



Supply Chain

Vehicle Safety Requirements

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What safety regulations and features apply to HGVs under the MetroLink programme?

Many HGVs in Ireland predate the July 2024 implementation of the European Union General Safety Regulations (EU GSR) and lack modern safety technologies. MetroLink requires retrofitting of the following systems:

- **RD (Reversing Detection)** – Alerts drivers to obstacles or people behind the vehicle.
- **BSIS (Blind Spot Information System)** – Detects Vulnerable Road Users (VRUs) in blind spots, reducing collision risk.
- **MOIS (Moving Off Information System)** – Warns drivers of pedestrians or cyclists near the front of the vehicle when starting to move.

These features are critical for preventing accidents involving pedestrians and cyclists. While retrofitting is not yet a legal requirement in Ireland, MetroLink will enforce a zero-tolerance policy for non-compliant vehicles for the 3 safety features.

Why is MetroLink mandating retrofitting of safety systems on HGVs?

MetroLink is proactively aligning with national and EU safety standards to protect Vulnerable Road Users (VRUs) and uphold safety excellence. Retrofitting key safety systems on Heavy Goods Vehicles (HGVs) reduces collision risks, fosters socially responsible behaviours, and sets a new benchmark for safety and infrastructure delivery in Ireland. Deploying non-compliant vehicles poses unacceptable risks to both the workforce and the public.

How will these requirements affect current and upcoming contracts?

Safety requirements will be embedded in the **M400 and M500 contracts**, requiring full compliance with retrofitting standards. For the **M100 contract**, where retrofitting lead times may be challenging due to imminent works, alternative mitigations such as **in-cab spotters or driver assistants** must be implemented to maintain safety standards during the interim period. Further information will be provided by briefings to relevant industry associations through the procurement process.