to 30;
 - New roof plant room;
 - Upgrade of the existing washrooms on level 20 in line with new washroom standards; and
 - Replacement of glazing and refurbishment of the cladding façade of the rotunda.

Stage

- 4.261 The project is expected to follow the following delivery programme:
- Planning: Q1 2026;
 - Construction: Q4 2027 - Q4 2029;
 - Operation: Q1 2030

Key project metrics

Table 4.112: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€55.14m
Estimated food and beverage fit-out area	Approximately 340 m ²
Total Project Floor Area	2,263 m ²

Source: Steer

Scope review

Table 4.113: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated objectives to enhance gate capacity and the passenger experience will partly be met by the internal works on levels 20 and 30. By adding 180m² passenger waiting areas on level 20 as well as lounge and F&B spaces on level 30, gate capacity will be increased. It remains unclear whether the existing suboptimal overall Level of Service rating of D can be sufficiently increased to optimal levels. Passenger experience will be improved through additional F&B or lounge offerings and additional waiting space provisions. However, the IFS has serious concerns about some aspects of the refurbishment work as outlined below: • It remains unclear whether the existing suboptimal overall Level of Service rating of D can be sufficiently increased to adequate levels. • The accessibility of F&B spaces on level 30 is considered poor, without escalators. The stairs and elevators are difficult to see and boarding gates cannot be seen from level 30. The scope of the façade works can contribute to the objectives of sustainability, heat gain and glare improvements.
Is the scope efficient?	The scope of the internal works on levels 20 and 30 can only partly be considered as efficient. Given the poorly placed VCC for level 30 access, there is some doubt that passengers will actually make use of the new F&B areas above the gate waiting areas. All existing spaces on level 30 of the rotunda should be relocated to new locations which need to be defined and developed during the StageGate process. These additional works might impose a negative effect on the project efficiency. The scope of the façade works, although representing 46% of the Capex, cannot be considered as efficient as there is no evidence of any Opex reductions.
Are there any alternative scope to consider?	The IFS suggests considering and evaluating the following alternative scope: • Design and evaluation of options with additional gate areas to reach IATA Level of Service optimum rating, e.g.: – On level 20 by widening the link from the terminal to the rotunda as this might also enable more direct access to Stand 311L. – On level 30 with direct bridge access (e.g. Gates 304 and 305 in combination with CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C) as this might improve utilization of F&B spaces on level 30.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive given the early stage of the design.

Question	Comments
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.22 Dual Passenger Boarding Bridge to Stand 315C: Gates 304 and 305 will presumably need to be closed during construction of the new boarding bridges and the refurbished façade will also be affected. • CIP27.03.04 Airline Lounges: The fit-out of the new 650 m² lounge on level 30 will be provided by this project • CIP.20.03.051B West Apron Vehicle Underpass Pier 3: Construction of the ramp adjacent to Pier 3 and associated stand reconfigurations will partly occur in parallel. • CIP27.05.04 Access Control System Replacement: This affects all access-controlled doors located in the project area. • CIP27.04.29 Terminal Operational Improvements: Interfaces of adjacent project areas need to be considered.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that an asset life of 15 years can be considered as reasonable.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 4.114: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Conclusion

IFS comment	RAG Assessment
The internal optimisation of the Pier 3 rotunda by converting the current operations office spaces on level 30 into lounge and F&B areas is a good solution to relieve current capacity constraints and improve the Level of Service. However, the objectives may not be fully met and improved level 30 access options for passenger or an alternative scope with gate spaces on level 30 should be considered. The relocation of all existing spaces on level 30 of the rotunda still needs to be defined and developed during the StageGate process. These additional works might impose a negative effect on the overall project efficiency. There is a lack of evidence of an Opex reduction enabled by the full replacement of the façade, despite representing 46% of the project cost.	

Source: Steer

Cost estimate review

- 4.262 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.263 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.115: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	7.088	6.194	-0.895
Construction Costs	33.579	29.340	-4.238
Escalation, Contingency & Design Variability	14.474	12.647	-1.827
Total	55.141	48.181	-6.960

Source: Steer

- 4.264 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.116: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	7.088	6.194	-0.895
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	33.579	29.340	-4.238
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		

Construction Risk			
Inflation			
Total	14.474	12.647	-1.827
Grand Total	55.141	48.181	-6.960

Source: Steer

- 4.265 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.117: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for the installation of all new sanitary ware, installation of new floor, wall and ceiling finishes to toilets, WCs, baby change and changing places; L20 Refurb of Existing Male/Female WCs	REDACTED		
Take down and dispose existing curtain wall			
Take down and dispose existing curtain wall - North Elevation Link			

Source: Steer

- 4.266 Some costs have been reduced due to a relatively minor reduction in overall area that we have assessed. However, the most significant reduction in costs come from reductions to rates. This is due to a number of the rates being considered to be higher than we would expect, and in many cases higher than the schedule of rates provided without adequate justification for the increase. Preliminaries costs have also been reduced to 30% from 32.5% as the allowance included is higher than we would expect for a project of this nature.
- 4.267 Other than the preliminaries allowance, the IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.268 Our overall conclusion of the project review is as follows:

Table 4.118: CIP27.02.21 – Existing Pier 3 Optimisation and Refurbishment – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project constitutes a good solution to relieve current capacity constraints and improve the Level of Service for passengers. However, level 30 access options for passenger or an alternative scope with gate spaces on level 30 should be considered.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
55.141	48.181	-6.960
IFS Comment		
The IFS assessment has reduced allowances for prelims, bathrooms, removal of curtain walling, relocation of furniture and steel. As a result of these reductions, the cost allowances in the IFS assessment main contractors direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency and inflation have reduced.		

Source: Steer

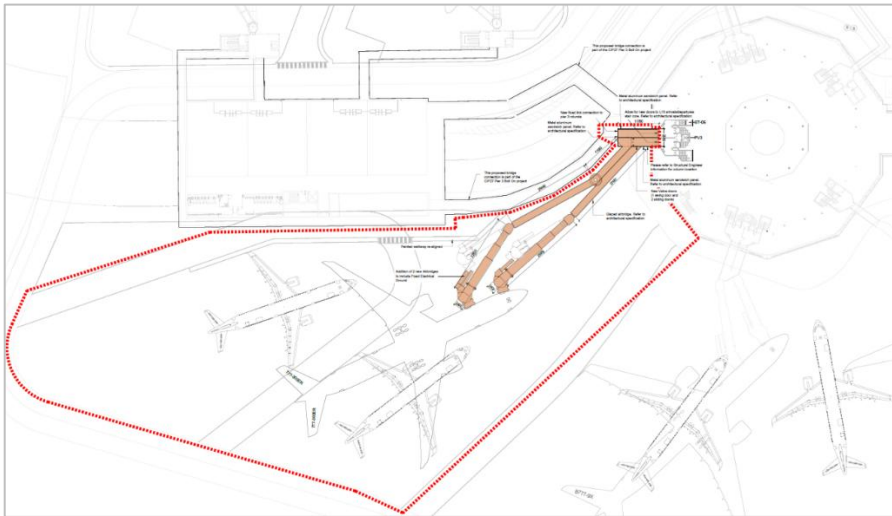
CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C

Project description

Introduction

- 4.269 The project relates to the provision of a dual passenger boarding bridge to Stand 315C at Dublin Airport. The project focuses on enhancing aircraft boarding efficiency and passenger experience for wide-body (WB) operations. The proposed intervention upgrades existing stand infrastructure to better support current and forecast operational requirements, particularly during peak periods.

Figure 4.19: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C - Overview



Source: Dublin Airport

Context

- 4.270 The expansion of the CBP facilities within T2 will necessitate the relocation of non-U.S. long-haul operations to Pier 3 during peaks, intensifying the requirement for additional WB stands served by dual boarding bridges.
- 4.271 Stand 315C is used to accommodate WB aircraft operations, where efficient and timely passenger boarding and disembarkation are critical to maintaining schedule resilience and service quality.
- 4.272 Dublin Airport states that existing single-bridge arrangements at comparable stands can constrain turnaround efficiency for WB aircraft, particularly where high passenger volumes are involved.
- 4.273 The introduction of a new dual passenger boarding bridge is intended to address these operational constraints while aligning with broader pier and stand optimisation initiatives proposed under CIP27.

Objective

- 4.274 The objective of the project is to improve operational efficiency and passenger experience at Stand 315C through the installation of a dual passenger boarding bridge. This

enhancement supports faster aircraft turnaround, improves boarding and disembarkation flows, and provides increased resilience for wide-body operations.

Scope

4.275 The scope of the project includes:

- Demolishment of the existing single Passenger Boarding Bridge (PBB) and the fixed link;
- Construction of a new fixed link with split corridors and a swing door system to enable flexible gate use and passenger flows from gates 304 and 305;
- Installation of new dual passenger glazed boarding bridges serving Stand 315C;
- Associated structural, mechanical, electrical and control system works required to support the boarding bridge installation;
- Additions and changes to the existing infrastructure of stands 3015L, 315C and 315R including pavement rehabilitation, flood lighting, 2 new Fixed Electrical Ground Power (FEGP) units, recalibration of Advanced Visual Docking Guidance System (AVDGS), adaptations of the Fuel Hydrant Network, and on-stand charging; and
- Terminal interfaces including signage and gate interior enhancements:

Stage

4.276 The project is expected to follow the following delivery programme:

- Planning: Q3 2029
- Construction: Q1 2031 – Q3 2031
- Operation: Q4 2031

Key project metrics

Table 4.119: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Key project metrics

Metric	Value
Cost	€ 14.79m
New construction floor area of fixed links	193 m ²

Source: Dublin Airport

Scope review

Table 4.120: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated objectives to improve operational efficiency and the passenger experience for WB boarding operations will be fulfilled. However, it must be noted that the corresponding gate area of gates 304 and 305 is insufficient to ensure an adequate level of service for wide body operations as it is already today. In addition, the stand layout might require further design optimization as boarding bridge access to NB stand 315L shall also be ensured.

Question	Comments
Is the scope efficient?	The scope can be considered as efficient in delivering the desired functions of the project.
Are there any alternative scope to consider?	The IFS suggests considering and evaluating the following alternative scope: As stands 315L/C/R are located directly in front of the south façade of a future Pier 3 extension an alternative layout shall be designed which allows boarding from the existing Pier 3 as well as from the Pier 3 Bolt-On Extension in the future; a similarly flexible bridge and stand configuration has already been designed for stand 313 on the northern side of Pier 3.
Are the specifications reasonable and comprehensible?	Yes, clear project description planning and general arrangement drawings. Project description and key deliverables comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: - CIP27.02.02 Existing Pier 3 Optimisation and Refurbishment: Gates 304 and 305 presumably need to be closed when building the new boarding bridges and also the newly refurbished façade might be affected. - CIP20.03.051B West Apron Vehicle Underpass: Close coordination of both projects will be required as both projects include works on the stand 315L/C/R layout; project schedules need to be aligned in case of parallel works. - CIP27.02.41 Pier 3 Bolt-On Extension: The design of the Bolt-On might affect the future use and layout of stands 315L/C/R as they are located directly in front of the south façade of the pier extension - CIP27.05.04 Access Control System Replacement: This affects the access-controlled doors located in the fixed link. - CIP27.02.34 – Advanced Visual Docking Guidance System: Project scopes shall be aligned as CIP27.02.34 includes new AVDGS for stand 315 while recalibration of existing AVDGS is included in CIP27.02.22.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that an asset life of 15 years can be considered as reasonable.
Is there any double counting with other projects?	The following double counting has been identified: CIP27.02.35 – Fixed Electrical Ground Power includes 2 FEGP units for stand 315 which are also provided in CIP27.02.22. Therefore, the IFS has removed the cost of these 2 FEGP units from the cost. There is another risk of double-counting in relation to the West Apron Underpass Project which displaces the existing stands 315L/C/R and will update the paint markings.

Source: Steer

Scope – Conclusion

Table 4.121: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Conclusion

IFS comment	RAG Assessment
The project delivers the intended functions for efficient WB operations at the Pier 3 stand 315C in an efficient way. The project, however, does not sufficiently address the related WB capacity restriction of the associated gates 304 and 305 inside the building in its current and possible future state with the Pier 3 Bolt-On Extension. The project would benefit from further design studies to ensure efficient and flexible WB and parallel NB operations with high passenger service levels for the existing (optimized) Pier 3 as well as an extended Pier 3 in the future. The suggested alternative scope shall be considered and evaluated. Close coordination with projects CIP27.02.02 Existing Pier 3 Optimisation and Refurbishment and CIP20.03.051B West Apron Vehicle Underpass is required to avoid any double works or extended closure times of Stands 315L/C/R with associated Gates 304/305 during construction.	

Source: Steer

Cost estimate review

- 4.277 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.278 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.122: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.785	1.550	-0.235
Construction Costs	8.499	7.383	-1.117
Escalation, Contingency & Design Variability	4.506	3.914	-0.592
Total	14.791	12.847	-1.943

Source: Steer

- 4.279 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.123: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			

Total	1.785	1.550	-0.235
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (Overhead&Profit)			
Total	8.499	7.383	-1.117
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	4.506	3.914	-0.592
Grand total	14.791	12.847	-1.943

Source: Steer

4.280 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.124: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Passenger boarding bridges	REDACTED	REDACTED	REDACTED
Allow for fixed ground power unit			

Source: Steer

4.281 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the passenger boarding bridges, as the rate included in Dublin Airport's estimate is a lot higher than we would expect.

- 4.282 The IFS has also removed the allowance for 2 FEGP units due to the double counting identified with project CIP27.02.35 Fixed Electrical Ground Power noted above.
- 4.283 The IFS did not make any changes to percentage allowances within this section of Dublin Airport's estimate, but the reduction in the rate for the passenger boarding bridges and the removal of the FEGP resulted in a reduction in the overall allowances for out of hours working, builders work in connection with services, and testing and commissioning.
- 4.284 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.285 Our overall conclusion of the project review is as follows:

Table 4.125: CIP27.02.22 – Dual Passenger Boarding Bridge to Stand 315C – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project delivers the intended functions in an efficient way. The project, however, does not sufficiently address the related WB capacity restriction of the associated gates 304 and 305 . The project would benefit from further design. The suggested alternative scope which allows boarding from the existing Pier 3 as well as from the Pier 3 Bolt-On Extension in the future should be considered and evaluated.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
14.791	12.847	-1.943
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the passenger boarding bridges as the rate included in Dublin Airport's estimate is a lot higher than we would expect. The IFS has also removed the allowance for 2 FEGP units due to the double counting identified with project CIP27.02.35 Fixed Electrical Ground Power. The IFS did not make any changes to percentage allowances within this section of Dublin Airport's estimate, but the reduction in the rate for the passenger boarding bridges resulted in a reduction in the overall allowances for out of hours working, builders work in connection with services, and testing and commissioning.		

Source: Steer

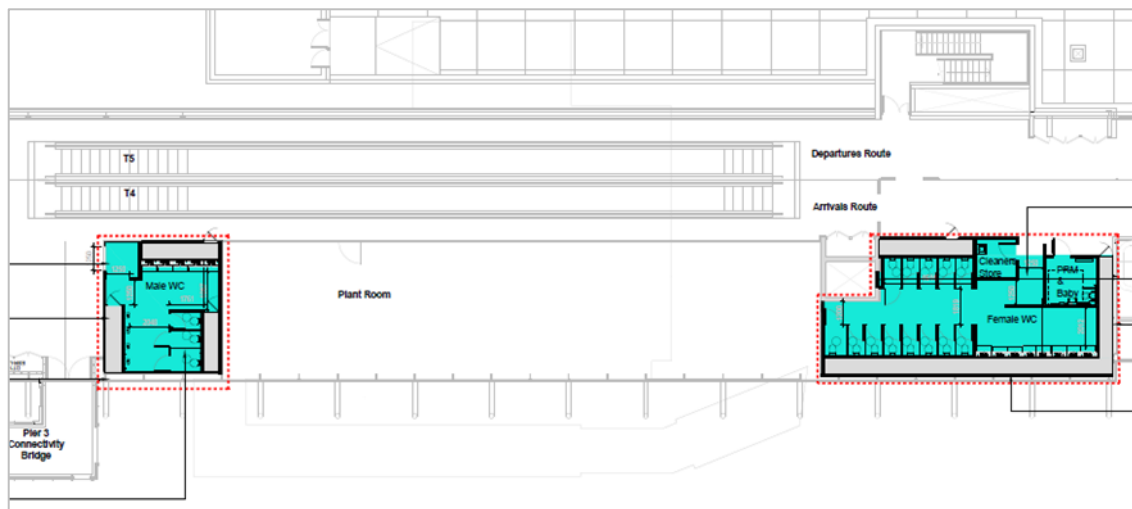
CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms

Project description

Introduction

- 4.287 This project proposes the delivery of new washroom facilities along the arrivals route within Terminal 2, serving passengers arriving via Pier 3. The facilities are proposed within an existing fallow void space along the arrivals route within the former Pier C connector corridor.
- 4.288 The project includes the construction of fully compliant washroom facilities accommodating male, female, persons with reduced mobility (PRM) and baby changing requirements.

Figure 4.20: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Proposed floor plan



Source: Dublin Airport

Context

- 4.289 Dublin Airport indicates that washroom facilities play a key role in shaping the public's perception of the airport, with Standard on Quality Management (SQM) scores relating to the availability and cleanliness of washrooms forming an important component of the IAA's service quality target scores.
- 4.290 According to Dublin Airport, passengers arriving at Terminal 2 via Pier 3 frequently report low SQM scores, primarily due to the limited number of washrooms available along the arrivals route. Currently only two unisex cubicles are available before passengers pass through immigration and enter the baggage reclaim area, where a full washroom facility is provided. This route is regularly used by flights carrying up to 400 passengers, which contributes to capacity constraints along the arrivals route.

Objective

- 4.291 The objective of the project is to address identified washroom capacity constraints along the Terminal 2 Pier 3 arrivals route by delivering additional, fully compliant washroom facilities. The project aims to improve passenger experience by providing adequate

washroom capacity prior to immigration and baggage reclaim, in line with operational and accessibility requirements.

Scope

4.292 The scope of the project includes the following elements:

- Removal of redundant stairs and escalators within the fallow space, together with existing glazing, railings and associated mechanical and electrical systems;
- Construction of 2 separate new floor structures of approximately 88 m² and approximately 111 m² and flooring over the existing void to establish the washroom footprint;
- Construction and fit-out of new separate male and female washrooms, a PRM washroom and a cleaner's store, including all associated services, mechanical and electrical provisions and signage.

Stage

4.293 The project is expected to follow the following delivery programme:

- Planning: Q4 2029
- Construction: Q1 2031 - Q3 2031
- Operation: Q4 2031

Key project metrics

Table 4.126: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€2.88 m
Floor structure area for male washroom	Approximately 88 m ²
Male stalls	3+4 urinals
Floor structure area for female washroom, PRM washroom and cleaner's store	Approximately 111 m ²
Female stalls	13
PRM stalls	1
Indicative Cost per WC/urinal	Approx. €137,000

Source: Dublin Airport

Scope review

Table 4.127: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope will fulfil the project objective to enhance the passenger experience for T2 bound Pier 3 arrivals.
Is the scope efficient?	The scope cannot be considered efficient as the proposed new floor structure construction unit cost is considered high, with Capex of approx. 137,000 EUR per WC/urinal. Additionally, the usable floor space of the male washroom is only about half of the new 88 m ² floor structure area. No justification for the required capacity and size of the proposed arrivals washrooms has been provided. Dublin Airport

Question	Comments
	has indicated that no capacity assessment has been undertaken. The IFS therefore recommends conducting further studies to determine the future capacity requirements and needed size of the washrooms before carrying out its design. The possible effect of the new Pier 3 immigration washrooms shall be considered when determining the remaining capacity needs.
Are there any alternative scope to consider?	The IFS suggests considering a less costly location along the arrivals route in Pier 3 as an alternative. With the future replacement of Pier 3 a final location within the arrivals area of the new pier could be provided.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive given the early stage of the design.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP20.03.034 Pier 3 Immigration: This project (already commenced) includes new washrooms which are accessible by most T2 bound Pier 3 arrivals. This might reduce capacity needs for the new washrooms in T2 and already will have a positive effect on the passenger experience.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. The IFS assesses that an asset life of 7 years can be considered as rather low as a new permanent floor structure will be constructed and the washrooms shall provide sufficient capacity for T2 bound Pier 3 arrivals until a full replacement of Pier 3. Therefore, an increase to 15 years, in line with the Pier 3 refurbishment project, asset life is suggested.
Is there any double counting with other projects?	No double counting has been identified

Source: Steer

Scope – Conclusion

Table 4.128: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Conclusion

IFS comment	RAG Assessment
The proposed new washrooms will fulfil the project objective to enhance the passenger experience for T2 bound Pier 3 arrivals. However, due to the inefficient space utilization of the newly constructed floor area and the extraordinarily high Capex per WC/urinal of approx. 137,000 EUR, it is suggested to evaluate possible alternative locations along the arrivals route in Pier 3. No justification for the required capacity and size of the proposed arrivals washrooms has been provided. The IFS therefore recommends to conduct further studies to determine the future capacity requirements and needed size of the washrooms before carrying out its design. The possible effect of the new Pier 3 immigration washrooms shall be considered when determining the remaining capacity needs.	

Source: Steer

Cost estimate review

- 4.294 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.295 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.129: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.332	0.302	-0.030
Construction Costs	1.660	1.510	-0.150
Escalation, Contingency & Design Variability	0.885	0.805	-0.080
Total	2.878	2.618	-0.260

Source: Steer

- 4.296 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.130: CIP27.02.25 – Terminal 2 Pier 3 Arrivals Washrooms – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.340	0.310	-0.031
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	1.660	1.510	-0.150
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	0.877	0.798	-0.079
Grand total	2.878	2.618	-0.260

Source: Steer

- 4.297 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.131: CIP27.02.25 - Pier 3 Corridor Arrivals Washroom Toilets – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Rubber tile floor	REDACTED		
Allow for FF&E			
Toilet supply and extract ventilation			
General lighting			

Source: Steer

- 4.298 The main reason for the reduction in costs results from a decrease in area based on the drawings provided in comparison to the quantities provided by Dublin Airport. This resulted in the cost of numerous items being reduced to allow for the adjusted area.
- 4.299 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.300 Our overall conclusion of the project review is as follows:

Table 4.132: CIP27.02.25 - Pier 3 Corridor Arrivals Washroom Toilets – Overall conclusion

Scope	
IFS comment	RAG Assessment
The proposed new washrooms will fulfil the project objective. However, due to the inefficient space utilization, it is suggested to evaluate possible alternative locations along the arrivals route in Pier 3. Also, the possible effect of the new Pier 3 immigration washrooms shall be evaluated and considered.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
2.878	2.618	-0.260
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by a reduced area allowance for the washroom areas based on the drawings provided in comparison to the quantities provided by Dublin Airport.		

Source: Steer

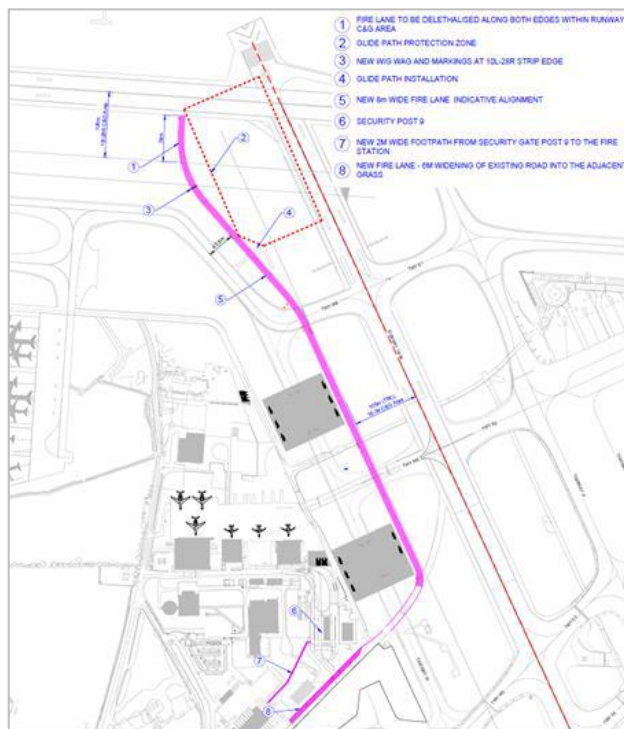
CIP27.02.30 – Airfield Safety Projects

Project description

Introduction

- 4.301 The Airfield Safety Projects comprises a package of targeted interventions intended to maintain and enhance airfield safety, regulatory compliance and operational resilience. The project brings together several discrete safety-focused works across the airfield, each addressing identified risks associated with asset condition, operational interfaces and the safe movement of aircraft, vehicles and personnel.
- 4.302 The works are focused on safeguarding existing airfield operations within a live operational environment. The project is intended to ensure that existing infrastructure continues to operate safely, reliably and in accordance with applicable aviation safety requirements.

Figure 4.21: CIP27.02.30 – Airfield Safety Projects – RFFS Lane



Source: Dublin Airport

Context

- 4.303 Dublin Airport indicates that safety-driven projects are to be delivered within the regulatory period and appropriately prioritised within the CIP27. Since the North Runway became operational in 2022, several safety and efficiency enhancements have been proposed, including additional edge lights for Taxiways M and N and modifications to Runway 10L guard lights.
- 4.304 According to Dublin Airport, the Airfield Safety Projects have been identified through ongoing safety assessments, operational experience and asset condition reviews.

Objective

- 4.305 The objective of the Airfield Safety Projects is to maintain and enhance the safety of airfield operations by addressing identified safety risks and ensuring continued compliance with applicable aviation safety standards. The project aims to support the safe movement of aircraft and response times for fire-fighting vehicles.

Scope

- 4.306 The scope of the Airfield Safety Projects includes:
- **Taxiway Redesignation project:** A continuation of the first phase, when the airfield was partially redesigned in 2019-2020 to the west of Runway 16/34, in preparation for the North Runway's (Runway 10L/28R) delivery;
 - **Installation of a dedicated North Runway Fire Lane:** Together with traffic lights at the Fire Station and Hot Fire Training Facility;
 - **Widening of Taxiway W4 (Venair Strip portion):** to support full code C aircraft operations, accessing the western hangars;
 - **Lighting and electrical projects:** including installation of yellow/green centre taxiway lighting on taxiways N2, N4, N6 and S7, which will require either the replacement of existing centreline fittings or the installation of new ones;
 - **New Demarcated Area:** Proposed due to the loss of the previous Demarcated Area located at the Search and Rescue Apron, to handle non-CPSRA (Critical Part of the Security Restricted Area) aircraft.
- 4.307 The Link 6 Turns and Fueller Welfare Unit elements have been deferred to subsequent regulatory periods.

Stage

- 4.308 The project is expected to follow the following delivery programme:
- Planning: Q1 2028
 - Construction: Q1 2028–Q3 2032
 - Operation: Q4 2032

Key project metrics

Table 4.133: CIP27.02.30 – Airfield Safety Projects – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 97.53m
Small LED EASA compliant signs	30
Large LED EASA compliant signs	60
North Runway traffic lights installed	4
Road widening	6m widening of 170m of road
New Fire Lane	10m wide, 800m long
Fire lane guard lights	4
Training facility modular units	2 x 40ft
New Footpath	2m wide, 150m long
Taxiway W4 pavement area	1,300 m ²

Source: Dublin Airport

Scope review

Table 4.134: CIP27.02.30 – Airfield Safety Projects – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope of the project should fulfil the stated project objectives.
Is the scope efficient?	Given that these are regulatory and safety driven projects, the room for efficiencies is limited. However, the IFS considers that the fire lane provision may be excessive when compared to provision usually provided at other airports. Additionally, the provision of paved shoulders for the full length of Taxiway W4 appears excessive. Other potential efficiency improvements are detailed below.
Are there any alternative scope to consider?	The following alternatives and potential efficiency improvements could be considered: • Taxiway Redesignation: Re-use of the existing pit and duct networks. • North Runway Safety Improvements: None. Regarding edge light provision, it is important to maintain consistency of approach across the airfield, which this project promotes. • Dedicated Fire Lane to North Runway: It is usual to only provide fire lanes necessary for quick access onto the taxiway network or directly onto the runway where dedicated fire stations are provided. This is also the case at Dublin Airport, where a fire lane access between the fire station and Runway 16/34 already exists. However, Dublin Airport indicates that the section of Runway 16/34 where it accesses is also used by taxiing aircraft, and during peak summer months, it is common to observe aircraft holding on this runway while waiting to take off from Runway 28R. Therefore, a dedicated lane is proposed to enhance safety, linking the existing Northern Fire Lane with the North Runway crossing at Taxiway M. An option to create an additional fire station closer to the North Runway was also explored, but discarded due to its high cost. • Taxiway W4/ Venair Strip Widening: The provision of paved shoulders appear excessive. We have adjusted the cost estimate to account for grass shoulders in this area. • Yellow Green Taxiway Centreline: EASA regulation CS ADR-DSN.M.710 does not actually mandate the installation of yellow/green centre taxiway lighting at all runway entry and exit points and therefore in theory this is optional. However, while EASA would now permit all greens where there is a ring of red, the IFS in fact agrees with Dublin Airport that the older principle of yellow-green should be maintained as this is considered much safer, especially to also maintain consistency across the airfield. The IFS therefore supports this decision. • Demarcated Area: None

Question	Comments
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage. However, those are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.20.50 – PFAS on Construction Sites: The existing Hot Fire Training Facility may be a hotspot for PFAS and Dublin Airport will need to demonstrate a clear understanding of this through the projects development prior to committal to contract. It is nonetheless noted that associated PFAS costs, previously included at project level, have now been consolidated within CIP27.20.50.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses this to be satisfactory for AGL and cabling but assesses that an asset life of 30 years should be assumed for the pavement elements unless other development dictates a shorter life being acceptable.
Is there any double counting with other projects?	None identified at this stage.

Source: Steer

Scope – Conclusion

Table 4.135: CIP27.02.30 – Airfield Safety Projects – Conclusion

IFS comment	RAG Assessment
The scope of the project will fulfil the stated project objectives, and the room for efficiencies is limited on regulatory and safety driven projects. However, the IFS considers that the provision of paved shoulders for the full length of Taxiway W4 appears excessive. Moreover, the existing Hot Fire Training Facility may be a hotspot for PFAS and Dublin Airport will need to demonstrate a clear understanding of this through the projects development prior to committal to contract. However, it is noted that associated PFAS costs, previously included at project level, have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites.	

Source: Steer

Cost estimate review

- 4.309 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.310 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.136: CIP27.02.30 Airfield Safety Projects – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	8.952	8.382	-0.570
Construction Costs	59.681	55.878	-3.803
Escalation, Contingency & Design Variability	28.898	27.056	-1.842
Total	97.531	91.316	-6.215

Source: Steer

- 4.311 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.137: CIP27.02.30 Airfield Safety Projects – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	8.952	8.382	-0.570
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	59.681	55.878	-3.803
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	28.898	27.056	-1.842
Grand total	97.531	91.316	-6.215

Source: Steer

- 4.312 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.138: CIP27.02.30 Airfield Safety Projects – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Taxiway - Secondary ducts for signs	REDACTED	REDACTED	REDACTED
North Runway - Cabling for lights & data pits			
North Runway - Traffic lights			

Source: Steer

4.313 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates or allowances included for the following items:

- Taxiway - Secondary ducts for signs;
- North Runway - Cabling for lights & data pits;
- North Runway - Traffic lights;
- North Runway - Audible alarm system for traffic lights; and
- All Areas - Ground Penetrating Radar & EML Surveys on high risk environments.

4.314 As indicated in the scope assessment, the IFS has also adjusted the provision for new shoulder pavement in Taxi W4 to account for grass shoulders.

4.315 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.316 Our overall conclusion of the project review is as follows:

Table 4.139: CIP27.02.30 – Airfield Safety Projects – Overall conclusion

Scope	
IFS comment	RAG Assessment
The IFS considers that despite the limited room for efficiencies on regulatory and safety driven projects, the provision of paved shoulders for the full length of Taxiway W4 may be excessive. Moreover, the existing Hot Fire Training Facility may be a hotspot for PFAS and Dublin Airport will need to demonstrate a clear understanding of this. Associated costs have now been consolidated within the StageGate project CIP27.20.50 – PFAS on Construction Sites.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
97.531	91.316	-6.215
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates or allowances included for Taxiway - Secondary ducts for signs, North Runway - Cabling for lights & data pits, North Runway - Traffic lights, North Runway - Audible alarm system for traffic lights, and All Areas - Ground Penetrating Radar & EML Surveys on high risk environments. The IFS has also adjusted the provision for new shoulder pavement in Taxi W4 to account for grass shoulders.		

Source: Steer

CIP27.02.31 – Airfield Operational Projects

Project description

Introduction

- 4.317 The Airfield Operational Projects relate to a package of airfield operational interventions intended to support the safe, efficient and resilient cargo operations at Dublin Airport's airfield as well as providing new site to provide secure, sheltered, and dry storage for all the airport's winter fleet vehicles.

Figure 4.22: CIP27.02.31 – Airfield Operational Projects – ULD Storage



Source: Dublin Airport

Context

- 4.318 In relation to cargo operations at the airport, Dublin Airport has stated that Unit Load Devices (ULDs) are currently improperly stored on end-of-life dollies or on the ground, contrary to established best practices, thereby exposing them to potential damage. To address this issue, Dublin Airport is currently delivering a dedicated storage solution to store approximately 650 ULDs in the South Apron GSE area.
- 4.319 Regarding the proposed winter fleet storage, the airport has recently acquired a fleet of vehicles and equipment specifically designed for snow and ice management on the apron and airfield. This fleet includes specialised equipment such as Towed Jet Sweepers, Compact Jet Sweepers, De-icers, Snow Cutters, Combi Spreader Sprayers and their respective attachments, and other specialised tools. The current hangar where they are stored is to be demolished for other development projects and therefore this project aims to provide a replacement.

Objective

- 4.320 The objective of this project is to deliver additional ULD storage in the North and West Apron, as a single deck. As part of this project, Dublin Airport proposes to deliver improvements in support of cargo operators, with provision of the ULD storage areas on the airfield as well as enhancements to the cargo operations on the West Apron, by replacing some existing and providing additional new equipment, such as Airline pallet/ULD scales system and others.
- 4.321 Dublin Airport also proposes that this project will provide a single location for apron and airfield winter fleets and their attachments, adjacent to existing Airfield Maintenance Base.

Scope

4.322 The scope of the project includes the following key elements:

- **ULD Storage:** The airport expects that a combined area of about 360m² will be used, storing about 75 ULDs. To facilitate this, the project includes:
 - Provision for pavement patch repairs;
 - Safety barriers (approx.. 40m);
 - High Mast Lighting (HML);
 - Electrical ducting and pits;
 - Paint markings and signage;
- **Airfield Winter Fleet Facility:** This is expected to encompass approximately 5,800 m² of storage space. Additionally, the project will include a hardstanding area designed for vehicle staging, complete with drainage, surface water management, pollution control, and lighting.
 - Dublin Airport has confirmed that the storage capacity of the de-icing medium is sufficient and adequate and currently no expansion to this facility is required.

Stage

4.323 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q1 2029 – Q4 2032
- Operation: Q1 2033

Key project metrics

Table 4.140: CIP27.02.31 – Airfield Operational Projects – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 35.97m
Airfield Winter Fleet Facility	5,800m ²
ULD storage area	360m ² (75 ULDs)
ULD safety barriers	40 m
West Apron Cargo excavation	150 m ²
West Apron Cargo safety barriers	130m

Source: Dublin Airport

Scope review

Table 4.141: CIP27.02.31 – Airfield Operational Projects – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope fulfils the stated project objectives.
Is the scope efficient?	The information provided suggests that part of the project includes centreline lighting infrastructure on the West Apron with est. 120 Airfield Ground Lighting (AGL). Dublin Airport indicates that visibility on the West Apron during pushback operations is considerably restricted, especially at night during

Question	Comments
	the winter months when rain is prevalent. By implementing this infrastructure, Dublin Airport aims to improve the safety of operations on the West Apron. Despite not being directly related to the installation of the ULD storage, these works are operationally necessary and in the same area of West Apron, and in direct support of the Cargo Operators and their safety requirements. Additionally, given the temperate climate in Dublin, it is unclear why such a large snow fleet building is necessary when most UK and Ireland airports store their snow fleets outside. The need for a small vehicle maintenance building with vehicles pits and storage and welfare is acknowledged by the IFS however.
Are there any alternative scope to consider?	The IFS considers that similar to other major airports in Ireland and the UK (for example), Dublin Airport should consider external snow fleet storage with a smaller-scale maintenance building alongside.
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05A Pier 5: Enabling works include the demolition of the hangar currently housing the snow fleet. That project commences circa 3 months prior to this project becoming operational.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that this asset life expectation may be too low for the ULD racking and is considered much too low for the snow base building and snow base hardstanding. The IFS assesses that the following asset lives should be considered: • 20 years for the ULD racking; • 50 years for the snow base building (20 years if it is a portacabin); and • 30 years for the snow base hardstanding.
Is there any double counting with other projects?	None identified at this stage

Source: Steer

Scope – Conclusion

Table 4.142: CIP27.02.31 – Airfield Operational Projects – Conclusion

IFS comment	RAG Assessment
The IFS considers the scope of his project as currently stated fulfils the stated project objectives. However, the IFS questions the requirement for: • The proposed AGL at the West Apron; and • Such a large, covered snow fleet storage building.	

IFS comment	RAG Assessment
The IFS further considers the apparent omission of pavement de-icer storage alongside the new snow fleet facility may result in operational efficiencies being missed. Dublin Airport indicates that the storage capacity of the de-icing medium is sufficient and adequate and currently no expansion to this facility is required.	

Source: Steer

Cost estimate review

4.324 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.325 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.143: CIP27.02.31 – Airfield Operational Projects – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.790	3.790	-
Construction Costs	21.328	21.328	-
Escalation, Contingency & Design Variability	10.857	10.857	-
Total	35.974	35.974	-

Source: Steer

4.326 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.144: CIP27.02.31 – Airfield Operational Projects – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.790	3.790	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Substructure	REDACTED		
Superstructure			
Internal Finishes			
External works			

Main Contractor Prelims			
Main Contractor Direct Fee			
Total	21.328	21.328	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	10.857	10.857	-
Grand total	35.974	35.974	-

Source: Steer

- 4.327 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. No drawings have been provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.

Overall conclusion

- 4.328 Our overall conclusion of the project review is as follows:

Table 4.145: CIP27.02.31 – Airfield Operational Projects – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers the scope of his project as currently stated fulfils the stated project objectives. However, the IFS questions the requirement for items included in the scope in order to deliver the objectives of the project, and the apparent omission of pavement de-icer storage.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
35.974	35.974	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.		

Source: Steer

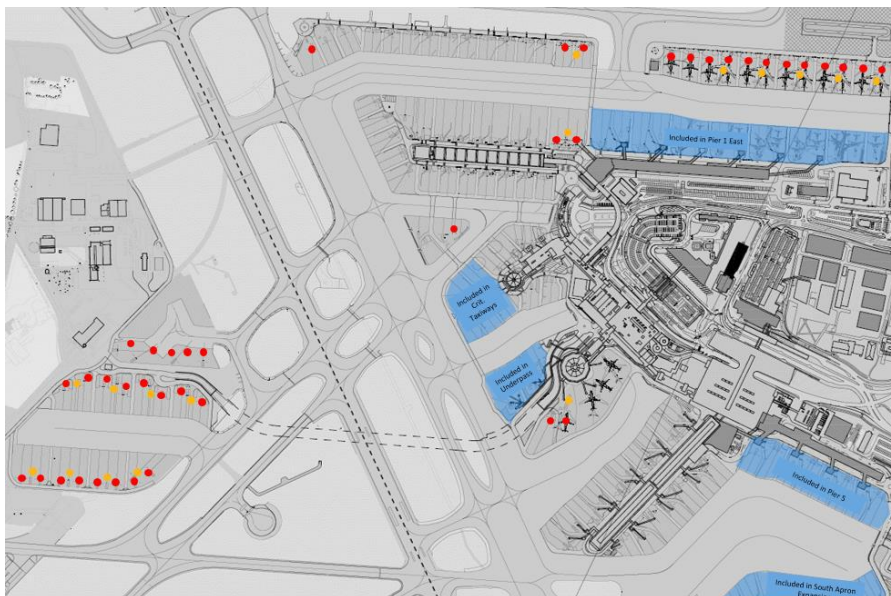
CIP27.02.34 – Advanced Visual Docking Guidance System

Project description

Introduction

- 4.329 The Advanced Visual Docking Guidance System (AVDGS) project involves the rollout of AVDGS technology across aircraft stands that are not currently equipped with such systems. AVDGS has already been installed at selected locations across the airfield, and this project supports the extension of the technology to remaining stands.
- 4.330 The project is not a rollover project, but continues the works already initiated by CIP20.01.074 – Advanced Visual Docking Guidance System.

Figure 4.23: CIP27.02.34 – Advanced Visual Docking Guidance System - Concept layout sketch for the AVDGS (Indicative)



Source: Dublin Airport

Context

- 4.331 According to Dublin Airport, the existing aircraft stand configuration includes a combination of stands with and without AVDGS installed. The technology has previously been introduced under the CIP2020+ programme where feasible. This project focuses on providing AVDGS to stands that have not been covered by other apron or stand development projects.
- 4.332 AVDGS uses infrared laser technology to identify aircraft type and position, guiding pilots accurately to the designated stand position. The system reduces reliance on ground crew assistance and supports improvements in stand efficiency, safety and predictability, particularly during low-visibility operations.

Objective

The objective of the project is to improve safety, standardisation and on-time performance at Dublin Airport through the implementation of AVDGS across existing aircraft stands. The

system is designed to enhance situational awareness, support more efficient aircraft turnarounds and contributes to improved operational performance.

Scope

4.333 The scope of the project includes the following elements:

- Provision of AVDGS units including gantries, electrical ducting and cabling, power and data connections, stand number indicators and barrier protection in approximately 57 locations serving existing aircraft stands across Apron 5G, Apron 5H, Pier 1, Triangle, Pier 3, West Apron – North (General Aviation Area) and West Apron;
- Civil works including breakout, disposal and reinstatement of approximately 1,370 m² of existing pavement and reinstatement of paint markings; and
- Connection of all AVDGS units to the existing AVDGS management system.

Stage

4.334 The project is expected to follow the following delivery programme:

- Planning: Q1 2030
- Construction: Q1 2030 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 4.146: CIP27.02.34 – Advanced Visual Docking Guidance System – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 24.68m
Number of AVDGS units	Approximately 57
Number of contact aircraft stands served	Approximately 5
Number of remote aircraft stands served	Approximately 52
Estimated pavement works	Approximately 1,370 m ²

Source: Steer

Scope review

Table 4.147: CIP27.02.34 – Advanced Visual Docking Guidance System – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the project scope as described will likely fulfil the project objectives.
Is the scope efficient?	The scope and submission information as presented is not sufficient for the IFS to determine if the scope is efficient. The presented information appears to be at an early stage and there is no submission or discussion of options or alternatives. However, on the basis that there is limited option on unit type and Dublin Airport has determined that all aircraft stands need to be served by AVDGS, the IFS concludes that the scope is likely efficient.

Are there any alternative scope to consider?	Most of this project rolls out AVDGS onto remote stands. The IFS considers that the need for this technology on remote stands could be reassessed as a low priority investment, if necessary, at all. Many airports do not operate AVDGS on remote stands. The requirement is particularly questioned for those proposed on the General Aviation stands.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP20.03.051B: West Apron Vehicle Underpass: The West Apron Vehicle Underpass (currently under construction) project will rename stand 315C to become 302C. The project will re-align this stand, with coordinates changing minimally and will update paint-markings, it is envisaged, that the dual PBB will be delivered in tandem with the Underpass project. • CIP27.02.22: Dual Passenger Boarding Bridge to Stand 315C • CIP20.03.081Apron 5H The existing stands on these locations are planned to be provisioned with AVDGS.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The asset life defined for CIP20.01.074 was 10 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess that the asset life of 10 years is adequate.
Is there any double counting with other projects?	None identified. Dublin Airport states that three of the AVDGS units will be located at stands on Pier 3 to mitigate any impact caused by installation of the Underpass.

Source: Steer

Scope – Conclusion

Table 4.148: CIP27.02.34 – Advanced Visual Docking Guidance System – Conclusion

IFS comment	RAG Assessment
The IFS considers that the project scope as described will fulfil the project objectives. Notwithstanding the IFS' questions over the need for AVDGS technologies on remote stands, and that the presented information appears to be at an early stage, the limited options on unit type, mounting and power, means that the IFS concludes that the scope is likely efficient.	

Source: Steer

Cost estimate review

- 4.335 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

- 4.336 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.149: CIP27.02.34 – Advanced Visual Docking Guidance System – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.014	3.014	-
Construction Costs	14.352	14.352	-
Escalation, Contingency & Design Variability	7.317	7.317	-
Total	24.684	24.684	-

Source: Steer

- 4.337 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.150: CIP27.02.34 – Advanced Visual Docking Guidance System – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.014	3.014	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	14.352	14.352	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	7.317	7.317	-
Grand total	24.684	24.684	-

Source: Steer

- 4.338 The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport’s estimate for the scope of works required.

Overall conclusion

- 4.339 Our overall conclusion of the project review is as follows:

Table 4.151: CIP27.02.34 – Advanced Visual Docking Guidance System – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers that the project scope as described will fulfil the project objectives. The limited options on unit type, mounting and power, motivate the IFS’ assessment that the scope is likely efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
24.684	24.684	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport’s estimate for the scope of works required.		

Source: Steer

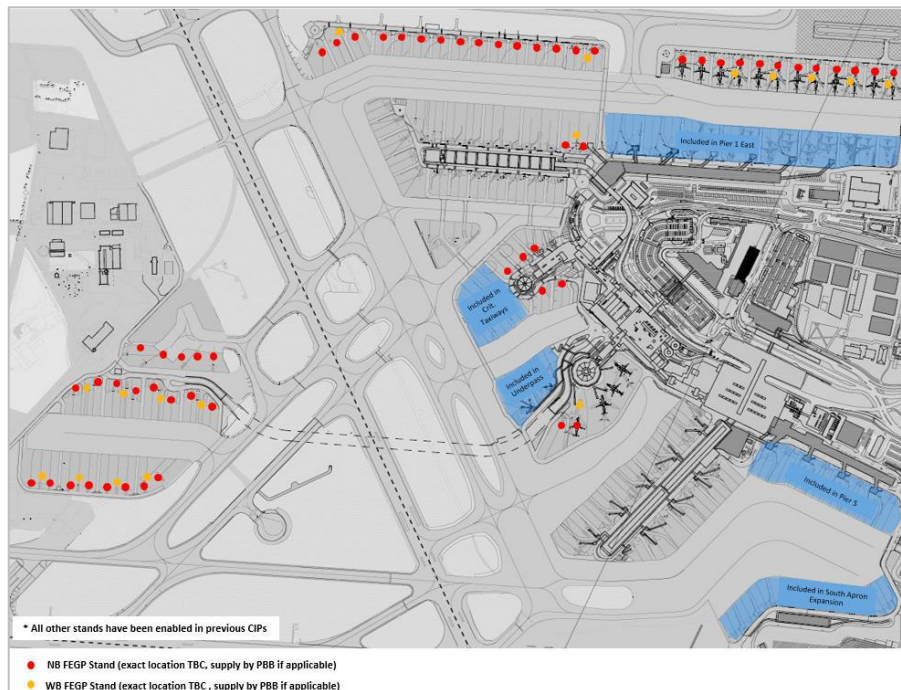
CIP27.02.35 – Fixed Electrical Ground Power

Project description

Introduction

- 4.340 This project relates to the expansion of Fixed Electrical Ground Power (FEGP) infrastructure at Dublin Airport. The project involves the installation of fixed, permanently installed electrical ground power units across remaining existing stands at the airport.

Figure 4.24: CIP27.02.35 – Fixed Electrical Ground Power - Concept layout for the FEGP



Source: Dublin Airport

Context

- 4.341 Aircraft on stand require an external electricity supply while on the ground, which is traditionally provided by either an Auxiliary Power Unit or a mobile Ground Power Unit. Dublin Airport currently uses a combination of mobile Ground Power Units and fixed installations to supply electrical power to aircraft on the ground.
- 4.342 Mobile units require refuelling or recharging and are associated with fuel consumption, noise and emissions. According to Dublin Airport, expanding the provision of fixed electrical ground power supports sustainability objectives by reducing emissions, energy consumption and noise levels on the airfield. The project also supports commitments under Dublin Airport's ESG Sustainability Policy and the EU Alternative Fuels Infrastructure Regulations.

Objective

- 4.343 The objective of the project is to equip all remaining existing aircraft stands at Dublin Airport with Fixed Electrical Ground Power infrastructure. This is intended to provide a reliable power supply for aircraft on stand, support sustainability commitments, and deliver consistent ground power infrastructure across the airfield.

Scope

4.344 The scope of the project includes the following elements:

- Installation of approximately 74 FEGP-enabled aircraft stands across multiple apron and pier locations, including pits, frequency converters, electrical ducting and cabling, and metering equipment;
- Associated civil works including demolition, disposal and reinstatement of approximately 9,400 m² of existing pavement; and
- Reinstatement of drainage, paint markings and installation of protection bollards as required;

4.345 Where passenger boarding bridges are provided, passenger boarding bridge-mounted FEGP will be adopted.

Stage

4.346 The project is expected to follow the following delivery programme:

- Planning: Q1 2031
- Construction: Q1 2031 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 4.152: CIP27.02.35 – Fixed Electrical Ground Power – Key project metrics

Metric	Value
Total project cost	€ 54.23m
Number of FEGP-equipped stands	Approximately 74
Surface area of associated pavement works	Approximately 9,400 m ²

Source: Steer

Scope review

Table 4.153: CIP27.02.35 – Fixed Electrical Ground Power – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS concludes that the scope of the project will fulfil the project objectives on the basis that Dublin Airport confirms that this project ensures that all remaining existing aircraft stands at Dublin Airport will be served by Fixed Electrical Ground Power infrastructure.
Is the scope efficient?	The presented specifications are at an early stage and there is no submission of options or alternatives and therefore the IFS assesses that there is a lack of evidence of the project efficiency. Furthermore, there is no discussion of existing FEGP and the potential for re-use.
Are there any alternative scope to consider?	The IFS proposes the consideration of the following alternatives: • Battery-Powered GPUs (eGPUs): These units use rechargeable battery banks to provide 400 Hz or 28V DC

Question	Comments
	power, offering silent operation and zero emissions at the point of use. They are ideal for remote stands and hangars; • Solid-State Mobile Units: These are electric units, often on trailers, which are quieter and more environmentally friendly than diesel, providing stable power without the need for a fixed, permanently installed converter.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive given the early stage of the design.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP20.03.051B: West Apron Vehicle Underpass: the project includes the Installation of FEGP on three stands on Pier 3 to mitigate any impact caused by installation of the Underpass.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses this asset life to be typical for such infrastructure.
Is there any double counting with other projects?	The following double countings have been identified: • CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades.: The current project includes 3 FEGP units at Stand 315, two of which were identified as double counted with project CIP27.02.22 Dual Passenger Boarding Bridge to Stand 315C and removed from the scope of CIP27.02.22. The third FEGP unit already exists and is included in the scope of CIP27.04.20. Therefore, since it is an existing FEGP subject to upgrades, we have decided to exclude it from the scope of this project.

Source: Steer

Scope – Conclusion

Table 4.154: CIP27.02.35 – Fixed Electrical Ground Power – Conclusion

IFS comment	RAG Assessment
The IFS considers that the scope as presented, albeit brief, will meet the project objectives. However, the IFS considers that at this early stage in the project there is a lack of evidence evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency. A double counting has been identified with CIP27.04.20 regarding a FEGP unit.	

Source: Steer

Cost estimate review

- 4.347 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.348 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.155: CIP27.02.35 – Fixed Electrical Ground Power – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	6.466	6.430	-0.036
Construction Costs	30.790	30.618	-0.172
Escalation, Contingency & Design Variability	16.970	16.875	-0.095
Total	54.226	53.924	-0.302

Source: Steer

- 4.349 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.156: CIP27.02.35 – Fixed Electrical Ground Power – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	6.466	6.430	-0.036
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	30.790	30.618	-0.172
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	16.970	16.875	-0.095
Grand total	54.226	53.924	-0.302

Source: Steer

- 4.350 The variances between Dublin Airport and the IFS is driven by the removal of one of the 74 FEGP units, as the double counting with CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades was identified above.
- 4.351 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment are less than the provision in Dublin Airport's cost estimate (i.e. same % allowance applied to a lower cost projection).
- 4.352 The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport's estimate for the scope of works required.

Overall conclusion

- 4.353 Our overall conclusion of the project review is as follows:

Table 4.157: CIP27.02.35 – Fixed Electrical Ground Power – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers that the scope as presented will meet the project objectives. However, the IFS that there is a lack of evidence evidence to demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
54.226	53.924	-0.302
IFS Comment		
The variances between Dublin Airport and the IFS is driven by the removal of one of the 74 FEGP units, as the double counting with CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades.		

Source: Steer

CIP27.02.36 – On Stand CCTV

Project description

Introduction

- 4.355 This project relates to extending the provision of Aircraft stand CCTV coverage to provide comprehensive surveillance coverage of existing aircraft stands.
- 4.356 The project is aimed at enhancing operational visibility, safety and security on the airfield providing visual coverage of all aircraft stands, allowing Dublin Airport's to monitor airside activities and to respond to operational incidents.

Figure 4.25: CIP27.02.36 – On Stand CCTV - Proposed layout of the On Stand CCTV Camera Installation (Indicative)



Source: Dublin Airport

Context

- 4.357 Aircraft stands are critical operational areas where a wide range of activities take place during aircraft turnaround, including ground handling, refuelling, catering, and passenger boarding. Dublin Airport states that it is essential to maintain comprehensive visibility across these areas with increasing operational complexity and traffic levels.
- 4.358 At present, not all aircraft stands benefit from full CCTV coverage, which can limit real-time oversight and the ability to review incidents after they occur. The Resource Allocation Unit (RAU) is also required to visually confirm aircraft and registrations, including from remote locations when operational facilities are relocated.
- 4.359 All future expansion projects within CIP27 are planned to deliver on-stand CCTV as a standard feature together with other stand infrastructure, such as Advanced Visual Docking Guidance System (AVDGS), Fixed Electrical Ground Power (FEGP), Fuel Hydrant system, and on-stand charging. The provision of on-stand CCTV is expected to enable continued monitoring in such circumstances and improve overall operational resilience.

Objective

- 4.360 The objective of the project is to improve safety, security and operational efficiency across aircraft stands. The project aims to provide full visual coverage of stands to support real-time operational monitoring, incident investigation and improved situational

awareness. It also supports regulatory and security obligations by ensuring that airside activities can be monitored and reviewed where required.

Scope

4.361 The scope of the project includes:

- Installation of approximately 80 fixed CCTV cameras mounted on dedicated poles to provide full coverage of aircraft stands, located at Apron 5H, Apron 5G, the Triangle area, West Apron, and General Aviation and hangar stand, including Engine Test Sites 1 and 4 and Hangar 6;
- Civil works associated with camera and pole installation, including excavation, disposal and reinstatement of approximately 14,100 m² of pavement.
- Installation of communications infrastructure, including 15 communication pits and approximately 4,000 m of fibre optic cabling;
- Integration of the new cameras with Dublin Airport's existing central CCTV and monitoring systems.

Stage

4.362 The project is currently identified project delivery project are outlined below:

- Planning Q1 2030;
- Construction and Installation programme Q1 2030 to Q4 2031;
- Project handover (Operation Q1 2032).

Key project metrics

Table 4.158: CIP27.02.36 – On Stand CCTV – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 17.08m
Number of CCTV cameras	Approximately 80
Pavement works area	Approximately 14,100 m ²
Comms pits	15
Fibre optic cabling	Approximately 4,000 m

Source: Dublin Airport

Scope review

Table 4.159: CIP27.02.36 – On Stand CCTV – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The outline scope for the project as described would fulfil the project objectives. However, the outline scope in the documents provided by Dublin Airport in presented at a very high level.
Is the scope efficient?	Regarding IT programme management, Dublin Airport indicates that there will be a distinct IT delivery workstream for enterprise and airport-wide IT projects, operating in parallel with construction led infrastructure delivery streams, and this IT delivery stream will be governed through established IT portfolio, programme, and architecture governance, ensuring focus on

Question	Comments
	operational capabilities, service continuity, and business outcomes. Therefore, the project scope could be deemed as being efficient and effective in delivery of on the project requirements, despite being presented at a very high level.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	There are no detailed scope specifications for this project as it is still in the initial stages of project planning and a detailed scope definition.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.06.09: Operational Reliability, Safety ,Security and Compliance for lifecycle and compliance • CIP27.06.04: IT Innovation and Ai: optional enablement • CIP27.06.14 Data & Integrations: enabling linkages.
Is (Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. The IFS assesses this as reasonable, considering the average lifespan of a CCTV system can range between five to ten years.
Is there any double counting with other projects?	Dublin Airport indicate that there is no duplication of scope or funding between the CCTV expansion and CIP27.06.04, CIP27.06.09, or CIP27.06.14. Accountability for CCTV operational performance, compliance, and lifecycle management remains with the Operational Reliability and Safety programme.

Source: Steer

Scope – Conclusion

Table 4.160: CIP27.02.36 – On Stand CCTV – Scope Conclusion

IFS comment	RAG Assessment
The project should extend the on-stand CCTV capability to deliver comprehensive CCTV coverage across all aircraft stands that currently lack surveillance, ensuring incidents can be reviewed at any time and allowing the Operations Resource Allocation Unit (RAU) to monitor aircraft stands and Aircraft registrations, particularly where stands are not directly visible from their location. The system will also safeguard operational continuity during RAU relocations. This project addresses the capability gap that exists on some Aircraft stands by installing approximately 80 fixed CCTV cameras across multiple apron areas. The scope description is presented at very high level and needs further detailed design development. Notwithstanding the outline scope as presented should be capable of a reasonably efficient and effective in delivery of the Airports' on-stand CCTV requirements.	

Source: Steer

Cost estimate review

4.363 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.364 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.161: CIP27.02.36 – On Stand CCTV – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.086	2.003	-0.082
Construction Costs	9.932	9.540	-0.392
Escalation, Contingency & Design Variability	5.064	4.864	-0.200
Total	17.082	16.408	-0.674

Source: Steer

4.365 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.162: CIP27.02.36 – On Stand CCTV – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.086	2.003	-0.082
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Substructure			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	9.932	9.540	-0.392
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			

Inflation			
Total	5.064	4.864	-0.200
Grand total	17.082	16.408	-0.674

Source: Steer

- 4.366 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.163: CIP27.02.36 – On Stand CCTV–Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Full depth demolition of existing apron pavement	REDACTED		
Allow for construction joints			
Allowance for comms pits			

Source: Steer

- 4.367 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for foundation excavation, demolition of existing apron pavement, construction joints to pavement, and comms pits as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 4.368 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.369 Our overall conclusion of the project review is as follows:

Table 4.164 CIP27.02.36 – On Stand CCTV– Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope description is presented at very high level and needs further detailed design development. Notwithstanding the outline scope as presented should be capable of a reasonably efficient and effective in delivery of the Airports' on-stand CCTV requirements.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

17.082	16.408	-0.674
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for foundation excavation, demolition of existing apron pavement, construction joints to pavement, and comms pits as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect.		

Source: Steer

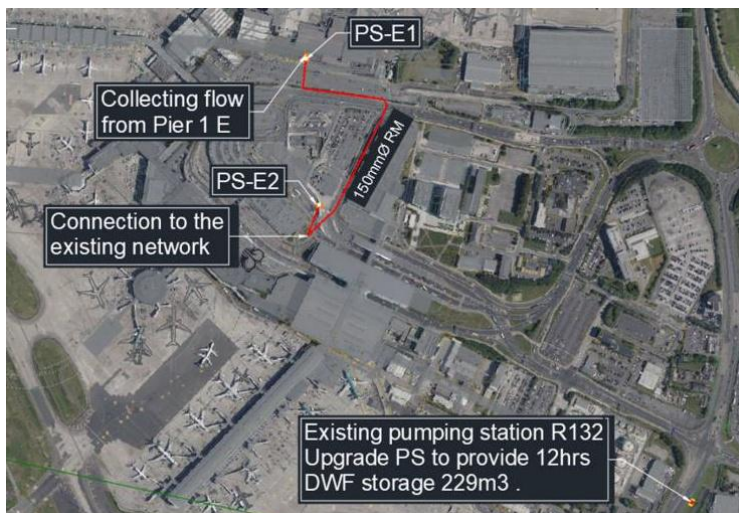
CIP27.02.37 – Foul Water Expansion

Project description

Introduction

- 4.370 This project addresses the expansion and upgrade of the existing foul water drainage system to accommodate forecast growth and associated campus development. The project is intended to support continued passenger growth whilst maintaining or improving passenger service levels amidst new building developments.

Figure 4.26: CIP27.02.37 – Foul Water Expansion - Indicative East Campus Foul Water Network Proposal



Source: Dublin Airport

Context

- 4.371 Dublin Airport indicates that the existing foul water drainage network serving the Eastern Campus is ageing and requires targeted intervention to maintain performance and compliance. Additionally, due to the replacement of existing structures and the introduction of new developments such as terminals, piers, and commercial spaces, the foul water disposal requirements will significantly increase. Without intervention, these constraints could pose risks to operational resilience and environmental compliance.

Objective

- 4.372 The objective of the Foul Water Expansion project is to upgrade and expand the existing foul water network to ensure sufficient capacity for current operations and planned future developments. This includes refurbishing existing assets, providing new infrastructure where required, and undertaking feasibility and condition assessments to support phased delivery aligned with wider campus development.

Scope

- 4.373 The proposed development includes the installation of a new foul water trench and associated drainage system, incorporation of new pumping equipment, and all necessary housing, services, as well as ancillary components.
- 4.374 The scope of the project includes the following elements:

- Development of a feasibility and condition study to assess existing foul water capacity and define future requirements;
- Repair and upgrade of approximately 5 km of existing foul water pipework;
- Construction of new foul water drainage trenches within the Eastern Campus, located beneath hardstanding areas;
- Upgrade of pumping infrastructure, including three pumping stations with two pumping units per station, together with data, communications, and CCTV connections;
- Pavement reinstatement associated with external drainage works, covering approximately 32,100 m²; and
- Refurbishment of manholes and access chambers and provision of all ancillary services required for operation.

Stage

4.375 The project is expected to follow the following delivery programme:

- Planning: Q1 2030
- Construction: Q1 2030 - Q4 2033
- Operation: Q1 2034

Key project metrics

Table 4.165: CIP27.02.37 – Foul Water Expansion – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€19.82m
Existing foul water network length	Approximately 5 km
Pavement reinstatement area	Approximately 32,100 m ²
Number of pumping stations	3 (two pumps per station)

Source: Dublin Airport

Scope review

Table 4.166: CIP27.02.37 – Foul Water Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the scope of the project should fulfil the project objectives.
Is the scope efficient?	At this stage in the project, the details appear to be very high level and precede the feasibility studies. It is also noted within the suggested delivery programme that the planning and commencement of construction phases coincide at Q1 2030. If this is the case, the IFS considers that there could be a risk of inefficiencies relating to procuring and commencing work based on unplanned and undesigned solutions.
Are there any alternative scope to consider?	The feasibility study included as the first stage of the scope of this project aims to evaluate the current foul water network capacity, assess the condition and lifespan of existing assets, and forecast future demand in line with CIP27 and upcoming development plans. The full scope of work will then be assessed for cost efficiency through the StageGate process. The IFS

Question	Comments
	assesses that if the foul pipe replacement is due only to condition, pipe lining should be considered as an alternative beneath pavements.
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.04.22 – Potable and Foul Water Upgrades: Feasibility studies and possibly some construction work between these projects may be interlinked; Additionally, all building developments on the east campus associated with increased passenger use will require the upgraded foul network capacity to be in place.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. While this may be acceptable, for plant elements such as pumps, the IFS considers that the proposed asset life is too low for buried infrastructure and pavement reinstatement which should be circa 50 years and 20-30 years respectively. The IFS considers that project efficiency is likely to be compromised in the long term due to the proposed short asset life. Therefore, an asset life of 35 years is proposed.
Is there any double counting with other projects?	None observed. However, it is noted that the level of detail of the following projects is not sufficiently mature to be able to assess this at this stage. - CIP27.02.38 – Hydrant Water Expansion - CIP27.02.39 – Potable Water Expansion - CIP27.04.22 – Potable and Foul Water Upgrades

Source: Steer

Scope – Conclusion

Table 4.167: CIP27.02.37 – Foul Water Expansion – Conclusion

IFS comment	RAG Assessment
The IFS considers that the scope of the project will likely fulfil the project objectives. The IFS has noted that the suggested delivery programme indicates the planning and commencement of construction phases coinciding at Q1 2030. If this is the case, then the IFS considers there could be a risk of inefficiencies relating to procuring and commencing work based on unplanned and undesigned solutions.	

Source: Steer

Cost estimate review

- 4.376 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.377 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.168: CIP27.02.37 – Foul Water Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.755	1.732	-0.023
Construction Costs	11.699	11.543	-0.156
Escalation, Contingency & Design Variability	6.361	6.277	-0.085
Total	19.815	19.552	-0.264

Source: Steer

- 4.378 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.169: CIP27.02.37 – Foul Water Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.755	1.732	-0.023
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	11.699	11.543	-0.156
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	6.361	6.277	-0.085
Grand total	19.815	19.552	-0.264

Source: Steer

- 4.379 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.170: CIP27.02.37 – Foul Water Expansion – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Pumping apparatus	REDACTED		
GRP housing			

Source: Steer

- 4.380 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for pumping apparatus and GRP housing (for pumping stations 02 & 03) as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 4.381 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment are less than the provision in Dublin Airport's cost estimate (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.382 Our overall conclusion of the project review is as follows:

Table 4.171: CIP27.02.37 – Foul Water Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers that the scope of the project will likely fulfil the project objectives. The IFS considers there could be a risk of inefficiencies relating to procuring and commencing work based on unplanned and undesigned solutions.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
19.815	19.552	-0.264
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for pumping apparatus and GRP housing (for pumping stations 02 & 03) as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.		

Source: Steer

CIP27.02.38 – Hydrant Water Expansion

Project description

Introduction

- 4.383 The project relates to the proposed Hydrant Water Expansion project for Dublin Airport's Eastern Campus. The project addresses the requirement to expand and upgrade the existing firefighting hydrant main system to accommodate forecast growth and associated campus development. The project is intended to support continued passenger growth, maintaining or improving passenger service levels amidst new building developments.

Figure 4.27: CIP27.02.38 – Hydrant Water Expansion - Concept Hydrant Water Strategy Plan (Indicative)



Source: Dublin Airport

Context

- 4.384 The hydrant water network forms a critical element of the airport's fire-fighting infrastructure. According to Dublin Airport, planned replacement of existing assets and the delivery of new infrastructure across the eastern campus, including terminals, piers, aprons, parking and commercial developments, will increase demand on the existing system. The project is proposed to ensure that hydrant water capacity remains adequate and resilient as the airport expands.

Objective

- 4.385 The objective of the Hydrant Water Expansion project is to provide sufficient hydrant water capacity to support forecast growth and planned development across the eastern campus.
- 4.386 The project aims to extend and upgrade the existing network to meet future fire-fighting requirements and to maintain compliance and operational resilience.

Scope

- 4.387 The scope of the project includes the following elements:
- Development of a feasibility and design study to determine hydrant water requirements for future airport expansion; and
 - Upgrade and extension of the existing hydrant water network to serve new and replacement infrastructure.

- 4.388 The project contemplates targeted replacements of existing assets where required to accommodate increased demand. The final project scope is to be defined following a comprehensive feasibility study and in coordination with potable water planning.

Stage

- 4.389 The project is expected to follow the following delivery programme:

- Planning: Q1 2030
- Construction: Q1 2030 – Q4 2033
- Operation: Q1 2034

Key project metrics

Table 4.172: CIP27.02.38 – Hydrant Water Expansion – Key project metrics

Metric	Value
Total project cost	€ 6.38m

Source: Dublin Airport

Scope review

Table 4.173: CIP27.02.38 – Hydrant Water Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the scope of the project will likely fulfil the project objectives.
Is the scope efficient?	The IFS considers there could be a risk of inefficiency relating to procuring and commencing work based on unplanned and undesigned solutions, since, as noted within the suggested delivery programme, the planning and commencement of construction phases coincide at Q1 2030.
Are there any alternative scope to consider?	The indicative fire main route is within known PFAS contamination hotspots close to Apron 5H. Dublin Airport must consider optional routes that can optimally avoid such locations.
Are the specifications reasonable and comprehensible?	At this stage in the project, the details are very high level and cannot be critiqued in detail.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • Feasibility studies and possibly some construction work for this project and: – CIP27.02.39 – Potable Water Expansion; and – CIP27.04.22 – Potable and Foul Water Upgrades. • CIP.20.03.036 – H7 Apron Extension: The indicative route of the fire main appears to sit within the curtilage of this project. Depending on its status, some efficiencies might be realised if the projects are coordinated.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. While this may be acceptable, for plant elements such as pumps, the IFS considers that the proposed asset life is too low

Question	Comments
	for buried infrastructure and pavement reinstatement which should be circa 50 years and 20-30 years respectively. The IFS considers that project efficiency is likely to be compromised in the long term due to the proposed short asset life. Therefore, an asset life of 35 years is proposed.
Is there any double counting with other projects?	None observed. The level of detail of this project is not sufficiently mature to be able to assess at this stage.

Source: Steer

Scope – Conclusion

Table 4.174: CIP27.02.38 – Hydrant Water Expansion – Conclusion

IFS comment	RAG Assessment
The IFS assesses that the scope of the project will likely fulfil the project objectives. The IFS has noted that the suggested delivery programme indicates the planning and commencement of construction phases coinciding at Q1 2030. If this is the case, then the IFS considers there could be a risk relating to procuring and commencing work based on unplanned and undesigned solutions.	

Source: Steer

Cost estimate review

- 4.390 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.391 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.175: CIP27.02.38 – Hydrant Water Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.532	0.497	-0.035
Construction Costs	3.799	3.549	-0.251
Escalation, Contingency & Design Variability	2.048	1.913	-0.135
Total	6.379	5.958	-0.421

Source: Steer

- 4.392 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.176: CIP27.02.38 – Hydrant Water Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	0.532	0.497	-0.035
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	3.799	3.549	-0.251
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.048	1.913	-0.135
Grand total	6.379	5.958	-0.421

Source: Steer

- 4.393 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.177: CIP27.02.38 – Hydrant Water Expansion – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for out of hours working	REDACTED		

Source: Steer

- 4.394 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the allowance for out of hours working in its assessment as the allowance was higher than was required for these works.
- 4.395 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the reductions for the

construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.396 Our overall conclusion of the project review is as follows:

Table 4.178: CIP27.02.38 – Hydrant Water Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS assesses that the scope of the project will likely fulfil the project objectives. However, the IFS considers there could be a risk relating to procuring and commencing work based on unplanned and undesigned solutions.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
6.379	5.958	-0.421
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the allowance for out of hours working in its assessment as the allowance was higher than was required for these works.		

Source: Steer

CIP27.02.39 – Potable Water Expansion

Project description

Introduction

- 4.397 The project relates to the assessment and phased enhancement of potable water infrastructure at Dublin Airport to support forecast passenger growth and planned campus development, focusing on reviewing the capacity and resilience of the existing potable water network, particularly within the Eastern Campus, and identifying upgrades where required. A concept potable water strategy has been prepared to inform future delivery.

Figure 4.28: CIP27.02.39 – Potable Water Expansion - Concept Potable Water Strategy Plan (Indicative)



Source: Dublin Airport

Context

- 4.398 Dublin Airport currently operates a potable water network that adequately serves the existing landside facilities. However, projected passenger growth and planned developments, including new terminals, aprons, and commercial facilities, are likely to increase demand on the system.
- 4.399 In particular, expansion within the Eastern Campus will require new water mains, upgraded storage, and resilient connections to both buildings and public supply. Dublin Airport states that a review of the existing network capacity is required to ensure it can support both existing operations and future development proposals aligned with the Capital Investment Programme 2027–2031.

Objective

- 4.400 The objective of the project is to assess and define the potable water infrastructure required to meet future demand at Dublin Airport, ensuring sufficient capacity, resilience, and alignment with approved CIP27 projects and long-term development plans. The project aims to establish an evidence-based strategy to inform phased investment, procurement, and delivery through the StageGate process.

Scope

- 4.401 The scope of the project includes the following elements:

- Development of a feasibility and strategy study to evaluate the current capacity and condition of the potable water network;
- Forecasting of future potable water demand associated with planned airport development;
- Identification of suitable infrastructure upgrades and locations, aligned with CIP27 projects;
- Development of technical specifications and a phased delivery strategy; and
- Upgrade and extension of the Eastern Campus potable water network, including provision of approximately 1,000 m³ of additional storage.

Stage

4.402 The project is expected to follow the following delivery programme:

- Planning: Q1 2030
- Construction: Q1 2030 - Q4 2033
- Operation: Q1 2034

Key project metrics

Table 4.179: CIP27.02.39 – Potable Water Expansion – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€7.63 million
Additional potable water storage	1,000 m ³

Source: Steer

Scope review

Table 4.180: CIP27.02.39 – Potable Water Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the scope of the project will likely fulfil the project objectives.
Is the scope efficient?	The IFS considers that the project efficiency will be compromised in the long term due to the proposed short asset life. The IFS also considers that there could be an inefficiency risk relating to procuring and commencing work based on unplanned and undesigned solutions, as it is noted within the suggested delivery programme that the planning and commencement of construction phases coincide at Q1 2030. At this stage in the project, the details appear to be very high level and precede the feasibility studies.
Are there any alternative scope to consider?	The indicative potable water route is within known PFAS contamination hotspots close to Apron 5H. However, the feasibility study included as a first step in this scope will then inform the detailed design. The scope of expansion works will be detailed as an outcome from the feasibility study, and managed through the StageGate process. The IFS assesses that Dublin Airport should consider in the feasibility study optional routes that can optimally avoid such locations.

Question	Comments
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.38 – Hydrant Water Expansion; • CIP27.04.22 – Potable and Foul Water Upgrades; Feasibility studies and possibly some construction work for these project may be interlinked; • CIP.20.03.036 – H7 Apron Extension. The indicative route of the potable water main appears to sit within the curtilage of this CIP2020+ project. Depending on the status of the project, some economies might be realised if the projects can be coordinated.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. While this may be acceptable, if not slightly high for plant such as pumps, the IFS considers that the proposed asset life is too low for buried infrastructure and pavement reinstatement which should be circa 50 years and 20-30 years respectively. The IFS considers that project efficiency is likely to be compromised in the long term due to the proposed short asset life.
Is there any double counting with other projects?	None observed. However, it is noted that the level of detail of the following projects is not sufficiently mature to be able to assess this at this stage. • CIP27.02.38 – Hydrant Water Expansion • CIP27.02.39 – Potable Water Expansion • CIP27.04.22 – Potable and Foul Water Upgrades

Source: Steer

Scope – Conclusion

Table 4.181: CIP27.02.39 – Potable Water Expansion – Conclusion

IFS comment	RAG Assessment
The IFS considers that the scope of the project will likely fulfil the project objectives. However, the proposed asset life of 25 years is too low for such buried infrastructure and pavement reinstatement and therefore the project efficiency will be compromised in the long term due to the proposed short asset life. The IFS has noted that the suggested delivery programme indicates the planning and commencement of construction phases coinciding at Q1 2030. If this is the case, then the IFS considers there could be a risk relating to procuring and commencing work based on unplanned and undesigned solutions.	

Source: Steer

Cost estimate review

- 4.403 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

- 4.404 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.182: CIP27.02.39 – Potable Water Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.656	0.646	-0.010
Construction Costs	4.525	4.458	-0.067
Escalation, Contingency & Design Variability	2.449	2.413	-0.036
Total	7.630	7.518	-0.112

Source: Steer

- 4.405 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.183: CIP27.02.39 – Potable Water Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.656	0.646	-0.010
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	4.525	4.458	-0.067
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.449	2.413	-0.036
Grand total	7.630	7.518	-0.112

Source: Steer

4.406 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.184: CIP27.02.39 – Potable Water Expansion – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Excavation for tank pits	REDACTED		
Allow for E.O. for contaminated soil disposal			

Source: Steer

4.407 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable.

- The IFS has reduced the rate for excavation for tank pit to align with the general rates table information provided by Dublin Airport.
- The quantity for contaminated soil disposal has been reduced to align with the established 15% allowance of the total disposal volume.

4.408 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate / quantity reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment are less than the provision in Dublin Airport's cost estimate (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.409 Our overall conclusion of the project review is as follows:

Table 4.185: CIP27.02.39 – Potable Water Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers that the scope of the project will likely fulfil the project objectives. However, the proposed asset life of 25 years is too low and therefore the project efficiency will be compromised in the long term due to the proposed short asset life. The IFS considers there could be a risk of inefficiencies relating to procuring and commencing work based on unplanned and undesigned solutions.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
7.630	7.518	-0.112
IFS Comment		

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate for excavation for tank pit to align with the rates table information provided by Dublin Airport. In addition to this, quantity for contaminated soil disposal has been reduced to align with the established 15% allowance of the total disposal volume.

Source: Steer

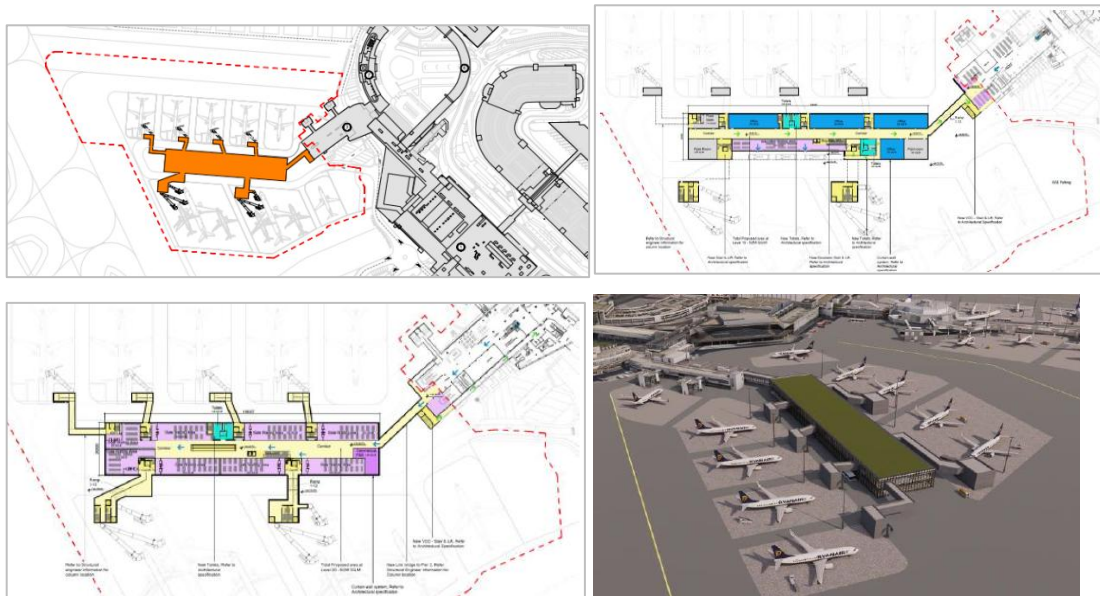
CIP27.02.40 – Pier 2 Bolt On Extension

Project Description

Introduction

- 4.410 This project entails the development of a feasibility and planning exercise for a 2-storey pier extension of Pier 2, which, if deemed suitable, would trigger the development of drawings and a documentation pack for a planning submission.

Figure 1.1: CIP27.02.40 – Pier 2 Bolt On Extension - Plans and architectural render



Source: Dublin Airport

Context

- 4.411 The background to this project relates to the future Pier 1 East and Pier 5. When these become operational, this project will be reviewed for progressing to Planning Design/planning application.
- 4.412 According to Dublin Airport, T1 currently handles 5 WB aircraft on the ground at any given time; this number is forecast to increase to 9, by 2032 and ultimately to 14, beyond 2032. Dublin Airport's forecasted growth and increase in legacy short haul and long-haul carriers operating from T1 is reported to be impacting passenger level of service, stand and gate capacity negatively.
- 4.413 Nevertheless, the majority of aircraft movements (94%) are NB aircraft so there is also demand to increase the number of NB stands. Additional full service stands with passenger boarding bridges (PBB) accommodating both narrow body (NB) and wide body (WB) aircraft are therefore required.

Objective

- 4.414 The objective of the project is to prepare a feasibility study for a 2-storey pier extension that addresses the identified issues including stakeholder feedback in the preparation of a planning application package for a 'Bolt On' solution, if it is deemed suitable when Pier 5 and Pier 1 East become operational.

- 4.415 The study will explore integration with longer term capacity solutions, interface with future decisions regarding Runway 16/34, future pier replacement strategy, asset life, construction complexity in live environment, and value for money relative to capacity delivered.
- 4.416 The feasibility design objective is to enable Pier 2 to provide an improved level of passenger service and handle an increase in the number of WB and NB aircraft at full-service contact stands as well as replacing of end-of-life assets and ensure that new assets support ESG and net-zero objectives.

Scope

- 4.417 The project provides designs for:
- Pier extension
 - Demolition of the existing Pier 2 rotunda, and re-alignment of taxi lane, stand, and road layouts;
 - At first level, provision of 8 NB gates/departure lounges, 2 of which can be combined to provide 2 WB gates/departure lounges, and connection to the remaining portion of the existing pier with a first-floor elevated bridge corridor;
 - At apron level, provision of 2 bussing gates and a dedicated passenger arrivals route, allowing for simultaneous arrivals and departures, connected to the existing apron level arrivals route in the remaining portion of Pier 2 with a ground level corridor.
 - Stands:
 - Provision of an additional 2 WB stands, configured as MARS and 4 dedicated NB stands and each provided with PBB's,
 - Provision of 6 new passenger boarding bridges to access aircraft, connected to each stand VCC while the remaining portion of Pier 2 will maintain 2 existing PBBs. The VCC is connected with a single level fixed link bridge providing for departures/arrivals at the 1st floor pier level.
 - Provision of Automated Docking Guidance, Fixed Electrical Ground Power, Fuel Hydrants, and on-stand GSE charging infrastructure.
 - Installation of associated drainage, attenuation, airfield ground and high mast lighting, signage and paint markings.
- 4.418 Should an opportunity arise to advance to delivery within the regulatory period, Dublin Airport proposes to transition the project to a StageGate approach with further consultation undertaken to confirm scope, costs, and affordability and allowing for review and stakeholder feedback for its potential earlier delivery.

Stage

- 4.419 The project is currently at feasibility design stage:
- Planning Q1 2028
 - Study period until Q4 2030

Key project metrics

Table 4.186: CIP27.02.40 – Pier 2 Bolt On Extension – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€14.43 m

Source: Dublin Airport, Steer analysis

Scope review

Table 4.187: CIP27.02.40 – Pier 2 Bolt On Extension – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil its objective of providing a feasibility design ready for progression to delivery stage if required, subject to addressing the objectives set out above.
Is the scope efficient?	There is a lack of evidence that the scope is efficient as we have not seen evidence that the scope items listed in the next row have been considered.
Are there any alternative scopes to consider?	The IFS assesses that the feasibility should have included: • A vision of the future Pier 2 to demonstrate that the Bolt-On extension can be integrated into a future Pier 2; and • A concept of how the Bolt-On extension can be used as a satellite building during replacement of the remaining part of the existing Pier 2.
Are the specifications reasonable and comprehensible?	Yes, clear project description planning and general arrangement drawings. The project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05A Pier 5: When it becomes operational, the project will be reviewed for progressing to Planning Design/planning application. • CIP27.02.02A Pier 1 East: When it becomes operational, the project will be reviewed for progressing to Planning Design/planning application. • CIP27.02.02 Existing Pier 2 Optimisation and Refurbishment
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed life for the new pier bolt on is 25 years. The IFS assesses this as reasonable. We note that IATA and Aer Lingus have argued that new permanent concrete and steel structures should have a 40-year asset life. While we agree with this comment, we also note that this project includes MEP systems, aeronautical equipment and interior finishes which have lower asset lives.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.188: CIP27.02.40 – Pier 2 Bolt On Extension – Conclusion

IFS comment	RAG Assessment
The project will meet its objectives because the feasibility study intends to deliver an improved level of service for Pier 2 and the flexibility of 2 WB contact stands in a MARS configuration/4 NB contact stand. However, we have not seen evidence that the study will look at how the Bolt On extension will integrate with a future Pier 2, or operate as a satellite during construction of a future Pier 2.	

Source: Steer

Cost estimate review

4.420 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.421 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.189: CIP27.02.40 – Pier 2 Bolt On Extension – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	11.651	11.275	-0.376
Construction Costs	-	-	-
Escalation, Contingency & Design Variability	2.775	2.685	-0.090
Total	14.425	13.960	-0.465

Source: Steer

Table 4.190: CIP27.02.40 – Pier 2 Bolt On Extension – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	11.651	11.275	-0.376
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

Design Risk (Development) Allowance	REDACTED		
Inflation			
Total	2.775	2.685	-0.090
Grand total	14.425	13.960	-0.465

Source: Steer

- 4.422 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.191: CIP27.02.40 – Pier 2 Bolt On Extension –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			

Source: Steer

- 4.423 Dublin Airport's cost estimate only contains a request for Design and Management Costs along with Escalation and Contingency. However, Dublin Airport did provide their estimate for the construction works, but solely for the purpose of demonstrating how they calculated their Design and Management allowances.
- 4.424 The IFS has reviewed this construction cost estimate and for the purposes of assessing the Design and Management allowances required for this project. The IFS has reduced costs for services, and airbridges in its assessment. Consequently, the IFS has formed its assessment of the Design and Management costs required to deliver the project.
- 4.425 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the reductions of construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.426 Our overall conclusion of the project review is as follows:

Table 4.192: CIP27.02.40 – Pier 2 Bolt On Extension – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project will meet its objectives. However, we have not seen evidence that the study will look at how the Bolt On extension will integrate with a future Pier 2, or operate as a satellite during construction of a future Pier 2.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
14.425	13.960	-0.465
IFS Comment		
The IFS has reviewed this construction cost estimate for the purposes of assessing the Design and Management allowances required for this project. The IFS has reduced costs for services, and airbridges in its assessment. Consequently, the IFS has formed its assessment of the Design and Management costs required to deliver the project.		

Source: Steer

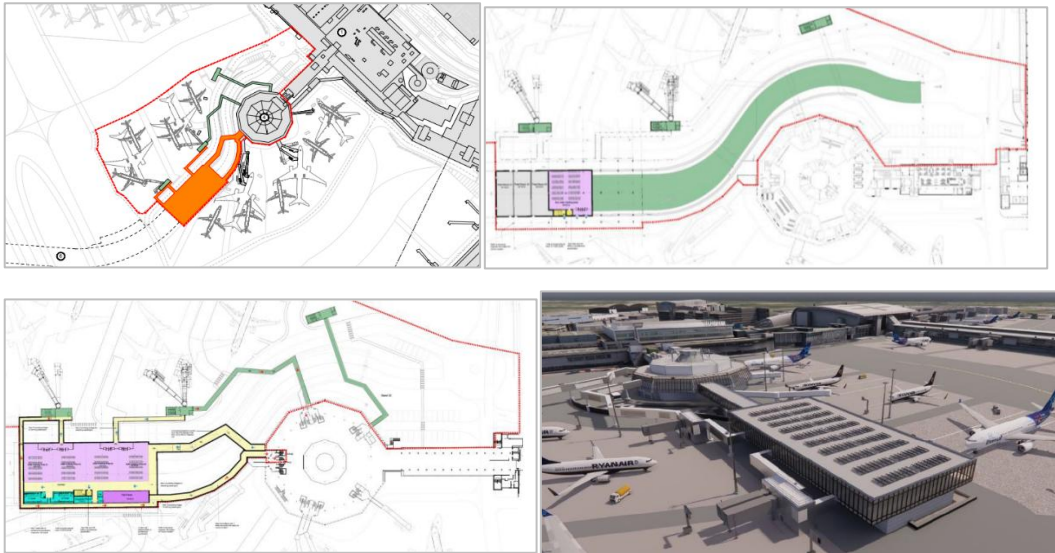
CIP27.02.41 – Pier 3 Bolt On Extension

Project Description

Introduction

- 4.427 The project entails the development of a feasibility and planning exercise for a 2-storey pier extension of Pier 3, which, if deemed suitable, would trigger the development of drawings and a documentation pack for a planning submission.

Figure 4.29 CIP27.02.41 – Pier 3 Bolt On Extension – Plans and architectural render



Source: Dublin Airport

Context

- 4.428 The background to this project relates to the future Pier 1 East and Pier 5. When these become operational, this project will be reviewed for progressing to planning design/planning application.
- 4.429 According to Dublin Airport, T1 currently handles 5 WB aircraft on the ground at any given time; this number is forecast to increase to 9, by 2032 and ultimately to 14, beyond 2032. Dublin Airport's forecasted growth and increase in legacy short haul and long haul carriers operating from T1, is reported to be impacting passenger level of service, stand and gate capacity negatively.
- 4.430 Nevertheless, the majority of aircraft movements (94%) are NB aircraft so there is also demand to increase the number of NB stands. Additional full service stands with passenger boarding bridges (PBB) accommodating both narrow body (NB) and wide body (WB) aircraft are therefore required.
- 4.431 The expansion of CBP facilities in T2 will necessitate the relocation of non-U.S. long-haul operations to Pier 3 during peaks, increasing the demand for WB gates.

Objective

- 4.432 The objective of the project is to prepare a feasibility study for a 2-storey pier extension that addresses the identified issues including stakeholder feedback in the preparation of

a planning application package for a ‘Bolt On’ solution, if it is deemed suitable when Pier 5 and Pier 1 East become operational.

4.433 The identified issues of the study are:

- Integration with longer term capacity solutions
- Interface with future decisions regarding Runway 16/34
- Future pier replacement strategy
- Replacement of end-of-life assets and ensure that new assets support ESG and net-zero objectives;
- Construction complexity in live environment
- Value for money relative to capacity delivered

Scope

4.434 The project provides designs for:

- Pier extension:
 - At first level, provision of 4 NB gates/departure lounges, which can be combined to provide 2 WB gates/departure lounges on the North side of the extension, with connecting bridge links to the existing Rotunda for segregated departure and arrivals.
 - At apron level, provision of 2 bussing gates, to be integrated seamlessly with the Vehicle Underpass project and its associated re-configuration of stands.
- Stands:
 - Provision of passenger boarding bridges (PBB), fixed electrical ground power (FEGP), and advanced visual docking guidance systems (ADVGS) and allowance for external services infrastructure.

4.435 The IFS raised queries with Dublin Airport to get a better understanding of the content of the feasibility design; however, Dublin Airport advised that the construction elements of this project have been deferred to subsequent CIP regulatory periods and the project has therefore been descoped to include only costs for further feasibility and planning design, ensuring it can progress quickly once Pier 1 East and Pier 5 become operational.

4.436 Should an opportunity arise to advance to delivery within the regulatory period, Dublin Airport proposes to transition the project to a StageGate approach with further consultation undertaken to confirm scope, costs, and affordability and allowing for review and stakeholder feedback on its potential earlier delivery.

Stage

4.437 The project is currently at detailed planning stage

- Planning Q1 2028
- Study period until Q4 2030

Key project metrics

Table 4.193: CIP27.02.41 – Pier 3 Bolt On Extension – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 5.56m
Floor area	5,252 m ²
No of WB stands	2

Metric	Value
No of NB stands	4
No of PBBs	4
No of bussing gates	2

Source: Dublin Airport

Scope review

Table 4.194: CIP27.02.41 – Pier 3 Bolt On Extension – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil its objective of providing a feasibility design ready for progression to delivery stage if required, subject to addressing the objectives set out above. The risks of passenger congestion due to indirect circulation routes and constricted access to the Rotunda will need to be properly considered in the study.
Is the scope efficient?	There is a lack of evidence that the scope is efficient as we have not seen evidence that the scope items listed in the next row have been considered.
Are there any alternative scopes to consider?	The IFS assesses that the feasibility should have included: • A vision of the future Pier 3 to demonstrate that the Bolt-On extension can be integrated into a future Pier 3 • A concept of how the Bolt-On extension can be used as a satellite building during replacement of the remaining part of the existing Pier 3.
Are the specifications reasonable and comprehensible?	Yes, clear project description planning and general arrangement drawings. The project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05A Pier 5: When it becomes operational, the project will be reviewed for progressing to Planning Design/planning application. • CIP27.02.02A Pier 1 East: When it becomes operational, the project will be reviewed for progressing to Planning Design/planning application. • CIP27.02.21 Existing Pier 3 Optimisation and Refurbishment • CIP20.03.051B West Apron Vehicle Underpass • CIP27.02.22 Dual Passenger Boarding Bridge to Stand 315C
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed life for the new pier bolt on is 25 years. The IFS assesses this as reasonable. We note that IATA and Aer Lingus have argued that new permanent concrete and steel structures should have a 40-year asset life. While we agree with this comment, we also note that this project includes MEP systems, aeronautical equipment and interior finishes which have lower asset lives.

Question	Comments
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 4.195: CIP27.02.41 – Pier 3 Bolt On Extension – Conclusion

IFS comment	RAG Assessment
The project will meet its objectives as the feasibility study intends to deliver provides 4 NB/2WB additional gates and holding area, together with new passenger facilities. However, we have not seen evidence that the study will look at how the Bolt On extension will integrate with a future Pier 3, or operate as a satellite during construction of a future Pier 3.	

Source: Steer

Cost estimate review

4.438 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.439 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.196: CIP27.02.41 – Pier 3 Bolt On Extension – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	4.490	3.996	-0.493
Construction Costs	-	-	-
Escalation, Contingency & Design Variability	1.069	0.952	-0.118
Total	5.559	4.948	-0.611

Source: Steer

4.440 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.197: CIP27.02.41 – Pier 3 Bolt On Extension – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	4.490	3.996	-0.493

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	1.069	0.952	-0.118
Grand total	5.559	4.948	-0.611

Source: Steer

- 4.441 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.198: CIP27.02.41 – Pier 3 Bolt On Extension – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour			

Source: Steer

- 4.442 Dublin Airport's cost estimate only contains a request for Design and Management Costs along with Escalation and Contingency. However, Dublin Airport did provide their estimate for the construction works, but solely for the purpose of demonstrating how they calculated their Design and Management allowances.
- 4.443 The IFS has reviewed this construction cost estimate for the purposes of assessing the Design and Management allowances required for this project. The IFS has reduced costs for superstructure, services, and airbridges in its assessment. Consequently, the IFS has formed its assessment of the Design and Management costs required to deliver the project.
- 4.444 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the reductions of construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.445 Our overall conclusion of the project review is as follows:

Table 4.199: CIP27.02.41 – Pier 3 Bolt On Extension – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project will meet its objectives. However, we have not seen evidence that the study will look at how the Bolt On extension will integrate with a future Pier 3, or operate as a satellite during construction of a future Pier 3.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
5.559	4.948	-0.611
IFS Comment		
The IFS has reviewed this construction cost estimate for the purposes of assessing the Design and Management allowances required for this project. The IFS has reduced costs for superstructure, services, and airbridges in its assessment. Consequently, the IFS has formed its assessment of the Design and Management costs required to deliver the project.		

Source: Steer

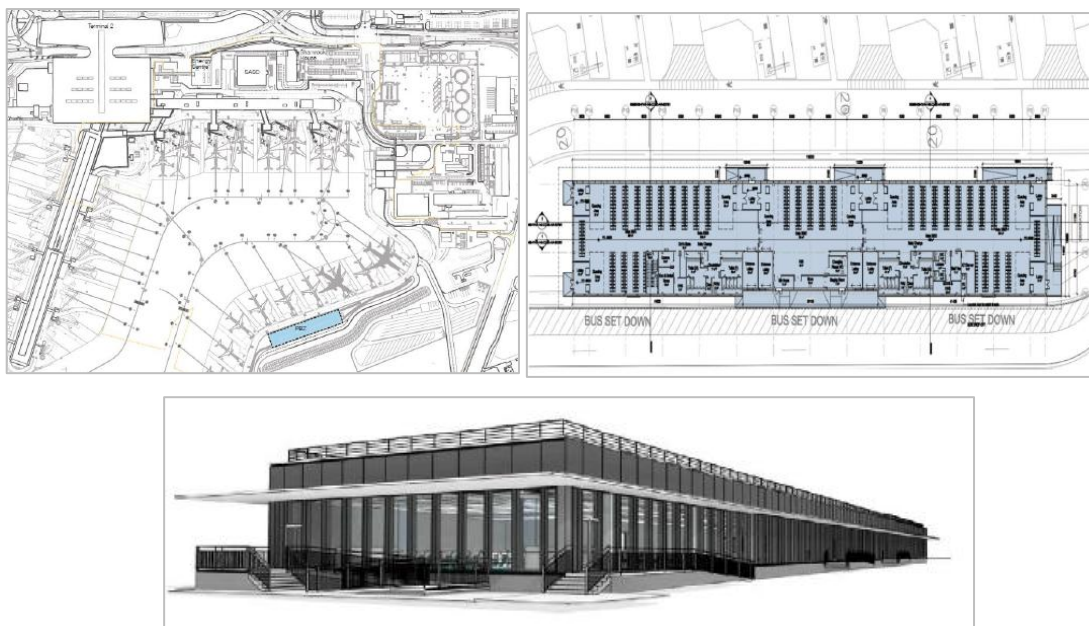
CIP27.02.43 – PBZ Relocation

Project Description

Introduction

- 4.446 This project is aimed at providing the relocation of the existing Passenger Boarding Zone (PBZ) serving Terminal 2 operations. The relocation is required to facilitate the demolition of the existing South Gates, to enable the delivery of Pier 5 and associated South Apron development.
- 4.447 The project introduces a new permanent PBZ building located in the southern area of the South Apron, designed to maintain existing gate and stand capacity. The new PBZ will provide 5 walkout gates for 9 NB stands. 4 NB stands are MARS configuration for 2 WB aircraft.

Figure 4-30: CIP27.02.43 PBZ Relocation - Floor plans and Architectural render



Source: Dublin Airport

Context

- 4.448 Dublin Airport's forecasted growth and increase in legacy short haul and full-service long-haul carriers operating from T2 is expected to have a direct impact on stand and gate capacity. The existing PBZ (South Gates) is impacted by the Pier 5 and the South Apron expansion project and needs to be re-located.
- 4.449 The PBZ relocation is proposed as an alternative to a full-service pier (Pier 6), located on the southern boundary of the South Apron Expansion project. The alternative of a Pier 6 as outlined in CIP27 was shelved in favour of a PBZ servicing remote walk out stands situated on the south boundary of the South Apron Expansion.
- 4.450 To facilitate access to the PBZ and to optimise aircraft access, the South Apron pavement will be expanded southward, providing space for associated new stands and dual code E taxiways.

Objective

- 4.451 The objective of the project is to maintain capacity for legacy, long haul and short haul flights operating from T2 by providing remote walk out stands serviced from a PBZ.
- 4.452 The project will provide remote gate facilities for passengers using the regular shuttle services from Pier 4 and Pier 5, therefore increasing operational flexibility by supporting both CBP and non-CBP operations and an internal swing gate arrangement to allow the PBZ to operate in different modes.

Scope

The project provides the following:

- Construction of a new single-storey permanent PBZ building of approximately 2,600 m²;
- Provision of five walk-out boarding gates planned in three independent swing sections of the departures area;
- Provision of capability to serve up to nine NB stands, including operational flexibility for arrivals, CBP and non-CBP segregation;
- Passenger facilities including seating areas, washrooms, commercial and F&B shell and core areas for 3rd party fit out, back-of-house areas and plant rooms;
- Installation of boarding podiums, automated boarding gates, Flight Information Display System (FIDS), access control and wayfinding systems; and
- External works including bus bays, PRM bays, pedestrian pavement, markings, lighting, drainage, safety barriers and associated airside infrastructure.

Stage

- 4.453 The project is expected to follow the following delivery programme:
- Planning: Q3 2028
 - Construction: Q4 2029 - Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 4.200: CIP27.02.43 – PBZ Relocation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€41.13m
Floor area	2639 m ²
No of WB stands	2
No of NB stands	9
No of gates	5

Source: Dublin Airport

Scope review

Table 4.201: CIP27.02.43 – PBZ Relocation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the projective objectives by delivering a project matched to the scope outline requirements.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented. This project is the result of considering an alternative option to Pier 6.
Are the specifications reasonable and comprehensible?	Yes, clear site planning arrangement drawings. Project description and key deliverables comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP27.02.05 Pier 5 and South Apron Expansion. Co-ordination with this project in respect of site boundaries and working areas.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The IFS assesses that this asset life is reasonable. We note that IATA and Aer Lingus have argued that new permanent concrete and steel structures should have a 40-year asset life. While we agree with this comment, we also note that this project includes MEP systems, aeronautical equipment and interior finishes which have lower asset lives.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.202: CIP27.02.43 – PBZ Relocation – Conclusion

IFS comment	RAG Assessment
The project is considered efficient because its multifunctional ability meets the brief of providing 2 WB contact stands and 9 NB stands and providing maximum operational efficiency in the configuration of the gate planning. However, Dublin Airport state that the built-in flexibility enables the airport to handle CBP and non CBP flights as well as arrivals thanks to the segmentation of the floor plan into 3 sections, while at the same time they claim efficient utilisation of the NB stands with approximately 5 rotations a day per stand. The impact of this quantity of passengers will either mean that all 3 sections of the PBZ building are dealing with similar classification of passengers or, if one or two sections are in swing mode for CBP pax, the non CBP pax will experience congestion/overcrowding and vice versa. To enable the PBZ to work in the flexible way outlined will require precise timing/management.	

Source: Steer

Cost estimate review

4.454 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.455 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.203: CIP27.02.43 – PBZ Relocation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	5.248	5.009	-0.239
Construction Costs	23.690	22.611	-1.079
Escalation, Contingency & Design Variability	12.193	11.638	-0.555
Total	41.132	39.259	-1.873

Source: Steer

4.456 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.204: CIP27.02.43 – PBZ Relocation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		
DAA Capitalised Labour (Including Design Cost)			
Other development/project costs			
Total	5.248	5.009	-0.239
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Substructure	REDACTED		
Superstructure			
Internal finishes			
Fittings, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (Overhead&Profit)			
Total	23.690	22.611	-1.079

Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	12.193	11.638	-0.555
Grand Total	41.132	39.259	-1.873

Source: Steer

4.457 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.205: CIP27.02.43 – PBZ Relocation – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External RC walls	REDACTED		
Space heating and air conditioning			
Electrical installations			
Communication, security and control installations			

Source: Steer

4.458 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for the External RC walls, heat source and fire and lightning protection to align those rates within the Schedule of Rates provided by Dublin Airport. In addition to this, the IFS has reduced the new construction floor area which has reduced the overall costs for items including space heating and air conditioning, electrical installations and communication, security and control installations.

4.459 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.460 Our overall conclusion of the project review is as follows:

Table 4.206: CIP27.02.43 – PBZ Relocation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is considered efficient because its multifunctional ability meets the brief of providing 2 WB contact stands and 9 NB stands and providing maximum operational efficiency in the configuration of the gate planning.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
41.132	39.259	-1.873
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by reductions in rates for the external RC walls, heat source and fire and lightning protection to align those rates within the rates table information provided by Dublin Airport. In addition to this, the IFS has reduced the new construction floor area which has reduced the overall costs for items including space heating and air conditioning, electrical installations and communication, security and control installations.		

Source: Steer

CIP27.02.47 – Remote Bussing Lounges (OCTB)

Project description

Introduction

- 4.461 This project proposes the development of the existing underutilised gate areas in the Old Central Terminal Building (OCTB) to provide dedicated bussing gate hold rooms, re-designed bus parking bays, upgraded paths and ramps to accommodate PRM's. Additionally, a new dedicated arrivals route for passengers transported by bus into T1 Immigration Hall is incorporated into the project.

Figure 4.31: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Plan of OCTB and Injection point into T1



Source: Dublin Airport

Context

- 4.462 Dublin Airport indicates that a key component of the airport's capacity to accommodate growth is the development of remote aircraft stands. These stands and their associated bussing operations aim to provide resilience to accommodate temporary gate and stand closures during construction of other projects.
- 4.463 While these stands enhance operational capacity, they also introduce logistical complexities particularly in the efficient movement of passengers to and from the stands. Their reliance on bussing operations requires a dedicated infrastructure and streamlined processes to avoid bottlenecks and ensure a positive passenger experience.
- 4.464 In addition, the current arrivals passenger route for bussed passengers does not adequately support a smooth transition into the Terminal 1 Immigration Hall. This has resulted in congestion and delays during peak operational periods.

Objective

- 4.465 The objective of the project is to re-purpose the ground floor of the OCTB to support high-volume bussing operations. Currently there are limitations in the OCTB in both the gate

hold room configuration and the kerbside infrastructure, which lack the capacity and design features necessary to accommodate frequent bus movements efficiently.

Scope

4.466 The scope of the project includes the following elements:

- Creation of a Departures Bussing Gates in the OCTB:
 - Refurbishment and reactivation of two existing gate rooms at the rear of the OCTB to operate as dedicated departures bussing gates for Terminal 1 passengers;
 - Medium-level refurbishment of approximately 1,169 m² of existing gate room space, including upgrades to finishes, passenger amenities, and overall environment;
 - Upgrade of approximately 113 m² of existing washroom facilities to meet contemporary standards for cleanliness, accessibility, and comfort;
 - Installation of Flight Information Display Screens (FIDS), new boarding pass desks, and associated IT and connectivity infrastructure;
 - Modifications to electrical, plumbing, and HVAC systems to support new operational and technology requirements;
 - Upgrade of kerbside infrastructure outside the bussing gate rooms, including paths, ramps, external lighting, line markings, barriers, and designated bus bays; and
 - Modification or extension of the jet blast fence to ensure continued compliance with safety requirements.
- Bussed Injection Point for Arriving Passengers adjacent to OCTB:
 - Creation of a new arrivals injection point providing direct access from the bussing drop-off zone into the Terminal 1 Immigration Hall, covering approximately 71 m², including forming a new pedestrian route, localised corridor widening and modifications to existing services; and
 - External works including pavement rehabilitation, creation of a designated set-down area, updated line markings, improved lighting, and accessibility provisions for persons with reduced mobility.

Stage

4.467 The project is expected to follow the following delivery programme:

- Planning: Q1 2029
- Construction: Q2 2030 - Q1 2031
- Operation: Q2 2031

Key project metrics

Table 4.207: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Key project metrics

Metric	Value
Dublin Airport proposed total project cost	€ 8.06m
Refurbished gate room area	1,169 m ²
Number of bussing gates	2
Number of washrooms	3

Source: Dublin Airport

Scope review

Table 4.208: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined, however utilisation of the 3rd gate would enable the project to maximise (100%) the use of the holding lounge space.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project, subject to utilisation of the 3 rd gate.
Are there any alternative scope to consider?	None presented.
Are the specifications reasonable and comprehensible?	Yes, clear facility planning drawings .The project description and key deliverables are comprehensible. The specifications provided in Level 3 estimate are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	None presented. Planning will need to take into account when the closure of existing stands is planned in relation to development projects.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The IFS assesses that this is reasonable.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.209: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Conclusion

IFS comment	RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined efficiently. However, utilisation of the 3rd gate would enable the project to maximise (100%) the use of the holding lounge space. Dublin Airport advise that this will be resolved by further design stages.	

Source: Steer

Cost estimate review

- 4.468 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.469 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.210: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.984	0.834	-0.150
Construction Costs	4.688	3.971	-0.716
Escalation, Contingency & Design Variability	2.390	2.025	-0.365
Total	8.062	6.830	-1.232

Source: Steer

- 4.470 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.211: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.984	0.834	-0.150
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			
Services			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	4.688	3.971	-0.716
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.390	2.025	-0.365

Grand total	8.062	6.830	-1.232

Source: Steer

- 4.471 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.212: CIP27.02.47 – Remote Bussing Lounges (OCTB) –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for localised cladding	REDACTED	REDACTED	REDACTED
Fittings, Furnishings and Equipment: Gatehold Rooms to be refurbished (Medium Level)			
Fittings, Furnishings and Equipment: Injection Point to be refurbished (Medium Level)			

Source: Steer

- 4.472 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the allowance for localised cladding, as the rate included in Dublin Airport's estimate is higher than we would expect. In addition, the IFS has reduced the rates for the Fittings, Furnishings and Equipment for both the Gatehold Rooms and the Injection Point to the Arrivals route as the rates included in Dublin Airport's estimate are higher than we would expect.
- 4.473 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.474 Our overall conclusion of the project review is as follows:

Table 4.213: CIP27.02.47 – Remote Bussing Lounges (OCTB) – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined efficiently.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
8.062	6.830	-1.232
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the allowance for localised cladding as the rate included in Dublin Airport's estimate is higher than we would expect. In addition, the IFS has reduced the rates for the Fittings, Furnishings and Equipment for both the Gatehold Rooms and the Injection Point to the Arrivals route as the rates included in Dublin Airport's estimate are higher than we would expect.		

Source: Steer

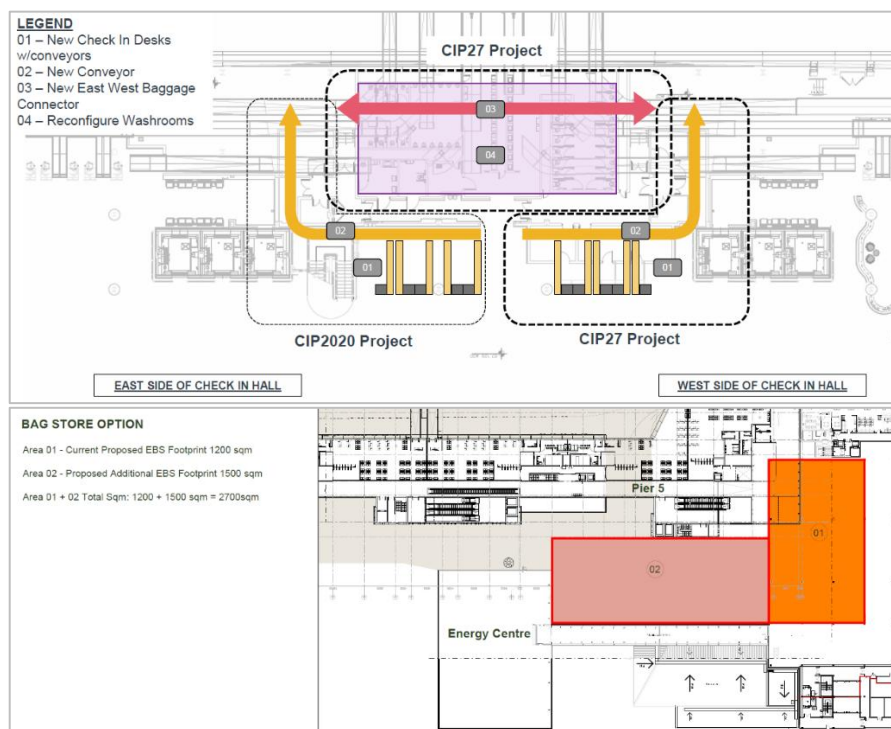
CIP27.02.48 – T2 Check-in and Sortation Optimisation

Project description

Introduction

- 4.475 This project is aimed at providing additional centrally located check-in facilities and optimised associated baggage screening and sortation systems within Terminal 2 to address emerging capacity and resilience constraints. Additionally, the project includes an expansion of the CIP2020+ Early Bag Store (CIP20.03.028).
- 4.476 The proposal focuses on targeted interventions intended to enhance operational performance while retaining flexibility for more substantial future expansion should demand increase.

Figure 4.1: CIP27.02.48 – Terminal 2 Check-in and Sortation – Additional check-in desks layout and Early Bag Store Expansion Options



Source: Dublin Airport

Context

- 4.477 Terminal 2 is currently experiencing increasing pressure as airline activity, route development, and flight frequencies expand. Growth in peak-period departures places pressure on both check-in processing and the associated baggage screening and sortation systems.
- 4.478 Dublin Airport states that the introduction of additional pier capacity (Pier 5) and central check-in desks will further increase demand on existing baggage systems, necessitating targeted optimisation to maintain service levels and operational resilience.

Objective

- 4.479 The objective of the project is to increase effective check-in capacity in Terminal 2 and passenger experience, and to optimise the performance and resilience of the associated baggage screening and sortation systems. The project aims to support forecast passenger growth, improve load-sharing between Terminals 1 and 2, and ensure that back-of-house screening and sortation capability remain aligned with front-of-house check-in processing capacity.
- 4.480 The Early Bag Store (EBS) shall be expanded to augment the existing capacity of the EBS which is already under construction with an aspiration to install 700 Early Bag Storage Locations as well as a Hold Baggage Screening (HBS) facility. The aim is to reduce peak capacity demand of the existing baggage make-up infrastructure and to reduce pressure from additional transfer baggage.

Scope

- 4.481 The scope of this project comprises the following elements:
- T2 Check-in Solution
 - Provision of 5 additional centrally located check-in desks and self-service kiosks within the existing Terminal 2 check-in hall;
 - Check-in conveyor link integrated with the hold baggage system; and
 - Installation of an east to west connector belt behind check-in with associated modifications of centrally located washrooms, store room and corridor.
 - EBS Extension:
 - Construction of a 1500 m² free-standing first-floor extension above the existing Terminal 2 service yard to support the expansion of EBS capacity by approximately 700 bags with a direct connection to the EBS system;
 - Inclusion of a Hold Baggage Screening (HBS) facility to reduce pressure from transfer baggage; and
 - Optimisation of hold baggage screening and sortation systems to improve utilisation, enable load-sharing with Terminal 1, and facilitate flexible allocation between US and EU operations.
 - Further feasibility and design development for potential future check-in hall and remote sortation building expansion to inform subsequent capital investment programmes.

Stage

- 4.482 The project is expected to follow the following delivery programme:
- Planning: Q4 2028
 - Construction: Q3 2031 – Q3 2033
 - Operational: Q4 2033

Key project metrics

Table 4.214: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 64.65m

Metric	Value
Number of additional check-in desks	5
Early bag storage area extension	1,500 m ²
Bag Storage capacity	Approx. 700 bags

Source: Dublin Airport

Scope review

Table 4.215: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope for the T2 Check-in Solution will fulfil the stated objectives to improve passenger experience and effective check-in capacity and to optimise the performance and resilience of the associated BHS. At this early stage the scope as presented provides a basis on which the scope definition can be developed to fulfil the project objectives.
Is the scope efficient?	The scope related to the proposed T2 Check-in Solution can be considered as efficient as it complements the CIP20.03.020 T2 Check-in Area Optimisation project. On the other hand, the scope for the proposed 1500m² expansion of the CIP2020+ EBS and HBS project is very high level and needs significant development. The scope is in the early stages of development and does not yet identify any quantified bag processing requirements or objectives other than to provide a 700-bag capacity augmentation of the EBS proposed in CIP2020 alongside the HBS facility.
Are there any alternative scope to consider?	Delivering this project with undefined Baggage Storage and Processing requirements, using a D&B procurement process later, as intended by Dublin Airport, presents baggage processing design risks as well as spatial constraint risks which need mitigating. It may be sensible for Dublin Airport to conduct its own EBS and HBS facility design development exercise to confirm the options and constraints of the technical solution(s) to meet a set of clearly defined requirements. This exercise would identify any system performance, installation and constructability risks before committing to a particular technical solution or procurement route.
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications for the T2 Check-in Solution provided in Level 3 costs are in sufficient detail for outline design stage. The level of detail provided for the EBS Extension and HBS facility still requires significant further development. Despite Dublin Airport's aspiration to achieve 700 bags storage locations, there is no clear quantifiable process requirement or objectives for the EBS and its HBS facility at this time. The scope is very high level, consequently, has unquantified process design issues and physical constraints which present

Question	Comments
	unmitigated risks that will need to be resolved during the design process.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05A – Pier 5: The additional T2 check-in and EBS capacity shall be operational when Pier 5 starts operations • CIP20.03.020 T2 Check-in Area Optimisation: The T2 Check-in Solution complements the CIP2020 project which is currently being executed • CIP.20.03.028 T2 Early bag store and transfer lines: The EBS Extension adds a second stage to the CIP2020 project which is currently being executed
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 – 25 years. The IFS assesses that different asset lives for the project portions apply: • For the T2 Check-in solution an asset life similar to CIP.20.03.020 T2 Check-in Area Optimisation shall be considered which is 15 years according to the CIP2020 decision • For the BHS components of the EBS Extension an asset life similar to CIP.20.03.028 T2 Early bag store and transfer lines shall be considered which is 10 years according to the CIP2020 decision • For the EBS and HBS Extension building an asset life similar to other newly constructed buildings shall be considered which is 25 years. However, the material handling equipment contained in the EBS and HBS facility will typically have an asset life of 10-15 years as agreed on in CIP2020.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 4.216: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Conclusion

IFS comment	RAG Assessment
The T2 Check-In Solution meets the stated project objectives and is an efficient solution to increase check-in capacity which is required when Pier 5 becomes operational. The augmented capacity required for the EBS and HBS facility is not quantified in the CIP27.02.48 documentation. Dublin Airport has an aspiration for approx. 700 positions. However, the scope as presented is very high level and needs significant development. Delivering this project using a D&B process with unclear and very poorly defined requirements and objectives leaves the project scope with significant bag processing design and spatial constraint risks which need	

mitigation. To mitigate these risks, it may be advisable for Dublin Airport to include in the project scope its own early design development exercise to confirm suitable options and technical solutions exist to meet its process requirements. This would identify any system performance, installation and constructability risks before committing to a particular technical solution or procurement route. If this approach were included in the project scope, it would be possible to consider the scope as presented as reasonably efficient.	

Source: Steer

Cost estimate review

- 4.483 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 4.484 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.217: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	4.652	4.502	-0.150
Construction Costs	42.599	40.493	-2.106
Escalation, Contingency & Design Variability	17.391	16.560	-0.830
Total	64.642	61.556	-3.087

Source: Steer

- 4.485 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.218: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	4.652	4.502	-0.150
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Substructure	REDACTED		
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			

Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	42.599	40.493	-2.106
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	17.391	16.560	-0.830
Grand total	64.642	61.556	-3.087

Source: Steer

- 4.486 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.219: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Main contractor's cost items [Baggage]	REDACTED		
New wall (assumed 100mm thick blockwork)			
New BoH ceiling finishes (assumed plasterboard ceiling)			

Source: Steer

- 4.487 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the new block works wall and plasterboard ceilings in back-of-house areas. In addition, the IFS has reduced percentage allowance for main contractor preliminaries on the baggage works as the allowance included for this element was higher than the IFS would expect, bearing in mind that the cost estimate also includes preliminaries for the baggage sub-contractor.
- 4.488 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries on the building works, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate and percentage reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

4.489 Our overall conclusion of the project review is as follows:

Table 4.220: CIP27.02.48 – T2 Check-in and Sortation Optimisation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The T2 Check-In Solution will meet the project objectives and provide an efficient increase in check-in capacity ahead of the opening of Pier 5. However, the additional EBS and HBS capacity is not quantified in the documentation, although Dublin Airport indicates an aspiration for around 700 positions. The scope remains very high level and insufficiently defined for delivery under a Design & Build approach, creating material bag-processing design and spatial risks. These risks could be mitigated by including an early design development phase to confirm viable technical solutions and identify performance, installation, and constructability risks in advance. Subject to this, the scope could be considered reasonably efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
64.642	61.556	-3.087
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for the new block works wall and plasterboard ceilings in back of house areas. In addition, the IFS has reduced percentage allowance for main contractor preliminaries on the baggage works as the allowance included for this element was higher than the IFS would expect, bearing in mind that the cost estimate also includes preliminaries for the baggage sub-contractor.		

Source: Steer

CIP27.02.49 – South Apron Handler Accommodation Relocation

Project description

Introduction

- 4.490 This project entails the provision of new accommodation for ground handling staff working on the South Apron, needed due to the demolition of existing accommodation included in the scope of the planned South Apron Expansion project. The project focuses on adapting part of Cargo Unit 3, previously occupied by An Post, to deliver modern accommodation facilities within the South Apron boundary.

Figure 4.32: CIP27.02.49 – South Apron Handler Accommodation Relocation – Site location and Floor plan



Source: Dublin Airport

Context

- 4.491 Dublin Airport indicates that increased passenger volumes and aircraft movements have placed additional pressure on the ground handling facilities. The South Apron plays a critical role in supporting Terminal 2 and transatlantic operations.
- 4.492 The existing ground handling accommodation is currently constrained and fragmented and does not meet current operational or welfare standards because of its temporary or ageing condition. Furthermore, the planned South Apron expansion requires the removal of existing ground handling accommodation.
- 4.493 The relocation of An Post from Cargo Unit 3, as part of the Eastlands Cargo Development, presents an opportunity to repurpose this building to meet these needs.

Objective

- 4.494 The objective of the project is to provide replacement ground handling accommodation within the South Apron area following the demolition of existing facilities. The project aims to deliver refurbished and fit-for-purpose accommodation that supports operational requirements and provides appropriate welfare facilities whilst making use of existing buildings within the airport estate.

Scope

4.495 The project provides for the following:

- **Refurbishment of Cargo Unit 3 Existing offices:**
 - Medium level refurbishment of the existing office block and washrooms, comprising approximately 125 m², including floor, wall and ceiling finishes, internal doors, furniture, fittings, equipment, and building services.
- **Repurposing of main Storeroom:**
 - Removal of loading dock areas.
 - Provision of changing, shower and washroom facilities of approximately 200 m².
 - Provision of a break room of approximately 150 m².
 - Provision of airline handler accommodation offices of approximately 445 m² with final layout and configuration to be determined at a later stage.

Stage

4.496 The project is expected to follow the following delivery programme:

- Planning: Q1 2028
- Construction: Q4 2029 - Q2 2031
- Operation: Q3 2031

Key project metrics

Table 4.221: CIP27.02.49 – South Apron Handler Accommodation Relocation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€9.08 million
Refurbished office and washroom area	Approximately 125 m ²
Changing, shower and washroom facilities	Approximately 200 m ²
Break room area	Approximately 150 m ²
Handler accommodation office area	Approximately 445 m ²

Source: Steer

Scope review

Table 4.222: CIP27.02.49 – South Apron Handler Accommodation Relocation – Key project metrics

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented.
Are the specifications reasonable and comprehensible?	The specifications are high level and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning

Question	Comments
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.05 Pier 5 and South Apron Expansion. This project necessitates the co-ordination and timing of the construction of the South Apron Handler accommodation. • CIP27.02.06 Eastlands Cargo: The project requires the construction of the new An Post building to vacate the existing An Post building.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. Dublin Airport advises that in this case they specified 10 years because a potential future location for this unit in T2 Sortation Building will be review at a future date. The T2 Sortation Building is deferred from the CIP27. The IFS assesses that facility projects should all be of the same asset life i.e. 20 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 4.223: CIP27.02.49 – South Apron Handler Accommodation Relocation – Key project metrics

IFS comment	RAG Assessment
The scope will fulfil the project objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project.	

Source: Steer

Cost estimate review

4.497 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.498 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.224: CIP27.02.49 – South Apron Handler Accommodation Relocation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.178	1.107	-0.072
Construction Costs	5.213	4.873	-0.341
Escalation, Contingency & Design Variability	2.693	2.519	-0.174
Total	9.085	8.498	-0.586

Source: Steer

- 4.499 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.225: CIP27.02.49 – South Apron Handler Accommodation Relocation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.178	1.107	-0.072
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	5.213	4.873	-0.341
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.693	2.519	-0.174
Grand total	9.085	8.498	-0.586

Source: Steer

- 4.500 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 4.226: CIP27.02.49 – South Apron Handler Accommodation Relocation – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Dismantling & disposal of existing redundant items	REDACTED		
Making good to surrounding			

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
BMS			
Dismantling & disposal of existing electrical installations			

Source: Steer

- 4.501 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for making good to surrounding areas as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 4.502 In addition to this, the IFS has reduced the rate for dismantling & disposal of existing redundant items, dismantling & disposal of existing electrical installations, BMS, and some other services items to align those rates with the rates table information provided by Dublin Airport.
- 4.503 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate / quantity reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment are less than the provision in Dublin Airport's cost estimate (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 4.504 Our overall conclusion of the project review is as follows:

Table 4.227: CIP27.02.49 – South Apron Handler Accommodation Relocation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope will fulfil the project objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project .		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
9.085	8.498	-0.586
IFS Comment		
The variances between Dublin Airport and the IFS are mainly driven by allowance for dismantling & disposal of existing redundant items, dismantling & disposal of existing electrical installations, BMS, and making good to surrounding areas. As a result of these reductions, the cost allowances in the IFS assessment for main contractor's preliminaries, main contractor's direct fee, design fees, DAA capitalised labour, other development costs, design risk, risk contingency and inflation have reduced.		

Source: Steer

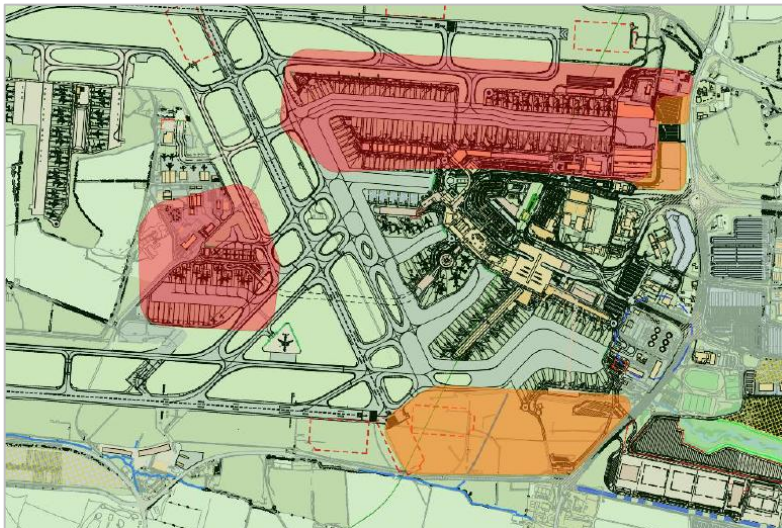
CIP27.02.50 – PFAS on Construction Sites

Project description

Introduction

- 4.505 This project addresses the management of per- and polyfluoroalkyl substances (PFAS) risks associated with construction activities at Dublin Airport, i.e. the management of PFAS-containing materials that may be encountered during excavation, groundworks and related construction activities.

Figure 4.33: CIP27.02.50 – PFAS on Construction Sites – RAG map of known PFAS contamination risk



Source: Dublin Airport. Note: Red, Amber, and Green correspond respectively to high, medium, and low risk of contamination.

Context

- 4.506 Historical use of fire-fighting foams and other industrial materials at Dublin Airport has resulted in the presence of PFAS contamination in certain areas of soil and groundwater. The contamination reflects historic practices that pre-date current environmental standards and restrictions on PFAS use.
- 4.507 As the airport continues to deliver a significant capital programme, PFAS have become a major problem for the airport's construction projects requiring excavation works, as the PFAS contaminated material excavated becomes a waste product that requires specific management. Each construction project therefore involves a risk of potential PFAS contamination which has a high-uncertainty and therefore uncertain cost implications.

Objective

- 4.508 Dublin Airport indicates that the objective of the project is to ensure PFAS contaminated materials are managed and disposed of in a safe and responsible manner, compliant with planning requirements.

Scope

- 4.509 This project provides a centralised risk allowance for CIP27 projects requiring excavation. The probability of the risk is assessed using the RAG map shown in the figure above and the project location.
- 4.510 The associated cost is calculated based on the quantity of material excavated and the assumptions that the following activities will be conducted:
- Material testing;
 - On-site management and stockpiling; and
 - Disposal of PFAS contaminated materials to other European countries by ship.
- 4.511 On the latter activity, Dublin Airport indicates that the management of PFAS contaminated materials on site will have to evolve in line with the latest remediation options that become available, as disposal options overseas could cease due to the emerging Europe wide PFAS problem and the amount of PFAS impacted material increasing and landfill space reaching capacity.

Stage

- 4.512 There is no delivery programme given the very specific nature of this project.

Key project metrics

Table 4.228: CIP27.02.50 – PFAS on Construction Sites – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 106.82m

Source: Dublin Airport

Scope review

Table 4.229: CIP27.02.50 – PFAS on Construction Sites – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope of the project should meet its objectives.
Is the scope efficient?	The scope appears efficient. The IFS understands the choice of Dublin Airport to hold the PFAS risk on construction sites centrally given its potential magnitude and uncertainty. The overall estimation of the risk appears to have been done in a logical manner in line with what the IFS would expect.
Are there any alternative scope to consider?	None identified at this stage, but the IFS advises Dublin Airport to continue to explore other alternatives to shipping PFAS contaminated material to other European countries.
Are the specifications reasonable and comprehensible?	The specifications appear reasonable and are comprehensible at this stage of maturity.
Are there any phasing and synergy considerations with other projects?	This project will logically need to consider all the projects which encounter PFAS contaminated materials. The largest contaminations and therefore cost impacts are likely to be for the following projects, as estimated by Dublin Airport in its submission:

Question	Comments
	• CIP27.02.02A Pier 1 East; • CIP27.01.02B North Apron GSE Charging Hub; • CIP27.04.01A Airfield Pavement Rehabilitation; and • CIP27.02.05B South Apron Expansion.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project will be the same as the parent project, i.e. we understand that it will be the average of the asset lives of the projects impacted by PFAS weighted by the cost of management of PFAS on the projects.
Is there any double counting with other projects?	None identified. Dublin Airport has indicated in its submission document the distinction between this project, CIP27.02.50 – PFAS on Construction Sites, and CIP27.01.11 - Legacy PFAS Mitigation and Remediation. We assess that the distinction is clear enough to avoid double-counting.

Source: Steer

Scope – Conclusion

Table 4.230: CIP27.02.50 – PFAS on Construction Sites – Conclusion

IFS comment	RAG Assessment
The scope appears efficient. The IFS understands the choice of Dublin Airport to hold the PFAS risk on construction sites centrally given its potential magnitude and uncertainty. The overall estimation of the risk appears to have been done in a logical manner in line with what the IFS would expect.	

Source: Steer

Cost estimate review

4.513 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

4.514 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 4.231: CIP27.02.50 – PFAS on Construction Sites – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	-	-	-
Construction Costs	92.517	92.517	-
Escalation, Contingency & Design Variability	14.296	14.296	-
Total	106.813	106.813	-

Source: Steer

4.515 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 4.232: CIP27.02.50 – PFAS on Construction Sites – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Main Contractor Prelims			
Total	92.517	92.517	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Inflation	REDACTED		
Total	14.296	14.296	-
Grand total	106.813	106.813	-

Source: Steer

- 4.516 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

- 4.517 Our overall conclusion of the project review is as follows:

Table 4.233: CIP27.02.50 – PFAS on Construction Sites – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope appears efficient and the overall estimation of the risk appears to have been done in a logical manner in line with what the IFS would expect.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
106.813	106.813	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.		

Source: Steer

5 Project reviews – Commercial

Summary

Table 5.1: CIP2027 – Commercial – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.03.01A	Long Term Express Red Surface Car Park Expansion	27.922	26.438	-1.484
CIP27.03.01B	Other Car Parks	42.732	42.260	-0.472
CIP27.03.02	Car Rental	83.949	83.478	-0.471
CIP27.03.03	OCTB Refurbishment	10.737	10.737	0.000
CIP27.03.04	Airline Lounges	49.751	48.727	-1.024
CIP27.03.05	Commercial Property Refurbishment	21.185	21.185	-
CIP27.03.06	Platinum Services Collinstown House Upgrade	34.948	33.964	-0.985
CIP27.03.07	Media Sales Expansion	14.718	13.949	-0.769
CIP27.03.09	Commercial Innovation	2.485	2.368	-0.117
CIP27.03.10A	ARI Retail Projects	21.668	21.194	-0.474
CIP27.03.10B	Terminal 2 IDL ARI Refurbishment	26.387	25.660	-0.727
Total		336.483	329.960	-6.523

Source: Steer

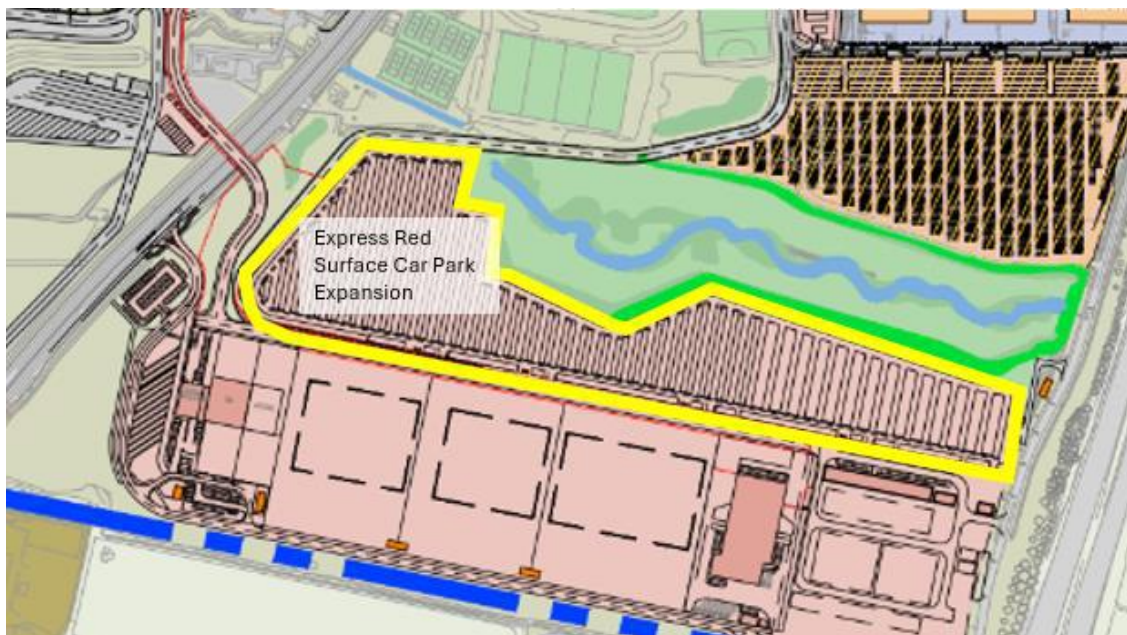
CIP27.03.01A – Long Term Express Red Surface Car Park Expansion

Project description

Introduction

- 5.1 This project is intended to increase long-stay passenger parking capacity on the eastern campus by creating 1,876 additional parking spaces. The development is planned as a surface-level facility, expanding the existing Express Red surface car park.
- 5.2 This project is a roll over project taking over from the previous CIP20.04.005 Long Term Express Red Surface Car Park Expansion.

Figure 5.1: CIP27.03.01A – Long Term Express Red Surface Car Park Expansion – Location and Layout



Source: Dublin Airport

Context

- 5.3 Dublin Airport indicates that an enhancement and expansion of current long term parking facilities is required to accommodate the forecasted passenger growth and has been incorporated into the existing 40mppa IA planning application.
- 5.4 The proposed expansion is planned south of the existing facility footprint and layout, in the context of wider initiatives on the eastern campus, north of the Eastlands Cargo location (CIP27.02.06).

Objective

- 5.5 The primary objective of the project is to increase long-term passenger parking capacity at Dublin Airport in line with forecast demand over the CIP27 regulatory period, to enhance passenger experience and revenue opportunity.

Scope

- 5.6 The scope of the project includes the following elements:

- Expansion of the existing Long Term Express Red surface car park footprint to provide 1,876 additional parking spaces; and
- Installation of 8 modern and sustainable bus shelters, designed to be weatherproof and equipped with solar panels that provide real-time digital information.

Changes in Scope vs CIP2020+

- 5.7 The CIP2020+ project, CIP.20.04.005, envisaged the creation of 2,000 new parking spaces. This figure has now been updated to 1,876 spaces due to design development and the need to protect some land as part of the larger drainage and Cuckoo Stream restoration project.
- 5.8 Additionally, Dublin Airport indicates that the overall design has been adjusted to meet the requirements for airfield pollution control and attenuation tanks, and to facilitate access between the South Apron and the proposed Eastlands Cargo development.
- 5.9 The estimated cost for CIP20.04.005 was €15.2m, while the total cost estimate for CIP27.03.01A is €27.9m. The increase in cost is mostly attributed to the design refinement mentioned above and inflation.

Stage

- 5.10 The project is expected to follow the following delivery programme:
- Planning: Q1 2029
 - Construction: Q1 2030–Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 5.2: CIP27.03.01A – Long Term Express Red Surface Car Park Expansion – Key project metrics

Metric	Value
Dublin Airport Estimated Cost	€27.92 m
Additional parking spaces	1,876
Carpark Pavement Area	Approximately 54,000 m ²
Bus shelters	8

Source: Steer

Scope review

Table 5.3: CIP27.03.01A – Long Term Express Red Surface Car Park Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope will fulfil the project objective to increase long-term passenger parking capacity. The new bus shelters will also contribute to enhanced passenger experience providing 8 bus shelters for the shuttle bus service to the terminals.
Is the scope efficient?	The scope can be considered efficient, considering the location of the expansion next to the existing long-term car park, the

Question	Comments
	constraints imposed by environmental requirements and other developments in the surrounding areas.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.01.07 – Biodiversity and Natural Habitat Restoration: The car park project has been modified since its submission at CIP2020+ to account for the restoration of the Cuckoo Stream, included in the scope of this CIP27 project. • CIP27.02.05B – South Apron Expansion and CIP27.02.06 – Eastlands Cargo: The project has been redesigned to facilitate access between the South Apron and the Eastlands Cargo Development. • CIP27.03.01B Other Car Parks: Coordination of shuttle bus services and management systems.
Is the proposed asset life reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ version of this project was 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess, that the asset life should be 20 years.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 5.4: CIP27.03.01A – Long Term Express Red Surface Car Park Expansion – Conclusion

IFS comment	RAG Assessment
The project will fulfil its objective of providing additional passenger long-term parking space to accommodate the forecasted passenger growth and enhance passenger experience through the provision of new modern bus shelters. The scope can be considered efficient considering the constraints imposed by environmental requirements and surrounding developments. Dublin Airport's proposed asset life for this project is 25 years. We assess that the asset life should be 20 years.	

Source: Steer

Cost estimate review

- 5.11 The IFS has undertaken an assessment of the cost provided by Dublin Airport.
- 5.12 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.5: CIP27.03.01A Long Term Express Red Surface Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.488	2.356	-0.132
Construction Costs	17.157	16.245	-0.912
Escalation, Contingency & Design Variability	8.277	7.837	-0.440
Total	27.922	26.438	-1.484

Source: Steer

- 5.13 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.6: CIP27.03.01A Long Term Express Red Surface Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.488	2.356	-0.132
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation & Demolition Works	REDACTED		
Complete buildings and building units			
External works			
Main Contractor Prelims			
Main Contractors Direct Fee (Overhead & Profit)			
Total	17.157	16.245	-0.912
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	8.277	7.837	-0.440
Grand total	27.922	26.438	-1.484

Source: Steer

- 5.14 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.7: CIP27.03.01A Long Term Express Red Surface Expansion – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Remove existing trees	REDACTED		
Bus shelters			

Source: Steer

- 5.15 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the quantity for removing existing trees and bus shelters as the assumed figure included in Dublin Airport's cost estimate is considered excessive.
- 5.16 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.17 Our overall conclusion of the project review is as follows:

Table 5.8: CIP27.03.01A Long Term Express Red Surface Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project will fulfil its objective of providing additional parking space and enhance passenger experience. The scope can be considered efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
27.922	26.438	-1.484
IFS comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the quantity for removing existing trees and bus shelters, as the assumed figure included in Dublin Airport's cost estimate is considered excessive.		

Source: Steer

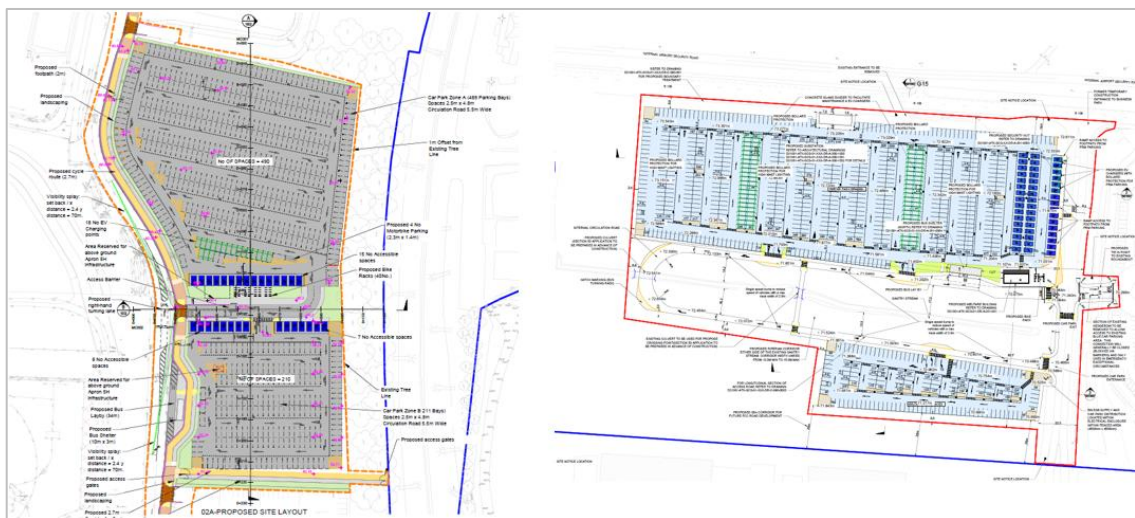
CIP27.03.01B – Other Car Parks

Project description

Introduction

- 5.18 The Other Car Parks project addresses the provision, enhancement and management of car parking facilities across the airport campus. The project comprises a combination of new initiatives and improvements to passenger long-term parking products and targeted upgrades to supporting infrastructure and systems.

Figure 5.2 - CIP27.03.01B – Other Car Parks – New staff car park north/east (left) and staff car park remote south (right) general layout



Source: Dublin Airport

Context

- 5.19 Dublin Airport provides a mix of short-term multi-storey parking facilities located adjacent to Terminal 1 and Terminal 2, alongside long-term surface car parks situated primarily to the east and south of the terminal complex. Staff parking is currently distributed across several locations on the campus. In recent years, terminal, commercial and infrastructure developments have reduced the overall availability of staff parking spaces, increasing pressure on remaining facilities. Also, elements of the existing car park management systems approaching the end of their warranty life.
- 5.20 There is no dedicated study for staff car parking provision. Parking capacity is reported to be constrained by current local authority policies. For the Infrastructure Application (IA), Dublin Airport adopted a high-level pro rata approach based on the originally granted permission for Terminal 2, where a traffic increase to 18 mppa corresponded to a provision of 5,360 spaces.
- 5.21 Using this benchmark to reflect what may be acceptable from a local authority perspective, the proposed North Staff Car Park would deliver approximately 700 additional staff spaces, while the South Car Park would provide a further c.950 staff parking spaces.

Objective

- 5.22 The objective of the Other Car Parks project is to provide additional and improved car parking capacity for passengers and staff, while enhancing operational efficiency, customer experience and commercial performance. The project aims to address existing and forecast parking shortfalls, modernise supporting systems and introduce new parking products that align with passenger expectations and operational requirements.

Scope

- 5.23 The project scope contains the following elements:
- **Staff car park north/east:**
 - Construction of a new surface car park with approximately 700 spaces, next to the existing Hangar 6;
 - Staff shuttle bus sheltered pick-up and drop-off area equipped with solar panels providing real-time information.
 - **Staff car park remote south:**
 - Construction of a new surface car park with approximately 950 spaces, west of the existing Long Term Blue car park;
 - Staff shuttle bus sheltered pick-up and drop-off area equipped with solar panels providing real-time information.
 - **Long-term Holiday Blue Drop and Go:**
 - Reconfiguration of the existing spaces to establish a vehicle staging area, damage recognition booth, and new single storey building for customer and staff welfare.
 - **Car Park Management Systems (CPMS):**
 - Renewal/upgrade of warranty expired car park management infrastructure including automated payment machines, photocell equipment, barriers, and Automatic Number Plate Recognition (ANPR);
 - Provision of additional management systems such as taxi permit management system, upgraded capacity management solutions, and a staff management portal for car parks.
 - Additionally, the introduction of a barrierless kerb management and monitoring system for management of drop off/ pick up at both Terminals is proposed:
 - **Digital Interactive Wayfinding:**
 - Upgrade of the existing signalling and installation of interactive digital signage across the Multi-Storey Car Parks (MCSP)
 - **Car Rental / T2 Airline Crew Shuttle Drop Off and Pick Up Area**
 - Relocation and expansion of the existing drop-off and pick-up zone next to the T2 MSCP including 3 new bus shelters and new footpath.

Changes in Scope vs CIP2020+

- 5.24 The Staff Car Park Expansion project was originally approved under CIP code CIP.20.04.009, with a budget of €8.3 million. The CIP2020+ version of this project was aimed at providing 1,000 staff car park spaces in the Eastlands with bus connections to the central terminal areas and a further 480 spaces in undecided locations.
- 5.25 The project cost has been re-evaluated and is now estimated at €18.4 million for Staff Car Park South, which provides 950 parking spaces.

Stage

5.26 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q3 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 5.9: CIP27.03.01B – Other Car Parks – Key project metrics

Metric	Value
Dublin Airport Estimated Total Cost	€42.73 m
Staff car park North/East spaces	700
Staff car park Remote South spaces	950

Source: Steer

Scope review

Table 5.10: CIP27.03.01B – Other Car Parks – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project will fulfil the objectives of providing additional and improved car parking capacity and enhanced operational efficiency, customer experience and commercial performance.
Is the scope efficient?	The scope can be considered efficient. Despite there not being a dedicated staff car parking study, the basis for the estimated staff car parking needs appears to be reasonable.
Are there any alternative scope to consider?	It would be advisable to consider if the reconfiguration of the existing spaces could not also be used to increase its current capacity and provide not only staff but also passenger additional parking capacity.
Are the specifications reasonable and comprehensible?	The specifications according to the provided cost estimate build-up can be considered as reasonable and comprehensive.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.03.01A Long Term Express Red Surface Car Park Expansion – Coordination of shuttle bus services and management systems. • CIP27.04.02 Roads and Carparks – Coordination of the CPMS component of this project and the renewal/upgrade of warranty expired car park management infrastructure.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The asset life defined for the CIP2020+ component of this project was 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess, that the asset life should be 20 years, in line with our assessment of CIP27.03.01A.

Question	Comments
Is there any double counting with other projects?	Regarding a potential double counting between the CPMS component of this project and the Street Furniture and Safety Infrastructure Upgrades included in CIP27.04.02 – Roads and Carparks, Dublin Airport indicates that: • CIP27.04.02 – Roads and Carparks includes only the replacements of end of life manhole covers on the Campus Roads with qty. of 60no which will need replacing over the next CIP period; and • CIP27.03.01B- Other Car Parks with sub-element Car Park Management and Digital Wayfinding (CPMS) includes the system installation such as cameras, poles, RFID readers, cabling and ducting for this technology and its integration and does not include for any other equipment. Therefore, no double counting has been identified.

Source: Steer

Scope – Conclusion

Table 5.11: CIP27.03.01B – Other Car Parks – Conclusion

IFS comment	RAG Assessment
The project is expected to meet the objectives of delivering additional and improved parking capacity while supporting greater operational efficiency, an enhanced customer experience, and stronger commercial outcomes. It would also be appropriate to assess whether a reconfiguration of the existing parking layout could increase current capacity and allow for the provision of additional parking not only for staff but also for passengers.	

Source: Steer

Cost estimate review

- 5.27 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 5.28 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.12: CIP27.03.01B Other Car Parks – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.975	3.931	-0.044
Construction Costs	26.473	26.181	-0.293
Escalation, Contingency & Design Variability	12.284	12.148	-0.135
Total	42.732	42.260	-0.472

Source: Steer

- 5.29 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.13: CIP27.03.01B Other Car Parks – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	3.975	3.931	-0.044
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	26.473	26.181	-0.293
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	12.284	12.148	-0.135
Grand total	42.732	42.260	-0.472

Source: Steer

- 5.30 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.14: CIP27.03.01B Other Car Parks – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Staff South Carpark - remove existing trees	REDACTED	REDACTED	REDACTED
CPMS - demolish existing road pavement			
Holiday Blue Drop and Go - sanitaryware			
Staff South Carpark -strip foundation			

Source: Steer

- 5.31

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has omitted the costs for sanitaryware for the Holiday Blue Car Park as the costs appear to be duplicated with the washroom benchmark item included in Dublin Airport’s cost estimate. In addition to this, the IFS has reduced the rates for strip foundation for Staff South Car Park, and rate for demolishing existing road pavement for CPMS project, to align those rates with the rates in the Schedule of Rate document provided by Dublin Airport. The IFS has also reduced the quantity for removing existing trees for Staff South Car Park, as the estimated figure allowed by Dublin Airport is considered excessive.
- 5.32

The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.33

Our overall conclusion of the project review is as follows:

Table 5.15 CIP27.03.01B – Other Car Parks – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project is expected to enhance parking capacity and performance, though justification for additional staff parking is required and opportunities to increase capacity through reconfiguration, potentially benefiting both staff and passengers, should be assessed.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
42.732	42.260	-0.472
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The variances between Dublin Airport and the IFS are mainly driven by allowance for removing existing trees for Staff South Car Park, demolishing existing road pavement for CPMS project, sanitaryware for Holiday Blue Drop and Go, and strip foundation for Staff South Car Park.		

Source: Steer

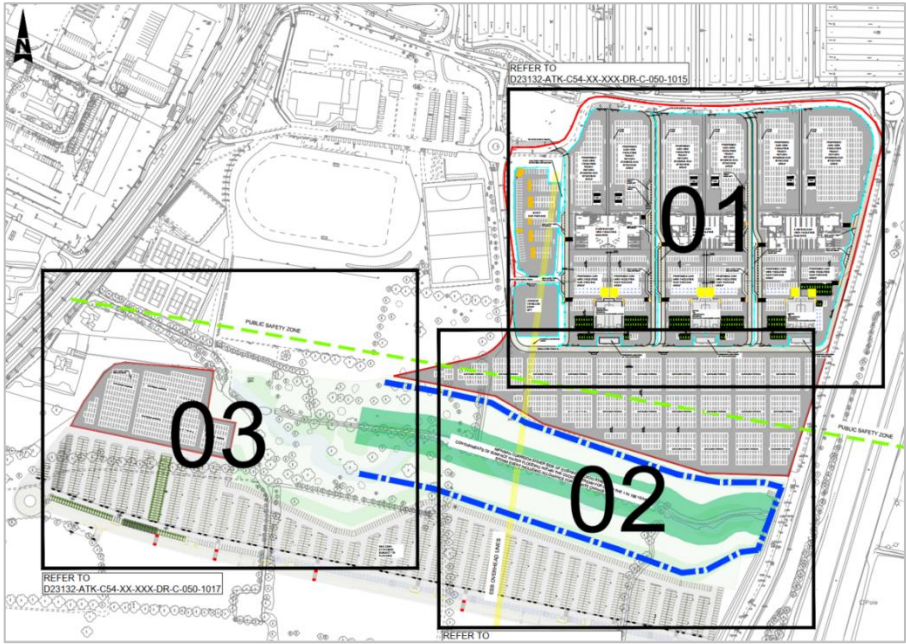
CIP27.03.02 – Car Rental

Project description

Introduction

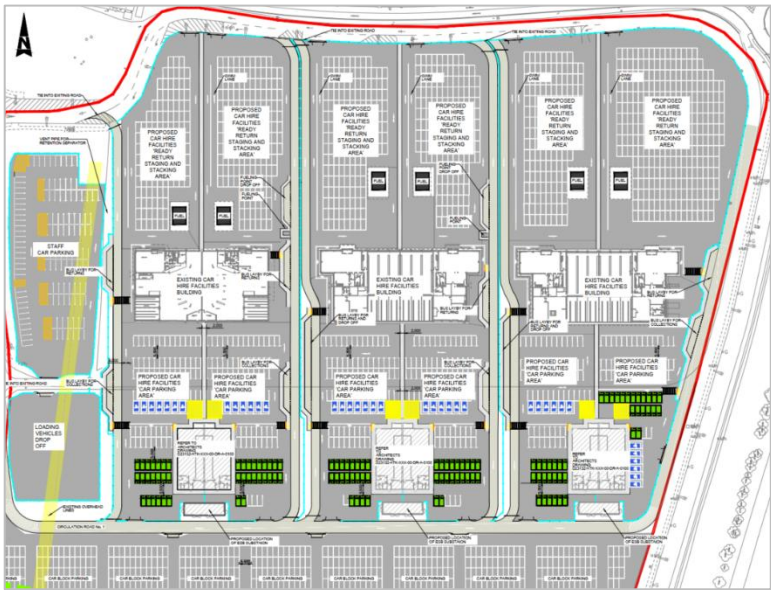
- 5.35 This project is for the refurbishment of 3 ageing existing car rental buildings and the addition of 3 new car rental return buildings at the Eastlands car rental site as well as increasing the car storage capacity. This project is a roll over project from CIP.20.04.002.

Figure 1.1 CIP27.03.02 Car Rental - Site plan



Source: Dublin Airport

Figure 1.1 CIP27.03.02 Car Rental - Site plan showing car rental and storage compound (Indicative)



Source: Dublin Airport

Context

- 5.36 The existing car rental facilities date from 2008 and are inadequate to provide an efficient car rental service now demanded by the airport's customers. There is also lack of sufficient car storage capacity. The existing site is strategically placed and as a result accounts for 80% of Ireland's car rental activity. As a result of Dublin Airport's primary position in Ireland's car rental market, the opportunity exists to leverage the commercial returns at Eastlands.
- 5.37 The spatial constraints at the Eastlands site and shuttle locations at Terminal 2, limit operational efficiency and the ability to support future growth.

Objective

- 5.38 The objective is to upgrade the existing car rental facilities including increasing the car storage capacity so that Dublin Airport can maintain and increase its premier position in Ireland as the country's predominate car rental location.
- 5.39 A secondary objective is to improve Terminal 2 shuttle operations by developing the existing road structure around T2 multistorey car park and the inner roads serving the terminals.
- 5.40 The project also aims to support the transition of the car rental fleet towards electrification, in line with government mandates and Dublin Airport sustainability objectives.

Scope

- 5.41 The project provides:
- The refurbishment of the 3 existing car rental buildings housing 6 car rental operators.
 - Re-plan the car parking rental compound to improve the layout of the return area and rental collection areas.
 - Additional car parking and coach parking including secure fencing and access control.
 - The construction of 3 new customer collection buildings to facilitate separate processing for collection and return customers. Each building to provide public collection area, desks, washrooms and staff facilities.
 - The construction area of 2,350 net new car rental parking spaces on a greenfield site to the south of the main 'car hire village', including public lighting, access barriers, new access road to R132 and a bus stop.
- 5.42 Through the Q&A, Dublin Airport clarified that the number of additional car parking spaces to be provided is 1,700 instead of the 2,200 mentioned in its submission document.

Change in Scope vs CIP2020+

- 5.43 The Car Rental project was initially sanctioned under CIP code CIP.20.04.002.
- 5.44 The scope at the time was providing 4,000 additional car parking spaces and expansion to existing car parking buildings rather than the provision of new buildings. The car parking storage area in the current project has been significantly reduced in size due to environmental requirements on the area adjacent the Cuckoo Stream.

- 5.45 The addition of 3 Customer Collection/Return buildings has also taken away some space from what was car parking spaces in the previous scheme.
- 5.46 Dublin Airport also indicates that the project has undergone substantial alterations, to meet the needs of the end-users and to accommodate sustainability and EV charging requirements.

Stage

- 5.47 The project is expected to follow the following delivery programme:

- Planning 2025
- Construction start Q3 2027
- Construction complete Q1 2030
- Project handover Q2 2030

Key project metrics

Table 5.16: 1 CIP27.03.02 Car Rental – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€83.95m
Floor area of existing buildings	5,154m ²
Floor area of the 3 new customer collection buildings	2,100m ²
No of additional car parking spaces	2,350

Source: Dublin Airport CIP 2027 Stakeholder Consultation document

Scope review

Table 5.17: 1 CIP27.03.02 Car Rental – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering increased car storage capacity and a premier car rental facility.
Is the scope efficient?	The scope as provided by Dublin Airport appears efficient.
Are there any alternative scope to consider?	Dublin Airport states that the project is the result of considering two options: Option 1 and Option 2. Through the Q&A, Dublin Airport has indicated that Option 1 was selected by the stakeholders as being the preferred option as the collection kiosks were larger than those proposed in Option 2.
Are the specifications reasonable and comprehensible?	The drawings lack clarity as to what is existing and what is new. Project description lacks clarity and specifics. Specifications provided in Level 3 estimate are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects	Coordination necessary for installation of EV charging positions: • CIP27.02.12 MV/HV Network Expansion. • CIP27.01.03 Charging Network
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. Given that the existing facility is 18 years old and was first considered for upgrading in 2022 after a 14 year life we agree to an asset life of 15 years.

Question	Comments
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 5.18: 1 CIP27.03.02 Car Rental – Conclusion

IFS comment	RAG Assessment
The scope as provided by Dublin Airport will meet the project objectives and appears efficient. Dublin Airport seems to have followed an optioneering process informed by stakeholders to arrive to its proposed scope for this project.	

Source: Dublin Airport CIP 2027 Stakeholder Consultation document

Cost estimate review

5.48 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

5.49 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.19: CIP27.03.02 Car Rental – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	8.265	8.219	-0.045
Construction Costs	53.648	53.346	-0.302
Escalation, Contingency & Design Variability	22.036	21.913	-0.124
Total	83.949	83.478	-0.471

Source: Steer

5.50 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.20: CIP27.03.02 Car Rental – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	8.265	8.219	-0.045

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	53.648	53.346	-0.302
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	22.036	21.913	-0.124
Grand total	83.949	83.478	-0.471

Source: Steer

5.51 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.21: CIP27.03.02 Car Rental – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Sanitaryware generally - new build	REDACTED	REDACTED	REDACTED
Fire and lightning protection - new build			
Site excavation - general			

Source: Steer

5.52 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has omitted the

generic cost for sanitaryware for the new build area as the cost appear to be duplicated with the washroom benchmark item included in Dublin Airport’s cost estimate. In addition to this, the IFS has reduced the rate for fire and lightning protection (new build), and rate for general site excavation, to align those rates with the Schedule of Rates information provided by Dublin Airport, which the IFS agrees with.

- 5.53 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.54 Our overall conclusion of the project review is as follows:

Table 5.22: CIP27.03.02 Car Rental – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as provided by Dublin Airport will meet the project objectives and appears efficient. Dublin Airport seems to have followed an optioneering process informed by stakeholders to arrive to its proposed scope for this project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
83.949	83.478	-0.471
IFS comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The variances between Dublin Airport and the IFS are mainly driven by allowances for sanitaryware (new build), fire and lightning protection (new build), and general site excavation.		

Source: Steer

CIP27.03.03 – OCTB Refurbishment

Project description

Introduction

- 5.56 This project is about the refurbishment of the Old Central Terminal Building at Dublin Airport. This project is a roll over project from the previous CIP.20.04.034 – OCTB Refurbishment.

Figure 5.3: CIP27.03.03 OCTB Refurbishment – indicative visual post-refurbishment



Source: Dublin Airport

Context

- 5.57 The Old Central Terminal Building is a historically significant and protected structure within Dublin Airport. According to Dublin Airport, refurbishment of the building is required to maintain its long-term viability and ensure continued upkeep. The landside section of the building is currently vacant, presenting an opportunity to support the airport's commercial property proposition. Dublin Airport states that commercial property refurbishment provides fit-for-purpose accommodation for tenants and represents a means of generating additional revenue, while complementing other proposed developments, including the CIP27 airside bussing lounge element.

Objective

- 5.58 The objective of the OCTB Refurbishment project is to increase revenue opportunities by delivering a light refurbishment of large parts of the building to facilitate the use as commercial office space in advance of a future larger scale redevelopment of the OCTB into other potential use, such as new Platinum Services Terminal or Aviation Visitors Centre.

Scope

- 5.59 The scope of the project includes the following elements:

- Light refurbishment of the existing protected structure, including system and M&E refurbishment.
- Fit-out of various internal areas to allow the building to be rented as office space.
- Asbestos removal and roof repair works
- Undertaking a feasibility study to investigate potential uses as a Platinum Services Terminal, an Aviation Visitors Centre, and other.

5.60 The following areas are excluded from the refurbishment: Back of house and services, control tower on 4th floor, area with unknown future use on 3rd floor and retail on ground floor.

Changes in Scope vs CIP2020

5.61 The OCTB Refurbishment project was initially included in CIP2020 with a budget allowance of €10 million. The general scope of the project remains unchanged from the CIP2020 position. Updates to the project relate to revised costs to reflect inflation and minor scope revision, resulting in an updated total project cost.

Stage

5.62 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q4 2027
- Operation: Q4 2027

Key project metrics

Table 5.23: CIP27.03.03 OCTB Refurbishment – Key project metrics

Metric	Value
Dublin Airport proposed total project cost	€10.73 million

Source: Steer

Scope review

Table 5.24: CIP27.03.03 OCTB Refurbishment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project objective to increase revenue opportunities in advance of a future larger scale redevelopment of the OCTB can be fulfilled by the suggested scope.
Is the scope efficient?	The project scope can be considered as efficient as the asset life of existing infrastructure will be increased for the purpose of generating non-aeronautical revenue. Additional refurbishments would be needed to fulfil Dublin Airport's sustainability goals ahead of 2050. These works can be included in a future larger scale redevelopment as advised by the outcome of the feasibility study.
Are there any alternative scope to consider?	None identified.

Question	Comments
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in the cost plan estimate build up are at a level of details for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.47 Remote Bussing Lounges: The bussing lounges will be allocated on the airside portion of the OCTB what requires close coordination of both projects. • CIP27.05.04 Access Control System Replacement: This affects all access-controlled doors located in the project area.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The asset life defined for the CIP2020+ version of this project was 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP2020+ position. Therefore, we assess, that the asset life should be 20 years.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 5.25: CIP27.03.03 OCTB Refurbishment – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

5.63 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

5.64 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.26: CIP27.03.03 OCTB Refurbishment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.622	1.622	-
Construction Costs	6.112	6.112	-
Escalation, Contingency & Design Variability	3.002	3.002	-
Total	10.737	10.737	-

Source: Steer

- 5.65 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.27: CIP27.03.03 OCTB Refurbishment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	1.622	1.622	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	6.112	6.112	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	3.002	3.002	-
Grand total	10.737	10.737	-

Source: Steer

- 5.66 Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.
- 5.67 The IFS has reviewed the cost estimate provided by Dublin Airport and considered it reasonable. As there is no drawing provided for verification, the IFS has made no

amendment to the quantities. Therefore, we have maintained Dublin Airport’s original cost estimate without adjustment.

Overall conclusion

5.68 Our overall conclusion of the project review is as follows:

Table 5.28: CIP27.03.03 OCTB Refurbishment – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
10.737	10.737	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and considered the rates to be reasonable. As there is no drawing provided for verification, the IFS has made no amendment to the quantities		

Source: Steer

CIP27.03.04 – Airline Lounges

Project description

Introduction

- 5.70 This project comprises a programme of refurbishment works to existing airport-operated lounges and the increase in overall lounge capacity by the delivery of two new lounges in the Pier 1 East and the CPB projects together with a new lounge in the existing Pier 3 upper level.

Figure 5.4: CIP27.03.04 – Airline Lounges – Locations



Source: Dublin Airport

Context

- 5.71 According to Dublin Airport, airline lounges are a key component of the passenger experience and also support the airport's commercial and revenue objectives through partnerships with airlines.
- 5.72 It indicates that existing lounges need refurbishment and that new lounges are needed increase the overall lounge footprint.

Objective

- 5.73 The objective of this project is to provide increased and enhanced lounge capacity across the airport by refurbishing existing lounges, and delivering new lounges in the development of Pier 1 East, the CBP Extension, and to the upper level of Pier 3.

Scope

5.74 The scope of the project includes the following:

- Provide refurbished lounges with appropriate finishes and amenities in the following locations:
 - Liffey Lounge (T2)
 - Martello (East)
- Provide new lounge units where the shell and core is being provided by other CIP27 projects in the following locations:
 - CBP Extension First Floor
 - Pier 1 East
 - Pier 3 Upper Level

Stage

5.75 The project is expected to follow the following delivery programme:

- Planning: Q1 2028
- Construction: Q1 2029 - Q4 2036
- Operation: Q4 2036

Key project metrics

Table 5.29: CIP27.03.04 – Airline Lounges – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€49.75 million
Number of refurbished lounges	2
Number of new lounges	3

Source: Steer

Scope review

Table 5.30: CIP27.03.04 – Airline Lounges – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the lounges outlined in the scope
Is the scope efficient?	The scope is efficient in delivering the objectives outlined in the scope.
Are there any alternative scope to consider?	None presented.
Are the specifications reasonable and comprehensible?	The specifications are high-level, but are comprehensible.
Are there any phasing and synergy considerations with other projects?	There are synergy considerations and the commencement of the new lounges will need to be planned in conjunction with the completion of the projects listed below: • CIP27.02.02 Pier 1 East; • CIP27.02.21 Pier 3 Optimisation and Refurb; and

Question	Comments
	CIP27.02.04 Terminal 2 CBP and Transfer Extension.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. It is the lower limit of what we assess to be a reasonable asset life for this project. We assess that an asset life of 12 years will be more appropriate and in line with previous projects at Dublin Airport.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 5.31: CIP27.03.04 – Airline Lounges – Conclusion

IFS comment	RAG Assessment
The project is efficient and meets the scope objectives of providing new and upgraded commercial lounges. We assess that an asset life of 12 years for this project might be more appropriate than the 7 years proposed by Dublin Airport.	

Source: Steer

Cost estimate review

- 5.76 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport. The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.32: CIP27.03.04 Airline Lounges – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	6.075	5.950	-0.125
Construction Costs	28.928	28.332	-0.595
Escalation, Contingency & Design Variability	14.748	14.445	-0.303
Total	49.751	48.727	-1.024

Source: Steer

- 5.77 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.33: CIP27.03.04 Airline Lounges – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	6.075	5.950	-0.125
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED	REDACTED	REDACTED
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	28.928	28.332	-0.595
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	14.748	14.445	-0.303
Grand total	49.751	48.727	-1.024

Source: Steer

5.78 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.34: CIP27.03.04 Airline Lounges – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Electrical installations	REDACTED	REDACTED	REDACTED
Floor finishes			
Wall finishes			
Windows and external doors			
Ceiling finishes			

Source: Steer

- 5.79 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate for windows & external doors, floor finishes, wall finishes, ceiling finishes, and electrical installations to align those rates within the rates table information provided by Dublin Airport.
- 5.80 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).
- 5.81 83% of the project costs is dependent on the delivery of the below projects which have triggers proposed by Dublin Airport:
- CIP27.02.02 Pier 1 East;
 - CIP27.02.21 Pier 3 Optimisation and Refurb; and
 - CIP27.02.04 Terminal 2 CBP and Transfer Extension.
- 5.82 We have reported it to the IAA which will consider whether those costs should also have triggers.

Overall conclusion

- 5.83 Our overall conclusion of the project review is as follows:

Table 5.35: CIP27.03.04 – Airline Lounges – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is efficient and meets the scope objectives of providing new and upgraded commercial lounges. We assess that an asset life of 12 years for this project might be more appropriate than the 7 years proposed by Dublin Airport.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
49.751	48.727	-1.024
IFS comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for windows & external doors, floor finishes, wall finishes, ceiling finishes, and electrical installations to align those rates within the rates table information provided by Dublin Airport.		

Source: Steer

CIP27.03.05 – Commercial Property Refurbishment

Project description

Introduction

- 5.84 This project proposes to refurbish 4,000sqm of existing commercial property over the CIP27 period, maintaining the quality, functionality and attractiveness of the airport's commercial estate, ensuring that accommodation provided to airlines, handlers and other commercial tenants remains fit for purpose.

Context

- 5.85 Dublin Airports commercial estate is subject to ongoing operational use and wear, and requires periodic refurbishment to remain aligned with tenant requirements and operational standards. Dublin Airport states that to ensure continuity, delivery of commercial revenues and attract new business, properties across the campus and terminal areas need to remain attractive, functional and aligned with the expectations of current and future tenants.

Objective

- 5.86 The objective of this project is to future proof and extend the life of existing assets, providing modern, energy efficient facilities to deliver the following benefits:
- Modernised Facilities: Aligning spaces with tenant requirements.
 - Revenue Protection and Growth: Supporting existing income streams while enabling new opportunities.
 - Future-Ready Infrastructure: Upgrades designed with long-term operational needs in mind.
 - Sustainability Alignment: Replacing outdated assets to support ESG and net-zero objectives.

Scope

- 5.87 The project provides the refurbishment of 4,000m² of existing commercial property including terminal and ramp accommodation, cargo terminals and warehouses, hangars and airline accommodation and campus operational buildings/offices. The work includes internal fit outs to shell and core standard, minor M&E upgrades, life safety systems and IT infrastructure improvements.
- 5.88 The delivery is intended to be conducted at short notice in response to tenant demand, supporting new or extending existing commercial agreements.

Stage

- 5.89 The project is expected to follow the following delivery programme:
- Planning: Q3 2027
 - Construction: Q3 2027 – Q4 2031
 - Operational: Q1 2032

Key project metrics

Table 5.36: CIP27.03.05 – Commercial Property Refurbishment – Key Project Metrics

Metric	Value
Dublin Airport proposed project cost	€21.18m
Floor area	4,000m ²

Source: Dublin Airport

Scope review

Table 5.37: CIP27.03.05 – Commercial Property Refurbishment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering upgraded commercial properties.
Is the scope efficient?	The scope appears efficient in delivering the objectives outlined for the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The project description and key deliverables are comprehensible. Specifications provided in cost plan are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	This will depend specifically on which building/accommodation will be refurbished and when the works will be actually planned.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years which reflects the short life that is the norm for commercial property refurbishments.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 5.38: CIP27.03.05 – Commercial Property Refurbishment – Conclusion

IFS comment	RAG Assessment
The scope will fulfil the project objectives and appear efficient in delivering upgraded commercial properties.	

Source: Steer

Cost estimate review

- 5.90 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 5.91 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.39: CIP27.03.05 Commercial Property Refurbishment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.232	2.232	-
Construction Costs	14.878	14.878	-
Escalation, Contingency & Design Variability	4.075	4.075	-
Total	21.185	21.185	-

Source: Steer

- 5.92 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.40: CIP27.03.05 Commercial Property Refurbishment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.232	2.232	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Internal Finishes	REDACTED		
Fitting, furnishings and equipment			
Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	14.878	14.878	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	4.075	4.075	-
Grand total	21.185	21.185	-

Source: Steer

- 5.93 There is no variance between Dublin Airport cost estimate and the IFS assessment.
- 5.94 The IFS has reviewed the cost estimate provided by Dublin Airport and considered the rates to be appropriate for budgeting purposes, considering detailed scope is not yet available at this stage.

Overall conclusion

- 5.95 Our overall conclusion of the project review is as follows:

Table 5.41: CIP27.03.05 – Commercial Property Refurbishment – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope will fulfil the project objectives and appears efficient in delivering upgraded commercial properties.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
21.185	21.185	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and considered the rates to be appropriate for budgeting purpose, considering detailed scope is not yet available at this stage.		

Source: Steer

CIP27.03.06 – Platinum Services Collinstown House Upgrade

Project description

Introduction

- 5.96 This project relates to the renovation and expansion of the existing Platinum Services facility located within Collinstown House, adjacent to the northern side of Terminal 1 at Dublin Airport. The project proposes upgrades to the existing facility to remain functional for at least 5 to 10 years while the longer-term strategy to relocate VIP services to the refurbished Old Central Terminal Building is progressed.

Figure 5.5: CIP27.03.06 Platinum Services Collinstown House Upgrade – Proposed Second Floor Plan



Source: Dublin Airport

Context

- 5.97 The Platinum Services facility provides executive-style private suites as part of Dublin Airport's VIP services offering. According to Dublin Airport, the current facility constrains the growth of premium services and results in missed commercial opportunities. The facility is required to remain operational for a further five to ten years in advance of the proposed relocation to the Old Central Terminal Building (OCTB). The existing building is also identified as one of the poorest performing buildings on campus in terms of energy efficiency, necessitating upgrades to address sustainability requirements.

Objective

- 5.98 The objective of the project is to expand and enhance the existing Platinum Services facility to a modern five-star standard, improving customer experience, benefitting from growing demand with commercial opportunities. The project also seeks to improve the energy, thermal and acoustic performance of the building while striving to minimise carbon emissions in line with current ESG and Net Zero goals.

Scope

- 5.99 The scope of the project includes the following elements:
- Expansion of Platinum Services into the 2nd floor which will be fully refurbished to provide additional customer suites, ensuite facilities, a larger communal suite,

meeting and event spaces, storage areas, bathroom upgrades, staff offices and welfare facilities; works include associated strip-out and premium fit-out along with full mechanical and electrical upgrades.

- Installation of a new external elevator serving all floors of the building, delivered in accordance with applicable building regulations.
- Light refurbishment of the existing ground and 1st floors, including replacement of floor finishes, repainting, repairs to ceilings and lighting, refurbishment of toilet and shower facilities, replacement of selected furniture and full mechanical and electrical system upgrades.
- Upgrades to elements of the external façade and glazing, including partial roof replacement, replacement of the windows and doors, thermal insulation and cladding.

Stage

5.100 The project is expected to follow the following delivery programme:

- Planning: Q1 2026
- Construction: Q1 2029 - Q1 2031
- Operational: Q2 2031

Key project metrics

Table 5.42: CIP27.03.06 Platinum Services Collinstown House Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed total project cost	€34.95 million
Ground & 1 st floor areas for light refurbishment	1,500 m ²
2 nd floor area for full refurbishment	403 m ²

Source: Steer

Scope review

Table 5.43: CIP27.03.06 Platinum Services Collinstown House Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to enhance the customer experience, increase capacity to satisfy demand and benefit from commercial opportunities can be met with the proposed scope. The project will contribute to achieving Dublin Airport's sustainability goals as it upgrades one of the poorest performing buildings on campus in terms of energy efficiency (according to Dublin Airport).
Is the scope efficient?	The scope can be considered as efficient.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in the cost plan estimate build up are at a level of detail for outline design stage.

Question	Comments
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with CIP27.03.03 – OCTB Refurbishment. Indeed, this project includes a feasibility study to investigate potential use of the OCTB as a Platinum Services Terminal in the future. The outcome of the study can influence the asset life of the existing Platinum Services facility.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. The IFS assesses that an asset life of only 7 years is very low for a refurbished and upgraded building infrastructure. We suggest an asset life of 10 years which we assess as being a minimum for this project.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 5.44: CIP27.03.06 Platinum Services Collinstown House Upgrade – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

- 5.101 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 5.102 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.45: CIP27.03.06 Platinum Services Collinstown House Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	5.816	5.652	-0.164
Construction Costs	19.067	18.530	-0.537
Escalation, Contingency & Design Variability	10.066	9.782	-0.284
Total	34.948	33.964	-0.985

Source: Steer

- 5.103 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.46: CIP27.03.06 Platinum Services Collinstown House Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	5.816	5.652	-0.164
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	19.067	18.530	-0.537
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	10.066	9.782	-0.284
Grand total	34.948	33.964	-0.985

Source: Steer

5.104 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.47: CIP27.03.06 Platinum Services Collinstown House Upgrade – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Breakout existing pavement - Allow for inefficiency	REDACTED		
Works to existing bldg. - Allow for inefficiency			

Source: Steer

- 5.105 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the inefficiency allowances for breaking out existing pavement and works to existing building as the costs included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 5.106 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.107 Our overall conclusion of the project review is as follows:

Table 5.48: CIP27.03.06 Platinum Services Collinstown House Upgrade – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
34.948	33.964	-0.985
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The variances between Dublin Airport and the IFS are mainly driven by the inefficiency allowances for breaking out existing pavement and works to existing building.		

Source: Steer

CIP27.03.07 – Media Sales Expansion

Project description

Introduction

- 5.108 This project focuses on upgrading existing digital advertising assets, introducing new digital technologies, and expanding the overall digital media infrastructure to support commercial objectives.

Figure 5.6: CIP27.03.07 – Media Sales Expansion – Skybridge Digital Screens



Source: Dublin Airport

Context

- 5.109 Media sales is identified by Dublin Airport as an important commercial revenue stream. The existing digital advertising assets are located across high-traffic passenger areas within the terminal and connecting routes. Dublin Airport states that continued investment is required to maintain competitiveness in the airport advertising market, respond to evolving advertiser expectations, and support passenger engagement through modern, high-impact digital formats.

Objective

- 5.110 The objective of the Media Sales Expansion project is to enhance advertiser value and drive commercial revenue growth through the modernisation and expansion of digital advertising assets. The project aims to improve the quality, flexibility, and effectiveness of media inventory while supporting increased utilisation, premium campaign opportunities, and the introduction of data-driven and immersive advertising technologies.

Scope

- 5.111 The scope is as follows:
- **Upgrades to digital assets through modernisation of existing assets**, including Skyscreen, Starscreen, Skybridge displays, Pier 3 Digital Corridor, and security-area screens, improving resolution, brightness, interactivity, and reliability;
 - **Deployment of next-generation advertising technologies**, such as holograms, touchscreens and interactive kiosks, AR/VR, scent-based media, projecting mapping and light installations to transform airport spaces into dynamic visually engaging environments and AI-driven dynamic content;

- **Expansion of digital media infrastructure** across the terminal and wider campus, including new digital screens, strategically located digital billboards, and enhanced media coverage in high-traffic zones;
- **Implementation of an integrated content management system** to support dynamic scheduling, programmatic advertising, and personalised content delivery; and
- **Upgrades to energy-efficient displays** to reduce power consumption across the digital estate, targeting a 32% reduction in energy use.

Stage

5.112 The identified project delivery timescales are outlined below:

- Planning Q3 2027
- Implementation programme Q3 2027 - Q4 2031
- Operational Q1 2032

Key project metrics

Table 5.49: CIP27.03.07 – Media Sales Expansion – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€14.7m

Source: Dublin Airport

Scope review

Table 5.50: CIP27.03.07 – Media Sales Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope of this project is defined at high level, but should be capable of fulfilling its project objectives
Is the scope efficient?	The scope as presented should be reasonably efficient in delivering the project objectives.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information appears reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with the IT projects particularly CIP27.06.10 Network infrastructure and possibly CIP27.06.07 Operational devices .
Is(Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable for digital advertising screen technologies.
Is there any double counting with other projects?	None Identified.

Source: Steer

Scope – Conclusion

Table 5.51: CIP27.03.07 – Media Sales Expansion – Conclusion

IFS comment	RAG Assessment
The scope of this project is defined at high level, but should be capable of fulfilling its project objectives and should be reasonably efficient.	

Source: Steer

Cost estimate review

5.113 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

5.114 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.52: CIP27.03.07 Media Sales Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.840	1.744	-0.096
Construction Costs	8.762	8.304	-0.458
Escalation, Contingency & Design Variability	4.115	3.900	-0.215
Total	14.718	13.949	-0.769

Source: Steer

5.115 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.53: CIP27.03.07 Media Sales Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.840	1.744	-0.096
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	8.762	8.304	-0.458

Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	4.115	3.900	-0.215
Grand total	14.718	13.949	-0.769

Source: Steer

- 5.116 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.54: CIP27.03.07 Media Sales Expansion – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for out of hours working	REDACTED		
BWIC for services			

Source: Steer

- 5.117 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the allowance included for out of hours working and builder's work in connection with services as these costs are higher than the IFS would expect.
- 5.118 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.119 Our overall conclusion of the project review is as follows:

Table 5.55: CIP27.03.07 Media Sales Expansion – Overall conclusion

Scope	
IFS comment	RAG Assessment
The scope of this project is defined at high level, but should be capable of fulfilling its project objectives and should be reasonably efficient.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
14.718	13.949	-0.769
IFS comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the allowance included for out of hours working and builder's work in connection with services as these costs included in Dublin Airport's cost estimate are higher than the IFS would expect.		

Source: Steer

CIP27.03.09 – Commercial Innovation

Project description

Introduction

- 5.120 The Commercial Innovation project involves investigating, testing and implementing a range of innovative commercial initiatives across the airport campus that are intended to enhance passenger experience, support sustainability objectives and generate new revenue opportunities. The project represents a portfolio of potential initiatives rather than a single defined asset.

Figure 5.7: CIP27.03.09 Commercial Innovation - Examples



Source: Dublin Airport

Context

- 5.121 As in previous regulatory cycles, the Dublin Airport commercial team continues to research, collaborate with third parties, and assess opportunities for new commercial offerings within the airport environment.

Objective

- 5.122 The objective of the Commercial Innovation project is to identify, assess and deliver a range of initiatives that enhance the passenger experience and increase future revenue opportunities at Dublin Airport. The project aims to support innovation through feasibility assessment, concept and design development, engagement with third-party providers and implementation of selected initiatives during the regulatory period.

Scope

- 5.123 The scope of the project includes the following 10 initiatives which can be executed independently of each other:
- Concept and design development, tender preparation, third-party engagement, enablement works and project management for the following 8 initiatives :
 - Open to public EV Charging Hub;
 - eVTOL Hub;
 - Sleep and wellness pods;
 - On-demand luggage-free travel service;
 - AI-powered personalised travel concierge;
 - Sponsored Activity Space / Advertising Space;
 - Transfer Pod Hotel; and
 - Public Showers and Redress Area;

- Feasibility studies for the following 2 initiatives:
 - Autonomous parking and bussing; and
 - Park and ride facility;

Stage

5.124 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Execution: Q3 2027 – Q4 2031
- Operational (all studies completed): Q1 2032

Key project metrics

Table 5.56: CIP27.03.09 Commercial Innovation – Key project metrics

Metric	Value
Dublin Airport proposed total project cost	€2.49m

Source: Steer

Scope review

Table 5.57: CIP27.03.09 Commercial Innovation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to identify, assess and deliver a range of initiatives that enhance the passenger experience and increase future revenue opportunities can be met with the proposed scope.
Is the scope efficient?	The proposed commercial innovation solutions address a large range of commercial opportunities and have the potential to enhance the passenger experience in an efficient way through the intended third-party engagement.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The proposed initiatives have been comprehensibly described, however, not specified in detail and only lump sum cost estimates have been allocated for each of the 10 initiatives.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.06.04 IT Innovation and AI: A vertiport feasibility study is included in this project which is similar to the proposed eVTOL Hub design. Both initiatives shall be closely coordinated to avoid any duplications. • CIP27.07.03 Capital Planning Studies: Due its physical nature the eVTOL hub will be an integral part of the future passenger infrastructure and therefore, it is recommended to consider the eVTOL Hub in the Masterplan revision.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 5 years.

Question	Comments
	The proposed asset life cannot be fully assessed by the IFS as the various measures are of rather different nature and therefore different asset lives might need to be considered. However, the proposed asset life of 5 year is in line with the CIP2020 decision for previous innovation projects, for which a detailed asset life assessment was done at that time.
Is there any double counting with other projects?	There is a risk of double counting with CIP27.06.04 IT Innovation and AI regarding a vertiport feasibility study which might have overlaps with the eVTOL hub scope of this project. According to Dublin Airport, however, the vertiport study is a pure value study with a strong focus on IT innovations while the purpose of eVTOL hub is to investigate a commercial opportunity.

Source: Steer

Scope – Conclusion

Table 5.58: CIP27.03.09 Commercial Innovation – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient. The eVTOL hub which is included in this project requires close coordination with the vertiport feasibility study as included in CIP27.06.04 and also with CIP27.07.03 as it will be an integral part of the future passenger infrastructure and therefore shall be included in the masterplan revision.	

Source: Steer

Cost estimate review

- 5.125 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 5.126 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.59: CIP27.03.09 Commercial Innovation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.109	0.018	-0.091
Construction Costs	1.820	1.820	-
Escalation, Contingency & Design Variability	0.556	0.530	-0.026
Total	2.485	2.368	-0.117

Source: Steer

- 5.127 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.60: CIP27.03.09 Commercial Innovation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.109	0.018	-0.091
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Total	1.820	1.820	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	0.556	0.530	-0.026
Grand total	2.485	2.368	-0.117

Source: Steer

- 5.128 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.61: CIP27.03.09 Commercial Innovation – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External Design Fees	REDACTED		

Source: Steer

- 5.129 Dublin Airport has allowed 5% or €91,000 for External Design Fees. However, the IFS notes that lump sum allowances for external consultants covering feasibility studies and concept design are already included under ‘Construction Costs’. Consequently this extra 5% allowance is considered a duplication and has been removed from IFS assessment.
- 5.130 Due to the cost reductions for External Design Fees noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 5.131 Our overall conclusion of the project review is as follows:

Table 5.62: CIP27.03.09 Commercial Innovation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient. The eVTOL hub which is included in this project requires close coordination with other studies planned for the CIP27.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
2.485	2.368	-0.117
IFS Comment		
The IFS notes that lump sum allowances for external consultants covering feasibility studies and concept design are already included under 'Construction Costs'. Consequently the extra 5% allowance for External Design Fees is considered a duplication and has been removed from IFS assessment.		

Source: Steer

CIP27.03.10A – ARI Retail Projects

Project Description

Introduction

- 5.133 This project comprises a programme of retail developments and refurbishments intended to expand and enhance the airport's commercial retail offering. The works are aligned with the delivery of wider CIP27 development projects and seek to ensure that retail provision evolves in line with forecast passenger growth and changes in passenger behaviour.

Figure 5.8: CIP27.03.10A ARI Retail Projects - Locations



Source: Steer

Context

- 5.134 Dublin Airport is progressing a range of terminal, pier and landside developments under CIP27, which create new opportunities for the provision of retail units within both new and existing passenger areas. At the same time, a number of existing retail spaces in the terminals and piers require refurbishment to maintain their commercial attractiveness and enhance their revenue generation.

Objective

- 5.135 The objectives stated by Dublin Airport are:
- Modernised Facilities: Aligning spaces with tenant requirements.

- Revenue Protection and Growth: Supporting existing income streams while enabling new opportunities.
- Future-Ready Infrastructure: Upgrades designed with long-term operational needs in mind.
- Sustainability Alignment: Replacing outdated assets to support ESG and net-zero objectives.

Scope

- 5.136 The project to provide the following new shell and core commercial units, to be fitted out by ARI/ARI Concessionaire in the following locations:
- Integrated Transport Hub (ITH) – two units of 60sqm and 26sqm
 - Pier 1 East - 4 units of 200sqm, 110sqm, 150sqm and 25 sqm
 - Pier 1 Existing - 200sqm existing and 90sqm expansion
 - Pier 5- 2 units of 25sqm each
 - CBP Expansion- Ground floor 200sqm, 2 units of 165sqm and 80sqm on the 1st floor
- 5.137 And the following refurbishment and enhancement of selected existing retail units in the following locations:
- Terminal 2 units - 100sqm and 280sqm;
 - Terminal 2 Arrivals - 120sqm unit;
 - Pier 2 - 150sqm unit;
 - Pier 3 - 75sqm unit;
- 5.138 Dublin Airport intends to undertake innovative solutions, such as pop-up units in Terminal 2 to deliver flexible, revenue-driven improvements and marketing installations to optimised logistics and future-ready retail.

Stage

- 5.139 The project is expected to follow the following delivery programme:
- Planning: Q2 2026
 - Construction: Q1 2027 - Q3 2033
 - Operation: Q4 2033

Key project metrics

Table 5.63: CIP27.03.10A – ARI Retail Projects – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€21.67 m
New or extended retail floorspace	1,1 m ²
Refurbished retail floorspace	725m ²

Source: Steer

Scope review

Table 5.64: CIP27.03.10A – ARI Retail Projects – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the commercial retail outlets outlined in the scope
Is the scope efficient?	The scope is efficient in delivering the functions outlined in the scope.
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The specifications are very high-level, but are comprehensible.
Are there any phasing and synergy considerations with other projects?	The commencement of the construction of the retail units will need to be planned in conjunction with the completion of the projects listed below: • CIP27.02.02 Pier 1 East • CIP27.02.41 Pier 2 Optimisation and Refurb • CIP27.02.04 Terminal 2 CBP and Transfer Extension • CIP27.02.05A Pier 5 • CIP27.02.14 Integrated Transport Hub
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years which reflects the short life that is the norm for airport retail/commercial projects.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 5.65: CIP27.03.10A – ARI Retail Projects - Conclusion

IFS comment	RAG Assessment
The scope meets the project objectives of providing enhanced commercial offers at key locations in the terminals, piers and other passenger focussed developments. The high-level scope described appears efficient.	

Source: Steer

Cost estimate review

- 5.140 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 5.141 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.66: CIP27.03.10A ARI Retail Projects – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.741	2.681	-0.060
Construction Costs	13.054	12.768	-0.286
Escalation, Contingency & Design Variability	5.873	5.744	-0.129
Total	21.668	21.194	-0.474

Source: Steer

- 5.142 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.67: CIP27.03.10A ARI Retail Projects – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.741	2.681	-0.060
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	13.054	12.768	-0.286
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	5.873	5.744	-0.129

Grand total	21.668	21.194	-0.474

Source: Steer

- 5.143 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.68: CIP27.03.10A ARI Retail Projects – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for superstructure works for units complete with full fitout level	REDACTED		

Source: Steer

- 5.144 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for superstructure works for units complete with full fitout level as the rate included in Dublin Airport's cost estimate is higher than the IFS would expect.
- 5.145 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).
- 5.146 45% of the project costs is dependent on the delivery of the below projects which have triggers proposed by Dublin Airport:
- CIP27.02.02 Pier 1 East
 - CIP27.02.41 Pier 2 Optimisation and Refurb
 - CIP27.02.04 Terminal 2 CBP and Transfer Extension
 - CIP27.02.05A Pier 5
 - CIP27.02.14 Integrated Transport Hub
- 5.147 We have reported it to the IAA which will consider whether those costs should also have triggers.

Overall conclusion

- 5.148 Our overall conclusion of the project review is as follows:

Table 5.69: CIP27.03.10A – ARI Retail Projects – Overall conclusion

Scope	
IFS comment	RAG Assessment
The scope meets the project objectives of providing enhanced commercial offers at key locations in the terminals, piers and other passenger focussed developments. The high-level scope described appears efficient.	

Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
21.668	21.194	-0.474
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. The variances between Dublin Airport and the IFS is driven by the rate for superstructure works for units complete with full fitout level. 45% of the project costs is dependent on the delivery of the below projects which have triggers proposed by Dublin Airport. We have reported it to the IAA which will consider whether those costs should also have triggers.		

Source: Steer

CIP27.03.10B – Terminal 2 IDL ARI Refurbishment

Project Description

Introduction

- 5.149 This project comprises a full redevelopment of the ARI direct retail store in the International Departure Lounge, Terminal 2. The project will include the complete refurbishment of the following units, Perfume and Cosmetics, Confectionary Hall, Alcohol Hall, brand areas and pop-ups.

Figure 5.9: CIP27.03.10B Terminal 2 IDL ARI Refurbishment: Locations



Source: Dublin Airport

Context

- 5.150 Dublin Airport states that the motivation for this project is that the Duty Free offer in the T2 IDL is considered out of date as it was last refurbished in 2018. Terminal 2 is due for refurbishment during CIP27 and in addition to this, Pier 5 and the new CBP expansion will impact the passenger route as well as the passenger profile. As a result, ARI are reviewing all their Duty-Free units with the passenger flow and walk through in mind to improve the overall passenger experience and revenue generation.

Objective

- 5.151 The objective is to make this retail offer “one of the leading ARI stores on a global scale” by providing a modern contemporary and dynamic airport retail experience. The refurbishment aims to enhance customer value, improve spatial efficiency, and provide flexibility to respond to evolving retail concepts and passenger behaviour.
- 5.152 ARI aims to invite passengers into the stores, increase dwell time and maximise passenger average spend by enhancing the retail and passenger experience with optimised logistics, innovation, interactive and engaging touch points and future-ready retail solutions.

Scope

- 5.153 The project scope includes the following elements:

- Complete redevelopment of approximately 2,700 square metres of existing Duty Free retail space:
 - Area 1- 1,620 m²
 - Area 2- 410 m²
 - Area 3: 224 m²
 - Area 4: 157 m²
 - Area 5: 61 m²
 - Area 6: 210 m²
- Partial demolitions, shell and core fit out including M&E and HVAC
- Installation of new finishes, fixtures, fittings, and retail displays, together with updated digital and material innovations.

Stage

5.154 The project is expected to follow the following delivery programme:

- Planning: Q4 2025
- Construction: Q1 2028 – Q4 2029
- Operation: Q1 2030

Key project metrics

Table 5.70: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€26.39 million
Total retail area refurbished	2,700 m ²

Source: Steer

Scope review

Table 5.71: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the upgraded Duty Free.
Is the scope efficient?	The scope is efficient in delivering the project objectives.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are high-level, but they are comprehensible.
Are there any phasing and synergy considerations with other projects?	This project will need to be coordinated with: • CIP27.02.04 Terminal 2 CBP and Transfer Extension • CIP27.02.05 Pier 5 and South Apron Expansion
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years which reflects the short life that is the norm for airport retail/commercial projects.

Question	Comments
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 5.72: CIP27.03.10B Terminal 2 IDL ARI Refurbishment: Conclusion

IFS comment	RAG Assessment
The scope is high-level but appears efficient in meeting the project objectives of providing an upgraded Duty Free in T2 IDL.	

Source: Steer

Cost estimate review

5.155 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

5.156 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 5.73: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.338	3.246	-0.092
Construction Costs	15.897	15.459	-0.438
Escalation, Contingency & Design Variability	7.152	6.955	-0.197
Total	26.387	25.660	-0.727

Source: Steer

5.157 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 5.74: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.338	3.246	-0.092
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)

Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	15.897	15.459	-0.438
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	7.152	6.955	-0.197
Grand total	26.387	25.660	-0.727

Source: Steer

- 5.158 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 5.75: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for superstructure works for units complete with full fitout level	REDACTED		

Source: Steer

- 5.159 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for superstructure works for units complete with full fitout level as the rate included in Dublin Airport's cost estimate is higher than the IFS would expect.
- 5.160 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

5.161 Our overall conclusion of the project review is as follows:

Table 5.76: CIP27.03.10B Terminal 2 IDL ARI Refurbishment – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope is high-level but appears efficient in meeting the project objectives of providing an upgraded Duty Free in T2 IDL.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
26.387	25.660	-0.727
IFS comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for superstructure works for units complete with full fitout level as the rate included in Dublin Airport's cost estimate is higher than the IFS would expect.		

Source: Steer

6 Project reviews – Asset Management

Summary

Table 6.1: CIP2027 – Asset Management – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.04.01A	Airfield Pavement Rehabilitation	166.480	166.480	-
CIP27.04.01B	Airfield Pavement Rehabilitation- Roads and Jointing	20.602	20.513	-0.089
CIP27.04.02	Roads & Car Parks	88.047	85.707	-2.340
CIP27.04.03	Airfield Lighting, Control and Signage Upgrades	23.948	23.015	-0.933
CIP27.04.04	Building Fabric Upgrades	33.583	32.744	-0.839
CIP27.04.05	Airfield Maintenance Base Improvements	30.084	28.567	-1.516
CIP27.04.06	Airfield AGL Substation Improvement	14.149	14.149	-
CIP27.04.07	Campus Buildings Critical Maintenance	3.260	3.260	-
CIP27.04.08	Piers and Terminals Critical Maintenance	4.682	4.097	-0.585
CIP27.04.09	Asset Management Stores Consolidation	2.377	2.377	-
CIP27.04.10	Landside Gardening and Maintenance Consolidation	1.600	1.600	-
CIP27.04.11	Fire Risk Mitigation	14.986	14.986	-
CIP27.04.12	Surface Water and Foul	2.270	2.270	-
CIP27.04.13	Airport Light Fleet Replacements	9.365	9.365	-
CIP27.04.14	Airport Heavy Fleet and Equipment Replacements	19.980	19.980	-

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.04.15	Airport Existing MV Network Upgrades	66.068	65.743	-0.325
CIP27.04.16	Terminals and Piers Low Voltage (LV) Electrical Upgrade	22.531	19.851	-2.680
CIP27.04.17	Primary Standby Power Generation Upgrade	30.891	28.722	-2.169
CIP27.04.18	Small Energy Projects	12.586	12.586	-
CIP27.04.19	Campus Buildings M&E and Life Safety Systems	41.401	40.988	-0.413
CIP27.04.20	Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades	31.760	24.256	-7.504
CIP27.04.21	Lifts and Escalators Modernisation Programme	33.731	33.731	-
CIP27.04.22	Potable and Foul Water Upgrades	15.839	15.523	-0.316
CIP27.04.23	Terminals and Piers M&E and Life Safety Systems	36.939	36.263	-0.676
CIP27.04.24	Terminals and Piers HVAC Upgrade	18.860	13.230	-5.630
CIP27.04.25	Asset Management Monitoring and Control Systems	7.289	7.289	-
CIP27.04.26	Baggage Handling System Terminal 2 Critical Asset Re-Life Programme	69.548	65.207	-4.340
CIP27.04.27	Baggage Handling System Efficiency and Resilience Upgrades	16.340	15.867	-0.473
CIP27.04.28	Baggage Handling System Asset Replacements and Upgrades	57.205	57.205	-
CIP27.04.29	Terminal Operational Improvements	20.712	19.830	-0.882
Total		917.112	885.402	-31.710

Source: Steer

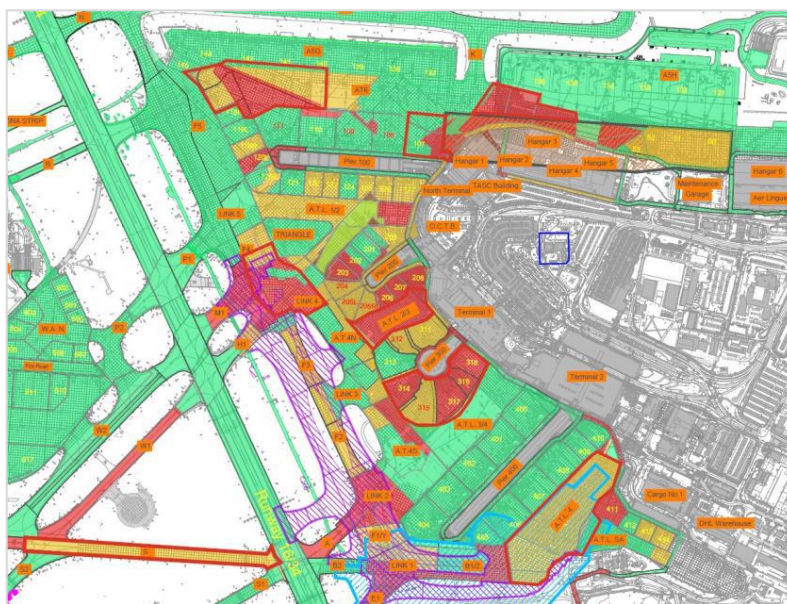
CIP27.04.01A – Airfield Pavement Rehabilitation

Project description

Introduction

- 6.1 The Airfield Pavement Rehabilitation project addresses the condition of existing airfield pavements which, according to Dublin Airport, are approaching the end of their serviceable life and are subject to ongoing deterioration due to age, traffic loading and environmental exposure. This project is not a rollover project, but it takes over from the phased approach to pavement rehabilitation previously undertaken (CIP.20.01.003 – Airfield Taxiway Rehabilitation Programme).

Figure 4.1: CIP27.04.01A – Airfield Pavement Rehabilitation - Airfield Pavement by RAG status



Source: Dublin Airport

Context

- 6.2 Like all licensed airports, Dublin Airport is obliged under regulatory standards to maintain aircraft pavements in a safe condition. This requires a continued programme of rehabilitation to maintain regulatory compliance and operational resilience across the airfield.
- 6.3 A significant proportion of Dublin Airport's apron and taxiway pavements were constructed before the 1960s and are now exhibiting signs of structural deterioration. These assets are critical to the safe and efficient movement of aircraft and airside vehicles. Pavement degradation increases the risk of foreign object debris, unplanned maintenance interventions and operational disruption.

Objective

- 6.4 The objective of the Airfield Pavement Rehabilitation project is to replace and rehabilitate deteriorated airfield pavements in a planned and prioritised manner. The project aims to maintain safe operating conditions, reduce the likelihood of reactive maintenance, and extend the service life of critical apron and taxiway infrastructure.

Scope

6.5 The scope of this project contains the following elements:

- Rehabilitation of approximately 31,200 m² of apron pavement in areas identified through condition surveys;
- Rehabilitation of approximately 13,930 m² of pavement on the North Apron not previously addressed under earlier programmes;
- Rehabilitation of at least 87,000 m² of taxiway pavements through structural overlay or reconstruction;
- Full reconstruction of Taxiway Sierra, including associated drainage and airfield ground lighting;
- Re-jointing of approximately 3,900 m of concrete pavement joints to prevent water ingress and extend pavement life; and
- Replacement of associated drainage infrastructure where required.

Stage

6.6 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.2: CIP27.04.01A – Airfield Pavement Rehabilitation – Key project metrics

Metric	Value
Total project cost	€ 166.48m
Total pavement area	Approximately 219,370 m ²
A: North Apron Rehabilitation Works	Approximately 13,930 m ²
B: Rehabilitation of Taxiway Sierra	Approximately 87,800 m ²
C: Apron Rehabilitation Programme	Approximately 31,120 m ²
D: Airfield Taxiway Rehabilitation Programme	Approximately 86,520 m ²

Source: Dublin Airport

Scope review

Table 6.3: CIP27.04.01A – Airfield Pavement Rehabilitation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS assesses that the scope of the project will likely fulfil the project objectives
Is the scope efficient?	As these works progress to StageGate the IFS will hope to see an evaluation of options for rehabilitation, and a robust use of Pavement Condition Index (PCI) trends by area to ensure that budgets are efficiently targeted. At this stage in the project, the details appear to be very high level.

Question	Comments		
Are there any alternative scope to consider?	None identified at this stage. However, from option studies and PCI trends, alternative scopes may emerge.		
Are the specifications reasonable and comprehensible?	At this stage in the project, the details are very high level and cannot be critiqued in detail.		
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies:		
	• CIP27.02.02A – North Apron / Pier 1 East. • CIP.27.02.05A – South Apron / Pier 5 • SCP 17.03.002, SCP 17.03.003, CIP 20.01.003 and CIP.20.03.074 Critical Taxiways South • CIP.20.03.051B – West Apron Vehicle Underpass • With the following alignments:		
	Location	Surface Area (m²)	Delivered with
	North Apron Rehabilitation Works	13,930	CIP27.02.02A – North Apron / Pier 1 East.
	Apron Rehabilitation Programme	31,120	SCP 17.03.002, SCP 17.03.003, CIP 20.01.003, CIP.20.03.074, CIP.20.03.051B, CIP27.02.02A and CIP.27.02.05A
Airfield Taxiway Rehabilitation Programme	86,520	SCP 17.03.002, SCP 17.03.003, CIP 20.01.003, CIP.20.03.074 and CIP.20.03.051B	
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is: • Rigid Pavement 30 years • Flexible Pavement 20 years The IFS assesses these proposed asset lives to reflect standard practice for airfield pavements.		
Is there any double counting with other projects?	None observed		

Source: Steer

Scope – Conclusion

Table 6.4: CIP27.04.01A – Airfield Pavement Rehabilitation – Conclusion

IFS comment	RAG Assessment
The IFS concludes that the project will likely meet the outputs required of the project. As these works progress to StageGate the IFS will hope to see an evaluation of options for rehabilitation, and a robust use of Pavement Condition Index (PCI) trends by area to ensure that budgets are efficiently targeted.	

Source: Steer

Cost estimate review

- 6.7 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.8 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.5: CIP27.04.01A – Airfield Pavement Rehabilitation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	15.569	15.569	-
Construction Costs	111.208	111.208	-
Escalation, Contingency & Design Variability	39.703	39.703	-
Total	166.480	166.480	-

Source: Steer

- 6.9 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.6: CIP27.04.01A – Airfield Pavement Rehabilitation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	15.569	15.569	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	111.208	111.208	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			

Total	39.703	39.703	-
Grand total	166.480	166.480	-

Source: Steer

- 6.10 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

- 6.11 Our overall conclusion of the project review is as follows:

Table 6.7: CIP27.04.01A – Airfield Pavement Rehabilitation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS concludes that the project will likely meet the outputs required of the project and expects to see an evaluation of options for rehabilitation, and a robust use of Pavement Condition Index (PCI) trends by area.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
166.480	166.480	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.		

Source: Steer

CIP27.04.01B – Airfield Pavement Rehabilitation Roads and Jointing

Project description

Introduction

- 6.12 The project addresses the pavement condition on the network of roads used by airport personnel and service vehicles. The project focuses on the renewal and maintenance of these airfield road pavements including jointing works. The project focuses on deterioration arising from age, increased loading, and evolving operational use, with the objective of maintaining safe and reliable airfield operations. The works are intended to ensure that pavement assets continue to perform their required function over the regulatory period.

Figure 6.2: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing - Southern Perimeter Road Rehabilitation Works



Source: Dublin Airport

Context

- 6.13 Dublin Airport indicates that these roads, integrated into the apron layout and mostly built before 1960, are now failing. Their deterioration increases the risk of Foreign Object Debris (FOD) and disrupts apron operations. Over time, increased operational traffic and heavier maintenance and service vehicles have contributed to pavement deterioration, particularly along apron roads and the Southern Perimeter Road.
- 6.14 In addition, pavement jointing across the airfield has reached a stage where failure and water ingress present a risk to pavement integrity. Ongoing rehabilitation is required to manage safety risks, including the potential for foreign object debris, and to maintain operational resilience.

Objective

- 6.15 The objective of the project is to rehabilitate airfield roads and replace deteriorated pavement jointing to reduce the risk of Foreign Object Debris (FOD), thereby maintaining safety, regulatory compliance, while extending the service life of critical airfield infrastructure. The project seeks to address identified asset condition issues in a planned and coordinated manner, reducing the likelihood of unplanned maintenance and operational disruption.

Scope

6.16 This project includes the following elements:

- Rehabilitation of approximately 8,850 m² of apron roads used by maintenance and General Service Equipment (GSE) vehicles;
- Rehabilitation of approximately 16,790 m² of the Southern Perimeter Road and associated maintenance access roads; and
- Replacement/resealing of approximately 43,000 m of airfield pavement joints to prevent water ingress and further pavement deterioration.

Stage

6.17 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 to Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.8: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€20.6 m
Apron road area rehabilitated	8,850 m ²
Perimeter road area rehabilitated	16,790 m ²
Pavement joint replacement	43,000 m

Source: Dublin Airport

Scope review

Table 6.9: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The IFS considers that the scope of the project will likely fulfil the project objectives.
Is the scope efficient?	From experience of other similar projects at Dublin Airport, as these works progress to StageGate the IFS will hope to see an evaluation of options for rehabilitation, and a robust use of Pavement Condition Index (PCI) trends by area to ensure that budgets are efficiently targeted. However, at this stage in the project, the details appear to be very high level.
Are there any alternative scope to consider?	None identified at this stage. However, from option studies and PCI trends, alternative scopes may emerge.
Are the specifications reasonable and comprehensible?	The specifications are basic and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.

Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: CIP.20.03.051B West Apron Vehicle Underpass: Dublin Airport has identified that while the southern perimeter road works are standalone, the Apron Roads Rehabilitation Programme is to be delivered alongside the West Apron Vehicle Underpass project.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years The IFS assesses this proposed asset life to reflect standard practice for airfield pavements. However, for jointing, as stated elsewhere by Dublin Airport in its application, this work would be expected to occur on an approximate 7-year cycle and as such the stated asset life should reflect this.
Is there any double counting with other projects?	None observed

Source: Steer

Scope – Conclusion

Table 6.10: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Conclusion

IFS comment	RAG Assessment
The IFS concludes that the scope will likely meet the outputs required of the project and despite the high level definition of the scope, as works progress to StageGate the IFS will hope to see an evaluation of options for rehabilitation, and a robust use of Pavement Condition Index (PCI) trends by area to ensure that budgets are efficiently targeted.	

Source: Steer

Cost estimate review

- 6.18 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.19 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.11: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.927	1.918	-0.008
Construction Costs	13.762	13.702	-0.060
Escalation, Contingency & Design Variability	4.913	4.892	-0.021
Total	20.602	20.513	-0.089

Source: Steer

- 6.20 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.12: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.927	1.918	-0.008
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	13.762	13.702	-0.060
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	4.913	4.892	-0.021
Grand total	20.602	20.513	-0.089

Source: Steer

- 6.21 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.13: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Site Clearance	REDACTED		
Allow for preparation of excavated surface/ cut and fill			

Source: Steer

- 6.22 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the cost for preparation of excavated surface/ cut and fill, as the cost included in Dublin Airport's cost estimate is higher than the IFS would expect. In addition to this, the IFS has reduced the quantities for site clearance, as the quantities allowed by Dublin Airport are considered to be excessive.
- 6.23 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.24 Our overall conclusion of the project review is as follows:

Table 6.14: CIP27.04.01B – Airfield Pavement Rehabilitation – Roads and Jointing – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS concludes that the scope will likely meet the outputs required of the project and expects to see an evaluation of options for rehabilitation at StageGate.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
20.602	20.513	-0.089
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the cost for preparation of excavated surface/ cut and fill, as the cost included in Dublin Airport's cost estimate is higher than the IFS would expect. In addition to this, the IFS has reduced the quantities for site clearance, as the quantities allowed by Dublin Airport are considered to be excessive.		

Source: Steer

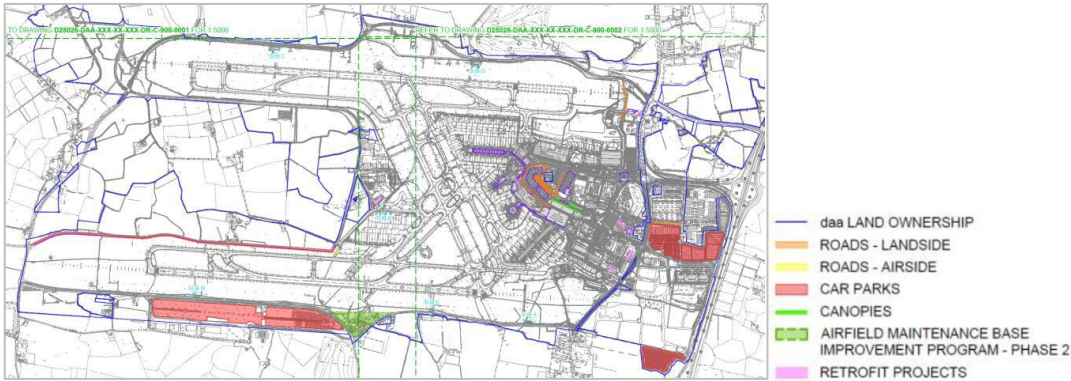
CIP27.04.02 – Roads and Car Parks

Project description

Introduction

- 6.26 This project entails the maintenance, rehabilitation and upgrade of internal roads and car park assets across the airport campus.

Figure 6.3: CIP27.04.02 – Roads and Car Parks - Overview



Source: Dublin Airport

Context

- 6.27 Dublin Airport operates an internal road network and a range of public and staff car parks ,which support passenger access, staff movements, airside and landside logistics, and emergency response activities.
- 6.28 Dublin Airport indicates that the Roads and Car Parks project has been developed in response to identified asset condition issues, including pavement deterioration, drainage performance, signage and street furniture condition, and accessibility constraints.

Objective

- 6.29 The objective of the Roads and Car Parks project is to maintain and enhance the safety, reliability and functionality of Dublin Airport’s internal road and parking infrastructure. The project seeks to address asset condition risks, reduce the likelihood of unplanned failures, and ensure that roads and car parks remain fit for purpose for staff, passengers and service providers.
- 6.30 In addition, the project aims to support efficient circulation across the airport campus, improving user experience where applicable, and ensuring continued compliance with relevant safety and operational standards.

Scope

- 6.31 The scope of the project includes the following elements:
- North Parallel Road Rehabilitation: Surface and sub-surface upgrades to extend pavement life and ensure safety, based on Falling Weight Deflectometer (FWD) testing;
 - Street Furniture and Safety Infrastructure Upgrades: Upgrades of road signs, guideposts, safety barriers, and manhole covers, to ensure compliance with the Department of Transport’s Traffic Sign Manual (2019);

- Staff Car Park Improvements:
 - Resurfacing and drainage upgrades in various staff car parks;
 - Reconfiguration of layouts to optimise space and improve access; and
 - Enhanced line marking and surface quality for better usability.
- Public Car Park Enhancements:
 - Spine road improvements across all surface-level car parks;
 - Structural and surface sealing works in multi-storey car parks (MSCPs);
 - Customer-focused upgrades to improve accessibility and satisfaction;
 - Upgrade and replace of the existing shelters to a larger, modern and sustainable equivalent.
 - Enlargement of the existing and increase in the number of PRM car parking across all car parks; and
 - Re-pavement of the Long-Term Blue Carpark roads, (approximately 96,000 m²), including new road markings and drainage and attenuation system; and
 - Porous surface replacement on the Long-Term Red Car Park, including replacement of the existing entrance portal with new modern equivalent including LED and digital display capabilities.
- Internal Campus Road Network Upgrades:
 - Targeted improvements to West Link Road, Corballis Road North, and T1 Departures Road; and
 - Replacement and upgrade of footpaths to reduce trip hazards and improve pedestrian safety.
- Traffic Management System Enhancements:
 - Upgrade of internal traffic light junctions with fibreoptic connectivity and CCTV integration; and
 - Modernisation of road signage gantries.
- Trolley Return Corridor Refurbishment:
 - Construction of a watertight structure for the T1 baggage reclaim trolley corridor; and
 - Installation of drainage channels to prevent water ponding and improve safety.

Stage

6.32 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q1 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.15: CIP27.04.02 – Roads and Car Parks – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 88.05m
Internal campus road network length	Approximately 69 km
Current Staff car park capacity	12 car parks providing 2,827 spaces
Long-Term Blue Car Park resurfacing area	Approximately 96,000 m ²

Source: Dublin Airport

Scope review

Table 6.16: CIP27.04.02 – Roads and Car Parks – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project should fulfil its stated objectives by ensuring that the airport's road and parking assets remain safe, reliable, and fit for purpose. It should reduce asset-related risks, support efficient movement across the campus, and maintain compliance with relevant safety and operational standards.
Is the scope efficient?	The project can be considered broadly efficient insofar as it addresses identified asset condition issues and includes initiatives that improve safety, mobility efficiency and passenger and staff satisfaction. However, Dublin Airport indicates that recent testing of the existing North Parallel Road pavement indicates a residual life of approximately one year. This outcome may suggest that Dublin Airport's current pavement maintenance approach should be subject to further review. Through the Q&A, we have raised the above concern and asked Dublin Airport about its approach to pavement maintenance. Its response was that "Testing is carried out when assets are approaching end of life in order to determine residual life remaining and to determine the type and level of remedial works required in order to plan for works for upcoming regulatory periods". The Asset Management team at Dublin Airport seems to carry out ad-hoc patch repairs, and the repair methodology depends on the extent of deterioration, with small local repairs being funded with Opex and larger repairs with Capex. We have concerns on this approach and suggest an alternative approach in the table row below..
Are there any alternative scope to consider?	It might be beneficial for Dublin Airport to develop a more proactive maintenance strategy that optimises pavement Capex rather than proposing more costly interventions when the pavement has reached the end of its lifecycle.
Are the specifications reasonable and comprehensible?	Yes, clear project description planning and general arrangement drawings. The project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are detailed for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.03.01A Long Term Express Red Surface Car Park Expansion & CIP27.03.01B Other Car Parks: Interventions affecting car parking capacity at the airport will need to be coordinated to minimise hindrance to staff and passengers. Additionally the re-pavement of the Long-Term Blue Carpark roads should be aligned with the layout reconfiguration of the car park included in CIP27.03.01B. • CIP27.02.13 Junction Upgrades: Both projects could benefit from a joint traffic management strategy to minimise disruption of the airport's accessibility and a joint pavement management strategy that would coordinate pavement maintenance interventions.

Question	Comments
	- CIP27.02.14 Integrated Transport Hub: while the current project includes provision for existing pavement and footpath repairs, CIP27.02.14 entails the modification and layout changes of several roads and junctions, including Westlink Road Junction, Westlink Road, and Corballis Road North. These interventions will need to be coordinated, and phasing integrated to account for potential synergies. - CIP27.02.36 On Stand CCTV: Both projects provide CCTV coverage (on stand and on traffic junctions, which would need to be integrated within the same system).
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. For pavement rehabilitation works, an asset life of 30 years with intermediate surface treatments would be advisable. Other elements included in the project scope such as signalling, portals, safety barriers or drainage elements have varying asset lives between 5 and 15 years. Therefore, the IFS assesses that the proposed asset life can be considered acceptable.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.17: CIP27.04.02 – Roads and Car Parks – Conclusion

IFS comment	RAG Assessment
The project should fulfil its stated objectives and reduce asset-related risks, support efficient movement across the campus, and maintain compliance with relevant safety and operational standards. Nonetheless, we have concerns regarding Dublin Airport's approach to pavement maintenance. It might be beneficial for Dublin Airport to develop a more proactive maintenance strategy that optimises pavement Capex rather than proposing more costly interventions when the pavement has reached the end of its lifecycle.	

Source: Steer

Cost estimate review

- 6.33 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.34 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.18: CIP27.04.02 - Roads and Car Parks – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	7.604	7.402	-0.202
Construction Costs	62.099	60.449	-1.650
Escalation, Contingency & Design Variability	18.344	17.856	-0.488
Total	88.047	85.707	-2.340

Source: Steer

- 6.35 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.19: CIP27.04.02 - Roads and Car Parks – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	7.604	7.402	-0.202
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Superstructure			
Complete buildings and building units			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	62.099	60.449	-1.650
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	18.344	17.856	-0.488
Grand total	88.047	85.707	-2.340

Source: Steer

The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.20: CIP27.04.02 - Roads and Car Parks – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Expansion joints	REDACTED		
Allow for LV duct; 160mm			
LV duct; 160mm 3x3 way duct bank			

Source: Steer

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for expansion joints and LV ducting as they are higher than we would expect.

The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.36 Our overall conclusion of the project review is as follows:

Table 6.21: CIP27.04.02 - Roads and Car Parks – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project will fulfil its stated objectives. Nonetheless, we have concerns regarding Dublin Airport’s approach to pavement maintenance. A more proactive maintenance strategy might be more efficient for the airport.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
88.047	85.707	-2.340
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for expansion joints and LV ducting as they are higher than we would expect.		

Source: Steer

CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades

Project description

Introduction

- 6.37 The project focuses on the renewal and enhancement of critical airfield ground lighting, control and signage infrastructure across the airfield environment. The works are intended to ensure continued safe, compliant and efficient airfield operations by addressing asset condition, obsolescence and operational resilience requirements.

Figure 6.4: CIP27.04.03 – Airfield Lighting



Source: Dublin Airport

Context

- 6.38 Airfield lighting, control and signage systems are fundamental to the safe and efficient movement of aircraft and vehicles across the airfield. At Dublin Airport, elements of the existing airfield ground lighting infrastructure, associated control systems and signage assets have been in operation for extended periods and are approaching or have exceeded their intended asset life.
- 6.39 Aging infrastructure increases the risk of system failure, unplanned outages and maintenance intervention, with potential impacts on airfield availability and operational performance. The project responds to these challenges by targeting areas where renewal and upgrade are required to maintain regulatory compliance, support operational reliability and align with wider airfield development and sustainability objectives.

Objective

- 6.40 The objective of the project is to replace and upgrade aging airfield lighting, control and signage assets to ensure continued compliance with applicable aviation standards ICAO/EASA and to enhance operational resilience, while also enhancing operational safety, system reliability, maintainability, and energy efficiency, reducing carbon emissions and operational costs.

Scope

- 6.41 The project is intended to address issues such as outdated circuits, obsolete equipment, and limited backup capabilities. The project scope contains the following elements:

- AGL Circuit Renewal: Apron and Taxiways: Replacement of legacy circuits (in service for over 30 years) with compliant, modern systems;
- Taxiway S AGL System Integration: Consolidation of Taxiway B7, B6 and B5 into a unified control system;
- Runway Lighting Infrastructure: Rewiring approach circuits and replacement of old masts;
- Signage Systems Modernisation: LED Upgrades;
- Control and Monitoring Enhancements: Expansion of the Individual Lighting Control and Monitoring System (ILCMS) for improved control of apron lighting;
- Docking Guidance System (AVDGS) Replacement;
- Sustainability and Energy Efficiency: Installation of solar photovoltaic systems; and
- Infrastructure Capacity Planning: Addressing spatial constraints in Substations E and W to accommodate future CCR and UPS installations.

Stage

6.42 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.22: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 23.95m
AVDGS units replaced	Approximately 60

Source: Dublin Airport

Scope review

Table 6.23: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as currently stated appears to fulfil the stated project objectives.
Is the scope efficient?	The scope appears to be efficient, and it is noted from Dublin Airport that this project is unlikely to generate any increase in operational expenditure.
Are there any alternative scope to consider?	None
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies:

Question	Comments
	CIP27.02.30 – Airfield Safety Projects, Taxiway Redesignation works: Possible overlap between Signage Systems Modernisation
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is: - Runway 10R/28L Approach Mast Lighting- 40 Years - AGL Circuit (Apron and Taxiway)- 30 Years - AVDGS System- 15-20 Years - Substation Upgrades- 15 Years - AGL Signage- 10 -15 Years - Control and Monitoring- 10 Years The IFS assesses the proposed asset lives of Mast Lighting, AVDGS , AGL Signage and Control and Monitoring to be reasonable. For AGL Circuit, an asset life of 15 years would be appropriate. For Substation Upgrades, the IFS proposes an asset life of 15 years, and for the Substation building, an asset life of 50 years is proposed.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.24: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Conclusion

IFS comment	RAG Assessment
The IFS considers the scope of this project as currently stated fulfils the stated project objectives.	

Source: Steer

Cost estimate review

6.43 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.44 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.25: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.622	2.531	-0.091
Construction Costs	16.337	15.689	-0.648
Escalation, Contingency & Design Variability	4.989	4.795	-0.194
Total	23.948	23.015	-0.933

Source: Steer

- 6.45 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.26: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	2.622	2.531	-0.091
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED	REDACTED	REDACTED
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	16.337	15.689	-0.648
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	4.989	4.795	-0.194
Grand total	23.948	23.015	-0.933

Source: Steer

- 6.46 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.27: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
4-way duct, 150 mm diameter	REDACTED		

Source: Steer

- 6.47 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the

rates for 150mm dia. 4-way duct, as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect.

- 6.48 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractor’s direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.49 Our overall conclusion of the project review is as follows:

Table 6.28: CIP27.04.03 – Airfield Lighting, Control and Signage Upgrades – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS considers the scope of this project as currently stated fulfils the stated project objectives.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
23.948	23.015	-0.933
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for 150mm dia. 4-way duct, as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect.		

Source: Steer

CIP27.04.04 – Building Fabric Upgrade

Project description

Introduction

- 6.50 Dublin Airport is undertaking a coordinated program of building fabric upgrades to address aging infrastructure and extend the life of key structural elements across Terminals 1 and 2.
- 6.51 The focus of the project is on mitigating safety and resilience risks associated with aging external building components, while extending asset life and reducing the likelihood of unplanned maintenance interventions during the regulatory period.

Figure 6.5: CIP27.04.04 – Building Fabric Upgrade – Deterioration of building elements



Source: Dublin Airport

Context

- 6.52 Building materials at Terminals 1 and 2 suffer natural wear and tear over time, as well as the use of coating and construction methods that were not always suited to the airport's natural environment.
- 6.53 Furthermore, the use of steel structures which are exposed to condensation forming on cold steel, the use of intumescent coatings (never intended for external use), have all lead to the premature deterioration of steel structures.
- 6.54 Terminal 1 Pier 1 and Skybridge roofs leak and have caused internal damage and created safety risks, and the failure of façade panels on the northern gable of Terminal 2 have also raised safety concerns.

Objective

- 6.55 The objective of the Building Fabric Upgrade project is to address critical condition and safety risks associated with deteriorated building fabric elements. The project seeks to restore the integrity and performance of roofs, façades, canopies and exposed structural components, thereby extending asset life and improving resilience to adverse weather conditions.

- 6.56 In doing so, the project aims to reduce future maintenance requirements, minimise disruption to airport operations, and ensure continued compliance with safety and structural performance standards.
- 6.57 This project targets known problem areas identified through inspections, investigations and reactive maintenance activity, and aligns with the wider objective of maintaining a safe and resilient airport estate, addressing the condition and performance of building fabric elements across terminals and piers where deterioration has been identified through inspections and recent operational incidents.

Scope

- 6.58 The project provides for the following:
- Terminal 2 VCC and Car Park Link Building: removal of failed intumescent coatings, application of coatings to columns, roof beams and bracing;
 - Terminal 2 Airside Columns and Tie -Rods: removal and replacement of incorrect coatings, application of coatings to columns and tie-rods, and sealant installation or repair at tie-rod covers;
 - Pier 4 Columns: removal of failed topcoat, touch-up of existing primer where needed, and application of new topcoat.
 - Terminal 1 Pier 1 and Skybridge: full removal of existing single-ply membrane roof, installation of new roof system with improved durability, and elimination of leaks and internal water damage;
 - Terminal 1 Departures Road: Repair and reinforcement of corroded canopy structure, application of protective coatings.
 - Terminal 2 Departures and Arrivals Walkways: Repair and reinforcement of corroded canopy structures, application of protective coatings.
 - Terminal 2 North Elevation Façade
 - Phase 1 Technical Investigation and Desktop Study
 - Phase 2: Implementation of Recommended Solutions
 - Terminal 1 X Protective Coating repairs: removal and replacement of incorrect coatings, and application of new coatings to columns, tie-rods and connections, and sealant installation or repair at tie-rod covers.

Stage

- 6.59 The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 - Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 6.29: CIP27.04.04 – Building Fabric Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 33.59m

Source: Dublin Airport

Scope review

Table 6.30: CIP27.04.04 – Building Fabric Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the building fabric upgrades outlined.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	Yes, Project description and key deliverables comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies : • CIP27.02.18 Existing Pier 1 West Extension: junction between Pier 1 roof replacement and West Extension new roof. • CIP27.02.04 CPB and Transfer extension – accessibility to T2/Pier 4 external structure clashing with new CPB construction.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 12 years. The IFS assesses that, considering that in all cases the affected components are structural, we would have expected to see an asset life of 25 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 6.31: CIP27.04.04 – Building Fabric Upgrade – Conclusion

IFS comment	RAG Assessment
The project is efficient because it meets the scope objectives by delivering the building fabric upgrades outlined.	

Source: Steer

Cost estimate review

- 6.60 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.61 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.32: CIP27.04.04 – Building Fabric Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.527	3.439	-0.088
Construction Costs	22.046	21.496	-0.551
Escalation, Contingency & Design Variability	8.009	7.809	-0.200
Total	33.583	32.744	-0.839

Source: Steer

- 6.62 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.33: CIP27.04.04 – Building Fabric Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.527	3.439	-0.088
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	22.046	21.496	-0.551
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	8.009	7.809	-0.200
Grand total	33.583	32.744	-0.839

Source: Steer

- 6.63 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.34: CIP27.04.04 – Building Fabric Upgrade –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Scaffolding for T2 North Elevation Façade	REDACTED		
Scaffolding for Pier 2 Rotunda Roof			

Source: Steer

- 6.64 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for scaffolding for T2 North Elevation Façade, and scaffolding for Pier 2 Rotunda Roof, as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 6.65 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.66 Our overall conclusion of the project review is as follows:

Table 6.35: CIP27.04.04 – Building Fabric Upgrade – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is efficient because it meets the scope objectives by delivering the building fabric upgrades outlined.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
33.583	32.744	-0.839
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for scaffolding for T2 North Elevation Façade, and scaffolding for Pier 2 Rotunda Roof, as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.		

Source: Steer

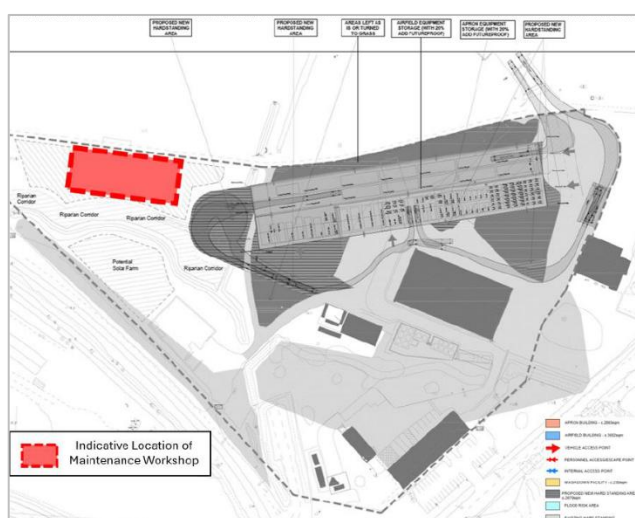
CIP27.04.05 – Airfield Maintenance Base Improvement Programme

Project description

Introduction

- 6.68 This project proposes the delivery of a modern, purpose-built vehicle maintenance facility to support the servicing and upkeep of the airport's operational vehicle fleet. The project comprises the development of a new workshop facility, incorporating modern equipment, integrated utilities, welfare and administrative spaces. Additionally, an external vehicle parking area, airside and landside access roads and on-site refuelling station will be provided.

Figure 6.6: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Indicative Location



Source: Dublin Airport

Context

- 6.69 Dublin Airport indicates that the scale, complexity, and evolving composition of the airport's vehicle fleet, including an increasing number of electric vehicles, has driven the need for a new, purpose-built maintenance base, equipped with state-of-the-art equipment, coupled with improved working conditions and safety for the maintenance staff.

Objective

6.70	The objective of the Airfield Maintenance Base Improvement Programme is to provide the airport with a modern and efficient maintenance facility capable of supporting the full range of airport vehicle maintenance requirements, as well as the improvement of reliability and readiness of critical vehicles, whilst reducing operating and maintenance costs.
6.71	The project envisages a facility that can adapt to future operational, regulatory, and sustainability requirements as well as future expansion and third-party servicing.

Scope

- 6.72 The project provides for the following:
- Construction of a new workshop with an approximate area of 18,000 m², including 3 full length vehicle inspection pits with movable axle lifters, integrated waste oil draining and pumping stations, two 4.5-tonne lifting ramps and one 6-tonne four-post ramp with laser alignment system, compliant with the Road Safety Authority (RSA) Commercial Vehicle Roadworthiness Testing (CVRT) standards to enable future designation as an airside test centre;
 - Operational Design, including drive-through entry and exit points for all service bays, full utility integration including air, water, oil, and heating systems, and dedicated zones for tyre replacement, waste management, and parts storage;
 - Support Facilities such as staff welfare amenities including canteen and rest areas, managerial and administrative office spaces;
 - External Structure, comprised of perimeter parking with electric vehicle (EV) charging stations and on-site refuelling infrastructure for diesel and petrol, including underground storage tanks and distribution systems; and
 - Access and security, providing dual access from both airside and landside and secure vehicle checkpoint and personnel access control.

Stage

- 6.73 The project is expected to follow the following delivery programme:
- Planning: Q3 2027
 - Construction: Q3 2027 - Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 6.36: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 30.08m
Workshop floor area	Approximately 1,800 m ²
No of full-length vehicle inspection pits	3
No of lifting ramps 4.5 ton	2
No of lifting ramps 6 ton	1

Source: Dublin Airport

Scope review

Table 6.37: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The specifications are basic and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	None identified
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses this as reasonable.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 6.38: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Conclusion

IFS comment	RAG Assessment
The project is expected to meet the scope objectives by delivering the facility as outlined and is considered efficient.	

Source: Steer

Cost estimate review

- 6.74 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.75 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.39: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.072	2.930	-0.142
Construction Costs	19.837	18.825	-1.013
Escalation, Contingency & Design Variability	7.174	6.813	-0.362
Total	30.084	28.567	-1.516

Source: Steer

- 6.76 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.40: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.072	2.930	-0.142
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	19.837	18.825	-1.013
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	7.174	6.813	-0.362
Grand total	30.084	28.567	-1.516

Source: Steer

- 6.77 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.41: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Extra Over allowance for contaminated soil disposal	REDACTED		

Source: Steer

- 6.78 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the quantity for extra over allowance for contaminated soil disposal, as IFS considers that the estimated quantity allowed by Dublin Airport is excessive when compared to the provisions for the same scope in other projects in the CIP27 submission. Those projects have included a quantity for contaminated soil disposal that is 15% of the total quantity of excavated material. The IFS has applied this percentage allowance to the excavated material quantity included in Dublin Airport's cost estimate.
- 6.79 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.80 Our overall conclusion of the project review is as follows:

Table 6.42: CIP27.04.05 – Airfield Maintenance Base Improvement Programme – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is expected to meet the scope objectives by delivering the facility as outlined and is considered efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
30.084	28.567	-1.516
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the quantity for extra over allowance for contaminated soil disposal, as IFS considers that the estimated quantity allowed by Dublin Airport is excessive when compared to the provisions for the same		

scope in other projects in the CIP27 submission. Those projects have included a quantity for contaminated soil disposal that is 15% of the total quantity of excavated material. The IFS has applied this percentage allowance to the excavated material quantity included in Dublin Airport's cost estimate.

Source: Steer

CIP27.04.06 – Airfield AGL Substation Improvement Programme

Project description

Introduction

- 6.81 The Airfield AGL Substation Improvement Programme is a project focused on upgrading key elements of the airfield ground lighting power and control infrastructure. The project addresses ageing and obsolete systems within several airfield substations to support safe and resilient airfield operations.

Figure 6.7: CIP27.04.06 – Airfield AGL Substation Improvement Programme - AGL Controls Screen



Source: Dublin Airport

Context

- 6.82 The airfield ground lighting (AGL) substations provide critical power, control and monitoring functions for runway and taxiway lighting systems and associated safety-critical assets.
- 6.83 A number of these substations contain infrastructure that is approaching or has reached end of life, including generators, control panels and programmable logic controllers. According to Dublin Airport, elements of the existing systems are no longer supported by manufacturers, increasing operational and maintenance risk.
- 6.84 The programme responds to these issues by targeting deficiencies across multiple substations, with a focus on improving resilience, standardisation and maintainability. The proposed works are intended to ensure continued compliance with operational and safety requirements while reducing the likelihood of system failures during normal operations and adverse conditions.

Objective

- 6.85 The objective of the project is to enhance the performance, resilience and operational integrity of the airfield lighting and control systems. The project aims to replace end-of-life equipment, modernise control and monitoring technologies, and standardise systems across substations to support reliable airfield operations and future operational requirements.

Scope

- 6.86 The scope of the project includes the following elements:
- Replacement of end-of-life fixed generators in Substations A and B and replacement of one mobile generator, expanding the mobile generator fleet;
 - Upgrade of Airfield Lighting Control and Monitoring System panels in Substations A, E and W, including replacement of obsolete programmable logic controllers;
 - Development of an auxiliary control system to maintain runway stop bar operations during software upgrades;
 - Reconfiguration of Substation A to align with the dual-room, dual-PLC configuration used in other substations;
 - Introduction of building management systems in Substations A, B, E and W and decoupling of building alarm systems from the AGL control system; and Upgrade of uninterruptible power supply systems to support safety-critical circuits requiring rapid changeover.

Stage

- 6.87 The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 – Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 6.43: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 14.15m
Number of generators replaced	3

Source: Dublin Airport

Scope review

Table 6.44: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as currently stated appears to fulfil the stated project objectives

Question	Comments
Is the scope efficient?	The scope appears to be efficient, and it is noted from Dublin Airport that this project is unlikely to generate any increase in operational expenditure.
Are there any alternative scope to consider?	The IFS considers that there could be potential for one or more of the existing generators in Substations A and B to be overhauled and retained as a back-up generator rather than purchasing new ones.
Are the specifications reasonable and comprehensible?	The specifications are at outline/concept stage and therefore may not identify the full scope of the project at this stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: All projects that develop new or modified taxiway, taxilane, apron and/or runway AGL that necessitate upgrades to the AGL Control system and screens.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses this to be suitable and reflects industry best practice for the components of this scheme identified.
Is there any double counting with other projects?	None identified at this stage

Source: Steer

Scope – Conclusion

Table 6.45: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Conclusion

IFS comment	RAG Assessment
The scope as currently stated appears to fulfil the stated project objectives, notwithstanding any potential to overhaul and re-use existing generators as back-up. The scope is considered to be efficient.	

Source: Steer

Cost estimate review

- 6.88 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.89 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.46: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.514	1.514	-
Construction Costs	9.260	9.260	-
Escalation, Contingency & Design Variability	3.374	3.374	-
Total	14.149	14.149	-

Source: Steer

- 6.90 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.47: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.514	1.514	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	9.260	9.260	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.374	3.374	-
Grand total	14.149	14.149	-

Source: Steer

- 6.91 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

- 6.92 Our overall conclusion of the project review is as follows:

Table 6.48: CIP27.04.06 – Airfield AGL Substation Improvement Programme – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as currently stated appears to fulfil the stated project objectives and is considered to be efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
14.149	14.149	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.		

Source: Steer

CIP27.04.07 – Campus Buildings Critical Maintenance

Project description

Introduction

- 6.93 This project proposes to focus on delivering essential structural and roof repair and improvement works across selected properties within the airport campus.

Context

- 6.94 The airport campus includes 125 properties distributed across 11 operational zones, comprising terminal buildings, multi-storey car parks and a range of supporting facilities. These buildings were constructed over a period extending from the 1960s to the present day, resulting in a varied mix of construction types and materials. According to Dublin Airport, many of these buildings are approaching or have exceeded the midpoint of their 50-year structural life.
- 6.95 This project is intended to address degrading building elements, manage safety risks and reduce future operational expenditure associated with reactive maintenance.

Objective

- 6.96 The objective is to deliver regular condition assessments, prioritised maintenance schedules, and targeted lifecycle interventions to extend the service life of selected campus buildings,

Scope

- 6.97 The project is to focus on addressing critical structural and fabric-related repairs in ageing buildings to ensure continued safe and functional use.
- 6.98 The project provides the following:
- **Concrete repair and reinforcement** to address structural wear or corrosion;
 - **Roof membrane replacement** overlay to prevent water ingress and extend roof life;
 - **Cladding resealing or replacement** to improve thermal performance and weather protection;
 - **Window and glazing upgrades** to enhance energy efficiency and safety; and
 - **External works** such as drainage renewal, pavement resurfacing, and perimeter security enhancements.

Stage

- 6.99 The project is expected to follow the following delivery programme:
- Planning: Q3 2029
 - Construction: Q3 2029 - Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 6.49: CIP27.04.07 – Campus Buildings Critical Maintenance – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€3.26 million

Source: Steer

Scope review

Table 6.50: CIP27.04.07 – Campus Buildings Critical Maintenance – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil the project objectives by delivering the building fabric repairs outlined.
Is the scope efficient?	We don't have any concerns with regard to the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are basic, but they are comprehensible. Specifications provided in Level 3 estimate are detailed for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	Will depend specifically on which buildings and when repairs planned.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. Given that there are many projects of differing types and in the repairs outlined the affected components are either structural or components providing weathertightness, we would have expected to see an asset life of 25 years.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.51: CIP27.04.07 – Campus Buildings Critical Maintenance – Conclusion

IFS comment	RAG Assessment
The scope should fulfil the project objectives by delivering the building fabric repairs outlined. We don't have any concerns with regard to the efficiency of the project.	

Source: Steer

Cost estimate review

- 6.100 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.101 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.52: CIP27.04.07 – Campus Buildings Critical Maintenance – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.277	0.277	-
Construction Costs	2.304	2.304	-
Escalation, Contingency & Design Variability	0.679	0.679	-
Total	3.260	3.260	-

Source: Steer

- 6.102 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.53: CIP27.04.07 – Campus Buildings Critical Maintenance – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	0.277	0.277	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	2.304	2.304	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	0.679	0.679	-
Grand total	3.260	3.260	-

Source: Steer

- 6.103 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.

- 6.104 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable.

Overall conclusion

- 6.105 Our overall conclusion of the project review is as follows:

Table 6.54: CIP27.04.07 – Campus Buildings Critical Maintenance – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope should fulfil the project objectives by delivering the building fabric repairs outlined. We don't have any concerns with regard to the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
3.260	3.260	-
IFS Comment		
Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable.		

Source: Steer

CIP27.04.08 – Piers and Terminals Critical Maintenance

Project description

Introduction

- 6.106 The critical maintenance project proposes the replacement of cracked window panes, renewal of flooring areas, replacement of door sets as well as improvements to the building fabric in back of house areas.

Context

- 6.107 The terminal infrastructure at Dublin Airport needs to be properly maintained to prevent possible operational disruptions, ensure safety and to sustain customer service levels. Terminals 1 and 2 including the Piers require investments for replacement or repair of building fabrics, fittings, and fixtures such as cracked glazing panes, worn out door sets, or extensively used floorings.

Objective

- 6.108 The project objective is to maintain safety, operational reliability and the passenger experience within the terminals.

Scope

- 6.109 The scope of the Piers and Terminals Critical Maintenance includes:
- Replacement of 89 cracked glazing panes on Pier 4 in Terminal 2;
 - Replacement of 50 door sets across both terminals;
 - Renewal of approx. 3,500 sqm of flooring on the skybridge and other high traffic areas;
- 6.110 Several small-scale items are also in the scope but haven’t been specified in details yet:
- Upgrade of wall panelling in key circulation and operational zones;
 - Minor back of house building fabric repairs and upgrades; and
 - A generic allowance for unplanned or reactive repairs and maintenance.

Stage

- 6.111 The following delivery programme is intended by Dublin Airport:
- Planning will commence in Q3 2029;
 - Construction from Q3 2029 to Q4 2031; and
 - Operational Q3 2032.

Key project metrics

Table 6.55: CIP27.04.08 – Piers and Terminals Critical Maintenance – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 4.68m

Metric	Value
No. of glazing panes replacements	89
No. of door set replacements	50
Floor renewal area	3,500 sqm

Source: Steer

Scope review

Table 6.56: CIP27.04.08 – Piers and Terminals Critical Maintenance – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to maintain safety, operational reliability and the passenger experience within the terminals will be met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient.
Are there any alternative scope to consider?	No alternative scopes need to be considered.
Are the specifications reasonable and comprehensible?	Yes, project description and key deliverables are comprehensible. Specifications provided in the cost plan are in sufficient detail for the larger works. However, several small-scale items haven't been further specified yet.
Are there any phasing and synergy considerations with other projects?	- The project phasing needs to be aligned with other projects due to dependencies and possible synergies: - CIP27.04.29 – Terminal Operational Improvements: The T1 Skybridge floor replacement directly interfaces with the operational improvement work on the Skybridge; Pier 4 glazing replacements might interface with the improvement works in Pier 4; the door replacements can interface with improvement works across the terminals. - CIP27.05.04 Access Control System Replacement: This affects all access-controlled doors which will be replaced. - The door replacements will interface with all projects within the existing terminal infrastructure which have 1 or more of these doors within their scope area, what could include the following projects among others: - CIP27.05.10 Security Operations Refurbishments - CIP27.02.20 Pier 2 Optimisation and Refurbishment - CIP27.02.21 Pier 3 Optimisation and Refurbishment
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The IFS assesses that an asset life of 10 years is reasonable for the proposed door and floor replacements due to extensive usage within passenger areas. However, for the replacement of Pier 4 glazing the asset life shall be 15 years in line with comparable projects and the CIP2020 decision. The agreed asset life for Piers and Terminal Maintenance and Campus Building Critical Maintenance has been 15 years in CIP2020.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 6.57: CIP27.04.08 – Piers and Terminals Critical Maintenance – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

- 6.112 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.113 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.58: CIP27.04.08 - Piers and Terminals Critical Maintenance – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.438	0.383	-0.055
Construction Costs	3.127	2.737	-0.391
Escalation, Contingency & Design Variability	1.116	0.977	-0.139
Total	4.682	4.097	-0.585

Source: Steer

- 6.114 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.59: CIP27.04.08 - Piers and Terminals Critical Maintenance – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	0.438	0.383	-0.055
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Work to existing buildings	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	3.127	2.737	-0.391

Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	1.116	0.977	-0.139
Grand total	4.682	4.097	-0.585

Source: Steer

- 6.115 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.60: CIP27.04.08 - Piers and Terminals Critical Maintenance – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for isolated replacements to existing cracked glazing panes on Pier 4 in Terminal 2	REDACTED		
Allow for isolated replacements to existing doors throughout the terminals including back of house areas			

Source: Steer

- 6.116 The IFS has reviewed the cost estimate provided by Dublin Airport. In its assessment, the IFS has reduced the allowances included for the replacement of glazed panels and doors as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 6.117 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.118 Our overall conclusion of the project review is as follows:

Table 6.61: CIP27.04.08 - Piers and Terminals Critical Maintenance – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
4.682	4.097	-0.585
IFS Comment		
The variances between Dublin Airport and the IFS are driven by reductions to the allowances for replacement of glazed panels and doors.		

Source: Steer

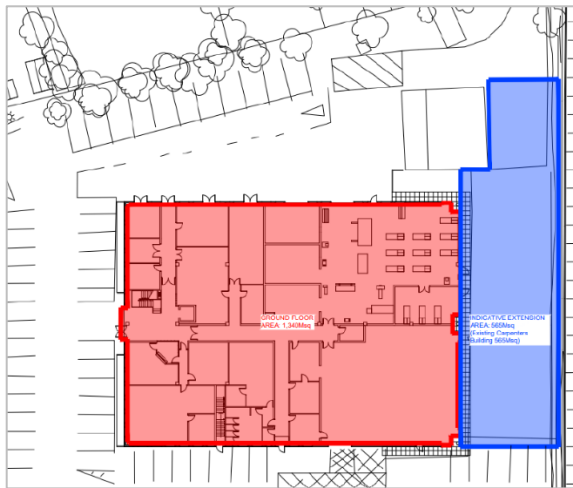
CIP27.04.09 – Asset Management Stores Consolidation

Project description

Introduction

- 6.119 The project proposes the construction of an extension to the existing Asset Management Landside Maintenance Base, delivering a purpose-built inventory store, consolidating 34 existing storage locations distributed across the airport campus.
- 6.120 The project envisages consolidation of the existing fragmented setup, centralising inventory management, and the improvement of the performance of the Asset Management team by reducing maintenance delays and enhancing service delivery across the airport.

Figure 6.8: CIP27.04.09 – Asset Management Stores Consolidation – Floor plan (extension in blue)



Source: Dublin Airport

Context

- 6.121 Dublin Airport indicates that the existing fragmented setup creates significant inefficiencies for the Asset Management team, including prolonged retrieval times, inconsistent inventory records, and increased risk of asset misplacement or loss. These issues directly impact maintenance workflows, reduce operational responsiveness, and increase overhead costs.

Objective

- 6.122 The objective of the project is to address operational inefficiencies associated with the current dispersed storage arrangements and improve the efficiency, accuracy, and security of asset inventory management at the airport by consolidating existing stores into a central facility equipped with modern inventory management technologies integrated with the airport's Enterprise Asset Management (EAM) platform.

Scope

- 6.123 The project provides for the following:

- **Design and Construction:** Architectural and engineering plans for the new extension of 565 m² to the current maintenance base and integration of 2,300 m² of stores including structural works, utilities, climate control, and secure access systems
- **Technology Integration:** Deployment of a digital inventory management system with RFID/barcode scanning, fully integrated with the airport’s Enterprise Asset Management (EAM) platform for real-time stock visibility and control.
- **Inventory Consolidation:** A full audit and phased migration of inventory from existing locations into the new central store, with decommissioning or repurposing of redundant storage areas.
- **Operational readiness:** Development of standard operating procedures (SOPs) and delivery of staff training to support the transition to the new facility and systems.
- **Security and Compliance:** Installation of surveillance, access control, and environmental monitoring systems to meet safety and regulatory requirements.
- **Scalability and Futureproofing:** The extension will be designed to accommodate future growth and integration of advanced technologies such as IoT-based asset tracking and automated replenishment.
- **Performance Monitoring Tools:** Implementation of dashboards and analytics to track inventory accuracy, usage trends, and key performance indicators (KPIs). Dual access from both airside and landside.

Stage

6.124 The project is expected to follow the following delivery programme:

- Planning: Q3 2029
- Construction: Q3 2029 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.62: CIP27.04.09 – Asset Management Stores Consolidation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 2.38m
Extension floor area	Approximately 565 m ²
Existing Integrated Stores floor area	Approximately 2,300 m ²

Source: Dublin Airport

Scope review

Table 6.63: CIP27.04.09 – Asset Management Stores Consolidation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project.

Question	Comments
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The specifications are basic and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning
Are there any phasing and synergy considerations with other projects?	None identified
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS view is that facility projects should all be of the same asset life i.e. 20 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 6.64: CIP27.04.09 – Asset Management Stores Consolidation – Conclusion

IFS comment	RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project.	

Source: Steer

Cost estimate review

- 6.125 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.126 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.65: CIP27.04.09 – Asset Management Stores Consolidation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.255	0.255	-
Construction Costs	1.627	1.627	-
Escalation, Contingency & Design Variability	0.495	0.495	-
Total	2.377	2.377	-

Source: Steer

- 6.127 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.66: CIP27.04.09 – Asset Management Stores Consolidation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	0.255	0.255	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Work to existing buildings	REDACTED	REDACTED	REDACTED
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	1.627	1.627	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	0.495	0.495	-
Grand total	2.377	2.377	-

Source: Steer

- 6.128 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. The IFS has undertaken a review of the rates allowances included in the cost estimate only, since no drawings have been included in the submission.

Overall conclusion

- 6.129 Our overall conclusion of the project review is as follows:

Table 6.67: CIP27.04.09 – Asset Management Stores Consolidation – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
2.377	2.377	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.		

Source: Steer

CIP27.04.10 – Landside Gardening and Maintenance Consolidation

Project description

Introduction

- 6.130 This project proposes the construction of an extension to the existing Landside Roads Depot to deliver a consolidated landside gardening depot to replace gardening functions spread across multiple sites. The project provides a single, centralised base for gardening staff, polytunnels, and machinery, replacing a number of dispersed facilities currently in use.

Figure 6.9: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Floor Plans



Source: Dublin Airport

Context

- 6.131 Dublin Airport indicates that the existing fragmented gardening setup creates significant inefficiencies for the efficient maintenance of all areas/horticultural sites. The gardeners base is an old building with poor thermal performance, and the accommodation is out of date. The current arrangement results in limited operational efficiency and poor co-ordination.

Objective

- 6.132 The objective of the project is to streamline landside gardening and maintenance operations by consolidating staff, equipment, and facilities into a single, purpose-adapted location. The project aims to improve co-ordination and productivity, enhance working conditions, reduce reliance on fossil fuel heating, and enable more efficient use of land assets at the airport.
- 6.133 The relocation of gardening activities to the Landside Roads Depot is intended to address these issues while also releasing the current gardening site for future operational expansion.

Scope

- 6.134 The project provides for the following:

- Design and construction of an extension to the Landside Roads Depot providing 300 m² on the ground floor and first floors;
- Provision of a purpose-built workshop and secure storage for large items;
- Installation of new polytunnels, potting sheds, and a modern irrigation system;
- Relocation of gardening staff, machinery, and materials; and
- Decommissioning of the existing gardeners' base to release land for future airport operations.

Stage

6.135 The project is expected to follow the following delivery programme:

- Planning: Q3 2029
- Construction: Q3 2029 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.68: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 1.60m
Ground floor extension area	150 m ²
First floor extension area	150 m ²

Source: Dublin Airport

Scope review

Table 6.69: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The specifications are basic and lack sufficient detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning
Are there any phasing and synergy considerations with other projects?	None identified
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 25 years. The IFS view is that facility projects should all be of the same asset life i.e. 20 years.

Question	Comments
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 6.70: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Conclusion

IFS comment	RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project	

Source: Steer

Cost estimate review

- 6.136 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.137 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.71: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.164	0.164	-
Construction Costs	1.103	1.103	-
Escalation, Contingency & Design Variability	0.333	0.333	-
Total	1.600	1.600	-

Source: Steer

- 6.138 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.72: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.164	0.164	-

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Complete buildings and building units	REDACTED	REDACTED	REDACTED
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	1.103	1.103	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	0.333	0.333	-
Grand total	1.600	1.600	-

Source: Steer

- 6.139 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.

Overall conclusion

- 6.140 Our overall conclusion of the project review is as follows:

Table 6.73: CIP27.04.10 – Landside Gardening and Maintenance Consolidation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project should meet the scope objectives by delivering the facility as outlined. The scope is efficient in delivering the functions outlined for the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
1.600	1.600	-

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.

Source: Steer

CIP27.04.11 Fire Risk Mitigation

Project description

Introduction

- 6.141 This project proposes the establishment of a dedicated Fire Safety Risk Mitigation Fund. The fund is intended to provide a structured, proactive mechanism to identify, assess, and rectify fire safety deficiencies as they emerge.

Context

- 6.142 As Dublin Airport progresses with its major capital investment programme, it states that the scale and frequency of construction, refurbishment, and systems-upgrade activities within Terminal 1 are increasing. Dublin Airport indicated that these works routinely expose concealed or undocumented fire safety deficiencies that were not visible during previous inspections or certification processes.

Objective

- 6.143 The objective of this project is to proactively identify, assess, and remediate latent fire safety risks within Terminal 1, ensuring that the building remains safe, compliant, and operationally resilient as Dublin Airport undertakes significant refurbishment and capital works. The project aims to provide a structured mechanism to address concealed or undocumented fire safety deficiencies that emerge during intrusive works.

Scope

- 6.144 The scope of the project is as follows:
- **Intrusive fire safety surveys:** Targeted investigations to identify concealed or undocumented fire safety deficiencies in legacy structures.
 - **Fire engineering design and consultation:** Engagement of qualified fire engineers to assess identified risks and develop compliant, cost-effective remedial strategies.
 - **Rectification and upgrade works:** Implementation of physical interventions including fire stopping, compartmentation reinstatement, system upgrades, and egress improvements.
 - **Certification and regulatory update:** Preparation and submission of revised Fire Safety Certificates (FSCs) and supporting documentation to reflect completed works.
 - **Risk-based prioritisation framework:** Development of a structured methodology to assess and prioritise interventions based on risk severity, regulatory impact, and operational criticality.

Stage

- 6.145 The currently identified project delivery programme is outlined below:
- Planning Q3 2029;
 - Implementation programme Q3 2029 - Q4 2031; and
 - Operational Q1 2032.

Key project metrics

Table 6.74: CIP27.04.11 Fire Risk Mitigation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	Project Cost €22.5m

Source: Steer

Scope review

Table 6.75: CIP27.04.11 Fire Risk Mitigation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives	The scope as described is presented at a high level however it should be capable of fulfilling its objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any synergies with other projects?	This project will need to align its programme with the various modernisation and development activities planned for Terminal 1 by conducting fire risk assessments and mitigation works prior to terminal redevelopment works.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport proposes an asset life of 15 years for this project. We assess that this is reasonable given the nature of scope elements.
Is there any double counting with other projects?	None Identified.

Source: Steer

Scope – Conclusion

Table 6.76: CIP27.04.11 Fire Risk Mitigation – Conclusion

IFS comment	RAG Assessment
The scope as described is presented at a high level; however it should be capable of fulfilling its objectives. It does not raise concerns on the efficiency of the project.	

Source: Steer

Cost estimate review

- 6.146 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.147 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.77: CIP27.04.11 - Fire Risk Mitigation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.009	2.009	-
Construction Costs	11.159	11.159	-
Escalation, Contingency & Design Variability	1.819	1.819	-
Total	14.986	14.986	-

Source: Steer

- 6.148 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.78: CIP27.04.11 - Fire Risk Mitigation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Total	2.009	2.009	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	11.159	11.159	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Inflation	REDACTED		
Total	1.819	1.819	-
Grand total	14.986	14.986	-

Source: Steer

- 6.149 Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable. The IFS has not made any amendments to Dublin Airport's estimate in its assessment.

Overall conclusion

6.150 Our overall conclusion of the project review is as follows:

Table 6.79: CIP27.04.11 - Fire Risk Mitigation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as described is presented at a high level; however it should be capable of fulfilling its objectives. It does not raise concerns on the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
14.986	14.986	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable. The IFS has not made any amendments to Dublin Airport’s estimate in its assessment.		

Source: Steer

CIP27.04.12 – Surface Water and Foul

Project description

Introduction

- 6.151 The project relates to the upgrade of foul water and surface water infrastructure across the airport campus. It focuses on the replacement and refurbishment of ageing assets that are approaching or have reached the end of their operational life, with the intention of maintaining reliable drainage, safeguarding environmental performance, and supporting ongoing airport operations.

Figure 6.10: CIP27.04.12 – Surface Water and Foul – Actuated Penstock Gate Example



Source: Dublin Airport

Context

- 6.152 Dublin Airport operates extensive foul and surface water drainage systems that serve both terminals and the wider campus. The foul sewer network consists of a series of small sewer pipes feeding into a 450mm collector sewer and a 900mm outfall sewer, which ultimately connects to the local authority sewer network. The system operates primarily under gravity but is supported by 5 ejector stations and 17 pumps to ensure complete conveyance.
- 6.153 The surface water network comprises approximately 35 kilometres of pipework, around 4,000 gullies, over 1,600 manholes, as well as French drains, open channels and attenuation facilities. Surface water discharges into four river catchments located on the airport campus, with most flows treated through pollution control facilities prior to discharge. Existing infrastructure includes oil interceptors and dedicated pollution control facilities designed to prevent contaminated runoff from entering natural watercourses.

- 6.154 Dublin Airport states that a significant proportion of the foul and surface water assets are end-of-life, with a risk of declining reliability if not addressed. The project is therefore intended to maintain operational resilience and to ensure continued environmental compliance.

Objective

- 6.155 The objective of the Surface Water and Foul project is to upgrade end-of-life foul and surface water infrastructure assets to restore and/or maintain reliability and operational efficiency across the drainage network. The project aims to support continued airport operations while maintaining environmental safeguards associated with water management.

Scope

- 6.156 The scope of the project includes the following elements:
- Upgrade of end-of-life equipment within pump stations, including replacement of ageing pumps and ejector systems supporting the gravity-fed foul sewer network;
 - Upgrade of end-of-life assets within the surface water network, including road gullies, slot drains, French drains, open channels and manholes;
 - Upgrades to attenuation facilities, pumps, ejector systems, penstocks and sluice valves; and
 - SCADA upgrades associated with the foul and surface water networks.

Stage

- 6.157 The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 - Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 6.80: CIP27.04.12 – Surface Water and Foul – Key project metrics²

Metric	Value
Dublin Airport proposed project cost	€ 2.27m
Surface water pipework	Approximately 35 km
Number of gullies	Approximately 4,000
Number of manholes	Over 1,600
Number of ejector stations	5
Number of pumps	17
Airside attenuation capacity	20,500 m ³

² Note – these metrics represent the overall network and are not necessarily representative of the actual metrics of the project scope.

Metric	Value
Landside attenuation capacity	31,500 m ³

Source: Dublin Airport

Scope review

Table 6.81: CIP27.04.12 – Surface Water and Foul – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope is very high-level for the time being but should fulfil the project objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	There may be scope for asset refurbishment rather than replacement as many drainage assets should have larger asset lives than the proposed asset life of 15 years.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: The need to avoid excavating and reconstructing newly installed pavements should be avoided, namely between projects: • CIP27.04.01 Airfield Pavement Rehabilitation: • CIP27.01.10 Landside Surface Water Compliance • CIP27.02.37 Foul Water Expansion • CIP27.04.22 Potable and Foul Water Upgrades • As well as other Airport Development projects.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses this to be much too low for buried infrastructure such as drainage and 'ironware' items such as Penstock gates, gully gratings, slot drains, chamber covers, etc which should target minimum asset lives of 50 years. However, for any software, monitoring and equipment such as pumps for example, the IFS accepts that a lower asset life would be appropriate for such items.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.82: CIP27.04.12 – Surface Water and Foul – Conclusion

IFS comment	RAG Assessment
The scope is very high-level for the time being but should fulfil the project objectives. The information provided by Dublin Airport is very high-level, and although it does not raise concerns on the efficiency of the project, the IFS	

IFS comment	RAG Assessment
considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.	

Source: Steer

Cost estimate review

- 6.158 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.159 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.83: CIP27.04.12 – Surface Water and Foul – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.238	0.238	-
Construction Costs	1.490	1.490	-
Escalation, Contingency & Design Variability	0.541	0.541	-
Total	2.270	2.270	-

Source: Steer

- 6.160 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.84: CIP27.04.12 – Surface Water and Foul – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.238	0.238	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	1.490	1.490	-

Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	0.541	0.541	-
Grand total	2.270	2.270	-

Source: Steer

- 6.161 The IFS has reviewed the cost estimate provided by Dublin Airport and the rates provided are either consistent with their Schedule of Rates or appear to be reasonable based on the limited information available. As a result, the IFS has not made any changes to the estimate in its assessment.

Overall conclusion

- 6.162 Our overall conclusion of the project review is as follows:

Table 6.85: CIP27.04.12 – Surface Water and Foul – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope is very high-level for the time being but should fulfil the project objectives. The information provided by Dublin Airport is very high-level, and the IFS considers that at this early stage in the project there is insufficient evidence supplied by Dublin Airport to demonstrate options and alternatives that would allow a robust critique of efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
2.270	2.270	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the rates provided are either consistent with their Schedule of Rates or appear to be reasonable based on the limited information available. As a result, the IFS has not made any changes to the estimate in its assessment.		

Source: Steer

CIP27.04.13 Airport Light Fleet Replacements

Project description

Introduction

- 6.163 The project scope covers the planned replacement of all light fleet vehicles (Gross Vehicle Weight < 3,500kg) that reach the end of their economic life cycle (3–6 years).

Context

- 6.164 According to Dublin Airport, all light fleet vehicles are maintained in accordance with required road safety standards and are replaced once they reach the end of their useful economic life. Vehicle life cycles vary between three and six years depending on operational use. Replacement vehicles are selected based on fitness for purpose, whole-life cost efficiency and standardisation.
- 6.165 Dublin Airport states that since 2021 the light vehicle fleet has increased, reflecting increased aircraft movements, expanded ramp supervision requirements and extensions to the Critical Part of the Security Restricted Area (CPSRA) and associated infrastructure. Dublin Airport also indicates that the light fleet could increase *further* between 2027 and 2032 to support new apron infrastructure and improvements to landside operational management.

Objective

- 6.166 The objectives for the light vehicle fleet replacement are to maintain a safe and reliable and operational fleet of airport vehicles by replacing vehicles that have reached the end of their economic life. Dublin airport's objective includes satisfying its decarbonisation policy and climate action plan as well as meeting the EU clean vehicle directive. There are further objectives to optimise fleet size and standardise vehicle types and providing additional vehicles where required to meet increasing operational demands.

Scope

- 6.167 The project scope covers the planned replacement of all light fleet vehicles (Gross Vehicle Weight < 3,500kg) that reach the end of their economic life cycle (3–6 years), whilst ensuring continued operational mobility across the airport campus. This covers vehicles used by:
- Airport Police;
 - Fire Service;
 - Airport Search Unit (ASU);
 - Airport Operations; and
 - Asset Management.
- 6.168 Replacements will prioritise zero-emission vehicles (ZEVs) where operationally feasible, and low-emission vehicles (LEVs) where ZEVs cannot meet operational requirements.

Stage

The project currently has an identified project delivery outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;

- Operational Q1 2032.

Key project metrics

Table 6.86: CIP27.04.13 Airport Light Fleet Replacements – Key project metrics

Metric	Value
Dublin Airport estimated project cost	€9.37m
Existing light fleet size	143 vehicles
Expected future light fleet size	153 vehicles

Source: Steer

Scope review

Table 6.87: CIP27.04.13 Airport Light Fleet Replacements – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for the light vehicle replacement project will largely be procurement of replacement vehicles. The scope as presented should fulfil the objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	None identified.
Is (Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for these vehicles is 3-6 years which seems reasonable.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.88: CIP27.04.13 Airport Light Fleet Replacements – Conclusion

IFS comment	RAG Assessment
The scope for the light vehicle replacement project will largely be procurement of replacement vehicles. The scope as presented should fulfil the objectives. It does not raise concerns on the efficiency of the project.	

Source: Steer

Cost estimate review

- 6.169 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.170 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs. As the costs are for vehicles rather than construction, there are no design or associated costs.

Table 6.89: CIP27.04.13 - Airport Light Fleet Replacements – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	-	-	-
Construction Costs	9.365	9.365	-
Escalation, Contingency & Design Variability	-	-	-
Total	9.365	9.365	-

Source: Steer

- 6.171 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.90: CIP27.04.11 - CIP27.04.13 - Airport Light Fleet Replacements – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Fitting, furnishings and equipment	REDACTED		
Total	9.365	9.365	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Grand total	9.365	9.365	-

Source: Steer

- 6.172 Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable. The IFS has not made any amendments to Dublin Airport's estimate in its assessment.

Overall conclusion

6.173 Our overall conclusion of the project review is as follows:

Table 6.91: CIP27.04.13 - Airport Light Fleet Replacements – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope for the light vehicle replacement project will largely be procurement of replacement vehicles. The scope as presented should fulfil the objectives. It does not raise concerns on the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
9.365	9.365	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The IFS has reviewed the cost estimate provided by Dublin Airport and the rates and quantities included in the estimate are reasonable. The IFS has not made any amendments to Dublin Airport's estimate in its assessment.		

Source: Steer

CIP27.04.14 Airport Heavy Fleet and Equipment Replacement

Project description

Introduction

- 6.174 This project encompasses the progressive replacement, optimisation, and decarbonisation of Dublin Airport's Heavy Vehicle Fleet to ensure continued compliance with regulatory requirements, operational readiness, and environmental commitments.

Figure 6.11: Dublin Airport Snow and Ice Clearing Machinery



Source: Dublin Airport

Context

- 6.175 Dublin Airports Heavy vehicle fleet currently consists of 73 specialised heavy vehicles. These vehicles are central to the airport meeting its regulatory obligations in relation to Rescue and Firefighting Services (RFFS), runway friction management, and airfield safety.

Objective

- 6.176 The objective of this Airport Heavy Fleet and Equipment replacement project is to ensure that Dublin Airport maintains a safe, reliable, and operationally resilient heavy vehicle fleet by replacing end-of-life and underperforming assets with modern, efficient, and lower-emission vehicles. The programme aims to sustain compliance with the airport licence, EASA requirements, and statutory obligations relating to emergency response, winter operations, airfield maintenance, and landside support.

Scope

- 6.177 The project scope includes:
- **Replacement of end-of-life and underperforming heavy vehicles** across Fire and Emergency Response, Snow and Ice Operations, Operational Cleaning, Airfield Maintenance, and Landside Maintenance and Support.
 - **Procurement of modern, efficient, and lower-emission vehicles**, prioritising low-emission and zero-emission technologies where operationally viable and compliant with the Climate Action Plan, the EU Clean Vehicles Directive, and Dublin Airport's Decarbonisation Policy.
 - **Standardisation of fleet types** and specifications to improve maintainability, reduce spare-parts complexity, and enhance operational efficiency.
 - **Optimisation of fleet size** and configuration to meet current and forecast operational requirements, including the expanded operational footprint associated with the South Apron development and Apron 7.

- **Replacement of diesel-powered compact sweepers, forklifts, and other suitable asset classes** with zero-emission variants where feasible.

Stage

6.178 The identified project delivery timescales are outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.92: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€19.98m
Current Heavy Vehicle Fleet Size	73 Vehicles

Source: Steer

Scope review

Table 6.93: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	While high-level, the scope as presented should fulfil the objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any synergies with other projects?	None identified.
Is(Are) the proposed asset life(s) reasonable?	The typical asset life is dependent on vehicle type. Dublin Airport identify an Asset life of 7-15 years. This seems reasonable for an airport heavy vehicle fleet.
Is there any double counting with other projects?	None Identified.

Source: Steer

Scope – Conclusion

Table 6.94: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Conclusion

IFS comment	RAG Assessment
While high-level, the scope as presented should fulfil the objectives. It does not raise concerns on the efficiency of the project.	

Source: Steer

Cost estimate review

6.179 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.180 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.95: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	-	-	-
Construction Costs	19.980	19.980	-
Escalation, Contingency & Design Variability	-	-	-
Total	19.980	19.980	-

Source: Steer

6.181 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.96: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Fitting, furnishings and equipment	REDACTED		
Total	19.980	19.980	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Grand total	19.980	19.980	-

Source: Steer

- 6.182 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.
- 6.183 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment The rates and quantities included in the estimate are considered reasonable.

Overall conclusion

- 6.184 Our overall conclusion of the project review is as follows:

Table 6.97: CIP27.04.14 Airport Heavy Fleet and Equipment Replacement – Overall conclusion

Scope		
IFS comment		RAG Assessment
While high-level, the scope as presented should fulfil the objectives. It does not raise concerns on the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
19.980	19.980	-
IFS Comment		
Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The rates and quantities included in the estimate are considered reasonable.		

Source: Steer

CIP27.04.15 – Airport Existing MV Network Upgrades

Project description

Introduction

- 6.186 This project focuses on the replacement and upgrade of life-expired electrical equipment and associated substation infrastructure to maintain safe and reliable operation of the airport's electrical network.

Figure 6.12: CIP27.04.15 – Airport Existing MV Network Upgrades – Example of Modern MV Switchgear



Source: Dublin Airport

Context

- 6.187 The airport's MV electrical network supports continuous 24/7 operations and supplies power to critical airport systems and facilities. Dublin Airport states that the existing Medium Voltage (MV) Network is aging. Dublin Airport indicates that it operates 54 substations, of which 36 have exceeded their intended service life, resulting in increasing equipment failures, obsolescence, and structural degradation.

Objective

- 6.188 The objective of this project is to upgrade the existing MV Network to renew life-expired medium voltage electrical infrastructure. According to Dublin Airport, the project aims to improve network resilience and operational performance while supporting existing airport demand, distinct from separate projects that address future capacity expansion.

Scope

The scope of this existing MV Network Upgrade project encompasses the full renewal, modernisation, and compliance upgrade of Medium Voltage (MV) electrical infrastructure across 36 life-expired substations within the airport's operational network. The scope includes:

- MV switchgear and RMU replacement: Replacement of 54 no obsolete Ring Main Units (RMUs) and primary MV switchgear.
- Installation of modern, SF6-free, remote-operable switchgear

- Transformer renewals: Replacement of 20 no. 10kV/400V transformers (1992–2002 vintage) with modern dry-type equivalents where feasible.
- Cable replacement programme: Renewal of approximately 10 km of end-of-life paper-insulated MV cabling across the Airport Campus.
- SCADA and fibre integration for 64 substations, enabling remote monitoring, control, and real-time diagnostics.
- Civil and architectural upgrades: Structural refurbishments of substations, installation of modern ventilated steel doors, access control systems, improvement to fire-safety and building-standards for compliance.
- Environmental and mechanical systems: Replacement of aged or non-compliant ventilation systems, sump pumps, heating units, and flood detection equipment.
- Earthing and Lightning Protection: Upgrading of substation earthing systems with the Installation or enhancement of surge and lightning protection equipment.

Stage

The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operational: Q1 2032

Key project metrics

Table 6.98:: CIP27.04.15 – Airport Existing MV Network Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€66.07m
Number of substations impacted	36 substations (out of 54 total)
Ring Main Units replaced	54
10kV/400V transformers replaced	20
Cable replacements	10 km

Source: Steer

Scope review

Table 6.99: CIP27.04.15 – Airport Existing MV Network Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope for the MV Network upgrade is described at very high level. However, the scope as presented should be capable of fulfilling the project objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.

Question	Comments
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	None identified.
Is(Are) the proposed asset life(s) reasonable?	The proposed asset Life for the Existing MV Network Upgrades are as follows: • MV/RMU Boards: 20-25 years • Final Circuits and Cabling: 15-25 years • Control systems, Emergency lighting, Monitoring and Control: 10-15 years • Battery Systems: 5-10 Years The declared asset lives above can be considered reasonable for an Airport MV Network.
Is there any double counting with other projects?	None Identified.

Source: Steer

Scope – Conclusion

Table 6.100:: CIP27.04.15 – Airport Existing MV Network Upgrades – Conclusion

IFS comment	RAG Assessment
The proposed scope for the MV Network upgrade is described at very high level. However, the scope as presented should be capable of fulfilling the project objectives. It does not raise concerns on the efficiency of the project.	

Source: Steer

Cost estimate review

- 6.189 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.190 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.101: CIP27.04.15 Airport Existing MV Network Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	6.423	6.392	-0.032
Construction Costs	45.880	45.655	-0.226
Escalation, Contingency & Design Variability	13.765	13.697	-0.068
Total	66.068	65.743	-0.325

Source: Steer

- 6.191 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.102: CIP27.04.15 Airport Existing MV Network Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	6.423	6.392	-0.032
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Services			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	45.880	45.655	-0.226
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	13.765	13.697	-0.068
Grand total	66.068	65.743	-0.325

Source: Steer

- 6.192 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.103: CIP27.04.15 Airport Existing MV Network Upgrades – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for refurbishment works to MVS External Walls; assume brick / block	REDACTED		
Allow for temporary protection during the course of the works			

Source: Steer

- 6.193 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the cost for temporary protection during the course of the works, as this is considered to be part of the Main Contractor's Preliminaries. In addition to this, the IFS has reduced the rate for external block walls to MVSB, to align the rate within the Schedule of Rates information provided by Dublin Airport.
- 6.194 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.195 Our overall conclusion of the project review is as follows:

Table 6.104: CIP27.04.15 Airport Existing MV Network Upgrades – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed scope for the MV Network upgrade is described at very high level. However, the scope as presented should be capable of fulfilling the project objectives. It does not raise concerns on the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
66.068	65.743	-0.325
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the cost for temporary protection during the course of the works, as this is considered to be part of the Main Contractor's Preliminaries. In addition to this, the IFS has reduced the rate for external block walls to MVSB, to align the rate with the rates table information provided by Dublin Airport.		

Source: Steer

CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade

Project description

Introduction

- 6.197 The project addresses the critical need to modernise and replace life-expired Low Voltage (LV) electrical infrastructure across key terminal and pier buildings, currently over 30 years old. The primary locations include the Terminal 1 Energy Centre, Terminal 1 Basement, Pier 2 and Pier 2 Link, Pier 3 Link, and Terminal 1 Suncity.

Figure 6.13: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade - LV Sub Mains Distribution Boards



Source: Dublin Airport

Context

- 6.198 Much of the Low Voltage (LV) electrical infrastructure serving Terminal 1 and its associated pier buildings is now over 30 years old and approaching, or in many cases exceeding, its original design life. This electrical infrastructure underpins essential airport systems including lighting, HVAC controls, ICT networks, life safety systems, and specialist aviation equipment.
- 6.199 As the airport continues to operate at high passenger volumes and prepares for future capacity growth, the reliability and resilience of these Low Voltage electrical systems are increasingly critical. The existing LV systems have reached or exceeded their design life, increasing the risk of electrical faults, unplanned outages, and operational disruption in high density passenger processing areas.

Objective

- 6.200 The objective of the project is to modernise and replace life-expired Low Voltage (LV) electrical infrastructure across Terminal 1 and associated pier buildings to ensure safe, reliable, and resilient power distribution for critical airport operations.

Scope

- 6.201 The project scope is to replace life-expired LV infrastructure with modern, compliant, and resilient systems while minimising operational disruption. It comprises the following:

- LV Distribution Board Replacement : replacement of the obsolete LV distribution boards (DBs) with modern DBs with enhanced protection, monitoring, and maintainability;
- Final Circuit and Cabling Upgrades: replacement of deteriorated wiring, containment, and trunking systems. Removal of redundant cabling to reduce fire load and improve maintainability, and renewal of final circuits serving:
 - General and emergency lighting
 - HVAC controls
 - ICT and communications systems
 - Life safety systems; and
 - Specialist airport systems (e.g., BHS, security lanes, PBBs).
- Power Quality and Protection Enhancements: installation of upgraded power factor correction equipment, surge protection to safeguard sensitive airport systems. Improvements to circuit protection, discrimination, and fault-handling capability.
- Energy Monitoring and Metering Systems: deployment of smart metering and sub-metering across key zones, integration with the Airport's energy management systems for load profiling and demand optimisation, and installation of monitoring hardware to support energy performance reporting.
- Resilience and Redundancy Improvements: reconfiguration of power zoning to introduce N+1 resilience in critical operational areas, segregation of essential and non-essential loads to reduce outage impact, and strengthening of electrical pathways supporting security, check-in, and baggage handling operations.
- LED General Lighting Upgrade: replacement of legacy lighting with high-efficiency LED systems, installation of integrated emergency lighting with automatic test functionality, and upgrades to lighting controls to support energy efficiency and operational flexibility.

Stage

The currently identified project delivery programme is outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.105: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 22.53m

Source: Dublin Airport

Scope review

Table 6.106: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as presented should be capable of fulfilling the project objectives. However, the proposed scope for the Terminals and Piers LV electrical upgrade is described at very high level.
Is the scope efficient?	The project scope is presented at very high level hence the scope definition would require further detailed development. Based on the high level scope provided, it should present an efficient and effective basis for achieving Terminals and Piers LV electrical upgrade requirements.
Are there any alternative scope to consider?	There are no alternative scopes considered for the project scope identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and detailed scope definition.
Are there any phasing and synergy considerations with other projects?	This project will have to be coordinated with any Terminal upgrade and asset management projects.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset lives for the project are: • Final Circuits and Cabling 15-30 years • LV Boards 20-25 years • Emergency Lighting Monitoring and Controls 10-15 years • UPS systems 5-10 Years Even if adequate maintenance could extend asset lives beyond those, component obsolescence and legislative requirements often trigger replacements sooner than this typical asset life declaration. The IFS assesses that the proposed asset lives are adequate.
Is there any double counting with other projects?	None Identified

Source: Steer

Scope – Conclusion

Table 6.107: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Conclusion

IFS comment	RAG Assessment
The project provides a comprehensive, phased programme to modernise the LV electrical systems, replacing life-expired assets with modern, compliant, and energy-efficient infrastructure. Implementing this renewal and upgrade process will significantly improve electrical reliability, enhance operational resilience, and ensure compliance with current statutory and engineering standards. Whilst the scope definition as presented is high level and needs further detailed development, it should be capable of providing an efficient and effective basis for delivering the project requirements.	

Source: Steer

Cost estimate review

6.202 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.203 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.108: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.768	1.557	-0.210
Construction Costs	16.069	14.158	-1.911
Escalation, Contingency & Design Variability	4.694	4.136	-0.558
Total	22.531	19.851	-2.680

Source: Steer

6.204 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.109: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.768	1.557	-0.210
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	16.069	14.158	-1.911
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			

Inflation			
Total	4.694	4.136	-0.558
Grand total	22.531	19.851	-2.680

Source: Steer

6.205 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.110: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for dismantling and disposal of existing services	REDACTED		
Allow for out of hours working			
Builder's work in connection with services			

Source: Steer

6.206 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for dismantling and disposal of existing services to align with the rate within the rates table information provided by Dublin Airport. This has consequently reduced the allowances for out of hours working and Builder’s work in connection.

6.207 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractor’s direct fee, external design fees, daa capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.208 Our overall conclusion of the project review is as follows:

Table 6.111: CIP27.04.16 Terminals and Piers Low Voltage (LV) Electrical Upgrade – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project should fulfil its objectives to set out a phased programme to modernise low-voltage electrical systems by replacing outdated assets with compliant and energy-efficient infrastructure. Although the scope is still high level and requires further development, it provides a suitable foundation for effective project delivery and is considered efficient.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
22.531	19.851	-2.680
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rate included for dismantling and disposal of existing services to align with the rate within the rates table information provided by Dublin Airport. This has consequently reduced the allowances for out of hours working and Builder's work in connection.		

Source: Steer

CIP27.04.17 Primary Standby Power Generation Upgrade

Project description

Introduction

- 6.209 The project relates to the upgrade and expansion of on-site electrical generation infrastructure across Terminal 1, Terminal 2, landside and airfield systems. It focuses on converting existing standby-rated generators to prime-rated generation and installing additional prime-rated capacity where no standby generation currently exists.
- 6.210 The enhanced system is intended to provide a smart, scalable, and lower-carbon energy platform, integrating Prime-rated generation with renewable energy sources, Battery Energy Storage Systems (BESS), and high-efficiency Combined Heat and Power (CHP) technologies.

Figure 6.14: CIP27.04.17 Primary Standby Power Generation Upgrade – Terminal 2 Generator Room and Typical Prime Generator Site



Source: Dublin Airport

Context

- 6.211 Dublin Airport states that the existing standby generation system is no longer sufficient to meet the increasing resilience, reliability, and capacity demands of a modern international aviation hub. As grid vulnerabilities grow and the airport transitions toward greater electrification across terminals, airfield systems, and campus operations, the ability to sustain critical functions during extended grid disturbances has become a strategic necessity.
- 6.212 The current generator fleet is rated only for standby use, limiting its capability to support prolonged outages, peak-demand management, or future energy-intensive developments.

Objective

- 6.213 The objective of the project is to significantly enhance Dublin Airport's on-site power generation capability by upgrading existing generators to prime-rated operation and introducing new prime-rated generation across key electrical rings. Dublin Airport states that the project aims to deliver a smart and scalable generation system that supports regulatory compliance, operational resilience and long-term energy objectives.

Scope

6.214 The project provides for the following:

- Terminal 1 and Landside MV Ring: redevelopment of Sub 8 Prime generation facility utilising the existing 2 no 2.5MVA generator sets and installing 4no New 2.5MVA containerised generator sets, configured to provide full 'Prime' generation capacity of 5MVA to T1 and 10MVA 'Prime' capacity to the T1 Landside MV ring, which is currently not backed up.
- Airfield AGL and non-critical MV loops prime generation facility: Installation of 3 new 2.5 MVA containerised prime-rated generators to provide resilience to airfield lighting and non-critical MV loops;
- Terminal 2 Generator upgrade and capacity increase: rebuild of the 2no existing T2 sets to allow them to run as Prime 2.5MVA Generators, and installation of a third 2.5MVA Prime Generator in the "Future Proofed Location". This includes as a full control and switchgear upgrade to the T2 Energy Centre.

Stage

The identified project delivery timescales are outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.112: CIP27.04.17 Primary Standby Power Generation Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 30.89m, split as follows: • T2 Standby Generation Upgrade to Prime: € 2.51m • T1 and Landside Airport Power Generation (Standby and Primary) Upgrade: €18.35m • Airport Airside Power Generation (Standby and Primary) Upgrade: € 10.03m
New generators	• 2 no 2.5MVA LV generators on T1 Ring and T1 Landside. 4 new 2 containerised generators servicing T1 and T1 Landside MV ring. • 3 no 2.5MVA generator sets for AGL and Non-Critical MV Loop • Refurbishment of 2no 2.5MVA Existing Generators. Install new 2.5MVA generator to take up the future proofed location in the T2 Energy Centre.

Source: Steer

Scope review

Table 6.113: CIP27.04.17 Primary Standby Power Generation Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project scope, as presented, should fulfil its objectives.
Is the scope efficient?	The scope is clear in relation to the numbers of generators to be refurbished to be prime generator capacity and the numbers of containerised generators that will need be new installed prime generation capacity. Notwithstanding the scope remains at very high level, the IFS assesses that the scope will efficiently deliver the project requirements for the Primary Power Generations upgrades.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and a detailed scope definition.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.04.15 Existing MV Networks upgrades
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life is 15 years. The IFS considers this reasonable for Diesel Prime generator sets.
Is there any double counting with other projects?	None Identified

Source: Steer

Scope – Conclusion

Table 6.114: CIP27.04.17 Primary Standby Power Generation Upgrade – Conclusion

IFS comment	RAG Assessment
The scope definition constitutes a very high-level scope description which will need further development. However, the IFS assesses that the project is efficient in delivering the project requirements for the Primary Power Generations upgrades.	

Source: Steer

Cost estimate review

- 6.215 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.216 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.115: CIP27.04.17 Primary Standby Power Generation Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.473	2.309	-0.164
Construction Costs	21.982	20.430	-1.553
Escalation, Contingency & Design Variability	6.436	5.984	-0.452
Total	30.891	28.722	-2.169

Source: Steer

- 6.217 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.116: CIP27.04.17 Primary Standby Power Generation Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.473	2.309	-0.164
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	21.982	20.430	-1.553
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	6.436	5.984	-0.452

Grand total	30.891	28.722	-2.169

Source: Steer

- 6.218 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.117: CIP27.04.17 Primary Standby Power Generation Upgrade –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Electrical duct 100mm; 4 way	REDACTED		

Source: Steer

- 6.219 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The IFS has reduced the quantity for the 100mm electrical duct, as IFS would consider the estimated quantity allowed by Dublin Airport is excessive when compared with the quantity of cabling included in the estimate.
- 6.220 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.221 Our overall conclusion of the project review is as follows:

Table 6.118: CIP27.04.17 Primary Standby Power Generation Upgrade – Overall conclusion

Scope		
IFS comment		RAG Assessment
The IFS assesses that the project is efficient in delivering the project requirements for the Primary Power Generations upgrades.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
30.891	28.722	-2.169
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the quantity for the 100mm 4-way electrical duct, as IFS would consider the estimated quantity allowed by Dublin Airport is excessive when compared with the quantity of cabling included in the estimate.		

Source: Steer

CIP27.04.18 Small Energy Projects

Project description

Introduction

- 6.222 The project, despite not being considered a rollover project, continues Dublin Airport's CIP20.02.013 Small Energy Projects, regarded by Dublin Airport as a successful initiative delivered in the previous regulatory period.
- 6.223 The current project focuses on the continued targeted, high-impact upgrades that improve energy performance, reduce carbon emissions, and replace end-of-life electrical and mechanical assets across the airport campus. These works form a critical component of the airport's wider sustainability strategy and support the progression toward its Net Zero 2050 commitments.

Figure 6.15: CIP27.04.18 Small Energy Project - LED Upgrades in Car Parks and Existing CHP3 plant



Source: Dublin Airport

Context

- 6.224 The airport's energy infrastructure comprises a wide range of electrical, mechanical, metering, and control systems that support terminal operations, campus buildings, tenant areas, and transport facilities. Many of these assets were installed more than 10–15 years ago and are now approaching or exceeding their intended service life. As a result, they exhibit declining performance, reduced efficiency, and limited capability to integrate with modern digital platforms and energy-management systems.

Objective

- 6.225 The objective of the Small Energy Projects Programme is to continue the delivery of a targeted suite of energy-efficiency, digital-integration, and end-of-life asset-replacement works that collectively reduce carbon emissions, improve operational performance, and support the airport's progression toward its Net Zero 2050 commitments.

Scope

- 6.226 The project provides for the following:
- LED lighting upgrades for 8000 general lights and 3000 back of house bespoke lights;
 - Energy-billing metering and platform upgrade: to improve accuracy, data visibility, and billing integrity across the campus. Includes 1200 LV electrical meter upgrades and 250 water meter upgrades;

- Rebuild CHP units in Terminal 1 and Terminal 2: to restore generation efficiency, reliability, and resilience, including full engine, alternator, and control-system renewal;
- Smart building controls to terminals and campus tenet areas: to replace end-of-life BMS components with smart controls in an estimated 20 areas;
- Microgrid Expansion: integration of 45 MV level power meters into Microgrid and expand the Microgrid to Lower load Centres (100KW) at LV level including estimated 150 meters; and
- Upgrade of the airport's EV-charging network, replacing early-generation chargers with modern AC and DC units providing for 35no AC charger upgrade (22kW), 6no DC charger upgrade (50kW) monitoring and charging solutions with capability for 200no charging points.

6.227 Overall, the objective is to deliver a coordinated set of small-scale interventions that strengthen the airport's energy infrastructure, reduce lifecycle costs, and provide the digital foundation required for future sustainability and asset-management initiatives.

Stage

The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operational: Q1 2032

Key project metrics

Table 6.119: CIP27.04.18 Small Energy Projects – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€12.59m
Lighting replacements	8,000 units
Back of house lighting (Bespoke lights) replacement	3,000 units
Energy billing Metering platform upgrades	• 1,200no Electricity meters • 250 water meters
Combined Heat and Power Upgrades/plant Rebuilds	• CHP 4 (3.8MW) • CHP 3 (2.7MW) • CHP2 (1 MW)
End-of-Life BMS replacements	20 areas
MV power meters integration	45 units
New microgrid load centres meters	150 units
Airport EV charging network upgrades	• 35 AC charger upgrades (22KW) • 6 DC charger upgrades (50KW) • Monitoring and charging capability for 200no charging points

Source: Steer

Scope review

Table 6.120: CIP27.04.18 Small Energy Projects – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The proposed scope for the Small Energy Projects is presented at high level with little design detail. Notwithstanding, the scope presented is very high level and since it is a continuation from CIP20.02.013, the IFS assesses it should be capable of providing a reasonable basis for fulfilling the Small Energy project objectives.
Is the scope efficient?	The scope of the Small Energy Projects Programme is focused on a defined set of energy-related interventions that address end-of-life assets, improve energy performance, and strengthen the airport's digital and electrical infrastructure. The replacements process will ensure the programme is risk-focused and is addressing the assets with the highest operational and compliance exposure. The scope presented is very high level but should form a reasonable basis for the development of an efficient and effective project to meet the Small Energy Project requirements.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project does not start its initial planning stages until Q2 2027.
Are there any synergies with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.03.07 MV network upgrades • CIP27.04.16 Terminal and piers Low Voltage electrical upgrades These projects all relate to power upgrades on the Airport's Terminals.
Is(Are) the proposed asset life(s) reasonable?	The Asset life for these various project ranges from 10-15 years – Given the mix of asset types, the IFS considers them to be reasonable: • LED lights 7-12 years, • Utility meters • Electricity 10-15 years • Water 10-12 Years
Is there any double counting with other projects?	Through the Q&A, the IFS notes that Dublin Airport has not provided assurance that there is no overlapping scope related to the Combined Heat and Power (CHP), with CIP27.04.24 Terminals and Pier HVAC Upgrade, and CIP27.01.01 Terminal 2 and Pier 1 Renewable Heating, and indicate that “the CHP have been included on the basis that they may still form part of the Sustainability programme”.

Source: Steer

Scope – Conclusion

Table 6.121: CIP27.04.18 Small Energy Projects – Conclusion

IFS comment	RAG Assessment
The scope is presented at a high level. However, considering it is effectively a continuation of the CIP20.02.013 Small Energy with a ‘Rolling’ programme extended to cover to rest of the airport campus, with the declared scope of CIP27.04.18 including similar scope activities, at this stage the scope definition provides a reasonable basis for an efficient and effective continuation of the delivery of the small energy project requirements. However, the IFS notes that Dublin Airport has not provided assurance that there is no overlapping scope related to the Combined Heat and Power (CHP), with CIP27.04.24 Terminals and Pier HVAC Upgrade, and CIP27.01.01 Terminal 2 and Pier 1 Renewable Heating.	

Source: Steer

Cost estimate review

- 6.228 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.229 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.122: CIP27.04.18 Small Energy Projects – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.987	0.987	-
Construction Costs	8.977	8.977	-
Escalation, Contingency & Design Variability	2.622	2.622	-
Total	12.586	12.586	-

Source: Steer

- 6.230 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.123: CIP27.04.18 Small Energy Projects – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.987	0.987	-

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
External works			
Total	8.977	8.977	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.622	2.622	-
Grand total	12.586	12.586	-

Source: Steer

- 6.231 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The rates and quantities included in the estimate are considered reasonable.

Overall conclusion

- 6.232 Our overall conclusion of the project review is as follows:

Table 6.124: CIP27.04.18 Small Energy Projects – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope definition provides a reasonable basis for an efficient and effective continuation of the delivery of the small energy project requirements. However, the IFS notes that Dublin Airport has not provided assurance that there is no overlapping scope with CIP27.04.24 Terminals and Pier HVAC Upgrade, and CIP27.01.01 Terminal 2 and Pier 1 Renewable Heating.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
12.586	12.586	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. The rates and quantities included in the estimate are considered reasonable.		

Source: Steer

CIP27.04.19 Campus Buildings M&E and Life Safety Systems

Project description

Introduction

- 6.234 The project proposes the development of a refurbishment/replacement programme, intended to be ‘a targeted risk-based intervention programme rather than a wholesale replacement programme for many of the buildings and facilities’.

Figure 6.16: CIP27.04.19 Campus Buildings M&E and Life Safety Systems - Local Sub Main Electrical distribution Replacement, Refurbishment of Services in Campus Building and LED upgrade installation



Source: Dublin Airport

Context

- 6.235 The Dublin Airport campus comprises a diverse portfolio of operational, administrative, and support buildings that collectively enable the safe and efficient functioning of airport’s activities.
- 6.236 Much of the Mechanical, Electrical, and Life Safety Systems (LSS) within these facilities are now reported to be operating beyond their intended asset life, resulting in reduced reliability, increased maintenance intervention, and emerging compliance risks.
- 6.237 These issues are particularly evident in non-terminal buildings and multi storey car parks (MSCPs), where ageing infrastructure has begun to impact operational resilience and safety performance.
- 6.238 Failures in HVAC, electrical distribution, or LSS systems in these buildings can disrupt essential airport operations, create safety hazards, and increase unplanned maintenance. Recent issues such as street-lighting earthing failures causing electric shocks demonstrate the operational risk associated with deferring renewal. The project directly addresses these vulnerabilities.

Objective

- 6.239 The project’s objective is to restore safety, reliability, and statutory compliance across the airport campus. The project aims to address known performance issues, eliminate safety risks arising from ageing infrastructure, and extend the operational life of critical facilities through a structured, condition-based programme of upgrades.

Scope

6.240 The project will provide:

- Mechanical Systems (HVAC) Renewal: replacement or refurbishment of AHUs, FCUs, boilers, pumps, and associated controls;
- Electrical Systems Refurbishment: replacement of aged lighting circuits, distribution boards, small-power circuits, and cabling across 21 campus buildings;
- Life Safety System (LSS) Upgrades: renewal of fire-alarm systems, PAVA, and emergency lighting across 21 buildings;
- LED Lighting and Controls Upgrade: installation of LED luminaires across 100 buildings. Integration of occupancy sensors and daylight-dimming controls;
- Multi-Storey Car Parks (MSCP): full Sprinklers systems upgrade in Terminal 1&2 MSCPs, Block C as well as Electrical lighting and general-services upgrades to T1 MSCP only; and
- Campus-Wide Street-Lighting Rewire: full replacement of cabling and earthing systems serving approximately 2,000 streetlights on the airport landside campus including underground cabling and distribution boards and circuit breakers.

Stage

The currently identified project delivery programme is outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.125: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 41.40m
HVAC & Electrical Replace/Refurbishment	In 21 Buildings
LED Lighting upgrade	Across 100 Buildings
Campus Wide Street Light rewiring	2,000 units

Source: Dublin Airport

Scope review

Table 6.126: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Scope/specifications

Question	Comments
Does the scope fulfil the project objectives?	The project should be capable of fulfilling its objectives. However, the scope as presented is at very high level and there is limited information provided to identify the scale and full scope of the work required.

Question	Comments
Is the scope efficient?	The IFS evaluate the scope of this project should be efficient in delivering the requirements of the Campus Building M&E and Life safety Systems project. However, it is possible that the replace/refurbish scopes will change significantly once full and detailed condition surveys of the Buildings and M&E equipment have been carried out to evaluate asset and equipment condition.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	This project is still in the initial stages of project planning and developing a detailed scope definition.
Are there any synergies with other projects?	None identified
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed Asset Life for this project is: - Electrical Panels 20 Years: Although panels can last up to 30 years, individual components such as 'circuit breakers' typically require replacement more quickly. Therefore, the IFS assesses this is adequate. - HVAC 15 Years: The IFS assesses this is adequate. - Lighting 10 Years: This is significantly shorter than typical asset life expectations. The IFS assesses an asset life for LED Lanterns and Luminaires of 25 years.
Is there any double counting with other projects?	None Identified

Source: Steer

Scope – Conclusion

Table 6.127: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Conclusion

IFS comment	RAG Assessment
The project should be capable of fulfilling its objectives, despite the very high-level scope and the limited information provided to identify the scale and full scope of the work required. The IFS evaluates the scope of this project should be efficient in delivering the requirements of the Campus Building M&E and Life safety Systems project. However, it is possible that the replace/refurbish scopes will change significantly once full and detailed condition surveys of the Buildings and M&E equipment have been carried out to evaluate asset and equipment condition.	

Source: Steer

Cost estimate review

- 6.241 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.242 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.128: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.248	3.216	-0.032
Construction Costs	29.527	29.233	-0.294
Escalation, Contingency & Design Variability	8.625	8.539	-0.086
Total	41.401	40.988	-0.413

Source: Steer

- 6.243 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.129: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.248	3.216	-0.032
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	29.527	29.233	-0.294
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	8.625	8.539	-0.086
Grand total	41.401	40.988	-0.413

Source: Steer

- 6.244 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.130: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Heat Source - Allow for replacement or refurbishment of boiler	REDACTED		
Electrical Installations - Allow for stripping out and dispose existing services			

Source: Steer

- 6.245 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for Heat Source – allow for replacement or refurbishment of boiler, and Electrical Installations – allow for stripping out and disposal of existing services, to align those rates with the Schedule of Rates information provided by Dublin Airport.
- 6.246 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractor’s direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.247 Our overall conclusion of the project review is as follows:

Table 6.131: CIP27.04.19 Campus Buildings M&E and Life Safety Systems – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project should be capable of fulfilling its objectives, despite the very high-level scope. The IFS assesses that this project should be efficient in delivering the requirements. However, it is possible that the scopes will change significantly once full and detailed condition surveys of the Buildings and M&E equipment have been carried out.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
41.401	40.988	-0.413

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for Heat Source – allow for replacement or refurbishment of boiler, and Electrical Installations – allow for stripping out and disposal of existing services, to align those rates with the Schedule of Rates information provided by Dublin Airport.

Source: Steer

CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades

Project description

Introduction

- 6.249 This project comprises the upgrade of Passenger Boarding Bridges (PBBs) for Piers 3 and 4, and of Fixed Electrical Ground Power (FEGP) units across Piers 1, 3 and 4 at Dublin Airport.

Context

- 6.250 Passenger Boarding Bridges provide sheltered, adjustable access between the terminal and aircraft, supporting safe and efficient passenger embarkation and disembarkation. Dublin Airport currently provides and maintains 27 PBBs, including 19 on Pier 4 and 8 on Pier 3. FEGP units, located across Piers 1, 3 and 4, support aircraft systems during turnaround without reliance on aircraft auxiliary power, contributing to operational efficiency and emissions reduction.

Objective

- 6.251 The objective of the project is to ensure the continued safe, reliable and efficient operation of PBBs and FEGP infrastructure through mid-life upgrades, replacement activities and standardisation of equipment quality across the affected piers.

Scope

- 6.252 The scope of the project includes the following elements:
- Pier 4 PBBs:
 - Mid-life upgrades for 19 PBBs on Pier 4, including corrosion repairs, full cab and electrical control replacements, lower drive columns replacements, new horizontal drive systems and ground clearance upgrades;
 - 1 new PBB for Pier 4: According to Dublin Airport, this new PBB will be used to replace the first Pier 4 PBB for upgrade at an off-site location to minimise stand outage.
 - Implementation of autonomous docking features;
 - Swap-in / swap-out replacement programme using offsite workshop facilities to minimise operational disruption;
 - Pier 3 PBBs;
 - Complete cab and electrical control, steel transition ramp and tunnel roller replacements for all 8 PBBs;
 - Implementation of autonomous docking features;
 - FEGB units:
 - Replacement of all existing FEGP cables and plug tops across Piers 1, 3 and 4 (65 units).
 - Where feasible, installation of ITW GSE Power Share functionality to enable on-stand charging of Ground Support Equipment.

Stage

6.253 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.132: CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€31.77m
Number of PBBs to be upgraded	27
Number of new PBBs	1
FEGP units to be upgraded/replaced	65

Source: Steer

Scope review

Table 6.133: CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objective is to ensure the continued safe, reliable and efficient operation of PBBs and FEGP infrastructure can be met with the proposed scope.
Is the scope efficient?	The scope can be considered broadly efficient as it significantly extends the asset life of existing infrastructure without the need for a full renewal. However, buying a new PBB for Pier 4 for the only reason of minimising stand outage cannot be considered efficient. An additional new PBB would increase the number of Pier 4 PBBs to 20. Furthermore, 2 existing PBBs and FEGP units in Pier 4 will be demolished as part of the scope of CIP27.02.04 Terminal 2 CBP and Transfer Extension. Therefore, if 1 PBB and 2 FEGP units (demolished and not replaced) do not need to be upgraded, the overall number of Pier 4 PBBs will be reduced from 19 to 17, leaving 3 spare PBBs after CIP27.02.04 is completed. Regarding Pier 3, an upgrade of all 8 existing PBBs and associated FEGP units cannot be considered as efficient because the 4 PBBs on the north side will be replaced by 4 new PBBs within the scope of the ongoing West Apron Underpass project (CIP20.03.051B). Additionally, the existing PBB at Stand 315 will be replaced by 2 new PBBs within CIP27.02.22 Dual Passenger Boarding Bridge at Stand 315C. In summary, under the current scope of this project (CIP27.04.20), only 4 of the 8 PBB upgrades and associated FEGP units would be needed including 1 spare PBB for Pier 3.

Question	Comments
Are there any alternative scope to consider?	The following alternative scope shall be considered to increase efficiency of the project: • Exclusion of the proposed new PBB for Pier 4 • Exclusion of 1 PBB and 2 FEGP upgrades at Pier 4 unless the CBP project CIP27.02.04 is not approved in CIP27 • Pier 3: Exclusion of 4 PBB upgrades with associated FEGP units
Are the specifications reasonable and comprehensible?	Yes, the specifications according to the provided cost plan estimate build up can be considered as reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP20.03.051B West Apron Vehicle Underpass: This project reconfigures 2 WB and 4 NB stands on the northern side of Pier 3 and replaces the existing PBBs and FEGP units with new systems. • CIP27.02.22 Dual Passenger Boarding Bridge to Stand 315C: This project adds 2 new PBBs and FEGP units and replaces 1 existing PBB and FEGP unit. • CIP27.02.04 Terminal 2 CBP and Transfer Extension: This project includes the demolition of 2 PBBs and FEGP units. • CIP27.02.35 Fixed Electrical Ground Power: Possible overlaps and dependencies might exist.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for different parts project is: • Passenger Boarding Bridges 20 - 25 Years • Fixed Electrical Ground Power units 15 - 20 Years • Control systems 10 - 15 Years • FEGP Cabling 5 - 10 Years The IFS assesses that an asset life of 15 years for the PBBs and FEGP units would be more appropriate and aligned with the CIP2020 IAA decision. For the associated cabling, generally the same asset life of 15 years shall be considered instead of 5-10 years. The proposed asset life of the control systems with 10-15 years is reasonable and in line with comparable projects.
Is there any double counting with other projects?	None identified, apart from the efficiency issue mentioned above that several PBBs and FEGP units will be renewed within other projects and therefore shall be removed from the scope as they don't need to be upgraded right before their demolition.

Source: Steer

Scope – Conclusion

Table 6.134: CIP27.04.20 – Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Conclusion

IFS comment	RAG Assessment
The proposed scope of PBB and FEGP upgrades can fulfil the stated project objectives to ensure the continued safe, reliable and efficient operation and can in general be considered as efficient as it significantly extends the asset life of existing infrastructure without the need for a full renewal. The following items shall be removed from the scope to increase efficiency of the project: • The proposed new PBB for Pier 4 • Upgrade of 1 PBB and 2 FEGP units at Pier 4 unless the CBP project CIP27.02.04 is not approved in CIP27 • Upgrade of 4 PBBs and associated FEGP units at Pier 3	

Source: Steer

Cost estimate review

6.254 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.255 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.135: CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.313	1.767	-0.547
Construction Costs	23.132	17.667	-5.466
Escalation, Contingency & Design Variability	6.315	4.823	-1.492
Total	31.760	24.256	-7.504

Source: Steer

6.256 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.136: CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			

Total	2.313	1.767	-0.547
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	23.132	17.667	-5.466
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	6.315	4.823	-1.492
Grand total	31.760	24.256	-7.504

Source: Steer

6.257 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.137: CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Site Field representative to oversee works at each gate	REDACTED		
Allow for Move in Move out of PBB's on airside site			
Allow for purchasing passenger boarding bridge			
Jet Dock material / parts for (8) bridges			

Source: Steer

6.258 The IFS has reviewed the cost estimate provided by Dublin Airport and has removed from the cost estimate the following items, as identified in the scope assessment to increase the efficiency of the project:

- The proposed new PBB for Pier 4;
- Upgrade of 1 PBB and 2 FEGP units at Pier 4 unless the CBP project CIP27.02.04 is not approved in CIP27;
- Upgrade of 4 PBBs and associated FEGP units at Pier 3; and
- All the associated indirect costs.

- 6.259 The IFS has also reduced the rate for the new passenger boarding bridge, as the rate included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 6.260 The IFS has also deducted the costs for site field representative overseeing works at each gate, and allowances for Jet Dock material / parts for the 8 no. Pier 3 PBBs to avoid double-counting. The IFS considers these costs are covered within the Preliminaries and other similar items in the cost estimate.
- 6.261 Additionally, the IFS has adjusted the quantity for move-in / move-out of PBB's on the airside site, as the quantity allowed by Dublin Airport is considered excessive.
- 6.262 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection)

Overall conclusion

- 6.263 Our overall conclusion of the project review is as follows:

Table 6.138: CIP27.04.20 Passenger Boarding Bridges and Fixed Electrical Ground Power Upgrades – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed scope of PBB and FEGP upgrades can fulfil the stated objectives and can in general be considered as efficient. The proposed new PBB for Pier 4 ,upgrade of 1 PBB and 2 FEGP units at Pier 4 (unless the CBP project CIP27.02.04 is not approved in CIP27) and Upgrade of 4 PBBs and associated FEGP units at Pier 3 shall be removed from the scope to increase efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
31.760	24.256	-7.504
IFS Comment		
The IFS has removed from the cost estimate the items identified in the scope assessment to increase the efficiency of the project, reduced the rate for the new passenger boarding bridge, as the rate included in Dublin Airport's cost estimate are higher than the IFS would expect. IFS has also deducted the costs for site field representative overseeing works at each gate, and allowances for Jet Dock material / parts for the 8 no. Pier 3 PBBs to avoid double-counting. The IFS considers these costs are covered within the Preliminaries and other similar items in the cost estimate. Additionally, the IFS has adjusted the quantity for move-in / move-out of PBB's on the airside site, as the quantity allowed by Dublin Airport is considered excessive.		

Source: Steer

CIP27.04.21 Lifts and Escalators Modernisation Programme

Project description

Introduction

- 6.265 The Lifts and Escalator Modernisation project proposes a phased modernisation of lifts, escalators, and associated control infrastructure across Terminals 1 and 2.

Figure 6.17 Example of Terminal Lifts and Escalators Modernisation Works



Source: Dublin Airport CIP27 Submission to IAA

Context

- 6.266 According to Dublin Airport, many of the lifts and escalator in Terminals 1 and 2 have outdated controllers, poor energy efficiency, and limited fault monitoring capabilities. The airport also indicates that many units now operate beyond their intended design life, with controllers and drive systems that are obsolete or no longer supported by manufacturers. This has led to increasing downtime, reduced availability of spare parts, and growing maintenance complexity.

Objective

- 6.267 The objective of this project is to modernise and standardise the airport's lift and escalator portfolio to ensure long-term reliability, regulatory compliance, and operational resilience. By addressing ageing infrastructure and parts obsolescence, the project aims to reduce downtime, improve safety performance, enhance energy efficiency, and provide a consistent, maintainable technology platform for the next lifecycle period.

Scope

- 6.268 The scope of this project covers the modernisation, refurbishment, and standardisation of lift and escalator assets across Terminals 1 and 2 and includes:

- **Common lift controller replacement:** Standardised controller upgrade across all legacy lifts for reliability, spare parts availability.
- **Remote monitoring and telemetry:** Installation of a centralised diagnostics platform for real-time fault detection, usage analytics, and lifecycle condition monitoring.
- **Drive and control system:** Upgrades to Variable Voltage Variable Frequency (VVVF) drives, door controllers and Programmable Logic Controller (PLC), where ageing or obsolete.
- **Lift car refurbishment:** Replace or modernise lift cars in high traffic areas including finishes, lighting and indicators.
- **Safety and compliance upgrades:** Replacement of non-compliant shaft lighting, machine guards, fire-rated components.
- **Goods lift enhancements:** Installation of heavy-duty impact protection systems within goods lift cars and landings to protect against pallet truck impacts and reduce equipment downtime.
- **Escalator controller standardisation:** Upgrade of older escalator controllers for energy performance and smooth operation.
- **Energy efficiency improvements:** Introduction of standby modes, regenerative braking, and high-efficiency drive systems to reduce energy consumption.
- **Documentation and asset data capture:** Establish updated asset registers, technical specifications, and O&M documentation for each unit.

Stage

The currently identified project delivery programme is outlined below:

- Planning Q3 2029
- Implementation programme Q3 2029 - Q4 2031
- Operational Q1 2032

Key project metrics

Table 6.139: CIP27.04.21 Lifts and Escalators Modernisation Programme – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€22.5m

Source: Steer

Scope review

Table 6.140: CIP27.04.21 Lifts and Escalators Modernisation Programme – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for this project as provided by Dublin Airport should be capable of fulfilling its project objectives.
Is the scope efficient?	The scope as presented is high level and will need detailed equipment surveys to inform and develop detailed scope definitions. Notwithstanding the scope definition as presented in

Question	Comments
	combination with responses to IFS queries indicate that the scope should be reasonably efficient.
Are there any alternative scope to consider?	There are no alternative scopes to consider for the project.
Are the specifications reasonable and comprehensible?	The specifications are basic, but they are comprehensible.
Are there any synergies with other projects?	This project will need to align its programme with the other terminal modernisation and upgrade projects to minimise passenger flow disruption caused by multiple refurbishment and upgrade projects running simultaneously in the two passenger terminals.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport proposes the following asset lives: • Passenger lifts, Escalators / Moving Walks: 20 - 25 Years • Goods lifts: 15 - 20 Years • Lift controller-drive units, Escalator controller-drive units: 10 - 15 Years We assesses that an asset life of c.20 years for the overall project should be reasonable and aligned with what was decided at the CIP2020 for projects of this nature.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 6.141: CIP27.04.21 Lifts and Escalators Modernisation Programme – Conclusion

IFS comment	RAG Assessment
The scope of this project, as provided by Dublin Airport, should be capable of fulfilling its objectives. It is currently presented at a high level and will require detailed equipment surveys to support the development of more defined scope specifications. Notwithstanding this, based on the responses to IFS queries, the scope is considered to be reasonably efficient.	

Source: Steer

Cost estimate review

- 6.269 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.270 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.142: CIP27.04.21 Lifts and Escalators Modernisation Programme – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.072	3.072	-
Construction Costs	23.631	23.631	-
Escalation, Contingency & Design Variability	7.027	7.027	-
Total	33.731	33.731	-

Source: Steer

- 6.271 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.143: CIP27.04.21 Lifts and Escalators Modernisation Programme – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.072	3.072	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	23.631	23.631	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	7.027	7.027	-
Grand total	33.731	33.731	-

Source: Steer

- 6.272 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment. The rates and quantities included in the estimate are considered reasonable.

Overall conclusion

- 6.273 Our overall conclusion of the project review is as follows:

Table 6.144: CIP27.04.21 Lifts and Escalators Modernisation Programme – Overall conclusion

Scope		
IFS comment		RAG Assessment
While high-level, the scope of this project, should be capable of fulfilling its objectives in an efficient way. We are satisfied with Dublin Airport responses to our questions.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
33.731	33.731	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment. The rates and quantities included in the estimate are considered reasonable.		

Source: Steer

CIP27.04.22 – Potable and Foul Water Upgrades

Project description

Introduction

- 6.274 This project comprises a programme of works to support the staged renewal and upgrade of the airport's potable and foul water networks. The networks include assets that are between 15 and over 50 years old. The programme focuses on improving the condition and performance of potable and foul water infrastructure across the airport campus.

Figure 6.18: CIP27.04.22 – Potable and Foul Water Upgrades - Installation of Resilience Route for Reservoir to Airport Ring Trunk Main



Source: Dublin Airport

Context

- 6.275 The existing potable and foul water networks include aged pipework and equipment, including asbestos cement, cast iron and undersized PVC pipes, as well as end-of-life pumps and hot water generators. These assets present risks relating to leakage, water quality, network pressure and drainage compliance.

Objective

- 6.276 The objective of the project is to renew and upgrade selected elements of the potable and foul water networks to reduce leakage, improve water quality and pressure, enhance network resilience, and support compliance with foul drainage requirements.

Scope

6.277 The scope of the project includes the following elements:

- **Campus potable water mains replacement and diversions**, including removal of aged pipework and development of local district metered areas to improve network management and reduce leakage.
- **Foul water rerouting and relining** in areas of collapse or surcharge, and relining of structurally sound sections to reduce infiltration and exfiltration.
- **Smart metering and leak detection installation**, including sensors for pressure, flow and leakage alerts.
- **Replacement of end-of-life domestic water infrastructure**, including booster pumps and hot water generators, particularly within Terminal 1 and areas of Terminal 2.
- **Validation of as-built records** through CCTV surveys, pressure testing and pipe sampling to establish asset condition and constraints.
- **Hydraulic modelling** for potable and foul water networks to simulate flows, pressures and future demand.
- **Opportunity Coordination** with other terminal, apron, landside and utilities corridor projects.

Stage

6.278 The project is expected to follow the following delivery programme:

- Planning: Q3 2029
- Construction: Q3 2029 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.145: CIP27.04.22 – Potable and Foul Water Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€15.84 million

Source: Steer

Scope review

Table 6.146: CIP27.04.22 – Potable and Foul Water Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope and submission information provided is very high-level. Part of this project is to validate the as-built records and develop a hydraulic model from which the scope will ultimately be formulated. The IFS considers however that through robust record validation and modelling; the project scope can be developed to fulfil the objectives.

Question	Comments
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	Dublin Airport has mentioned the possibility of pipe lining on structurally sound sections of the existing piped network which should avoid the need to dig up pavements. The IFS assesses that this is a good approach.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	Dublin Airport has identified that 'opportunity coordination' will be necessary to identify integration opportunities with terminal refurbishments, apron works, landside roadworks and utilities corridors, to reduce reinstatement costs and project overlap
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is: • Mains Pipework 30 Years • Equipment 15 Years The IFS assesses that for equipment such as generators, booster pumps, leak detection, etc.. the 15-year life is acceptable. However, for buried mains pipework, while the IFS considers the 30-year life to be generally acceptable, for any pipework buried beneath aircraft pavements then the proposed asset life should be extended to at least the design life for the aircraft pavements to avoid trenching through good quality pavements.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.147: CIP27.04.22 – Potable and Foul Water Upgrades – Conclusion

IFS comment	RAG Assessment
The information provided is currently very high-level, with part of the project focused on validating as-built records and developing a hydraulic model to define the final scope. The IFS considers that, subject to robust validation and modelling at the later stages of the project, the scope can be developed to meet the project objectives efficiently.	

Source: Steer

Cost estimate review

- 6.279 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.280 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.148: CIP27.04.22 Potable and Foul Water Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.243	1.218	-0.025
Construction Costs	11.296	11.071	-0.225
Escalation, Contingency & Design Variability	3.300	3.234	-0.066
Total	15.839	15.523	-0.316

Source: Steer

- 6.281 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.149: CIP27.04.22 Potable and Foul Water Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.243	1.218	-0.025
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	11.296	11.071	-0.225
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.300	3.234	-0.066
Grand total	15.839	15.523	-0.316

Source: Steer

- 6.282 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.150: CIP27.04.22 Potable and Foul Water Upgrades – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CU pipe insulation (for various pipe sizes)	REDACTED		
Stripping out and dispose existing services (for water services)			
Stripping out and dispose existing services (for heat pumps)			

Source: Steer

- 6.283 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for CU pipe insulation (for various pipe sizes), and stripping out and disposal of existing services (for water services and heat pumps), as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 6.284 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.285 Our overall conclusion of the project review is as follows:

Table 6.151: CIP27.04.22 Potable and Foul Water Upgrades – Overall conclusion

Scope		
IFS comment		RAG Assessment
The information is high-level, with part of the project focused on validating as-built records and developing a hydraulic model to define the final scope. The IFS considers that, subject to robust validation and modelling at the later stages of the project, the scope can meet the project objectives efficiently.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
15.839	15.523	-0.316

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for CU pipe insulation (for various pipe sizes), and stripping out and disposal of existing services (for water services and heat pumps), as the rates included in Dublin Airport’s cost estimate are higher than the IFS would expect.

Source: Steer

CIP27.04.23 Terminals and Piers M&E and Life Safety Systems

Project description

Introduction

This project is about modernising and standardising life safety systems and infrastructure across Terminal 1, Terminal 2, associated piers, links, and operational buildings.

Figure 6.19: Existing Life Safety Systems and Controls



Source: Dublin Airport CIP27 Submission to IAA

Context

The Terminal Piers M&E and Life-safety systems include fire detection, emergency lighting, UPS infrastructure, PAVA, and sprinkler/suppression systems. These are essential for safeguarding passengers, staff, and critical operations during fire, evacuation, and power-loss events. Dublin Airport states that in several areas, these systems no longer meet current regulatory requirements, including IS3217 for emergency lighting and modern fire alarm integration standards.

Objective

The objective of this project is to upgrade as well as modernise and standardise, the airport's life safety systems to ensure full regulatory compliance, operational resilience, and protection of critical infrastructure across Terminals 1 and 2.

Scope

The scope of this project encompasses:

- **Fire alarm system replacement** of legacy fire alarm panels and approx. 10,500 field devices. Upgrade of 60 fire alarm panels across Terminal 1 and associated buildings.
- **Emergency lighting upgrade** of LED emergency lighting compliant with IS3217, integrated with the building management system.
- **UPS (Uninterruptible Power Supply) Replacement** of aged, undersized, or non-compliant UPS units supporting life safety circuits, including fire alarms, emergency lighting, and security systems

- **PAVA System Modernisation (T1 & T2)** with improved zone control, automated messaging, and integration with fire alarm triggers.
- **Sprinkler and suppression system replacement** to meet NFPA and FM Global standards.
- **Centralised Monitoring** through dashboards providing real-time visibility of fire detection status, PAVA alerts, UPS battery health.
- **Replacement of Terminal 2 fire dampers** associated with the T2 900 and 100 panels due to actuator failure and loss of integration with the Terminal 2 fire alarm system.

Stage

The currently identified project delivery programme is outlined below:

- Planning Q3 2029;
- Implementation programme Q3 2029 - Q4 2031; and
- Operational Q1 2032.

Key project metrics

Table 6.152: CIP27.04.23 Terminals and Piers M&E and Life Safety Systems – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€36.94m

Source: Steer

Scope review

Table 6.153: CIP27.04.23 Terminals and Piers M&E and Life Safety Systems – Scope/specifications

Question	Comments
Does the scope fulfil the project objectives?	The scope for this project as described is very high level. Notwithstanding the scope definition when fully developed should be capable of fulfilling this project's objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any synergies with other projects?	This project will need to align its programme of upgrade activities with the other terminal refurbishment projects and to ensure that safety is maintained for passenger and staff during life safety systems upgrade programme
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport proposes the following asset lives for the various scope elements:

Question	Comments
	- Fire Alarm Systems, PAVA and Sprinkler Systems: 15 Years - Emergency Lighting, Static Invertors and UPS: 10 Years - Minor UPS: 5 Years We assess that those are reasonable given the nature of the items.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.154: CIP27.04.23 Terminals and Piers M&E and Life Safety Systems – Conclusion

IFS comment	RAG Assessment
The project scope is currently very high-level; however, once fully developed, it should be capable of meeting the stated objectives. No concerns have been identified at this stage regarding the efficiency of the project.	

Source: Steer

Cost estimate review

6.287 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.288 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.155: CIP27.04.23 - Terminal and Piers M&E and Life Safety Systems – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.898	2.845	-0.053
Construction Costs	26.345	25.863	-0.482
Escalation, Contingency & Design Variability	7.696	7.555	-0.141
Total	36.939	36.263	-0.676

Source: Steer

6.289 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.156: CIP27.04.23 - Terminal and Piers M&E and Life Safety Systems – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		

DAA Capitalised Labour			
Other development/project costs			
Total	2.898	2.845	-0.053
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	26.345	25.863	-0.482
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	7.696	7.555	-0.141
Grand total	36.939	36.263	-0.676

Source: Steer

6.290 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.157: CIP27.04.23 - Terminal and Piers M&E and Life Safety Systems – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Allow for stripping out and dispose existing services	REDACTED		

Source: Steer

6.291 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made a reduction to the rates included for stripping out and disposing of existing services to align with the schedule of rates provided by Dublin Airport.

6.292 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.293 Our overall conclusion of the project review is as follows:

Table 6.158: CIP27.04.23 - Terminal and Piers M&E and Life Safety Systems – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project scope is currently very high-level; however, once fully developed, it should be capable of meeting the stated objectives. No concerns have been identified at this stage regarding the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
36.939	36.263	-0.676
IFS Comment		
The IFS has reviewed Dublin Airport’s submission and only made one change to Dublin Airport’s rate included for stripping out and disposing of existing services.		

Source: Steer

CIP27.04.24 Terminals and Piers HVAC Upgrade

Project description

Introduction

- 6.294 This project is aimed at upgrading the Heating, Ventilation, and Air Conditioning (HVAC) infrastructure in the terminals to improve system efficiency, operational reliability, and integration with modern digital controls and energy-optimisation platforms.

Figure 6.20: Example Chiller Replacements in 2021



Source: Dublin Airport

Context

- 6.295 The HVAC infrastructure at Dublin Airport is critical to terminal operations, passenger comfort and regulatory compliance. Dublin Airport states that much of this equipment was installed over three decades ago and is now operating well beyond its intended service life. Although targeted upgrades to the HVAC systems have been carried out in recent years, large sections of the estate, particularly in Terminal 1 and including Pier 2, Pier 2 Link, Pier 3 Link, Terminal West and the Terminal 1 basement, have not been renewed and now pose an elevated risk to operational performance and energy efficiency.

Objective

- 6.296 The objective of the project is to restore the reliability, efficiency, and digital capability of the airport's HVAC systems by replacing end-of-life plant and modernising the Building Management System (BMS) infrastructure.

Scope

- 6.297 The scope covers:
- **BMS Platform Modernisation:** Replacement of the unsupported Cylon BMS with a modern, open-protocol platform capable of building-wide integration, advanced analytics, and energy optimisation.

- **Air Handling Unit (AHU) and Fan Coil Unit (FCU) upgrades:** Renewal of aged AHUs, fan coils, dampers, and associated drives across Terminal 1 and pier areas.
- **Major chiller replacement:** Replacement of end-of-life chillers in Terminal 2 (4 × 2 MW) and Terminal 1 (2 × 2 MW and 2 × 0.75 MW). New chillers will provide improved efficiency, reliability, and compliance with environmental standards,
- **Boiler replacement** - Replace ageing boilers serving Pier 2, OCTB, and Terminal 1X (T1X)
- **Pipework renewal:** Replacement of degraded sections of primary and secondary piping networks.
- **Valve and pump upgrades:** Upgrade of control valves, balancing valves, pumps and equip with smart controls improving hydraulic and energy performance.
- **Smart controls and sensor deployment:** Installation of occupancy, CO₂, temperature, and humidity sensors for zone-based control, demand-led ventilation, and enhanced environmental monitoring.
- **Asset digitisation and documentation:** Development of updated digital schematics, asset tagging, and data capture to support lifecycle management, maintenance planning, and integration with the upgraded BMS platform.

Stage

6.298 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q3 2031
- Operational: Q1 2032

Key project metrics

Table 6.159: CIP27.04.24 Terminals and Piers HVAC Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€18.86m

Source: Dublin Airport CIP27 Submission to IAA

Scope review

Table 6.160: CIP27.04.24 Terminals and Piers HVAC Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for this project as described is very high level. Notwithstanding the scope definition when fully developed should be capable of fulfilling this project’s objectives.
Is the scope efficient?	The information provided by Dublin Airport is very high-level, however, it does not raise concerns on the efficiency of the project.
Are there any alternative scope to consider?	None identified.

Question	Comments
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible
Are there any synergies with other projects?	The project will need to be coordinated with other terminal upgrade projects particularly CIP27.01.01 Terminal 2 and Pier 1 Renewable heating.
What are the existing asset conditions?	Much of the primary HVAC plant which needs upgrading particularly within Terminal 1 and its associated piers, is aging unsupported and has been in continuous operation for more than 30 years. The Building Management System (BMS) infrastructure is over 15 years old and is no longer supported by the manufacturer.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.161: CIP27.04.24 Terminals and Piers HVAC – Conclusion

IFS comment	RAG Assessment
The project scope is currently very high-level; however, once fully developed, it should be capable of meeting the stated objectives. No concerns have been identified at this stage regarding the efficiency of the project.	

Source: Steer

Cost estimate review

6.299 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.300 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.162: CIP27.04.24 - Terminal and Piers HVAC Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.480	1.038	-0.442
Construction Costs	13.451	9.436	-4.015
Escalation, Contingency & Design Variability	3.929	2.756	-1.173
Total	18.860	13.230	-5.630

Source: Steer

6.301 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.163: CIP27.04.24 - Terminal and Piers HVAC Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	1.480	1.038	-0.442
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED	REDACTED	REDACTED
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	13.451	9.436	-4.015
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	3.929	2.756	-1.173
Grand total	18.860	13.230	-5.630

Source: Steer

- 6.302 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.164: CIP27.04.24 - Terminal and Piers HVAC Upgrade – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Space heating and air conditioning	REDACTED		

Source: Steer

- 6.303 The IFS has reviewed the cost estimate provided by Dublin Airport and has made a reduction to the rates included for supply and extract AC ductwork included for Space Heating and Air Conditioning to align with the Schedule of Rates provided by Dublin Airport.
- 6.304 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee,

external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.305 Our overall conclusion of the project review is as follows:

Table 6.165: CIP27.04.24 - Terminal and Piers HVAC Upgrade – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project scope is currently very high-level; however, once fully developed, it should be capable of meeting the stated objectives. No concerns have been identified at this stage regarding the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
18.860	13.230	-5.630
IFS Comment		
The IFS has reviewed Dublin Airport’s submission and only made changes to Dublin Airport’s ductwork rates. No drawings were provided by Dublin Airport for this project, so the IFS has undertaken a review of the rates allowances included in the cost estimate only.		

Source: Steer

CIP27.04.25 Asset Management Monitoring and Control Systems

Project description

Introduction

- 6.306 This project supports the ongoing development of an integrated, airport-wide asset monitoring and control platform

Context

- 6.307 Dublin Airport’s infrastructure relies on a diverse mix of Building Management Systems (BMS), SCADA environments, proprietary controllers, and standalone monitoring solutions. Dublin Airport indicates that many assets such as lifts, escalators, passenger access gates, HVAC plant, and life-safety interfaces, operate on isolated communication networks or legacy protocols that restrict real-time telemetry and multi-user access.

Objective

- 6.308 The objective of the project is to establish a unified, airport-wide asset monitoring and control platform that enhances operational resilience, improves fault detection, and enables data-driven asset management across all critical infrastructure.

Scope

- 6.309 The scope encompasses the design, deployment, and integration of an airport-wide asset monitoring and control platform that consolidates telemetry, alarms, dashboards, and supervisory control across all critical operational, passenger-facing, and life-safety systems.

Stage

The Project currently has an identified project delivery outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.166: CIP27.04.25 Asset Management Monitoring and Control Systems – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€9.90m

Source: Steer

Scope review

Table 6.167: CIP27.04.25 Asset Management Monitoring and Control Systems – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project will have a significant number of integrations which will need to be managed and delivered. However, the scope as presented is an initial basis for developing a delivery programme which could be capable of fulfilling the project objectives.
Is the scope efficient?	The project scope is in initial stages of development and will need significant scope design development to create a suitable solution and delivery programme. However, it does not present efficiency concerns.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are at an early stage, and therefore very high level. However, they are reasonable and comprehensible.
Are there any synergies with other projects?	There are some synergies with CIP27.06.04 IT Innovation and AI and CIP27.06.12 Business Efficiency and Enterprise Applications.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 10 Years which is consider reasonable for this type of project.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.168: CIP27.04.25 Asset Management Monitoring and Control Systems – Conclusion

IFS comment	RAG Assessment
The project involves a significant number of integrations that will need to be managed and delivered. The scope, while still at an early stage, provides a basis for developing a delivery programme capable of meeting the project objectives. There are no efficiency concerns.	

Source: Steer

Cost estimate review

- 6.310 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.311 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.169: CIP27.04.25 - Asset Management Monitoring and Control Systems – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.398	0.398	-
Construction Costs	5.685	5.685	-
Escalation, Contingency & Design Variability	1.206	1.206	-
Total	7.289	7.289	-

Source: Steer

- 6.312 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.170: CIP27.04.25 - Asset Management Monitoring and Control Systems – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.398	0.398	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Total	5.685	5.685	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	1.206	1.206	-
Grand total	7.289	7.289	-

Source: Steer

- 6.313 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.

Overall conclusion

6.314 Our overall conclusion of the project review is as follows:

Table 6.171: CIP27.04.25 - Asset Management Monitoring and Control Systems – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope, while still at an early stage, provides a basis for developing a delivery programme capable of meeting the project objectives. There are no efficiency concerns.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
7.289	7.289	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate appear to be reasonable. The IFS has not made any changes in its assessment.		

Source: Steer

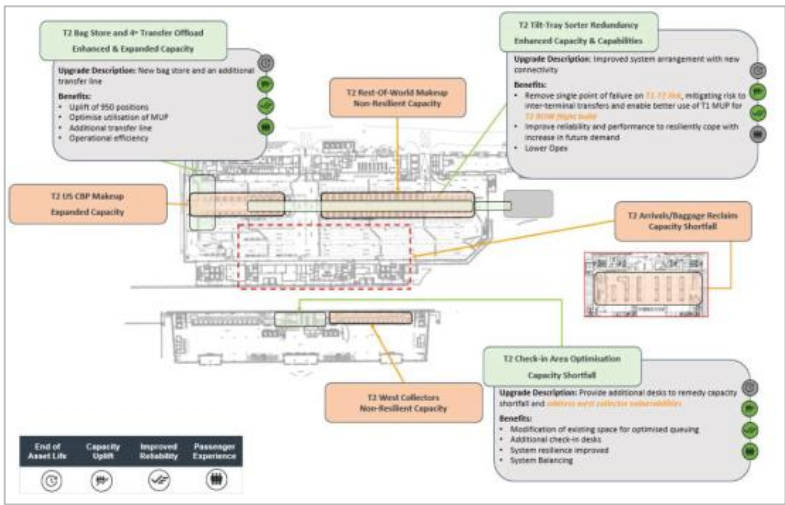
CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme

Project description

Introduction

6.315 The project encompasses a targeted set of mechanical, electrical, control, and automation assets within the Terminal 2 Baggage Handling System (BHS) that have reached end of life, are obsolete, or present an elevated operational risk due to age, condition, or fault trends. The programme aims to extend the operational life of the BHS through a targeted suite of interventions focused on the highest criticality and highest risk BHS processing components.

Figure 6.21: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme - Terminal 2 Baggage Projects Overview



Source: Dublin Airport

Context

6.316 Dublin Airport’s Terminal 2’s Baggage Handling System (BHS) was commissioned in 2010 and is now approaching sixteen years of continuous operation. The system comprises over 7km of conveyors and a wide range of electromechanical and control assets that have supported sustained growth in passenger numbers and baggage volumes since Terminal 2 opened.

6.317 Over this period, passenger numbers and baggage volumes put growing pressure on the BHS Assets, and any asset related interruption can resulting in poor passenger service and the airport missing regulatory quality of service targets.

6.318 Dublin Airport has therefore undertaken a detailed review of asset condition, fault trends, and operational risk across the Terminal 2 BHS which has identified a targeted suite of assets where intervention is now considered essential.

Objective

6.319 The objective of this Terminal 2 Critical Asset Re-Life Programme is to ensure the continued reliability, resilience, and regulatory compliance of the Terminal 2 Baggage

Handling System (BHS) by addressing ageing, end-of-life and obsolete assets that now present an unacceptable operational and service-quality risk.

Scope

- 6.320 The scope of the project includes the following elements:
- Critical conveyor motor group replacement: 30% replacement and standardisation of obsolete motor-gearbox (approx. 1,200 units) across high-criticality conveyor lines;
 - Full refurbishment and replacement of mechanical components across 11 carousels in Terminal 2, including chain sets, slat carriers, slats, and dual drive stations;
 - Like-for-like replacement of Integration of OOG systems to rationalise the existing Out-of-Gauge lines, replacement of obsolete equipment to improve resilience, safety, and customer experience;
 - Comprehensive upgrade of the sorter’s carriage control systems, main LIM inverter including new real-time communication hardware, full wiring replacement, along with scanning and image-capture system upgrades;
 - Installation of a seventh double-stacked arrivals carousel, including two new delivery conveyor lines;
 - Full replacement of 80 fire and security shutters across Terminal 2 BHS;
 - Replacement or refurbishment of approximately 180 collector conveyors in the Terminal 2 check-in area;
 - Replacement of 15 end-of-life high-speed routing diverts; and
 - Replacement of 58 obsolete actuator-sensor interface masters and optical link modules with 11 modernised control-gear assemblies.

Stage

The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q3 2027 – Q4 2031
- Operational: Q1 2032

Key project metrics

Table 6.172: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 69.55m

Source: Dublin Airport

Scope review

Table 6.173: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as presented provides a reasonable basis for fulfilling this project's objectives. However, it is high level and requires substantial design and development of its Scope definition.
Is the scope efficient?	The programme targets assets where renewal will deliver measurable improvements in system efficiency and lifecycle performance. Dublin Airport expects these activities to deliver higher BHS efficiencies through: • Reduced energy consumption - Upgrades to chains, diverts, and carousel systems • Improved bag processing - with enhanced scanning, and sorter performance • Reduced downtime - improving system utilisation • Standardisation - reducing maintenance and spare-holding costs • Predictive maintenance capability - reducing reactive interventions These efficiency gains support the airport's long-term operational strategy, reduce lifecycle costs, and ensure the BHS can reliably meet future throughput demands. The project is in the early stages of planning, hence the scope as presented is high level and will require detailed development of the scope definition. Notwithstanding the scope as presented forms a reasonable basis for an efficient delivery of the BHS Terminal 2 Critical Asset Re-life programme project requirements.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and a detailed scope definition.
Are there any synergies with other projects?	The project needs to be phased and aligned with other projects which involve the upgrade/modernisation refurbishment and replacement of Baggage handling assets, due to dependencies and possible synergies: • CIP27.06.09 Operational Reliability Safety Security and Compliance' covering BHS control systems across the Terminal 1&2 BH Estate. • CIP27.04.27 BHS Efficiency and Resilience Upgrades covering T1&T2 lifecycle upgrades of BHS control system equipment
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS considers this reasonable. However individual asset life for items such as BHS control systems will have asset life closer to 10-15 years.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 6.174: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Conclusion

IFS comment	RAG Assessment
The proposed programme will extend the life of critical BHS assets, reduce operational downtime, improve mean time between failures, and support more stable baggage flows during peak operating periods. The project is appropriately designated StageGate, reflecting the need for detailed design development and technical validation across multiple interdependent asset groups. The project scope is presented at very high level and will need significant further development. However, it the scope as given should be sufficient to be the basis for an efficient and effective project to meet the T2 BHS critical Asset re-life programme requirements.	

Source: Steer

Cost estimate review

- 6.321 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.322 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.175: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	10.096	9.466	-0.630
Construction Costs	43.894	41.155	-2.739
Escalation, Contingency & Design Variability	15.558	14.587	-0.971
Total	69.548	65.207	-4.340

Source: Steer

- 6.323 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.176: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	10.096	9.466	-0.630

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	43.894	41.155	-2.739
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	15.558	14.587	-0.971
Grand total	69.548	65.207	-4.340

Source: Steer

6.324 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.177: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Baggage integrator management	REDACTED		
Testing and commissioning of services			

Source: Steer

6.325 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the % allowances for baggage integrator management and testing and commissioning of services, as the % allowances included in Dublin Airport's cost estimate are higher than the IFS would expect.

6.326 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.327 Our overall conclusion of the project review is as follows:

Table 6.178: CIP27.04.26 BHS Terminal 2 Critical Asset Re-Life Programme – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as presented provides a reasonable basis for fulfilling this project's objectives and forms a reasonable basis for an efficient delivery of the BHS Terminal 2 Critical Asset Re-life programme project requirements. However, it is high level and requires substantial design and development of its Scope definition.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
69.548	65.207	-4.340
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the % allowances for baggage integrator management and testing and commissioning of services, as the % allowances included in Dublin Airport's cost estimate are higher than the IFS would expect.		

Source: Steer

CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades

Project description

Introduction

- 6.329 The project entails a targeted programme of Baggage Handling System (BHS) asset replacement and resilience projects to address obsolescence, strengthen reliability, and meet rising passenger demand. It includes the full lifecycle of activities required to design, procure, integrate, install, commission, and hand over modernised mechanical, electrical, and IT assets essential to maintaining reliable baggage processing operations.

Figure 6.22: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades - OCR Camera, Drive and Switch Gear Modernisation.



Source: Dublin Airport

Context

- 6.330 According to Dublin Airport, much of the BHS estate in the two Terminals is exceeding its designed service life. Key components such as the sortation system, IT interfaces, rapid roller doors, Out of Gauge (OOG) lifts, and control system hardware are experiencing increasing rates of failure, reduced maintainability, and diminishing availability of spare parts. These issues are increasing the likelihood of service disruption and constrain the airport's ability to support peak passenger demand.
- 6.331 To maintain safe, reliable, and efficient baggage processing operations across Terminals 1 and 2, the airport is advancing a coordinated programme of Baggage Handling System (BHS) resilience and renewal works.

Objective

- 6.332 The objective of this project is to restore and enhance the resilience, reliability, and operational continuity of Dublin Airport's Baggage Handling Systems (BHS).
- 6.333 The programme aims to eliminate known points of failure, address obsolescence, and ensure that baggage processing remains secure, efficient, and capable of supporting future passenger growth.

Scope

- 6.334 The scope includes the following:

- Terminal 1 & Terminal 2 – ATR-OCR Upgrade: deployment of approximately 10 Optical Character Recognition (OCR) technology at Automatic Tag Readers (ATRs);
- Terminal 1 & Terminal 2 – Rapid Roller Door Replacement: replacement of 13 life-expired rapid roller doors within the baggage halls;
- Terminal 2 – Departures and Arrivals Out-of-Gauge (OOG) Lift Replacement: full replacement of the Departures and Arrivals OOG lift, including lift car, drive systems, security shutters, fire shutters, fencing, and associated safety systems; and
- Airport Baggage Handling Controls and Equipment Asset Monitoring: replacement of obsolete and unsupported components within the control systems and baggage system components to strengthen system resilience, enable predictive maintenance, and align with long-term asset management strategies.

Stage

6.335 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operational: Q1 2032

Key project metrics

Table 6.179: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€16.34 m

Source: Dublin Airport

Scope review

Table 6.180: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as presented provides a reasonable basis for fulfilling this project's objectives. However, it is high level and requires substantial design and development of its scope definition.
Is the scope efficient?	The project is in the early stages of planning, hence the scope as presented is high level and will require significant development during the design development phases. Notwithstanding the scope as presented forms a reasonable basis for an efficient delivery programme for the BHS Efficiency and Resilience Upgrades project requirements.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and a detailed scope definition.

Question	Comments
Are there any synergies with other projects?	The project needs to be phased and aligned with other projects due to dependencies and possible synergies: • CIP27.06.09 Operational Reliability Safety Security and Compliance' covering BHS control systems across the Terminal 1&2 BH Estate. • CIP27.04.26 Baggage Handling system Terminal 2 Critical Asset Re-life programme covering refurbishment of the T2 BHS equipment and control systems.
Is(Are) the proposed asset life(s) reasonable	Dublin Airport's proposed asset life for this project is 20 years, broken down as follows: • Terminal 1 and Terminal 2 Baggage Handling IT Resilience (OCR): 10 years • Terminal 1 and 2 Baggage Hall Rapid Roller Doors Replacement: 15 to 20 years. • Terminal 2 Departures and Arrivals Out of Gauge Lift Replacement: 20 years. • Airport Baggage Handling Controls and Equipment Asset Monitoring: 10 to 15 years. The IFS considers these are all reasonable.
Is there any double counting with other projects?	No double counting identified

Source: Steer

Scope – Conclusion

Table 6.181: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – Conclusion

IFS comment	RAG Assessment
The scope as presented in the IAA submission provides a reasonable basis for fulfilling this project's objectives. However, it is in the early stages of planning, hence the scope as presented is high level and will require significant development during the design development phases. Notwithstanding the scope as presented forms a reasonable basis for an efficient delivery programme for the BHS Efficiency and Resilience Upgrades project requirements.	

Source: Steer

Cost estimate review

- 6.336 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.337 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.182: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.372	2.303	-0.069
Construction Costs	10.313	10.014	-0.298
Escalation, Contingency & Design Variability	3.655	3.549	-0.106
Total	16.340	15.867	-0.473

Source: Steer

- 6.338 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.183: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	2.372	2.303	-0.069
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	10.313	10.014	-0.298
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.655	3.549	-0.106
Grand total	16.340	15.867	-0.473

Source: Steer

- 6.339 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.184: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Baggage integrator management	REDACTED		
Baggage integrator OHP			
Extra over cost for out of hour works			

Source: Steer

- 6.340 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the percentage allowance for the baggage integrator management as percentage was higher than the IFS would expect. The reduction in this allowance has resulted in a reduction in the allowances included for baggage integrator overheads and profit, and out of hours working.
- 6.341 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries on the building works, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate and percentage reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 6.342 Our overall conclusion of the project review is as follows:

Table 6.185: CIP27.04.27 Baggage Handling System Efficiency and Resilience Upgrades – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope as presented in the IAA submission provides a reasonable basis for fulfilling this project’s objectives and forms a reasonable basis for an efficient delivery programme. However, it is in the early stages of planning, hence the scope will require significant development during the design development phases.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
16.340	15.867	-0.473

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the percentage allowance for the baggage integrator management as percentage was higher than the IFS would expect. The reduction in this allowance has resulted in a reduction in the allowances for baggage integrator overheads and profit, and out of hours working.

Source: Steer

CIP27.04.28 Baggage Handling System Asset Replacements and Upgrades

Project description

Introduction

- 6.343 The project provides for the renewal, upgrade, and targeted enhancement of Terminal 1 Baggage Handling System (BHS) through a structured replacement of end-of-life conveying systems, controls, electrical infrastructure, and associated check-in systems.

Figure 6.23: CIP27.04.28 Baggage Handling System Asset Replacements and Upgrades - Terminal 1 Check-in Area



Source: Dublin Airport

Context

- 6.344 Terminal 1's BHS has now been in service for 27 years and it is reported to be becoming increasingly unreliable, resulting in rising maintenance costs, and limited capability to support future operational needs. The majority of its mechanical, electrical, and controls assets have reached or exceeded their design life, resulting in increasing unreliability, rising maintenance costs, and limited capability to support future operational needs.
- 6.345 Dublin Airport indicates that given the uncertainty surrounding the future of Terminal 1, it would be premature to invest significant funds in the total optimisation and refurbishment of the check-in area. These works are essential to maintaining service continuity and ensuring that Terminal 1 can continue to support passenger throughput during this CIP27 regulatory period.

Objective

- 6.346 The objective of CIP.27.04.28 is to renew and modernise the end-of-life BHS assets in Terminal 1 as well as enhancing system resilience and routing flexibility through a new connection to Area 14. This will ensure Dublin Airport can maintain a reliable, efficient, and secure baggage operations through the CIP27 regulatory period, despite the ageing condition of the existing infrastructure and ongoing uncertainty regarding the long-term future of Terminal 1.

Scope

6.347 The scope includes the following:

- Terminal 1 BHS and Check-in Systems Replacement, including:
 - Replacement of legacy conveying systems; and
 - Upgrade of controls electrical infrastructure including motor control panels, power supplies and modification of the existing SCADA system as they are end-of-life and unreliable; and
 - End of life replacement of check-in islands, including new FIDS displays, illuminated signage, and associated electrical and data infrastructure.
- Terminal 1 8-Bay / 6-Bay to Area 14 Connection, including:
 - Architectural and civil works to replace plinths containment and cable/services routing;
 - Installation of new conveying systems, Automatic Tag Readers, appropriate control and detection equipment, security, fire-shutter installation within the asset management design policy for BHS; and
 - Replacement of MCP panels and associated power supply, emergency stop systems, comms network for asset monitoring and modification of existing SCADA system.

Stage

The Project currently has an identified project delivery outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operational Q1 2032.

Key project metrics

Table 6.186: CIP27.04.28 Baggage Handling System Asset Replacements – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 57.21m

Source: Steer

Scope review

Table 6.187: CIP27.04.28 Baggage Handling System Asset Replacements – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	Whilst the scope of this project is presented at high level, it does provide a reasonable basis for the development of a BHS Asset replacement process to fulfil the project's objectives.
Is the scope efficient?	The scope of the BHS replacement and upgrades project is described at high level and needs considerable additional planning and design development to create a comprehensive and coordinated BHS asset replacement programme for Terminal 1.

Question	Comments
	Notwithstanding it provides a reasonable basis on which an efficient and effective delivery process can be developed to meet the BHS Replacement and Upgrades project requirements.
Are there any alternative scope to consider?	None considered
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning and a detailed scope definition
Are there any synergies with other projects?	The project needs to be phased and aligned with other projects due to dependencies and possible synergies: • CIP27.05.27 – BHS Efficiency and Resilience Upgrades; • CIP27.05.28 – HBS Version Upgrade; and • CIP27.06.07 – Operational Devices
Is (Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that this is reasonable for a BHS of this type of equipment.
Is there any double counting with other projects?	No double counting has been Identified with other projects!

Source: Steer

Scope – Conclusion

Table 6.188: CIP27.04.28 Baggage Handling System Asset Replacements – Conclusion

IFS comment	RAG Assessment
Whilst the scope of this project is presented at high level, it does provide a reasonable basis for the development of a BHS Asset replacement process to fulfil the project's objectives. The scope of the BHS replacement and upgrades project, despite described at high level, provides a reasonable basis on which an efficient delivery process can be developed to meet the BHS Replacement and Upgrades project requirements.	

Source: Steer

Cost estimate review

- 6.348 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 6.349 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.189: CIP27.04.28 Baggage Handling System Asset Replacements – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	8.304	8.304	-
Construction Costs	36.104	36.104	-
Escalation, Contingency & Design Variability	12.797	12.797	-
Total	57.205	57.205	-

Source: Steer

- 6.350 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.190: CIP27.04.28 Baggage Handling System Asset Replacements – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	8.304	8.304	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	36.104	36.104	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	12.797	12.797	-
Grand total	57.205	57.205	-

Source: Steer

- 6.351 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

6.352 Our overall conclusion of the project review is as follows:

Table 6.191: CIP27.04.28 Baggage Handling System Asset Replacements – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope of this project provides a reasonable basis for the development of a BHS Asset replacement process to fulfil the project’s objectives. The scope of the BHS replacement and upgrades project, despite described at high level, should be efficient in meeting the project requirements.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
57.205	57.205	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.		

Source: Steer

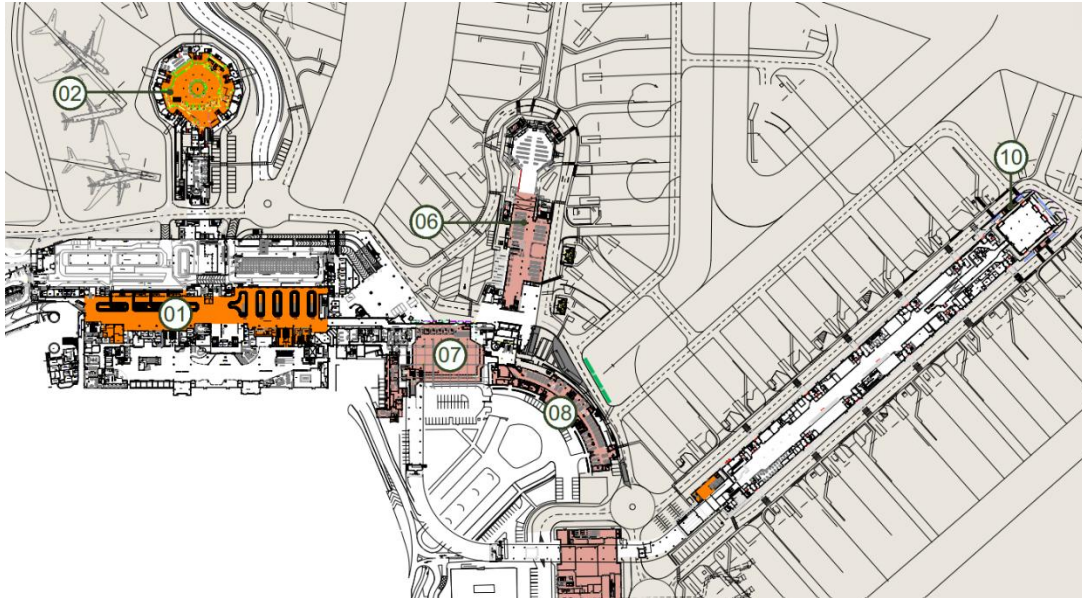
CIP27.04.29 – Terminal Operational Improvements

Project description

Introduction

- 6.354 This project focuses on the refurbishment and renewal of passenger-facing and back-of-house architectural finishes across Terminal 1, Terminal 2, and associated piers.

Figure 6.24: CIP27.04.29 – Terminal Operational Improvements – T1 Apron Level Plan



Source: Dublin Airport

Context

- 6.355 Dublin Airport reports ongoing challenges in maintaining architectural finishes in the terminals and piers due to high footfall, luggage movement, environmental exposure, and daily operational demands. Flooring, wall surfaces, and ceilings in passenger areas experience progressive deterioration, which can negatively affect passenger experience and operational efficiency.
- 6.356 In addition, finishes within back-of-house logistics areas such as utility corridors, storage rooms, service yards, and staff access routes are subject to intensive use and exposure to heavy equipment. Dublin Airport indicates that these areas deteriorate rapidly and may present safety risks, reduced functionality, and increased maintenance requirements if not proactively managed.

Objective

- 6.357 The objective is to maintain the airport's image, support passenger comfort and safety, ensure compliance with design and accessibility standards, and improve the durability and operational performance of key terminal spaces by implementing a proactive and coordinated maintenance and refurbishment programme for terminal finishes across passenger-facing and back-of-house areas.

Scope

- 6.358 The project provides for the refurbishment of finishes and improvements by the implementation of a maintenance strategy that includes the use of durable, low-maintenance materials. In public areas the refurbishment includes matwells, walls and floor finishes and the provision of passenger amenities such as smart bins, sense of place installations and Flight Information Displays (FIDS). For logistic zones, industrial-grade finishes, and safety-focused upgrades are planned.

Stage

- 6.359 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 6.192: CIP27.04.29 – Terminal Operational Improvements – Key project metrics

Metric	Value
Total project cost	€20.71 m

Source: Steer

Scope review

Table 6.193: CIP27.04.29 – Terminal Operational Improvements – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil the project objectives by delivering the refurbishment of building finishes outlined.
Is the scope efficient?	We don't have any concerns with regard to the efficiency of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are basic, but they are comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with the following projects due to dependencies and possible synergies: • CIP27.01.04 Mobility and Accessibility • CIP27.02.02 Pier 1 East • CIP27.02.04 Terminal 2CBP and Transfer Extension • CIP27.02.05 Pier 5 and South Apron Expansion • CIP27.02.18 Pier 1 West Extension • CIP27.02.20 Pier 2 Optimisation and Refurbishment • CIP27.02.21 Pier 3 Optimisation and Refurbishment • CIP27.02.24 Terminal 2 Pier 3 Arrivals Washrooms • CIP27.02.48 Terminal 2 Checkin and Sortation Optimisation • CIP27.03.03 OCTB Refurbishment

Question	Comments
	• CIP27.03.10A ARI Retail Projects • CIP27.03.10B Terminal 2 IDL ARI Refurbishment • CIP27.03.04 Airline Lounges • CIP27.04.08 Piers and Terminals Critical Maintenance • CIP27.05.04 Access Control System Replacement • CIP27.05.10 Security Operations Refurbishments Because of the nature of the finishes refurbishment work, there will have to be pre-planning to ensure that none of the projects above restrict access to the areas required for refurbishment.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years which reflects the average life that is the norm for internal finishes.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 6.194: CIP27.04.29 – Terminal Operational Improvements – Conclusion

IFS comment	RAG Assessment
The scope should fulfil the project objectives by delivering the refurbishment of building finishes outlined. We don't have any concerns with regard to the efficiency of the project.	

Source: Steer

Cost estimate review

6.360 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

6.361 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 6.195: CIP27.04.29 - Terminal Operational Improvements – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.625	1.556	-0.069
Construction Costs	14.772	14.143	-0.629
Escalation, Contingency & Design Variability	4.315	4.131	-0.184
Total	20.712	19.830	-0.882

Source: Steer

6.362 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 6.196: CIP27.04.29 - Terminal Operational Improvements – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	1.625	1.556	-0.069
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED	REDACTED	REDACTED
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	14.772	14.143	-0.629
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	4.315	4.131	-0.184
Grand total	20.712	19.830	-0.882

Source: Steer

The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 6.197: CIP27.04.29 - Terminal Operational Improvements – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Emergency exit lighting	REDACTED	REDACTED	REDACTED
Fittings, Furnishings and Equipment			
Electrical installations			

Source: Steer

6.363 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for the emergency exit lighting, electrical installations and fittings, furnishings and equipment as they are higher than the IFS would expect.

6.364 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

6.365 Our overall conclusion of the project review is as follows:

Table 6.198: CIP27.04.29 - Terminal Operational Improvements – Overall conclusion

Scope		
IFS comment		RAG Assessment
The scope should fulfil the project objectives by delivering the refurbishment of building finishes outlined. We don’t have any concerns with regard to the efficiency of the project.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
20.712	19.830	-0.882
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has reduced the rates for the emergency exit lighting, electrical installations and fittings, furnishings and equipment as they are higher than the IFS would expect.		

Source: Steer

7 Project reviews - Security

Summary

Table 7.1: CIP2027 – Security – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.05.01	Intrusion Detection System	15.266	13.372	-1.894
CIP27.05.02	Aviation Security Training Organisation Relocation	27.487	27.278	-0.209
CIP27.05.03	Damage by Vehicle Risk Mitigation Programme	16.438	15.013	-1.425
CIP27.05.04	Access Control System Replacement	17.475	16.895	-0.580
CIP27.05.05	Security Operations Systems and Equipment	43.606	43.606	-
CIP27.05.06	HBS System Upgrade	3.740	3.740	-
CIP27.05.07	VCP 11 and 32 Building Replacement	10.307	9.743	-0.564
CIP27.05.08	Terminal 2 T2 Staff Screening Expansion	1.294	1.085	-0.209
CIP27.05.09	Remote Screening Centre	7.029	7.029	-
CIP27.05.10	Security Operations Refurbishments	9.877	9.877	-
CIP27.05.11	Security Innovation and Technology	7.527	7.007	-0.520
Total		160.046	154.645	-5.401

Source: Steer

CIP27.05.01 – Intrusion Detection Systems

Project description

Introduction

- 7.1 The Intrusion Detection System project relates to the enhancement of airfield perimeter security infrastructure. The project involves the installation of an integrated intrusion detection system along the airfield perimeter to support the prevention of unlawful interference. This project is a roll over project taking over from the previous CIP.20.06.015 – Intrusion Detection System.

Figure 7.1: Example of radar intrusion detection system installation



Source: Dublin Airport

Context

- 7.2 EU aviation-security regulations require Dublin Airport to maintain a secure physical boundary that prevents unlawful interference with aircraft, airfield operations, and critical infrastructure. Dublin Airport has been engaging with specialist suppliers to obtain a clearer understanding of the technical requirements, including the scale of cabling, civil works, power infrastructure, and system integration needed to deliver a modern, all-weather perimeter-security solution.

Objective

- 7.3 The objective of the project is to augment the existing perimeter fencing with a second line of integrated intrusion detection sensors and systems that operate regardless of weather conditions or light quality. The programme will improve perimeter protection using ground-based intrusion-detection radars and co-located Pan/Tilt/Zoom (PTZ) cameras providing 360-degree surveillance and enhanced situational awareness. These technologies will be integrated with the existing perimeter security systems including CCTV, laser-detector breach systems, and central monitoring platforms to create a unified, high-fidelity security picture across the entire airfield boundary.

Scope

- 7.4 The scope includes the following:
- **Deployment of Ground-Based Intrusion Detection Radars:** Installation of up to 17 all-weather, ground-based radar units along the full airfield perimeter to provide 360-degree detection capability.

- **Installation of Co-Located Pan/Tilt/Zoom (PTZ) Cameras:** Deployment of approximately 21 PTZ cameras, co-located with radar units on shared poles, to provide visual verification of detected events along the full airfield perimeter.
- **Integration with Existing Security Systems:** Full integration of the upgraded IDS with Dublin Airport’s existing security architecture, including:
 - CCTV systems and video-management platforms.
 - Laser-detector breach systems (e.g., CHC location).
 - Central security monitoring and response systems.
 - Alarm management, event logging, and incident-response workflows.
- **Supporting Infrastructure and Civil Works:** Delivery of all enabling works required to support the IDS upgrade, including:
 - New power supplies, distribution boards, and Uninterruptible Power Supplies (UPS). Cabling, ducting, containment, and associated civil works.
 - Network connectivity and communications infrastructure for data transmission and system control.

Change in Scope vs CIP2020

- 7.5 This project was included in CIP2020, identified by the project number CIP.20.06.015 with a cost estimate of €4.5 million. The functional requirements of the project remain unchanged. However, in a response to an IFS query, Dublin Airport states “CIP20.06.015 was paused due to the moratorium on non-essential external projects in DAP during the COVID pandemic. Following the resumption of projects in 2023, Security Operations undertook a reprioritisation of all the CIP proposals with the focus on other systems which had been mandated”. The IFS assesses this is effectively a rollover project from CIP 20.06.015. The original CIP2020 project’s scope was developed and costed at a conceptual level and did not account for:
- The extended perimeter created by the North Runway;
 - The full scale of cabling, ducting, and civil works; and
 - The number of radar and camera units required for 360° coverage.

Stage

The Project currently has an identified project delivery outlined below:

- Planning Q2 2027
- Implementation programme Q2 2027 - Q4 2031
- Operational Q1 2032

Key project metrics

Table 7.2: CIP27.05.01 Intrusion Detection Systems – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€15.27m
Intrusion detection RADARs	17
Pan/Tilt/Zoom Cameras	21

Source: Steer

Scope review

Table 7.3: CIP27.05.01 Intrusion Detection Systems – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	While the information provided by Dublin Airport is high-level, the scope should fulfil the project objectives.
Is the scope efficient?	The scope as provided offers a reasonable basis for an efficient delivery.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The information provided is very high-level but is reasonable and comprehensible.
Are there any synergies with other projects?	None identified.
Is (Are) the proposed asset life(s) reasonable?	The Proposed Asset life is 10 years which is reasonable for this type of system.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 7.4: CIP27.05.01 Intrusion Detection System – Conclusion

IFS comment	RAG Assessment
While the information provided by Dublin Airport is high-level, the scope should fulfil the project objectives and offer a reasonable basis for an efficient delivery.	

Source: Steer

Cost estimate review

- 7.6 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.7 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.5: CIP27.05.01 - Intrusion Detection System – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.501	1.315	-0.186
Construction Costs	10.350	9.066	-1.284
Escalation, Contingency & Design Variability	3.415	2.991	-0.424
Total	15.266	13.372	-1.894

Source: Steer

- 7.8 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.6: CIP27.05.01 - Intrusion Detection System – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.501	1.315	-0.186
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External works	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	10.350	9.066	-1.284
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.415	2.991	-0.424
Grand total	15.266	13.372	-1.894

Source: Steer

- 7.9 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.7: CIP27.05.01 - Intrusion Detection System – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Perimeter intrusion detection radar	REDACTED		
Poles for Radars/CCTV			
Allow power cable connection to the nearest sub-station			
Allow data connection to the nearest network connection			

Source: Steer

- 7.10 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has reduced the rates included for the perimeter intrusion detection radar, allowance for UPS install & connections and power connections as the rates included in Dublin Airport's cost estimate are higher than the IFS would expect.
- 7.11 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 7.12 Our overall conclusion of the project review is as follows:

Table 7.8: CIP27.05.01 - Intrusion Detection System – Overall conclusion

Scope		
IFS comment		RAG Assessment
While the information provided by Dublin Airport is high-level, the scope should fulfil the project objectives and offer a reasonable basis for an efficient delivery.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
15.266	13.372	-1.894

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. The variances between Dublin Airport and the IFS are mainly driven by reductions in rates for the perimeter intrusion detection radar, allowance for UPS install & connections and power connections. The IFS were unable to check the quantities included in the cost estimate due to lack of design information.

Source: Steer

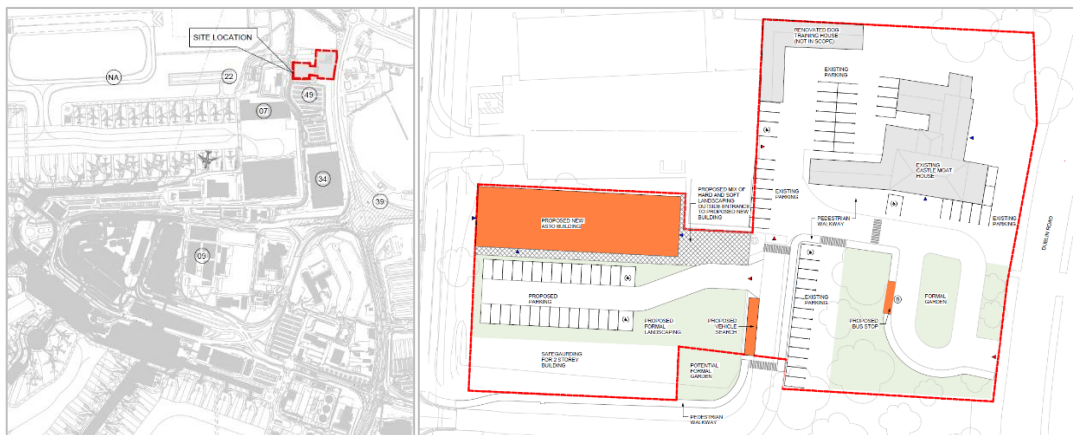
CIP27.05.02 – Aviation Security Training Organisation Relocation

Project description

Introduction

- 7.13 This project proposes to relocate the Aviation Security Training Organisation (ASTO). The new training centre will be located at the Castlemoate House site where the existing Castlemoate House, a listed building, will be refurbished and a new building constructed to house the security workforce.
- 7.14 This project is a roll over project taking over from the previous CIP20.06.022 – Aviation Security Training Organisation Upgrade and Expansion.

Figure 7.2: CIP27.05.02 Aviation Security Training Centre – Site location plan



Source: Dublin Airport

Context

- 7.15 The existing ASTO is currently located in The Whitehouse on Corballis Road, which is scheduled for demolition to accommodate the Pier 5 development, so Dublin Airport considers that a new facility is required.
- 7.16 The proposed location for a new ASTO facility is Castlemoate House, a listed structure, which limits the extent of possible structural and architectural modifications. Dublin Airport considers that the building's footprint is insufficient to accommodate the expanded security workforce that has emerged since the project's original inception under CIP2020, so an additional new building is also required.

Objective

- 7.17 The objective is to provide fit-for-purpose training facility equipped with screening equipment, computer-based training systems, lecture rooms, examination rooms, and welfare facilities that supports the continued delivery of mandatory security training at the airport.
- 7.18 The project aims to accommodate increased training demand associated with an expanded security workforce while ensuring compliance with operational and regulatory requirements.

- 7.19 Additionally, works will be undertaken to improve essential energy and core compliance for thermal insulation as Castlemoate House is one of the 9 worst energy performing campus buildings.

Scope

- 7.20 The project provides for the following:
- Castlemoate House Renovations:
 - Facades replastered with lime plaster;
 - External doors reconditioned and windows provided with secondary glazing;
 - Thermal insulation under timber floors and in roof void spaces;
 - Internally, office space replanned and new finishes to all floor and wall surfaces; and
 - Removal of existing heating system and installation of new M&E systems.
 - New two storey building, with estimated size of 1500 m² will be constructed on the green site adjacent to the Castlemoate House car park, including:
 - Provision of access roads as well as hardstanding adjacent the new building and provision for additional car parking spaces;
 - Provision of an all-weather canopy attached to the building to allow for searching one large vehicle; and
 - Safeguarding the site for an additional two-storey building of similar size.
 - Car park rehabilitation and landscaping:
 - Pavement rehabilitation of 420 m² car park adjacent to Castlemoate House;
 - Landscaping of 1600 m² for formal gardens as part of the listed building; and
 - New bus shelter and a pickup/ drop off point for shuttle transfers from the terminals.

Changes in scope vs CIP2020

- 7.21 Under CIP2020, the project focused on the upgrade and modernisation of the existing ASTO facility in Castlemoate House. For CIP27, the project has been reviewed, redesigned, and costed from a clean sheet perspective because Dublin Airport state that several sites allocated to ASTO have been either earmarked for demolition or repurposed to facilitate proposed developments under CIP27. Consequently, a new location for the ASTO is necessary and of sufficient size to accommodate a larger security workforce since the project's original inception.
- 7.22 The revised scope includes relocation to Castlemoate House, a listed building, needing refurbishment, and construction of a new two-storey training facility to accommodate increased training requirements and a larger security workforce.
- 7.23 The proposed project cost increases from the €1.8m proposed at CIP2020 to €27.5m due to the new clean sheet design.

Stage

- 7.24 The project is expected to follow the following delivery programme:
- Planning: Q1 2028
 - Construction: Q1 2031 - Q4 2032
 - Operation: Q1 2033

Key project metrics

Table 7.9: CIP27.05.02 – Aviation Security Training Organisation Relocation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€27.5 million
Castlemoate House size	Approx. 630 m ²
New building size	Approx. 1,500 m ²
New car parking spaces	28 + 2 disabled parking
Rehabilitated car spaces	Approx. 420 m ² 47 + 3 disabled + 2 EV
Landscaped garden area	Approx. 1,600 m ²
Certification Desks	50
Training Desks	192
Online assessment desks	18
Checkpoint screening x-ray machine	1

Source: Dublin Airport

Scope review

Table 7.10: CIP27.05.02 – Aviation Security Training Organisation Relocation – scope/specifications

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the facility as outlined.
Is the scope efficient?	The scope is efficient in delivering the functions outlined for the project, however the IFS could not evaluate the facility sizing from the detailed information provided by Dublin Airport as it did not include a demand schedule/sizing calculations.
Are there any alternative scope to consider?	None presented
Are the specifications reasonable and comprehensible?	The drawings are clear and well presented; specifications are basic and lack detail, but they are comprehensible. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	No, but timing of the project will need to be considered to ensure that there is a training facility available at all times.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The asset life defined for the CIP2020 version of this project was 15 years. However, given the clean sheet design and relevant changes in scope, the IFS assesses that the proposed asset life of 20 years is adequate and in line with the IFS recommendation for the asset life of 20 years for the ASTO project in CIP2020.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 7.11: CIP27.05.02 – Aviation Security Training Organisation Relocation – Conclusion

IFS comment	RAG Assessment
The project meets the scope objectives by delivering the facility as outlined. However, the basic sizing of the facility requires validation by Dublin Airport as evidence for the project’s efficiency.	

Source: Steer

Cost estimate review

- 7.25 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.26 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.12: CIP27.05.02 – Aviation Security Training Organisation Relocation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	3.483	3.457	-0.027
Construction Costs	15.856	15.735	-0.121
Escalation, Contingency & Design Variability	8.148	8.086	-0.062
Total	27.487	27.278	-0.209

Source: Steer

- 7.27 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.13: CIP27.05.02 – Aviation Security Training Organisation Relocation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	3.483	3.457	-0.027
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Substructure	REDACTED		
Complete buildings and building units			
Work to existing buildings			

External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	15.856	15.735	-0.121
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	8.148	8.086	-0.062
Grand total	27.487	27.278	-0.209

Source: Steer

7.28 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.14: CIP27.05.02 – Aviation Security Training Organisation Relocation –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Water main infrastructure 150mm diameter	REDACTED		
Water main; isolation valve			
1m bollard			
Strip out and disposal of existing M&E services in staff kitchen and washrooms, public washrooms, changing facilities and circulation space			

Source: Steer

7.29 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made minor reductions to the rates included for the water main infrastructure, water main isolation valve and bollards to align with the Schedule of Rates provided by Dublin Airport. The strip out allowance for M&E has also been removed as the IFS believes that these costs should be captured in other strip out costs.

7.30 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors' preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS

assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

7.31 Our overall conclusion of the project review is as follows:

Table 7.15: CIP27.05.02 – Aviation Security Training Organisation Relocation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project meets the scope objectives by delivering the facility as outlined. However, the basic sizing of the facility requires validation by Dublin Airport as evidence for the project’s efficiency.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
27.487	27.278	-0.209
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made minor reductions to the rates included for the water main infrastructure, water main isolation valve and bollards to align with the Schedule of Rates provided by Dublin Airport. The strip out allowance for M&E has also been removed as the IFS believes that these costs should be captured in other strip out costs.		

Source: Steer

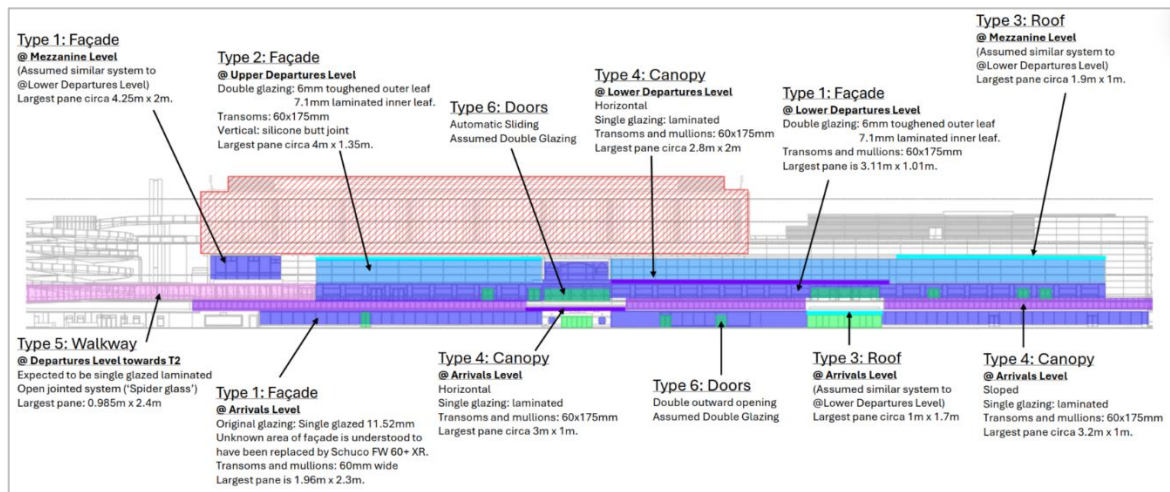
CIP27.05.03 – Damage by Vehicle Risk Mitigation

Project description

Introduction

- 7.32 The project proposes to replace the existing glazing and supporting structures to the landside elevations of Terminal 1 at departures and arrivals levels with blast resistant glazing and supporting structure as well as to carry out a structural survey of Terminal 1 to identify any underlying structural weaknesses.
- 7.33 This project is a roll over project taking over from the previous CIP20.06.046 Terminal Kerb Security Mitigation.

Figure 4.1: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Terminal 1 existing glazed areas



Source: Dublin Airport

Context

- 7.34 To minimise the threat from vehicle borne improvised explosive devices (VBIED) from unregistered vehicles approaching the terminal on the departures or arrivals set down roads, the replacement of the glazing/supporting structures adjacent to the departures and arrivals kerbs is required.

Objective

- 7.35 The objective of the project is to mitigate the risk of damage to Terminal 1 and its occupants arising from vehicle borne improvised explosive devices (VBIED) from unregistered vehicles approaching the terminal on the departures or arrivals set down roads by installing blast resistant glazing to the terminal adjacent the set down/pickup kerbs
- 7.36 The objective also covers undertaking structural assessments to better understand the resilience of the terminal building under potential blast scenarios.

Scope

- 7.37 The scope of the project includes the following elements:

- Replacement of external glazing at Terminal 1 on both arrivals and departures levels adjacent to the landside kerbs;
- Replacement or upgrading of supporting frames aligned with existing and planned glazing/façade upgrades;
- Undertaking a structural survey of Terminal 1 to identify underlying structural weaknesses; and
- Completion of a high-level bomb blast analysis to assess the effects of a vehicle borne explosive on key structural and secondary components.

Changes in Scope vs CIP2020

- 7.38 The CIP 2020 proposed the replacement of the glazing/structure adjacent to the departures and arrivals kerbs with blast resistant glazing/structure and instigating the replacement of bollards. The bollard replacement component of the CIP2020 project is underway and will be completed in the current regulatory period.
- 7.39 The project continues the functional requirements included in CIP2020. The CIP27 scope focuses on the glazing and supporting structure elements, with costs updated to reflect refined structural requirements, construction methodology, and inflation. The proposed cost increases from €13.9m to €16.4m due to design refinements and rate escalation as well as inflation.

Stage

- 7.40 The project is expected to follow the following delivery programme:
- Planning: Q3 2029
 - Construction: Q1 2031 - Q2 2032
 - Operation: Q3 2032

Key project metrics

Table 7.16: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€16.44 m

Source: Steer

Scope review

Table 7.17: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Scope/specifications

Question	Comments
Does the scope fulfil the project objectives?	The scope will fulfil the project objectives by delivering the blast security measures as outlined.
Is the scope efficient?	The scope is efficient in delivering the blast security measures outlined. However, implementing vehicle mitigation measures to prevent unauthorised vehicles entering the existing pickup and set down roads is also important. Dublin Airport have advised that these measures will be explored and possibly implemented.

Question	Comments
	Blast resistant glazing is typically effective from a detonation at a distance of 30 m or more, however the pickup and set down roads are 5m away from the glazing.
Are there any alternative scope to consider?	None presented.
Are the specifications reasonable and comprehensible?	The drawing and specifications are basic and lack sufficient detail. Specifications provided in Level 3 estimate are in sufficient detail for preliminary project planning.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies : CIP27.04.29 Terminal 1 Operational Improvements: This project involves work to floor, wall and ceiling finishes and entrance lobbies, so co-ordination with the kerbside security glazing replacement is essential. The timing of the project will need to be considered to minimise inconvenience to passengers/visitors
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The asset life defined for the CIP20 version of this project was 20 years. We assess that there are no substantial scope changes that would justify a change in the asset life from the CIP20 position. Therefore, we assess that the asset life should be 20 years.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 7.18: : CIP27.05.03 – Damage by Vehicle Risk Mitigation – Conclusion

IFS comment	RAG Assessment
The project meets the scope objectives by delivering the blast security measures as outlined. However, the efficiency of the project cannot be sufficiently proven given the level of risk if the vehicle mitigation measures are not implemented.	

Source: Steer

Cost estimate review

- 7.41 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.42 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.19: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.921	1.755	-0.167
Construction Costs	9.372	8.560	-0.812
Escalation, Contingency & Design Variability	5.144	4.698	-0.446
Total	16.438	15.013	-1.425

Source: Steer

- 7.43 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.20: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.921	1.755	-0.167
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	9.372	8.560	-0.812
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	5.144	4.698	-0.446
Grand total	16.438	15.013	-1.425

Source: Steer

- 7.44 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.21: CIP27.05.03 – Damage by Vehicle Risk Mitigation –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Demolish Curtain Wall	REDACTED		
Renovation works			

Source: Steer

- 7.45 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the rates included for demolishing the curtain walling and structural renovation works as the rates for those items are higher than we would expect.
- 7.46 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractors' preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 7.47 Our overall conclusion of the project review is as follows:

Table 7.22: CIP27.05.03 – Damage by Vehicle Risk Mitigation – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project meets the scope objectives by delivering the blast security measures as outlined. However, the efficiency of the project cannot currently be sufficiently proven given the level of risk if other vehicle mitigation measures are not implemented.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
16.438	15.013	-1.425
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the rates included for demolishing the curtain walling and structural renovation works as the rates for those items are higher than we would expect.		

Source: Steer

CIP27.05.04 – Access Control System Replacement

Project description

Introduction

- 7.48 This project concerns the full replacement of the existing Access Control System (ACS) at Dublin Airport. The project relates to the system operated by the Dublin Airport Police to manage authorised access for staff, suppliers and agencies across restricted landside and airside areas. According to Dublin Airport, the existing system is approaching end of life and presents functional limitations, prompting the need for replacement of the ACS management system and supporting hardware and IT infrastructure.

Context

- 7.49 Dublin Airport is required to maintain systems and procedures that provide authorised access to appropriate areas of the airport campus based on role and location. The ACS is central to compliance with these requirements, managing entry and exit of authorized persons to/from restricted areas (airside and landside), while controlling, monitoring and reporting all activities. According to Dublin Airport, the current system is nearing the end of its asset life and has functional constraints, which has led to the proposal for a full system replacement.

Objective

- 7.50 The objective of the project is to replace the existing end-of-life ACS with a new integrated management system. The replacement system is intended to improve functionality and support the management of access permissions, monitoring and reporting across the airport campus.

Scope

- 7.51 The scope of the project includes the following elements:
- Provision of a full replacement access control system, including associated software and hardware.
 - Installation of 3234 door controllers, access readers and other hardware system components across the terminals, campus and airside.
 - Provision of supporting infrastructure including ducting, cabling, power supply and battery backup.
 - Replacement and updating of existing network components where required.
 - Integration of the access control system with other airport systems.

Stage

- 7.52 The project is expected to follow the following delivery programme:
- Planning: Q3 2027
 - Construction (implementation): Q3 2027 - Q4 2031
 - Operational: Q1 2032

Key project metrics

Table 7.23: CIP27.05.04 – Access Control System Replacement – Key project metrics

Metric	Value
Total project cost	€17.47 million
Number of hardware system components to be replaced (door controllers, access readers, etc.)	3,234

Source: Steer

Scope review

Table 7.24: CIP27.05.04 – Access Control System Replacement – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The existing end-of-life ACS will be replaced with the given project scope and the stated objective to improve functionality of the access control management system can be fulfilled. Upon request by the IFS Dublin Airport has provided a list of requirements for the ACS which include the needed and also potential future functionalities (e.g. contactless biometrics, integration with other security systems to provide multilayer security protection) which potentially can ensure the installation of a state-of-the-art future ready ACS (software and hardware).
Is the scope efficient?	The outline scope details as presented could provide a basis for a reasonably efficient delivery of the new ACS if a state-of-the-art future ready system will be designed based on the required functionalities.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The provided scope of the access control management system and the IT infrastructure is very high-level and the provided cost plan estimate build up does not provide sufficient details on the listed measures as only lump sum estimates have been allocated for these items. The hardware system components (door controllers, readers, etc), however, have been provided in full detail down to specific components based on the incumbent system.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.06.09 Operational Reliability, Safety, Security and Compliance: Works on the existing ACS are included in this project which need to be aligned and coordinated with the ACS replacement • All IT Projects: the IT infrastructure aspects of the ACS need to be aligned with the IT portfolio of projects including the possible interfaces • Dependencies and synergies exist with all renovation, upgrade and modification projects within the existing infrastructure which affect any access-controlled doors or gates, e.g. – CIP27.01.04 Mobility and Accessibility

Question	Comments
	– CIP27.02.20 Pier 2 Optimisation and Refurbishment – CIP27.02.21 Pier 3 Optimisation and Refurbishment – CIP27.02.48 Terminal 2 Check-in and Sortation Optimisation – CIP27.03.01 Car Parks – CIP27.03.03 OCTB Refurbishment – CIP27.04.08 Piers and Terminals Critical Maintenance – CIP27.04.29 Terminal Operational Improvements – CIP27.05.08 Terminal 2 Staff Screening Expansion – CIP27.05.09 Remote Screening Centre – CIP27.05.10 Security Operations Refurbishments
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The IFS assesses that 10 years are a reasonable expectancy for the asset life of the ACS hardware system components (e.g. doors controllers and readers) which is in line with comparable projects. However, it is likely the IT portion of the project (management software and IT infrastructure) will have a significantly shorter asset life of approx. 5 years in line with the Portfolio of IT projects.
Is there any double counting with other projects?	No double counting has been identified. However, there is a risk of double counting of the ACS hardware system components and IT infrastructure related to all renovation, upgrade and modification projects within the existing infrastructure which affect any access-controlled doors or gates.

Source: Steer

Scope – Conclusion

Table 7.25: CIP27.05.04 – Access Control System Replacement – Conclusion

IFS comment	RAG Assessment
The existing end-of-life ACS will be replaced and the stated objective to improve functionality of the access control management system can be fulfilled. Despite the high-level information provided, the outline scope as presented could provide a basis for a reasonably efficient delivery of the new ACS.	

Source: Steer

Cost estimate review

- 7.53 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.54 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.26: CIP27.05.04 - Access Control System Replacement – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.666	1.611	-0.055
Construction Costs	11.900	11.505	-0.395
Escalation, Contingency & Design Variability	3.909	3.779	-0.130
Total	17.475	16.895	-0.580

Source: Steer

- 7.55 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.27: CIP27.05.04 - Access Control System Replacement – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.666	1.611	-0.055
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	11.900	11.505	-0.395
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.909	3.779	-0.130
Grand total	17.475	16.895	-0.580

Source: Steer

- 7.56 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.28: CIP27.05.04 - Access Control System Replacement – Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
ACU attendance 20%	REDACTED		

Source: Steer

- 7.57 The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with most of the rates included in Dublin Airport's estimate for the scope of works required. The IFS has made a reduction to Dublin Airport's allowance for ACU attendance as this was considered to be excessive.

Overall conclusion

- 7.58 Our overall conclusion of the project review is as follows:

Table 7.29: CIP27.05.04 - Access Control System Replacement – Overall conclusion

Scope		
IFS comment		RAG Assessment
The existing end-of-life ACS will be replaced and the stated objective to improve functionality of the access control management system can be fulfilled. Despite the high-level information provided, the outline scope as presented could provide a basis for a reasonably efficient delivery of the new ACS.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
17.475	16.895	-0.580
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with most of the rates included in Dublin Airport's estimate for the scope of works required. The IFS has made a reduction to Dublin Airport's allowance for ACU attendance as this was considered to be excessive.		

Source: Steer

CIP27.05.05 – Security Operations Systems and Equipment

Project description

Introduction

- 7.59 The project proposes to combine the purchase of all new security equipment which is required during the CIP27 period under one project.

Figure 7.3: CIP27.05.05 Security Operations Systems and Equipment - Examples of required Security Equipment



Source: Dublin Airport

Context

- 7.60 Security screening is mandated for passengers, persons other than passengers (POTP), baggage, goods and vehicles which enter the Critical Part of the Security Restricted Area (CPSRA) at Dublin Airport. The screening occurs at the various checkpoints in the terminals, inside other building or at gate posts along the airport perimeter, which all need to be equipped with the appropriate screening and security equipment.

Objective

- 7.61 The project objective is to ensure compliance with mandatory security screening requirements, ensure a high level of security across all existing, expanded, new or replaced security checkpoints and to replace end-of-life assets.

Scope

- 7.62 The scope of the project includes equipment for existing checkpoints, with the replacement of end-of-life equipment, new equipment, new supplemental equipment to support security operations and new equipment required as part of other CIP expansion or renewal projects
- 7.63 The scope for existing checkpoints also includes associated facilitation works required for the installation of new security equipment, such as builders works (e.g. finishes, internal walls, doors), M&E changes to fulfil requirements, site setups, equipment

logistics (storage/delivery of new equipment), strip out, removal and disposal of old equipment.

- 7.64 Additionally, all security equipment which is required as part of the following other CIP27 projects will be purchased within the scope of this project.

Stage

- 7.65 The following delivery programme is intended by Dublin Airport:

- Planning will commence in Q3 2027;
- Construction from Q3 2027 to Q4 2031; and
- All equipment operational Q1 2032.

Key project metrics

Table 7.30: CIP27.05.05 Security Operations Systems and Equipment – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 43.61m
Total no. of security equipment for existing checkpoints	Approx. 1,500
Total no. of security equipment for other CIP projects	Approx. 2,100
Smiths Detection C3 EDS	9
Smiths Detection C1 EDS	6
Security Scanner (full-body)	10
Shoe scanners	62
LED Liquid explosive detection systems	45
ETD Explosive Threat Detection systems	82

Source: Dublin Airport

Scope review

Table 7.31: CIP27.05.05 Security Operations Systems and Equipment – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives will be fully met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient in delivering the outlined equipment.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	Yes, project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail.
Are there any phasing and synergy considerations with other projects?	• The project phasing needs to be aligned with other projects due to dependencies and possible synergies:

Question	Comments
	- New security equipment will be purchased within this project which is required as part of the following other CIP27 projects: - CIP27.02.02 Pier 1 East (Including MRO Relocation) - CIP27.02.04 Terminal 2 CBP and Transfer Extension - CIP27.02.07 Gate Post 4 Relocation - CIP27.02.15 Consolidated Security and Screening Centre - CIP27.03.03 OCTB Refurbishment (Platinum Lounge) - CIP27.05.02 Aviation Security Training Organisation Relocation - CIP27.05.07 Vehicle Control Post 11 and 32 Replacement - CIP27.05.08 Terminal 2 Staff Screening Expansion - CIP27.05.09 Remote Screening Centre
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 3 to 10 years. The IFS assesses that an asset life of 3 to 10 years is reasonable and largely depends on the specific type of equipment and its usage. In comparison the CIP2020 agreed asset life for Screening Equipment EOL has been 7 years.
Is there any double counting with other projects?	We have identified double-counting with CIP27.02.04 Terminal 2 CBP and Transfer Extension for 8 e-gates and 5 one-way corridors which were provided in both projects. We have removed those from CIP27.02.04 cost assessment as matter of consistency with how other equipment is allocated on other expansion projects.

Source: Steer

Scope – Conclusion

Table 7.32: CIP27.05.05 Security Operations Systems and Equipment – Conclusion

IFS comment	RAG Assessment
The proposed project scope can fully meet the project objectives and can be considered as efficient. We have identified double-counting with CIP27.02.04 Terminal 2 CBP and Transfer Extension for 8 e-gates and 5 one-way corridors which were provided in both projects. We have removed those from CIP27.02.04 cost assessment	

Source: Steer

Cost estimate review

- 7.66 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.67 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.33: CIP27.05.05 Security Operations Systems and Equipment – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	-	-	-
Construction Costs	35.218	35.218	-
Escalation, Contingency & Design Variability	8.388	8.388	-
Total	43.606	43.606	-

Source: Steer

- 7.68 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.34: CIP27.05.05 Security Operations Systems and Equipment – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Total	35.218	35.218	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Construction Risk	REDACTED		
Inflation			
Total	8.388	8.388	-
Grand total	43.606	43.606	-

Source: Steer

- 7.69 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required.
- 7.70 46% of the project costs is dependent on the delivery of the below projects which have triggers proposed by Dublin Airport:
- CIP27.05.02 Aviation Security Training Organisation Relocation
 - CIP27.02.15 Consolidated Security and Screening Centre

- CIP27.02.04 Terminal 2 CBP and Transfer Extension
- CIP27.02.02B MRO Relocation
- CIP27.02.07 Gate Post 4 Relocation
- CIP27.02.15 Consolidated Security and Screening Centre

7.71 We have reported it to the IAA which will consider whether those costs should also have triggers.

Overall conclusion

7.72 Our overall conclusion of the project review is as follows:

Table 7.35: CIP27.05.05 Security Operations Systems and Equipment – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives efficiently. Double-counting was identified with CIP27.02.04 Terminal 2 CBP and Transfer Extension for 8 e-gates and 5 one-way corridors included in both projects; these have been removed from the CIP27.02.04 cost.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
43.606	43.606	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. 46% of the project costs is dependent on the delivery of projects which have triggers proposed by Dublin Airport. We have reported it to the IAA which will consider whether those costs should also have triggers.		

Source: Steer

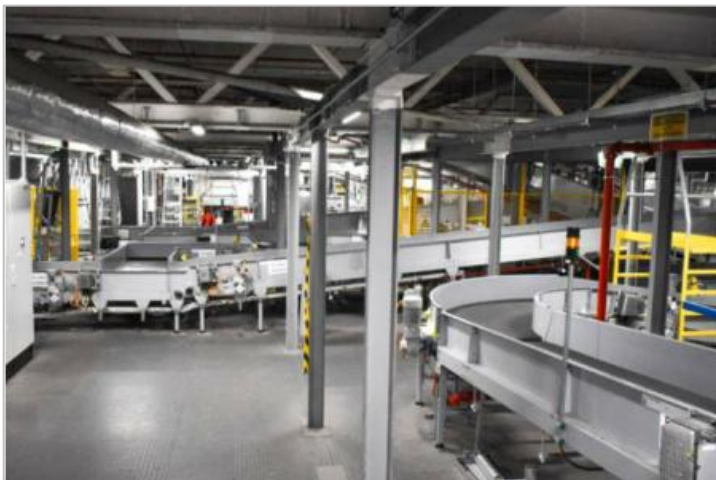
CIP27.05.06 – Hold Baggage System Version Upgrade

Project description

Introduction

- 7.73 Dublin Airport states that the Hold Baggage System Version Upgrade is a mandatory upgrade of Dublin Airport's Hold Baggage Screening (HBS) system to ensure continued compliance with EU aviation-security regulations and the Irish Aviation Authority's requirements.

Figure 7.4: CIP27.05.06 Hold Baggage System Version Upgrade - Dublin Airport Hold Baggage Screening Systems



Source: Dublin Airport

Context

- 7.74 The current Hold Baggage Screening system at Dublin Airport, which became operational in 2023, meets the existing Standard 3.1 requirements and provides compliant detection performance across the airport's 20 Explosive Detection System (EDS) units.
- 7.75 A Standard 3.2 upgrade during the forthcoming regulatory period is designed to enhance detection capability and strengthen the security outcome by increasing decision time and improving algorithmic performance at Level 1 screening.

Objective

- 7.76 The objective of the project is to upgrade the existing Hold Baggage Screening system so that it complies with the anticipated Standard 3.2 regulatory requirements when they become mandatory. The upgrade aims to ensure continued regulatory compliance and maintain appropriate levels of security screening performance at Dublin Airport.

Scope

- 7.77 The scope of the project includes the following elements:
- Upgrade of hardware and software on 20 Hold Baggage Screening EDS units provided by Leidos HBS at Dublin Airport;

- Implementation of the upgrades required to meet Standard 3.2 requirements when corresponding mandatory regulations are issued; and
- Exclusion of any consequential baggage handling system changes intended to mitigate potential increases in false alarm rates.

Stage

The project currently has an identified project delivery outlined below:

- Planning Q2 2027
- Implementation programme Q2 2027 - Q4 2031
- Operational Q1 2032

Key project metrics

Table 7.36: CIP27.05.06 Hold Baggage System Version Upgrade – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 3.74m
HBS Machines to be upgraded	20

Source: Steer

Scope review

Table 7.37: CIP27.05.06 Hold Baggage System Version Upgrade – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope of this HBS upgrade project should meet its objectives.
Is the scope efficient?	The scope appears efficient at this stage. However, for the time being, there are several risks that Dublin Airport cannot mitigate due to a lack of information from suppliers on the impact of the standard 3.2 upgrade on EDS bag screening process performance. For example, the upgrades to standard 3.2 EDS technology may result in higher proportion of False Alarm Rates (FAR) being unresolved at level 1 and being diverted to level 3 for resolution. Therefore, this could necessitate additional software, hardware, and/or an increase to EDS system capacity to maintain throughput and service levels. While we assess that Dublin Airport's approach at this stage is resonable, the IFS notes that the project scope will depend on the mitigations for the identified risks and contingency plans in the implementation programme.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning.
Are there any synergies with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies, all affecting the BHS:

Question	Comments
	- CIP27.05.26 -BHS Terminal 2 Critical Asset Re-life programme - CIP27.05.27 – BHS Efficiency and Resilience Upgrades - CIP27.05.28 – BHS Asset Replacement and Upgrades
Is (Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for the project is 5 years, which is reasonable for a simple software upgrade.
Is there any double counting with other projects?	None Identified.

Source: Steer

Scope – Conclusion

Table 7.38: CIP27.05.06 Hold Baggage System Version Upgrade – Conclusion

IFS comment	RAG Assessment
The HBS upgrade scope is expected to meet its objectives and appears efficient at this stage. However, there are uncertainties around the performance impact of standard 3.2 EDS upgrades, particularly the risk of higher false alarm rates requiring additional processing capacity or system enhancements. While the current approach is considered reasonable, the final scope will depend on how these risks are mitigated and addressed in the implementation plan.	

Source: Steer

Cost estimate review

7.78 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

7.79 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.39: CIP27.05.06 Hold Baggage System Version Upgrade – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.219	0.219	-
Construction Costs	2.576	2.576	-
Escalation, Contingency & Design Variability	0.945	0.945	-
Total	3.740	3.740	-

Source: Steer

7.80 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.40: CIP27.05.06 Hold Baggage System Version Upgrade – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.219	0.219	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Main Contractor Prelims			
Total	2.576	2.576	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Construction Risk	REDACTED		
Inflation			
Total	0.945	0.945	-
Grand total	3.740	3.740	-

Source: Steer

- 7.81 The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. The IFS has not made any changes to the cost estimate in its assessment.

Overall conclusion

- 7.82 Our overall conclusion of the project review is as follows:

Table 7.41: CIP27.05.06 Hold Baggage System Version Upgrade – Overall conclusion

Scope		
IFS comment		RAG Assessment
The HBS upgrade scope is expected to meet its objectives and appears efficient at this stage. However, there are uncertainties around the performance impact of standard 3.2 EDS upgrades. These uncertainties might change the scope of the project during design development.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
3.740	3.740	-

IFS Comment

The IFS has reviewed the cost estimate provided by Dublin Airport and at present it agrees with Dublin Airport's estimate for the scope of works required. The IFS has not made any changes to the cost estimate in its assessment.

Source: Steer

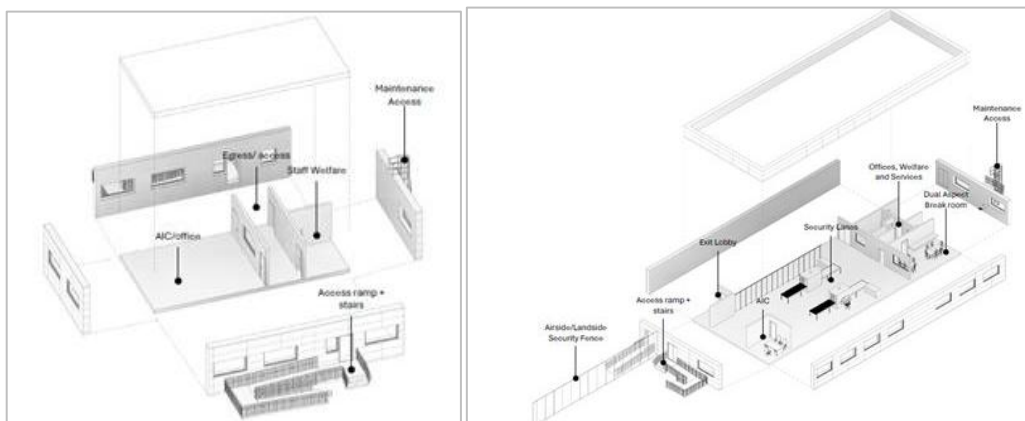
CIP27.05.07 – Vehicle Control Post 11 and 32 Replacement

Project description

Introduction

- 7.83 The project proposes the replacement of the existing gate post buildings at the Vehicle Control Posts (VCPs) 11 and 32. The project is intended to address end-of-life infrastructure and to provide compliant, resilient and fit-for-purpose security access facilities.

Figure 7.5: CIP27.05.07 Vehicle Control Post 11 and 32 - Replacement Proposed Gate Posts 11 & 32 layout



Source: Dublin Airport

Context

- 7.84 Supplies and persons other than passengers (POTP) entering airside operational areas within the Critical Part of the Security Restricted Area (CPSRA) need to be screened, such as at a specified entry checkpoints such as the VCPs.
- 7.85 Dublin Airport states that VCP 11 is a temporary facility only used for VIP pedestrian movements to/from the West Apron and needs to be replaced by a permanent structure, while VCP 32 is used for pedestrian and vehicular traffic and is approaching the end of its operational life.
- 7.86 According to Dublin Airport, both facilities do not provide the standard of accommodation, resilience or welfare facilities required to support ongoing operations and forecast growth in vehicle and staff movements.

Objective

- 7.87 The objective of the project is to replace the existing gate post building at VCP 11 with a permanent facility and to replace and upgrade the gate post building at VCP 32 to provide compliant and resilient infrastructure for POTP screening. Dublin Airport states that the project aims to maintain secure airside access while improving operational efficiency and providing appropriate facilities for staff operating at the control posts.

Scope

- 7.88 The scope of the VCP 11 replacement includes:
- Demolition and replacement of the existing temporary Gate Post 11 cabin with a permanent modular building which will function as an AIC (Aeronautical Information Circular) station during VIP movements to and from the West Apron;
 - Washroom, breakroom; and
 - AIC operations room
- 7.89 The scope of the VCP 32 replacement includes:
- Gate Post (single storey building) with dedicated access control area and exit lobbies, accessible washroom, staff breakroom, private search room and supervisor's office, as well as POTP screening area with space provision for 3 security lanes of 17 m (currently 2 lanes); and
 - Re-alignment of security fence
- 7.90 The required security equipment including 2 new C3 lanes for VCP32 will be provided in the separate project CIP27.05.05 Security Operations Systems and Equipment.

Stage

- 7.91 The following delivery programme is intended by Dublin Airport:
- Planning will commence in Q3 2027;
 - Construction from Q3 2027 to Q4 2031; and
 - Start of operation Q1 2032.

Key project metrics

Table 7.42: CIP27.05.07 Vehicle Control Post 11 and 32 – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 10.31m
Gate Post 11 building floor area	Approximately 150 m ²
Gate Post 32 building floor area	464 m ²

Source: Steer

Scope review

Table 7.43: CIP27.05.07 Vehicle Control Post 11 and 32 – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objective to maintain secure airside access while improving operational efficiency and providing appropriate facilities for staff operating at the control posts will be fully met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient.
Are there any alternative scope to consider?	No alternative scope has been identified

Question	Comments
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	- The project phasing needs to be aligned with other projects due to dependencies and possible synergies: - CIP27.05.05 Security Operations Systems and Equipment: provision of the required new security equipment - CIP27.02.15 Consolidated Security and Screening Centre: Dublin Airport has stated that in the long term vehicle screening will be discontinued at VCP32 as the CSSC comes online
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 20 years. The IFS assesses that 20 years can be considered as a maximum as modifications to future security and operational requirements might become necessary before.
Is there any double counting with other projects?	No double counting has been identified

Source: Steer

Scope – Conclusion

Table 7.44: CIP27.05.07 Vehicle Control Post 11 and 32 – Conclusion

IFS comment	RAG Assessment
The proposed project scope will meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

7.92 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

7.93 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.45: CIP27.05.07 Vehicle Control Post 11 and 32 – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.289	1.218	-0.070
Construction Costs	6.136	5.801	-0.336
Escalation, Contingency & Design Variability	2.882	2.724	-0.158
Total	10.307	9.743	-0.564

Source: Steer

- 7.94 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.46: CIP27.05.07 Vehicle Control Post 11 and 32 – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED	REDACTED	REDACTED
DAA Capitalised Labour			
Other development/project costs			
Total	1.289	1.218	-0.070
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	6.136	5.801	-0.336
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	2.882	2.724	-0.158
Grand total	10.307	9.743	-0.564

Source: Steer

- 7.95 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.47: CIP27.05.07 Vehicle Control Post 11 and 32 –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Prefabricated Modular Units	REDACTED		
Prefabricated building - Allow for out of hours working			

Source: Steer

- 7.96 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the costs of the prefabricated building for VCP 11. This reduction has been made based on the descriptions provided for the buildings which total a lower quantity than those included in Dublin Airport's cost estimate.
- 7.97 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 7.98 Our overall conclusion of the project review is as follows:

Table 7.48: CIP27.05.07 Vehicle Control Post 11 and 32 – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope will meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
10.307	9.743	-0.564
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the costs of the prefabricated building for VCP 11. This reduction has been made based on the descriptions provided for the buildings which total a lower quantity than those included in Dublin Airport's cost estimate.		

Source: Steer

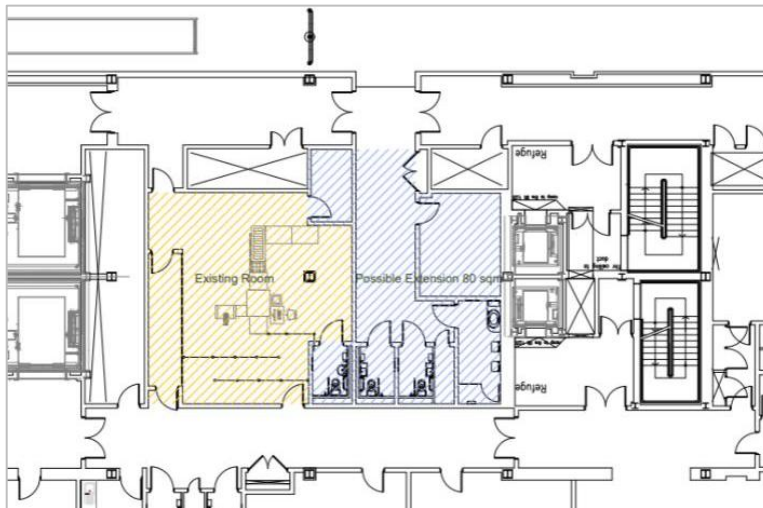
CIP27.05.08 – Terminal 2 Staff Screening Expansion

Project description

Introduction

- 7.99 The project proposes to expand the existing Terminal 2 (T2) Persons Other Than Passenger (POTP) screening area on arrivals level by adding one screening lane to the already existing lane.

Figure 7.6: CIP27.05.08 - Terminal 2 Staff Screening Expansion - Terminal 2 Staff Screening Expansion Area



Source: Dublin Airport

Context

- 7.100 Dublin Airport indicate that the projected passenger growth in the next CIP period will correspondingly increase the number of staff requiring screening for entering the Critical Part of the Security Restricted Area (CPSRA).
- 7.101 Existing Terminal POTP checkpoints will not have the required capacity, which will result in longer queues and delays for personnel. POTP T1 and T2 checkpoints on departure level have 2 screening lanes each while the POTP T2 checkpoint on arrivals level has only 1 screening lane and has an expansion possibility.

Objective

- 7.102 The project objective is to add screening capacity to avoid queueing and delays to staff access to airside areas of work.

Scope

- 7.103 The scope of the T2 Staff Screening Expansion includes:
- Expansion of the existing POTP area by 80 m² into the adjacent toilet block and storage area;
 - Demolition works for removal of the toilet block, storage room, walls, finishes, etc.
 - Relocation of the entry and exit doors of the checkpoint

- New finishes, mechanical & electrical installations, CCTV with adaptation of the existing POTP area

7.104 Security screening equipment is not included in the scope and will be provided by the separate project CIP27.05.05 Security Operations Systems and Equipment.

7.105 Dublin Airport has stated that the existing toilet block and storage room do not require replacement as the T2 baggage reclaim hall washrooms provide sufficient capacity.

Stage

7.106 The following delivery programme is intended by Dublin Airport:

- Planning will commence in Q1 2027;
- Construction from Q3 2027 to Q4 2031; and
- Start of operation Q1 2032.

Key project metrics

Table 7.49: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 1.29m
Additional POTP checkpoint floor area	80 m ²

Source: Steer

Scope review

Table 7.50: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objective to add screening capacity to avoid queueing and delays of staff access to airside areas can be met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient and does not indicate any over-design.
Are there any alternative scope to consider?	No alternative scope has been identified
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.05.05 Security Operations Systems and Equipment: Screening equipment will be provided by this separate project. • CIP27.05.04 Access Control System Replacement: This project affects the relocated access-controlled doors.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years. The IFS assesses that an asset life 10 years can be considered as rather low as future relocation needs of the checkpoint

Question	Comments
	cannot be foreseen. An increase to 15 years asset life is suggested what is in line with other checkpoint works in the terminals as per CIP2020 decision.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 7.51: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

- 7.107 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.108 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.52: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.155	0.130	-0.025
Construction Costs	0.777	0.652	-0.125
Escalation, Contingency & Design Variability	0.362	0.304	-0.058
Total	1.294	1.085	-0.209

Source: Steer

- 7.109 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.53: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.155	0.130	-0.025

Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED	REDACTED	REDACTED
Substructure			
Superstructure			
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Complete buildings and building units			
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	0.777	0.652	-0.125
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED	REDACTED	REDACTED
Construction Risk			
Inflation			
Total	0.362	0.304	-0.058
Grand total	1.294	1.085	-0.209

Source: Steer

7.110 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.54: CIP27.05.08 - Terminal 2 Staff Screening Expansion –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
LV main & submain	REDACTED	REDACTED	REDACTED
Power to equipment			
Sprinkler installation			

Source: Steer

7.111 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS

has only made some relatively minor reductions to the rates included in Dublin Airport’s cost estimate for the LV main & submain, power to equipment and sprinkler installation.

- 7.112 The IFS has not made any amendments to the percentage allowances included in Dublin Airport’s cost estimate for main contractor’s preliminaries, main contractors direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport’s cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 7.113 Our overall conclusion of the project review is as follows:

Table 7.55: CIP27.05.08 - Terminal 2 Staff Screening Expansion – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
1.294	1.085	-0.209
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates and quantities included in the estimate are reasonable. In its assessment, the IFS has only made some relatively minor reductions to the rates included in Dublin Airport’s cost estimate for the LV main & submain, power to equipment and sprinkler installation.		

Source: Steer

CIP27.05.09 – Remote Screening Centre

Project description

Introduction

- 7.114 The project proposes the construction of a Remote Screening Centre located in Terminal 1 (T1) on Mezzanine Level, aimed at consolidating the cabin baggage screening personnel from the existing passenger search areas in the terminals as well as the persons other than passengers (POTP) search areas, into a unified central facility.

Figure 7.7: CIP27.05.09 – Remote Screening Centre– Proposed location T1 Mezzanine Level



Source: Dublin Airport

Context

- 7.115 Dublin Airport state that the efficiency of cabin screening processes needs to be increased in the future along with rising passenger peak traffic and demand for search capacity.
- 7.116 Efficiency gains are particularly important for the central search areas which are not further expandable. Central Imaging Processing (CIP) at a remote screening centre would enable more efficient utilization of screening personnel and increasing screening capacity per lane since multiple images can be viewed simultaneously independent of the x-ray location.

Objective

- 7.117 The project objective is to improve cabin baggage screening capacity and efficiency.

Scope

- 7.118 The scope of the Remote Screening Centre includes:
- Internal finishes, services and fitout of the Remote Screening Centre including space for up to 60 screener desks, staff break & equipment room and washrooms;
 - Minor demolition and alteration works of the existing space which according to Dublin Airport is already used for remote screening and is partly vacant.
- 7.119 The remote screening stations are not included in the scope and will be provided by the separate project CIP27.05.05 Security Operations Systems and Equipment.

Stage

- 7.120 The following delivery programme is intended by Dublin Airport:

- Planning will commence in Q3 2027;
- Construction from Q3 2027 to Q4 2031; and
- Start of operation Q3 2030.

Key project metrics

Table 7.56: CIP27.05.09 – Remote Screening Centre – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 7.03m
Remote Screening Centre floor area	543 m ²
No. of screener desks	60

Source: Steer

Scope review

Table 7.57: CIP27.05.09 – Remote Screening Centre – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to improve cabin baggage screening capacity and efficiency will be fully met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient given that part of the space in T1 is already used for remote screening and the remaining space is vacant.
Are there any alternative scope to consider?	No alternative scope has been identified
Are the specifications reasonable and comprehensible?	The cost plan estimate build up does not provide any detail on the required fitout of the 543 m ² area. Layout drawings of the screening centre have not been provided.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.05.05 Security Operations Systems and Equipment: The remote screening stations will be provided by this separate project. • CIP27.05.04 Access Control System Replacement: This project affects the access-controlled doors of the screening centre.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 15 years. The IFS assesses that an asset life of 15 years is in line with comparable projects and can be considered as reasonable. At the end of its asset life a relocation of the remote screening centre will be required as a full refurbishment or replacement of T1 is anticipated ahead of the year 2050 as part of the T1 master plan.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 7.58: CIP27.05.09 – Remote Screening Centre – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

7.121 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

7.122 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.59: CIP27.05.09 – Remote Screening Centre – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.726	0.726	-
Construction Costs	4.398	4.398	-
Escalation, Contingency & Design Variability	1.905	1.905	-
Total	7.029	7.029	-

Source: Steer

7.123 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.60: CIP27.05.09 – Remote Screening Centre – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.726	0.726	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			

Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	4.398	4.398	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	1.905	1.905	-
Grand total	7.029	7.029	-

Source: Steer

- 7.124 Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. No design information was provided by Dublin Airport for this project, and the cost estimate only provided a very high-level assessment of the costs for this project.

Overall conclusion

- 7.125 Our overall conclusion of the project review is as follows:

Table 7.61: CIP27.05.09 – Remote Screening Centre – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
7.029	7.029	-
IFS Comment		
Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. No design information was provided by Dublin Airport for this project, and the cost estimate only provided a very high-level assessment of the costs for this project.		

Source: Steer

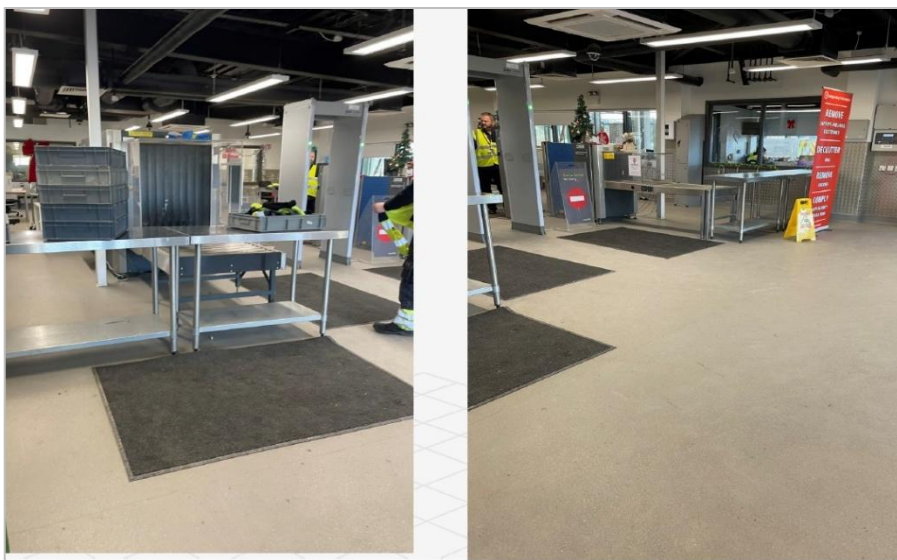
CIP27.05.10 – Security Operations Refurbishments

Project description

Introduction

- 7.126 The project relates to the refurbishment of existing facilities across both terminals and associated operational buildings, including gate posts, break rooms, washrooms, locker rooms, and general circulation areas, currently used by Security Operations and Airport Police. The project focuses on refreshing existing spaces to maintain them in an operable condition and to extend the lifespan of the underlying assets.

Figure 7.8: CIP27.05.10 – Security Operations Refurbishments - Gate Post 1B



Source: Dublin Airport

Context

- 7.127 According to Dublin Airport, many of these facilities have been in extensive use for over ten years with limited or no refurbishment and are described as being in considerable need of renewal.
- 7.128 These spaces support day-to-day security and policing operations and have experienced sustained use without comprehensive refurbishment. Dublin Airport states that deterioration in finishes, furniture, utilities, and staff amenities has created a requirement for intervention to maintain appropriate operational and welfare standards.

Objective

- 7.129 The stated objective of the project is to refresh and maintain existing Security Operations and Airport Police facilities to an operable condition and to extend their asset life. Dublin Airport identifies staff welfare improvements and the extension of asset lifespan as the primary drivers for the proposed investment.

Scope

- 7.130 The scope of the project includes the following elements:

- Medium-level refurbishment of Gate Post 1 Bravo (280 m²) and Gate Post 9 (280 m²), including repainting, new flooring and tiling, bathroom and kitchen facilities, and replacement of white goods and furniture.
- Light-level refurbishment of Security Operations facilities, including painting and repair to walls and ceilings, replacement of flooring, furniture, fittings, lockers, washroom cubicles, lighting upgrades, tea station refits, wall protection, and lockers and washrooms upgrade/replacement across the following locations:
 - BCB Building break and locker rooms, including washrooms, with a total area of 260 m².
 - Central Search general areas in T1 and T2 showing signs of wear (600 m²).
 - Airport Search Unit (ASU) staff facilities in T1, including washrooms, locker rooms and break rooms, with a total area of 570 m².
 - ASU staff facilities and briefing room in T2, including washrooms, locker rooms and break rooms, with a total area of 415 m².
 - T2 ASU staff break area in the old transfer hall, with an area of 75 m².
- Significant refurbishment of the existing Dog Training (K9) facilities, including replacement of primary and secondary roof structures, new finishes, insulation, rainwater goods, window replacement, external insulation, and full internal refurbishment across an estimated 230 m².

Stage

7.131 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q3 2027 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 7.62: CIP27.05.10 – Security Operations Refurbishments – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 9.88m
Total medium-level refurbishment area (Gate Posts 1B and 9)	560 m ²
Total light-level refurbishment area (BCB Building, T1 & T2 CSA, T1 & T2 ASU staff facilities, T2 ASU break area)	1,920 m ²
Total Heavy refurbishment area (K9 facilities)	230 m ²

Source: Steer

Scope review

Table 7.63: CIP27.05.10 – Security Operations Refurbishments – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objective to improve staff welfare and extend the lifespan of security operations areas will be fully met with the proposed scope.
Is the scope efficient?	The scope can be considered as efficient as it extends the lifespan of existing areas and facilities.
Are there any alternative scope to consider?	No alternative scope has been identified
Are the specifications reasonable and comprehensible?	Project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail for outline design stage.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.04.29 Terminal Operational Improvements: Refurbishment areas interface at some locations in the terminals. • CIP27.05.04 Access Control System Replacement: This affects all access-controlled doors located in the project area.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. The IFS assesses that an asset life 7 years can be considered as rather low as the facilities have been in use for over 10 years without any or little refurbishment as stated by Dublin Airport. There is no indication that the lifespan of security operations areas will be shorter than what has been experienced until today and therefore the asset life shall be increased to 10 years what is in line with other refurbishment projects.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 7.64: CIP27.05.10 – Security Operations Refurbishments – Conclusion

IFS comment	RAG Assessment
The proposed project scope can fully meet the project objectives and can be considered as efficient as it extends the lifespan of existing security operations areas and facilities.	

Source: Steer

Cost estimate review

- 7.132 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 7.133 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.65: CIP27.05.10 – Security Operations Refurbishments – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	1.235	1.235	-
Construction Costs	5.880	5.880	-
Escalation, Contingency & Design Variability	2.762	2.762	-
Total	9.877	9.877	-

Source: Steer

- 7.134 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.66: CIP27.05.10 – Security Operations Refurbishments – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	1.235	1.235	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Superstructure	REDACTED		
Internal Finishes			
Fitting, furnishings and equipment			
Services			
Work to existing buildings			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	5.880	5.880	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.762	2.762	-

Grand total	9.877	9.877	-

Source: Steer

- 7.135 Based on our initial review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.
- 7.136 Dublin Airport's submission is consistent with their high-level benchmark rates as included in the Schedule of Rates. While the IFS has not made any deductions to Dublin Airport's submission, it should be noted that no design information was provided. Therefore, the IFS has not assessed the quantities in Dublin Airport's cost estimate.

Overall conclusion

- 7.137 Our overall conclusion of the project review is as follows:

Table 7.67: CIP27.05.10 – Security Operations Refurbishments – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can fully meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
9.877	9.877	-
IFS Comment		
Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment. While the IFS has not made any deductions to Dublin Airport's submission, it should be noted that no design information was provided.		

Source: Steer

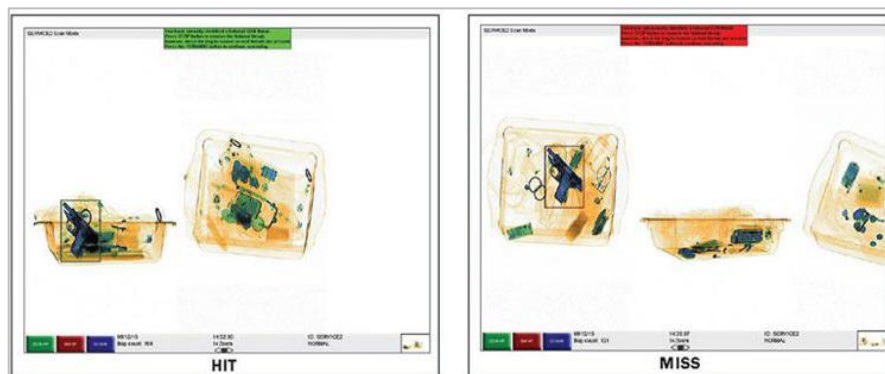
CIP27.05.11 - Security Innovations and Technology

Project description

Introduction

- 7.138 The project proposes the implementation of a series of technologies to maximize passenger throughput in the Terminal 1 and 2 Central Search Areas (CSAs).
- 7.139 This includes an upgrade of the existing Passenger Measurement system, introduction of a Virtual Queuing System, enhanced remote screening capabilities, implementation of AI assisted cabin baggage processing, and Threat Image Projection (TIP) trials for Computed Tomography (CT) image testing with following TIP rollout across C1 and C3 machines.

Figure 7.9: CIP27.05.11 - Security Innovations and Technology - Threat Image Protection example



Source: Dublin Airport

Context

- 7.140 According to Dublin Airport, forecasted growth in passenger numbers in the CIP27 period requires improved screening capacities at Terminal 1 and 2 CSAs. To avoid further costly expansions of the CSAs with additional screening lanes, it is also proposed to further enhance capacities of the existing lanes by implementation of suitable technologies.

Objective

- 7.141 The project objective is to improve cabin baggage screening capacity and efficiency as well as to enhance passenger experience through optimized flows and waiting times.

Scope

- 7.142 The scope of the Security Innovations and Technology includes:
- Upgrade of the existing Passenger Measurement system: Upgrade and enhancements to the existing Blip-track system including installation of sensors and cameras for real-time passenger flow monitoring and crowd density analysis in the CSA queuing areas;
 - Screening Preparation and Dynamic Passenger Routing: Routing from the CSA access point with boarding card verification to the screening lanes. Dynamic signage will be installed to direct passengers to the shortest queue while also assisting with relevant screening information;
 - Enhanced remote screening capabilities (Gigaplex): Gigaplex includes an upgrade to the existing remote screening capabilities to be extended to additional airports (e.g.

Cork Airport) allowing for centralised screening over a wide area network spanning multiple locations (open architecture image formats);

- Implementation of AI assisted cabin baggage processing: This system includes “oversized items detection” before screening to avoid downtimes of x-rays, “out of tray detection” of items before screening to avoid time consuming rescreening if items that are not properly placed in trays, and “Automatic Empty Tray Loading technology” to ensure a constant feed of empty trays to the passenger divesting positions; and
- Threat Image Projection (TIP): TIP trials for image testing of CT equipment before committing on an airport wide rollout and to train screening personnel on the systems with 3D test images. Full rollout of TIP technology (licences, hardware, installation, infrastructure) across 57 CT machines after successful trial is also included in the CIP27 period.

Stage

7.143 The following delivery programme is intended by Dublin Airport:

- Planning will commence in Q3 2027;
- Construction (implementation) from Q3 2027 to Q4 2031; and
- All scope items operational by Q1 2032.

Key project metrics

Table 7.68: CIP27.05.11 - Security Innovations and Technology - Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 7.6m
TIP rollout for CT machines	57

Source: Dublin Airport

Scope review

Table 7.69: CIP27.05.11 - Security Innovations and Technology – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to improve cabin baggage screening capacity and efficiency as well as to enhance passenger experience through optimized flows and waiting times can be met with the proposed scope.
Is the scope efficient?	The proposed scope can be considered as efficient. The proposed security innovations and technologies improve operational efficiency, reduce congestions and allow for additional peak capacity at the existing CSAs without the need for expansions. A full rollout of TIP across 57 CT lanes, however, is subject to successful previous trials which might result in scope changes and postponements.

Question	Comments
Are there any alternative scope to consider?	No alternative scopes have been presented by Dublin Airport.
Are the specifications reasonable and comprehensible?	Yes, project description and key deliverables are comprehensible. Specifications provided in Level 3 costs are in sufficient detail.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.05.05 Security Operations Systems and Equipment • CIP27.06.01 Airport Passenger Journey: There will be interfaces between the Dynamic Passenger Routing of this project and a digital queuing solution which is included in CIP27.06.01.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. The proposed asset life of 7 years is higher than for comparable innovation and IT projects from the CIP2020 decision. However, the proposed asset life cannot be fully assessed by the IFS as the various measures are of rather different nature.
Is there any double counting with other projects?	No double counting has been identified

Source: Steer

Scope – Conclusion

Table 7.70: CIP27.05.11 - Security Innovations and Technology – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.	

Source: Steer

Cost estimate review

7.144 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

7.145 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 7.71: CIP27.05.11 - Security Innovations and Technology – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	0.788	0.733	-0.054
Construction Costs	4.634	4.314	-0.320
Escalation, Contingency & Design Variability	2.105	1.959	-0.145
Total	7.527	7.007	-0.520

Source: Steer

- 7.146 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 7.72: CIP27.05.11 - Security Innovations and Technology – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees	REDACTED		
DAA Capitalised Labour			
Other development/project costs			
Total	0.788	0.733	-0.054
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Services	REDACTED		
Total	4.634	4.314	-0.320
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	2.105	1.959	-0.145
Grand total	7.527	7.007	-0.520

Source: Steer

- 7.147 The variances between Dublin Airport and the IFS are mainly driven by the following items:

Table 7.73: CIP27.05.11 - Security Innovations and Technology –Main cost variances

Items	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
TIP license	REDACTED		
Vendor installation, integration and commissioning			

Source: Steer

- 7.148 The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has only made reductions to the rates included for the TIP Licenses and Vendor installation, integration and commissioning to align with the Schedule of Rates provided by Dublin Airport.

- 7.149 This report takes into consideration Dublin Airport's revised costs for security cameras following their response to the IFS's query, however has made some minor reductions to the hardware rates.
- 7.150 The IFS has not made any amendments to the percentage allowances included in Dublin Airport's cost estimate for main contractor's preliminaries, main contractor's direct fee, external design fees, DAA capitalised labour, other development/project costs, design risk, risk contingency and inflation. However, due to the rate reductions for the construction elements noted in this report, the actual cost sums included in the IFS assessment is less than the provision in Dublin Airport's cost plan (i.e. same % allowance applied to a lower cost projection).

Overall conclusion

- 7.151 Our overall conclusion of the project review is as follows:

Table 7.74: CIP27.05.11 - Security Innovations and Technology – Overall conclusion

Scope		
IFS comment		RAG Assessment
The proposed project scope can meet the project objectives and can be considered as efficient.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
7.527	7.007	-0.520
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and the majority of the rates included in the estimate are reasonable. In its assessment, the IFS has made reductions to the rates included for the TIP Licenses and Vendor installation, integration and commissioning to align with the Schedule of Rates provided by Dublin Airport.		

Source: Steer

8 Project reviews – IT

Summary

Table 8.1: CIP2027 – IT – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.06.01	Airport Passenger Journey	10.450	10.450	-
CIP27.06.02	Digital Passenger Experience	8.550	8.550	-
CIP27.06.03	Airfield Technology	10.000	10.000	-
CIP27.06.04	IT Innovation and AI	7.000	7.000	-
CIP27.06.05	Sustainability- Digitalisation & Reporting	6.500	6.500	-
CIP27.06.06	Commercial Technology Upgrades	6.500	6.500	-
CIP27.06.07	Operational Devices	9.853	9.853	-
CIP27.06.08	Cyber Security and Cyber Resilience	10.000	10.000	-
CIP27.06.09	Operational Reliability, Safety, Security and Compliance	22.500	22.500	-
CIP27.06.10	Networks and Infrastructure	17.640	17.640	-
CIP27.06.11	Servers and Storage	8.288	8.288	-
CIP27.06.12	Business Efficiency and Enterprise Applications	9.900	9.900	-
CIP27.06.13	Cloud, Data Centre, Disaster Recovery and Infrastructure	7.180	7.180	-
CIP27.06.14	Data and Integrations	11.600	11.600	-
Total		145.961	145.961	-

Source: Steer

- 8.1 The IT project group totals €145.96m for the CIP27.
- 8.2 As for other projects, we have performed scope assessments of the IT projects which are presented in the following sections. In summary, while the scope descriptions were very high-level, we assessed that the project scopes should meet their project objectives and

should provide a basis for a reasonably efficient delivery of the projects. All the projects have been rated **green** in our assessment.

- 8.3 However, we have not been able to assess the costs of the projects in a similar way as for other projects because the cost plans provided by Dublin Airport had very limited information on how the costs have been estimated. This situation is similar to the one we encountered in assessing the costs of the IT projects at the CIP2020 in 2019.
- 8.4 Therefore, similarly to 2019, we have conducted overarching analyses in order to ensure the IT costs are efficient. Those are listed below and detailed in the sections below:
- Comparison of Dublin Airport’s historical IT expenditure with a global airport benchmark;
 - Analysis of the IT group composition CIP2020+ vs CIP27; and
 - Comparison of the IT Capex plan with Heathrow Airport.
- 8.5 On the basis of these analyses, we conclude that the Dublin Airport proposed level of Capex for the IT project group are reasonable. Therefore, we have not made any changes to those costs in our assessment.

Comparison of Dublin Airport historical IT expenditure with a global airport benchmark

- 8.6 Through the Q&A, Dublin Airport has provided its historical IT expenditure in Capex and Opex. Considering Dublin Airport revenues from its regulatory accounts, we have compared the airport’s IT Capex as a % of revenues with the results of the annual Airport IT survey conducted by SITA³.
- 8.7 The comparison suggests that Dublin Airport has been spending consistently less on IT than the average of SITA Airport benchmark over the last three years.

Table 8.2: Comparison of IT Capex to airport revenues ratio⁴

%	2023	2024	2025
Dublin Airport	2.3%	2.4%	2.5%
SITA benchmark	2.9%	3.3%	3.7%

Source: SITA, IAA, Dublin Airport, Steer analysis

Analysis of the IT group composition CIP2020+ vs CIP27

- 8.8 The CIP2020+ allowance of the IT project group covering 7 years (2020-2027) was €92.1m (nominal). Considering construction inflation in Ireland between the mid-year of CIP2020+ (2023) and the mid-year of CIP27 (2029), this would represent €109.5m in the CIP27 inflationary context. The actual IT proposed allowance for CIP27 is 146.0m, i.e. an increase of 33% vs the CIP2020+ allowance in real terms.

³ [2025 Air Transport IT Insights](#), SITA, 2026 (accessed 06/05/2026)

⁴ SITA benchmark breakdown between opex and capex for 2024 is based on the planned breakdown published in 2024. SITA benchmark 2025 figures are planned, not actual, and the planned breakdown between opex and capex is based on historical data.

8.9 In order to better understand what the drivers of this increase are and to assess whether those are reasonable, we have classified Dublin Airport IT projects in the following categories:

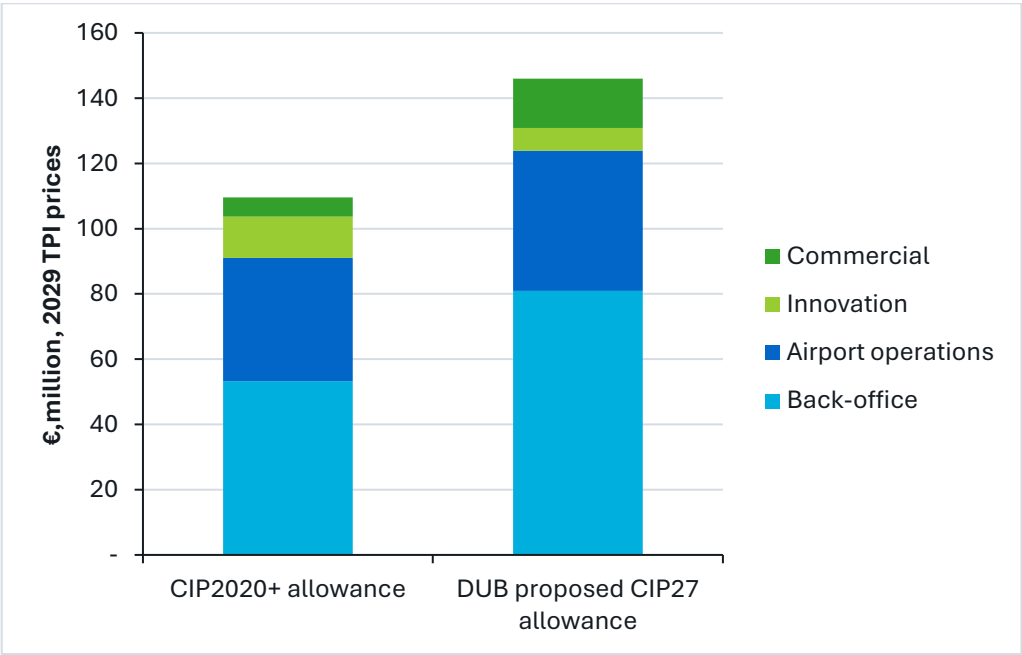
- **Back-office**, including internal IT systems and infrastructure supporting enterprise functions (e.g. cloud, cybersecurity, ERP, data platforms);
- **Airport operations**, including IT systems supporting core airside and terminal operations (e.g. passenger processing, airfield management, safety and security);
- **Commercial**, including digital platforms enabling revenue generation and passenger experience (e.g. retail, apps, customer insights); and
- **Innovation**, including investment in emerging technologies and future concepts (e.g. AI, biometrics, robotics).

8.10 The comparison between CIP2020+ allowance and the proposed CIP27 allowance presented in the below figure shows that most of the increase is driven by projects in back-office functions and, to a lesser extent, by projects related to airport operations.

8.11 We assess that these increases appear reasonable given the following trends that we noted from the SITA 2025 Airport IT survey report:

- **Back-office**: The report indicates that airports plan to strengthen their data foundations by implementing cross-silo data streaming, sharing, or synchronisation as well as enhance their cybersecurity measures.
- **Airport operations**: the report indicates that automation at airports will continue to expand through self-service kiosks, automated bag drops and biometric.

Figure 8.1: Comparison of IT group compositions



Source: Dublin Airport, Steer analysis

Comparison of the IT Capex plan with Heathrow Airport.

- 8.12 Steer recently conducted a Capex assessment at Heathrow Airport⁵ for the next regulatory period, H8, which has the same timeframe as the CIP27, i.e. 2027-2031.
- 8.13 Out of the 488 projects submitted by Heathrow Airport for assessment, we assess that 58 of them are of similar nature as the projects included in the IT project group of the CIP27 at Dublin Airport. However, 40 of these 58 projects were selected as needed in the H8 capex envelope defined in the UK Civil Aviation Authority Initial proposals. These selected IT projects equate to £699m (nominal) of Capex in the period 2027-2031. This represents 19% of Heathrow 2025 revenues.
- 8.14 For Dublin Airport, the IT proposed allowance represents 16% of its 2025 revenues. Therefore, we conclude that Dublin Airport IT project group cost is lower than Heathrow Airport cost for projects of similar nature in proportion to revenues.

Table 8.3: 5-year IT Capex plan comparison

	Dublin Airport	Heathrow Airport
2025 revenues	€900m	£3,623m
Cost of IT project scope (nominal)	€146m	£699m
% of 2025 revenues	16%	19%

Source: Dublin Airport, Heathrow Airport, Steer analysis

⁵ [H8 capital expenditure assessment for Initial Proposals](#), Steer, March 2026 (accessed 06/05/2026)

CIP27.06.01 – Airport Passenger Journey

Project description

Introduction

- 8.15 The project proposes a comprehensive replacement and expansion of Common Use Passenger Processing (CUPPS) and Common Use Self Service (CUSS) systems alongside the introduction of advanced technologies to support operational efficiency, passenger experience, and regulatory compliance.

Figure 8.2: CIP27.06.01 – Airport Passenger Journey - Self Service Kiosk



Source: Dublin Airport

Context

- 8.16 Passenger processing at Dublin Airport is increasingly dependent on self-service and common-use technologies. Dublin Airport states that existing CUPPS and CUSS infrastructure is approaching their end-of-life and constrained in its ability to support growing passenger demand and evolving airline requirements. There is increased demand for self-service and off-terminal processing, as well as for technologies that can support improved passenger flow management and reduced congestion within terminal facilities.

Objective

- 8.17 The objective of the project is to renew and expand airport passenger processing systems in order to maintain service levels, enhance the passenger experience, improve operational efficiency, and ensure compliance with contractual and regulatory obligations. The project aims to replace ageing infrastructure, expand self-service solutions, introduce advanced processing technologies, and support Dublin Airport's digital transformation and sustainability objectives.

Scope

- 8.18
- The scope of the project includes the following elements:
- Upgrade of CUPPS and CUSS platforms including new hardware and peripherals such as cameras and payment devices.
 - Expansion of self-service solutions, including check-in, bag tag, bag drop, and self-service boarding facilities.
 - Provision of flexible passenger processing, including self-service options outside terminal buildings such as car parks and bussing areas.
 - Implementation of advanced technologies including biometric systems and dynamic passenger routing.
 - Introduction of real-time notifications and time-slot booking to manage wait times and congestion.

Stage

- 8.19
- The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 - Q4 2031
 - Operational: Q1 2032

Key project metrics

Table 8.4: CIP27.06.01 – Airport Passenger Journey – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€10.50 million
No. of kiosks to be replaced	162

Source: Steer

Scope review

Table 8.5: CIP27.06.01 – Airport Passenger Journey – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to maintain service levels, enhance the passenger experience, improve operational efficiency, and ensure compliance with contractual and regulatory obligations can be met with the proposed scope.
Is the scope efficient?	The scope description provided is very high-level. Additional self-service options and technologies such as biometrics and time-slot booking improve operational efficiency, reduce congestions and allow for additional peak capacity within the existing building envelop. Consequently, the IFS assesses that the outline scope details as presented could provide a basis for a reasonably efficient delivery of the project.
Are there any alternative scope to consider?	None identified.

Question	Comments
Are the specifications reasonable and comprehensible?	The proposed scope hasn't been further specified yet and the provided cost estimate does not provide any detail on the listed project activities. Only lump sum estimates have been allocated for 3 scope areas (check-in systems; biometric validation; self-service check-in & boarding enhancements & new technologies)
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.02.48 Terminal 2 Check-in and Sortation Optimisation: New kiosks will be installed along with the additional check-in desks in Terminal 2 • CIP27.05.11 Security Innovations and Technology: There will be interfaces between the real-time notifications and time-slot booking of this project and a Dynamic Passenger Routing which is included in CIP27.05.11. • CIP27.06.04 IT Innovation and AI: Biometric trials are included in this project which shall be concluded ahead of the installation. It shall be noted that the installation is not only subject to successful trials within CIP27.06.04 but also to the resolution of GDPR issues by the European Commission as currently all biometric system installation projects are on hold at Airports inside the EU (only trials continue). • Other IT projects as these projects are all interrelated and will be addressing issues of ageing infrastructure
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 5 years. The IFS assesses that it is reasonable.
Is there any double counting with other projects?	No double counting has been identified.

Source: Steer

Scope – Conclusion

Table 8.6: CIP27.06.01 – Airport Passenger Journey – Conclusion

IFS comment	RAG Assessment
The proposed project scope can meet the project objectives and could provide a basis for a reasonably efficient delivery of the project although the provided scope description is very high-level and detailed scope development is still required.	

Source: Steer

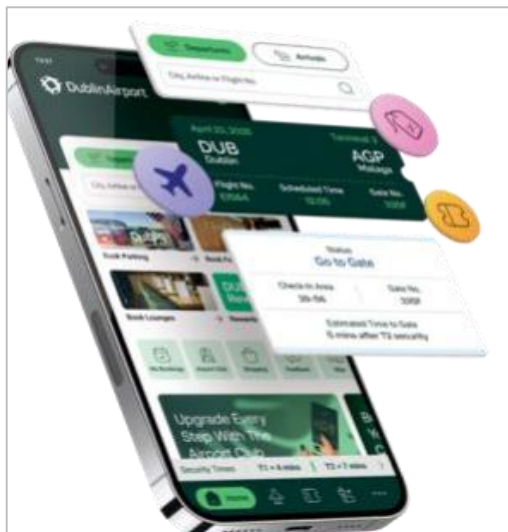
CIP27.06.02 - Digital Passenger Experience

Project description

Introduction

- 8.20 This project builds on Dublin Airport's existing mobile app and web platforms to deliver enhanced personalisation, provision of real-time information, and customer insight capabilities.

Figure 8.3: Dublin Airport Mobile Phone App



Source: Dublin Airport CIP27

Context

- 8.21 As airports become more complex and passenger volumes continuing to grow, travellers rely further on digital channels for real-time information, reassurance, and control over their journey. Dublin Airport states that its existing mobile app and web platforms have already established a strong foundation, consistently ranking among Ireland's top travel applications. However, it claims that evolving customer behaviours, the need for improved operational communication, and the airport's ambition to strengthen commercial performance require a new phase of digital investment.

Objective

- 8.22 This Digital Passenger Experience project objectives are to enhance the end-to-end journey for all Dublin Airport passengers through modern, personalised, and data-driven digital services. *It* seeks to provide timely, contextual information that reduces passenger stress and strengthens commercial engagement.

Scope

- 8.23 The scope for the Digital Passenger Experience project is summarised as follows:
- Annual Enhancements to B2C Web and Mobile Channels: Development of new features and integrations;
 - Cloud Consumption and Optimisation: Development of a scalable cloud infrastructure to support digital services;

- Personalisation and Geo-Based Services (Departing Journey): Use of the Salesforce platform to deliver tailored content and services based on passenger location and journey stage.
- Customer 360 View: Integration of data across all digital and physical touchpoints to create a unified view of the passenger.
- Arriving Passenger Digital Experience: Establish digital engagement with non-Irish passengers to support their onward and return journeys.

Stage

8.24 The identified project delivery timescales are outlined below:

- Start of Implementation: Q2 2027
- Completion: Q4 2031
- Operational: Q1 2032

Key project metrics

Table 8.7: CIP27.06.02 - Digital Passenger Experience – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€8.6m

Source: Steer

Scope review

Table 8.8: CIP27.06.02 - Digital Passenger Experience – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project is a continuation of the investment in Dublin Airports' strategic digital technology to enhance the passenger journey and drive commercial performance. The scope outline provided, described as a set of strategic objectives, is complex. Notwithstanding the scope outline as described, should be capable of fulfilling the project objectives.
Is the scope efficient?	The IFS assesses that the outline scope details as presented could provide a basis for a reasonably efficient and effective delivery of the strategic ambition for the digital passenger experience. In response to an IFS query on IT programme management Dublin Airport states "The IT delivery workstream will be governed through established IT portfolio, programme, and architecture governance, ensuring focus on operational capabilities, service continuity, and business outcomes". The IFS assesses that this is a key success factor of this project and is satisfied with the response.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	This project is still in the initial stage of project planning, but the information provided is comprehensible and reasonable.

Question	Comments
Are there any phasing and synergy considerations with other projects?	This project will need to align the other projects of the IT envelope.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable, however it is highly likely to need upgrades and modifications throughout its useful life.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.9: CIP27.06.02 - Digital Passenger Experience – Conclusion

IFS comment	RAG Assessment
The IFS assesses that the outline scope details as presented could provide a basis for a reasonably efficient and effective delivery of the strategic ambition for Dublin Airport's digital passenger experience. This project is still in the initial stage of project planning, but the information provided is comprehensible and reasonable.	

Source: Steer

CIP27.06.03 – Airfield Technology

Project description

Introduction

- 8.25 This Airfield Technology project includes lifecycle replacement of critical operational systems such as the Airport Operations System (AOS), Advanced Visual Docking Guidance System (A-VDGS), Airfield Visual Display (AVD), and the associated integration platform.

Figure 8.4: A-VDGS and Stand CCTV camera installation (indicative)



Source: Dublin Airport

Context

- 8.26 Apron operations, stand utilisation and aircraft turnaround performance are important to overall airport efficiency. Dublin Airport indicates that existing airfield systems require ongoing lifecycle replacement and modernisation to address operational efficiency requirements and regulatory compliance obligations.

Objective

- 8.27 The objective is to modernise and renew Dublin Airport's core airfield technology systems, enhance apron operational efficiency, and ensure compliance with emerging requirements under the Single European Sky ATM Research (SESAR) framework for the 2027–2031 period. The programme aims to strengthen the airport's digital infrastructure, improve turnaround performance, and support the transition toward a more integrated, data-driven airfield operation while maintain compliance with regulatory requirements, while enhancing safety, operational performance and sustainability across airfield activities.

Scope

- 8.28 The scope includes the following key elements:
- **Lifecycle Replacement of Core Airfield Systems** - Modernisation and renewal of critical operational systems that support aircraft movements, stand allocation, and turnaround coordination, including Airport Operations System (AOS), Advanced

Visual Docking Guidance System (A-VDGS) Airfield Visual Display (AVD) and the associated Integration Platform

- **SESAR Compliance (2027–2031)** - Implementation of SESAR-aligned capabilities required for the regulatory period, including: **Extended Airport Operations Plan (eAOP)** to improve predictability, enhance collaborative decision-making, and ensure alignment with the Network Manager.
- **Smart Apron and Turnaround Technologies** - Deployment of next-generation apron technologies across 50 stands to improve turnaround performance, safety, and stand utilisation, including:
 - CCTV analytics
 - Foreign Object Debris (FOD) detection
 - Remote-controlled airbridges
 - Telematics for ground-support equipment (GSE).
- **Proof-of-Concept Trials and Operational Validation** - Execution of trials for emerging technologies and smart-turnaround solutions, including:
 - Collaborative trials with airlines, handlers, and apron operations teams.
 - Evaluation performance, operational benefit, and integration requirements.
 - Refinement of rollout strategy based on trial outcomes.

Stage

8.29 The project is expected to follow the following delivery programme:

- Planning: Q2 2027
- Construction: Q2 2027 - Q4 2031
- Operation: Q1 2032

Key project metrics

Table 8.10: CIP27.06.03 – Airfield Technology – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€10.0 million
Number of stands with smart apron technologies	50

Source: Steer

Scope review

Table 8.11: CIP27.06.03 – Airfield Technology – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project scope is presented at a high level, but it is clear that the scope and objectives are aligned. Using a flexible delivery model gives the airport the ability to refine and adapt as necessary to the SESAR guidance and technology. In response to an IFS query on the proof-of-concept trials Dublin Airport stated “The current trials on apron efficiency will inform wider investment and be business case dependent”.

Question	Comments
	We conclude that the scope as presented should fulfil the project objectives.
Is the scope efficient?	The scope as presented is high level. However, it is sufficiently defined to form the basis of a programme that should be reasonably efficient in meeting the Airfield Technology project's requirements.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The scope is described at very high level, and the project is in the early stages of planning and development, hence there are no detailed scope specifications or scope definitions to evaluate. However, the information provided is reasonable and comprehensive.
Are there any phasing and synergy considerations with other projects?	This project will need to be coordinated with Apron and Stand development projects
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life is 7 years which could be considered reasonable for these types of projects.
Is there any double counting with other projects?	None identified. We asked Dublin Aiport about possible double counting with CIP27.02.036 on stand CCTV project. In response to the query, Dublin stated "CIP27.02.36 On stand CCTV is covering those stands (80no) that don't currently have CCTV for existing operational purposes. This is not related to smart stand project".

Source: Steer

Scope – Conclusion

Table 8.12: CIP27.06.03 – Airfield Technology – Conclusion

IFS comment	RAG Assessment
The project scope is presented at a high level, but it is clear that the scope and objectives are aligned. It is sufficiently defined to form the basis of a programme that should be reasonably efficient.	

Source: Steer

CIP27.06.04 – IT Innovation and AI

Project description

Introduction

- 8.30 This project proposes trials and phased rollouts of various next-generation technologies such as AI, biometrics and robotics to enhance the airport business.

Figure 8.5: Biometric Gates



Source: Dublin Airport

Context

- 8.31 The project builds on the previous CIP2020+ project “Innovation and AI investment” and proposes to further trial and implement promising technologies. Dublin Airport wants to be an early adopter with the ambition of being a leader in airport innovation and is seeking to enhance the digital passenger experience and operational efficiency.

Objective

- 8.32 The project objectives are to enhance passenger experience, increase non-aeronautical revenue, improve operational efficiency and safety, and align with Net Zero 2050 commitments.

Scope

- 8.33 The scope of the IT Innovation and AI project includes:
- Technology trials and implementation of AI, biometrics, touchless, AR/VR, robotics, and other advanced technologies;
 - Digital passenger enhancements with integrated third-party software for wayfinding, real-time offers, flight and baggage updates, and onward transport services;
 - Dynamic staff parking allocation;
 - Terminal hardware and robotics such as kiosks, holograms, and robotics for passenger assistance, cleaning, and airside logistics;

- Sensor and beacon Infrastructure for people-counting, asset tracking, cleanliness monitoring, and access control; and
- Value scoping studies for future innovation projects including vertiports, remote terminals, and startup incubators.

Stage

8.34 The following delivery programme is intended by Dublin Airport:

- Planning will commence in Q2 2027;
- Construction (implementation) from Q2 2027 to Q4 2031; and
- All scope items operational by Q1 2032.

Key project metrics

Table 8.13: CIP27.06.04 IT Innovation and AI – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 7.0m

Source: Steer

Scope review

Table 8.14: CIP27.06.04 IT Innovation and AI – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The stated project objectives to enhance passenger experience, increase non-aeronautical revenue, improve operational efficiency can potentially be met if the proposed trials turn out to be successful. However, it is unclear how the scope will fulfil Dublin Airport's stated objectives to improve operational safety and align with Net Zero 2050 commitments.
Is the scope efficient?	The scope description provided is very high-level. However, it provides a reasonable basis for efficient delivery. It shall be noted that for people-counting, asset tracking and access control, the trend is to use more precise and advanced technologies such as LiDAR or AI powered video analytics instead of sensor or beacon technology.
Are there any alternative scope to consider?	Given our comment on the previous row, it is recommended to re-evaluate suitable technologies for people-counting, asset tracking and access control before conducting trials of sensor and beacon technologies for these purposes.
Are the specifications reasonable and comprehensible?	The proposed scope hasn't been further specified yet and the provided cost estimate does not provide any detail on the listed measures. Only lump sum estimates have been allocated for 8 scope areas (AI technology trials, digital technologies (software) trials, biometrics trials, sensor technologies trials, AR/VR trials, terminal hardware trials, value studies, automation & robotics trials).

Question	Comments
Are there any phasing and synergy considerations with other projects?	- The project phasing needs to be aligned with other projects due to dependencies and possible synergies: - CIP27.03.09 Commercial Innovation: An eVTOL Hub design is included in this project which is similar to the proposed Vertiport feasibility study. Both initiatives should potentially be merged into one project. - CIP27.07.03 Capital Planning Studies: Due its physical nature and since they are an integral part of a future passenger journey it is recommended to include vertiports and remote terminals into the Masterplan revision.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 5 years. The proposed asset life cannot be fully assessed by the IFS as the various measures are of rather different nature and therefore different asset lives might need to be considered. However, the proposed asset life of 5 year is in line with the CIP2020 decision for previous innovation projects and more detailed analysis was done on asset lives at the time. So we assess the asset life as reasonable.
Is there any double counting with other projects?	There is a high risk of double counting with CIP27.03.09 Commercial Innovation regarding the design of an eVTOL hub which might have overlaps with the vertiport feasibility study of this project. According to Dublin Airport, there is no double-counting as, the vertiport study is a pure value study with a strong focus on IT innovations while the purpose of eVTOL hub is to investigate a commercial opportunity.

Source: Steer

Scope – Conclusion

Table 8.15: CIP27.06.04 IT Innovation and AI – Conclusion

IFS comment	RAG Assessment
The proposed project scope can potentially meet the project objectives if the proposed trials turn out to be successful. The IFS assesses the proposed IT innovation and AI project has the potential to meet its objectives in an efficient way, although the provided scope description is very high-level. It is recommended to re-evaluate suitable technologies for people-counting, asset tracking and access control before conducting trials of sensor and beacon technologies for these purposes. The vertiport feasibility study which is included in this project requires close coordination with the eVTOL hub design as included in CIP27.03.09 and also with CIP27.07.03 as it will be an integral part of the future passenger infrastructure and therefore shall be included in the Masterplan revision.	

Source: Steer

CIP27.06.05 – Sustainability - Digitalisation and Reporting

Project description

Introduction

- 8.35 This project delivers a centralised digital platform capable of capturing data across key ESG domains, including carbon, energy, water, noise, air quality, biodiversity, waste, and human rights while digitising mandated ESG (Environmental Social and Governance) documentation to enable automated third-party carbon emissions reporting.

Context

- 8.36 According to Dublin Airport, the regulatory expectations around ESG have been intensifying, most notably under the EU Corporate Sustainability Reporting Directive (CSRD). The ability to produce accurate, real-time, and auditable ESG information has become more important to maintaining compliance, transparency, and operational credibility.

Objective

- 8.37 The project is to progress Dublin Airport's strategic sustainability objectives through the digital acquisition, integration and real time reporting of ESG data across Dublin Airport campus.

Scope

- 8.38 The scope of this project is as follows:
- Deployment of digital solutions to capture and report on carbon, energy, water, noise, air quality, biodiversity waste, and other environmental metrics
 - Digitisation of ESG documentation through the conversion of manually produced compliance and reporting documents into structured digital formats to improve traceability and audit readiness.
 - Enablement of third-party (Scope 3) carbon emissions reporting by integration with airline systems to acquire and report Scope 3 emissions associated with airport operations.
 - Improve the accuracy, reliability, and auditability of ESG reporting for regulators, investors, and community stakeholders.
 - Demonstrate progress toward Net Zero 2050 commitments.

Stage

- 8.39 The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 – Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 8.16: CIP27.06.05 Sustainability- Digitalisation and Reporting – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€6.50m

Source: Steer

Scope review

Table 8.17: CIP27.06.05 Sustainability- Digitalisation and Reporting – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project scope covers Dublin Airports' strategic digital technology to deliver real time reporting of ESG data and information. Notwithstanding the scope outline as described, should be capable of fulfilling the project objectives.
Is the scope efficient?	The scope is identified as a series of activities needed to achieve Dublin Airport's strategic sustainability objectives through the digital acquisition, integration and real time reporting of ESG data across Dublin Airport campus. The scope description provided is at a very high-level level and still needs a significant level of development. The submission does not mention or include any specific IT management workstream which will be needed to deliver this project. In response to a query, Dublin Airport states "A distinct IT delivery stream will be maintained for enterprise and airport-wide IT projects, operating in parallel with construction-led infrastructure delivery streams". The IFS assesses that this is a key success factor of this project and is satisfied with the response. The outline scope details as presented could provide a basis for a reasonably efficient delivery of the project.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	This project is still in the initial stages of project planning. However, the information provided is reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	Yes, with CIP27.06.14 Data and Integrations. In response to our query regarding interfacing with CIP27.06.14, Dublin Airport states "CIP27.06.14 Data and Integrations will allow for the Advanced Analytics, AI Models and continued development of BI tools and dashboards, which will also support the CIP27.06.05 Sustainability Digitisation and Reporting project".
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years is reasonable for this type of system although the upgrade and changes required will possible occur more frequently as regulation and reporting requirements change.
Is there any double counting with other projects?	None identified

Source: Steer

Scope – Conclusion

Table 8.18: CIP27.06.05 Sustainability- Digitalisation and Reporting – Conclusion

IFS comment	RAG Assessment
The outline scope details as presented could provide a basis for a reasonably efficient delivery of the project.	

Source: Steer

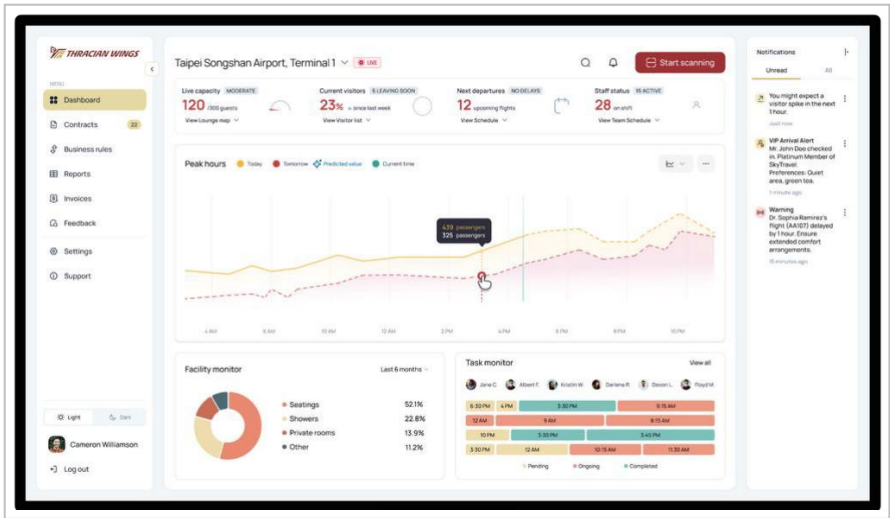
CIP27.06.06 – Commercial Technology Upgrades

Project description

Introduction

- 8.40 This project delivers a coordinated upgrade of key commercial technology platforms, including cloud migration of the retail Enterprise Resource Planning (ERP) system, consolidation of e-commerce solutions, full integration with Stripe for payment processing, and the deployment of a next-generation lounge management system. These enhancements aim to strengthen operational efficiency, improve the digital passenger experience, and support the airport’s long-term commercial growth and innovation strategy.

Figure 8.6: Example of Lounge Management System at Taipei Airport



Source: Dublin Airport

Context

- 8.41 Dublin Airport states that its commercial and retail operations depend on a complex ecosystem of commercial technology platforms that support payments, e-commerce, retail management, and premium passenger services. It indicates that commercial technology expectations rise and payment regulations continue to evolve. Therefore, the airport needs to modernise these systems to remain secure, compliant, and commercially competitive.

Objective

The objective of this project is to modernise and consolidate Dublin Airport’s commercial and retail technology platforms to ensure secure, compliant, and scalable digital services for passengers, airlines, and commercial partners. These enhancements aim to improve the digital passenger experience, strengthen regulatory compliance, support commercial growth, and enable more efficient and integrated operations across the airport’s commercial ecosystem.

Scope

The scope of this project includes:

- **Retail Platform Migration and Integration:** Migration of the Navision Business Central ERP system to a cloud-based environment and integration with Business-to-Consumer (B2C) digital channels to support modern retail operations and scalability.
- **Unified Payment Technology (Stripe Integration):** Full transition to Stripe as the airport's single payment platform, ensuring compliance with evolving payment regulations, improving transaction security, and enabling consistent payment experiences across all commercial touchpoints.
- **E-Commerce Platform Consolidation:** Replacement of multiple legacy booking engines with a single, flexible e-commerce platform to streamline the customer journey, reduce system complexity, and support future digital passenger experience initiatives.
- **Next-Generation Lounge Management System:** Deployment of an end-to-end lounge management solution incorporating real-time check-in, access control, CRM capabilities, and integration with revenue management systems to enhance premium service delivery.
- **Commercial Technology Modernisation:** Upgrades across retail, lounge, and payment systems to ensure secure, scalable, and compliant digital services that support operational efficiency and commercial growth.

Stage

The identified project delivery timescales are outlined below:

- Planning Q2 2027;
- Implementation Q2 2027 - Q4 2031;
- Operational Q2 2032.

Key project metrics

Table 8.19: CIP27.06.06 Commercial Technology Upgrades – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€6.5m

Source: Steer

Scope review

Table 8.20: CIP27.06.06 Commercial Technology Upgrades – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for the commercial Technology upgrade projects is described at very high level and will need further development. However the scope as described could be capable of fulfilling its project objectives.
Is the scope efficient?	The scope description is provided at a very high level, and details need to be developed further. However, the scope as presented should be reasonably efficient and effective in delivery of the commercial technology upgrades identified.

Question	Comments
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information provided is reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	This project will interface with enterprise-wide data, integration, and application platforms that are being enhanced under CIP27.06.14 and CIP27.06.12. Through the Q&A, Dublin Airport has indicated that this will be coordinated through the IT wide programme management.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 7 years which is reasonable for the IT application upgrades associated with these types of projects.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.21: CIP27.06.06 Commercial Technology Upgrades – Conclusion

IFS comment	RAG Assessment
This project as described should deliver a forward-looking investment in the commercial and retail technology platforms that underpin Dublin Airport's digital services. The project scope, as presented, should be reasonably efficient.	

Source: Steer

CIP27.06.07 – Operational Devices

Project description

Introduction

- 8.42 Dublin Airport depends on a wide range of operational devices to support the smooth running of daily airport activities. As these devices age, Dublin Airport indicates that those pose increasing risks to reliability, security, and operational efficiency. This project is part of a lifecycle management programme to replace and upgrade critical operational devices and equipment.

Figure 8.7: Flight Information Display example



Source: Dublin Airport

Context

- 8.43 Operational devices support essential functions such as passenger processing, baggage handling, security operations, airfield coordination, retail activity, and real-time information delivery. As these assets age, they become more vulnerable to failure, cybersecurity threats, and performance degradation. To mitigate these risks, Dublin Airport follows a structured lifecycle management approach to ensure that operational devices remain modern, secure, and fully supported. This involves the replacement and upgrade of workstations, mobile devices, handheld scanners, telephony and radio systems, digital signage, and collaboration technologies.

Objective

- 8.44 The objective of this project is to maintain reliable, secure, and high-performing operational devices across Dublin Airport by implementing a structured five-year lifecycle refresh. The objective is to enhance operational efficiency and business enablement, reduced cybersecurity risks, through lifecycle compliance which improves service reliability and the user experience, with centralised governance and asset visibility, along with alignment to Dublin Airport's Net Zero 2050 commitments.

Scope

- 8.45 The scope of this operational device project involves the following:
- **Workstations and Mobile Devices:** Lifecycle replacement for Line of Business (LOB) devices including procurement, deployment, maintenance and replacement.

- **Digital Screens (FIDS and Wayfinding):** Ongoing replacement of more than 800 display units on a rolling five-year cycle to ensure clarity, reliability, and operational reliability and compliance.
- **Handheld Scanners:** Replacement and upgrade of approximately 340 handheld devices used across baggage, operations, and retail functions.
- **Telephone and Radio Systems:** Replacement and upgrade of telephony and radio handsets, along with backend communication systems and infrastructure, to maintain secure and reliable voice services.
- **Laptops, Desktops, and Mobile Devices:** this is a compliance-driven lifecycle management to support business enablement, operational efficiency, and regulatory standards.
- **Meeting and Conference Room Technology:** Upgrade and enablement of next-generation video conferencing digital tools to support collaborative working and reduce travel-related emissions.

8.46 The project scope also includes the implementation of centralised governance and asset management to improve oversight, tracking, and lifecycle control for all operational devices to reduce risk and enhance asset visibility.

Stage

The identified project delivery timescales are outlined below:

- Planning: Q2 2027
- Implementation programme: Q2 2027-Q4 2031
- Operation: Q1 2032

Key project metrics

Table 8.22: CIP27.06.07 – Operational Devices – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€10m

Source: Steer

Scope review

Table 8.23: CIP27.06.07 – Operational Devices – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for this operational device project, as described in the documents provided by Dublin Airport should be capable of fulfilling its project objectives.
Is the scope efficient?	The scope description is provided at a very high level, and details need to be developed further. However, as presented, it should be reasonably efficient and effective.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information provided appears reasonable and comprehensible.

Question	Comments
Are there any phasing and synergy considerations with other projects?	This project will need to be coordinated with CIP27.06.11 Servers and Storage arrays where there is scope activity for the upgrade and replacement of PABX.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable for operational devices of the type described.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.24: CIP27.06.07 – Operational Devices – Conclusion

IFS comment	RAG Assessment
The operational devices project provides a structured and essential The scope of the operational devices project, as presented by Dublin Airport, is described at a very high level. However, it should be reasonably efficient and effective in delivery of its objectives.	

Source: Steer

CIP27.06.08 – Cyber Security and Cyber Resilience

Project description

Introduction

8.47 This project addresses the need to protect both Information Technology (IT) and Operational Technology (OT) systems from cyber-attacks that could disrupt airport operations, passenger processing, and business continuity.

Context

8.48 Dublin Airport has a strategic objective to strengthen and enhance its cyber security and operational resilience as airports in general face increasing cyber threats.

Objective

8.49 The objective of this project is to significantly strengthen the threat detection, protection, and resilience of Dublin Airport’s technology estate in the face of an evolving cyber-threat landscape. The initiative focuses on safeguarding both Information Technology (IT) and Operational Technology (OT) environments, ensuring that critical airport services remain secure and operational even during hostile cyber activity.

Scope

- 8.50 The scope includes:
- **Cyber Security Operations Centre (CSOC) Enhancements:** Expansion of monitoring capacity and migration to a next-generation Security Information and Event Management (SIEM) platform to improve threat detection and response across on-premises and cloud environments.
 - **Cyber Resilience / Zero Trust Implementation:** Deployment of advanced security technologies across Microsoft, Oracle, and Cisco platforms to protect critical IT and OT systems and reduce the likelihood and impact of cyber-attacks.

Stage

- 8.51 The identified project delivery timescales are outlined below:
- Planning Q2 2027
 - Implementation Q2 2027 - Q4 2031
 - Project handover Q1 2032

Key project metrics

Table 8.25: CIP27.06.08 – Cyber Security and Cyber Resilience– Key project metrics

Metric	Value
Dublin Airport proposed project cost	€10m

Source: Steer

Scope review

Table 8.26: CIP27.06.08 – Cyber Security and Cyber Resilience – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as described by Dublin Airport should be capable of fulfilling its project objectives.
Is the scope efficient?	The scope description provided is at very high level and needs to be developed further. In response to an IFS query on IT programme management, Dublin Airport states “There will be a distinct IT delivery workstream for enterprise and airport-wide IT projects, operating in parallel with construction led infrastructure delivery streams.”. The IFS assesses that this is a key success factor of this project and is satisfied with the response. The scope as presented should be reasonably efficient and effective.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information is clear and comprehensible.
Are there any phasing and synergy considerations with other projects?	This project will need to align with the objectives of these other IT projects in relation to service recovery and operational resilience in the context of a cyber threats and incidents.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable, however it is highly likely interim upgrades will be required to mitigate the changing Cyber threat landscape.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.27: CIP27.06.08 – Cyber Security and Cyber Resilience – Conclusion

IFS comment	RAG Assessment
The scope description provided is at very high level. However, the project scope, as presented, should be reasonably efficient and effective in delivery of the Cyber Security and Cyber resilience objectives.	

Source: Steer

CIP27.06.09 - Operational Reliability, Safety, Security and Compliance

Project description

Introduction

- 8.53 This project includes lifecycle upgrades and enhancements across baggage systems, access control, CCTV, queue management, airside safety, and perimeter security. It also introduces new capabilities such as drone detection, robotics for perimeter inspection, and service recovery systems to ensure operational resilience in the event of cyber incidents

Figure 4.1: CCTV Camera and Drone Threats



Source: Dublin Airport

Context

Dublin Airport states that there is a critical need to modernise and maintain essential operational systems that underpin safety, security, and regulatory compliance. Ageing infrastructure, evolving threats, and increasing regulatory demands are placing pressure on Dublin Airport to replace or upgrade existing systems and infrastructure.

Objective

- 8.54 The project objective is to deliver lifecycle upgrades to essential operational systems to enhance operational safety and reliability, compliance with regulatory and security standards, improved incident response and service recovery, modernisation of critical infrastructure, alignment with Dublin Airport's Net Zero 2050 commitments

Scope

- 8.55 The scope of the project includes:
- Baggage Systems: Lifecycle upgrades to hardware and infrastructure to ensure reliability and compliance.
 - Asset Maintenance & GIS Platforms: Enhancements to support predictive maintenance, automation, and Internet of Things (IoT) integration.
 - CCTV Infrastructure: Expansion and upgrade of over 3,000 cameras to support innovation and lifecycle compliance.
 - Queue Management & Access Control: Upgrades to sensors, scanners, and software to improve passenger flow and security.

- Airside Technical Safety: Implementation of automated systems for anomaly detection, speed control, and perimeter safety.
- Passenger Boarding & C3 Screening Systems: Lifecycle upgrades to boarding scanners and C3 screening technology, including image storage.
- Service Recovery Systems: Design and deployment of standby systems to reduce recovery time from cyber incidents from 7 days to under 24 hours.
- Training & Compliance Platforms: Development of an online training system to manage and verify airside staff compliance.
- Drone Detection & Perimeter Monitoring: Deployment of advanced sensors, robotics, and camera systems for real-time perimeter surveillance and drone threat mitigation.
- Mechanical Systems Services: Monitoring & Alerting / Scada & Ignition integrations & upgrades.

Stage

8.56 The project is currently identified project delivery project are outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027- Q4 2031;and
- Operational Q1 2032.

Key project metrics

Table 8.28: CIP 27.06.09 – Operational Reliability , Safety , Security and Compliance – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€22.5m

Source: Steer

Scope review

Table 8.29: CIP 27.06.09 – Operational Reliability , Safety , Security and Compliance

Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for this project as described in the documents provided by Dublin Airport should be capable of fulfilling its project objectives.
Is the scope efficient?	The scope description provided is at a very high-level level and the details still need to be developed. However, the outline scope details as presented could provide a basis for a reasonably efficient delivery.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information provided is reasonable and comprehensible.

Question	Comments
Are there any phasing and synergy considerations with other projects?	This project will need to align its objectives with the delivery of the other IT projects as these projects are all interrelated and will be addressing issues of ageing infrastructure and the provision and enhancements of existing systems and the delivery of new capabilities.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 7 years which is reasonable for the IT application upgrades associated with these types of Projects.
Is there any double counting with other projects?	None identified. Dublin Airport has clarified that the installation of 80 CCTV cameras as part of CIP27.02.36 On stand CCTV are additional to the upgrades to 3000 CCTV camera which are in this project.

Source: Steer

Scope – Conclusion

Table 8.30: CIP 27.06.09 – Operational Reliability , Safety , Security and Compliance

Conclusion

IFS comment	RAG Assessment
The scope for this project as described in the documents provided by Dublin Airport should be capable of fulfilling its project objectives. The outline scope details as presented could provide a basis for a reasonably efficient delivery.	

Source: Steer

CIP27.06.10 – Networks Infrastructure

Project description

Introduction

- 8.57 Dublin Airport relies on a secure, resilient, and high-performance network infrastructure to support its daily operations and long-term strategic ambitions. As critical network hardware approaches end of life, the risks of failure, reduced performance, and declining vendor support increase. This programme addresses those challenges by ensuring that all core, access, and edge network components remain within their supported lifecycle, while also enhancing capacity, speed, and monitoring capabilities across the campus.

Figure 8.8: Network Data Cabling



Source: Dublin Airport

Context

- 8.58 Dublin Airport's operations rely on a network to support critical systems such as security, airfield operations, passenger processing, and business services. Dublin Airport indicates that growing data demands, increased cybersecurity risks, and the increasing use of cloud-based digital platforms are placing pressure on existing infrastructure. Dublin Airport indicates that many network components across the campus, including switches, routers, firewalls, wireless systems, and cabling, are now approaching or beyond their supported lifecycle. This ageing estate increases the risk of outages, reduced performance, and end-of-life vendor support.

Objective

- 8.59 The objective is to maintain a secure, resilient, and fully supported network at Dublin Airport by replacing end-of-life network hardware, improving network performance and capacity, and ensuring the network infrastructure can reliably support current operations and future digital initiatives.

Scope

- 8.60 The project scope covers the full lifecycle renewal and enhancement of network infrastructure across the airport campus, including:
- **Access Layer Network Switches:** Replacement of switches exceeding their 7-year lifecycle. Extension of support for remaining units where appropriate.
 - **Core and Edge Switching :** Renewal of Data Centre Core switches. Replacement of Campus Physical Edge switches reaching end of life.

- **Firewalls, Routers, and Load Balancers** : Upgrade of WAN routers, firewalls, and load-balancing platforms to maintain security, performance, and reliability.
- **Wireless Infrastructure** : Replacement and upgrade of wireless access points and backend systems. Support for modern Wi-Fi standards and increased device density.
- **Network Monitoring Platform** : Enhancement of monitoring tools to improve visibility, diagnostics, and proactive management.
- **Cabling and Communications Rooms** : Replacement of outdated cabling and ducting. According to Dublin Airport, c.10% of the existing cabling estate needs to be upgraded to CAT 6 and OS2 single mode fibre. Upgrades to communications rooms to support increased capacity, resilience, and future expansion.

Stage

8.61 The project timeline is outlined below:

- Planning Q2 2027
- Implementation programme Q2 2027-Q4 203
- Operation Q1 2032

Key project metrics

Table 8.31: CIP27.06.10 – Networks Infrastructure– Key project metrics

Metric	Value
Dublin Airport proposed project cost	€17.6m

Source: Steer

Scope review

Table 8.32: CIP27.06.10 – Networks Infrastructure – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for the Network infrastructure as described by Dublin Airport is a very high-level description, however, the scope as described this should be capable of fulfilling the projects objectives
Is the scope efficient?	The scope for the Network Infrastructure project is described at a very high level and has not been developed in any detail. Given the scope is includes replacing end-of-life hardware, modernising wireless and monitoring platforms, and upgrades to structured cabling and communications rooms the scope should meet the stated project requirements. In response to an IFS query, Dublin Airport states “There will be a distinct IT delivery workstream for enterprise and airport-wide IT projects, operating in parallel with construction led infrastructure delivery streams.” It also states, “The IT delivery stream will be governed through established IT portfolio, programme, and architecture governance, ensuring focus on operational capabilities, service continuity, and business outcomes”. Consequently, the IFS assesses that the scope as presented should be reasonably efficient and effective.

Question	Comments
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information provided is reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	This project will need to consider both planning and phasing activities with the other IT projects
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 7 years which is reasonable for the IT Network infrastructure upgrade types of projects.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.33: CIP27.06.10 – Networks Infrastructure – Conclusion

IFS comment	RAG Assessment
While very high-level, the scope, as presented, should be reasonably efficient and effective in delivery of the network infrastructure objectives.	

Source: Steer

CIP27.06.11 – Servers and Storage

Project description

Introduction

- 8.62 The Servers and storage project at Dublin Airport is a scheduled refresh of its core server and storage infrastructure in order to maintain the reliability, security, and performance of critical IT services. This project replaces ageing hardware and updates key systems in line with the airport's five-year lifecycle policy.

Context

- 8.63 The Servers and Storage at Dublin Airport are part of the core IT infrastructure needed to support operational, business, commercial and passenger facing systems. As Server and Storage technologies age, they present an increased risk of hardware failure, software obsolescence, and cybersecurity vulnerabilities, potentially impacting critical airport functions. To mitigate these risks, the airport operates a structured five-year lifecycle replacement policy for core infrastructure components such as servers and storage.

Objective

- 8.64 This project's objective is to implement a technology refresh cycle and requires the renewal of key server, storage arrays, operating system, backup and recovery platforms, monitoring tools, and telephony backend platforms to ensure that essential IT services remain resilient, maintain their performance, and are fully supported by vendors.

Scope

- 8.65 The Servers and Storage Array project scope is identified as follows:
- Upgrade blade chassis, blade servers, and physical servers to maintain performance, reliability, and vendor support;
 - Replace and expand storage arrays and fibre channel switches to ensure adequate capacity, throughput, and resilience;
 - Update core operating systems to supported versions aligned with security and lifecycle requirements; and
 - Refresh telephony backend infrastructure (PABX) to maintain stable and reliable voice services.

Stage

- 8.66 The identified project delivery timescales are outlined below:
- Planning Q2 2027
 - Implementation programme Q2 2027- Q4 2031
 - Operational Q1 2032

Key project metrics

Table 8.34: CIP27.06.11 Servers and Storage – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€8.3m

Source: Steer

Scope review

Table 8.35: :CIP27.06.11 Servers and Storage – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope is very high-level and has not been broken down to identify any specific activities. However, the scope as described should provide a basis for fulfilling its project objectives.
Is the scope efficient?	The project needs to progress with a detailed scope development. Notwithstanding, the scope as presented should be a reasonable basis for efficient and effective in delivery of server and storage array objectives and requirements.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information presented is reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	This project will need to align with the objectives of the other IT projects to ensure operational resilience during the project's technology refresh and replacement programme of activities.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable and in line with the airport's IT infrastructure technology replacement policy.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.36: : CIP27.06.11 Servers and Storage – Conclusion

IFS comment	RAG Assessment
The scope of is very high-level and has not been broken down to identify any specific activities. However, as presented, it should be reasonably efficient and effective in meeting the project objectives.	

Source: Steer

CIP27.06.12 – Business Efficiency and Enterprise Applications

Project description

Introduction

- 8.67 This project aims to ensure that the software platforms underpinning finance, HR, service management, operations, and enterprise architecture reduce operational risk, and position the Dublin Airport for a more digital, automated, and sustainable future as technology and regulatory expectations evolve.

Context

- 8.68 According to Dublin Airport, many of its enterprise applications are reaching obsolescence or no longer meet modern cybersecurity and performance standards.

Objective

- 8.69 The objective of this project is to modernise, secure, and future-proof Dublin Airport's core business software systems so they can continue to support safe, efficient, and sustainable airport operations by upgrading, consolidating, and in some cases replacing these systems, Dublin Airport aims to enable new capabilities such as AI-driven analytics, digital twins, and automated DevOps pipelines.

Scope

The project encompasses nine major workstreams, each addressing a critical component of the airport's enterprise application landscape.

- Oracle Fusion Migration: Upgrade from Oracle E-Business Suite to Oracle Fusion Cloud, enabling AI-driven analytics, real-time visibility, and future-proofed innovation.
- Service Management Enhancements: Upgrade and enhance the ServiceNow platform to support IT Infrastructure Library (ITIL)
- Enterprise Architecture Platform: Extend ServiceNow to incorporate enterprise architecture capabilities.
- IT Operations Management (ITOM): Implement tools for asset discovery, service mapping, event management, and orchestration to automate IT infrastructure management.
- Small Business Requests (SBRs): Annual allocation for internal small-scale enhancements and system improvements.
- HR & Time and Attendance Systems: Lifecycle upgrade of workforce planning and scheduling systems.
- Small Application Upgrades: Consolidation/replacement of legacy business applications.
- Digital Twins & Advanced Simulation: Develop real-time virtual replicas of airport operations for scenario planning and optimisation.
- DevOps Automation: Implement agile delivery support systems for automated testing and deployment.

Stage

The project delivery timeline is outlined below:

- Planning Q2 2027;
- Implementation programme Q2 2027 - Q4 2031;
- Operation Q1 2032.

Key project metrics

Table 8.37: CIP27.06.12 - Business Efficiency and Enterprise Applications – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€17.6m

Source: Steer

Scope review

Table 8.38: CIP27.06.12 - Business Efficiency and Enterprise Applications – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as described is very high-level. However, it should be capable of fulfilling the project objectives.
Is the scope efficient?	Given the information provided by Dublin Airport, the IFS assesses that the scope as presented should be reasonably efficient. In response to an IFS query relating to IT programme management, Dublin Airport stated, “There will be a distinct IT delivery workstream for enterprise and airport-wide IT projects, operating in parallel with construction led infrastructure delivery streams”. It further developed “The IT delivery stream will be governed through established IT portfolio, programme, and architecture governance, ensuring focus on operational capabilities, service continuity, and business outcomes”. The IFS assesses that this is a key success factor of this project and is satisfied with the response.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The scope is very high level. Consequently, no detailed specifications have been presented for review. However, the information provided is comprehensible and reasonable.
Are there any phasing and synergy considerations with other projects?	This project will need to align with CIP27.06.09 Operational Reliability Safety Security and Compliance in relation the use of AI, introduction of automation and development of digital twins.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable for the IT application upgrades associated with these types of projects.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 8.39: CIP27.06.12 - Business Efficiency and Enterprise Applications -Conclusion

IFS comment	RAG Assessment
While the information provided by Dublin Airport is very high-level, the IFS assesses that the scope as presented should be reasonably efficient and effective in meeting the project objectives.	

Source: Steer

CIP27.06.13 – Cloud Data Centre, Disaster Recovery and Infrastructure

Project description

Introduction

- 8.70 This project supports the delivery of a hybrid cloud strategy through enhancements to both cloud-based and on-premises infrastructure, with the aim of improving resilience, performance and scalability.

Context

- 8.71 Dublin Airport currently operates a mix of legacy on-premises systems and emerging cloud-based services. Dublin Airport indicates that the existing data centre infrastructure is ageing, energy-intensive, and becoming difficult to modernise. Also it states that the existing disaster recovery capabilities are needing modernisation and are exposing the airport to operational risk in the event of cyber-attacks, hardware failures, or natural disasters.

Objective

- 8.72 The objective of the project is to enhance Dublin Airport's cloud and on-premises infrastructure to ensure secure, resilient and scalable information technology services. The project aims to improve business continuity and disaster recovery capability, modernise existing infrastructure, and provide a platform capable of supporting future operational and digital requirements, whilst aligning with Dublin Airport's Net Zero 2025 sustainability goals.

Scope

- 8.73 The project encompasses the following activities :
- **Cloud Infrastructure Deployment:** establishing a secure, compliant cloud platform to host operational and corporate applications.
 - **On-Premises Data Centre Upgrades:** including modernisation of existing data centre facilities, including power system enhancements, cooling system upgrades, environmental and infrastructure monitoring improvements, installation of additional Public Network Operator (PNO) access points to improve connectivity and redundancy.
 - **Cloud-Based Disaster Recovery Solution:** Design and deployment of a cloud-hosted disaster recovery platform. Replication of critical systems and data to support rapid recovery following cyber incidents, hardware failures, or natural disasters.
 - **Remote Desktop Infrastructure:** Deployment of Windows 365 virtual desktop services. Integration with Office 365 and on-premises applications to support hybrid and remote working. Configuration of security, performance, and user access controls.

Stage

- 8.74 The project is expected to follow the following delivery programme:
- Planning: Q2 2027

- Construction: Q2 2027 – Q4 2031
- Operational: Q1 2032

Key project metrics

Table 8.40: CIP27.06.13 – Cloud Data Centre, Disaster Recovery and Infrastructure – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€7.2m

Source: Steer

Scope review

Table 8.41: CIP27.06.13 – Cloud Data Centre, Disaster Recovery and Infrastructure – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope as presented is only defined at a very high level. However, it should be capable of fulfilling the project objectives.
Is the scope efficient?	The IFS assesses that the outline scope details as presented could provide a basis for a reasonably efficient and effective delivery of the strategic ambition for the digital passenger experience. Dublin Airport states “There will be a distinct IT delivery workstream for enterprise and airport-wide IT projects.” and “The IT delivery stream will be governed through established IT portfolio, programme, and architecture governance, ensuring focus on operational capabilities, service continuity, and business outcomes”. The IFS considers this to be a key success factor of the project and is satisfied with the response.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	No specifications have been prepared as this project is still in the initial stages of project planning. However, the information provided is comprehensible and reasonable.
Are there any phasing and synergy considerations with other projects?	This project will need to align its programme of activities with the other IT projects as these projects are all interrelated and will be addressing issues of ageing infrastructure.
Is(Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable for the IT Cloud application upgrades associated with these types of Projects.
Is there any double counting with other projects?	None Identified

Source: Steer

Scope – Conclusion

Table 8.42:: CIP27.06.13 – Cloud Data Centre, Disaster Recovery and Infrastructure – Conclusion

IFS comment	RAG Assessment
The IFS assesses that the outline scope details as presented could provide a basis for a reasonably efficient and effective delivery of the project objectives. This project is still in the initial stage of project planning, but the information provided is comprehensible and reasonable.	

Source: Steer

CIP27.06.14 - Data and Integrations

Project description

Introduction

- 8.75 The Data and Integrations project aims at expanding Dublin Airport's ability to operate as a fully data-driven organisation. It focuses on scaling the airport's analytics, integration, and cloud capabilities to meet growing operational and commercial demands.

Context

- 8.76 Dublin Airport is advancing its digital transformation by building on its recent migration to Microsoft Azure and the consolidation of its data estate, moving into a new phase focused on strengthening data platforms, modernising integration services, and expanding predictive analytics and AI capabilities to support real-time insight, operational optimisation, and long-term growth.

Objective

- 8.77 The objective of this project is to expand and modernise Dublin Airport's data and integration capabilities so the organisation can fully leverage real-time information, predictive analytics, and advanced automation to improve operational performance, passenger experience, and long-term strategic planning.

Scope

- 8.78 The scope of this project covers:
- **Oracle and Microsoft Structured Query Language (SQL) Database Upgrades** supporting critical systems such as Security Access Control, Enterprise Resource Planning (ERP), Baggage Handling, and Retail.
 - **Red Hat OpenShift Platform Upgrade:** Major upgrade of the Kubernetes-based container platform that underpins Dublin Airport's integration services, including real-time flight data feeds to internal and external stakeholders.
 - **Advanced Analytics and AI Models:** Expansion of predictive modelling capabilities across airfield, baggage, and operational processes to support capacity planning and scenario analysis.
 - **Business Intelligence (BI) Platform Development:** Continued development of BI tools and dashboards to support data-driven decision-making across the organisation.
 - **Corporate Data Platform Enhancements:** Integration of new Azure services and tools such as Microsoft Fabric to improve data accessibility, performance, and visualisation.
 - **Cloud Infrastructure and Cost Management:** Reservation and utilisation of Azure and Databricks cloud services to support scalable and cost-efficient data operations.

Stage

- 8.79 The project is currently identified project delivery project are outlined below:
- Planning Q2 2027
 - Implementation programme Q2 2027 - Q4 2031

- Operation Q1 2032

Key project metrics

Table 8.43: CIP 27.06.14 Data and Integrations – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€11.6m

Source: Steer

Scope review

Table 8.44: CIP 27.06.14 Data and Integrations – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope for the data and integration project is described at a very high level. Notwithstanding the scope as described should be capable of creating the basis for fulfilling the project objectives.
Is the scope efficient?	While relatively high-level, the outline scope could be deemed efficient.
Are there any alternative scope to consider?	None identified
Are the specifications reasonable and comprehensible?	The scope is very high level, consequently, no detailed specifications have been presented for review. However, the information provided is reasonable and comprehensive.
Are there any phasing and synergy considerations with other projects?	This project will need to align with the objectives of CIP27.06.12 in relation the use of business efficiency tools and the enterprise architecture landscape.
Is (Are) the proposed asset life(s) reasonable?	The proposed asset life is 5 years which is reasonable for these types of projects.
Is there any double counting with other projects?	Yes possibly - but needs clarification by DAA – the advance analytics and AI models project as part of CIP27.06.14 may well be associated or part of the CIP27.06.04 IT innovation and AI project.

Source: Steer

Scope – Conclusion

Table 8.45: CIP 27.06.14 Data and Integrations – Conclusion

IFS comment	RAG Assessment
While relatively high-level, the outline scope could be deemed effective and efficient in achieving the project objectives.	

Source: Steer

9 Project Reviews - Other

Summary

Table 9.1: CIP2027 – Other – Summary

CIP Number	Project title	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
CIP27.07.01	Minor Works	33.000	6.714	-26.286
CIP27.07.02	Construction Accommodation	15.683	15.683	-
CIP27.07.03	Capital Planning Studies	18.113	18.113	-
CIP27.07.04	Programme Management	30.263	30.263	-
Total		97.058	70.773	-26.286

Source: Steer

CIP27.07.01 – Minor Works

Project description

Introduction

- 9.1 The project comprises small-scale capital interventions that support the day-to-day functioning of Dublin Airport. These works are intended to address operational needs across terminals, piers, airside and landside facilities.

Context

- 9.2 Dublin Airport indicates that the wide range of infrastructure requires ongoing minor interventions to manage normal wear, respond to operational issues and ensure service reliability. These minor works support continuous operations and minimise disruption across the airport environment.

Objective

- 9.3 The objective of the Minor Works programme is to maintain functional, safe and efficient airport operations through targeted small-scale projects that respond to essential maintenance, operational requirements, and stakeholder needs during the regulatory period.

Scope

- 9.4 The scope of the project includes the following elements:
- General Maintenance:
 - General upkeep, upgrade and refurbishment of the external and internal elements of the terminals, piers, airside and landside operational buildings.
 - Unforeseen reactive works including maintenance, refurbishment and upgrades to the runways, taxiways, aprons, parking stands or critical services in the Airside operational area.
 - Efficiency:
 - Minor interventions that improve energy and process efficiencies.
 - Airport Operations, Safety and Security:
 - Operational requirements to support implementation of new infrastructure, improvement of passenger experience, safety and security.

Stage

- 9.5 The project is expected to follow the following delivery programme:
- Planning: Q2 2027
 - Construction: Q2 2027 – Q4 2031
 - Operation: Q1 2032

Key project metrics

Table 9.2: CIP27.07.01 – Minor Works – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 33.0m

Source: Dublin Airport

Scope review

Table 9.3: CIP27.07.01 – Minor Works – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project will fulfil its objectives of supporting and maintaining functional, safe and efficient airport operations.
Is the scope efficient?	There is a lack of evidence that the project is efficient in achieving its stated objectives. No justification has been provided for the basis of the scope which has been costed in the cost plan. In response to our questions, Dublin has indicated that the scope was based on historic expenditure and anticipated growth trajectory. The CIP20.07.002 – Minor Projects could be considered the CIP2020 equivalent of this project. Actual expenditure on that project was €7.62m in the period 2020-2026, €8.37m in 2025 prices, equating to an average of €1.19m per year on that period. The current CIP27 project implies an average nominal expenditure per year of €6.6m, which is much higher than historical expenditure. Dublin Airport has not explained further the anticipated growth trajectory that is mentioned in their response to justify the substantial increase in expenditure in this project.
Are there any alternative scope to consider?	None considered.
Are the specifications reasonable and comprehensible?	No specifications have been provided.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with other projects due to dependencies and possible synergies: • CIP27.03.03 OCTB Refurbishment: Dublin Airport indicates that the Minor Works project will provide bussing from OCTB gates for the VIP Platinum Services terminal passengers. • The project will provide in-vehicle monitoring system for all the airside vehicles to increase safety and ensure automated speed control. The deployment of monitoring systems will likely need to be aligned with the new charging facilities: – CIP27.01.02A Charging Network – CIP27.01.02B North Apron GSE Charging Hub. • The project includes a provision for unforeseen reactive works including maintenance, refurbishment and upgrades to the runways, taxiways, aprons, parking stands or critical services in the Airside operational area, which will need to be coordinated with:

Question	Comments
	– CIP27.04.01A Airfield Pavement Rehabilitation – CIP27.04.01B Airfield Pavement Rehabilitation - Roads & Joints
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 7 years. We assess that the asset life of 7 years is adequate.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 9.4: CIP27.07.01 – Minor Works – Conclusion

IFS comment	RAG Assessment
The project should fulfil its objectives of supporting and maintaining functional, safe and efficient airport operations. However, the project's efficiency is unproven, as the basis of the magnitude of the scope is unclear. Actual historical expenditure on the same project in the previous CIP has been significantly lower than what it is assumed in this project, and therefore, we propose an adjustment in line with historical expenditure.	

Source: Steer

Cost estimate review

9.6 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

9.7 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 9.5: CIP27.07.01 – Minor Works – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	-	-	-
Construction Costs	33.000	5.980	-27.020
Escalation, Contingency & Design Variability	-	0.734	0.734
Total	33.000	6.714	-26.286

Source: Steer

9.8 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 9.6: CIP27.07.01 – Minor Works – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Work to existing buildings	REDACTED		
Total	33.000	5.980	-27.020
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Inflation	REDACTED		
Total	-	0.734	0.734
Grand total	33.000	6.714	-26.286

Source: Steer

9.9 Based on our review of the cost estimate provided by Dublin Airport and the historical expenditure on CIP20.07.002 – Minor Projects between 2020 and 2026, the IFS has made the following adjustments in its assessment:

- Historical expenditure between 2020 and 2026 amounts to € 7.62m actuals, or €8.37m in 2025 prices (€1.2m per year on average).
 - The IFS has assumed an annual expenditure of €1.19m (2025 prices) for the regulatory period 2027-2031, for a total of €5.98 (2025 prices).
- As discussed in detail in chapter 2, Dublin Airport’s inflation forecast for the regulatory period is 2.9% year-on-year increase.
 - Using this assumption, forecasted nominal costs sit between €1.27m in 2027 and €1.42m in 2031, increasing the total cost estimate to €6.71m (€0.73m attributed to inflation).

Overall conclusion

9.10 Our overall conclusion of the project review is as follows:

Table 9.7: CIP27.07.01 – Minor Works – Overall conclusion

Scope	
IFS comment	RAG Assessment
The project should fulfil its objectives of supporting and maintaining functional, safe and efficient airport operations. However, the project’s efficiency is unproven, as the basis of the magnitude of the scope is unclear.	
Cost	

Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
33.000	6.714	-26.286
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport. In its assessment, the IFS has adjusted the proposed costs to be aligned with historical expenditure in CIP20.07.002 – Minor Projects and Dublin Airport’s inflation forecast.		

Source: Steer

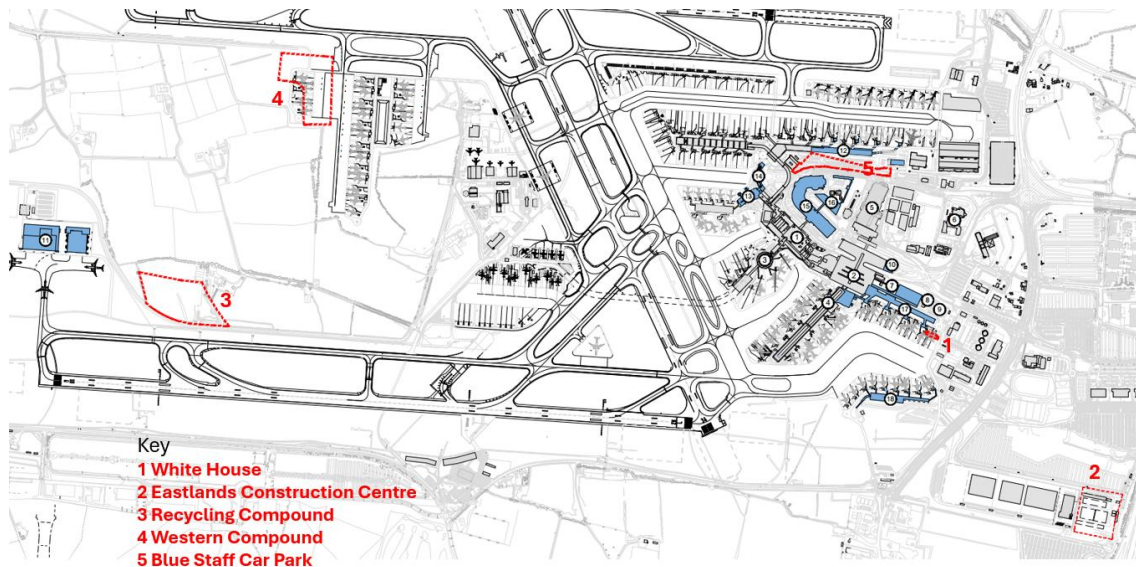
CIP27.07.02 – Construction Accommodation

Project description

Introduction

- 9.11 This project is a proposal for a co-ordinated approach to site accommodation and logistics for the North Apron and South Apron Hub development projects (NASAH).

Figure 9.1: CIP27.07.02 – Construction Accommodation - Site location plan



Source: Dublin Airport

Context

- 9.12 The context for this facility is the demand for site accommodation to support project management, site supervision, welfare facilities and structured logistics coordination for the development of Pier 1, known as the North Apron Hub, and Pier 5 and South Apron expansion including the Pre-Boarding Zone (PBZ) projects, known as the South Apron Hub development projects.

Objective

- 9.13 The project aims to support the NASAH programme through dedicated landside logistics infrastructure. The key objectives are:
- **Provision of enabling infrastructure:** Establish temporary sites for accommodation, material storage, plant handling, and workforce facilities.
 - **Efficient logistics management:** Enable centralised handling and screening of materials, supporting just-in-time deliveries and reducing on-site congestion.
 - **Optimised access and connectivity:** Ensure effective links between logistics compounds, the regional road network, and airfield gate posts.
 - **Minimisation of impacts:** Reduce pressure on public roads, limit disruption to airport operations, and mitigate environmental effects.

Scope

9.14 The scope of the project includes:

- **White house refurbishment and temporary workspace:** Refurbishment of the former Ryanair HQ and provision of temporary buildings to create a central project office and workspace for staff.
- **Construction consolidation centre (Eastlands):** Development of a large central hub to accommodate project teams, offices, training and welfare facilities supporting construction delivery.
- **Recycling compound:** Creation of a dedicated facility for managing and recycling construction materials in line with sustainability objectives.
- **Western compound:** Reactivation of an existing compound to provide temporary offices, logistics space and facilities for staff and materials handling.
- **Blue staff car park compound:** Conversion of a staff car park into a temporary compound with offices, storage, parking and operational support space for project personnel.

Stage

9.15 The project is expected to follow the following delivery programme:

- Planning: Q3 2027
- Construction: Q3 2027 – Q2 2029
- Operation: Q3 2029

Key project metrics

Table 9.8: CIP27.07.02 – Construction Accommodation – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€15.68m

Source: Steer

Scope review

Table 9.9: CIP27.07.02 – Construction Accommodation – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil the project objectives by delivering the facilities as outlined
Is the scope efficient?	We don't have any concerns with regard to the efficiency of the project. This project makes a lot of sense given the large volume of work that will take place at the airport with the NASAH programme.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are basic, but they are comprehensible.

Question	Comments
Are there any phasing and synergy considerations with other projects?	PFAS contamination is a potential risk. Therefore, site clearance/mitigation/treatment under CIP26.20.50 PFAS on Construction Sites will require to be co-ordinated.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 10 years which is reasonable considering the NASAH construction duration.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 9.10: CIP27.07.02 – Construction Accommodation – Conclusion

IFS comment	RAG Assessment
The scope should fulfil the project objectives by delivering the facilities as outlined. We don't have any concerns with regard to the efficiency of the project.	

Source: Steer

Cost estimate review

9.16 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

9.17 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 9.11: CIP27.07.02 – Construction Accommodation – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	2.325	2.325	-
Construction Costs	9.377	9.377	-
Escalation, Contingency & Design Variability	3.981	3.981	-
Total	15.683	15.683	-

Source: Steer

9.18 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 9.12: CIP27.07.02 – Construction Accommodation – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
External design fees			

DAA Capitalised Labour	REDACTED		
Other development/project costs			
Total	2.325	2.325	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Facilitation and Demolition Work	REDACTED		
Work to existing buildings			
External works			
Main Contractor Prelims			
Main Contractor Direct Fee			
Total	9.377	9.377	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design Risk (Development) Allowance	REDACTED		
Construction Risk			
Inflation			
Total	3.981	3.981	-
Grand total	15.683	15.683	-

Source: Steer

- 9.19 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.
- 9.20 The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport's estimate for the scope of works required.

Overall conclusion

- 9.21 Our overall conclusion of the project review is as follows:

Table 9.13: CIP27.07.02 – Construction Accommodation – Overall conclusion

Scope	
IFS comment	RAG Assessment
The scope should fulfil the project objectives by delivering the facilities as outlined. We don't have any concerns with regard to the efficiency of the project.	

Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
15.683	15.683	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and agrees with Dublin Airport’s estimate for the scope of works required.		

Source: Steer

CIP27.07.03 – Capital Planning Studies

Project description

Introduction

- 9.22 The project supports the ongoing development of Dublin Airport by providing a structured programme of planning, feasibility and preparatory studies. The project is not a construction project, but instead focuses on generating the strategic, technical and planning evidence required to inform future infrastructure investment decisions.

Context

- 9.23 Dublin Airport continues to experience sustained growth in passenger demand, placing increasing pressure on existing infrastructure and highlighting the need for timely and well-informed future investment. In this context, Dublin Airport undertakes periodic updates of its Airport Masterplan in line with international best practice and guidance from the Irish Aviation Authority. These updates provide a long-term framework for development and help to identify capacity constraints and potential interventions.
- 9.24 In parallel, future growth beyond existing capacity thresholds may require the submission of additional Infrastructure Applications, supported by comprehensive planning, design and technical evidence. The Capital Planning Studies project provides the analytical foundation for these future submissions, while also considering longer-term strategic matters such as fuel infrastructure provision, alternative fuels and the future development of Terminal 1.

Objective

- 9.25 The objective of the Capital Planning Studies project is to ensure that Dublin Airport's future development is underpinned by robust analysis and clear strategic direction. The project aims to provide the evidence base required to support future planning and regulatory applications, while safeguarding optionality for long-term infrastructure development.

Scope

- 9.26 The project includes the following elements:
- Update of the Dublin Airport Masterplan, setting out short, medium and long-term development options;
 - Preparation of planning, design and supporting documentation for potential future Infrastructure Applications, including expansion beyond 40 mppa;
 - Fuel farm relocation study, assessing long-term capacity requirements, location options and delivery considerations;
 - Alternative fuels study, examining the requirements and feasibility for the introduction of future fuels, including hydrogen; and
 - Further planning and feasibility studies to inform the potential expansion and modernisation of Terminal 1.

Stage

- 9.27 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q1 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 9.14: CIP27.07.03 – Capital Planning Studies – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 18.11m

Source: Dublin Airport

Scope review

Table 9.15: CIP27.07.03 – Capital Planning Studies – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The scope should fulfil the project objectives.
Is the scope efficient?	While very high-level, most of the scope does not raise efficiency concerns to the IFS. Dublin Airport has proactively indicated that the Fuel Farm relocation study and the Alternative fuels study will need to be coordinated. We support this approach. Some concerns remain with regard to the efficiency of the T1 feasibility studies scope which represents c.27% of the project. We would have expected more specific details on scope since a first study was undertaken in 2024. Furthermore, Dublin Airport submitted its 2024 T1 study through the SG process at Cycle 1&2 and we assessed that it was inefficient.
Are there any alternative scope to consider?	None identified.
Are the specifications reasonable and comprehensible?	The specifications are high-level. Even the cost plan provided does not provide an understanding of the volume of works that each of the study areas will require. However, the information provided is comprehensible.
Are there any phasing and synergy considerations with other projects?	These studies are strategic and cover the entire airport. They will undoubtedly generate significant synergies with other projects, which will need to be considered throughout the delivery process.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport’s proposed asset life for this project is 5 years. We assess that it is a reasonable asset life for a project of this nature.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 9.16: CIP27.07.03 – Capital Planning Studies – Conclusion

IFS comment	RAG Assessment
While high-level, the scope is expected to meet the project objectives. We have some concerns with regard to the efficiency of the T1 feasibility studies scope which represents c. 27% of the project. We would have expected more specific details on scope since a first study was undertaken in 2024. Furthermore, Dublin Airport submitted its 2024 T1 study through the SG process at Cycle 1&2 and we assessed that it was inefficient.	

Source: Steer

Cost estimate review

- 9.28 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.
- 9.29 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 9.17: CIP27.07.03 – Capital Planning Studies – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	18.113	18.113	-
Construction Costs	-	-	-
Escalation, Contingency & Design Variability	-	-	-
Total	18.113	18.113	-

Source: Steer

- 9.30 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 9.18: CIP27.07.03 – Capital Planning Studies – Detailed cost breakdown

Design and Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Masterplan	REDACTED		
Infrastructure Application (50mppa - 60 mppa)			
Fuel Farm Relocation			
Alternative Fuels			
T1 Replacement			
Grand total	18.113	18.113	-

Source: Steer

- 9.31 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

- 9.32 Our overall conclusion of the project review is as follows:

Table 9.19: CIP27.07.03 – Capital Planning Studies – Overall conclusion

Scope		
IFS comment		RAG Assessment
While high-level, the scope is expected to meet the project objectives. Some concerns remain on the efficiency of the T1 feasibility studies (c.27%), as more detailed scope would be expected given a prior 2024 study, which we previously assessed as inefficient through the SG Cycle 1&2 2025 process.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
18.113	18.113	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.		

Source: Steer

CIP27.07.04 – Programme Management

Project description

Introduction

- 9.33 The programme management project provides a central programme management capability to support the planning, governance, coordination, and oversight of the capital investment portfolio delivered during the regulatory period.

Context

- 9.34 The scale, complexity, and concurrency of the projects framed within CIP27 require a structured programme management approach to ensure effective coordination, risk management, and alignment with strategic objectives.

Objective

- 9.35 The objective of the project is to enable coordinated delivery, improved decision-making, and value for money throughout the regulatory period. The project aims to provide centralised oversight and management processes to support delivery efficiency and regulatory assurance.

Scope

- 9.36 The scope of the project includes the following elements:
- Portfolio optimisation and prioritisation to ensure alignment with strategic objectives, value creation, and resource availability, delivering the right projects at the right time;
 - Cost and schedule Integration: fully integrating cost and schedule management, including the development and maintenance of Earned Value Management (EVM) systems and performance reporting;
 - Risk and change Control supported by rigorous change control processes to manage scope, budget, and programme impacts effectively;
 - Standards and compliance with Dublin Airport procedures and industry best practice, providing assurance on compliance and delivery performance;
 - Procurement strategy and governance to deliver commercial best value while supporting timely delivery, including contract packaging, market engagement, and supplier performance management;
 - Operational integration and interface management to minimise disruption to passengers and business-as-usual activities;
 - Environmental, Health and Safety Management to ensure compliance across all projects;
 - Stakeholder management to ensure alignment, clear communication, and sustained buy-in throughout the programme lifecycle;
 - Procedural governance and continuous improvement to reflect evolving regulatory, operational, and strategic requirements; and
 - IT and systems Enablement to support integrated planning, monitoring, reporting, and control across the project portfolio.

Stage

9.37 The project is expected to follow the following delivery programme:

- Planning: Q1 2027
- Construction: Q1 2027 – Q4 2031
- Operation: Q1 2032

Key project metrics

Table 9.20: CIP27.07.04 – Programme Management – Key project metrics

Metric	Value
Dublin Airport proposed project cost	€ 30.26m

Source: Dublin Airport

Scope review

Table 9.21: CIP27.07.04 – Programme Management – Scope/specifications review

Question	Comments
Does the scope fulfil the project objectives?	The project is likely to fulfil its objectives of enabling coordinated delivery, improved decision-making, and value for money throughout the regulatory period.
Is the scope efficient?	The scope can be considered efficient. Despite the high level of the estimate presented, the cost estimate seems to be developed based on the creation of a programme management team with a clear structure and growth assumptions throughout the regulatory period.
Are there any alternative scope to consider?	None considered.
Are the specifications reasonable and comprehensible?	The specifications provided in the cost build-up are reasonable and comprehensible.
Are there any phasing and synergy considerations with other projects?	The project phasing needs to be aligned with all CIP27 and ongoing CIP2020 projects due to its coordinating and managerial nature.
Is(Are) the proposed asset life(s) reasonable?	Dublin Airport's proposed asset life for this project is 5 years, coinciding with the duration of the regulatory period. The IFS assesses that this asset life is adequate, since once the programme management capability is created, it will need to be maintained throughout future regulatory periods.
Is there any double counting with other projects?	None identified.

Source: Steer

Scope – Conclusion

Table 9.22: CIP27.07.04 – Programme Management – Conclusion

IFS comment	RAG Assessment
The project is likely to fulfil its objectives and can be considered efficient. The cost estimate seems to be developed based on the creation of a programme management team with a clear structure and growth assumptions throughout the regulatory period.	

Source: Steer

Cost estimate review

9.38 The IFS has undertaken an assessment of the cost estimate provided by Dublin Airport.

9.39 The table below summarises the costs presented by Dublin Airport in its cost estimate, and the IFS assessment of those costs.

Table 9.23: CIP27.07.04 – Programme Management – Summary

	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Design and Management Costs	30.263	30.263	-
Construction Costs	-	-	-
Escalation, Contingency & Design Variability	-	-	-
Total	30.263	30.263	-

Source: Steer

9.40 The table below provides a more detailed breakdown of the costs submitted by Dublin Airport and the IFS assessment of those costs.

Table 9.24: CIP27.07.04 – Programme Management – Detailed cost breakdown

Design & Management Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
DAA Capitalised Labour	REDACTED		
Total	30.263	30.263	-
Construction Costs	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-
Escalation, Contingency & Design	Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
Total	-	-	-

Grand total	30.263	30.263	-

Source: Steer

- 9.41 Based on our review of the cost estimate provided by Dublin Airport, the IFS has not made any changes to that estimate in its assessment.
- 9.42 The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.

Overall conclusion

- 9.43 Our overall conclusion of the project review is as follows:

Table 9.25: CIP27.07.04 – Programme Management – Overall conclusion

Scope		
IFS comment		RAG Assessment
The project is likely to fulfil its objectives and can be considered efficient. The cost estimate seems to be developed based on the creation of a programme management team with a clear structure and growth assumptions throughout the regulatory period.		
Cost		
Dublin Airport cost estimate (€m)	IFS cost assessment (€m)	Variance (€m)
30.263	30.263	-
IFS Comment		
The IFS has reviewed the cost estimate provided by Dublin Airport and it has not made any changes to that estimate in its assessment.		

Source: Steer

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