An Roinn Iompair
Department of Transport

Interim Guidance to Road Authorities regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables, and associated infrastructure under public roads

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Document Control Sheet

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Interim Guidance to Road Authorities regarding the proposed placement of Medium or High Voltage electricity assets, including ducts, cables, and associated infrastructure under public roads	Approved

Revision History

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1.0	Issued under Circular RW 07 of 2025	Roads sector	DOT	14/3/2025
2.0	Revisions following feedback from stakeholders	Roads sector	DOT	1/3/2026

This document supersedes the 'Interim Guidance' issued to Road Authorities under 'Department of Transport Circular RW07 2025', 14th March 2025 and is applicable to projects that are either submitted for planning and/ or submitted for a Road Opening Licence from 1st March 2026.

'Interim Guidance – Version 1' continues to apply to all projects either submitted for planning and/ or applied for road opening licence, during the period 14th March 2025 to 28th February 2026.

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1. Purpose and Scope

The purpose of this document is to provide interim guidance to Road Authorities in their role licensing road openings or making submissions to Planning Authorities regarding how the proposed placement of Medium or High Voltage infrastructure (i.e. infrastructure associated with cables used to transmit or distribute electrical energy at voltages greater than 1kV), interact with the public road network. Low Voltage Cables (1kV and less) should be dealt with using established licensing processes.

The primary function of the national, regional and local road network is the safe transportation of people, goods and services to all areas of the country. The maintenance and protection of the road network is the responsibility of the road authority. The installation of all utilities in the road network requires management and oversight by the road authority, to ensure the consistent application of standards, the protection of the network, and safe future road maintenance and improvement, whilst also facilitating and providing for future developments, as appropriate.

The 'Interim Guidance' has been developed to assist in the delivery of the grid infrastructure rollout by the energy sector while also seeking to mitigate impact and ensure the continued proper management of the road network. It is produced by the Roads and Transportation stakeholders including the Department of Transport (DoT), Transport Infrastructure Ireland and Road Authorities, and the Department acknowledges collaboration and input from all sectors.

The 'Interim Guidance' relates to rural roads only. Rural roads are defined as any public road with a speed limit greater than or equal to 60km/h. Urban Roads with a speed limit of less than 60km/h are to be addressed through existing established procedures, in consultation with the Road Authority.

The 'Interim Guidance' is issued *pro tem* until the development of any procedures for the planning, regulation, construction and management of Medium, or High Voltage cables under public roads.

The 'Interim Guidance' shall be read in conjunction with the DoT's Guidelines for Managing Openings in Public Roads (Purple Book) and TII's publication CC- PAV-04007- Requirements for the Reinstatement of Openings in National Roads.

Where the requirements of the 'Interim Guidance' cannot be complied with due to specific site circumstances, for example a concentration of existing utilities/ services beneath the public road or due to the approved consent for the installation of other utilities/ services, a site-specific solution will be required from the developer and/or ESBN having regard to the maintenance of existing or approved infrastructure for the

approval of the Road Authority.

The placement of ducts, cables and other items associated with Medium or High Voltage electrical assets and the roadworks required to carry this out is a complex area that is regulated under a number of pieces of legislation (including the Planning and Development Acts and Regulations, Roads Acts and various Electricity Acts), policy (Climate Action Plan), guidelines and decisions of the Commission for Regulation of Utilities (CRU), which together provide processes to authorise road openings and placement of this infrastructure.

This document does not:

a) impose any obligation on any entity referred to in the text; or

b) require any entity referred to in the text to act or not act in certain manner; or

c) make any statement that gives or intends to give rise to a legitimate expectation to any party, whether referred to in the text or not, that the applicable entity referred to in the text will act or not act in a certain manner. The placement of cables in road is subject to the appropriate legislation and to the consent of, and conditions set by of the relevant authority.

Although every effort has been made to ensure the completeness and accuracy of its contents, users are advised to use the document carefully and no liability shall attach to the Minister for Transport for any errors or omissions in the document.

2. Other Relevant Documents

Climate Action Plan[1]

The Climate Action Plan 2024, prepared under the Climate Action and Low Carbon Development Act 2015 as amended, sets a course for Ireland's emission targets by 2030 and reach net-zero no later than 2050. These national targets align with Ireland's obligations under EU and international treaties, most notably the Paris Agreement (2015) and the European Green Deal (2020). To accelerate renewable electricity generation which is to reach a target of 80% of electricity demand from renewable source by 2030, the Government has set the objective that:

> *"All relevant public bodies will carry out their functions in a manner which supports the achievement of the renewable electricity targets, including, but not limited to, the use of road and rail infrastructure to provide a route for grid infrastructure where this is the optimal solution."*

Local Authorities, the Department of Transport (DoT) and Transport Infrastructure

[1] **Climate Action Plan 2024**

Ireland (TII) are committed to this objective.

Electricity Transmission Infrastructure Development - Roads Sector Engagement Framework[2]

This document, developed by the HV Forum in collaboration with DCEE, Eirgrid, ESBN, DoT, TII, RMO, LAs, and issued in May 2025 is applicable to all proposed Eirgrid/ ESBN high voltage transmission projects. It establishes clear and consistent engagement, consultation, and agreement protocols, between EirGrid, ESBN, and Road Authorities, for all EirGrid/ ESBN high voltage transmission network projects that have the potential to impact public roads.

Guidelines for Managing Openings in Public Roads (latest edition 2017)

This document sets out national standards for utility companies and roads authorities on excavating, backfilling, and reinstating road surfaces, ensuring consistency, safety, and minimizing disruption for all road users outside of National Roads. It standardises licensing, charging, materials, and procedures for roadworks, making processes transparent and efficient.

CC- PAV-04007- Requirements for the Reinstatement of Openings in National Roads

This publication sets out TII's specific requirements for excavating, backfilling, and reinstating openings (trenches) on Ireland's National Road Network.

3. Licence Notification and Application Process

3.1 Consent of the Road Authority

Applicants who wish to open a public road must have necessary powers to place MV/HV cables in the Public Road before they obtain consent to open the road. The following persons or bodies have powers to place MV/HV cables in the Public Road:

1. ESBN/ESB
2. EirGrid
3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act.
4. Any person or body with the agreement of every landowner who owns the substratum of the public road.

To open the road a person or body shall have the consent of the Road Authority and (in

[2] **Interim Guidance & Engagement Framework**

the case of a Motorway or Protected Road) the consent of the National Roads Authority (TII) under S. 53 of the 1993 Roads Act as amended.

Where an application for consent is made by persons or bodies 1-4 above this should be accompanied by evidence of their status as appropriate.

3.2 Planning Consent

Persons placing MV/HV cables in the Public Road must also have one the following:

a) Consent of An Coimisiún Pleanála (ACP)

b) Consent of the Planning Authority

c) Demonstration of Exemption from planning consent

3.3 Who is the licence applicant and Licence Holder?

The asset owner unless they have an agreement to act on behalf of the asset owner.[3]

The following processes are as set out in the Guidelines for Managing Openings in Public Roads, Section 4, Road Opening Licences and Procedures.

3.4 Pre-Application Engagement for T1 Notification(s) or Planning Application

An applicant should have a level of certainty as to whether a particular licence will be granted and what conditions could apply to it. The preferred approach as far as possible should be that the Road Authority's requirements are known in advance of any submission to An Coimisiún Pleanála, ACP, the Planning Authority or application for a road opening licence.

The engagement with the road authority should discuss and agree the route for the MV/HV Cable(s) to identify/agree the routing 'optimal solution' along with other potential requirements for traffic management, times of work, reinstatement, positioning of chambers/ joint boxes etc.

Should the optimal solution utilise the road network wherever possible, joint box structures, link boxes and C2 chambers are to be located off the carriageway in verges, open spaces, or adjacent sites. Wherever possible at least single lane traffic should be maintained, including provision of temporary passing bays as required.

Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage underground cables should not be sited on or

[3] **Such application may utilise the Applicant Manager feature of MRL Road Licensing software**

attached to existing roads structures, masonry bridges/ culverts and the like. Such structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems.

A Road Authority should have regard to section 4 and 5 below in developing interactions and responses for planning processes and road opening licencing.

Where this engagement has occurred and there is agreement in principle, the information can be provided by the developer of network or generation assets to third parties (the DSO, TSO, ACP, CRU etc.) to indicate the Road Authority's requirements for a future road opening licence or planning application. It will also assist in the development of subsequent supporting activity including geotechnical investigations.

It should be noted that this engagement gives no authorisation to open the road, nor does it reserve a route or create an easement. The Pre-Application Engagement, including the agreement in principle, does not protect any route. The time from Pre-Application Engagement to construction may be lengthy and other licences may be applied for by other energy sector applicants or other utilities along the route during that time. Where a new Pre-Application Engagement is sought on a road that has already a Road Opening Licence or a previous Pre-Application Engagement from a different developer, the applicant is required to consult with the previous developer/ licence holder as appropriate to coordinate the route and road space.

3.5 Road Opening Licence Applications (T1 Notifications & T2 Licences)[4]

3.5.1 T1 Notification and Permitting

For all HV and MV road opening applications the following process applies:

When the necessary powers are in place, as described at 3.1, an applicant shall issue a T1 notification for all HV / MV Cables installations in the Road.

a) The road Authority should proactively engage with all electrical asset owners or developers through the T1 notification process.

b) It should only grant a licence (T2, T2', T3) to an applicant who has the necessary powers to place MV/HV cables in a road, as described at 3.1.

c) It should not grant a licence that significantly compromises the road structure, routine maintenance, or planned improvements of the road. Examples of this include obstruction of planned future drainage, creation of instability in embankments, obstructing the maintenance of bridges, restricting planned

[4] See also 4.2.1 of the Guidelines for Managing Openings in Public Road

horizontal / vertical alignment of the road effecting the electrical properties of the MV/HV cable or impacting current and future planned road crossings for services.

d) The applicant may make site specific proposals to address items raised at item 'c' above.

e) Agreement following a T1 notification is normally valid for one year, however this can be extended by further agreement. Where necessary a second T1 may be required.

3.5.2 T2 Licence Applications (following the T1 Process)

The applicant shall apply for the appropriate road opening licences to facilitate construction of the electrical cable and associated infrastructure (as "child T2s" of a T1).

- It should be expected that multiple T2s can be required to manage, and sequence works, particularly where cable lengths run more than a few kms or in significantly different traffic environments.
- The extent of works carried out under a T2 should be manageable for both the licence holder and the Road Authority and should normally allow for inspection in one site visit. Typically, this will be limited to 2km lengths unless agreed otherwise by the Road Authority.
- Sectional completions for all work elements are necessary before commencing subsequent or adjacent sections.
- Licensing charges should be applied in accordance with the national process set out in the Purple Book Guidelines including invoicing and payment of:
    - Application charges at application stage
    - Reinstatement deposit prior to licence granting
    - Specific charges prior to licence granting
    - Long Term Impact Charges at T5 stage
    - Refund of deposits upon satisfactory inspection of the works at licence closeout

3.5.3 Opening the road for geotechnical/ site investigations:

A Road Authority may also grant T1 or T2 licences as appropriate to facilitate geotechnical and site investigation works. The licencing consent process for excavation of the public road is sufficient for these works only.

3.6 The Planning Process

Certain HV/MV cabling and associated infrastructure in the public road are required to obtain consent through the planning process. It is essential that the Road Authority makes its submission to the Planning Authority or An Coimisiún Pleanála (ACP) as appropriate during this process. The submission should:

a) Be consistent with the conditions of any agreement in principle reached at Pre-Application Engagement for T1 Notification (see 3.4)

b) Have regard to minimum requirements for a T1 (and Child T2s) (see Table 3.7 below).

c) Require adherence to the processes set out in the Guidelines for Managing Openings in Public Roads, published by the Department of Transport and administered by the Road Authority and the Road Management Office.

3.7 Minimum Requirements for a T1 (and child T2s)

When permitting a road opening, a Road Authority must be able to control the following aspects of the roadworks:

- the periods during which and the times at which roadworks shall or shall not be carried out;
- the period within which roadworks shall be completed;
- the manner in which roadworks shall or shall not be carried out;
- requirements and standards in relation to the temporary or permanent reinstatement; and
- requirements in relation to the control of traffic in the vicinity of roadworks.

Additionally, it should not permit anything that shall significantly compromise the road structure, routine maintenance or planned improvements of the road (see 3.5.1).

The areas in the following Table 3.7 shall be considered in the T1 process / Pre-Application Engagement before T1 Notification(s) or Planning Application to set minimum interim requirements necessary under a T1 and any subsequent T2(s). These interim requirements will be updated through ongoing engagement with the Electrical Sector.

Table 3.7 Minimum Requirements and Considerations for Pre Engagement and T1 License Applications

Area	Condition	Reason
Depth and Alignment	**10kV and 20kV cables in the public road network:** The depth of cover to the top of duct containing the conductor should be a minimum of 750mm. This applies in all road classes and in verges, footpaths, cycleways, and carriageways. 1. Where a communication duct is provided the minimum depth to that duct shall be in accordance with the Guidelines for Managing Openings in Public Roads (600mm / 750mm as appropriate). Adequate access for compaction and spacing of ducts should be maintained. 2. The duct surround material should be ESBN approved sand surround or as per Guidelines for Managing Openings in Public Roads and agreed with the road authority. **33kV cables in the public road network:** 1. 33kV are typically collector networks for generation sites. It is understood that these will remain an asset of the developer (the generation site) and will not be taken in charge by the network operators. These installations are to be treated as HV installations and are therefore to meet the requirements for HV Cables, as set out below. **High Voltage Cables (i.e. greater than 35kV)** 1. The depth of cover to the top of duct containing the conductor should be a minimum of 950mm. This applies in all road classes and in verge and all locations within the 'road'. 2. Where a communication duct is provided the minimum depth to that duct shall be in accordance with the Guidelines for Managing Openings in Public Roads (600mm / 750mm as appropriate). Adequate access for compaction and spacing of ducts should be	To ensure adequate depth of compacted suitable backfill material above the cable along its entire length and to provide due consideration to road drainage, other utilities, and future pavement maintenance.

Area	Condition	Reason
	maintained. 3. The duct surround material may be ESBN approved sand surround or as per Guidelines for Managing Openings in Public Roads and agreed with the road authority. 4. Should a Cement Bound Granular Material (CBGM) or similar be used as an alternative to an ESBN approved sand surround for the communications duct(s), a minimum depth of cover to the top of the communications duct of 950mm should also be maintained.[5] **Relevant to all MV and HV cable installations:** 1. Trench width, backfilling and reinstatement of excavations to be in accordance with the DOT's Guidelines for Managing Openings in Public Roads and in the case of National Roads, TII's publication CC-PAV-04007 ''Requirements for the reinstatement of Openings in National Roads". A minimum trench width of 450mm applies in all circumstances. 2. Should a local authority receive an application for the installation electricity cables in public roads, which includes a specification that is inconsistent with the above standards (e.g. surround material), they should bring this to the attention of the Road Management Office (contact@rmo.ie). 3. Additional ground improvement measures may be required, derived from the site investigations carried out. 4. The depth of cover to MV and HV cables and telecommunications ducts should be as set out above unless agreed otherwise in specific circumstances.	

5 **In exceptional circumstances, the Road Authority may reduce the required minimum depth of cover to the top of the communications duct in CBGM surround to 750mm. For example, in situations where it can be demonstrated that the installation of the CBGM at this depth will not impede existing or future drainage requirements and in situations where it will not cause severance.**

Area	Condition	Reason
	5. The alignment of the MV and HV cables and communications ducts must be agreed with the Road Authority at the earliest possible opportunity.	
Ground Conditions	Ground conditions along the route of the cable to be comprehensively assessed through detailed site investigations. This should occur pre-licence application and may be the subject of a separate licence application. Where a Local Authority has a particular concern regarding ground water movement additional investigations or drainage measures may be required.	To verify that the identified reinstatements are fit for purpose and ensure integrity of road base.
Reinstatement	Backfilling and reinstatement of excavations to be in accordance with the DOT's Guidelines for Managing Openings in Public Roads and in the case of National Roads, TII's publication CC-PAV-04007 ''Requirements for the reinstatement of Openings in National Roads". Additional ground improvement measures may be required, derived from the site investigations carried out.	To minimise future interventions of the road and maintain structural integrity of the host road.
MV and HV Electrical Infrastructure on or under Road (joint boxes, chamber lids etc)	Where joint box structures are proposed to be constructed in carriageways it shall be demonstrated that no off-carriageway alternative is practical. Link boxes and C2 chambers should be installed off the carriageway. The following are applicable unless alternative options are agreed based on particular needs and conditions: • Depth of cover to any joint box structures should be no less than 600mm unless agreed otherwise. • For joint box structures that interface with national roads, Technical Acceptance shall	To ensure the structural integrity and durability of structures and to mitigate the risk of differential settlement and reflective cracking to road surface.

Area	Condition	Reason
	be carried out in accordance with the requirements of DN-STR-03001 – Technical Acceptance of Road Structures on Motorways and other National Roads. In this case, contact must be made with the TII Structures Section in the early phases of the project. • Technical Acceptance of joint box structures beneath regional and/or local roads and which do not interface with national roads should be carried out in accordance with DOT Circular RW 10/2021. Integral to the Technical Acceptance procedure is the: o Technical Acceptance Report (TAR) which records the agreed basis and criteria for the detailed design of the joint box structure; and o Certification by the Design/Assessor/Checker confirming that the design, assessment, specification or construction works complies with the TAR. • Joint Box structures within the 'Road' shall conform to standards required by the Roads Authorities and should have a concrete lid unless exceptional circumstances and agreed otherwise. [6] • Construction shall be in accordance with relevant DoT/TII publications. • All backfill around these structures to be placed and compacted in accordance with the Guidelines for Managing Openings in Public Roads and/or the TII document "Requirements for the Reinstatement of Openings in National Roads CC-PAV-04007" as a minimum. • Responsibility for the maintenance of Link Box / chamber lids remains with the Asset Owner or their successors.	

[6] **Joint boxes located outside the carriageway on regional and local roads do not require a concrete lid unless specifically required by the Road Authority in certain situations.**

Area	Condition	Reason
Roads Structures	Whilst each project will be assessed on its own merits, save for exceptional circumstances, high/medium voltage underground cables should not be sited on or attached to existing roads structures, masonry bridges / culverts and the like. Such structures require more complex maintenance intervention and upgrading that would be compromised by the proximate presence of live high/ medium voltage systems. Where the Licence Holder discovers or damages uncharted services or drainage infrastructure including culverts, the Road Authority must be consulted, and agreement reached in advance of proceeding.	To preserve the structural integrity and durability of existing road structures.
Roads Drainage	Cable location and alignment should be designed/installed/constructed in such a manner to not obstruct or interfere with road drainage systems and road existing drainage pathways. Consideration to be given to future necessary expansion for climate adaptation, where envisaged as necessary by the Road Authority.	To ensure that the drainage systems in the host road are not compromised.
Records & Safety File	The licence holder shall provide as built details of all electrical infrastructure constructed in a format agreed with the Road Authority. Consideration should be given to ISO 19650 The Licence Holder shall provide a copy of the Safety File for the project.	To ensure the Road Authority can carry out its functions under the 1993 Roads Act.
Management procedures	Prior to licence issuing, the licence holder shall agree procedures for the construction, operation and maintenance of the electrical infrastructure including emergency procedures (including contacts) during the operational lifetime of the asset.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.

Area	Condition	Reason
Restrictions	Prior to issuing of a licence the applicant shall declare and agree with the Road's Authority any restrictions of future construction work in the vicinity of the electrical infrastructure.	In the interest of health and safety and in the interest of the protecting the road and the electrical infrastructure.
Existing Services	Cable location and alignment to be designed in such a manner to not obstruct or interfere with existing utilities, without prior agreement from the existing utility owners. The Applicant shall consult with each utility with existing services in the road prior to the submission of a T2 licence application.	To ensure that the utilities in the host road are not compromised.
Abnormal Load Requirements	A detailed submission of loads and proposed routes to be used for transportation of abnormal loads and exceptional abnormal loads along with details of the load is to be submitted to Road Authority for agreement in advance of planning consent or granting of a licence. The applicant may be required to undertake an assessment to determine the loading that a given structure can carry using standards including AM-STR-06048 and AM-STR-06026. See Circular RW18 / 2024 & S.I. No 366 of 2008 & S.I. No 5 of 2003	To preserve the structural integrity and durability of pre-existing road structures, pavements and existing utilities.
Construction Programme	A draft construction programme setting out timelines for: • construction of the ducting • construction of joint chambers • transport of cabling • pulling of cabling • jointing of cabling Should be submitted for the approval of the Road Authority.	To minimise disruption to road users. To coordinate other roadworks.

Area	Condition	Reason
Traffic Management	All traffic management to be in accordance with the Chapter 8 of the Traffic Signs Manual. The number of Traffic Management setups and programme to be pre-approved by the Road Authority and taking due consideration of traffic volumes, and to minimise the number and sequencing of Traffic Management set-ups along the host road. This should include a detailed traffic study of all roads and junctions including diversion routes impacted by the proposed works.	To minimise disruption to road users.
Communications	The Applicant shall have regard to the construction of any other infrastructure and coordinate with that person the timing of their works and the future maintenance of their infrastructure.	To minimise disruption to road users. To coordinate other roadworks.
Ownership	The applicant shall provide the Road Authority with contact details of the owner of the infrastructure annually throughout its life or when any changes in ownership occur. All electrical installations on the public road should be registered on Dial Before you Dig. This should include ownership and emergency contact details, and these details should be upgraded whenever changes occur.	In the interest of health and safety and in the interest of protecting the road and the electrical infrastructure.
Future infrastructure development	a. The applicant shall not install infrastructure (including structures, cables, or wires) along an existing Public Road where it is known that this Public Road is to be abandoned. b. The provision of infrastructure (including structures, cables, or wires) along the alignment of a future Public Road shall be coordinated with the construction of that road.	To minimise economic cost and cost to the exchequer.

Area	Condition	Reason
Security	The applicant shall provide the Road Authority with a cash security to ensure the satisfactory reinstatement of the public road.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.
Certification, coordination and Inspection	The applicant shall agree arrangements with the Road Authority for certification and inspection of the works that may include direct inspection / coordination by the Road Authority. The Road Authority may include specific charges for same.	To ensure the satisfactory reinstatement of the public road and that the works do not create a hazard or potential hazard or interfere with the maintenance of the public road.

4. Checklist

No.	Item	Note
1.	Ensure that the Applicant Organisation is correct	Where electric cables are planned in the public road, the Applicant for Planning Permission or a Road Opening licence shall be: 1. ESBN/ESB 2. EirGrid 3. Any person or body with site specific consent from the CRU under S.48 of the 1999 Electricity Regulation Act. 4. Any person or body with the agreement of every landowner who owns the substratum of the public road. **Engagement with contractors is not recommended unless they have an agreement to act on behalf of the cable owner.**
2.	Requirement for Planning Permission	The applicant should be required to provide evidence that either: - Planning permission exists for the development ***or*** - The development is exempted from planning
3.	Ensure Pre-Planning / Pre- Licensing Engagement has occurred	The applicant should engage with the Road Authority in advance of submission of a planning application or T1 notification.
4.	Ensure that certain minimum information is provided by the applicant.	At T1 stage and Planning permission stage the following information is typically required from the applicant - Summary of scope of the project - Applicant point of contact - Summary and mapping of the works to be included in each T2 - Report on current condition of the road - Report on Geotechnical/ site Investigation highlighting any challenging conditions. - Details of Bridges, culverts, watercourses, bog rampart roads and Special Engineering Difficulties affected and proposed design in those areas. - Reinstatement details including clear communication of full bay/ lane/ road reinstatement. - Details of any locations where roadworks (or temporary traffic management) are proposed outside normal working hours.

No.	Item	Note
		- Details of any alternative techniques including directional drilling.
5.	Consider the effect of the proposed works on existing assets and future development	Primary items for consideration: - the sterilisation effect of cables on the road - restrictions on future horizontal / vertical alignment of the road due to separation distances - Current and future drainage (including climate adaptation) - Current and future road crossings for services or drainage
6.	Consider the effect of ancillary activities.	Consideration at planning and road licensing stage requires the applicant to provide details of: - Site Compounds and storage areas - Transport routes for excavation import/export - Transport routes and weights for abnormal loads including cable reels. - Draft programme and temporary traffic management for cable pulling and cable jointing works.
7.	Point of contact	At every stage of the process, apply conditions to Planning Permissions and Road Opening Licences to ensure that the Road Authority has construction and out of hours / emergency contact details and knows the owner(s) of the cable/duct asset for: - Pre-Construction Stage - Construction Stage - Post construction for the life of the assets.
8.	Road Authority Resources & charges	Ensure that appropriate Road Authority resources are assigned to: - consideration of planning and road opening applications - inspection and co-ordination of works Where dedicated staff resources are required for the construction phase, appropriate specific charges should be applied to licences.

5. Terminology

The following terms are used in this document and in the industry. A brief, non-legal, explanation of these terms is set out below:

- **TAO:** Transmission Asset Owner - Electricity Supply Board (ESB)
- **An Coimisiún Pleanála, ACP**: see Functions of the Board | pleanala.ie
- **DAO:** Distribution Asset Owner (ESB)[7]
- **TSO:** Transmission System Operator (EirGrid)
- **DSO:** Distribution System Operator (ESBN)[8]
- **Generator:** A person who holds a licence to generate electricity, see Electricity generation | CRU.ie
- **Storage Provider:** A person who provides a service of deferring the final use of electricity to a moment later than when it was generated or converts electrical energy into a form of energy which can be stored, the storage of such energy, and the subsequent reconversion of that energy into electrical energy.
- **Contestability:** Allows a party to construct connection assets that connect them to the transmission or distribution system.[9]
- **Non-contested Connection**: Those aspects of a connection to the electricity network constructed by the DAO or TAO.[10]
- **Direct Line Permission**: Permission to construct an electric line to carry electricity for the purpose of supply, not connected to the transmission system or distribution system when initially constructed.
- **Carriageway:** That portion of a road which is provided primarily for the use of vehicles. It refers to the paved, central part of the highway designed for driving and includes designated lanes such as bus lanes and cycle lanes. The carriageway excludes hard shoulders and hard strips.
- **Road:** From boundary-to-boundary, encompassing the entire area between the physical or legal limits, such as fences, hedges, or walls on either side. This includes the carriageway, footpaths, cycle paths, hard shoulders, verges, and banks.
- **HV Forum**: A group of public sector stakeholders in the Electricity and Roads Transportation areas who were tasked with developing guidance to support the accommodation of Transmission HV Underground Cables ("HV UGC") in roads for the Transmission Network.

[7] Distribution Asset Owner Licence.docx
[8] Information about the DSO
[9] Contestability Paper 2007
[10] General Conditions of Connection and Transmission Use

- **LV, MV, and HV Cables:** Defined by IEC (International Electrotechnical Commission) and CENELEC (European Committee for Electrotechnical Standardization) standards as:
    - LV is less than or equal to 1KV (1,000 volts)
    - MV is greater than 1KV and less than or equal to 35KV
    - HV is greater than 35KV
- **A CRU authorisation:** An authorisation granted to a person under S.16 of the 1999 Electricity Regulation Act to construct or reconstruct a generating station.[11]
- **T1 Notification:** The T1 is not a licence. It is notification of intent to perform works of high impact due to extent or complexity. The notification is to allow adequate time for consultation, determination, coordination and joint planning between applicant and authority in relation to subsequent licence(s).
- **Child T2 licence(s):** Applied for subsequent to the T1 may be subject to reduced approval and works programme notification periods than normal T2(s).
- **T2 Licence:** An application to carry out works of moderate impact due to the location, extent, amount or duration of the work. A T2 licence requires time for approval and works notification unless preceded by a T1 when these periods may be reduced.
- **T3 Licence:** An application to carry out works of low impact due to the location, extent, amount or duration of the work. A T3 licence requires a short application period and does not require a works programme notification.
- **T4 Notification:** A notification of emergency works (as defined under legislation). Notification must occur at the time or as soon as possible after commencement and works must be carried out during a limited time period. This notification fulfils the requirements of legislation and these guidelines when followed by a T5. Once the emergency is addressed on site, a T2 or T3 licence may be subsequently required to complete works that are not of an emergency nature**.**
- **T5 Notification:** A notification of completion of works carried out under T2, T3 or T4.

[11] **Licences | CRU.ie**