

Submission from Cllr Oisín O'Connell.

There is a rational cause for alarm at the policy deprecation of the Waterford-Rosslare rail line. The previous South East Regional submission correctly identifies the value of the Waterford port and rail connection to the Western region - as far as Ballina. Worryingly, it and Wexford County Council appear to minimise the Rosslare Waterford link.

Logically, this must also apply to Rosslare, through connection to the same network through Waterford. Without this link, Rosslare and Wexford County as a whole functionally becomes a spur off of Dublin only, rather than a North-South and East-West crossroads and hub.

The Irish Exporters' Association has identified the huge volume of road haulage that passes through Dublin as being substantially more than enough for rail and road to share; so there should be no implicit detrimental competition between Waterford and Rosslare rail-port hubs within one region. In particular, the bulk products of timber and ore.

There is also a more broad cause for concern regarding Brexit's effect on the EU TEN-T North Sea-Mediterranean corridor - the UK is sandwiched between Ireland and the Continent - and on the necessity to broaden our transport network connectivity options.

Refs:

<http://www.wdc.ie/wp-content/uploads/news-railconf-May09-RailFreightinIreland-IEA-Howard-Knott.pdf>

https://ec.europa.eu/transport/themes/infrastructure/north-sea-mediterranean_en