



DÁIL ÉIREANN

Déardaoin, 18 Bealtaine, 2017
Thursday, 18th May, 2017

RIAR NA hOIBRE
ORDER PAPER

Déardaoin, 18 Bealtaine, 2017
Thursday, 18th May, 2017

12 meán lae
12 noon

ORD GNÓ
ORDER OF BUSINESS

- a1.** An Bille um Cheartas Coiriúil (Cionta a bhaineann le Córais Faisnéise), 2016 — Leasuithe ón Seanad.
Criminal Justice (Offences Relating to Information Systems) Bill 2016 — Amendments from the Seanad.
- 29.** (l) An Bille um Chomhionannas Tuaithe, 2017 — An Dara Céim (*vótáil a cuireadh siar*).
(a) Rural Equality Bill 2017 — Second Stage (*postponed division*).
- 109.** (l) Tairiscint *maidir le* Díol beartaithe scaireanna Bhanc-Aontas Éireann (*vótáil a cuireadh siar*).
(a) Motion *re* Proposed Sale of AIB Shares (*postponed division*).
- 110.** (l) Tairiscint *maidir le* hIompar i mBaile Átha Cliath (*vótáil a cuireadh siar*).
(a) Motion *re* Dublin Transport (*postponed division*).
- 30.** (l) An Bille um Dhíol Ticéad (Imeachtaí Spóirt agus Cultúir), 2017 – An Dara Céim (*vótáil a cuireadh siar*).
(a) Sale of Tickets (Sporting and Cultural Events) Bill 2017 — Second Stage (*postponed division*).
- 28.** (l) An Bille um Rannpháirtíocht Chomhionann i Scoileanna, 2016 – An Dara Céim (*vótáil a cuireadh siar*).
(a) Equal Participation in Schools Bill 2016 — Second Stage (*postponed division*).
- 108.** Tairiscint *maidir le* Tionchar an Ardaithe i gCostas Árachais ar Thomhaltóirí (*vótáil a cuireadh siar*).
Motion *re* Consumer Impact of Rising Insurance Costs (*postponed division*).
- 2.** An Bille um Banc Infheistíochta Bonneagair na hÁise, 2017 — Ordú don Dara Céim.
Asian Infrastructure Investment Bank Bill 2017 — Order for Second Stage.

GNÓ COMHALTAÍ PRÍOBHÁIDEACHA
PRIVATE MEMBERS' BUSINESS

- 31.** (l) An Bille um Thionóntachtaí Cónaithe (Bearta Tithíochta Éigeandála ar mhaithe le

- Leas an Phobail) (Leasú), 2016 — An Dara Céim.
(a) Residential Tenancies (Housing Emergency Measures in the Public Interest) (Amendment) Bill 2016 — Second Stage.

FÓGRA I dTAOBH GNÓ NUA
NOTICE OF NEW BUSINESS

- 4b.** An Bille um Thobhach ar Shearraigh, 2017 — An Chéad Chéim.
Foal Levy Bill 2017 — First Stage.
- 15a.** Tairiscint *maidir le* Ceadú beartaithe ag Dáil Éireann i ndáil leis an dréachtOrdú um Choimisiún Imscrúdúcháin (An Ghníomhaireacht Náisiúnta um Bainistíocht Sócmhainní), 2017.
Motion *re* Proposed approval by Dáil Éireann of the draft Commission of Investigation (National Asset Management Agency) Order 2017.
- 27b.** An Bille um Cheartas Coiriúil (Íospartaigh na Coireachta), 2016 — Ordú don Tuarascáil.
Criminal Justice (Victims of Crime) Bill 2016 — Order for Report.
- 27c.** An Bille Forbartha Mianraí, 2015 [*Seanad*] — Ordú don Tuarascáil.
Minerals Development Bill 2015 [*Seanad*] — Order for Report.

I dTOSACH GNÓ PHOIBLÍ
AT THE COMMENCEMENT OF PUBLIC BUSINESS

Billí ón Seanad: Bills from the Seanad

- a1.** An Bille um Cheartas Coiriúil (Cionta a bhaineann le Córais Faisnéise), 2016 — Leasuithe ón Seanad.
Criminal Justice (Offences Relating to Information Systems) Bill 2016 — Amendments from the Seanad.

Billí a thionscnamh: Initiation of Bills

Tiolactha:
Presented:

- 2.** An Bille um Banc Infheistíochta Bonneagair na hÁise, 2017 — Ordú don Dara Céim.
Asian Infrastructure Investment Bank Bill 2017 — Order for Second Stage.

Bille dá ngairtear Acht do dhéanamh socrú maidir le ceadú théarmaí Airteagail Chomhaontaithe Bhanc Infheistíochta Bonneagair na hÁise; do dhéanamh socrú maidir le híocaíochtaí faoin gcomhaontú sin; agus do dhéanamh socrú i dtaobh nithe gaolmhara.

Bill entitled an Act to provide for the approval of the terms of the Articles of Agreement of the Asian Infrastructure Investment Bank; to provide for payments under that agreement; and to provide for related matters.

—An tAire Airgeadais.

Tabhairt Isteach:
Introduction:

- 4b.** An Bille um Thobhach ar Shearraigh, 2017 — An Chéad Céim.
Foal Levy Bill 2017 — First Stage.

Bille dá ngairtear Acht do leasú an Achta um Thionscal Rásaíochta Capall na hÉireann, 1994 agus an Achta um Rásaíocht Capall agus Con (Táillí agus Tobhaigh Ghealltóireachta), 1999; do leasú na bhforálacha a bhfuil feidhm acu maidir leis an tobhach ar shearraigh a thobhach; agus do bhunú coiste um thobhach ar shearraigh ar a dtabharfar an Coiste Tobhaigh.

Bill entitled an Act to amend the Irish Horseracing Industry Act 1994 and the Horse and Greyhound Racing (Betting Charges and Levies) Act 1999; to amend the provisions that apply to the levying of the foal levy; and to establish a foal levy committee to be known as the Levy Committee.

—Clare Daly.

Fógraí Tairisceana: Notices of Motions

- 15a.** “Go gceadaíonn Dáil Éireann an tOrdú seo a leanas ina dhréacht: That Dáil Éireann approves the following Order in draft:
- An tOrdú um Choimisiún Imscrúdúcháin (An Ghníomhaireacht Náisiúnta um Bainistíocht Sócmhainní), 2017, Commission of Investigation (National Asset Management Agency) Order 2017,
- ar Ordú é ar leagadh cóipeanna de ina dhréacht faoi bhráid Dháil Éireann an 9 Bealtaine 2017. copies of which Order in draft were laid before Dáil Éireann on 9th May, 2017.”

—*An Taoiseach.*

**ORDUITHE AN LAE
ORDERS OF THE DAY**

- 27b.** An Bille um Cheartas Coiriúil (Íospartaigh na Coireachta), 2016 — Ordú don Tuarascáil. Criminal Justice (Victims of Crime) Bill 2016 — Order for Report.

- 27c.** An Bille Forbartha Mianraí, 2015 [*Seanad*] — Ordú don Tuarascáil. Minerals Development Bill 2015 [*Seanad*] — Order for Report.

**GNÓ COMHALTAÍ PRÍOBHÁIDEACHA
PRIVATE MEMBERS' BUSINESS**

*Gnó a ordáíodh:
Business ordered:*

- 28. (l)** An Bille um Rannpháirtíocht Chomhionann i Scoileanna, 2016 — An Dara Céim (*vótáil a cuireadh siar*).
(a) Equal Participation in Schools Bill 2016 — Second Stage (*postponed division*).

—*Ruth Coppinger, Paul Murphy, Mick Barry.*

*Leasú ar an Tairiscint don Dara Léamh (atógáil):
Amendment to Motion for Second Reading (resumed):*

1. To delete all words after “That” and substitute the following:

“Dáil Éireann, while supporting the principle that change is needed in relation to the role of religion in school admissions, declines to give the Equal Participation in Schools Bill 2016 a second reading for the following reasons:

- (a) Dáil Éireann last June agreed that the Labour Party’s Equal Status (Admissions to Schools) Bill 2016, which aims to deal with this issue but does so in a very different way, would proceed to second stage in twelve months to allow sufficient time for scrutiny by the Oireachtas Committee on Education and Skills;
- (b) the Oireachtas Committee on Education and Skills has recently held consultations on this issue and this Bill takes no account of the results of those consultations;
- (c) the Bill, as drafted, would have devastating impact on minority religious communities, including Protestant, Muslim and Jewish communities, and their ability to run primary schools in accordance with their ethos;
- (d) the Bill, as drafted, would remove the ability of a school to maintain a ‘characteristic

spirit’ whether its ethos is of a denominational, multi-denominational or non-denominational nature, this would also remove the possibility of a school, for example, to have a particular linguistic ethos, as in the case of Gaelscoileanna, or a particular ethos in respect of special educational needs as in the case of a special school, and all of this would have far reaching consequences on our capacity to run an education system which depends, as it does currently, on patrons to run schools; and

- (e) the Bill has a number of aspects which would appear to be unconstitutional.”.

—*An tAire Oideachais agus Scileanna.*

29. (l) An Bille um Chomhionannas Tuaithe, 2017 — An Dara Céim (*vótáil a cuireadh siar*).

- (a) Rural Equality Bill 2017 — Second Stage (*postponed division*).

—*Martin Kenny.*

*Leasú ar an Tairiscint don Dara Léamh (atógáil):
Amendment to Motion for Second Reading (resumed):*

1. To delete all words after “That” and substitute the following:

“Dáil Éireann, while recognising that rural proofing and equality are important issues to ensure the development of rural areas, declines to give the Rural Equality Bill 2017 a second reading for the following reasons:

- (a) the proposals in the Bill would require rural impact assessments to be carried out on all enactments, including Money Bills, this would have implications, in particular, for the Finance Bill, and could have serious implications for the timely passing of legislation to give effect to the annual Budget;
- (b) the proposed Bill, as presented, has significant drafting flaws in relation to definitions and level of ambition;
- (c) the proposed Bill will create difficulties in relation to the scope of its application and in relation to the administrative burden it will create as there are a significant number of public bodies for which a rural impact scheme is not relevant or material because of the nature of their work (e.g. Irish Film Classification Office), or their limited geographical remit (e.g. Dublin Docklands Development Authority);
- (d) the Action Plan for Rural Development, which takes a whole-of-Government approach to both the economic and social development of rural Ireland, includes a commitment to ‘develop a new and effective rural proofing model which would ensure that rural development issues are considered in the decision-making processes of all Government Departments, State bodies and agencies.’; and
- (e) the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs proposes that, in delivering the commitment in the Action Plan, the Oireachtas Committee on Arts, Heritage, Regional, Rural and Gaeltacht Affairs should examine the issue and recommend whether rural proofing would be best achieved by non-legislative actions or by legislative actions, or a mixture of both, and present a report to Dáil Éireann on the matter.”

—*An tAire Ealaíon, Oidhreachta, Gnóthaí Réigiúnacha, Tuaithe agus Gaeltachta.*

-
- 30.** (l) An Bille um Dhíol Ticéad (Imeachtaí Spóirt agus Cultúir), 2017 – An Dara Céim (*vótáil a cuireadh siar*).
- (a) Sale of Tickets (Sporting and Cultural Events) Bill 2017 — Second Stage (*postponed division*).

—*Maurice Quinlivan.*

Leasú ar an Tairiscint don Dara Léamh (atógáil):
Amendment to Motion for Second Reading (resumed):

1. To delete all words after “That” and substitute the following:

“Dáil Éireann resolves that the Sale of Tickets (Sporting and Cultural Events) Bill 2017 be deemed to be read a second time this day nine months, to allow for scrutiny by the Select Committee on Jobs, Enterprise and Innovation and for the Committee to consider submissions and hold hearings that have regard in particular to ensure that:

- (a) the proposed Bill strikes a measured and effective approach in relation to the issue;
- (b) the proposed Bill does not expose consumers to possible detriment in cases of false or non-delivery of tickets;
- (c) the proposed Bill does not give rise to any unintended consequences;
- (d) account is taken of further examination of the submissions to the public consultation process (launched in January 2017) to explore the range of solutions, both legislative and otherwise, that might address the issue of ticket resale; and
- (e) the proposed Bill does not give rise to Constitutional difficulties; and

to fully discuss and explore other practical issues and consequences that may arise as a result of the proposals.”

—*An tAire Post, Fiontar agus Nuálaíochta.*

-
- 31.** (l) An Bille um Thionóntachtaí Cónaithe (Bearta Tithíochta Éigeandála ar mhaithe le Leas an Phobail) (Leasú), 2016 — An Dara Céim.
- (a) Residential Tenancies (Housing Emergency Measures in the Public Interest) (Amendment) Bill 2016 — Second Stage.

—*Brid Smith, Richard Boyd Barrett, Gino Kenny.*

Leasú ar an Tairiscint don Dara Léamh:
Amendment to Motion for Second Reading:

1. To delete all words after “That” and substitute the following:

“Dáil Éireann, while acknowledging the relevance of the Residential Tenancies (Housing Emergency Measures in the Public Interest) (Amendment) Bill 2016 in the context of the current market conditions in the residential rental sector, declines to give the Bill a second reading for the following reasons:

- (a) it seeks to once again raise issues that have been addressed in the passage of recent legislation and in the Government’s Strategy for the Rental Sector, and it is premature to revisit them at such an early stage of implementation of the strategy, and of the Planning and Development (Housing) and Residential Tenancies Act 2016;

- (b) it pre-empts the review, due to be undertaken in mid-2017, of the implementation of the Rent Predictability Measure in those areas already designated as Rent Pressure Zones, the potential positive impacts in additional areas to which the measure may be extended in the future, and the potential refinements to the rent pressure zone approach that might arise from the review;
- (c) the measures in the Bill risk undermining stability and confidence in the rental sector and negatively impacting on existing and future supply of rented accommodation; and
- (d) the Bill has potential legal and constitutional implications which require careful consideration.”.

—*An tAire Tithíochta, Pleanála, Pobail agus Rialtais Áitiúil.*

Fógraí Tairisceana:
Notices of Motions:

Tairiscint (vótáil a cuireadh siar):
Motion (postponed division):

108. “That Dáil Éireann:

notes that:

- spiralling business and motor insurance costs are undermining the competitiveness of the State and pressuring businesses and households;
- the National Competitiveness Council has cited the cost of doing business, of which insurance is a major contributor, as a major concern to businesses across the country;
- as of 2014, small and medium sized enterprises (SMEs) employed over 900,000 people in Ireland;
- business insurance, specifically public liability and employer liability insurance, is a major and growing cost of doing business in Ireland and is particularly a major issue for SMEs;
- many SMEs have experienced business insurance cost increases of between 6 per cent and 15 per cent according to research from the Irish Small and Medium Enterprises Association;
- increased insurance excess and insurance exclusions are becoming an ever increasing issue for all businesses;
- the practice of insurance companies using non-disclosure at the point of a claim for the sole purpose of avoiding payment, when such discoveries and enquiries should have been made at the proposal stage, is unacceptable;
- motor insurance has increased by 11.6 per cent in 2014, 30.8 per cent in 2015 and 8.9 per cent in 2016; and
- while monthly motor insurance inflation in 2017 has remained level, individuals, families and businesses are facing unsustainably high insurance premiums;

further notes that:

- a motion was passed by it on 9th June, 2016, urging the Government to act on this

issue;

- the Joint Committee on Finance, Public Expenditure and Reform, and Taoiseach published the Report on the Rising Costs of Motor Insurance setting out a series of recommendations;
- the Government only published its Report on the Cost of Motor Insurance as late as January 2017;
- only ten action points were scheduled for completion by the end of the first quarter of 2017, more than three years after the explosion in motor insurance premiums began;
- three of these action points have yet to be completed; and
- there has been complete inaction on tackling business insurance costs; and

calls on the Government to:

- urgently complete the remaining action points set out in the Report on the Cost of Motor Insurance, which were set to be completed by the end of March 2017;
- amend legislation and require insurers to provide a breakdown of the premium cost to the customer and to have this completed before the current deadline of the end of June 2018;
- develop a general protocol that requires insurance companies to notify policyholders of claims made against them before settlement and to have this done before the current deadline of the end of December 2017;
- establish a national claims information database before the current deadline of the end of June 2018;
- have the Personal Injuries Commission report before its current deadlines of the end of December 2017, and the end of March 2018;
- establish a fully functioning database to identify uninsured drivers compelling insurance companies to provide the driver license number before the current deadline of the end of December 2018;
- establish a clear timeline for the Cost of Insurance Working Group to complete its report on employer liability and public liability;
- extend this assessment to other relevant areas of business insurance, including an assessment of the extent to which insurance excess and insurance exclusions are being used at the expense of customers;
- undertake a comprehensive study on the cost of obtaining all insurance to businesses with the aim of providing transparency to the sector and in order to track developments in the market;
- bring forward legislation to enhance transparency in the sector by requiring insurance companies to provide a detailed breakdown of premiums for business customers;
- require insurance companies to inform business customers of the fact that a claim has been made and/or settled against them and the details of that claim;
- extend the Personal Injuries Commission to employer liability insurance and public liability insurance; and
- address the issue of insurance companies using non-disclosure at the point of a claim to avoid payment when such discoveries and enquiries should have been made at the proposal stage.” — *Michael McGrath, Bobby Aylward, John Brassil, Declan Breathnach, James Browne, Mary Butler, Thomas Byrne, Jackie Cahill, Dara Calleary, Pat Casey, Shane Cassells, Jack Chambers, Lisa M. Chambers, Niall*

Collins, Barry Cowen, John Curran, Stephen S. Donnelly, Timmy Dooley, Sean Fleming, Pat the Cope Gallagher, Seán Haughey, Billy Kelleher, John Lahart, James Lawless, Marc MacSharry, Micheál Martin, Charlie McConalogue, John McGuinness, Aindrias Moynihan, Michael Moynihan, Eugene Murphy, Margaret Murphy O'Mahony, Darragh O'Brien, Jim O'Callaghan, Éamon Ó Cuív, Willie O'Dea, Kevin O'Keeffe, Fiona O'Loughlin, Frank O'Rourke, Anne Rabbitte, Eamon Scanlon, Brendan Smith, Niamh Smyth, Robert Troy.

[16 May, 2017]

Tairiscint (vótáil a cuireadh siar):

Motion (postponed division):

109. “That Dáil Éireann:

is confident that capital investment can provide both social benefits as well as economic growth, rather than presenting a false choice in relation to such investment;

together with the International Monetary Fund, the Irish Congress of Trade Unions and the Irish Business and Employers Confederation believes that, in order to tackle infrastructural bottlenecks, make up for historical underinvestment, deal with the rapid growth within the domestic economy, deal with a growing and ageing population, as well as tackle the particular challenges posed by Brexit, much greater capital investment is required than the €2.65 billion envisaged in the Capital Plan;

notes that the Irish national debt-to-Gross Domestic Product (GDP) ratio continues to fall at a rapid pace, due to economic growth and continued achievement of budgetary targets, the costs of servicing the national debt have consistently been declining and the banking system poses no systemic threat to the economy;

is concerned that the Government’s debt-to-GDP target of 45 per cent, significantly below the Stability and Growth Pact target of 60 per cent, and its commitment to establishing a €1 billion per year rainy-day fund from 2019 are unnecessary obstacles to tackling our significant public investment deficit;

further notes that the State’s long established rainy-day fund, the Irish Strategic Investment Fund, has a discretionary portfolio of €8.1 billion and a directed portfolio valued at €12.6 billion, consisting of State shareholdings in Allied Irish Banks (AIB) and Bank of Ireland that were paid for out of the National Pension Reserve Fund;

believes that the directed portfolio, as it grows, should be made available for commercial investment in projects of national significance and commercial potential in the public sector and asserts, in particular, that the proceeds of a sale of bank shares should be used for additional capital investment;

further asserts that the European Union (EU) Stability and Growth Pact and fiscal rules currently prevent appropriate levels of investment and should be amended in order to facilitate a much needed increase in capital spending;

notes, with approval, efforts currently underway to achieve these reforms and calls on Irish political parties to advance this agenda through their EU political groups and also on the Government to vigorously pursue the issue at the European Council;

in the circumstances believes that, in advance of such changes to the fiscal rules, the sale of shareholdings in AIB and Bank of Ireland should not proceed; and

calls on the Government to postpone the sale of AIB shares until the fiscal rules are changed to permit enhanced capital spending, rather than remit the moneys to the Exchequer simply to pay down debt.” — *Brendan Howlin, Joan Burton, Alan Kelly, Jan O'Sullivan, Willie Penrose, Brendan Ryan, Sean Sherlock.*

[9 May, 2017]

Leasuithe:

Amendments:

1. To insert the following after “to the Exchequer simply to pay down debt”:

“further calls on the Government to undertake not to proceed with any share sale unless it is established, by way of a Dáil vote, that such a sale has majority Dáil Éireann support.” — *Catherine Murphy, Róisín Shortall.*

2. To delete all words after “fall at a rapid pace, due to economic growth” and substitute the following:

“and adjustments unrelated to actual economic factors;

welcomes the emerging consensus that the fiscal rules are flawed and that, as pointed out by some during the referendum on the issue, they now represent a very real impediment to the investment in our economy and society that is required;

notes that:

- the bail out of Allied Irish Banks (AIB) had consequences far beyond the upfront cost and that these consequences can be seen in the number of young people who have emigrated and the crises in our health and housing sectors for example; and
- no scrutiny or cost benefit analysis of the decision by Government to sell AIB or part of AIB has taken place in the Oireachtas to date;

believes that no credible economic case has been made for the privatisation of AIB;

further notes the evidence given at the Inquiry into the Banking Crisis of former AIB director and former chief executive of the National Treasury Management Agency, Michael Somers, that any part sale of AIB would have to be at a discount;

calls on the Government to:

- abandon the sale of AIB, as no case has been presented that the sale is in the best interests of the Irish people;
- ensure that any future decision to sell any shares in AIB is subject to Oireachtas approval;
- work with progressive governments in the European Union (EU) to radically amend the fiscal rules, so that a greater degree of economic sovereignty is returned to Member States and the rules reflect the value of investment in the economy;
- in the context of Brexit, secure greater flexibility for Ireland to spend on infrastructure through national and EU/European Investment Bank (EIB) funding; and
- prioritise, within the fiscal space, capital investment and investment in public services rather than implement a tax cutting agenda that benefits the wealthier; and

calls on the Committee on Finance, Public Expenditure and Reform, and Taoiseach to consider the long term options for the future of AIB and the State’s shareholdings in other banks.” — *Pearse Doherty, Gerry Adams, John Brady, Pat Buckley, Seán Crowe, David Cullinane, Dessie Ellis, Martin J. Ferris, Kathleen Funchion, Martin Kenny, Mary Lou McDonald, Denise*

Mitchell, Imelda Munster, Carol Nolan, Jonathan O'Brien, Eoin Ó Broin, Caoimhghín Ó Caoláin, Donnchadh Ó Laoghaire, Louise O'Reilly, Aengus Ó Snodaigh, Maurice Quinlivan, Brian Stanley, Peadar Tóibín.

3. To delete all words after “Dáil Éireann” and substitute the following:

“believes that, in order to tackle infrastructural bottlenecks and make up for historical underinvestment, much greater investment in public services is required, including more capital investment than the €2.65 billion envisaged in the Capital Plan;

notes that the Irish national debt-to-Gross Domestic Product (GDP) ratio continues to fall at a rapid pace and that the costs of servicing the national debt have consistently been declining;

is concerned that the Government’s debt-to-GDP target of 45 per cent, significantly below the Stability and Growth Pact target of 60 per cent, and its commitment to establishing a €1 billion per year rainy-day fund from 2019 are unnecessary obstacles to tackling our significant public investment deficit;

further notes that the State’s long established rainy-day fund, the Irish Strategic Investment Fund, has a discretionary portfolio of €8.1 billion and a directed portfolio valued at €12.6 billion, consisting of State shareholdings in Allied Irish Banks (AIB) and Bank of Ireland that were paid for out of the National Pension Reserve Fund;

asserts that the European Union (EU) Stability and Growth Pact and fiscal rules currently prevent appropriate levels of investment and should be amended in order to facilitate a much needed increase in capital spending;

in the circumstances, believes that the sale of shareholdings in AIB and Bank of Ireland should not proceed; and

calls on the Government to stop the sale of AIB shares and to negotiate with the EU authorities to change the fiscal rules, to permit enhanced spending on public services, including capital spending, rather than selling off State assets to fund this, or worse still, simply to pay down debt.” — *Richard Boyd Barrett, Gino Kenny, Brid Smith.*

4. To delete all words after “Dáil Éireann” and substitute the following:

“is confident that capital investment can provide both social benefits as well as economic growth, rather than presenting a false choice in relation to such investment;

together with the International Monetary Fund, the Irish Congress of Trade Unions and the Irish Business and Employers Confederation believes that, in order to tackle infrastructural bottlenecks built up as a result of underinvestment in recent years, deal with the rapid growth within the domestic economy, deal with a growing and ageing population, as well as tackle the particular challenges posed by Brexit, greater capital investment is required than envisaged in the current Capital Plan;

notes that:

- while nominal national debt levels have increased very significantly in the last decade, the Irish national debt-to-Gross Domestic Product (GDP) ratio continues to fall at a rapid pace, due to economic growth and continued achievement of budgetary targets, the costs of servicing the national debt have consistently been declining;
- the Irish Strategic Investment Fund, has a discretionary portfolio of €8.1 billion and a directed portfolio valued at €12.6 billion, consisting of State shareholdings in Allied Irish Banks (AIB) and Bank of Ireland that were paid for out of the National Pension

Reserve Fund; and

- the European Union Stability and Growth Pact and the European Union and domestic fiscal rules are essential for ensuring fiscal responsibility and stability across the Eurozone, including Ireland, and that the particular rules surrounding capital investment should be reviewed; and

calls on the Government:

- to carry out an independent assessment of the appropriateness of the 10 per cent rule which limits the role of public private partnership in capital investment in the Irish economy at this time; and
- in light of the exceptional circumstances that apply, to seek the support of the European Commission to use some or all of the proceeds from the sale of a stake in AIB for capital investment purposes.” — *Michael McGrath, Bobby Aylward, John Brassil, Declan Breathnach, James Browne, Mary Butler, Thomas Byrne, Jackie Cahill, Dara Calleary, Pat Casey, Shane Cassells, Jack Chambers, Lisa M. Chambers, Niall Collins, Barry Cowen, John Curran, Stephen S. Donnelly, Timmy Dooley, Sean Fleming, Pat the Cope Gallagher, Seán Haughey, Billy Kelleher, John Lahart, James Lawless, Marc MacSharry, Micheál Martin, Charlie McConalogue, John McGuinness, Aindrias Moynihan, Michael Moynihan, Eugene Murphy, Margaret Murphy O'Mahony, Darragh O'Brien, Jim O'Callaghan, Eamon Ó Cuív, Willie O'Dea, Kevin O'Keeffe, Fiona O'Loughlin, Frank O'Rourke, Anne Rabbitte, Eamon Scanlon, Brendan Smith, Niamh Smyth, Robert Troy.*

5. To delete all words after “Dáil Éireann” and substitute the following:

“affirms its support for the Programme for a Partnership Government’s commitment to provide for a sale of our banking investments where conditions permit;

recognises the sustainable increases in infrastructure spending being achieved under the Capital Plan, ‘Building on Recovery’, including the additional funding of €5.14 billion committed by Government since the original plan was published in 2015;

welcomes the Government’s intention to produce a new 10 year capital plan by the end of 2017, setting out the Government’s key investment priorities over the coming decade;

commends the Government’s continued achievement of budgetary targets and sustainable economic growth, and notes that a range of policy measures have been undertaken over recent years to address the budgetary implications of population ageing;

recognises that these Government policies have played a role in the continued low debt servicing costs which are also driven by the European Central Bank’s ongoing non-standard monetary policy measures, and therefore should not be assumed to be permanent;

supports the sensible objective of the Stability and Growth Pact to drive budgetary discipline and sustainable public finances in the European Union and the Euro Area, and recognises the important changes that Ireland has already secured in relation to the operation of the fiscal rules in relation to the expenditure benchmark;

further affirms that the Government is committed to compliance with the fiscal rules which are designed to avoid the mistakes of the past and ensure that increases in public expenditure are sustainably financed and not funded on the back of cyclical or windfall revenues, and recognises that the fiscal rules are enshrined in Irish law in the Fiscal Responsibility Act 2012, which implemented the Treaty on Stability, Coordination and Governance in the Economic and Monetary Union that Ireland acceded to in 2012, following the decision of the Irish people in the referendum held on 31st May, 2012;

further supports the Government’s policy to exit our banking investments in a measured and

careful manner, returning them to private ownership over time and in a manner that maximises value for the taxpayer;

further recognises that public indebtedness has risen significantly as a result of this support and it is entirely appropriate to utilise any proceeds from the sale of our remaining investments, to reduce this debt burden and the associated ongoing debt servicing costs; and

notes the significant progress made by the Government in recovering taxpayer support to Allied Irish Banks (AIB) to date and that future capital investment decisions are entirely unrelated to the achievement of the Government banking policy and should not influence those objectives.”
(*resumed*) — *An tAire Airgeadais*.

Tairiscint (vótáil a cuireadh siar):

Motion (postponed division):

110. “That Dáil Éireann:

recognises:

- that transport and travel trends within the Greater Dublin Area are unsustainable, congestion is increasing, transport emissions are growing, economic competitiveness is suffering and quality of life for commuters and inhabitants is declining;
- the capacity of the Dublin region as a destination for living, visiting and for locating and doing business is being seriously undermined;
- that significant actions are required to increase capacity and usability of public transport, to better manage traffic during peak periods and to reduce the private car share dependence by commuting traffic especially;
- that the population in the Greater Dublin Area is expected to grow by 22 per cent to 1.8 million by 2030 and by 26 per cent to 700,000 in the Mid-East Region alone including Kildare, Meath and Wicklow and increasing investment in rail services including the Dublin Area Rapid Transport (DART) expansion, as well as vital bus services including Bus Rapid Transit, is absolutely essential;
- that this Government lacks a comprehensive vision and strategic plan for how to cope with future public transport demand in the core Dublin City Area as well as the Greater Dublin Area; and
- that the Capital Plan is emblematic of the lack of ambition, vision and forward planning for public transport;

acknowledges:

- that many of the main arterial routes into Dublin, including the M50, either have already reached operational capacity or are expected to reach capacity in the near future;
- the lack of preparation and forward planning for the impact of the Luas Cross City, including the impact of its construction on city trade and mobility;
- the urgent need to increase the numbers and frequency of buses, either public or private, from expanding suburban areas in order to tackle capacity issues, relieve traffic congestion and provide practical choices for commuters;
- that while expanding capacity on our motorway and primary road network is

something we need to plan for in the future, recognises that traffic demand policies are essential to relieving congestion as will sustained increases in public transport investment;

- that transport bottlenecks and congestion are increasingly becoming a drag on growth and productivity in our cities as well as hindering wider regional development in large parts of the country;
- that despite the historically low cost of financing to deliver economically and socially critical infrastructure projects, this Government has produced no policy plans for how to mitigate transport infrastructure deficits;
- that now is the time to:
 - build critical transport infrastructure like the DART Underground and Metro North;
 - make vital improvements such as bus lane completions and removing ‘pinch points’ for Dublin buses;
 - ensure priority signaling at junctions;
 - continue to invest in real time passenger information, which will increase capacity and service reliability on public transport, make it easier for commuters to get to work and relieve congestion in our cities; and
 - develop park and ride infrastructure in order to facilitate ease of use of various public transport modes;
- that the Government has completely failed to mobilise additional investment in transport infrastructure available under the European Fund for Strategic Investment (EFSI), and of the EFSI transactions within the European Union, 6 per cent are in the transport sector, yet in Ireland there has not been a single transport project put forward by the Government to the European Investment Bank (EIB) under the €500 billion funding stream; and
- that the decision to cancel the DART Underground project, described by the National Transport Authority as ‘the missing link’ in Ireland’s rail infrastructure, was short-sighted and a costly set-back for the liveability of the city, while the only large transport infrastructure contained in the Government’s Capital Plan, ‘the optimised Metro North’ proposal, could be fundamentally lacking capacity as it was recommended on the basis of reduced employment growth and passenger demand projections in 2013, which are no longer accurate; and

calls on the Government to:

- commit to giving enhanced governance, democratic input and administration of transport in Dublin by enacting section 17 of the Dublin Transport Authority Act 2008 which provides for the establishment of the Dublin Transport Authority Advisory Council;
- give a firm commitment to significantly increase annual investment in public transport, including funding to Córas Iompair Éireann (CIÉ) companies to improve attractiveness, reliability and integration of public transport;
- establish a new, dedicated Cycle Way Fund for bike-lanes and cycle-friendly infrastructure, Dublin Bike extensions, the rolling out of secure bike lockers and parking throughout the city as well as funding for pedestrianised ‘open streets’ initiatives to encourage cycling;
- earmark a portion of the Local Government Fund to annual resurfacing, maintenance and quality improvements in bike lanes and road verges to enhance safety for cyclists;

and

- commit, as part of revisions to the Capital Plan, to bolster capital investment levels by securing funding agreements from the EIB and further Public Private Partnerships under the EFSI for critical transport investments like the DART Underground and Metro North.” — *John Lahart, Bobby Aylward, John Brassil, Declan Breathnach, James Browne, Mary Butler, Thomas Byrne, Jackie Cahill, Dara Calleary, Pat Casey, Shane Cassells, Jack Chambers, Lisa M. Chambers, Niall Collins, Barry Cowen, John Curran, Stephen S. Donnelly, Timmy Dooley, Sean Fleming, Pat the Cope Gallagher, Seán Haughey, Billy Kelleher, James Lawless, Marc MacSharry, Micheál Martin, Charlie McConalogue, Michael McGrath, John McGuinness, Aindrias Moynihan, Michael Moynihan, Eugene Murphy, Margaret Murphy O'Mahony, Darragh O'Brien, Jim O'Callaghan, Eamon Ó Cuív, Willie O'Dea, Kevin O'Keeffe, Fiona O'Loughlin, Frank O'Rourke, Anne Rabbitte, Eamon Scanlon, Brendan Smith, Niamh Smyth, Robert Troy.*

[9 May, 2017]

Leasuithe:

Amendments:

1. To delete all words after “Dáil Éireann” and substitute the following:

“recognises that:

- there is clear and compelling evidence of increasing levels of traffic congestion across the Dublin Region;
- congestion is already presenting a significant cost to the economy of the Dublin Region and, if unaddressed, could adversely affect the competitiveness of the region and the health, well-being and quality of life of its commuters and inhabitants;
- major road development is not the solution to congestion issues in Dublin; and
- the core elements of the solution to congestion in the Dublin Region in the short to medium term lie, among other things, in an efficient public transport system, including a transformation of the bus system, alongside park and ride provision;

acknowledges:

- the important role of the Greater Dublin Area (GDA) Transport Strategy 2016-2035, which was adopted last year and which sets out a clear vision for transport planning in the Dublin Region;
- that there is already a significant number of projects and initiatives being implemented to improve the capacity and effectiveness of the public transport system in the Dublin Region, including Luas Cross City, which will be delivered this year, and other transformational rail projects such as the new Metro North, the DART Underground and the wider DART Expansion Programme that are being progressed;
- the commitment in the Programme for a Partnership Government that the €3.6 billion investment in the public transport system, provided for in the Capital Plan, will uphold the principles of Smarter Travel;
- the important role of the Capital Plan and the Strategic Investment Framework for Land Transport in setting out a vision for public transport at national level; and
- the importance of a forthcoming National Transport Authority (NTA) initiative that will seek to transform the bus system in the Dublin Region; and

P.T.O.

calls on the Government to:

- commit, while taking cognisance of the overall Budgetary parameters, to achieving a modern, efficient and effective public transport system for the GDA; and
- request that the NTA continue to pursue strategies for alleviation of congestion in the GDA, including the implementation of a proposed transformation of the bus system in Dublin.” (*resumed*) — *An tAire Iompair, Turasóireachta agus Spóirt*.

2. To delete all words after “Dáil Éireann” and substitute the following:

“recognises that:

- transport and travel trends within the Greater Dublin Area (GDA) are unsustainable, congestion is increasing, transport emissions are growing, economic competitiveness is suffering and quality of life for commuters and inhabitants is declining;
- the capacity of the Dublin Region as a destination for living, visiting and for locating and doing business is being seriously undermined;
- significant actions are required to increase capacity and usability of public transport, to better manage traffic during peak periods and to reduce the private car share dependence by commuting traffic especially;
- the population in the GDA is expected to grow by 22 per cent to 1.8 million by 2030 and by 26 per cent to 700,000 in the Mid-East Region alone including Kildare, Meath and Wicklow and increasing investment in rail services including the Dublin Area Rapid Transport (DART) expansion, as well as vital bus services including Bus Rapid Transit, is absolutely essential;
- this Government lacks a comprehensive vision and strategic plan for how to cope with future public transport demand in the core Dublin City Area as well as the GDA;
- previous Governments and the current Government have neglected infrastructural development, particularly in regional areas, but also in the GDA;
- many previous infrastructural framework plans were shelved or cut short due to lack of funding in the past decade, in particular the National Spatial Strategy; and
- the Capital Plan is emblematic of the lack of ambition, vision and forward planning for public transport;

acknowledges:

- that many of the main arterial routes into Dublin, including the M50, either have already reached operational capacity or are expected to reach capacity in the near future;
- the lack of preparation and forward planning for the impact of the Luas Cross City, including the impact of its construction on city trade and mobility;
- the urgent need to increase the numbers and frequency of public buses from expanding suburban areas in order to tackle capacity issues and relieve traffic congestion for commuters;
- that while expanding capacity on our motorway and primary road network is something we need to plan for in the future, recognises that traffic demand policies are essential to relieving congestion as will sustained increases in public transport investment;
- that transport bottlenecks and congestion are increasingly becoming a drag on growth and productivity in our cities as well as hindering wider regional development in large

parts of the country;

- that despite the historically low cost of financing to deliver economically and socially critical infrastructure projects, this Government has produced no policy plans for how to mitigate transport infrastructure deficits;

that now is the time to:

- examine the feasibility of decreasing the timeline for building critical transport infrastructure like the DART Underground and Metro North;
 - make vital improvements such as bus lane completions and removing ‘pinch points’ for Dublin buses;
 - ensure priority signaling at junctions;
 - continue to invest in real time passenger information, which will increase capacity and service reliability on public transport, make it easier for commuters to get to work and relieve congestion in our cities; and
 - begin work with local authorities to identify suitable sites for park and ride facilities at key locations for commuters strategically located next to public transport connections;
- that the Government has completely failed to mobilise additional investment in transport infrastructure available under the European Fund for Strategic Investment (EFSI), and of the EFSI transactions within the European Union, 6 per cent are in the transport sector, yet in Ireland there has not been a single transport project put forward by the Government to the European Investment Bank (EIB) under the €500 billion funding stream; and
 - that the decision to cancel the DART Underground project, described by the National Transport Authority (NTA) as ‘the missing link’ in Ireland’s rail infrastructure, was short-sighted and a costly set-back for the liveability of the city, while the only large transport infrastructure contained in the Government’s Capital Plan, ‘the optimised Metro North’ proposal, could be fundamentally lacking capacity as it was recommended on the basis of reduced employment growth and passenger demand projections in 2013, which are no longer accurate; and

calls on the Government to:

- commit to the retention of existing Dublin Bus routes and cessation of the tendering of routes;
- publish and fund a time-framed plan to make public transport fully accessible to people with disability, with a particular emphasis on DART stations, many of which require major upgrades;
- give a firm commitment to significantly increase annual investment in public transport, including funding to Córas Iompair Éireann (CIÉ) companies to improve attractiveness, reliability and integration of public transport and to commit to an increased spend in Budget 2018 and in subsequent Budgets during this Dáil term to allow for investment in key projects;
- establish a new, dedicated Cycle Way Fund for bike-lanes and cycle-friendly infrastructure, Dublin Bike extensions, the rolling out of secure bike lockers and parking throughout the city as well as funding for pedestrianised ‘open streets’ initiatives to encourage cycling;
- earmark a portion of the Local Government Fund to annual resurfacing, maintenance

- and quality improvements in bike-lanes and road verges to enhance safety for cyclists;
- commit, as part of revisions to the Capital Plan, to bolster capital investment levels by securing funding agreements from the EIB for critical transport investments like the DART Underground and Metro North;
 - increase bicycle-parking facilities at bus and train stations to allow for commuters to cycle from home to and from train and bus stations;
 - commit to the creation of regional forums, akin to the Dublin Transport Authority Advisory Council which was provided for in the Dublin Transport Authority Act 2008 and amending that Act if required to facilitate this across the State, to ensure there is joined up thinking in transport planning going forward given that Act now governs the NTA which has remit over the entire State;
 - ensure, via the NTA, for longer term budgets for CIÉ companies, rather than annual allocations, in order that longer term planning can take place as budgets are known in advance to company management, making it possible for the transport companies to allocate resources to increase capacity as required, and upgrade equipment and services;
 - examine the feasibility of the possible extension of Metro North to include commuter towns such as Balbriggan, Laytown and Drogheda;
 - examine the feasibility of fast tracking, the Greater Dublin Area Transport Strategy, and further to that, the Outer Orbital ring road which has been postponed to after 2035 as per the Greater Dublin Area Transport Strategy; and
 - commit to setting specific commencement and completion time-frames for the commitments contained in this motion.” — *Imelda Munster, Gerry Adams, John Brady, Pat Buckley, Seán Crowe, David Cullinane, Pearse Doherty, Dessie Ellis, Martin J. Ferris, Kathleen Funchion, Martin Kenny, Mary Lou McDonald, Denise Mitchell, Carol Nolan, Jonathan O'Brien, Eoin Ó Broin, Caoimhghín Ó Caoláin, Donnchadh Ó Laoghaire, Louise O'Reilly, Aengus Ó Snodaigh, Maurice Quinlivan, Brian Stanley, Peadar Tóibín.*

3. To delete all words after “Dáil Éireann” and substitute the following:

“notes:

- the failure of the Government to bring investment levels in Irish Rail, Dublin Bus and Bus Éireann back to pre-recession levels;
- that this failure has contributed to an ongoing crisis in our public transport system, especially in Bus Éireann;
- that systemic under investment in public transport provision is contributing to growing traffic chaos and congestion;
- that between 2008 and 2015, Fianna Fáil and Fine Gael led Governments cut subvention to Córas Iompair Éireann (CIÉ) by some 41 per cent;
- that a number of different finance streams are available to the State to both increase subvention levels to CIÉ companies and initiate major public transport infrastructure projects;
- that Transport Infrastructure Ireland (TII) has €100 million in additional funds that could be released immediately to deal with any financial crisis in our public transport networks;
- that the continued reliance on road construction and the facilitating of private (for

profit) transport companies is undermining both the provision of a coherent public transport policy and the existing semi-State bodies entrusted to provide this;

- that Dublin and the rest of the country require a radical programme of investment in public transport, in order to make our towns and cities sustainable and liveable and also to meet targets for reductions in carbon dioxide emissions and tackle climate change;
- that the National Transport Authority (NTA) has operated to undermine existing semi-State companies and has facilitated private, for profit, operators by, for example, increasing seat capacity of lucrative inter city routes by over 100 per cent;
- that the proposals by the NTA to tender out 10 per cent of Bus Éireann and Dublin Bus routes to private operators will do nothing to increase public transport provision in Dublin or elsewhere; and
- that the NTA have refused to examine the earnings or conditions of workers in private companies and that their policy is resulting in a ‘race to the bottom’ for workers in public transport; and

calls on the Government to:

- immediately commit to bringing subvention levels in all three CIÉ companies to pre-crash levels by year end, and to a fundamental shift in transport policy that prioritises public transport provision in the years ahead;
- instruct the NTA to cease their plans to tender out routes currently operated by CIÉ companies;
- use the €100 million in additional TII funds to insure all public transport services continue to operate and that planned cuts to routes in Bus Éireann are stopped;
- begin the process of disbanding the NTA and insure that policies such as tendering of bus routes that rely on neoliberal ideologically driven agendas are abandoned; and
- insure a new deal for public transport and cycling that will change the face of our towns and cities, by establishing a publically accountable and democratically controlled body that can oversee investment in CIÉ and public transport generally.”
— *Brid Smith, Gino Kenny, Richard Boyd Barrett, Mick Barry, Ruth Coppiner, Paul Murphy.*

MEMORANDA

*Déardaoin, 18 Bealtaine, 2017
Thursday, 18th May, 2017*

Cruinniú den Choiste um Chuntais Phoiblí i Seomra Coiste 3, TL2000, ar 9 a.m.
Meeting of the Committee of Public Accounts in Committee Room 3, LH2000, at 9 a.m.

Cruinniú den Chomhchoiste um Thithíocht, Pleanáil, Pobal agus Rialtas Áitiúil i Seomra Coiste 1, TL2000, ar 9.30 a.m.
Meeting of the Joint Committee on Housing, Planning, Community and Local Government in Committee Room 1, LH2000, at 9.30 a.m.

Cruinniú den Chomhchoiste um Choimirce Shóisialach i Seomra Coiste 4, TL2000, ar 9.30

a.m. (*príobháideach*).

Meeting of the Joint Committee on Social Protection in Committee Room 4, LH2000, at 9.30 a.m. (*private*).

Cruinniú den Chomhchoiste um Airgeadas, Caiteachas Poiblí agus Athchóiriú, agus an Taoiseach i Seomra Coiste 2, TL2000, ar 10 a.m.

Meeting of the Joint Committee on Finance, Public Expenditure and Reform, and Taoiseach in Committee Room 2, LH2000, at 10 a.m.

Cruinniú den Choiste Gnó i Seomra 2 (tríd an bPríomh-Halla), Teach Laighean, ar 10.30 a.m. (*príobháideach*).

Meeting of the Business Committee in Room 2 (off the Main Hall), Leinster House, at 10.30 a.m. (*private*).

Meastacháin (Coimirce Shóisialach):

Estimates (Social Protection):

Cruinniú den Roghchoiste um Choimirce Shóisialach i Seomra Coiste 4, TL2000, ar 10.45 a.m.

Meeting of the Select Committee on Social Protection in Committee Room 4, LH2000, at 10.45 a.m.

Cruinniú den Chomhchoiste um Ghnóthaí Eachtracha agus Trádáil, agus Cosaint i Seomra Coiste 1, TL2000, ar 1.30 p.m.

Meeting of the Joint Committee on Foreign Affairs and Trade, and Defence in Committee Room 1, LH2000, at 1.30 p.m.

Cruinniú den Chomhchoiste um Dhlí agus Ceart agus Comhionannas i Seomra Coiste 4, TL2000, ar 2 p.m. (*príobháideach*).

Meeting of the Joint Committee on Justice and Equality in Committee Room 4, LH2000, at 2 p.m. (*private*).

Cruinniú den Chomhchoiste um Fhorfheidhmiú Chomhaontú Aoine an Chéasta i Seomra Coiste 2, TL2000, ar 2.45 p.m.

Meeting of the Joint Committee on the Implementation of the Good Friday Agreement in Committee Room 2, LH2000, at 2.45 p.m.

**SCRÍBHINNÍ A LEAGADH FAOI BHRÁID NA dTITHE
DOCUMENTS LAID BEFORE THE HOUSES¹**

Reachtúil

Statutory

Eile

Other

Eolaíocht Fhóiréinseach Éireann (EFÉ). An Forensic Science Ireland (FSI). Annual

¹ I gcás nach leagtar scríbhinn ach faoi bhráid aon Teach amháin, cuirfear (D) – Dáil nó (S) – Seanad ina diaidh dá réir sin.

Where a document is laid before one House only it will be appended with (D) – Dáil or (S) – Seanad accordingly.

Tuarascáil Bhliantúil, 2016.

An Coiste Formhaoirsithe um an gCóras Bunachair Sonraí DNA. An Tuarascáil Bhliantúil, 2016.

Togra le haghaidh Rialachán ó Pharlaimint na hEorpa agus ón gComhairle lena socraítear an ráta coigeartaithe i dtaca le híocaíochtaí díreacha dá ndéantar foráil i Rialachán (AE) Uimh. 1306/2013 i leith na bliana féilire 2017 mar aon le nóta faisnéise míniúcháin.

COM (2017) 150.

Togra le haghaidh Cinneadh ón gComhairle maidir leis an seasamh a bheidh le glacadh, thar ceann an Aontais Eorpaigh, i gComhchoiste LEE i dtaca le leasú ar Phrótacal 3 a ghabhann le Comhaontú LEE, i dtaca le táirgí dá dtagraítear in Airteagal 8(3) (b) den Chomhaontú mar aon le nóta faisnéise míniúcháin.

COM (2017) 153.

An tOrdú um an Acht Airgeadais (Uimh. 2), 2013 (Alt 70) (Tosach Feidhme), 2017 (I.R. Uimh. 193 de 2017).

Cuideachta Gníomhaíochta Ainmnithe Chorparáid Náisiúnta Pheitriliam na hÉireann. Tuarascáil na Stiúrthóirí agus na Ráitis Airgeadais don bhliain dar chríoch an 31 Nollaig 2016.

Togra le haghaidh Rialachán ó Pharlaimint na hEorpa agus ón gComhairle lena leagtar síos bearta bainistíochta, caomhnaithe agus rialaithe is infheidhme i Limistéar Coinbhinsiúin na hEagraíochta Réigiúnaí um Bainistíocht Iascaigh san Aigéan Ciúin Theas (SPRFMO) mar aon le nóta faisnéise míniúcháin.

COM (2017) 128.

Binse Fiosrúcháin maidir le Nochtadh Cosanta arna dhéanamh faoin Acht um Nochtadh Cosanta, 2014 agus maidir le Nithe Áirithe Eile-An Chéad Tuarascáil Eatramhach.

Neamhrechtúil

Report, 2016.

DNA Database System Oversight Committee. Annual Report, 2016.

Proposal for a Regulation of the European Parliament and of the Council fixing the adjustment rate provided for in Regulation (EU) No. 1306/2013 for direct payments in respect of the calendar year 2017 together with explanatory information note.

COM (2017) 150.

Proposal for a Council Decision on the position to be adopted, on behalf of the European Union within the EEA Joint Committee concerning an amendment to Protocol 3 to the EEA Agreement, concerning products referred to in Article 8(3)(b) of the Agreement together with explanatory information note.

COM (2017) 153.

Finance (No. 2) Act 2013 (Section 70) (Commencement) Order 2017 (S.I. No. 193 of 2017).

Irish National Petroleum Corporation Designated Activity Company. Directors' Report and Financial Statements for the year ended 31 December, 2016.

Proposal for a Regulation of the European Parliament and of the Council laying down management, conservation and control measures applicable in the Convention Area of the South Pacific Regional Fisheries Management Organisation (SPRFMO) together with explanatory information note.

COM (2017) 128.

Tribunal of Inquiry into Protected Disclosures made under the Protected Disclosures Act 2014 and Certain Other Matters - First Interim Report.

Non-Statutory

Tithe an Oireachtais. An Comhchoiste um Thalmhaíocht, Bia agus Muir. Páras 10-11 Aibreán 2017: Dearbhú Idir-Pharlaiminteach maidir le Todhchaí an Chomhbheartais Talmhaíochta Tar Éis 2020. Bealtaine 2017.

Tithe an Oireachtais. An Comhchoiste um Leanaí agus Gnóthaí Óige. Tuarascáil ar Cheannteidil Scéim Ghinearálta an Bhille um Chúram Leanaí (Leasú), 2017.

Houses of the Oireachtas. Joint Committee on Agriculture, Food and the Marine. Paris 10-11 April, 2017: Inter-Parliamentary Declaration on the Future of the Common Agricultural Policy Post-2020. May, 2017.

Houses of the Oireachtas. Joint Committee on Children and Youth Affairs. Report on the Heads of Bill of the General Scheme of the Child Care (Amendment) Bill 2017.