



In September 2007 M50 Concession Ltd (M50CL) commenced a contract with the National Roads Authority (NRA) (now known as Transport Infrastructure Ireland (TII)) to upgrade 24km of the M50 motorway around Dublin. In addition to the upgrade works (complete in 2010) M50CL will Operate and Maintain the Project Road for a period of 35 years. Part of the duty to Operate and Maintain is to undertake Winter Maintenance Operations. The purpose of this statement is to outline M50CL's winter maintenance policies and standards in order to inform the general public of the level of service intended.

The Project Road comprises the mainline from Chainage 1,300, a point immediately south of Junction 3 M1, to Chainage 32,360, a point immediately south of Junction 14 N31.

Each year, prior to 31st August, M50CL produces a Winter Maintenance Strategy containing detailed arrangements for all aspects of winter maintenance service provision. This document is submitted to TII in accordance with the contractual Certification Procedure for their approval. This document is then circulated to various stakeholders such as the relevant Local Authorities and Emergency Services.

Between 1st October and 15th May each year M50CL receives a daily weather forecast from Met Éireann and on the content of this forecast the decision whether to undertake any winter treatment is based. The decision whether or not to treat is taken by a trained and experienced Decision Maker, and M50CL operates an on-call rota system to ensure that a Decision Maker is available at all times. In addition to the forecast information, M50CL makes use of a Road Weather Information System to monitor the actual road temperatures being experienced at each of the weather stations associated with the Project Road

If a decision is taken to undertake treatment operations then the maximum time permitted for M50CL to complete a treatment (time from commencing spreading to completion of spreading) is two hours. In order to comply with this requirement M50CL operate three precautionary routes. Each of our gritters is capable of treating one entire route with up to 25 g/m² of de-icing material (the rate recommended for dealing with heavy snowfall) within this permitted two hour period. Generally precautionary treatments are carried out in the evening or overnight. This is to maximise the treatment's efficacy by treating closer to the expected freezing time and to avoid periods of high traffic volumes. Each gritter is capable of being fitted with a snow plough, however these are only fitted when snow is expected. Each of M50CL's gritter drivers holds a City & Guilds qualification in Winter Maintenance Operations.

The de-icing material currently used by M50CL is rock salt complying with British Standard BS3247:2011 for fine salt. The rock salt is procured from an accredited supplier and M50CL undertake periodic sampling to ensure the material supplied conforms to BS3247. M50CL holds its main stockpile at its Castleknock depot and will maintain adequate stocks to ensure continuity of treatment during periods of adverse weather. For precautionary salting M50CL uses pre-wet treatment. Pre-wet treatment involves spraying the dry rock salt with a brine solution before the salt is applied to the road

surface, combined in a 70:30 ratio of dry salt to brine. The brine is composed of water and marine salt, with a salt concentration of 20% to 23%.

In periods of prolonged snowfall M50CL will put into effect a shift system to allow continuous 24 hour working for both gritter drivers and Decision Makers. During this time all gritters will either be stationed at pre-determined locations on the M50, or undertaking salt spreading / snow ploughing operations. This 24 hour working will continue for the duration of the snowfall event.

M50 Concession Limited's Winter Maintenance Strategy is available for inspection by third parties on our website www.m50concession.com and at M50 Concession Limited's office situated at Luttrellstown Road, Diswellstown, Castleknock, Dublin 15, Dublin.