Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 E info@irishrail.ie W www.irishrail.ie

Iarnród Éireann
Irish Rail

19th November 2021

[redacted]

Re: FOI request, advice of internal review IE_FOI_504

Dear [redacted]

I refer to the appeal which you made under the Freedom of Information Act 2014, dated 28th October, seeking a review of a deemed refusal of your original request of 19th August.

I am a more senior member of staff in Iarnród Éireann, than the original decision maker in this case. I have decided today 19th November 2021, to partially grant your request, as detailed in the attached schedule of records. This review of your request is an entirely new and separate decision and is explained as such below.

Your original request, sought access to the following records:

All correspondence, documents, records, internal reports, engineers reports, inspections, communications, meetings and recommendations dating from January 1 2019 to present relating to current and future maintenance plans on the Barrow Bridge on the South Wexford Railway Line (UBH140)

As stated previously by my colleague Ms. O'Toole, we apologise for the delay in providing these records. As you state in your appeal, the original decision was a deemed refusal due to this delay, and as such, no fee applies to this appeal

2. Access Arrangements

You have sought access to the records by electronic means, and I consider this an appropriate form of access in this case. Accordingly, the records described as granted or part granted are now enclosed.

3. Findings, particulars and reasons for decisions to deny access

The sections of the Act which can apply to deny access to documents are known as its exemption provisions.

I enclose for your attention a schedule of these records, this schedule summaries my findings and refers you to the latter part of this letter for a further explanation.

4. Rights of appeal

You may make an 'application for review' of this decision to the Information Commissioner no later than 6 months from the date of this notification. There is a fee of €50. Payment should be made by way of bank draft, money order,

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

postal order or personal cheque: crossed and made payable to the 'Office of the Information Commissioner'. Alternatively, you can make payment on-line which can be located at: https://www.oic.gov.ie/en/Apply-for-Review/Fees-Payable/ .

Should you wish to make an 'application for review' in writing, please use the details below:

The Office of the Information Commissioner,

6 Earlsfort Terrace,

Dublin, 2.

DO2 W773

Alternatively, you may appeal using the Office of the Information Commissioner on-line application form which can be located at:

https://www.oic.gov.ie/en/apply-for-review/apply-for-review-online/

If an appeal is made by you and accepted, the Information Commissioner will fully investigate and consider the matter and issue a fresh decision.

5. Publication

All non-personal FOI requests will be recorded on an FOI disclosure log which will be published on the Iarnród Éireann website in due course.

Yours sincerely,

Barry Kenny,

Corporate Communications Manager

From:	South East on Track
To:	Jim Meade
Cc:	Heidi Reardon; Frank Allen (IE); minister@transport.gov.ie; anne.graham@nationaltransport.ie; Don Cunningham; Éamonn Ballance; Barry Kenny; Emmett Cotter; Steven Matthews; Marc OCathasaigh; Malcolm Byrne; fred.barry@nationaltransport.ie
Subject:	Barrow Bridge UBH140: Waterford to Rosslare Rail Line
Date:	Thursday 10 June 2021 14:48:42
Attachments:	SEOT Letter to IE 10.6.21.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Meade,

Please find the letter attached and in the body of this email below.

cc: Frank Allen Chair IE, Minister Ryan, Fred Barry Chair NTA, Anne Graham CE NTA, Don Cunningham, Eamonn Ballance, Barry Kenny, Emmet Cotter, Heidi Reardon, Steven Matthews TD, Marc O'Cathasaigh TD, Senator Malcolm Byrne

We have attempted to contact you regarding the future of the Waterford to Rosslare/Wexford rail line on February 10 and April 22 last, but have been unsuccessful in receiving a response.

We wish to draw your attention to the matter of the Barrow Bridge UBH140 on the Rosslare/Waterford Railway Line.

We have been informed that IÉ plan on permanently securing the bridge in the open to shipping traffic in the near future effectively closing the currently out of use railway between Waterford and Rosslare Strand, which carried an engineering train as recent as last week.

We are deeply concerned by this proposal , at a time when the Minister for Transport has, on multiple occasions confirmed that this railway line is included in the upcoming Strategic Rail Review. Furthermore, it is our understanding that the Bridge is designed to rest in the closed position and occasionally opened for

Marine Traffic, as opposed to the inverse of this. It is also our understanding that the bridge was not designed to be left open to shipping indefinitely.

1. **We formally request in view of the lack of community consultation, the absence of the above information, and in deference to the expressed wishes of *South East On Track* and the community we represent, that you do not proceed with this planned action and that you await Government consideration of the findings of the Strategic Rail Review.**

2. **We meanwhile are hereby requesting:**

   - **sight of the Risk assessment taken by you that informs your decision, or those that advise you.**

   - **Sight of any independent engineering assessment conducted by the NTA, the CRR, or another qualifying authority?**

   - **An explanation of the changes in the latching operation that would permanently lock the bridge in the open to shipping mode as we have serious questions regarding the reversibility of such a procedure.**

3. **As Iarnród Eireann Chief Executive, please confirm who will carry responsibility for costs if the bridge becomes damaged through this unprecedented action. We are concerned that any such costs will be added to those required to reinstate rail services in future and the negative effect that this will have on the Cost Benefit Analysis required under the Public Spending Code.**

With regard to the operation and staffing of the Barrow Bridge itself, we refer to the Asset Management Plan published 2010:

> *The present bridge latching operation is insufficient to permanently lock the bridge in an "open to shipping" mode.*
>
> ***Future***
>
> *The manning of the bridge could be reduced to match*

the shifts of the 2 pilotmen from New Ross Harbour Commission who only bring commercial shipping through at high tide.

4. Please clarify why the Bridge was not manned to match the shifts of the New Ross Harbour Pilot as suggested in the initial Asset Management Plan, thus reducing costs and keeping the bridge operational?

On behalf of our over 2,700 members, we hope for a timely response to this matter on this extremely important matter.

Regards,

Joe Ryan, Acting Chair

South East on Track

Phone: [redacted]

[redacted]

[redacted]

on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://twitter.com/seontrack

On Wed, Feb 10, 2021 at 9:08 PM South East on Track <southeastontrack@gmail.com> wrote:

Dear Mr. Meade,

Hope you are well and staying safe in these strange times. I'm writing to you today on behalf of South East on Track - we're an advocacy group based in the South East campaigning for improved rail services in our region.

There are two items we would like to raise your attention to.

Wexford-Waterford
As part of the National Development Plan's Review to Renew Public Consultation, we have prepared a Business Case supporting the Wexford & Rosslare to Waterford rail line. We have submitted the case to the Department of Public Expenditure, and are attaching a copy to this email. It is also available on our website here: https://southeastontrack.com/business-case

The Business Case has generated some significant local interest, with articles & radio interviews appearing in the media.

At this juncture, we would like to note the minutes of the IE Board Meeting occuring 25th of June 2019. The minutes read as follows:
Ms. Roarty asked why Iarnród Éireann would entertain a proposal for a Greenway on the Waterford/Rosslare Line rather than encouraging rail freight given the current climate action agenda. Mr. Cunningham explained that if they are of community benefit, the policy is to be supportive of Greenways on closed lines. However, Iarnród Éireann retains the right to take the line back provided there is a business case supporting the reopening of the line.

As we have presented a business & passenger case, we would dearly like to discuss its contents with you in the future. We are aware that Minister Ryan stated last month that he has "*requested my Department to prepare terms of reference for a Strategic Rail Review. This Review will consider all relevant issues in relation to inter-urban rail, inter/intra-regional rail and rail connectivity to our international gateways, with the latter considering the role of rail freight".*

We strongly feel that the Rosslare-Waterford line should constitute a part of this review. This is outlined at length in the attached document and we are hoping to arrange a friendly discussion with you in the future.

Rosslare-Dublin
We are aware of plans to increase service levels on the Inter-City Dublin-Rosslare and the Commuter Service Dublin-Gorey in the coming years. We welcome any increase in service frequency and believe this is vital to the long term future of the line.

We would like to refer to some sections included as part of Irish Rail's submission to the consultation process to the Wexford County Development Plan in 2020.

Extract: *This will be complemented by a clock-face timetable for Intercity routes to deliver a service pattern where services depart at regular intervals. Iarnród Éireann's future plans for the Rosslare to Dublin services is to increase services towards a two-hourly all-day pattern, subject to demand levels. The introduction of this level of frequency to Wexford County from Dublin will be dependent on the implementation of DART+ and the facilitation of an efficient interchange with DART+ services at Greystones station*

In addition to this extract we note the correspondence between yourself and Minister Simon Harris last October, namely:

Extract: *Thank you for your email of 23rd October regarding trains services from Wicklow to Dublin. Iarnród Éireann is not planning to make any changes to direct services from Wexford/Wicklow to Dublin. In public consultations for* DART+ *West, There are a range of reports and studies in the support documentation which include studies which look at the full network after the entirety of* DART+ *is delivered, and options to absolutely maximise capacity of such a network.*

However, nothing therein is a committed timetable for the future, and DART+ West will not - nor does it propose to - negatively impact service levels or direct services to/from the city centre for customers travelling from Counties Wicklow and Wexford. We look forward to continuing and enhancing services between Wexford/Wicklow and Dublin, and DART+ Coastal, a subsequent phase of DART+, will examine how to best achieve this.

As previously mentioned, we welcome any increase in service on the Dublin-Rosslare line, but we do have concerns about the nature of the Greystones Interchange. If every Inter City Train stops at Greystones requiring a transfer to the Dart Network, we are concerned this will negatively impact the appeal of the service.

We would like to speak with you regarding the plans contained in DART+ Coastal, and their potential impacts on the Wexford & Wicklow Service.

Once again, we look forward to hopefully meeting with you via Zoom or similar, and we wish you a sincere thank you for your service to Irish public transport. We hope the post Covid years ahead will contain many moments of success for Iarnród Éireann.

Warm regards,

Diarmaid

on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://twitter.com/seontrack

June 10, 2021

Dear Mr. Meade,

cc: Frank Allen Chair IE, Minister Ryan, Fred Barry Chair NTA, Anne Graham CE NTA, Don Cunningham, Eamonn Ballance, Barry Kenny, Emmet Cotter, Heidi Reardon, Steven Matthews TD, Marc O'Cathasaigh TD, Senator Malcolm Byrne

We have attempted to contact you regarding the future of the Waterford to Rosslare/Wexford rail line on February 10 and April 22 last, but have been unsuccessful in receiving a response.

We wish to draw your attention to the matter of the Barrow Bridge UBH140 on the Rosslare/Waterford Railway Line. We have been informed that IÉ plan on permanently securing the bridge in the open to shipping traffic in the near future effectively closing the currently out of use railway between Waterford and Rosslare Strand, which carried an engineering train as recent as last week.

We are deeply concerned by this proposal , at a time when the Minister for Transport has, on multiple occasions confirmed that this railway line is included in the upcoming Strategic Rail Review. Furthermore, it is our understanding that the Bridge is designed to rest in the closed position and occasionally opened for Marine Traffic, as opposed to the inverse of this. It is also our understanding that the bridge was not designed to be left open to shipping indefinitely.

1. We formally request in view of the lack of community consultation, the absence of the above information, and in deference to the expressed wishes of *South East On Track* and the community we represent, that you do not proceed with this planned action and that you await Government consideration of the findings of the Strategic Rail Review.
2. We meanwhile are hereby requesting:
    - sight of the Risk assessment taken by you that informs your decision, or those that advise you.
    - Sight of any independent engineering assessment conducted by the NTA, the CRR, or another qualifying authority?
    - An explanation of the changes in the latching operation that would permanently lock the bridge in the open to shipping mode as we have serious questions regarding the reversibility of such a procedure.

June 10, 2021

3. As Iarnród Eireann Chief Executive, please confirm who will carry responsibility for costs if the bridge becomes damaged through this unprecedented action. We are concerned that any such costs will be added to those required to reinstate rail services in future and the negative effect that this will have on the Cost Benefit Analysis required under the Public Spending Code.

With regard to the operation and staffing of the Barrow Bridge itself, we refer to the Asset Management Plan published 2010:

> *The present bridge latching operation is insufficient to permanently lock the bridge in an "open to shipping" mode.*
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> *Future*
>
> *The manning of the bridge could be reduced to match the shifts of the 2 pilotmen from New Ross Harbour Commission who only bring commercial shipping through at high tide.*

4. Please clarify why the Bridge was not manned to match the shifts of the New Ross Harbour Pilot as suggested in the initial Asset Management Plan, thus reducing costs and keeping the bridge operational?

On behalf of our over 2,700 members, we hope for a timely response to this matter on this extremely important matter.

Regards,

Joe Ryan, Acting Chair

South East on Track

Phone: [redacted]

BRENDAN HOWLIN T.D.

3rd July 2019.

Mr. Jim Meade,
Chief Executive,
Irish Rail,
Connolly Station,
Dublin 1.
D01 V6V6

Dear Jim,

Thank you for your letter of the 29th May, concerning the Barrow Bridge.

I have had the opportunity to visit the bridge in the interim. The bridge is a protected structure listed by Kilkenny County Council as the Barrow Railway viaduct and is also in the National Inventory of Architectural Heritage.

I welcome your assurance that the proposal to secure the bridge in the open position is temporary. However, local residents are of the view that once the swing section of the bridge is placed in a permanently open state, that the bridge will effectively cease to operate as a bridge forever.

I would like to hear from you as to future intentions, particularly for maintaining this listed structure.

Yours sincerely,

Brendan Howlin, T.D.
Leader of the Labour Party

Chief Executive
04 JUL 2019

LABOUR

Office of the Leader of the Labour Party
T 00 353 (0)1 618 3538
E brendan.howlin@oir.ie
labour.ie

Dáil Éireann
Leinster House
Kildare Street
Dublin 2

Dáil Éireann
Teach Laighean
Sráid Chill Dara
Baile Átha Cliath 2

From: Brendan Howlin
To: Reardon Heidi
Subject: Brendan Howlin TD - Barrow Bridge
Date: Friday 17 May 2019 11:04:05

Mr Jim Meade,
CEO,
Irish Rail.
Dear Jim,
I am informed from local services that it is proposed to close the Barrow Bridge, Wexford in the near future.
I would be obliged to hear from you as to exactly what is planned in this regard.
Many thanks,
Regards,
Brendan.
Brendan Howlin, T.D.
Leader of the Labour Party
ph: 01-618 3538
email: brendan.howlin@oireachtas.ie
Your personal information will be held on file.
Please see my Privacy Notice here: http://www.brendanhowlin.ie/news/2018/05/25/gdpr-update/

Oireachtas email policy and disclaimer.
http://www.oireachtas.ie/parliament/about/oireachtasemailpolicyanddisclaimer/

Beartas ríomhphoist an Oireachtais agus séanadh.
http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/

From: POWER Padraig
To: Heidi Reardon
Subject: Briefing Request for Minister"s Waterford Trip
Date: Tuesday 17 August 2021 12:50:07

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Heidi,

The Minister is making a trip to Waterford in early September and has requested a briefing on a number of issues. Would it be possible for you to provide a briefing on the issues of rail freight, (particularly concerning the Waterford/South-east area), the Barrow Bridge rail line, and Rosslare Europort, especially concerning freight at the port? If there are any other issues which you think might arise in the Ministers trip to Waterford please include them also.

If the briefing could be returned by COB this Friday 20th that would be much appreciated, and please let me know if you have any questions.

Kind regards,
Pádraig

Pádraig Power
Public Transport Corporate Services Division – Rannóg um Chorparáid Seirbhísí Iompair Phoiblí

An Roinn Iompair
Department of Transport

Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60

Padraigpower@transport.gov.ie www.gov.ie/transport

From:	DOOCEY Garret
To:	Heidi Reardon
Cc:	MCNEILL Jan-Claire; GLACKIN Gerry
Subject:	Correspondence- Joint Committee on Transport and Communications
Date:	Tuesday 6 July 2021 09:43:53
Attachments:	JCTCN-i-384(i) - Ken Spratt- Barrow Bridge .pdf JCTCN-i-384(ii) - Correspondence from Mr Peter Brannigan.pdf

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Hi Heidi,

The Joint Oireachtas Committee has written to the Secretary General as per attached re the Barrow Bridge.

I know there has been some material supplied recently by IÉ in relation to a similar query that came in via PQ and we referred another similar query via PQ to IÉ for direct reply last week.

I would be grateful if IÉ could provide any relevant material to assist with a reply, particularly in relation to the timing of the proposed change and also the frequency with which the bridge will be opened/closed in the future.

I would ask that any material be submitted to us by Friday 9 July.

Thanks and regards

Garret

****
Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

Tá ár Ráiteas Príobháideachta le fáil ar www.transport.gov.ie

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An Comhchoiste um Iompar agus Cumarsáide
Teach Laighean
Baile Átha Cliath 2
D02 XR20
Tel: (01) 618 3954

Joint Committee on Transport and Communications
Leinster House
Dublin 2
D02 XR20
Tel: (01) 618 3954

Mr Ken Spratt,
Secretary General,
Department of Transport

5 July 2021

JCTCN-i-384

Issued by e-mail

Dear Secretary General,

Re: The Barrow Bridge

I am writing to you on behalf of the Joint Committee regarding, the Barrow Bridge located on the Wexford-Waterford rail line.

At its meeting on 15 June 2021, the Committee discussed correspondence received from South East on Track who raised concerns regarding the Barrow Bridge being set into an open and fixed position.

The Committee understand that the bridge is usable and was most recently crossed by a maintenance train on Monday May 31, 2021. The Committee seek a briefing note on the issue, with reference to the likelihood of the open position rendering the bridge permanently out of rail service and the implications this will have for the rail line and greater rail connectivity in the region.

I have attached the correspondence received from South East on Track with this letter and I would be obliged if you could address the issue raised.

Yours sincerely,

Padraig Grant
Clerk to the Committee

Cuirfear fáilte roimh chomhfhreagras i nGaeilge

From: Cathal Crowe <Cathal.Crowe@oireachtas.ie>
Sent: Thursday 10 June 2021 10:41
To: Transport and Communications Networks <jctcn@oireachtas.ie>
Cc: James Browne <James.Browne@oireachtas.ie>; Mary Butler <Mary.Butler@oireachtas.ie>; southeastontrack@gmail.com
Subject: FW: Barrow Bridge: Committee on Transport and Communications

Dear Pádraig (CC – Deputies Browne and Butler),

Please see below email from Peter Branigan, of South East on Track.

You might bring this to the attention of the Committee chair for possible inclusion in our schedule. I am CC-ing Deputies Browne and Butler as representatives of this constituency.

Is mise le meas,

Cathal Crowe TD

Fianna Fáil Spokesperson on Tourism and Aviation

Office: 4 Francis Street, Ennis, Co. Clare
Eircode: V95W9NP
Telephone: (065) 6823494
Email: cathal.crowe@oireachtas.ie
Web: www.cathalcrowe.ie

I'd like to stay in touch with you. If you do not wish to receive any further information or contact from me please email 'STOP' to this address. Please note that any personal data contained in your email correspondence with me will be processed by my Constituency Office team and I, operating as data controllers in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. If you have received this email in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use if for any other purpose.

From: South East on Track <southeastontrack@gmail.com>
Sent: Thursday 10 June 2021 10:10
To: Cathal Crowe <Cathal.Crowe@oireachtas.ie>; James OConnor <James.OConnor@oireachtas.ie>
Subject: Barrow Bridge: Committee on Transport and Communications

Dear Deputies Crowe & O'Connor,

We are writing to you today in the context of your membership of the Committee on Transport and Communications.

I'm contacting you today from South East on Track regarding the Barrow Bridge, which is on the Wexford-Waterford rail line. We recently received good news that the line is to be included in the upcoming Strategic Rail Review

We have heard from a reliable source that this bridge is to be permanently secured in the open to shipping position **this month**.

Despite IÉ's claims to the contrary, securing this bridge in the open position will render it permanently out of rail service, disrupting a connection between Waterford & Wexford that has existed since 1906.

Furthermore, the Bridge has National Significance in the National Inventory of Architectural Heritage.

The bridge is still usable, and was most recently crossed by a maintenance train on Monday May 31, 2021.

No matter the future of this transport corridor, be it as an operational railway or a greenway, securing the bridge in the open position will most likely prevent any future crossings of the river Barrow using this bridge.

Such a move by Irish Rail would impair the possibility of the line reopening, which the Transport Committee has committed to examine further as part of its work on the all-Ireland strategic rail review. Quote: *The Committee also highlights the potential to expand rail freight capacity to include the Western Rail Corridor and the Limerick, Waterford & Rosslare corridor, a topic it intends to examine further as part of its work on the all-Ireland strategic rail review* (Joint Committee on Transport and Communications Networks Submission to Review to Renew, the review of the National Development Plan (NDP) Section 2.2.2)

Furthermore, we wish to draw your attention to the recent National Investment Framework for Transport Ireland (NIFTI) Intervention Hierarchy, where the Maintenance of Infrastructure is Number 1 Intervention Hierarchy. Such a move by Irish Rail to take this bridge out of serviceable use does not seem to be consistent with these goals.

We would appreciate it if you could ensure that if Irish Rail proceed with this matter that is appropriately examined at Oireachtas Committee level. Better yet, would be a representation to the Minister and Irish Rail that this action not occur until the conclusion of the Strategic Rail Review.

Looking forward to hearing from you.

Peter Branigan

on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://smex-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2ftwitter.com%2fseontrack&umid=ebe70a41-8048-4313-b0b3-2702fa25c1d7&auth=3851052a65d9657d2ab4c1fa657bb1ebb1940985-c8b416746b75bf89f9b8867b84436c9223f22827

From: DOOCEY Garret
To: Don Cunningham; Jim Meade
Cc: Heidi Reardon; Éamonn Ballance
Subject: FW: Barrow Bridge abandonment
Date: Tuesday 15 June 2021 12:58:14

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Don / Jim,

Just as a follow-up, we have another PQ on this issue as below, would it be possible to have some background information on the various issues being raised across the PQs and the correspondence received by this afternoon?

Question: *To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter – Dep. Howlin*

Thanks

Garret

From: DOOCEY Garret
Sent: Friday 11 June 2021 16:18
To: 'Don Cunningham' <Don.Cunningham@irishrail.ie>
Cc: MCNEILL Jan-Claire <Jan-ClaireMcNeill@transport.gov.ie>; GLACKIN Gerry <GerryGLACKIN@transport.gov.ie>
Subject: FW: Barrow Bridge abandonment

Don,

As discussed.

PQ below & also email recently received –

Question: To ask the Minister for Transport further to Parliamentary Question No. 78 of 26 May 2021, if his attention has been drawn to a proposal by Iarnród Éireann to fix the Barrow Bridge on the Waterford to Rosslare rail line in the closed to rail position later in June 2021; the potential damage this may do to the bridge; and if he will request that this proposal is deferred until the strategic rail review is completed.

Thanks

Garret

From:
Sent: Friday 11 June 2021 13:17
To: eamon.ryan@oireachtas.ie
Cc: MINISTER'S OFFICE <Minister@transport.gov.ie>; DOOCEY Garret <GarretDOOCEY@transport.gov.ie>
Subject: Barrow Bridge abandonment

Dear Minister,

I write in relation to the Rosslare to Waterford rail alignment. As you know, services on this line were discontinued at height of the economic crisis, notwithstanding significant investment (in the region of [redacted]) which had been invested in bringing the infrastructure on this line into "an acceptable safe standard" (under the Railway Investment Programme 1998-2010).

I was heartened to hear that the upcoming strategic rail review planned by your department will include consideration of the potential for development of the line and reinstatement of rail services for south Wexford, as part of a regional approach to connectivity with Waterford, Cork and the south generally. I am also encouraged by the objectives outlined in your Department's draft National Investment Framework for Transport in Ireland (NIFTI) - particularly the criterion to optimise existing assets and past expenditure. There is an opportunity to ensure the significant investment already made on the south Wexford line is used as a platform to address substantial future mobility and freight transport needs in the South-East.

However, it has just come to my attention that IE now intends to pin the Barrow Rail Bridge into a permanently open position and thus divest itself of the maintenance responsibility on this infrastructure which is critical to any future for this alignment. I note that you have spoken about this in the Dáil (6 October 2020) and you stated your view that "we should not write off the possible return of lines which are currently underutilised or, as with this line, effectively closed for the last ten years" and also that "the design of the [Barrow Bridge] mechanism is such that it can easily be reversed if rail services resume at some point in the future."

I do not doubt the sincerity of your belief in the reversibility of this action; however, it is well known in the railway world that this action effectively constitutes a bridge abandonment intervention, since ongoing movement and maintenance of the movable mechanism is essential to ensure its operability even in the short term. Has there been a process to technically assess the workability of the bridge mechanics for open/close waterway traffic after leaving the bridge permanently in "open" position for an unspecified period of time? Because you have a role in the statutory process for abandonment of railways, Minister, it needs to be demonstrated to you, by IE/CIE as Infrastructure Manager, and independently verified by the CRR as the Minister's advisors on railway engineering matters, that the bridge can be indefinitely locked in "open" position without any adverse impact to functionality. The nature and costs of so-called "reversibility" should be clearly set out to you because it may actually mean that the bridge would have to come down first. This was the view I heard expressed many times by Irish Rail experts when the bridge was discussed in the context of the Railway Safety Programme, which I managed for a period as a former official of the Department of Transport.

It goes without saying that this action to pin the bridge in open position will severely prejudice any strategic consideration of the south Wexford line in the upcoming Rail Review, as the costs of so-called "reversal" will completely annihilate the alignment's prospects. It is highly disingenuous to assert otherwise. I suggest to you also that the action at this point in time, before the commencement of the Rail Review, undermines credibility in the objectives and intent of the Review generally, as well as in the NIFTI assertion that existing infrastructure assets are to be optimised.

I urge you therefore to intervene in this matter, to request a proper, independently verified, technical assessment of the “reversibility” of the action and, in the meantime, to secure the postponement of any works to prepare or implement the pinning of the bridge into open position until, at the very least, the completion of the Rail Review.

sincerely,

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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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From:	GLACKIN Gerry
To:	Heidi Reardon; MORRISSEY Michael
Cc:	BYRNE Miriam; POWER Padraig
Subject:	FW: Briefing Request for Minister"s Waterford Trip
Date:	Monday 23 August 2021 15:51:07
Attachments:	Briefing Request for Minister"s Waterford Trip.msg FW Request for Briefing for Minister Waterford Trip.msg Iarnród Éireann - DOT Briefing - Ministers Waterford Trip - 23.08.21.pdf

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Thank you Heidi for the attached briefing which I note has been copied to Padraig Power in PTC+SD (Public Transport Corporate & Services Div.) and with whom I have discussed further. I am copying this also to my Greenways colleague, Michael Morrissey, who raised the Greenways/Urban Regeneration Scheme-related issues as referenced in my request to you. Thank you again for all and from all.

Michael,
Please see attached material in relation to both the Rosslare and New Ross Greenways for inclusion in your briefing.

Regards,

Gerry Glackin
Sustainable Mobility Investment and Policy Division
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1377 Working from home
Gerryglackin@transport.gov.ie
www.gov.ie/transport

From: Heidi Reardon <Heidi.Reardon@irishrail.ie>
Sent: Monday 23 August 2021 13:49
To: GLACKIN Gerry <GerryGLACKIN@transport.gov.ie>; POWER Padraig <PadraigPOWER@transport.gov.ie>
Cc: BYRNE Miriam <MiriamBYRNE@transport.gov.ie>
Subject: Briefing Request for Minister's Waterford Trip

Dear all,

Please find attached briefing as requested for the Ministers trip to Waterford.

Kind regards,
Heidi

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌐 www.irishrail.ie

Iarnród Éireann Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur 119571 Ur CBL: IE 4812851 O,
Iarnród Éireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No 119571 VAT No IE 4812851 O

In Iarnród Éireann, creideann muid in obair sholúbtha a éascú, agus mar sin, cé go n-oireann sé dom ríomhphost a sheoladh anois, níl mé ag súil le freagra ná gníomh lasmuigh de d'uaireanta oibre
At Iarnród Éireann we believe in facilitating flexible working, so while it suits me to email now, I do not expect a response or action outside of your own working hours

****

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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From: POWER Padraig
To: Heidi Reardon
Subject: Briefing Request for Minister"s Waterford Trip
Date: Tuesday 17 August 2021 12:50:06

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Hi Heidi,

The Minister is making a trip to Waterford in early September and has requested a briefing on a number of issues. Would it be possible for you to provide a briefing on the issues of rail freight, (particularly concerning the Waterford/South-east area), the Barrow Bridge rail line, and Rosslare Europort, especially concerning freight at the port? If there are any other issues which you think might arise in the Ministers trip to Waterford please include them also.

If the briefing could be returned by COB this Friday 20th that would be much appreciated, and please let me know if you have any questions.

Kind regards,

Pádraig

Pádraig Power
Public Transport Corporate Services Division – Rannóg um Chorparáid Seirbhísí Iompair Phoiblí

An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60

Padraigpower@transport.gov.ie www.gov.ie/transport

From: GLACKIN Gerry
To: Heidi Reardon
Cc: BYRNE Miriam
Subject: FW: Request for Briefing for Minister Waterford Trip
Date: Thursday 12 August 2021 17:07:38

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Good afternoon Heidi,

We have been informed that the Minister is planning a trip to Waterford City in early September and for which briefing material is requested. While the itinerary is still being worked on, we have been advised that the meeting "*.....will be in relation to the launch of a Transport For Ireland initiative regarding a shared bike scheme and rail freight services. Provisionally the Minister intends to meet with the CEO, Mayor and various directors of Waterford City & County Council. Specifically, directors who deal with the Council's Climate Strategic Policy Council or other relevant services.*"

In this regard, our own Greenways Division have also suggested there are two issues on their side that may need rail-related input with the issues being:

1. the status of the Waterford Rosslare rail line feasibility study and the issue of the proposed Rosslare to Waterford Greenway. DoT has funded some pre-construction work on sections of the proposed greenway but the feasibility of the Waterford Rail Line is an issue that we would need to address in the briefing.
2. the Urban Regeneration Scheme which involves a cycling and walking bridge and a link from the trailhead for the Waterford New Ross Greenway at Ferrybank (DoT funding the construction of this Greenway) to the trailhead at Bilberry for the Waterford Dungarvan Greenway. Our Greenways colleagues seek a status report and understand that Irish Rail are involved in this project.

Could you arrange please for the provision of appropriate briefing material on the matters cited above i.e. Waterford area rail freight services, the Waterford Rosslare rail line feasibility study and an update/status report on IÉ involvement in the Urban Regeneration Scheme, and any other IÉ-related issues of relevance in Waterford. It would be appreciated if any such material could be provided by c.o.b. **23rd August** please to allow compiling of composite briefing.

Thank you and Regards,

Gerry Glackin
Sustainable Mobility Investment and Policy Division
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1377 Working from home
Gerryglackin@transport.gov.ie
www.gov.ie/transport

****

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Iarnród Éireann – Ministerial Briefing

23rd August 2021

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

ROSSLARE TO WATERFORD GREENWAY

The Rosslare to Waterford line was closed in 2010 during the economic crisis. Its economic sustainability had been severely impacted in 2006, when our highly intensive sugar beet freight operation ceased when the industry ended in Ireland. The remaining passenger business could not be sustained during the economic and funding crisis we faced.

The local authorities had in recent years been advancing a plan for a Greenway on the line, which we had been working to facilitate on a licence basis – the licence arrangement would ensure Iarnród Éireann could reclaim the alignment if it were required in the future.

However, upon the confirmation of the all-island strategic rail review, this proposal has been paused by all parties, pending the outcome of the review. This is in line with Iarnród Éireann's policy that greenways should only be considered for disused rail alignments where there is no medium term prospect, or active policy consideration, for their use for rail purposes.

ROSSLARE TO NEW ROSS GREENWAY

Iarnród Éireann undertook the Statutory Abandonment of the Waterford to New Ross rail line in September 2020 and are now collaborating with Wexford and Kilkenny County Councils in the construction of the South East Greenway, terminating at Abbey Road, just east of the Bus Eireann Depot. The link to join with the Dungarvan Greenway south of the city had been agreed in the context the SDZ development scheme. Revised arrangements in this regard are in discussion and Iarnród Éireann fully supports the project.

BARROW BRIDGE

Iarnród Éireann has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

The planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

The design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

IÉ INVOLVEMENT IN URBAN REGENERATION SCHEME IN WATERFORD

Integral to the proposed Waterford North Quays development is a relocated Waterford Plunkett Station, and associated infrastructure works, to form part of an integrated public transport hub.

The main developer of the original Waterford North Quays proposal, Falcon Real Estate Development Ireland Limited has not met its financial commitments within the specified timeframe and are now believed to have withdrawn from the project.

Waterford City & County Council (WCCC) have been aware of this situation for some time and in parallel opened discussions with the Department of Transport, NTA and the relevant section in the URDF area, who have agreed to continue to fund the public transport elements of the project funding while WCCC engage with other developers on the project.

It is WCCC's belief that work on the rock stabilisation and western flood defences (both of which benefit the current and proposed station) will proceed in the next few months. IE will await formal approval of these elements and will continue to support these works as they proceed in the short term. There are regular project meetings with WCCC on the development and they will continue until resolution on the way forward is reached.

Jim Meade

Chief Executive, Iarnrod Éireann.

From: Michael Dwyer
To: Heidi Reardon
Subject: James Browne TD - Michelle Byrne - South East on Track - new worrying info
Date: Friday 11 June 2021 09:51:35
Attachments: image002.jpg

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Dear Heidi,
Please find below an email received for your appropriate consideration.
Best wishes,
Michael.
PA to James Browne T.D.
Minister of State for Law Reform at the Department of Justice

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie).

Please note that any personal data contained in your email correspondence with me will be processed by me and my staff as a data controller in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. If you have received this email in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any other purpose. Thank you.
I'd like to stay in touch with you. If you don't wish to receive any further information or contact from me, please email 'STOP' to this email address.

From: [redacted]
Sent: Wednesday 9 June 2021 12:41
Subject: South East on Track - new worrying info
Dear Deputy,
I am writing today to report my concerns about the Barrow Rail Bridge on the Wexford to Waterford Line. On good authority, I have learned recently that Irish Rail plans to secure this bridge permanently

in the open to marine traffic position.
Despite Irish Rail's claims to the contrary, securing this bridge in the open position will render it permanently out of service, destroying a connection between Waterford & Wexford that has existed since 1906.
Furthermore, the Bridge has National Significance in the National Inventory of Architectural Heritage. The bridge is still usable, and was most recently crossed by a train on Monday May 31, 2021. No matter the future of this transport corridor, be it as an operational railway or a greenway, securing the bridge in the open position will most likely prevent any future crossings of the river Barrow using this bridge.
Could you please interject in any way you can to make sure this doesn't happen? I believe we have to move fast on this as it's due to happen this month.
If you want to learn more about the campaign you can check out southeastontrack.com.
Kind regards,
[redacted]
[she/her]

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From: Michael Dwyer
To: minister@dttas.gov.ie; Heidi Reardon
Subject: James Browne TD - Waterford to Wexford Rail Line - SEE 11.06.21
Date: Tuesday 15 June 2021 15:51:46
Attachments: image004.jpg
image005.jpg
image006.jpg

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Minister Ryan,
Please find below an email received from [redacted]. I would be grateful if you would review this matter.
Best wishes,
Michael
PA to James Browne T.D.
Minister of State for Law Reform at the Department of Justice

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie).

Please note that any personal data contained in your email correspondence with me will be processed by me and my staff as a data controller in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. If you have received this email in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any other purpose. Thank you.
I'd like to stay in touch with you. If you don't wish to receive any further information or contact from me, please email 'STOP' to this email address.

From: [redacted]
Sent: Monday 14 June 2021 09:42
Subject: Waterford to Wexford Rail Line

Hello,

I am writing today to report my concerns about the Barrow Rail Bridge on the Wexford to Waterford Line. On good authority, I have learned recently that Irish Rail plans to secure this bridge permanently in the open to marine traffic position.

Despite Irish Rail's claims to the contrary, securing this bridge in the open position will render it permanently out of service, destroying a connection between Waterford & Wexford that has existed since 1906. Furthermore, the Bridge has National Significance in the National Inventory of Architectural Heritage. The bridge is still usable, and was most recently crossed by a train on Monday May 31, 2021. No matter the future of this transport corridor, be it as an operational railway or a greenway, securing the bridge in the open position will most likely prevent any future crossings of the river Barrow using this bridge.

Below are some pictures from last week of the train on the line and our new posters:

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[redacted]

Mobile: [redacted]

Email: [redacted]

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From: Marc OCathasaigh
To: Jim Meade
Cc: Heidi Reardon
Subject: Marc Ó Cathasaigh TD - Barrow Bridge
Date: Thursday 26 August 2021 14:11:51

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Jim, a chara,
There has been considerable worry in the Southeast regarding the future of the Barrow Bridge, and in particular the section that swings in order to allow riverine traffic to access the Barrow and New Ross. Many are concerned that pinning the swinging section in the open position would lead to a rapid decline in the mechanism that would be a further blow to any future viability of the line. It is an issue that I and others have flagged with Minister Ryan on a number of occasions.
Can you confirm to me that there are no plans to pin the bridge in the open position this calendar year?
Is mise, le meas,
Marc Ó Cathasaigh TD.

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From: Matt Shanahan
To: Jim Meade
Subject: Matt Shanahan TD - The ongoing position regarding the Barrow Bridge
Date: Tuesday 24 August 2021 17:37:34
Attachments: image003.jpg

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Dear Jim,
I have contacted you in the past without unfortunately receiving any acknowledgement to my communication or the information sought that it registered.
As you are aware a review of rail infrastructure was announced a part of which concerns the present Barrow Bridge linking Wexford and Waterford.
Can you please provide me some status update to the following -

1. The present timelines that you understand around this rail review and its completion date
2. Pending the review's completion a decision was taken by CIE to retain the barrowbridge in an 'open' position - there is considerable disquiet in many quarters regarding the maintenance of the bridge in this open position but most especially of the 'lock and close' mechanism which many in engineering circles are questioning the added stresses retaining the bridge in an open position is causing.

I don't expect you to provide me with an engineer's report but I would like an assurance from Iarnród Éireann that you are constantly monitoring the closing section of rail and where needed are closing it to ensure that all systems are working as required.
I'd appreciate a response at your earliest convenience,
Many thanks,

Deputy Matt Shanahan T.D. (Ind) Waterford
Constituency Office, St Catherines Hall,
Catherine Street, Waterford.
051-876956

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From: Paul Kehoe
To: IE Oireachtas Liaison
Subject: Paul Kehoe TD - Barrow Rail Bridge
Date: Monday 14 June 2021 15:25:01

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Dear Jim,

I have been contacted by a number of constituents regarding the Barrow Rail Bridge on the Wexford to Waterford Line and whether it is to be secured permanently in the open to marine traffic position.

There has been much local discussion regarding this line and there is strong feeling that the aforementioned action will have a huge impact on the matter the future of this transport corridor, be it as an operational railway or a greenway.

I would be grateful if you could provide clarity on this matter,

I look forward to hearing from you.

Kind regards,

Yours Sincerely

_____

Paul Kehoe, TD

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Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

From: DOOCEY Garret
To: Heidi Reardon
Cc: Don Cunningham; Éamonn Ballance; Hugh Creegan
Subject: PQ on Barrow Bridge: Answer from yesterday
Date: Thursday 17 June 2021 08:18:54

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Hi Heidi,

I know you have some Barrow Bridge related correspondence directed to Jim.

For information this PQ below was answered yesterday and a very similar question and answer is being taken today.

Thanks and regards

Garret

To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter.

As the Deputy is aware, a *Strategic Rail Review* will commence shortly and the procurement process is well underway in relation to that *Review*. This *Review* will examine the rail network on the island of Ireland in relation to improving sustainable connectivity between the major cities, enhancing regional accessibility, supporting balanced regional development and rail connectivity to our international gateways, with the latter also considering the role of rail freight.

The *Review* will also consider the potential scope for improved rail services along the various existing, or future potential, corridors of the network and that scope will certainly include the potential afforded by disused and closed lines such as the Wexford to Waterford line.

With regard to the Barrow Bridge, I can inform the Deputy that I am aware of the matter raised and indeed discussed the issue previously in the House in relation to this line generally. As previously stated, it is the case the line has been closed to scheduled services for almost 11 years now. The National Transport Authority and Iarnód Éireann have agreed that, reflecting that fact, the bridge should be left in the 'open' position for marine traffic as trade continues of course in the port of New Ross. I am informed that the planned securing of the bridge in the open position in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, nor, I would stress, does it in any way impede consideration of the line in the context of the *Strategic Rail Review*. I understand that Iarnód Éireann will ensure the continued functionality of the bridge through scheduled movements which will allay potential concerns that may exist as regards the permanency of the changed position.

I look forward to the *Strategic Rail Review* and its consideration of the strategic potential of the rail network on the island of Ireland, including the Wexford to Waterford line.

****
Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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From: ePQ (Transport)
To: Heidi Reardon
Subject: PQ Referred: 34767/21, for answer 29/06/2021, Written from - Catherine Connolly
Date: Tuesday 29 June 2021 17:56:02

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PQ 34767/21 has been refered to Iarnród Éireann by DONNELLY Shane (ShaneDONNELLY@transport.gov.ie).

Dail Question No: 128

To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter.

Dail Question No: 129

To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.

Answer

As the Deputy is aware, as Minister for Transport I have responsibility for policy and overall funding in relation to public transport. The maintenance of the rail network, including 'closed' lines such as the Wexford to Waterford line, is a matter for Iarnród Éireann in the first instance.

As is well-known there have been no scheduled passenger services on the Wexford to Waterford line in almost 11 years at this stage. Services ceased in accordance with the applicable legislative framework and subject to an agreement between Iarnród Éireann and the National Transport Authority. The maintenance of 'closed' lines is a matter for Iarnród Éireann as Infrastructure Manager and I am informed there is no role as such for the Commission for Rail Regulation in this matter.

As I have previously stated I am informed that the planned securing of the bridge in the open position in no way removes the future functionality of the bridge to carry rail traffic should services on this line resume. In view of Iarnród Éireann's responsibility in this matter, I have referred the Deputy's question to the company for a detailed direct reply in relation to the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge. Please contact my private office if you do not receive a reply within 10 working days.

From:	DOOCEY Garret
To:	Jim Meade
Cc:	Heidi Reardon; MCNEILL Jan-Claire; Don Cunningham; Éamonn Ballance; GLACKIN Gerry
Subject:	PQs 34766/34767 re Barrow Bridge: Complaint to Ceann Comhairle
Date:	Wednesday 25 August 2021 12:09:20
Attachments:	letter to Ceann Comhairle re Barrow rail bridge.pdf Catherine Connolly TD - PQ34767-21 - DQ128 DQ129 - Barrow Bridge - 20.07.21.pdf

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Jim,

The Office of the Ceann Comhairle has forwarded the attached letter to the Minister's Office and a response is being prepared for the Minister's signature.

The letter (from Mick Wallace MEP) alleges the Minister misled the Dáil in relation to PQs answered on 16 & 17 June 2021 on the issue of the Barrow Bridge and offers as evidence of that allegation a response received from Iarnród Éireann on foot of another PQ referred to it on 29 June and answered by the Company on 20 July. As you are aware, such an allegation is a very serious matter under Dáil Éireann's *Standing Orders relative to Public Business* .

The responses prepared for the PQs over June were informed by discussions with Iarnród Éireann, including the statement by the Minister that '*I understand that Iarnód Éireann will ensure the continued functionality of the bridge through scheduled movements which will allay potential concerns that may exist as regards the permanency of the changed position*.'.

I would be grateful if the Company could, as a matter of urgency, provide further detail to allow the Minister respond to the Ceann Comhairle. We would need this information by COB Friday.

Thanks and regards

Garret

****
Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

Tá ár Ráiteas Príobháideachta le fáil ar www.transport.gov.ie

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Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 **E** Info@irishrail.ie **W** www.irishrail.ie

Iarnród Éireann
Irish Rail

Catherine Connolly TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2
catherineconnolly@oireachtas.ie

20th July 2021

Dear Deputy Connolly,

I refer to your **Parliamentary Question 34767/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

Dail Question No: 128
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter.

Dail Question No: 129
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Yours sincerely,

Jim Meade
Chief Executive

MICK WALLACE MEP

IRELAND SOUTH

COMMITTEES: ENVIRONMENT, PUBLIC HEALTH & FOOD SAFETY / SECURITY & DEFENCE / RELATIONS WITH THE ARAB PENINSULA

To: An Ceann Comhairle, Seán O'Fearghail

cc. Eamon Ryan, Minister for Transport
Colm Brophy, Minister of State at Department of Foreign Affairs
Catherine Connolly, T.D.
Verona Murphy, T.D.
Seán Matthews, T.D.
Marc Ó'Cathaisaigh, T.D.
Brendan Howlin, T.D.

Ciao Ceann Comhairle,

I hope you are surviving well the mad times in Ireland - and I hope you are not missing me too much in the Dáil.

I am writing to convey my concerns regarding the response by Minister for Transport, Eamon Ryan T.D., to a number of PQs in relation to the decision to maintain the Barrow rail bridge in permanent open position. I believe that the Minister has misled the House by giving false reassurances around a maintenance regime to ensure the Barrow Bridge's continued functionality as a railway connection, and that the Minister must correct the record and make a statement on this matter, urgently.

You will be aware that several T.D.s have raised concerns about this decision and the very valid fears that this is a critical step towards the abandonment of the disused railway line between Rosslare and Waterford. In his written replies to PQ 32168/21 on 16th June and to PQ 34401/21 of 17th June, Minister Ryan said that "...Irish Rail will ensure the continual functionality of the bridge through scheduled movements, which will allay potential concerns that may exist as regards the permanency of the changed position". This statement was repeated by Deputy Colm Brophy in Dáil debate on topical issue raised by Deputy Verona Murphy on 30th June.

Catherine Connolly T.D. subsequently asked the Minister to "**provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge".**
The Minister referred this question to Iarnród Eireann for written reply and I attach that reply to this communication. You will see that no details whatsoever are given by Iarnród Eireann regarding the 'scheduled movements' referred to repeatedly by the Minister. Indeed, Iarnród Eireann's reply doesn't even mention any such movements; instead, they refer to the safety approval process for securing the bridge in open position for the benefit of marine operations exclusively.

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+353 53 9126051

The only logical conclusion to be taken from the reply by Iarnród Eireann is that no "scheduled movements" of the bridge's moving parts to maintain its functionality as a railway connection are in fact planned, contrary to the Minister's repeated statement to the Dáil. This is a serious issue. The Minister gave reassurances that do not appear to have any foundation. I myself trusted those reassurances and I conveyed them to my constituents when addressing the topic of the Rosslare to Waterford railway line on local radio and newspapers; while stating the need for further details, I nontheless said the Minister's statement was a welcome clarification on plans for the future of the bridge, referencing the context of the upcoming all-Ireland Strategic Rail Review (Wexford People, 6 July 2021). Among others, however, I was misled and I am now made aware that the bridge will be pinned imminently while supporters of both the railway and greenway projects are under the false impression there will be a maintenance regime to ensure the moving parts of the bridge will be safeguarded for potential future use.

The Minister's office will be aware of this reply from Iarnród Eireann but has allowed that body not to address the specific question, thereby allowing the Minister to breach Standing Order 54(1). Regrettably, and in the absence of any further information to substantiate the Minister's repeated reassurances to the Dáil, it must also be concluded that the Minister has also failed in his obligation to "give accurate and truthful information to the Oireachtas" (under paragraph 2.2.2 of the Code of Conduct for Office Holders pursuant to Section 10(2) of the Standards in Public Office Act 2001).

I would be very grateful if you would take up this matter with the Minister for Transport and request him to make a statement, as a matter of urgency, clarifying the position in detail.

I sincerely hope that the Minister will still be able to convince the people that he understands how this action to pin the bridge open:

(i) is <u>not</u> a step towards abandonment of the line (which is a decision for the Minister for Transport under the Transport Acts and therefore not a matter to be decided by Iarnród Eireann);
(ii) is not going to undermine the integrity of the bridge itself in open position (i.e. survey of weights/loads and upgrade works required to safeguard structure in open position); and
(iii) will enable the continued operation of the bridge as a railway bridge without significant additional investment as a result of being kept in inert position for an undefined, prolonged period (i.e. through regular, scheduled movements and maintenace of working as well as structural parts).

All the best,

Mick Wallace
M.E.P.

From:	South East on Track
To:	Heidi Reardon; Jim Meade
Cc:	Barry Kenny; Brendan Howlin; Frank Allen (IE); Malcolm Byrne; Marc OCathasaigh; NAUGHTON Adrian; Steven Matthews; Verona Murphy; anne.graham@nationaltransport.ie; fred.barry@nationaltransport.ie; mick.wallace@europarl.europa.eu; minister@transport.gov.ie
Subject:	SEOT Response to Mr. Meade (IÉ) 9 September 2021
Date:	Thursday 9 September 2021 20:43:43
Attachments:	SEOT Letter to Jim Meade 9 September 2021.pdf

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Dear Mr. Meade,

Please find attached our response to your letter dated June 17.

We look forward to your response.

Regards,

[redacted]

on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://twitter.com/seontrack

On Thu, Jun 17, 2021 at 6:02 PM Heidi Reardon <Heidi.Reardon@irishrail.ie> wrote:

> Dear Mr Ryan,
>
> Please find attached letter on behalf of the Chief Executive, Iarnród Éireann.
>
> Kind regards,
>
> Heidi
>
> **Heidi Reardon**
>
> For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
>
> ☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌍 www.irishrail.ie

From: South East on Track [mailto:southeastontrack@gmail.com]
Sent: 10 June 2021 14:48
To: Jim Meade <Jim.Meade@irishrail.ie>
Cc: Heidi Reardon <Heidi.Reardon@irishrail.ie>; Frank Allen (IE) <Frank.Allen@irishrail.ie>; minister@transport.gov.ie; anne.graham@nationaltransport.ie; Don Cunningham <Don.Cunningham@irishrail.ie>; Éamonn Ballance <Eamonn.Ballance@irishrail.ie>; Barry Kenny <Barry.Kenny@irishrail.ie>; Emmett Cotter <Emmett.COTTER@irishrail.ie>; Steven Matthews <steven.matthews@oireachtas.ie>; Marc OCathasaigh <marc.ocathasaigh@oireachtas.ie>; Malcolm Byrne <malcolm.byrne@oireachtas.ie>; fred.barry@nationaltransport.ie
Subject: Barrow Bridge UBH140: Waterford to Rosslare Rail Line

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Dear Mr. Meade,

Please find the letter attached and in the body of this email below.

cc: Frank Allen Chair IE, Minister Ryan, Fred Barry Chair NTA, Anne Graham CE NTA, Don Cunningham, Eamonn Ballance, Barry Kenny, Emmet Cotter, Heidi Reardon, Steven Matthews TD, Marc O'Cathasaigh TD, Senator Malcolm Byrne

We have attempted to contact you regarding the future of the Waterford to Rosslare/Wexford rail line on February 10 and April 22 last, but have been unsuccessful in receiving a response.

We wish to draw your attention to the matter of the Barrow Bridge UBH140 on the Rosslare/Waterford Railway Line.

We have been informed that IÉ plan on permanently securing the bridge in the

open to shipping traffic in the near future effectively closing the currently out of use railway between Waterford and Rosslare Strand, which carried an engineering train as recent as last week.

We are deeply concerned by this proposal , at a time when the Minister for Transport has, on multiple occasions confirmed that this railway line is included in the upcoming Strategic Rail Review. Furthermore, it is our understanding that the Bridge is designed to rest in the closed position and occasionally opened for Marine Traffic, as opposed to the inverse of this. It is also our understanding that the bridge was not designed to be left open to shipping indefinitely.

1. **We formally request in view of the lack of community consultation, the absence of the above information, and in deference to the expressed wishes of *South East On Track* and the community we represent, that you do not proceed with this planned action and that you await Government consideration of the findings of the Strategic Rail Review.**

2. **We meanwhile are hereby requesting:**

   - **sight of the Risk assessment taken by you that informs your decision, or those that advise you.**

   - **Sight of any independent engineering assessment conducted by the NTA, the CRR, or another qualifying authority?**

   - **An explanation of the changes in the latching operation that would permanently lock the bridge in the open to shipping mode as we have serious questions regarding the reversibility of such a procedure.**

3. **As Iarnród Eireann Chief Executive, please confirm who will carry responsibility for costs if the bridge becomes damaged through this unprecedented action. We are concerned that any such costs will be added to those required to reinstate rail services in future and the negative effect that this will have on the Cost Benefit Analysis required under the Public Spending Code.**

With regard to the operation and staffing of the Barrow Bridge itself, we refer to the Asset Management Plan published 2010:

> *The present bridge latching operation is insufficient to permanently lock the bridge in an "open to shipping" mode.*
> ***Future***
> *The manning of the bridge could be reduced to match the shifts of the 2 pilotmen from New Ross Harbour Commission who only bring commercial shipping through at high tide*.

4. Please clarify why the Bridge was not manned to match the shifts of the New Ross Harbour Pilot as suggested in the initial Asset Management Plan, thus reducing costs and keeping the bridge operational?

On behalf of our over 2,700 members, we hope for a timely response to this matter on this extremely important matter.

Regards,

[redacted], **Acting Chair**

South East on Track

Phone: [redacted]

[redacted]

[redacted]

on behalf of

SOUTH EAST ON TRACK

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On Wed, Feb 10, 2021 at 9:08 PM South East on Track <southeastontrack@gmail.com> wrote:

> Dear Mr. Meade,
>
> Hope you are well and staying safe in these strange times. I'm writing to you today on behalf of South East on Track - we're an advocacy group based in the South East campaigning for improved rail services in our region.
>
> There are two items we would like to raise your attention to.
>
> **Wexford-Waterford**
>
> As part of the National Development Plan's Review to Renew Public Consultation, we have prepared a Business Case supporting the Wexford & Rosslare to Waterford rail line. We have submitted the case to the Department of Public Expenditure, and are attaching a copy to this email. It is also available on our website here: https://southeastontrack.com/business-case
>
> The Business Case has generated some significant local interest, with articles & radio interviews appearing in the media.
>
> At this juncture, we would like to note the minutes of the IE Board Meeting occuring 25th of June 2019. The minutes read as follows:
>
> [redacted] *asked why Iarnród Éireann would entertain a proposal for a Greenway on*

the Waterford/Rosslare Line rather than encouraging rail freight given the current climate action agenda. Mr. Cunningham explained that if they are of community benefit, the policy is to be supportive of Greenways on closed lines. However, Iarnród Éireann retains the right to take the line back provided there is a business case supporting the reopening of the line.

As we have presented a business & passenger case, we would dearly like to discuss its contents with you in the future. We are aware that Minister Ryan stated last month that he has "*requested my Department to prepare terms of reference for a Strategic Rail Review. This Review will consider all relevant issues in relation to inter-urban rail, inter/intra-regional rail and rail connectivity to our international gateways, with the latter considering the role of rail freight".*

We strongly feel that the Rosslare-Waterford line should constitute a part of this review. This is outlined at length in the attached document and we are hoping to arrange a friendly discussion with you in the future.

Rosslare-Dublin

We are aware of plans to increase service levels on the Inter-City Dublin-Rosslare and the Commuter Service Dublin-Gorey in the coming years. We welcome any increase in service frequency and believe this is vital to the long term future of the line.

We would like to refer to some sections included as part of Irish Rail's submission to the consultation process to the Wexford County Development Plan in 2020.

Extract: *This will be complemented by a clock-face timetable for Intercity routes to deliver a service pattern where services depart at regular intervals. Iarnród Éireann's future plans for the Rosslare to Dublin services is to increase services towards a two-hourly all-day pattern, subject to demand levels. The introduction of this level of frequency to Wexford County from Dublin will be dependent on the implementation of DART+ and the facilitation of an efficient interchange with DART+ services at Greystones station*

In addition to this extract we note the correspondence between yourself and Minister Simon Harris last October, namely:

Extract: *Thank you for your email of 23rd October regarding trains services from Wicklow to Dublin. Iarnród Éireann is not planning to make any changes to direct services from Wexford/Wicklow to Dublin. In public consultations for* DART+ *West,*

There are a range of reports and studies in the support documentation which include studies which look at the full network after the entirety of DART+ *is delivered, and options to absolutely maximise capacity of such a network.*

However, nothing therein is a committed timetable for the future, and DART+ West will not - nor does it propose to - negatively impact service levels or direct services to/from the city centre for customers travelling from Counties Wicklow and Wexford. We look forward to continuing and enhancing services between Wexford/Wicklow and Dublin, and DART+ Coastal, a subsequent phase of DART+, will examine how to best achieve this.

As previously mentioned, we welcome any increase in service on the Dublin-Rosslare line, but we do have concerns about the nature of the Greystones Interchange. If every Inter City Train stops at Greystones requiring a transfer to the Dart Network, we are concerned this will negatively impact the appeal of the service.

We would like to speak with you regarding the plans contained in DART+ Coastal, and their potential impacts on the Wexford & Wicklow Service.

Once again, we look forward to hopefully meeting with you via Zoom or similar, and we wish you a sincere thank you for your service to Irish public transport. We hope the post Covid years ahead will contain many moments of success for Iarnród Éireann.

Warm regards,

[redacted]

on behalf of

SOUTH EAST ON TRACK

southeastontrack.com

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Iarnrod Eireann Irish Rail, cuideachta ghniomhaiochta ainmnithe, faoi theorainn scaireanna, claraithe in Eirinn ag Staisiun Ui Chonghaile, Baile Atha Cliath 1, Ur. 119571 Ur. CBL: IE 4812851 O
Iarnrod Eireann Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

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on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://twitter.com/seontrack

[redacted]
Acting Chair
South East on Track
southeastontrack@gmail.com
September 9, 2021

cc: Eamon Ryan TD, Minister for Transport, Marc Ó Cathasaigh TD, Steven Matthews TD, Brendan Howlin TD, Verona Murphy TD ,Senator Malcolm Byrne, Mick Wallace MEP

Dear Mr. Meade,

We thank you for your letter dated 17th June 2021, and we welcome the opportunity to respond.

Since the receipt of your letter, you are no doubt aware that significant work has taken place on the Barrow Bridge UBH140 with a view towards the eventual securing of the bridge in the Open to Marine Traffic position.

You will also be aware that this issue has been raised in a number of parliamentary questions, on the floor of the Dáil Chamber, as well as in the Oireachtas, and in media coverage across the South East in recent weeks. Suffice to say, there is significant interest in the future of this piece of infrastructure in our region.

It will not be lost on you that the entire viability of this transport corridor is contingent on this crossing of the Barrow remaining operational.

We are of course concerned by activity on the bridge during the week of August 23 – 29, 2021, when rivets were removed from the bridge and frames for fences added. Images of these interventions was widely shared on social media. We would ask you to confirm that the recent removal of rivets has not structurally altered or impacted the bridge or its load carrying capacity.

We welcome your recent letter to Marc Ó Cathasaigh TD from last week which stated *that scheduled movements to verify the mechanisms and systems on the swing section of the Barrow Railway bridge will be carried out in the event it is pinned in the "open to marine traffic" position.*

This operation will be conducted at a frequency of not more than a quarterly basis and will be formally programmed into the Iarnród Éireann asset management computerised systems, this will ensure the continued functionality of the bridge and its associated mechanisms. Furthermore the asset management system is evidence based and allows us to demonstrate compliance with the process for audit purposes.

I would further note that while there is ongoing activity on the safety and security of the bridge by our engineering teams there is no intention of progressing to pinning the bridge in the open position in the current calendar year.

We of course welcome continued operation and usage of the bridge though at this juncture we would ask you to make a further commitment:

You noted in your letter that the line *"did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review."* **We therefore ask that any future physical work to temporarily secure the bridge in the open-to-shipping position is placed on hold until the publication of the All-island Strategic Rail Review.**

Wexford County Council have graciously paused their Greenway proposal as a result of the Strategic Rail Review, so we ask also that you, as the Infrastructure Manager, ensure that Iarnród Éireann continue to maintain the infrastructure and until this process is completed. We at SEOT view the current plans to take the bridge out of regular operation as completely mis-timed. As Wexford County Council have altered their plans for the line, we expect you to commit to doing the same, given that the Government's intent is to conduct an all island Strategic Rail Review and as such the recent intervention by IÉ impacting the viability of the railway has altered the context immediately ahead of this review

We therefore ask you to undertake the following until the completion of the Strategic Rail Review and any assessment it takes on the line

1. A quarterly inspection of the track by the track inspection vehicle, traversing the entirety of the line from Waterford (Plunkett) to Rosslare Strand.
2. Inspections of UBH140, UBH147, UBH180, UBH198 on a regular basis using the inspection car and the road rail bridge inspection basket on a regular basis.
3. Removal of any fencing or gates placed at the Barrow Bridge UBH140 or at the entrances to Snowhill Tunnel.
4. Continuation of the annual weedspray programme

Furthermore, we would like to note the contents of Iarnród Éireann's submission to the draft Waterford City & County Development plan, dated August 31, 2021 and signed by you as Chief Executive. Within this submission, it is stated: ." *Iarnród Éireann do not currently have plans to reinstate passenger or freight services on the closed Waterford-Rosslare Europort line. This is subject to change following the outcomes of the all-island Strategic Rail Review by DoT/DfI(NI) and any assessment it undertakes on the line. In the interim until that Review is concluded and its*

outcomes assessed, ***Iarnród Éireann will not compromise or release any of the route alignment of rail line*** *for alternative uses, including its possible use as a greenway[1].*

We believe that actions such as fencing off the rail line, removing structural elements, altering historic fabric and securing the bridge in the open to marine traffic position **does** in fact, compromise the route alignment, and the presence of gates and or fencing effectively severs a rail line that was traversed by a rail vehicle as recently as August 2021.

We would ask that Iarnród Éireann can commit to these requests on behalf of the people of the South East region until the completion of the Strategic Rail Review.

Sincerely,.

[redacted], Acting Chair
South East on Track
Phone: [redacted]
[redacted]
[redacted]

[1] https://consult.waterfordcouncil.ie/en/system/files/materials/805/1678/20210830%20IÉ%20Submission_Draft%20Waterford%20County%20Development%20Plan%20Consultation_Final.pdf

From:	South East on Track
To:	Jim Meade
Cc:	Heidi Reardon
Subject:	South East on Track - Rosslare-Waterford & Rosslare-Dublin Lines
Date:	Wednesday 10 February 2021 20:09:06
Attachments:	SEOT Business Case FINAL Final.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Meade,

Hope you are well and staying safe in these strange times. I'm writing to you today on behalf of South East on Track - we're an advocacy group based in the South East campaigning for improved rail services in our region.

There are two items we would like to raise your attention to.

Wexford-Waterford
As part of the National Development Plan's Review to Renew Public Consultation, we have prepared a Business Case supporting the Wexford & Rosslare to Waterford rail line. We have submitted the case to the Department of Public Expenditure, and are attaching a copy to this email. It is also available on our website here: https://southeastontrack.com/business-case

The Business Case has generated some significant local interest, with articles & radio interviews appearing in the media.

At this juncture, we would like to note the minutes of the IE Board Meeting occuring 25th of June 2019. The minutes read as follows:
Ms. Roarty asked why Iarnród Éireann would entertain a proposal for a Greenway on the Waterford/Rosslare Line rather than encouraging rail freight given the current climate action agenda. Mr. Cunningham explained that if they are of community benefit, the policy is to be supportive of Greenways on closed lines. However, Iarnród Éireann retains the right to take the line back provided there is a business case supporting the reopening of the line.

As we have presented a business & passenger case, we would dearly like to discuss its contents with you in the future. We are aware that Minister Ryan stated last month that he has "*requested my Department to prepare terms of reference for a Strategic Rail Review. This Review will consider all relevant issues in relation to inter-urban rail, inter/intra-regional rail and rail connectivity to our international gateways, with the latter considering the role of rail freight".*

We strongly feel that the Rosslare-Waterford line should constitute a part of this review. This is outlined at length in the attached document and we are hoping to arrange a friendly discussion with you in the future.

Rosslare-Dublin
We are aware of plans to increase service levels on the Inter-City Dublin-Rosslare and the Commuter Service Dublin-Gorey in the coming years. We welcome any increase in service frequency and believe this is vital to the long term future of the line.

We would like to refer to some sections included as part of Irish Rail's submission to the consultation process to the Wexford County Development Plan in 2020.

Extract: *This will be complemented by a clock-face timetable for Intercity routes to deliver a service pattern where services depart at regular intervals. Iarnród Éireann's future plans for the Rosslare to Dublin services is to increase services towards a two-hourly all-day pattern, subject to demand levels. The introduction of this level of frequency to Wexford County from Dublin will be dependent on the implementation of DART+ and the facilitation of an efficient interchange with DART+ services at Greystones station*

In addition to this extract we note the correspondence between yourself and Minister Simon Harris last October, namely:

Extract: *Thank you for your email of 23rd October regarding trains services from Wicklow to Dublin. Iarnród Éireann is not planning to make any changes to direct services from Wexford/Wicklow to Dublin. In public consultations for* DART+ *West, There are a range of reports and studies in the support documentation which include studies which look at the full network after the entirety of* DART+ *is delivered, and options to absolutely maximise capacity of such a network.*

However, nothing therein is a committed timetable for the future, and DART+ West will not - nor does it propose to - negatively impact service levels or direct services to/from the city centre for customers travelling from Counties Wicklow and Wexford. We look forward to continuing and enhancing services between Wexford/Wicklow and Dublin, and DART+ Coastal, a subsequent phase of DART+, will examine how to best achieve this.

As previously mentioned, we welcome any increase in service on the Dublin-Rosslare line, but we do have concerns about the nature of the Greystones Interchange. If every Inter City Train stops at Greystones requiring a transfer to the Dart Network, we are concerned this will negatively impact the appeal of the service.

We would like to speak with you regarding the plans contained in DART+ Coastal, and their potential impacts on the Wexford & Wicklow Service.

Once again, we look forward to hopefully meeting with you via Zoom or similar, and we wish you a sincere thank you for your service to Irish public transport. We hope the post Covid years ahead will contain many moments of success for Iarnród Éireann.

Warm regards,

[redacted]

on behalf of
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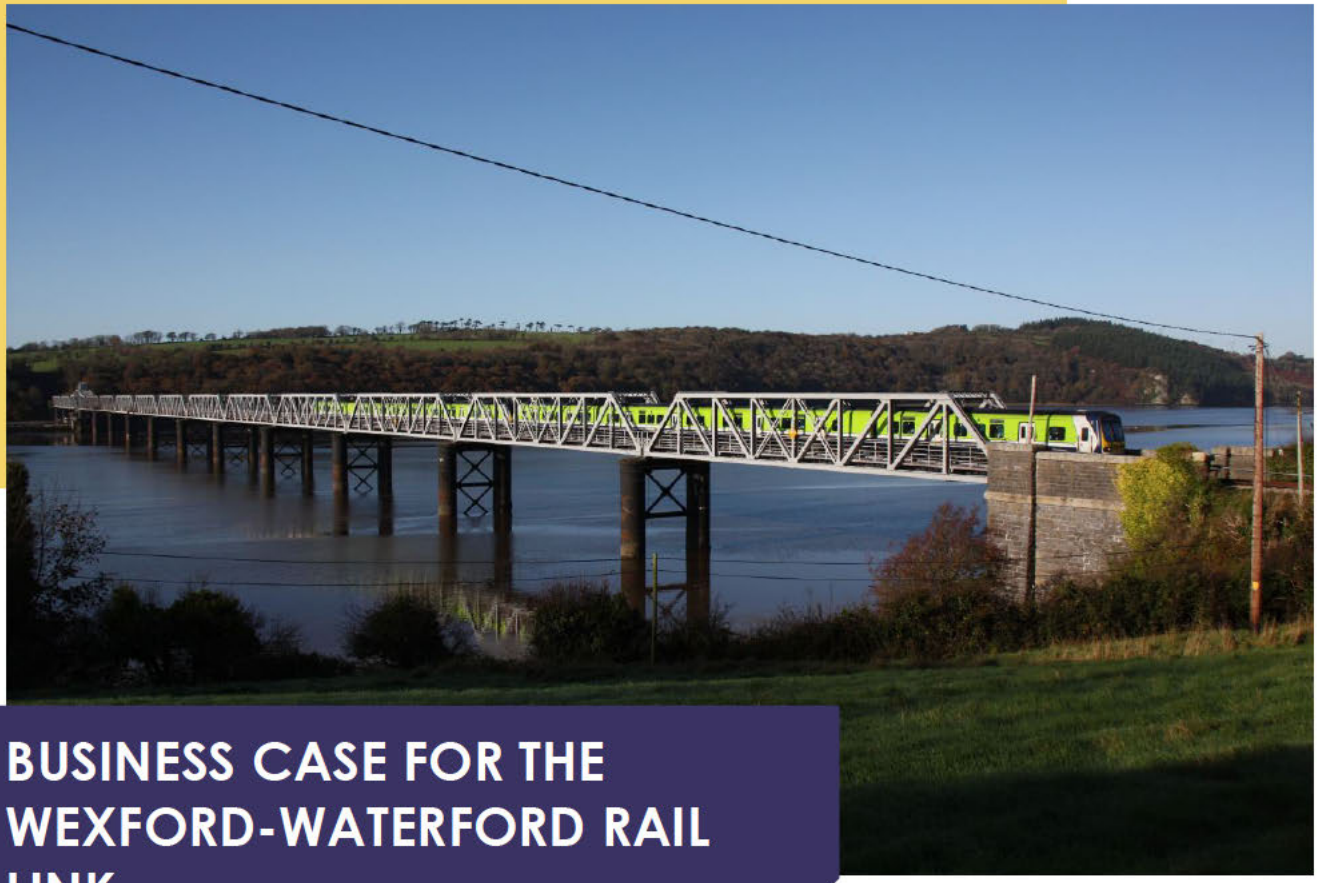

BUSINESS CASE FOR THE WEXFORD-WATERFORD RAIL LINK

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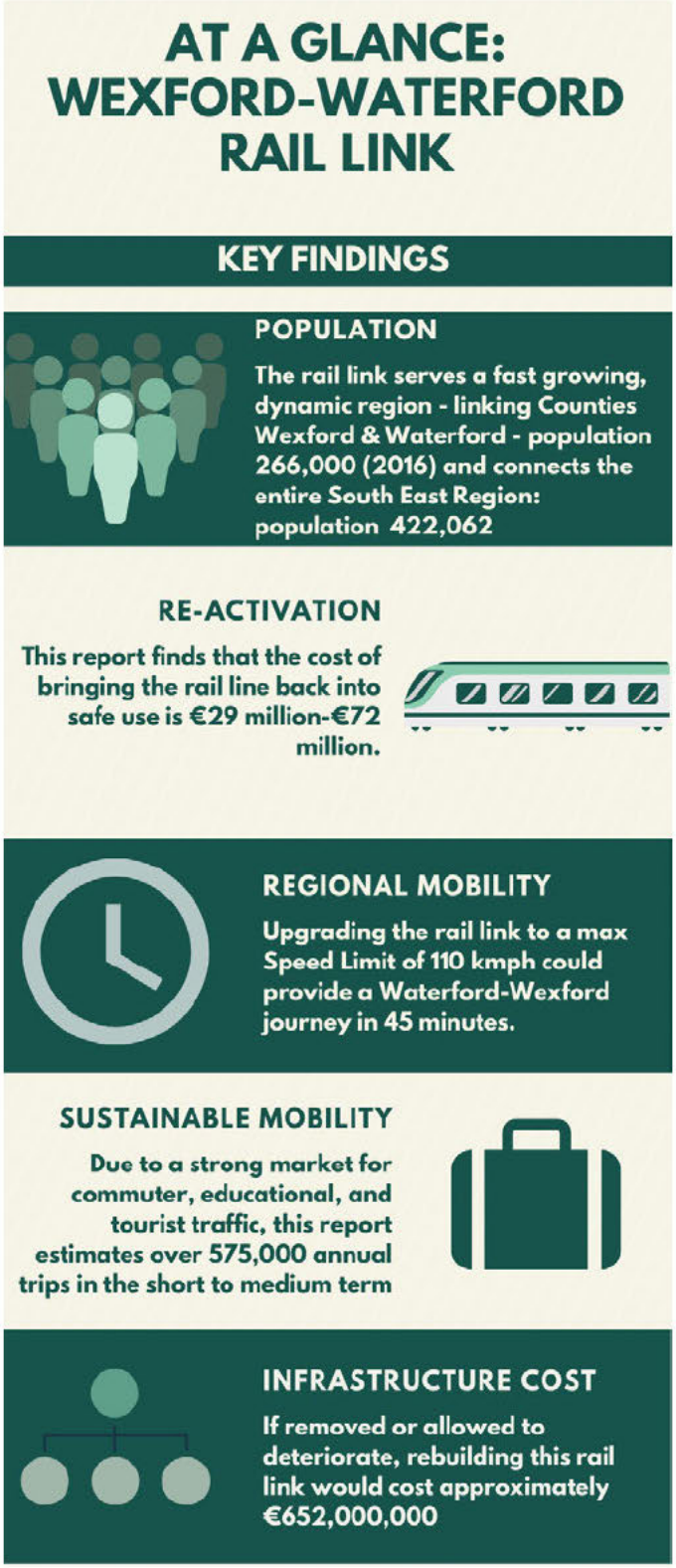
1. INTRODUCTION

1.1. Executive Summary:



This report provides a preliminary economic evaluation on the case for re-opening the Rosslare-Wexford-Waterford rail line. The line was closed to passenger services in 2010, and decisions are ongoing about continuing to maintain the line for an eventual return to use, while other proposals are under active consideration about removing the existing infrastructure for a greenway.

In recent years a renewed focus on climate change related issues have significantly shifted the prevailing narrative regarding public transport in Ireland. A range of recent policies have sought to encourage and expand public transport in Ireland, including the 2020 Programme for Government's remarkable commitment to a 2:1 ratio of expenditure between new public transport infrastructure and new roads over its lifetime.[1]

In a post Brexit landscape, the renewed importance of Rosslare Europort has become clear. The necessity of providing strong infrastructural links to this port in the future will ensure vital linkage for Ireland's supply chains.

This report examines a series of publicly available data, which supports the case for reopening this vital rail link. The suspension of services in 2010 was unique – no other rail lines in Ireland have been closed in the recent past. Therefore, a re-examination of this vital issue is necessary.

[1] https //www.greenparty ie/wp-content/uploads/2020/06/ProgrammeforGovernment_June2020_Final pdf

Reopening this rail link satisfies a large amount of National and Regional Strategic Outcomes, including encouraging compact growth, enhanced regional accessibility, strengthening rural economies and communities, and encouraging sustainable mobility.

Furthermore, the declaration of 2021 as the European Year of Rail[2] serves as an exciting opportunity to expand and promote rail travel within the European Union, of which Ireland is a vital constituent part.

In January 2021, Minister for Transport Eamon Ryan confirmed that he has "*requested my Department to prepare terms of reference for a Strategic Rail Review. This Review will consider all relevant issues in relation to inter-urban rail, inter/intra-regional rail and rail connectivity to our international gateways, with the latter considering the role of rail freight*.[3]" The Wexford & Rosslare to Waterford rail link should be considered as part of this all-island rail review, and any progress on the proposal for a greenway should be delayed until this is complete. Similarly, maintenance of the link should be continued until a point that a decision is made regarding its future.

In addition to the strong arguments proposing restoration of services, this report finds that should the line need to be reconstructed in the future, the estimated value of the instating this infrastructure would be €652 million, whereas the current cost of bringing it back into safe use is €29 million - €72 million. Given the scale of the sunken investment that is about to be forsaken if basic maintenance is withdrawn, or if the rail line is irretrievably altered, we find that a full strategic review and cost-benefit analysis of the alternatives is warranted.

[2] https //ec.europa.eu/commission/presscorner/detail/en/ip_20_2528
[3] https //www.kildarestreet.com/wrans/?id=2021-01-20a.229&g232.r

1.2. The Basics

- The Rosslare & Wexford – Waterford Rail line closed in 2010 during the Global Financial Crisis
- Low Passenger numbers were cited as the reason for closure.
- The service was minimal (one train a day each direction) and provided no commuter service to/from Wexford Town, the main Commuting destination of the region.
- The rail link has immense strategic value, linking Rosslare Europort to the South and West of Ireland, as well as being the only link apart from the Phoenix Park Tunnel which links the Connolly & Heuston Station rail networks.
- Commuter flows along the line are 3:1 in the Wexford Town vs Waterford City direction.
- Significant population increases are projected in the South East over the coming decades.
- The area currently has some of the lowest Public Transport commuter usage in the State.
- The line has been maintained since 2010, though this maintenance has been downgraded as of 2020[4].
- Estimated costs of refurbishment to passenger rail standard vary from €29 million - €72 million.
- The estimated cost (using EU figures) to build a new rail link would be approximately €652 million.
- The line could be restored and upgraded for regular passenger service at a fraction of this cost.
- Severance of the rail link would leave Wexford Town the only urban area in the NUTS II Southern Region of Ireland with a population of greater than 15,000 not connected to Waterford and the rest of the Southern Region via a direct rail link.
- Significant developments are planned close to or on the rail line, including the North Quays project in Waterford City, Trinity Wharf in Wexford, Technological University of the South East (TUSE) in Waterford, Wexford, and Carlow and significant investment and increased ferry connectivity at Rosslare Europort.
- South East on Track's analysis suggests an annual usage of 500,000 is feasible in the short to medium term.
- A rail link from Wexford/Rosslare to Waterford is consistent with a plethora of strategic and policy goals at European, National, Regional, and Local levels.

[4] Letter National Transport Authority to South East on Track Verona Murphy TD 2020

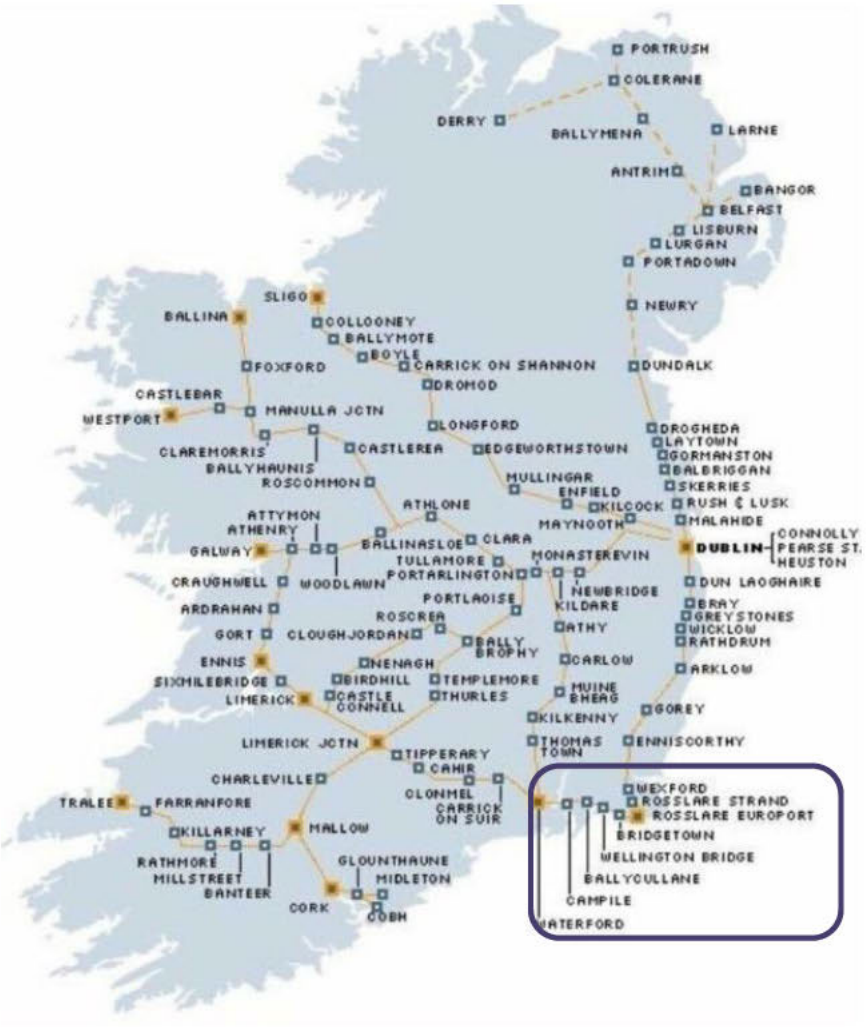


Figure 1 - Irish Rail Network 2010 – The section covered in this report is contained within the purple box.

1.3. Background

The Wexford-Waterford rail link is approximately 56km of railway currently linking Waterford City with County Wexford via Rosslare Strand. The section from Waterford (Plunkett) to Belview Port remains in service, leaving 30.75 miles or 49.5 kilometers out of service[5]. The passenger service on this railway was suspended in 2010 during the global financial crisis, although the line was maintained until October 2020. After 10 years of service suspension, now is an appropriate time to reexamine the rail corridor and its potential activation as a vital strategic link[6] for the South East Region of Ireland to the West and South of Ireland, across the Southern Region.

1.4. The Current Context

Until the outbreak of COVID-19, passenger rail travel in Ireland was increasing at a significant number year on year. Iarnród Éireann reported 50.06 million total passenger journeys in the year 2019 which is an increase of 5% on 2018 and 36% over the longer period 2012 – 2019.[7] This is despite a lack of capital expenditure on the rail network and rolling stock since the Recession.

---

[5] Asset Management Of The Bellview Rosslare Strand Line After Service Withdrawal (Iarnrod Éireann 2010)
[6] See: https //www.southernassembly.ie/uploads/general-files/Regional_Spatial__Economic_Strategy_for_the_Southern_Region_LOW_RES pdf
[7] National Transport Authority Heavy Rail Census Report 2019 (published July 2020)

1.5. Why now?

As a result of a more climate conscious public, the increased demand for rail travel, and several exciting developments in the South East, the time is correct to reexamine the activation of this rail link for the region. A proposal to convert the rail link into a greenway, thus removing the railway, signals a need to reexamine the rail corridor's potential. Furthermore, the decision to review and revise the National Development Plan 2018-2027, with a renewed emphasis on Climate Change related projects, allows for the examination of reactivating this vial rail corridor.

At the time of the rail link's closure in 2010, it had a once daily service providing an unsuitable transport link for almost all of its potential market. Examinations of the line at the time failed to appreciate its true potential, and even supportive reports such as the South Eastern Regional Authority's Report in 2010 did not examine the possibility of infrastructure improvements that could lead to increased passenger and freight traffic.

In 2017, annual passenger volumes returned to peak levels recorded in 2007, and two years later have exceeded this level by a further 10% - National Transport Authority, Heavy Rail Census 2019

1.6. South East on Track

This report has been prepared by South East on Track, a group based in the South East of Ireland dedicated to improving rail services across the region. It is the view of South East on Track that the case for the Wexford to Waterford rail link has significantly improved since the decision of the National Transport Authority to suspend services in 2010. We are preparing this report upon the invitation of members of the new Government elected in 2020.

As South East on Track is a volunteer-based group, this report seeks to explore the trends and potential for passenger usage of the line. This report illustrates a changed landscape for rail within this corridor and should be followed up with a full feasibility study. Several recent reports including the Western Rail Corridor Financial and Economic appraisal (EY 2020) and the draft Limerick Shannan Metropolitan Area Transport Strategy (Jacobs, 2020) provided deeply flawed passenger projections, and it would be inappropriate and beyond the scope of this report for South East on Track to use either of these examples as a basis for projecting passenger numbers.

Similarly, the report will not apply the Social Impact Estimation Methodology 2010 criteria used by the NTA in 2010 to support closure of the rail link. This methodology is used for Existing Services Only[8].

[8] Social Impact Estimation Methodology 2010 https://www.nationaltransport.ie/wp-content/uploads/2020/08/social_impact_estimation_methodology11.pdf Section 2.4

1.7. A Note on Nomenclature

This report refers to the Wexford-Waterford rail link as opposed to the Rosslare-Waterford rail line. Previous reports such as the South East Regional Authority's *Socio-Economic and Business Case For The Maintenance Of The Rosslare–Waterford–Limerick Rail Corridor (2010)*, sought specifically to maximise the potential of the rail link using existing infrastructure. As 10 years has elapsed since the suspension of services, infrastructure upgrades will be required to return the link to operation. A key element of this is the restoration of the Killiane-Killinick (Felthouse Junction) curve allowing the bypassing of Rosslare Strand for direct Waterford-Wexford trains. This section of trackbed remains in public ownership.

This decision to have Wexford as the terminus and including in the name of the link is further supported by the naming conventions included in the 2016 Rail Review, where the Dublin-Rosslare line is exclusively referred to as the Dublin-Wexford line due to Wexford being "Included as the largest urban settlement on this line and in the region[9]"

[9] Rail Review 2016 REPORT National Transport Authority p.5

2. CHARACTERISING THE RAIL LINK

2.1. Introduction

This section introduces the context of the rail line, detailing the physical, economical, social and policy context of the rail link and the region it serves.

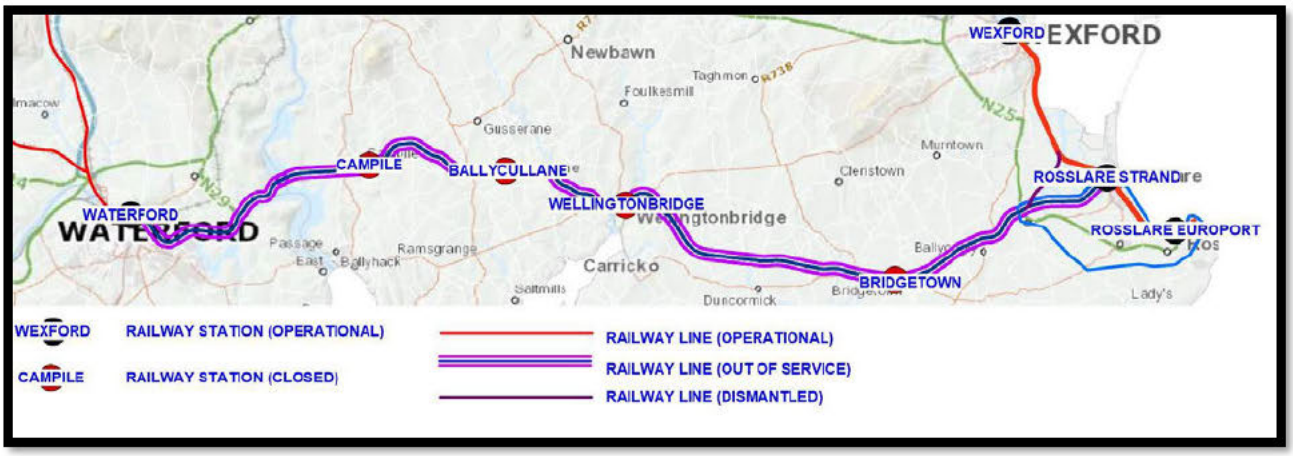


Figure 2 - Wexford - Waterford Rail Link (Source: Wexford Co. Co. / SEOT)

2.2. Physical Description

- The Wexford-Waterford rail link was originally completed in 1906 to link Rosslare Harbour to Waterford and the west of the country by the Fishguard & Rosslare Railway & Harbours Company.
- As a result of it's late construction in the railway era, this railway is built to a high standard, with concrete bridges and many miles of straight track, capable of high speed running.
- The section of the line from Waterford Plunkett Station to Waterford Port (Belview) remains in service for freight usage.
- The currently out of service section from Rosslare Strand to Waterford (Belview) measures 30.75 miles (50 km)with an additional 2 ¼ mile (3.6km) section without track from Killinick to Killiane/Felthouse Junction allowing direct Waterford-Wexford trains to bypass Rosslare Strand (see map above).[10]
- As constructed, the line featured (6) Intermediate stations, and a curve (creating a triangle) allowing direct Waterford-Wexford trains, instead of reversing at Rosslare Strand. This curve was removed in the 20th century, and (2) of the Intermediate stations (Killinick & Duncormick), were closed in the 1970s[11].
- The line handled significant passenger traffic, mainly Rosslare Harbour to Limerick & Cork journeys (in both directions) right up until the 1990s and early 2000s.

[10] Oliver Doyle *South Wexford Line* Journal of the Iarnród Éireannway Record Society Journal 174 (February 2011)
[11] Reference: S. Johnson. Johnson's Atlas & Gazeteer of the Railways of Ireland. Midland Publishing Ltd. 1997 p76

- The line handled large freight loads until recent years, most noticeably approximately 150,000 tonnes of Sugar Beet per annum until 2005, after which the Sugar Beet Industry was wound down.[12]
- The line contains three major structures, Duncormick Viaduct, Taylorstown Viadcut, and the Barrow Bridge, which is the longest rail bridge in the state.
- The line is the property of the Fishguard & Rosslare Railways & Harbours Company, a holding company dating from 1898. Currently, this is a complex ownership mechanism between Iarnród Éireann and Stena Line. In Ireland, the port of Rosslare Europort and the (operational) rail line from Rosslare Strand to Rosslare Europort are the other significant assets of the company[13].
- In the period since closure, regular rail movements have occurred on the line, with the most recent being October 6, 2020.
- The Western Terminus (Waterford) of the line will receive significant investment as part of the North Quays Special Development Zone – establishing a new railway station in the heart of a new urban quarter.

Figure 3 - IE 22000 DMU at Wellingtonbridge Station (2011 - post suspension of passenger services)

[12] https //www.independent ie/regionals/newrossstandard/news/wexford-farmers-face-increased-haulage-costs-27471534.html
[13] For a detailed account please see: Fishguard & Rosslare Railways & Harbours Company Ernie Shepherd Colourpoint Books

2.3. Social Profile & Demographics

- The NUTS Level III South East Region (comprising Wexford, Waterford, Carlow, and Kilkenny) has an estimated current population of422,062[14], representing a 10.6% population growth from 2006 to 2016.
- The line links two major settlements, Waterford (Pop. 2016: 53,504) and Wexford Town (Pop. 2016: 20,188) and offers connectivity between the five largest settlements in the region via the currently operational Waterford-Dublin (Kilkenny, pop. 26,512 and Carlow pop. 24,272) and Rosslare-Dublin (Enniscorthy pop. 11,381) rail lines.
- The region is the 6th fastest growing in the EU in terms of job creation and the 7th fastest growing region in terms of Gross Value Added (GVA) per person[15].
- In the period since the rail link's closure in 2010, over €1.3 Billion has been spent on road infrastructure in the region[16].
- Despite this significant investment in road infrastructure, public transport usage in the region remains very low, with less than 3% of Waterford City Commuters using Public Transport[17], and 0.7% of Wexford Commuters using public transport[18].

2.4. European & International Policy Context

The following documents have been examined as part of this study.

- UN Sustainable Development Goals
- ESDP - European Spatial Development Perspective
- DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on a European Year of Rail (2021)
- Assessment of unit costs (standard prices) of Rail projects (Capital Expenditure), by the Directorate General for Regional and Urban Policy, 2018.
- Single European Railway Directive 2012 (2012/34/EU)

"Rail – a sustainable and safe connection
As one of the most sustainable and safest modes of transport we have, rail will play a major role in Europe's future mobility system. Rail is not only environmentally friendly and energy-efficient – it is also the only mode of transport to have almost continuously reduced its CO2 emissions since 1990, at the same time as it increased transport volumes"

– European Commission Press Release - Promoting Sustainable Mobility: Commission proposes 2021 to be the European Year of Rail (4 March 2020)

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[14] From South East Development Office *South East Economy at a Glance: https://www.kilkennychamber.ie/wp-content/uploads/2019/05/Ireland-South-East-Economy-at-a-Glance.pdf*
[15] South East Economy at a Glance: https://irelandsoutheast com/wp-content/uploads/2019/07/South-East-Ireland-At-A-Glance-Summer-2019-INT.SM_.pdf
[16] http://www.senser.ie/resources/SENSER%20Commuting%20Patterns%20SC3%20June%202018.pdf
[17] https //www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/
[18] https //www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf

2.5. National Policy

- The National Development Plan 2018-2027
- Ireland 2040
- The National Mitigation Plan
- National Planning Framework

2.6. Local Government & Regional Policy

- Southern Regional Assembly: Regional Spatial and Economic Strategy (RSES) for the Southern Region.
- Relevant Development Plans for Wexford County Council, Waterford County Council (currently in draft stage)

A basic analysis of these policy documents illustrates a clear benefit to the re-establishment of this rail link. Rather than an exhaustive analysis, this report will refer to relevant policy as needed throughout the document.

Figure 4 - Promotional Material as part of European Year of Rail 2021 Source: European Union

3. PASSENGER DEMAND

3.1. Introduction

This section details up to date population modelling on the rail corridor, and current population projections drawn from Morgenrath 2018 as part of the *Ireland2040* process. This section introduces fine-grained passenger modelling insight from: commuters, student populations, tourism, international ferry connectivity, interrail and events. Section 3.13 onwards identifies the urban growth plans for Wexford and Waterford, particularly strategic capital projects that anticipate increase in knowledge-office work space provision – which serve a commuter model.

3.2. The Area Served By The Rail Link

County Wexford has a population of 149,772 and County Waterford has a population of 116,176 at the most recent census (2016). The major urban centers served by the rail line are Wexford Town and Waterford City.

Waterford Council & CSO figures project a growth in Waterford City's population of 50% from the current 54,000 to 86,000 in 2040. This 50% growth will make Waterford the fastest growing city in Ireland.

Wexford Town is projected to grow by 30% from 20,000 to 27,000 by 2040

3. Where will these people go (i.e. all the extra people projected by Ireland 2040)?

Waterford to grow by 50% (currently 53504)	30,000
Kilkenny to grow by 30% (currently 26,512)	8,000
Wexford to grow by 30% (currently 20,188)	6,100
Carlow to grow by 30% (currently 24,272)	7,300
Clonmel to grow by 30% (currently 17,140)	5,100
Tramore to grow by 30% (currently 10,381)	3,100
All urban areas over 10,000 currently (80%)	59,600
Urban areas below 10,000 and rural (20%)	14,800
	74,400

Given an average household size of 2.75 (Census 2016) this gives a requirement for 27,000 new housing units beyond the normal replacement rate.

Figure 5 - Population Growth Projections via Morgenroth 2018 (Source: SENSER)

These growth figures suggest the need for an improvement in rail services in the South East, in line with the goals of the Regional Spatial and Economic Strategy (RSES)[19]. A functioning rail services

[19] *The Region s dispersed settlement pattern and its peripheral location in Europe makes it particularly dependent on efficient communications - good rail, road, sea, air and telecommunications links are of the utmost importance. The RSES seeks to enhance public transport and improve communications across the Region,* RSES p 22

requires a mixture of different sources of passengers, not just commuters. On the Iarnród Éireann Network, 58% of passengers use the service for commuting, with the remaining 42% travelling for business or leisure reasons. [20]

As commuters are the single largest market for rail travel, this paper will examine the potential for commuter rail along the Wexford-Waterford rail link, before highlighting other significant potential markets.

3.3. Commuting Catchment (Wexford & Waterford):

Commuter flows show strong employment destinations in the termini of the rail line, in Wexford Town and Waterford City. With the exception of the area of the rail line around Wellingtonbridge, all areas on the rail link show a majority of commuters leaving the area for work.

Currently, only 3% of Waterford's workers commute using public transport, one of the lowest figures of Ireland's cities, and lower even than most towns with populations over 5,000. For Wexford, only 0.7% of Commuters use public transport for jobs within the County.[21]

The line passes through the Wexford County Council defined settlements of Wexford Town (County Town), Rosslare Strand (Strong Village), Bridgetown (Strong Village), Wellingtonbridge (District Town), Ballycullane, and Campile (Strong Village) and links to the Waterford Metropolitan Area.

Of the County Council defined settlements in the southern portion of the County, only Taghmon (Strong Village) is not served by the rail line.

Due to the existing development patterns in the area, it is appropriate to examine the rail corridor for these smaller settlements in the context of their hinterlands, as Small Areas & Electoral Districts as defined by the CSO. From the attached CSO maps, the Commuter Catchment of Wexford town extends significantly into the area served by the rail link, extending far into the Western half of the County.

[20] Iarnrod Eireann 2030 Rail Network Strategy Review (2011)
[21] https //www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf

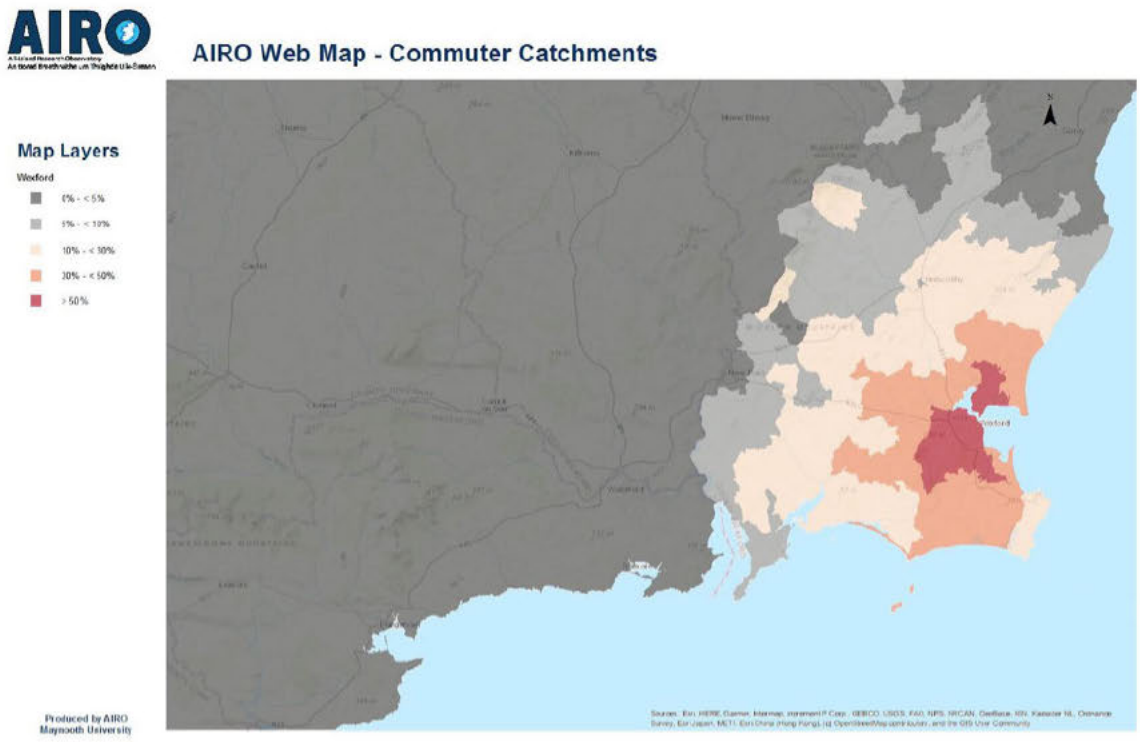


Figure 6 - Commuter Catchment of Wexford Town

Similarly, the commuter catchment of Waterford extends into south western County Wexford, to areas served by the rail link. The rail link provides a strong commuter base for each of the major settlements, Wexford Town and Waterford City.

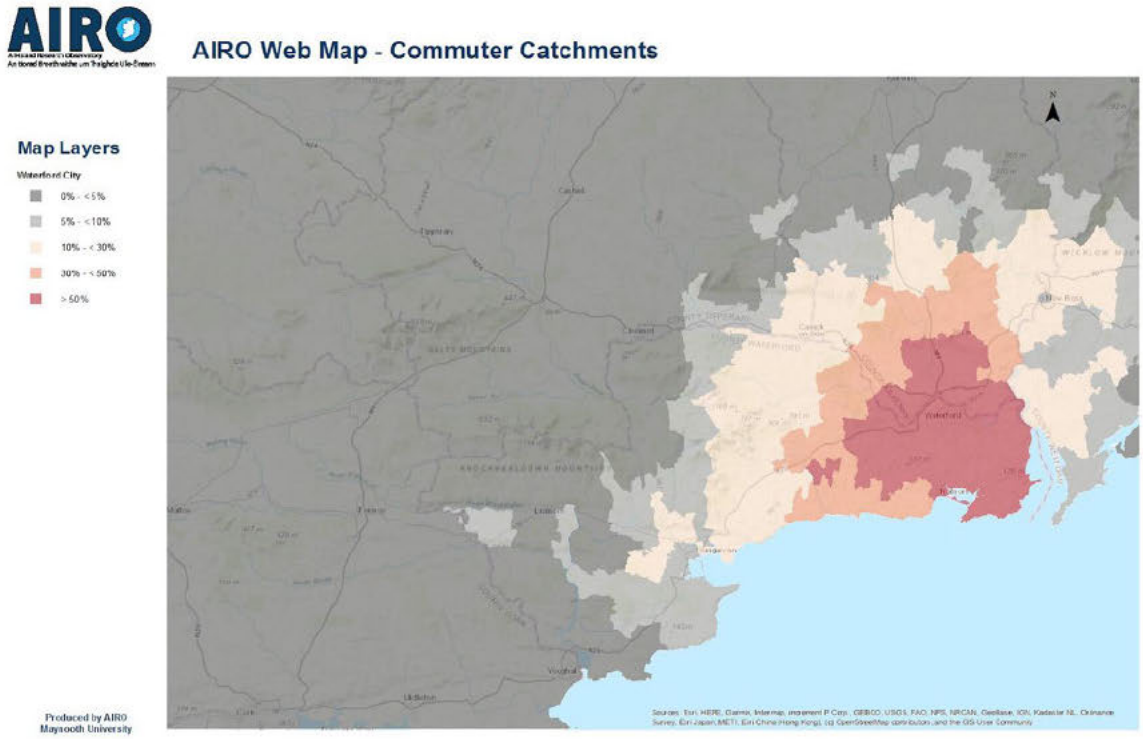


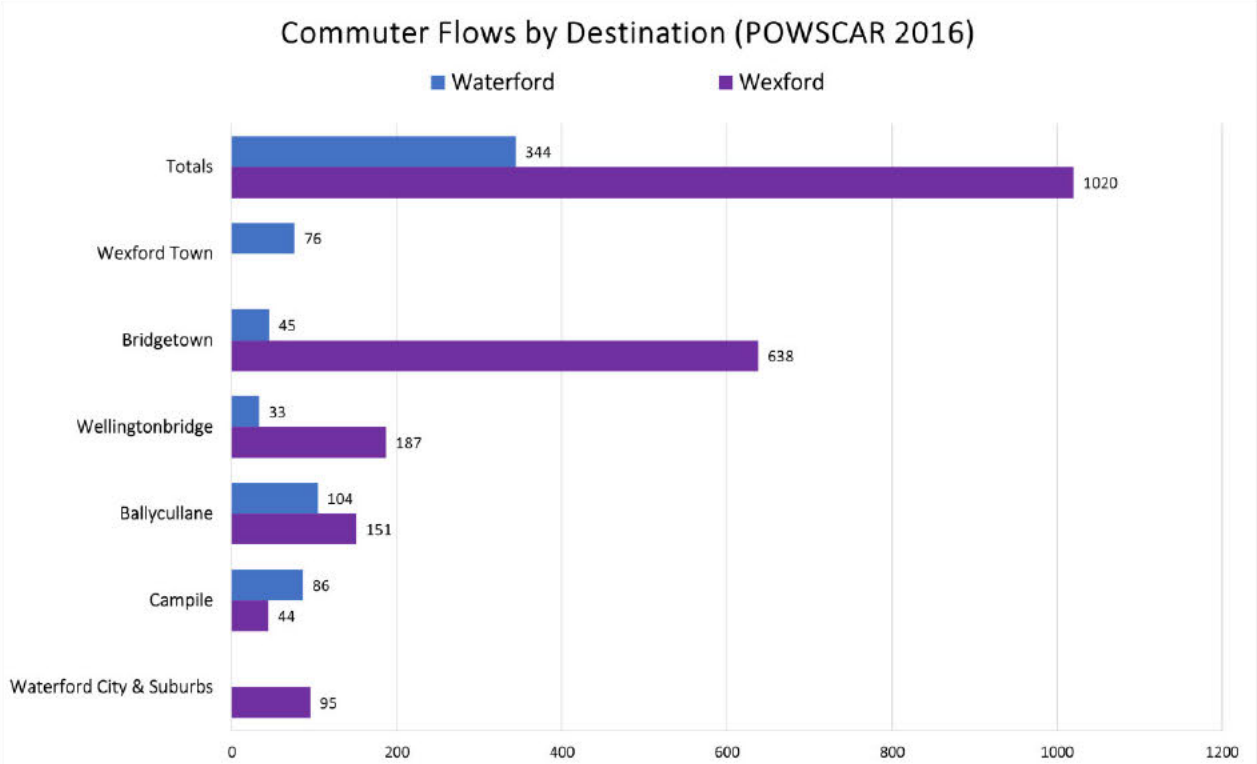
Figure 7 - Commuter Catchment of Waterford City

3.4. Commuting Figures

For the purposes of this study, the following electoral divisions are considered part of the catchment area for each station along the rail Link. Based on POBAL Data, the average Deprivation Score of these EDs is -5.74, below County Wexford's average of -4.81[22].

Station	Electoral Area
Campile	Ballyhack, Kilmokea, Whitechurch
Ballycullane	Dunmain, Fethard, Inch, Killesk, Rathroe, Tintern
Wellingtonbridge	Ballymitty, Bannow, Clongeen, Harristown
Bridgetown	Bridgetown, Duncormick, Harperstown, Kilcowan, Killag, Kilmore, Tomhaggard

The findings are stark, as shown in the chart below. Based on POWSCAR Data, the Commuting figures along the line are 3:1 in the direction of Wexford Town – to where a commuter service was never provided. Instead, scheduling until 2010 used a "boat train timetable" based on historical timings of ferry sailings that functioned as a service from Rosslare Harbour to Waterford City.



	Waterford City & Suburbs	Campile	Ballycullane	Wellingtonbridge	Bridgetown	Wexford Town	Totals
Waterford		86	104	33	45	76	344
Wexford	95	44	151	187	638		1020

Figure 8 - Commuter Data via POWSCAR (Census 2016)

[22] https //data.gov.ie/dataset/hp-deprivation-index-scores-2016#:~:text=The%202016%20Pobal%20HP%20Deprivation the%20level%20of%20electoral%20division.

As shown in the chart and accompanying data table, significant commuter flows already exist along the line. A functioning rail service can offer significant benefits regarding emissions and traffic reduction and encourage transport orientated development across the route.

The current figures for public transport usage for commuters in the Wexford & Waterford areas can be described currently as poor at best.

Currently, only 3% of Waterford's workers commute using public transport[23], by far the lowest figure of Ireland's major cities, and lower even than most towns with populations over 5,000.

Only 0.2% of Waterford commuters currently travel to work by using rail[24].

According to Waterford Council's Baseline Report[25], 26% of Commuters commuting into the city live in Kilkenny, while 10% are commuting from Wexford. As scheduled, no rail services are offered to commuters during traditional commuting times to Waterford from any direction. Of the currently operational lines, the earliest service from Kilkenny arrives at 9:39; when operational the earliest service from Clonmel & Carrick on Suir arrives at 11:29.

According to the Rikon Waterford 2040 report, Waterford City is projected to contain 45,000 jobs in the year 2040[26]. If Waterford were to even match to the 2016 national figure of 3.4% of Commuters using rail transport, it could mean 1,710 commuters arriving to Waterford daily by rail in 2040. This is without the new Programme for Government's (2020) attempts to shift towards a greener travel model.

For Wexford Town, according to CSO & Wexford County Council figures, 56% of workers commute into Wexford Town from elsewhere in County Wexford, a total of 6,712 workers[27], with 5% commuting from outside County Wexford. No rail services are offered for this sizable population. Of those living in County Wexford, **only 0.7%** use public transport to commute[28]. Although this figure is very low, it is hardly surprising based on the lack of rail based commuting options available.

The low figures suggest that the current public transport offering available to commuters is not encouraging a measurable modal shift. Although this will be fully explored in Chapter 8, it is worth noting that recent studies have demonstrated that rail transport has a significant advantage over similar bus services[29] in encouraging commuters to shift to public transport.

As previously noted, the line serves the catchment area of Wexford Town commuters, and links to nine of Co. Wexford's Largest employers, which are in the Wexford Town area. (see Figure 8).

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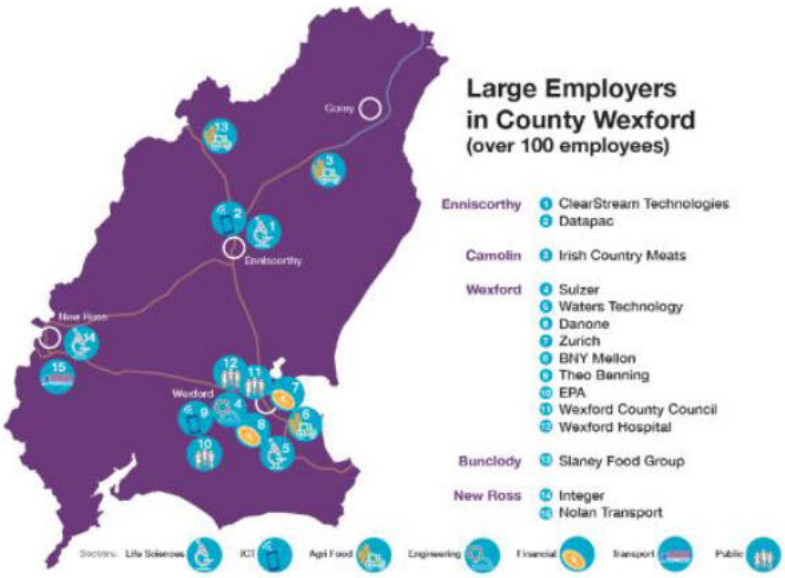
[23] https //www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/
[24] https //www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6mtw/
[25] https //www.waterfordcouncil.ie/media/economic-development/lecp/Waterford%20Baseline%20Data%20August%202015 pdf
[26] https //waterfordnorthquays ie/wp-content/uploads/2020/07/Waterford_2040_Rikon_Report_Digital_AW.pdf
[27] https //www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf p15
[28] https //www.wexfordcoco.ie/sites/default/files/content/Planning/Profile-2-Commuting-Flows.pdf p 8
[29] https //usa streetsblog.org/2012/06/21/explaining-the-psychological-appeal-of-rail-over-buses/



[3] South East Economic Monitoring Report (WIT, July 2017)
[4] ibid

Figure 9 - Large Employers in County Wexford Source: Wexford Co. Co.

Although no longer Government Policy, the Smarter Travel document contained a sustainable Transport go al of 55% of total commuter journeys to work being taken by active travel or public transport by 2020[30]. Such a goal would see hundreds using the rail link daily to travel to Wexford & Waterford.

[30] http://www.smartertravel.ie/sites/default/files/uploads/2012_12_27_Smarter_Travel_english_PN_WEB%5B1%5D pdf#o

3.5. Other Passenger Sources:

Commuters are not the only potential source of passengers for a rail link. The accompanying table from the 2030 Rail Network Strategy Review (2011) shows the boarding usage across the network in March 2010.

Table 5.3: Boardings by Rail Corridor (average weekday, March 2010)

Sector		Commuting	Business	Leisure	Total
1	Connolly to Border	9753	649	2382	12784
2	Connolly to Sligo	10066	1294	4745	16105
3	Portarlington to Galway	763	319	1253	2335
4	Heuston to Cork	10820	2030	7863	20713
5	Kildare to Waterford	494	165	707	1366
6	Connolly to Rosslare EP	3599	379	1413	5391
7	Ballina Spur	10	4	17	31
8	Athlone to Westport	74	63	287	424
9	Athenry to Limerick	308	23	108	439
10	Ballybrophy to Limerick	48	4	21	73
11	Limerick Spur	75	87	339	501
12	Tralee Spur	96	69	271	436
13	Waterford to Limerick Jn	42	29	139	210
14	Cork Commuter	564	152	562	1278
15	Navan to Connolly*	0	0	0	0
16	Dublin City	48399	8058	28925	85382
	Total	**85111**	**13325**	**49032**	**147468**

* Not in operation in March 2010

Figure 10 - Source: Irish Rail

Taking the network as a whole, 58% of passengers are commuting, with 9% for Business travel, with the remaining 33% travelling for "leisure" reasons. This varies by rail line due to scheduling and settlement factors. But significantly, 42% of passengers are not travelling for daily commuting.

There is already sizable traffic from Wexford to Waterford (and in the reverse direction) for cultural, medical (Waterford Hospital), social, education (WIT & TUSE) and tourist reasons. A rail service can provide a huge benefit by tying into the already existing tourist market in the South East.

3.6. Student Traffic

3.6.1. Third Level Education Travel

In January 2022, Waterford Institute of Technology (Student Population 2017: 7,550[31]) and IT Carlow (Student population 2017: 6974[32]) will be officially designated as part of the Technological University of the South East. The combined profile of the two South East Institutes of Technology is over 15,000 students and 2,000 staff, generating over 5,000 graduates annually. The South East is one of just two regions in Ireland that does not have a university.[33] Carlow IT has its Wexford campus at Summerhill (the former seminary at St Peters College) and another facility near Wicklow town. The current Wexford Campus building is inadequate for some 1,000 students and the government has approved funds for the purchase of a new campus site in the town.
Fundamental to their joint application for university recognition is the reality that a university is a national rather than regional centre of learning. Colleges that become universities see a significant change over time in their student body in terms of feeder schools reflecting the national rather than regional focus on learning. Gorey in north Wexford is home to two large second level schools, one of which is the country's largest and recently permission has been granted by the Department of Education for the establishment of a third second level school in the town.

A model for the proposed University of the South East is the University of Ulster based at Coleraine with constituent colleges in Belfast and Derry. The existence of a rail link between the above three centres was a reason for the establishment of the University of Ulster at these locations in the 1960's[34]. Indeed the citing of the University at Coleraine at the time was the effective death knell for the railway from Portadown to Derry as Derry had been expected to be the main campus for that university. Universities are national centres of educational excellence from where third level courses are provided centrally to students who come from all parts of the country and beyond. It is essential to move away from the image of a university being provided simply to a region to provide for a regional need since the critical mass may not exist in a region to provide the wide range of specialist courses that an expanding society and economy requires. Transport infrastructure linking disparate educational centres is essential.

At present in the UK, the railway which once connected Oxford directly with Cambridge is being reopened as the Varsity Line. Connecting urban areas based on the presence of a third level campuses is an example of good planning and additional infrastructure needed for education. The presence of third level education, especially the development of post-graduate courses is seen as being a key driver in economic investment in towns attracting employment and economic activity.
There is a clear link between transport infrastructure and educational investment.

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[31] https //data.cso ie/table/EDA99
[32] https //data.cso ie/table/EDA99
[33] https //www.tuse.ie/about/#:~:text=The%20combined%20profile%20of%20the does%20not%20have%20a%20university.
[34] https //www.ulster.ac uk/sustainability/sustainable-travel/public-transport

In this context, there already exists a potential for a varsity route based on infrastructure in place. A circle route from Connolly via the Phoenix Park tunnel to Carlow, Waterford and Wexford and Wicklow and back to Connolly over the Rosslare Waterford line linking all the towns with Technical University of the South East campuses. There is no single bus company connecting all these towns, Running a round circular rail service (see *The Loop* in Potential Service Operation) will provide a unique link between educational campuses along the proposed route. It will facilitate commuting to college and can open the possibility of students moving to towns along the route and travelling to and from their accommodation to study. At present trains running between the university cities of Limerick and Galway carry a significant number of third level students at week-ends in addition to students daily commuting.

The significant student population of the proposed TUSE of 15,000 is not currently included in POWSCAR commuting data and it is worth noting that outside of Dublin, 42.4% of Students currently use private cars as their means of transit versus 24.6% using public transport. [35] This figure can be attributed to the lack of attractive public transport options available, and is a sizable target for reduced emissions based on the National Mitigation Plan.

[35] https //www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6stp/

3.6.2. Second Leve Education Travel

There is a significant Second Level Student population served by the rail corridor, with an overall student population of 10,292 within the catchment area - with 5,784 in Waterford City and 4,508 in County Wexford within the catchment area[36].

Due to the concentration of second level institutions in the urban centres of Wexford and Waterford, the potential to capture significant portions of this market exists.

Figure 11 - Second Level Institutions served by the rail corridor

For Wexford Town, approximately 1,350 students at school or college aged between 13 and 18 years are commuting within the town[37], leaving approximately 2,100 second level students travelling to Wexford for second level education from outside the Town. For Waterford the figures are similar, with approximately 2,000 students aged between 13 and 18 years travelling from outside the City & Suburbs. Significant portions of this market can be targeted to encourage a modal shift to public transport. Co. Wexford currently has the 3rd highest number of second level student drivers in the state[38], suggesting that the public transport network is not currently meeting the needs of this market.

As a commuter rail service was never run in the Wexford Town direction, a configuration of scheduling and train units can help accommodate this modal shift. Regular trains with ample bicycle storage and timed bus connections could lead to a low carbon & comfortable commute to school in the near future.

[36] https //www.education ie/en/Publications/Statistics/Data-on-Individual-Schools/post-primary/ Data on Individual Schools 2019-2020
[37] https //data.cso ie/table/E6013
[38] https //www.cso.ie/en/releasesandpublications/ep/p-cp6ci/p6cii/p6stp/

3.7. Tourist Ridership:

Significant domestic and international tourism already exists within the South East Region, particularly in the areas served by the Wexford-Waterford Rail Link. Bord Fáilte & CSO Figures for 2017 show the significant tourist traffic (both domestic and international) that exists within Counties Wexford & Waterford.

County	Domestic Tourists (2017)[39]	International Tourists (2017)
Wexford	654,000	232,000
Waterford	327,000	255,000
Kilkenny	*298,000*	*315,000*

Data via CSO and Fáilte Ireland 2017 Topline Performance by Region

Of particular note is the domestic tourism to County Wexford, which CSO data suggests has grown to 826,000[40] in 2019. This is the fifth largest figure in the state, after the well established destinations of Dublin, Cork, Kerry, and Galway.

An average of the 2017 figures suggests approximately 2,500 daily tourist journeys to County Wexford, with 1,600 daily journeys to Waterford. The lack of rail connection between these two counties is a huge missed market, particularly if one includes Kilkenny's significant tourist draw also (613,000 total tourists in 2017). Restored services on the Waterford-Wexford rail link can increase inter-regional connectivity for tourists across the region

6. SERVICES

6.1. Operational Costs:

Iarnród Éireann provide a cost of €6 per train kilometer for Diesel Multiple Units (DMU) in the 2030 Rail Network Strategic Review (2011)[92]. Using CSO supplied Consumer Price index increase of 1.7% since the publication of this report until the present, this gives a cost of €6.10 per train kilometer.

Taking the Wexford (O'Hanrahan) to Waterford (Plunkett) as a Wexford-Waterford journey (62km), this gives an operational cost **of €378**, using the Killiane (Felthouse Junction) direct curve. This figure includes Track Access Charges, Maintenance, and Driver Costs.

In the 2010 Business Case advocating closure, Iarnród Éireann estimated an annual operational cost savings of €1,100,000, including the full time salaries of (25) persons: signalmen, gatekeepers, Barrow Bridge operators. Permanent Way & SET costs totalled €792,000 annually, with an additional €11,000 for fuel. [93]
These figures suggest that based on the service offered by Iarnród Éireann, each train in 2010 would need a farebox of €1,780 to break even on operational costs. This seems excessively high, mainly due to the (11) manually operated level-crossings on the route. The automation of these level crossings would significantly reduce operational costs on this route.

In the period since the closure of the line since 2010, the long-term impacts of the Single European Railway Directive 2012 (2012/34/EU) through to the Fourth Railway Package are becoming clear, particularly the vertical separation of infrastructure management versus operation. Due to this, our analysis will only focus on operational cost.

Based on Wexford Bus (Private Operator)'s €10 fare from Wexford to Waterford, a new Wexford-Waterford and vice versa train would need approximately (38) adult passengers paying full fare to break even. Our analysis of commuting patterns suggests that this is already possible with commuter passengers alone.
A full analysis of potential fares is available in Chapter 8

[92] https://www.irishrail.ie/IrishRail/media/Imported/irishrail_28febfinal_part21.pdf p.140
[93] Waterford – Rosslare Europort route Business Case for Withdrawal of Rail Services. July 2010 p. 11-12

6.2. Potential Service Operation

As described, a reopened service would cater to several different markets, including Commuters, Leisure Travelers, Tourists, and Business travelers.

6.3. Journey Time Analysis

At the time of suspension of services in 2010, the Waterford-Rosslare Strand railway had a maximum speed limit (General PSR) of 40mph[94]. This had been reduced from the historical high of 70mph due to the condition of the track, of which in 2010, over 80% of the route was jointed track dating from 1903 to 1906[95]. As the 87lb bull head rail was over 100 years old for the vast majority of the route, this led to significant speed restrictions.

The Table below shows the Speed Profile for the route based on the 2004 Timetable in the Waterford Direction.

Station	*Distance (miles)*	Time (minutes)	2004 Timetable	Average Speed (mph)
Waterford			17:05	
Campile	8.92	18	17:23	30
Ballycullane	4.77	10	17:33	29
Wellingtonbridge	4.02	8	17:41	30
Bridgetown	10.45	18	17:59	35
Rosslare Strand	6.94	14	18:13	30
Average Speed				**31mph (50 kmph)**

Figure 22 - Speed Analysis based on 2004 Timetable

The table shows that the average speed for the service was running at approximately 30.6mph, which is consistent with a maximum speed limit of 40mph (65kmh).

However, solely as an illustrative measure, we have prepared the following table based on an overall line speed of 70mph. This ignores local speed restrictions such as the Barrow Bridge and simply suggests journey times based on an overall line speed increase (i.e. a train running at 75% speed for the Campile-Ballycullane Section is an average speed of 30mph per the 2004 timetable – this becomes 52 mph in the new calculation). Although this is a relatively blunt method of timetable calculation, it is useful as an illustrative method of potential journey times. Furthermore, this analysis suggests use of the reconstructed Killinick-Killiane curve, as well as the construction of a Wexford South (Trinity Wharf) station to serve the new development there as well as the southern portion of Wexford Town.

[94] Asset Management Of The Bellview – Rosslare Strand Line After Service Withdrawal CCE-QMS-AMT-901 Iarnród Éireann 2010 p 2
[95] Ibid p 2

Station	*Distance*	Time (minutes)	2004 Timetable at max 70mph	average speed at max 70mph
Waterford			17:05	
Campile	8.92	11	17:16	52
Ballycullane	4.77	6	17:22	50
Wellingtonbridge	4.02	5	17:27	53
Bridgetown	10.45	11	17:38	61
Wexford South (Trinity Wharf)	9.24	11	17:49	52
Wexford (O'Hanrahan)	0.88	10	17:59	5
Average Speed				**52mph (82kmh)**

Figure 23 - Speed Analysis based on 70mph running - SEOT

The increase to an average speed of 52mph could potentially lead to Wexford-Waterford journey times of 45 minutes from Waterford City to Wexford Town (Trinity Wharf). This does not take into account the new station in Waterford which due to its location, would reduce Wexford journey times even further.

Even taking into account the tramway along Wexford Quays, which is limited to a maximum speed of 5mph, the Waterford (Plunkett) to Wexford (O'Hanrahan) journey is a highly competitive 54 minutes, faster than the current Wexford Bus Service 340. The rail service has the additional benefit of serving the settlements along the route which are not served by this Bus service.

A full estimation of service timing and speed for a restored service is beyond the scope of this report. There are a series of engineering factors such as sight lines, level crossing removal, gradient, that would require the examination of a qualified engineer to accurately estimate.

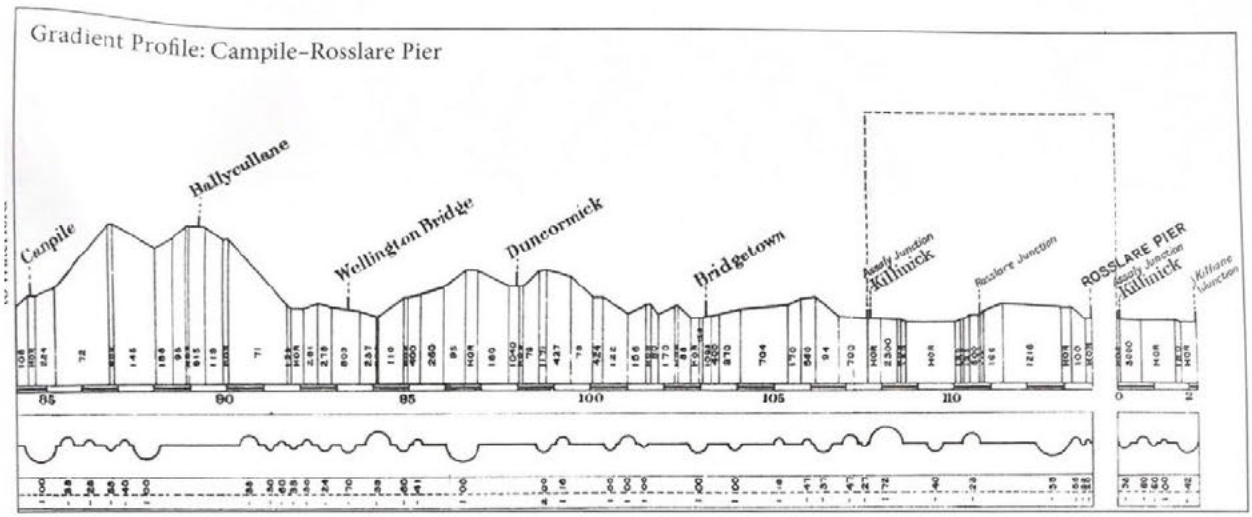


Figure 24 - Gradient Profile of Rail Line to Rosslare Source: Shepherd, Ernie, F&RR&H. Co

6.4. Commuter Services:

Compromising 58% of Iarnród Éireann's passenger services, Commuter services must take precedence in a renewal of services on the Wexford-Waterford Rail Link.
Commuter services will need to match commuting patterns in terms of time of departure to and from work, as well as offering enough flexibility in a changed post COVID 19 work environment. The former one way service to Waterford did not attract enough passengers due to several reasons. In order to build a stronger base of commuting passengers any service on the reopened Wexford-Waterford Rail link would need to include following factors:

- Several services each direction daily
- Clockface timetables where possible
- Single seat journeys where possible (minimize unnecessary transfers)
- Off-peak services for commuters with non-regular hours
- Sunday Services

The recent Ernst & Young report on the Western Rail Corridor, Financial & Economic Appraisal (2020) suggested "an hourly train service in each direction running over a 15-hour day. 15 services each way, hourly.[96]" South East on Track suggests a similar service level would be appropriate on the Wexford-Waterford Rail link, with a minimum of two-hourly services throughout the day.

Commuter Services could be provided by (2) DMU Sets working Waterford-Wexford and reverse, with the existing passing loop at Wellingtonbridge offering the opportunity to cross trains there.

With Ferry Passengers currently providing a low daily passenger market, Foot Passengers disembarking ferries at Rosslare Europort should continue utilizing on the existing Rosslare Europort-Dublin service and then transfer to Waterford/Kilkenny/Limerick etc. at Wexford Town. Wexford (O'Hanrahan) Station is an excellent choice as a transfer station, with a strong service & business area in the immediate surroundings, a single platform which minimizes access issues, and a loop and a siding at the station allowing connecting trains to wait nearby until another service clears. Should the proposal for a Wexford South (Trinity Wharf) station be realized, this would offer a second option as a transfer station for Rosslare passengers wishing to travel Westwards.

[96] https //www.gov ie/en/publication/1174d-review-of-western-rail-corridor-phases-2-and-3-athenry-to-claremorris/

6.5. *"The Loop"*

Figure 25 - Illustrative Logo for *The Loop*, incorporating current Ireland's Ancient East Branding

Rail Circles or "Loops" are common throughout Europe and North America as stand-alone tourist experiences.[97] [98] [99] The astounding success of European Interrail Packages are a further testament to the potential of rail based tourism.

The Wexford-Waterford Rail link offers a unique opportunity for a "hop-on hop-off" scenario within the current branding of Ireland's Ancient East tourist trail. Allowing multi-day tickets can offer tourists the chance to arrive in Dublin, and follow the *Loop* via rail around the East of the country visiting Dublin, Wicklow, Wexford, Waterford, Carlow, Kilkenny, and Kildare before returning to Dublin. Tickets could be adjusted for day, 3 day, and weekly passes.

Figure 26 - The Loop Proposal - SEOT

Such a rail tourism option does not exist currently within Ireland, and can be used to increase patronage in the region as a whole, catering to both domestic and international tourists.

As previously mentioned, such a service would also accommodate the various campuses of the planned Technological University of the South East, allowing a regional connectivity that has heretofore not been attempted. As incoming tourism has become more Dublin-centered in recent years, the new South-Eastern Loop would provide opportunities for side-trips of one to several days from the capital to explore the Ancient East south of Dublin. A large proportion of visitors are too afraid to do such trips in hired cars on account of driving on the left hand side.

[97] https //to-europe.com/tour-package/tours/rail-tours/europe-rail-circle-tour/
[98] https //to-europe.com/tour-package/tours/rail-tours/magic-cities-german-classics-rail-circle/
[99] https //canadiantrainvacations.com/trip/rockies-grand-rail-circle

6.6. Regional Rail

Iarnród Eireann currently offers Inter City, Commuter and DART services. Unlike several other European Countries, Iarnród Eireann does not have a specific regional rail policy, focusing on journeys to and from Dublin to the regions, claiming that *there is very limited demand for movement between the regional cities*[100]. This viewpoint is not supported by examples in other EU Nations, where specific Regional Rail networks such as Deutsche Bahn Regio function successfully.

In the UK, figures showing strong growth of intra and within regional rail transport were released in 2019[101]. Similarly the construction of the M18 motorway in recent decades provides specifically for a non Dublin market.

Trains could be run from Wexford to Limerick or even Wexford-Galway, allowing a full cross country journey. The Rosslare/Wexford to Limerick Section currently has an advantage when compared to road travel, as there is no competing Motorway. In additional to intra-regional traffic, such a service could also increase rail ridership to and from Dublin, linking to the existing Dublin-Wexford, Dublin-Waterford, Dublin-Cork, Limerick-Ballybrophy, and Galway-Dublin rail lines.

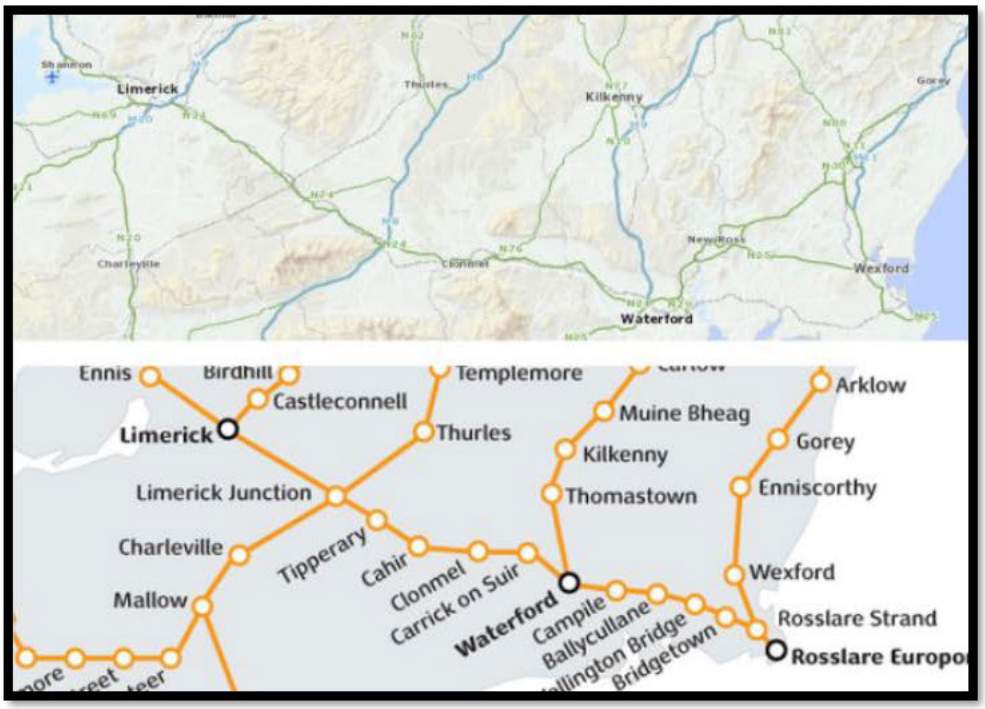


Figure 27 - Rail Network & Motorway Comparison - Wexford to Limerick

[100] https://www irishrail ie/IrishRail/media/Imported/IrishRail_28FebFinal_Part11 pdf
[101] https://dataportal.orr gov uk/media/1742/regional-rail-usage-statistical-release-2018-19 pdf

6.7. Place-making and Public Realm Benefits

In addition to providing a superior public transport option other than the current situation in Wexford and Waterford (see Chapter 8), a reopened Wexford-Waterford rail link can positively impact communities along the line and at its termini.

Many of the settlements on the rail line owe their development to the establishment of railway stations in their current locations. Unfortunately, the railway stations have become degraded over time, with "passenger friendly" infrastructure removed, leaving a barren and unfriendly atmosphere for the potential passenger (See images below).

Campile Station (1977 - Operational)

Campile Station (2010 - Operational)

Campile Station (2020 - Out of Service)

Figure 28 - Campile Station Comparison. Images via SEOT & Ciaran Cooney

The images show a clear degradation of the passenger infrastructure over time. The station buildings along the line (with the exception of Wellingtonbridge) were demolished during the early 2000s. Even during the period of operation, the passenger experienced an unsheltered and difficult experience.

With a reopened rail line – there is an opportunity to re-establish the railway station as a fundamental part of the settlement fabric within the community.

There are many international examples of railway station rejuvenation, that serve the needs of the travelling public, that establish place-making within the public realm, and that provide a variety of commercial and community needs within the context of an inviting public space.

Options that could be pursued during reopening of the Wexford-Waterford Rail link include:

- Commercial use: The station and surrounding area can be used for farmers markets, small enterprises (e.g. coffee bikes, shipping container coffee shops, bicycle rental etc.), and interactive points to encourage the public to interact with and spend time at the facility.
- Public Art: Several railway stations worldwide[102] [103][104]have successfully integrated public art installations as part of their immediate footprints. Pursuing such a policy along the Wexford-Waterford rail link can create a destination in itself – encouraging potential passengers to sample installations as part of each station.
- Tourist Information & Services: Each station can be developed to serve as a tourist access point for the surrounding area, providing tourist information for attractions and destinations to be reached by foot, bicycle, or other transport.
- Public Space: Redefining the railway station footprint as an attractive public space in its own right, delivering a central, compact experience for the public, passenger and non-passenger alike. Projects such as "park-scaping" can deliver spaces that satisfy Wexford County Council's Design and Place-making strategy, incorporating aspects of Design Quality, Connected Places, and Compact and Rejuvenated[105] spaces.

Re-establishing the railway station as a vibrant part of the social fabric is vital for future passenger growth for the Wexford-Waterford rail link and the wider economic development of the region.

[102] https://www lonelyplanet com/articles/new-crochet-tree-installation-zurich-station
[103] https://www nytimes.com/2020/12/30/arts/design/penn-station-art-moynihan.html
[104] https://www.wired.com/aitken-station-to-station/
[105] Wexford Draft Development Plan Vol 1 Section 5 5

7. GREENWAY PROPOSAL

South East on Track is broadly supportive of Greenways for long disused rail links of limited strategic value. The Waterford-New Ross and Waterford-Dungarvan Greenway are examples of appropriate and positive re-usage of former rail lines. The current proposal for converting the Wexford-Waterford rail link to a Greenway does not fall into this category.

In September 2017, Wexford County Council issued a tender for Consultancy Services for [the] Rosslare to Waterford City Greenway – Feasibility & Planning Stages for a maximum estimated value of services over the lifetime of the framework in the region of €2,000,000 (ex. VAT)[106] This tender was eventually awarded to Roughan & O'Donovan Consulting Engineers.

At the time of this tender and proposal, the Wexford County Development Plan (2013-2019) stated: *The Council regrets that services on the Rosslare Harbour / Waterford line closed in 2010 and will continue to support campaigns to restore the service*[107]
Similarly, in January 2017, the Submission by Wexford County Council to the Public Consultation on the Rail Review Report stated: *"The Settlement Strategy focuses on developing population centres along the county's existing transportation network so as to provide the critical mass to support the maintenance and further development of the network, and in the case of the Rosslare-Waterford railway line, provide the critical mass and demand for its re-opening in the future, which would be to the benefit of the county and the region as a whole*[108]*."*

It is unknown why, in the space of a few months Wexford County Council decided on such a radical policy shift from advocating re-opening the rail line in question to project-managing its removal. It is worth noting at this juncture that this particular greenway proposal has some flaws that should be examined.

[106] NEW Vol 3.1 Service Requirements (Framework) – Wexford County Council Tender Documents 2017
[107] Wexford County Development Plan 2013 – 2019 SEA Environmental Report Vol. 8 p.165
[108] Submission by Wexford County Council to the Public Consultation on the Rail Review 2016 Report p 39

7.1. Strategic Value:

The current rail line links Rosslare Europort and County Wexford to the Southern Region. In addition to this it provides the only link between the Connolly and Houston Based rail networks apart from the Phoenix Park Tunnel.

The strategic value of the rail link has been recognised in the Regional Economic & Spatial Strategy for the Southern Region – the report clearly states:

Retention of the mothballed rail link from Waterford to Rosslare is vital for the future development of Rosslare Europort. Any proposals for a Greenway along this route should be configured to allow future use of the rail line[109]

Unfortunately, although an off-line (allowing retention of the rail corridor) and on-line (removing the rail-corridor from service) were examined, the proposal has selected the off-line option, indicating removal of the rail line. This position was further clarified in a statement by the Chief Executive of Wexford County Council in the Wexford People Newspaper in September 2020, which stated: ***"It (the Greenway) has to be on the rail line. We're going to have to see what kind of objections we'll face to taking that line <u>completely out of use</u>"***[110]

This suggests that the proposal would indeed permanently remove the rail link.

The strategic value of the rail link is further enhanced by its links to Belview (Waterford) and Rosslare ports. A review of rail freight in Ireland is currently underway, and the potential of the line for freight use has yet to be thoroughly examined. Supporting the rail link is included in the joint submission of the Chief Executives of the South East Region to the Ireland2040 – Our Plan process[111] (See Figure 27).

IRELAND 2040: Our Plan

Public bus services (both private and public operators) are well represented regionally and nationally. Dependability of services and scheduling of connections between rail and bus services needs to be improved to attract more passengers to public transport options while the existing public transport bus services in Waterford and Kilkenny Cities will need to be extended.

Strategic Actions

- Improve rail connectivity between Waterford and Dublin meeting the needs of both Carlow and Kilkenny City urban centres and between Wexford and Dublin.
- Develop integrated scheduling of connections between rail, bus, and shipping services within the region.
- Retain the Rosslare to Limerick rail line to future-proof sustainable transport for the Southern Region

Figure 29 - Submission to Ireland2040 by Chief Executives of Wexford, Waterford, Kilkenny, Carlow, and Tipperary Co. Co. supporting the retention of the rail link

[109] RSES p.327
[110] Wexford People 22 September 2020 *Greenway and reinstated rail route would be impossible*
[111] https://npf.ie/wp-content/uploads/2017/09/0519-South-East-Waterford-City-Region.compressed pdf

7.2. Proposal Appeal:

Figure 30 - Source: Waterford to New Ross Greenway Preliminary Design Report (Roughan & O'Donovan)

Noting the above Fáilte Ireland Survey contained in the *Waterford to New Ross Greenway Preliminary Design Report* December 2016, it is clear that the proposed Greenway along the Wexford-Waterford rail link satisfies very few of the criteria for a "good cycling Tourism Trail". There are clear preferences within the survey for:

- Circular routes - the proposal is a linear route
- Away from it all/mostly rural – the proposal passes through several settlements
- Short distances (0-50km) – the proposal is over 50km
- Relying on own transport – the proposal is served by rail links at either end
- Routes with natural shelter – the nature of the rail alignment has no shelter as part of vegetation management
- Routes along flat wild bogland / farmland are significantly preferred to routes along old railway lines

- The most scenic route is strongly preferred to the most direct route – the nature of the rail alignment does not serve the most scenic coastal route, and instead passes through long cuttings where none of the surrounding countryside is visible.

On top of these issues with the project, the project will be competing with a significant amount of Greenways & cycle routes either currently operational or under construction in the South-East Region, including the Kilkenny Greenway, the South East Greenway, the Waterford Greenway, the Euro-Velo Route and the Norman Way, both of which are currently in operation in South County Wexford.

7.3. Alternative Options:

There are alternative options to the proposal that should be examined pending a feasibility study of the potential re-opening of the rail line. These include:

1. **Revising the Design to allow the Waterford-Wexford rail link and Greenway to exist concurrently.**

Although a significant engineering project, such a redesign would allow the maximum benefit to County Wexford and potentially being a unique project in Ireland allowing for low carbon journeys regardless of the weather and providing the benefits of both a greenway and a railway for the local community.

Such an option may have been examined in the initial Route Selection Report, as Wexford County Council sought the following project brief:

As part of the route options stage, the consultant shall include an assessment of the following options:

Rosslare Strand to Waterford

Within the existing rail corridor but with diversions off the corridor where considered necessary or advantageous to delivering the project. An area of 250m either side of the existing rail corridor shall be examined where a diversion is considered warranted;

Within the rail corridor with the rail line remaining:

In partial service (no scheduled commuter service but with occasional commuter, goods and maintenance trains using the line) as currently exists;

Within the existing corridor and parallel to the existing rail line with the rail lines (sic) out of service;[112]

[112] Development of Greenway – South East Region – Rosslare Harbour to Waterford City Project Brief for Consultancy Services Wexford Co. Co. 2018 p. 10

A similar project was undertaken in Scotland recently, where, in 2010, the Airdrie to Bathgate railway reopened after many years of closure. A Cycle Path (Greenway) was constructed to the side of the railway, allowing both transport links to exist.

Figure 31 - Airdrie to Bathgate Railway/Cycle Path Source: MJ Richardson

Such a project would be unique in Ireland and would offer potential Public Transport and Greenway users a full low-carbon option. Frequent trail heads can allow commuters to cycle to their local station and take the train further. For "pinch points" such as the Barrow Bridge, a frequent rail service with ample bicycle storage can accommodate links to the New Ross and Waterford Greenways (which will meet the new railway station as part of the SDZ).

2. **Upgrading the Euro Velo Cycling Route:**
   The Euro Velo Cycling Route already passes through South County Wexford from Rosslare to Waterford. Upgrading this route to offer increased safe cycling opportunities would be preferable to taking the rail link completely out of use. The Euro Velo route has the advantage of taking in more of the scenic areas along the coast, as well as having an existing market.

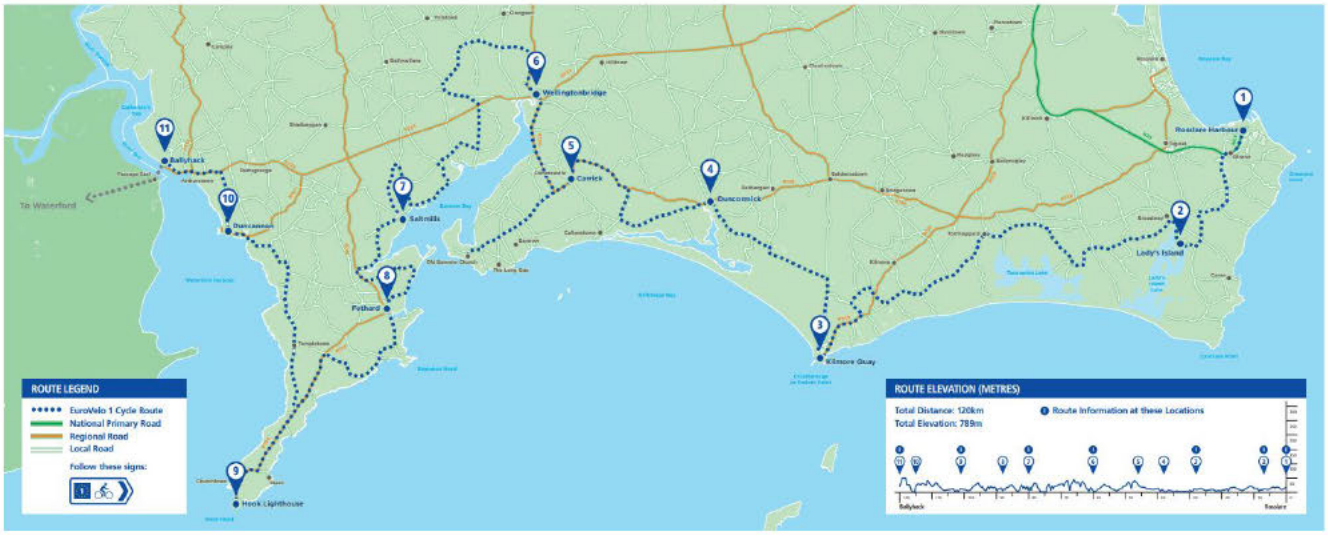


Figure 32 - Euro Velo Route - Co. Wexford (source: Wexford Co. Co.)

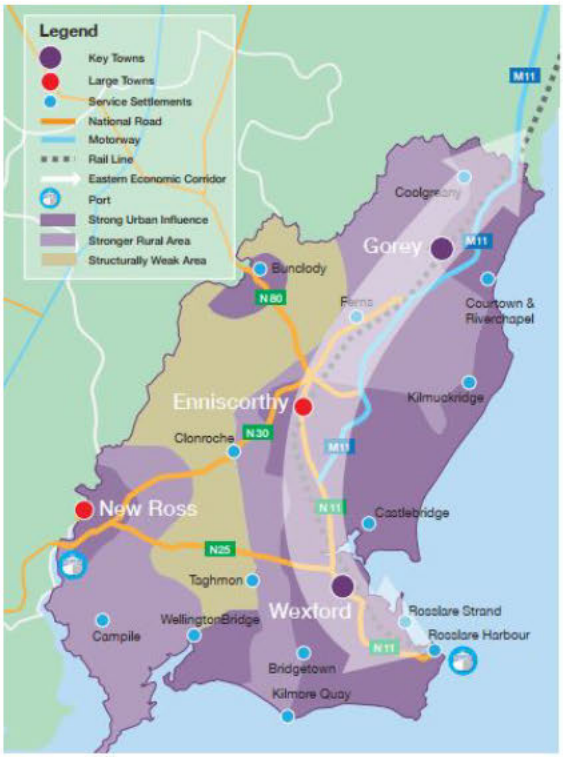
3. Extending the New Ross Greenway to Enniscorthy

The current Waterford-New Ross Greenway is scheduled for completion in 2022 along the long out of service Waterford-Macmine Junction rail line via New Ross. This Greenway can be extended along the old trackbed as far as Macmine Junction, then join the Country Walk/Promenade that currently exists in Enniscorthy Town alongside the River Slaney. Much of the trackbed remains in public ownership.

A full study would be necessary to ascertain the status of adverse possession along the route. This has the added benefit of linking into the proposed Borris (Carlow) to Palace East (Wexford) Greenway, currently being studied by Carlow County Council[113] in addition to the existing Greenways at New Ross and Waterford.

The below map shows in Blue the areas along the former rail network that are still in public ownership. This Greenway would have the added benefit of connecting areas in County Wexford that are currently designated in the draft Wexford County Development Plan as "Structurally Weak." The proposed conversion of the Wexford-Waterford rail link to a Greenway does not provide the same option.

[113] https://kclr96fm.com/e150000-study-greenway-borris/



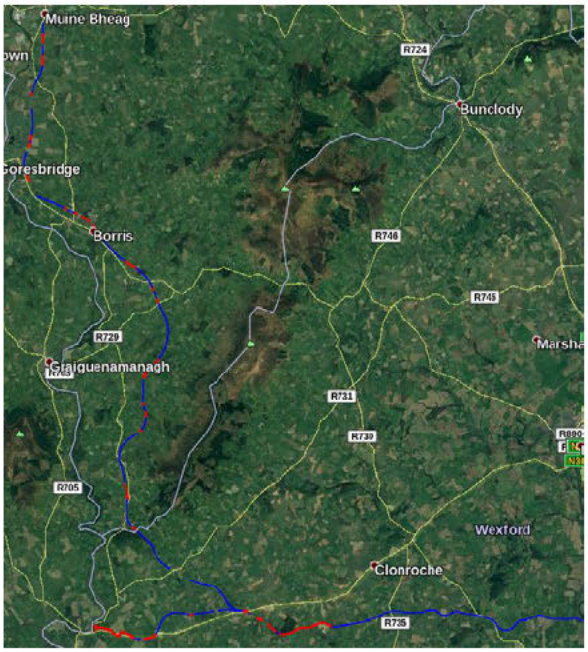


Figure 33 -Core Strategy Map (Draft Development Plan 2021) and Public versus Private Ownership of former New Ross to Macmine Rail Line and potential linkage into planned Greenways (data via landdirect.ie)

Removing the currently existing railway to facilitate the greenway proposal could end up being an expensive choice. This report strongly advises not to abandon a significant state asset to facilitate this proposal.

8. EXISTING PUBLIC TRANSPORT SERVICES

8.1. Introduction

As part of the suspension of services on the rail link in 2010, the NTA made a series of improvements to bus services in the area. However, considering the low usage of public transport among commuters in the Wexford Waterford area, it is clear that the existing bus services are not providing a modal shift from private car to public transport.

Recent studies have examined the often described preference for rail over buses. A recent study in Germany found that 63 percent of subjects preferred a regional train system over an equivalent bus system, given a hypothetical choice with all other factors being equal. An additional study from Switzerland showed 75 percent preferring rail to buses — even given identical service levels[114].

For the purpose of this comparative analysis, the 2010 timetable (at the time of suspension of services) on the Wexford-Waterford rail link will be used, and the Killiane-Killinick Direct Curve and increased PSR (Speed Limit) will not be considered. The analysis is based on journey times available pre suspension of services in 2010.

8.2. Journey Times

The time it takes for a paying passenger to go from point A to point B is very important and is a major factor for the return of the Rosslare-Waterford Railway. Besides the Cost and Accessibility, customers will naturally always choose the quickest route over slower routes so that they can spend less time travelling and more doing the things that they want to do, be it shopping, socialising, studying, working or spending time with family. The Rosslare-Waterford Railway provides a unique link connecting the Dublin-Rosslare Europort line with the southern half of the Irish Rail Network without having to travel via Dublin.

Currently all train journeys require travelling through Dublin where it is required to change trains at Dublin Connolly to Dublin Heuston by travelling 25 minutes by Luas or Dublin Bus[115]. There is also a commuter service available that connects Dublin Connolly to Newbridge or Hazelhatch via the Dublin loop line, but this service is not as frequent and doesn't connect with most Intercity services[116].

To understand existing journey times, Figure 28 shows how long it takes for every station along the Dublin-Rosslare Europort line to travel to certain destinations. Times include any wait time when changing trains. All times within this section, unless stated otherwise, are based on the most common journey times sourced from Irish Rail's online Route Planner[1]. Understandably, stations that are close to Dublin have low journey times whereas stations that are furthest from Dublin have higher journey times. A journey time to take note of is the time it takes to get from Wexford to Waterford, nearly 6 hours to travel by train via Dublin. Wexford and Waterford being 46 kilometres apart as the crow flies, is a journey that is achievable by car in 49 minutes.

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[114] https://usa.streetsblog.org/2012/06/21/explaining-the-psychological-appeal-of-rail-over-buses/
[115] https://www irishrail ie/
[116] https://www irishrail ie/IrishRail/media/Timetable-PDF-s/Heuston-timetables/16-Dublin-Portlaoise.pdf

Current Rail Journey Times via Dublin													
	Rossalre E'port	Rosslare Str'd	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Waterford	366	360	345	324	305	292	276	263	244	239	229	205	180
Kilkenny	324	318	303	282	263	250	234	221	202	197	187	163	138
Carlow	293	287	272	251	232	219	203	190	171	166	156	132	107
Limerick	367	361	346	325	306	293	277	264	245	240	230	206	181
Cork	394	388	373	352	333	320	304	291	272	267	257	233	208
Galway	426	420	405	384	365	352	336	323	304	299	289	265	240
Dublin H'ton	211	205	190	169	150	137	121	108	89	84	74	50	25
Dublin C'ly	186	180	165	144	125	112	96	83	64	59	49	25	0

	<1 hour	1-2 hour	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<60	60-120	120-180	180-240	240-300	>300

Figure 34 Current Rail Journey Times via Dublin

In 2010, when the Rosslare-Waterford railway was still in operation, it provided a service between Rosslare Europort and Waterford that served four intermediate stations. The service provided operated once a day in each direction with no services on a Sunday. Additionally, this service also connected with the Enniscorthy-Rosslare Europort service, the Waterford-Dublin Heuston service and the Waterford-Limerick service. Using journey times recorded by the NTA in 2010 for the Rosslare-Waterford line and using existing journey times for Dublin-Rosslare services and outward Intercity services from Waterford[117]. Figure 29 shows that if the line was reopened, most of County Wexford will be within less than 3 hours of the rest of the South-East Region. But journey times noted here could be less as the Rosslare-Waterford line would need to be upgraded with modern infrastructure when reopened, allowing greater speed and shorter journey times.

Rail Journey Times if Rosslare - Waterford line reopened																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rossalre E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Wexford	89	63	55	48	29	15	21	0	21	40	53	69	82	101	106	116	140	165
Rosslare	74	48	40	33	14	0	6	15	36	55	68	84	97	116	121	131	155	180
Waterford	0	23	31	38	56	74	80	89	110	129	142	158	171	190	195	205	205	180
Kilkenny	33	59	67	74	93	107	113	122	143	162	175	191	204	202	197	187	163	138
Carlow	68	94	102	109	128	142	148	157	178	197	210	203	190	171	166	156	132	107
Limerick	130	156	164	171	190	204	210	219	240	259	272	277	264	245	240	230	206	181
Cork	185	211	219	226	245	259	265	274	295	314	320	304	291	272	267	257	233	208
Galway	240	266	274	281	300	314	320	329	350	365	352	336	323	304	299	289	265	240
Dublin H'ton	113	139	147	154	173	187	193	190	169	150	137	121	108	89	84	74	50	25
Dublin C'ly	254	228	220	213	194	180	186	165	144	125	112	96	83	64	59	49	25	0

Figure 35 Rail Journey Times for a reopened Rosslare-Waterford line

	<1 hour	1-2 hour	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<60	60-120	120-180	180-240	240-300	>300

Compared to figure 28, figure 29 shows that journey times are now low at the Rosslare and Dublin ends of the line. This benefits passengers as they now have the option of travelling via Waterford or Dublin whereas before, passengers could only travel via Dublin. Figure 30 shows the time saved when travelling via the Rosslare-Waterford line when compared to existing journey times. Although

[117] https://www nationaltransport.ie/wp-content/uploads/2012/01/business_case_for_withdrawl_of_rail_services1.pdf

the black section shows that journeys are quicker via Dublin, stations shown would still benefit as journey times shift depending on the availability of trains, the connectivity of services and the increase of Peak-Time Commuter services. For example, a Galway-Arklow journey via Waterford might become quicker than travelling via Dublin due to the increase of Peak-Time DART and Commuter services that would slow Intercity trains heading in and out of Dublin.

Time saved when travelling via the Rosslare - Waterford Railway													
	Rossalre E'port	Rosslare Str'd	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Waterford	286	286	256	214	176	150	118	92	54	44	24	-24	-74
Kilkenny	211	211	181	139	101	75	43	17	-21	-31	-51	-99	-149
Carlow	145	145	115	73	35	9	-23	-49	-87	-97	-117	-165	-215
Limerick	157	157	127	85	47	21	-11	-37	-75	-85	-105	-153	-203
Cork	129	129	99	57	19	-7	-39	-65	-103	-113	-133	-181	-231
Galway	106	106	76	34	-4	-30	-62	-88	-126	-136	-156	-204	-254
Dublin H'ton	18	18	-12	-54	-92	-118	-150	-176	-214	-224	-244	-292	-342
Dublin C'ly	-74	-74	-104	-146	-184	-210	-242	-268	-306	-316	-336	-384	-434

Figure 36 Time saved using the Rosslare-Waterford line

	<1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<0	0-60	60-120	120-180	180-240	>240

8.3. Fares

The cost of a ticket fare is a major factor in choosing which mode of transport to use and is the main reason why potential customers are using other means of transport between Wexford and Waterford rather than travelling by rail via Dublin. To show the financial benefits of reopening the Rosslare-Waterford Railway, clarity on how fares are calculated must be made. Further details and tables are available on request. The cost of a fare depends on four factors: the route used, the distance travelled, where the ticket is purchased, and the type of ticket purchased.

Intercity Routes are divided into three fare categories: Express, Economy 1 and Economy 2. Express fares are for Dublin-Cork, Dublin-Limerick and Dublin-Tralee Routes. Economy 2 fares are for Dublin-Dundalk and Dublin-Sligo. Economy 1 is for all other lines including Dublin-Rosslare Europort, Dublin-Waterford, Waterford-Limerick-Galway and before services were suspended, Rosslare Europort-Waterford[118]. Express being the most expensive whereas Economy 2 is the cheapest[119].

Express Route TVM Fares																		
Distance (km):	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€6.00	€8.80	€11.35	€13.55	€14.95	€16.95	€21.50	€25.05	€27.70	€32.50	€35.35	€38.45	€42.65	€47.80	€52.40	€56.90	€59.20	€61.80
Adult Return	€11.05	€15.50	€18.95	€21.15	€24.35	€27.20	€31.65	€37.70	€41.15	€45.95	€50.00	€52.75	€59.10	€64.50	€69.45	€74.45	€83.00	€85.00
Child Single	€3.00	€4.40	€5.68	€6.78	€7.48	€8.48	€10.75	€12.53	€13.85	€16.25	€17.68	€19.23	€21.33	€23.90	€26.20	€28.45	€29.60	€30.90
Child Return	€5.53	€7.75	€9.48	€10.58	€12.18	€13.60	€15.83	€18.85	€20.58	€22.98	€25.00	€26.38	€29.55	€32.25	€34.73	€37.23	€41.50	€42.50
Student Single	€6.00	€9.00	€12.50	€14.00	€14.50	€15.00	€17.00	€20.00	€20.00	€20.00	€20.00	€20.00	€20.00	€21.00	€26.50	€26.50	€29.00	€32.00
Student Return	€7.70	€11.20	€15.40	€17.40	€18.00	€19.00	€21.00	€25.00	€25.00	€25.00	€25.00	€25.00	€25.00	€26.00	€33.00	€33.00	€36.00	€40.00

Figure 37 Express Route TVM Fares

[118] https://www nationaltransport.ie/wp-content/uploads/2012/03/MVA-Irish-Rail-Fares-Report-redacted1.pdf
[119] https://www irishrail ie/IrishRail/media/Imported/iarnrod_eireann_fares_from_1_dec_2017.pdf

Economy 1 Route TVM Fares																		
Distance (km):	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€ 6.00	€ 8.20	€ 10.45	€ 13.05	€ 14.00	€ 16.50	€ 19.70	€ 21.30	€ 23.00	€ 26.00	€ 29.55	€ 30.95	€ 32.70	€ 36.65	€ 38.05	€ 40.00	€ 41.60	€ 42.50
Adult Return	€ 9.10	€ 12.25	€ 12.85	€ 14.30	€ 15.00	€ 19.15	€ 21.30	€ 23.45	€ 25.00	€ 29.00	€ 32.45	€ 34.35	€ 36.00	€ 40.00	€ 42.00	€ 44.00	€ 45.00	€ 46.00
Child Single	€ 3.00	€ 4.10	€ 5.23	€ 6.53	€ 7.00	€ 8.25	€ 9.85	€ 10.65	€ 11.50	€ 13.00	€ 14.78	€ 15.48	€ 16.35	€ 18.33	€ 19.03	€ 20.00	€ 20.80	€ 21.25
Child Return	€ 4.55	€ 6.13	€ 6.43	€ 7.15	€ 7.50	€ 9.58	€ 10.65	€ 11.73	€ 12.50	€ 14.50	€ 16.23	€ 17.18	€ 18.00	€ 20.00	€ 21.00	€ 22.00	€ 22.50	€ 23.00
Student Single	€ 6.00	€ 9.00	€ 10.50	€ 12.50	€ 13.00	€ 13.50	€ 16.00	€ 17.00	€ 18.00	€ 20.00	€ 20.00	€ 20.00	€ 20.00	€ 21.00	€ 21.50	€ 26.50	€ 29.00	€ 30.50
Student Return	€ 7.70	€ 11.20	€ 13.40	€ 15.60	€ 16.15	€ 16.70	€ 19.90	€ 21.50	€ 22.50	€ 25.00	€ 25.00	€ 25.00	€ 25.00	€ 26.00	€ 27.00	€ 33.00	€ 36.00	€ 38.00

Figure 38 Economy 1 Route TVM Fares

Each fare category consists of Zones A-U. Each lettered zone represents an increment of 16 kilometres and determines the cost of the fare per distance travelled by the customer[120]. Where the ticket is purchased also determines the cost of the fare. Ticket Vending Machines or TVMs provide the baseline of ticket fares and are the most expensive way to buy a ticket whereas Online tickets are the cheapest[121]. Online tickets are at a fraction of the cost of TVM tickets, the value of the fraction being unknown when compiling this report.

Economy 1 Route Online Fares (Semi-Flexible)																		
Distance (km)	0-16	17-32	33-40	41-48	49-56	57-72	73-92	93-108	109-121	122-137	138-153	154-169	170-193	194-209	210-233	234-257	258-282	>283
Zones	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U
Adult Single	€4.49	€6.09	€6.39	€7.09	€7.49	€9.49	€10.59	€11.69	€12.49	€13.99	€14.99	€15.99	€16.99	€18.99	€19.99	€20.98	€21.49	€22.49
Adult Return	€8.98	€12.18	€12.78	€14.18	€14.98	€18.98	€21.18	€23.38	€24.98	€27.98	€29.98	€31.98	€33.98	€37.98	€39.98	€41.96	€42.98	€44.98
Child Single	€2.25	€3.00	€3.00	€3.50	€3.75	€4.75	€5.25	€5.75	€6.25	€7.25	€8.00	€8.50	€9.00	€10.00	€10.50	€11.00	€11.25	€11.75
Child Return	€4.49	€6.00	€6.00	€7.00	€7.49	€9.49	€10.50	€11.50	€12.49	€14.50	€16.00	€17.00	€18.00	€20.00	€21.00	€22.00	€22.50	€23.50
Student Single	€3.49	€5.09	€6.09	€6.89	€7.29	€7.59	€8.99	€9.59	€9.99	€10.99	€10.99	€10.99	€10.99	€11.49	€11.99	€16.19	€16.99	€16.99
Student Return	€6.98	€10.18	€12.18	€13.78	€14.58	€15.18	€17.98	€19.18	€19.98	€21.98	€21.98	€21.98	€21.98	€22.98	€23.98	€32.38	€33.98	€33.98

Figure 39 Economy 1 Route Online Fares

The type of ticket purchased depends on the type of passenger and its purpose. There are many types of tickets but for this report, tickets shown will be for either Adults, Children or Students who are purchasing either a Single Journey Ticket or a Day Return Journey Ticket. Online tickets also have four options, First Class, Flexible, Semi-Flexible and Low. For this report, all Online tickets will be Semi-Flexible as they are the cheapest online ticket that is commonly available. Low Tickets are cheaper however they are not always available[122].

Online Fares when travelling via the Rosslare - Waterford Railway																			
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Adult Single	Wexford	€7.49	€7 09	€6.39	€6 09	€4.49	€4.49	€0.00	€6.09	€7.49	€9.49	€10.59	€11.69	€12.49	€13 99	€13.99	€14 99	€14.99
Adult Return	Wexford	€14.98	€14.18	€12.78	€12.18	€8.98	€8 98	€0.00	€12.18	€14.98	€18 98	€21.18	€23 38	€24.98	€27 98	€27.98	€29 98	€29.98
Child Single	Wexford	€3.75	€3 50	€3.00	€3 00	€2.25	€2 25	€0.00	€3.00	€3.75	€4.75	€5.25	€5.75	€6.25	€7.25	€7.25	€8.00	€8.00
Child Return	Wexford	€7.49	€7 00	€6.00	€6 00	€4.49	€4.49	€0.00	€6.00	€7.49	€9.49	€10.50	€11 50	€12.49	€14 50	€14.50	€16 00	€16.00
Student Single	Wexford	€7.29	€6 89	€6.09	€5 09	€3.49	€3.49	€0.00	€5.09	€7.29	€7.59	€8.99	€9.59	€9.99	€10 99	€10.99	€10 99	€10.99
Student Return	Wexford	€14.58	€13.78	€12.18	€10.18	€6.98	€6 98	€0.00	€10.18	€14.58	€15.18	€17.98	€19.18	€19.98	€21 98	€21.98	€21 98	€21.98
Adult Single	Waterford	€4.49	€6 09	€6.09	€7 09	€7.49	€9.49	€9.49	€9.49	€12.49	€13 99	€15.99	€16 99	€16.99	€16 99	€18.99	€18 99	€19.99
Adult Return	Waterford	€8.98	€12.18	€12.18	€14.18	€14.98	€18.98	€18.98	€18 98	€24.98	€27 98	€31.98	€33 98	€33.98	€33 98	€37.98	€37 98	€39.98
Child Single	Waterford	€2.25	€3 00	€3.00	€3 50	€3.75	€4.75	€4.75	€4.75	€6.25	€7.25	€8.50	€9.00	€9.00	€9.00	€10.00	€10 00	€10.50
Child Return	Waterford	€4.49	€6 00	€6.00	€7 00	€7.49	€9.49	€9.49	€9.49	€12.49	€14 50	€17.00	€18 00	€18.00	€18 00	€20.00	€20 00	€21.00
Student Single	Waterford	€3.49	€5 09	€5.09	€6 89	€7.29	€7 59	€7.59	€7.59	€9.99	€10 99	€10.99	€10 99	€10.99	€10 99	€11.49	€11.49	€11.99
Student Return	Waterford	€6.98	€10.18	€10.18	€13.78	€14.58	€15.18	€15.18	€15.18	€19.98	€21 98	€21.98	€21 98	€21.98	€21 98	€22.98	€22 98	€23.98

Figure 40 Online Fares for Rosslare-Waterford line

Figure 34 shows the Online Semi-Flexible Fares for the Rosslare-Waterford line if it was reopened. There is a full listing of fares for other destinations available upon request. To better understand how

[120] http //www.railusers.ie/reports/2008/fare_calc_part1_appendix.pdf
[121] http //www.railusers.ie/reports/2008/ie_fare_calc.pdf
[122] https://www irishrail ie/

the fare system is calculated, use this example: An Adult buys a Single Journey Ticket from Arklow to Waterford from a TVM. Arklow and Waterford are two stations which use the Economy 1 fare category. Arklow and Waterford are 136.8 kilometres apart which is within the 122-137 kilometre increment which is Zone K. Listed within Zone K is the cost of an Adult Single Journey Ticket which is €26.00 when purchased from a TVM as shown in figure 5. TVMs use the baseline fare so if purchased online, the cost would be a fraction of the baseline fare. So online fares would be €12.99 for a Low Fare, €13.99 for a Semi-Flexible Fare as shown in figure 6, €14.49 for a Flexible Fare and First-Class Fare is Not Available.

As Dublin is the capital, it should be of interest for passengers travelling from the intermediate station on the Rosslare-Waterford line. The fares to Dublin are shown in figure 8 are Online Semi-Flexible fares. Low Fares would be cheaper, but they are only sometimes available. There is also a unique option of travelling to either Dublin Heuston or Dublin Connolly with Dublin Connolly being the cheapest option and Dublin Heuston being the quickest option. Both options would only be viable if trains ran in both directions throughout the day.

Online fares when travelling to Dublin							
		Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd
Adult Single	Dublin H'ton	€16.99	€18 99	€18.99	€18.99	€19.99	€20.25
Adult Return	Dublin H'ton	€33.98	€37 98	€37.98	€37.98	€39.98	€40.50
Child Single	Dublin H'ton	€9.00	€11.49	€11.49	€11.49	€14.99	€14.99
Child Return	Dublin H'ton	€18.00	€22 98	€22.98	€22.98	€29.98	€29.98
Student Single	Dublin H'ton	€10.99	€11.49	€11.49	€11.49	€14.99	€14.99
Student Return	Dublin H'ton	€21.98	€22 98	€22.98	€22.98	€29.98	€29.98
Adult Single	Dublin C'ly	€19.99	€18 99	€16.99	€16.99	€16.99	€15.99
Adult Return	Dublin C'ly	€39.98	€37 98	€33.98	€33.98	€33.98	€31.98
Child Single	Dublin C'ly	€14.99	€10 00	€9.00	€9 00	€9.00	€8.50
Child Return	Dublin C'ly	€29.98	€20 00	€18.00	€18.00	€18.00	€17.00
Student Single	Dublin C'ly	€14.99	€11.49	€10.99	€10.99	€10.99	€10.99
Student Return	Dublin C'ly	€29.98	€22 98	€21.98	€21.98	€21.98	€21.98

Figure 41 Online Fares to Dublin

In many cases when travelling beyond Dublin by train where the passenger must change trains from Dublin Connolly to Dublin Heuston, the price of the fare can be higher than expected. This is due to when a journey uses more than one train that uses more than one fare category as the fare is then charged by the highest fare category for the total distance of the journey[123]. This happens a lot when travelling via Dublin due to the overlay of fare categories. For example: An Adult buys a Single Journey Ticket from Wexford to Galway from a TVM. The journey requires two trains, one Rosslare Europort-Dublin Connolly train and one Dublin Heuston-Galway train. Both trains use routes for Economy 1 fare category and use Zone U since the distance travelled is >283 kilometres. This should cost €42.50. But the journey requires more than one train and overlaps with the Express fare category of the Dublin Heuston-Cork Route. This means that the ticket will be charged from the Express fare category for the total distance travelled. Since this is Zone U, the cost of the ticket is €61.80.

[123] http //www.railusers.ie/reports/2008/ie_fare_calc.pdf

Money Saved when travelling via the Rosslare - Waterford Railway																		
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ty
Adult Single	Waterford	NA	NA	NA	NA	€22.50	€20.50	€20.50	€20.50	€13.50	€6.26	€4.26	€3.00	€3.00	€2.00	€0.00	€0.00	-€1.00
Adult Return	Waterford	NA	NA	NA	NA	€45.00	€41.00	€41.00	€41.00	€27.00	€12.52	€8.52	€6.00	€6.00	€4.00	€0.00	€0.00	-€2.00
Child Single	Waterford	NA	NA	NA	NA	€11.76	€10.76	€10.76	€10.76	€9.26	€7.74	€6.49	€5.99	€5.99	€2.49	€1.49	€0.99	€0.49
Child Return	Waterford	NA	NA	NA	NA	€23.51	€21.51	€21.51	€21.51	€18.51	€15.48	€12.98	€11.98	€11.98	€4.98	€2.98	€1.98	€0.98
Student Single	Waterford	NA	NA	NA	NA	€10.70	€10.40	€10.40	€10.40	€6.20	€4.00	€4.00	€4.00	€4.00	€0.50	€0.00	-€0.50	-€1.00
Student Return	Waterford	NA	NA	NA	NA	€21.40	€20.80	€20.80	€20.80	€12.40	€8.00	€8.00	€8.00	€8.00	€1.00	€0.00	-€1.00	-€2.00
Adult Single	Kilkenny	NA	NA	NA	NA	€18.30	€17.50	€13.50	€5.26	€4.00	€2.00	€0.00	-€1.00	-€2.00	-€1.99	-€2.99	-€2.99	-€6.50
Adult Return	Kilkenny	NA	NA	NA	NA	€36.60	€35.00	€27.00	€10.52	€8.00	€4.00	€0.00	-€2.00	-€4.00	-€3.98	-€5.98	-€5.98	-€13.00
Child Single	Kilkenny	NA	NA	NA	NA	€9.75	€9.26	€9.26	€6.99	€6.49	€2.49	€0.99	€0.49	€0.49	-€0.01	-€0.01	-€0.01	-€1.00
Child Return	Kilkenny	NA	NA	NA	NA	€19.50	€18.51	€18.51	€13.98	€12.98	€4.98	€1.98	€0.98	€0.98	-€0.02	-€0.02	-€0.02	-€2.00
Student Single	Kilkenny	NA	NA	NA	NA	€8.40	€8.00	€6.20	€4.00	€4.00	€0.50	-€0.50	-€1.00	-€1.00	-€5.20	-€5.20	-€5.20	-€6.00
Student Return	Kilkenny	NA	NA	NA	NA	€16.80	€16.00	€12.40	€8.00	€8.00	€1.00	-€1.00	-€2.00	-€2.00	-€10.40	-€10.40	-€10.40	-€12.00
Adult Single	Carlow	NA	NA	NA	NA	€5.26	€5.26	€4.26	€3.00	€0.00	-€1.00	-€2.99	-€5.50	-€7.50	-€7.50	-€8.50	-€8.50	-€6.70
Adult Return	Carlow	NA	NA	NA	NA	€10.52	€10.52	€8.52	€6.00	€0.00	-€2.00	-€5.98	-€11.00	-€15.00	-€15.00	-€17.00	-€17.00	-€13.40
Child Single	Carlow	NA	NA	NA	NA	€6.99	€6.99	€6.49	€5.99	€0.99	€0.49	-€0.01	-€0.26	-€2.00	-€2.00	-€2.50	-€2.50	-€3.86
Child Return	Carlow	NA	NA	NA	NA	€13.98	€13.98	€12.98	€11.98	€1.98	€0.98	-€0.02	-€0.52	-€4.00	-€4.00	-€5.00	-€5.00	-€7.71
Student Single	Carlow	NA	NA	NA	NA	€4.00	€4.00	€4.00	€4.00	-€0.50	-€1.00	-€5.20	-€6.00	-€6.00	-€6.00	-€6.00	-€6.00	-€7.50
Student Return	Carlow	NA	NA	NA	NA	€8.00	€8.00	€8.00	€8.00	-€1.00	-€2.00	-€10.40	-€12.00	-€12.00	-€12.00	-€12.00	-€12.00	-€15.00
Adult Single	Limerick	NA	NA	NA	NA	€13.00	€13.00	€13.00	€10.00	€9.01	€4.50	-€1.24	-€2.24	-€2.50	-€2.50	-€2.50	-€3.50	-€3.50
Adult Return	Limerick	NA	NA	NA	NA	€26.00	€26.00	€26.00	€20.00	€18.02	€9.00	-€2.48	-€4.48	-€5.00	-€5.00	-€5.00	-€7.00	-€7.00
Child Single	Limerick	NA	NA	NA	NA	€6.50	€6.50	€6.50	€5.00	€4.50	€4.25	€3.74	€3.24	€3.24	€3.24	€3.24	-€0.26	-€0.26
Child Return	Limerick	NA	NA	NA	NA	€13.00	€13.00	€13.00	€10.00	€9.00	€8.50	€7.48	€6.48	€6.48	€6.48	€6.48	-€0.52	-€0.52
Student Single	Limerick	NA	NA	NA	NA	€7.00	€7.00	€7.00	€6.00	€1.80	-€0.80	-€2.00	-€2.00	-€2.00	-€2.00	-€2.00	-€5.50	-€5.50
Student Return	Limerick	NA	NA	NA	NA	€14.00	€14.00	€14.00	€12.00	€3.60	-€1.60	-€4.00	-€4.00	-€4.00	-€4.00	-€4.00	-€11.00	-€11.00
Adult Single	Cork	NA	NA	NA	NA	€9.74	€9.74	€9.74	€4.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€4.00	-€4.00
Adult Return	Cork	NA	NA	NA	NA	€19.48	€19.48	€19.48	€8.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€8.00	-€8.00
Child Single	Cork	NA	NA	NA	NA	€0.51	€0.51	€0.51	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00
Child Return	Cork	NA	NA	NA	NA	€1.02	€1.02	€1.02	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00
Student Single	Cork	NA	NA	NA	NA	€3.00	€3.00	€3.00	€1.80	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€1.80	-€1.80
Student Return	Cork	NA	NA	NA	NA	€6.00	€6.00	€6.00	€3.60	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	€0.00	-€3.60	-€3.60
Adult Single	Galway	NA	NA	NA	NA	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€3.50	-€2.24	-€2.24	-€2.24	-€2.50	-€2.50	-€3.50
Adult Return	Galway	NA	NA	NA	NA	€15.00	€15.00	€15.00	€15.00	€15.00	€15.00	€7.00	-€4.48	-€4.48	-€4.48	-€5.00	-€5.00	-€7.00
Child Single	Galway	NA	NA	NA	NA	€3.75	€3.75	€3.75	€3.75	€3.75	€3.75	€3.75	€3.24	€3.24	€3.24	€3.24	€3.24	-€0.26
Child Return	Galway	NA	NA	NA	NA	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€7.50	€6.48	€6.48	€6.48	€6.48	€6.48	-€0.52
Student Single	Galway	NA	NA	NA	NA	€1.00	€1.00	€1.00	€1.00	€1.00	€1.00	-€0.80	-€2.00	-€2.00	-€2.00	-€2.00	-€2.00	-€5.50
Student Return	Galway	NA	NA	NA	NA	€2.00	€2.00	€2.00	€2.00	€2.00	€2.00	-€1.60	-€4.00	-€4.00	-€4.00	-€4.00	-€4.00	-€11.00

Figure 42 Money Saved travelling via the Rosslare-Waterford line

This shows that for anyone travelling on the Dublin-Rosslare Europort line to stations beyond Dublin Heuston, they will be charged a lot more than expected due to an overlap of the Express fare category. Reopening the Rosslare-Waterford line would therefore financially benefit the public by by-passing the higher fare travelling via Dublin. Travelling from any station on the Dublin-Rosslare Europort line to places such as Waterford, Kilkenny, Carlow, Limerick, Galway and Westport would all be within the Economy 1 fare category if travelling via the Rosslare-Waterford line and depending on the distance travelled, would be cheaper than current fares. Figure 36 shows the exact cost benefits when travelling to Waterford via the Rosslare-Waterford line when compared to travelling via Dublin.

8.4. Competition with Buses

Other than travelling by car, buses are the main competitor for a Wexford-Waterford Rail service if the Rosslare-Waterford Railway reopened. Bus services compete with rail services in three different ways: frequency, journey times and cost of fares.

There are three bus companies operating between Wexford, Waterford and intermediate stations that would directly compete with a Wexford-Waterford service. These companies consist of Wexford Bus, Bus Éireann and Local Link. Indirectly, rail services compete with other bus companies that would depart from Dublin, for example: the quickest bus route between Wicklow and Kilkenny

which is done using two companies, Bus Éireann for the Wicklow-Dublin leg and JJ Kavanagh for the Dublin-Kilkenny leg[124].

Frequency of Bus Services per week							
	Bus Eireann Wexford	Wexford Bus Wexford	Local Link Wexford	Daily Average Wexford	Bus Eireann Waterford	Wexford Bus Waterford	Daily Average Waterford
Waterford	48	52	0	14	0	0	0
Campile	6	0	0	1	24	0	3
Ballycullane	1	0	0	0	1	0	0
Wellingtonbr'	12	0	28	6	24	0	3
Bridgetown	4	17	0	3	6	0	1
Rosslare Strand	12	18	39	10	12	0	2
Rosslare E'port	53	0	45	14	12	0	2
Wexford	0	0	0	0	48	52	14

Figure 43 Frequency of Bus Services for Wexford-Waterford per week

Wexford Bus provide a direct service between Wexford and Waterford with only a few stops[125]. Bus Éireann also provide direct Wexford-Waterford Expressway services and local services to small populated areas[126]. Two of these bus routes were used to replace the Rosslare-Waterford Rail service in 2010[127]. Local Link provide local timetabled bus services connecting small populated areas such as Wellingtonbridge to Wexford Town. It should be mentioned that Local Link also provide an On Demand pick up service where a customer, if living near the route, would book in advance to be collected at their door and be brought to their destination. As this is an On-Demand service that may not be available due to limited seating[128], it will not be included in this report.

The frequency of existing bus services that a Wexford-Waterford rail service will directly be competing with are shown in figure 37. Any population that receives less than seven services per week and less than three services per day is less than the frequency of reinstated rail services this analysis proposes. Ballycullane benefiting the most from a reinstated rail service as Ballycullane is currently served by one Bus Éireann service in each direction per week and requires a transfer at New Ross to get to Waterford[129].

Bus companies run competitive services with each other to provide the quickest and the cheapest services in order to attract more customers. Figure 38 displays which companies provide the quickest journey times where each company is represented by a unique colour. For journeys that require more than one company, another colour is used to represent the majority company and other. All journey times are displayed in minutes sourced from Transport for Ireland's Journey Planner which includes wait times and transfer times[130].

[124] https://www.transportforireland ie/plan-a-journey/
[125] https://bookings.wexfordbus.com/Timetable aspx?TimeTableRoute=1
[126] https://www buseireann ie/
[127] https://www nationaltransport.ie/wp-content/uploads/2012/01/business_case_for_withdrawl_of_rail_services1.pdf
[128] https://locallinkwexford ie/timetables/
[129] https://www buseireann ie/inner.php?id=406&form-view-timetables-from=&form-view-timetables-to=&form-view-timetables-route=373&form-view-timetables-submit=1
[130] https://www.transportforireland ie/plan-a-journey/

Bus Journey Times																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Wexford	52	68	61	36	23	31	33	0	21	46	61	124	139	179	163	147	158	137
Rosslare	104	84	185	125	58	0	23	31	77	96	111	194	187	150	200	182	195	204
Waterford	0	45	116	79	84	104	82	52	92	135	150	223	151	253	236	220	196	135
Kilkenny	40	147	217	166	160	189	168	137	152	216	234	275	225	239	224	196	177	119
Carlow	60	121	195	130	194	168	172	96	76	215	214	285	239	193	181	166	152	102
Limerick	145	218	337	238	241	280	249	318	283	287	263	355	284	270	254	253	238	183
Cork	110	188	257	202	250	264	258	212	252	276	291	388	345	330	318	302	283	192
Galway	340	393	466	393	400	423	408	372	344	306	282	358	306	289	273	273	257	159
Dublin	135	203	236	207	199	204	208	137	122	101	82	129	82	74	62	47	31	0

Figure 44 Quickest Bus Journey Times in minutes

Bus Éireann	Wexford Bus	Dublin Coach	JJ Kavanagh	Go Bus	Citylink
Bus Éireann and other	Wexford Bus and other	Dublin Coach and other	JJ Kavanagh and other	Go Bus and other	Citylink and other
Local Link	Dublin Bus	Aircoach			

Figure 45 Key of Bus Companies

Figure 40 shows the comparison of the quickest bus times to the journey times achieved by travelling on the Rosslare-Waterford Railway. The grey area represents the journey times that are quicker by travelling via Dublin. Campile, Ballycullane and Wellingtonbridge benefit greatly due to the lack of frequent bus services which means longer wait times for connecting bus services at Waterford and Wexford.

Time saved when travelling via the Rosslare - Waterford Railway																		
	Waterford	Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rossalre E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin C'ly
Wexford	-37	5	6	-12	-6	16	12	0										
Rosslare	30	36	145	92	44	0	17	16										
Waterford	0	22	85	41	28	30	2	-37	-18	6	8	65	-20	63	41	15		
Kilkenny		88	150	92	67	82	55	15	9	54	59	84	21					
Carlow		27	93	21	66	26	24	-61	-102	18	4							
Limerick		62	173	67	51	76	39	99	43	28	-9							
Cork		-23	38	-24	5	5	-7	-62	-43	-38								
Galway		127	192	112	100	109	88	43	-6									
Dublin H'ton		64	89	53	26	17	15											
Dublin C'ly	-119	-25	16	-6	5													

Figure 46 Time saved travelling via the Rosslare-Waterford line

	<1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	>5 hours
Key (in minutes):	<0	0-60	60-120	120-180	180-240	>240

Figure 41 shows the cheapest bus services for each route however it must be noted that these fares are all online fares as they are the cheapest. Leap Card fares are cheaper but have been excluded as not all services have leap card facilities and not everyone has a Leap Card. All fares

shown are sourced from each individual company website[131] [132] [133] [134] [135] [136] [137] [138] [139] and although they may be the cheapest, they may not be the quickest and most convenient, for example: Wicklow-Waterford require travelling to Dublin first before going down to Waterford for cheapest service but quickest service is to travel via Wexford. Rathdrum is served by a Bus Éireann service between Arklow and Wicklow but no fares were listed, therefore the cheapest service to Rathdrum is excluded in this report. A full list of destinations for the cheapest bus services is available upon request.

Online Bus Fares																		
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Adult Single	Wexford	€10 50	€7.70	€3.00	€6.00	€3.00	€5.00	€0 00	€7.32	€9 50	€9.50	NA	€18.05	€21.80	€21.80	€21.30	€21.30	€18.00
Adult Return	Wexford	€17 50	€13.10	€6.00	€10.70	€5.00	€8.00	€0 00	€9.50	€12.36	€12.36	NA	€21.38	€28.98	€28.98	€27.98	€27.98	€21.38
Child Single	Wexford	€7.00	€4.60	€1.50	€3.50	€2.00	€3.00	€0 00	€4.37	€6 50	€8.55	NA	€11.00	€11.60	€11.60	€11.30	€11.30	€11.40
Child Return	Wexford	€12.70	€7.30	€3.00	€5.90	€3.00	€5.00	€0 00	€6.50	€9 00	€10.92	NA	€16.16	€16.20	€16.20	€15.60	€15.60	€13.00
Student Single	Wexford	€8.50	€6.10	€2.50	€4.80	€3.00	€4.00	€0 00	€5.80	€9 02	€9.02	NA	€15.00	€18.80	€18.80	€18.30	€18.30	€15.00
Student Return	Wexford	€14 50	€10.20	€4.00	€8.30	€5.00	€7.00	€0 00	€8.56	€11.40	€11.40	NA	€19.00	€27.60	€27.60	€26.60	€26.60	€20.00
Adult Single	Waterford	€8.00	€14.50	€10 00	€11.50	€13 00	€15.00	€10.00	€14.25	€17.10	€17.10	NA	€20.00	€13.80	€13.80	€13.30	€13.30	€10.00
Adult Return	Waterford	€15 50	€21.60	€17 50	€20.00	€18 00	€21.00	€13.00	€20.42	€20.42	€20.42	NA	€21.50	€27.60	€27.60	€26.60	€26.60	€20.00
Child Single	Waterford	€6.50	€8.90	€7.50	€8.00	€8.50	€9.50	€6 50	€8.55	€10.45	€11.40	NA	€12.50	€12.60	€12.60	€12.30	€12.30	€11.00
Child Return	Waterford	€8.50	€12.70	€10 00	€12.00	€12 00	€14.00	€9 00	€13.16	€19.01	€12.82	NA	€13.50	€25.20	€25.20	€24.60	€24.60	€22.00
Student Single	Waterford	€6.70	€12.70	€9.50	€11.00	€13 00	€14.00	€10.00	€11.40	€14.25	€15.20	NA	€16.50	€17.80	€17.80	€17.30	€17.30	€14.00
Student Return	Waterford	€9.00	€21.00	€10 50	€12.00	€18 00	€20.00	€13.00	€18.06	€18.06	€18.06	NA	€19.00	€23.28	€23.28	€22.28	€22.28	€15.68

Figure 47 Online Bus Fares

The cost benefits of travelling on a reopened Rosslare-Waterford Railway are shown in figure 42 where the cost of online bust fares is compared to the cost of online rail fares when travelling via the Rosslare-Waterford Railway. There is a full listing of cost benefits of other destinations upon request. The cost benefits vary but the negative margin is mostly less than €5.00.

Money Saved when travelling via the Rosslare - Waterford Railway																		
		Campile	Ballycullane	Wellingtonbr'	Bridgetown	Rosslare Str'd	Rosslare E'port	Wexford	Enniscorthy	Gorey	Arklow	Rathdrum	Wicklow	Kilcoole	Greystones	Bray	Dún Laoghaire	Dublin
Adult Return	Wexford	€2.52	-€1.08	-€6.78	-€1.48	-€3.98	-€0.98	€0.00	-€2.68	-€2.62	-€6.62	NA	-€2.00	€4.00	€1.00	€0.00	-€2.00	-€8.60
Child Single	Wexford	€3.26	€1.10	-€1.50	€0.50	-€0.25	€0.76	€0.00	€1.37	€2.76	€3.81	NA	€5.25	€5.36	€4.35	€4.05	€3.30	€3.40
Child Return	Wexford	€5.21	€0.30	-€3.00	-€0.10	-€1.49	€0.51	€0.00	€0.50	€1.51	€1.43	NA	€4.66	€3.71	€1.70	€1.10	-€0.40	-€3.00
Student Single	Wexford	€1.21	-€0.79	-€3.59	-€0.29	-€0.49	€0.51	€0.00	€0.71	€1.73	€1.43	NA	€5.41	€8.81	€7.81	€7.31	€7.31	€4.01
Student Return	Wexford	-€0.08	-€3.58	-€8.18	-€1.88	-€1.98	€0.02	€0.00	-€1.62	-€3.18	-€3.78	NA	-€0.18	€7.62	€5.62	€4.62	€4.62	-€1.98
Adult Single	Waterford	€3.51	€8.41	€3.91	€4.41	€5.51	€5.51	€0.51	€4.76	€4.61	€3.11	NA	€3.01	-€3.19	-€3.19	-€5.69	-€5.69	-€9.99
Adult Return	Waterford	€6.52	€9.42	€5.32	€5.82	€3.02	€2.02	-€5.98	€1.44	-€4.56	-€7.56	NA	-€12.48	-€6.38	-€6.38	-€11.38	-€11.38	-€19.98
Child Single	Waterford	€4.26	€5.90	€4.50	€4.50	€4.76	€4.76	€1.76	€3.81	€4.21	€4.15	NA	€3.50	€3.60	€3.60	€2.30	€2.30	€0.50
Child Return	Waterford	€4.01	€6.70	€4.00	€5.00	€4.51	€4.51	-€0.49	€3.67	€6.52	-€1.68	NA	-€4.50	€7.20	€7.20	€4.60	€4.60	€1.00
Student Single	Waterford	€3.21	€7.61	€4.41	€4.11	€5.71	€6.41	€2.41	€3.81	€4.26	€4.21	NA	€5.51	€6.81	€6.81	€5.81	€5.81	€2.01
Student Return	Waterford	€2.02	€10.82	€0.32	-€1.78	€3.42	€4.82	-€2.18	€2.88	-€1.92	-€3.92	NA	-€2.98	€1.30	€1.30	-€0.70	-€0.70	-€8.30

Figure 48 Online Bus Fares

[131] https://www buseireann ie/
[132] https://www.wexfordbus.com/
[133] https://www dublincoach ie/
[134] https://jjkavanagh.ie/#
[135] https://gobus.ie/
[136] https://www citylink ie/
[137] https://locallinkwexford ie/timetables/
[138] https://www dublinbus.ie/Fares-and-Tickets/
[139] https://www aircoach.ie/

9. CONCLUSION

This report explores in depth the potential for passenger and freight flows along the currently out of service rail link. We illustrate there is very strong market potential for passenger ridership, as well as a range of economic and social benefits for the region, should the rail link be reopened.

In a post Brexit environment, Ireland has made a strong commitment to remain part of the European Union. With Rosslare Europort currently serving as Ireland's "Gateway to Europe", the provision of expanded rail services to this vital link suggests a confident view toward the future. Rail's modal share in Ireland still lags significantly behind the EU average[140], and within the context of the European Year of Rail 2021, actions should be taken to address this.

The proposed project fulfills a range of strategic and policy goals and can benefit the region and country by increasing connectivity. However, the window of opportunity is limited. After 10 years out of service, the time has come to take significant action in reactivating this vital transport link.

As previously stated, to fully rebuild a similar rail link would cost €652 million at current rates. The opportunity to provide such a piece of infrastructure for a fraction of this cost should not be ignored.

Figure 49 - IE Unit during Stock Transfer at Wellingtonbridge Station

[140] https://ec europa eu/eurostat/statistics-explained/pdfscache/1132.pdf

From: POWER Padraig
To: Heidi Reardon
Subject: Urgent - Topical Issue - Barrow Railway Bridge in County Wexford
Date: Tuesday 29 June 2021 15:00:48

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Heidi,

A Topical Issue request has just come in regarding the issue of the Barrow Railway Bridge in County Wexford, (see the full question below). Would it be possible for you to forward any material IÉ has on the matter by 4pm today? Apologies for the very short turn-around time, the request has only just come in.

"To ask the Minister for Transport to confirm that the Barrow Railway Bridge in County Wexford will remain in a working position for as long as the National Strategic Rail Review is ongoing and if he will make a statement on the matter."

Thanks,
Pádraig

Pádraig Power
Public Transport Corporate Services Division – Rannóg um Chorparáid Seirbhísí Iompair Phoiblí

An Roinn Iompair
Department of Transport

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Brendan Howlin TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

11th July 2019

Dear Minister Howlin,

Thank you for your further letter of 3rd July regarding the Barrow Bridge in Wexford.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume. As you are aware, the bridge provides both a route for the passage of trains as well as marine activity. In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. I can further confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

With regard to the maintenance of the bridge, there is no intention at this time to alter the existing inspection and maintenance regimes currently in place for the bridge at this time.

Yours sincerely,

Jim Meade
Chief Executive

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 **E** info@irishrail.ie **W** www.irishrail.ie

Brendan Howlin TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2

29th May 2019

Dear Minister Howlin,

Thank you for your email of 17th May regarding the Barrow Bridge in Wexford.

There is no proposal to close the Barrow Bridge. The Barrow Bridge operating equipment is very old and requires significant resources to maintain and operate. While the railway line is suspended, the focus of operation has been to support the Port of New Ross shipping operations in line with our statutory responsibility for the bridge operation.

In order to ensure the consistent delivery of the required shipping lane access for the Port of New Ross, we have reviewed the operation with the Port of New Ross Chief Executive and our Chief Civil Engineer and propose to temporarily secure the bridge in the open position for shipping traffic, improve the navigation controls and lighting on the bridge to required standard and allow the remote monitoring of the bridge operations.

The effect of this proposed change will ensure the reliability of the operation for maritime navigation and reduce our operations and infrastructure costs in the meantime.

Yours sincerely,

Jim Meade
Chief Executive

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, T Wynne;
Príomh Fheidhmeannach Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1,
No. 119571 VAT No. IE 4812851 O

From:	Heidi Reardon
To:	"GLACKIN Gerry"; "POWER Padraig"
Cc:	BYRNE Miriam
Subject:	Briefing Request for Minister"s Waterford Trip
Date:	Monday 23 August 2021 13:48:55
Attachments:	Briefing Request for Minister"s Waterford Trip.msg FW Request for Briefing for Minister Waterford Trip.msg Iarnród Éireann - DOT Briefing - Ministers Waterford Trip - 23.08.21.pdf

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Dear all,

Please find attached briefing as requested for the Ministers trip to Waterford.

Kind regards,
Heidi

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌍 www.irishrail.ie

From: POWER Padraig
To: Heidi Reardon
Subject: Briefing Request for Minister"s Waterford Trip
Date: Tuesday 17 August 2021 12:50:07

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Heidi,

The Minister is making a trip to Waterford in early September and has requested a briefing on a number of issues. Would it be possible for you to provide a briefing on the issues of rail freight, (particularly concerning the Waterford/South-east area), the Barrow Bridge rail line, and Rosslare Europort, especially concerning freight at the port? If there are any other issues which you think might arise in the Ministers trip to Waterford please include them also.

If the briefing could be returned by COB this Friday 20th that would be much appreciated, and please let me know if you have any questions.

Kind regards,

Pádraig

Pádraig Power
Public Transport Corporate Services Division – Rannóg um Chorparáid Seirbhísí Iompair Phoiblí

An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60

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From: GLACKIN Gerry
To: Heidi Reardon
Cc: BYRNE Miriam
Subject: FW: Request for Briefing for Minister Waterford Trip
Date: Thursday 12 August 2021 17:07:39

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Heidi,

We have been informed that the Minister is planning a trip to Waterford City in early September and for which briefing material is requested. While the itinerary is still being worked on, we have been advised that the meeting "*.....will be in relation to the launch of a Transport For Ireland initiative regarding a shared bike scheme and rail freight services. Provisionally the Minister intends to meet with the CEO, Mayor and various directors of Waterford City & County Council. Specifically, directors who deal with the Council's Climate Strategic Policy Council or other relevant services.*"

In this regard, our own Greenways Division have also suggested there are two issues on their side that may need rail-related input with the issues being:

1. the status of the Waterford Rosslare rail line feasibility study and the issue of the proposed Rosslare to Waterford Greenway. DoT has funded some pre-construction work on sections of the proposed greenway but the feasibility of the Waterford Rail Line is an issue that we would need to address in the briefing.
2. the Urban Regeneration Scheme which involves a cycling and walking bridge and a link from the trailhead for the Waterford New Ross Greenway at Ferrybank (DoT funding the construction of this Greenway) to the trailhead at Bilberry for the Waterford Dungarvan Greenway. Our Greenways colleagues seek a status report and understand that Irish Rail are involved in this project.

Could you arrange please for the provision of appropriate briefing material on the matters cited above i.e. Waterford area rail freight services, the Waterford Rosslare rail line feasibility study and an update/status report on IÉ involvement in the Urban Regeneration Scheme, and any other IÉ-related issues of relevance in Waterford. It would be appreciated if any such material could be provided by c.o.b. **23rd August** please to allow compiling of composite briefing.

Thank you and Regards,

Gerry Glackin
Sustainable Mobility Investment and Policy Division
An Roinn Iompair
Department of Transport
Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60
T +353 (0)1 604 1377 Working from home
Gerryglackin@transport.gov.ie
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****

Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

Tá ár Ráiteas Príobháideachta le fáil ar www.transport.gov.ie

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Iarnród Éireann – Ministerial Briefing

23rd August 2021

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

ROSSLARE TO WATERFORD GREENWAY

The Rosslare to Waterford line was closed in 2010 during the economic crisis. Its economic sustainability had been severely impacted in 2006, when our highly intensive sugar beet freight operation ceased when the industry ended in Ireland. The remaining passenger business could not be sustained during the economic and funding crisis we faced.

The local authorities had in recent years been advancing a plan for a Greenway on the line, which we had been working to facilitate on a licence basis – the licence arrangement would ensure Iarnród Éireann could reclaim the alignment if it were required in the future.

However, upon the confirmation of the all-island strategic rail review, this proposal has been paused by all parties, pending the outcome of the review. This is in line with Iarnród Éireann's policy that greenways should only be considered for disused rail alignments where there is no medium term prospect, or active policy consideration, for their use for rail purposes.

ROSSLARE TO NEW ROSS GREENWAY

Iarnród Éireann undertook the Statutory Abandonment of the Waterford to New Ross rail line in September 2020 and are now collaborating with Wexford and Kilkenny County Councils in the construction of the South East Greenway, terminating at Abbey Road, just east of the Bus Eireann Depot. The link to join with the Dungarvan Greenway south of the city had been agreed in the context the SDZ development scheme. Revised arrangements in this regard are in discussion and Iarnród Éireann fully supports the project.

BARROW BRIDGE

Iarnród Éireann has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

The planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

The design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

IÉ INVOLVEMENT IN URBAN REGENERATION SCHEME IN WATERFORD

Integral to the proposed Waterford North Quays development is a relocated Waterford Plunkett Station, and associated infrastructure works, to form part of an integrated public transport hub.

The main developer of the original Waterford North Quays proposal, Falcon Real Estate Development Ireland Limited has not met its financial commitments within the specified timeframe and are now believed to have withdrawn from the project.

Waterford City & County Council (WCCC) have been aware of this situation for some time and in parallel opened discussions with the Department of Transport, NTA and the relevant section in the URDF area, who have agreed to continue to fund the public transport elements of the project funding while WCCC engage with other developers on the project.

It is WCCC's belief that work on the rock stabilisation and western flood defences (both of which benefit the current and proposed station) will proceed in the next few months. IE will await formal approval of these elements and will continue to support these works as they proceed in the short term. There are regular project meetings with WCCC on the development and they will continue until resolution on the way forward is reached.

Jim Meade

Chief Executive, Iarnrod Éireann.

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Iarnród Éireann
Irish Rail

Catherine Connolly TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2
catherineconnolly@oireachtas.ie

20th July 2021

Dear Deputy Connolly,

I refer to your **Parliamentary Question 34767/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

Dail Question No: 128
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter.

Dail Question No: 129
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Yours sincerely,

Jim Meade
Chief Executive

From:	Heidi Reardon
To:	"garretdoocey@transport.gov.ie"
Cc:	"MCNEILL Jan-Claire"; "GLACKIN Gerry"; "BYRNE Miriam"
Subject:	FW: Correspondence- Joint Committee on Transport and Communications
Date:	Monday 12 July 2021 13:59:29
Attachments:	JCTCN-i-384(i) - Ken Spratt- Barrow Bridge .pdf JCTCN-i-384(ii) - Correspondence from Mr Peter Brannigan.pdf Iarnród Éireann - DOT Briefing - PQ Brief Barrow Bridge Abandonment - 15.06.21.pdf

Hi Garret,

I have been advised the position remains the same as per our briefing note of 15th June.

Noting that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Thanks

Heidi

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌍 www.irishrail.ie

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From: DOOCEY Garret [mailto:GarretDOOCEY@transport.gov.ie]
Sent: 06 July 2021 09:44
To: Heidi Reardon <Heidi.Reardon@irishrail.ie>
Cc: MCNEILL Jan-Claire <Jan-ClaireMcNeill@transport.gov.ie>; GLACKIN Gerry <GerryGLACKIN@transport.gov.ie>
Subject: FW: Correspondence- Joint Committee on Transport and Communications

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Heidi,

The Joint Oireachtas Committee has written to the Secretary General as per attached re the Barrow Bridge.

I know there has been some material supplied recently by IÉ in relation to a similar query that came in via PQ and we referred another similar query via PQ to IÉ for direct reply last week.

I would be grateful if IÉ could provide any relevant material to assist with a reply, particularly in relation to the timing of the proposed change and also the frequency with which the bridge will be opened/closed in the future.

I would ask that any material be submitted to us by Friday 9 July.

Thanks and regards

Garret

****
Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

Tá ár Ráiteas Príobháideachta le fáil ar www.transport.gov.ie

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Iarnród Éireann – DoT PQ Brief Barrow Bridge Abandonment

Question: To ask the Minister for Transport further to Parliamentary Question No. 78 of 26 May 2021, if his attention has been drawn to a proposal by Iarnród Éireann to fix the Barrow Bridge on the Waterford to Rosslare rail line in the closed to rail position later in June 2021; the potential damage this may do to the bridge; and if he will request that this proposal is deferred until the strategic rail review is completed.

Question: To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter – Dep. Howlin

Iarnród Éireann has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are

currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

An Comhchoiste um Iompar agus Cumarsáide
Teach Laighean
Baile Átha Cliath 2
D02 XR20
Tel: (01) 618 3954

Joint Committee on Transport and Communications
Leinster House
Dublin 2
D02 XR20
Tel: (01) 618 3954

Mr Ken Spratt,
Secretary General,
Department of Transport

5 July 2021

JCTCN-i-384

Issued by e-mail

Dear Secretary General,

Re: The Barrow Bridge

I am writing to you on behalf of the Joint Committee regarding, the Barrow Bridge located on the Wexford-Waterford rail line.

At its meeting on 15 June 2021, the Committee discussed correspondence received from South East on Track who raised concerns regarding the Barrow Bridge being set into an open and fixed position.

The Committee understand that the bridge is usable and was most recently crossed by a maintenance train on Monday May 31, 2021. The Committee seek a briefing note on the issue, with reference to the likelihood of the open position rendering the bridge permanently out of rail service and the implications this will have for the rail line and greater rail connectivity in the region.

I have attached the correspondence received from South East on Track with this letter and I would be obliged if you could address the issue raised.

Yours sincerely,

Padraig Grant
Clerk to the Committee

Cuirfear fáilte roimh chomhfhreagras i nGaeilge

From: Cathal Crowe <Cathal.Crowe@oireachtas.ie>
Sent: Thursday 10 June 2021 10:41
To: Transport and Communications Networks <jctcn@oireachtas.ie>
Cc: James Browne <James.Browne@oireachtas.ie>; Mary Butler <Mary.Butler@oireachtas.ie>; southeastontrack@gmail.com
Subject: FW: Barrow Bridge: Committee on Transport and Communications

Dear Pádraig (CC – Deputies Browne and Butler),

Please see below email from Peter Branigan, of South East on Track.

You might bring this to the attention of the Committee chair for possible inclusion in our schedule. I am CC-ing Deputies Browne and Butler as representatives of this constituency.

Is mise le meas,

Cathal Crowe TD

Fianna Fáil Spokesperson on Tourism and Aviation

Office: 4 Francis Street, Ennis, Co. Clare
Eircode: V95W9NP
Telephone: (065) 6823494
Email: cathal.crowe@oireachtas.ie
Web: www.cathalcrowe.ie

I'd like to stay in touch with you. If you do not wish to receive any further information or contact from me please email 'STOP' to this address. Please note that any personal data contained in your email correspondence with me will be processed by my Constituency Office team and I, operating as data controllers in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. If you have received this email in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use if for any other purpose.

From: South East on Track <southeastontrack@gmail.com>
Sent: Thursday 10 June 2021 10:10
To: Cathal Crowe <Cathal.Crowe@oireachtas.ie>; James OConnor <James.OConnor@oireachtas.ie>
Subject: Barrow Bridge: Committee on Transport and Communications

Dear Deputies Crowe & O'Connor,

We are writing to you today in the context of your membership of the Committee on Transport and Communications.

I'm contacting you today from South East on Track regarding the Barrow Bridge, which is on the Wexford-Waterford rail line. We recently received good news that the line is to be included in the upcoming Strategic Rail Review

We have heard from a reliable source that this bridge is to be permanently secured in the open to shipping position **this month**.

Despite IÉ's claims to the contrary, securing this bridge in the open position will render it permanently out of rail service, disrupting a connection between Waterford & Wexford that has existed since 1906.

Furthermore, the Bridge has National Significance in the National Inventory of Architectural Heritage.

The bridge is still usable, and was most recently crossed by a maintenance train on Monday May 31, 2021.

No matter the future of this transport corridor, be it as an operational railway or a greenway, securing the bridge in the open position will most likely prevent any future crossings of the river Barrow using this bridge.

Such a move by Irish Rail would impair the possibility of the line reopening, which the Transport Committee has committed to examine further as part of its work on the all-Ireland strategic rail review. Quote: *The Committee also highlights the potential to expand rail freight capacity to include the Western Rail Corridor and the Limerick, Waterford & Rosslare corridor, a topic it intends to examine further as part of its work on the all-Ireland strategic rail review* (Joint Committee on Transport and Communications Networks Submission to Review to Renew, the review of the National Development Plan (NDP) Section 2.2.2)

Furthermore, we wish to draw your attention to the recent National Investment Framework for Transport Ireland (NIFTI) Intervention Hierarchy, where the Maintenance of Infrastructure is Number 1 Intervention Hierarchy. Such a move by Irish Rail to take this bridge out of serviceable use does not seem to be consistent with these goals.

We would appreciate it if you could ensure that if Irish Rail proceed with this matter that is appropriately examined at Oireachtas Committee level. Better yet, would be a representation to the Minister and Irish Rail that this action not occur until the conclusion of the Strategic Rail Review.

Looking forward to hearing from you.

Peter Branigan

on behalf of
SOUTH EAST ON TRACK
southeastontrack.com
facebook: South East on Track
twitter: https://smex-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2ftwitter.com%2fseontrack&umid=ebe70a41-8048-4313-b0b3-2702fa25c1d7&auth=3851052a65d9657d2ab4c1fa657bb1ebb1940985-c8b416746b75bf89f9b8867b84436c9223f22827

From:	Heidi Reardon
To:	"POWER Padraig"
Cc:	"garretdoocey@transport.gov.ie"
Subject:	FW: Urgent - Topical Issue - Barrow Railway Bridge in County Wexford
Date:	Tuesday 29 June 2021 15:30:22
Attachments:	RE Barrow Bridge abandonment.msg

Hi Padraig,

Attached email which I sent to Don Cunningham (Don was sending to Garret Doocey).

The position remains the same, no change.

Regards,

Heidi

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌐 www.irishrail.ie

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From: POWER Padraig [mailto:PadraigPOWER@transport.gov.ie]
Sent: 29 June 2021 15:01
To: Heidi Reardon <Heidi.Reardon@irishrail.ie>
Subject: Urgent - Topical Issue - Barrow Railway Bridge in County Wexford

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Heidi,

A Topical Issue request has just come in regarding the issue of the Barrow Railway Bridge in County Wexford, (see the full question below). Would it be possible for you to forward any material IÉ has on the matter by 4pm today? Apologies for the very short turn-around time, the request has only just come in.

"To ask the Minister for Transport to confirm that the Barrow Railway Bridge in County Wexford will remain in a working position for as long as the National Strategic Rail Review is ongoing and if he will make a statement on the matter."

Thanks,
Pádraig

Pádraig Power
Public Transport Corporate Services Division – Rannóg um Chorparáid Seirbhísí Iompair Phoiblí

An Roinn Iompair
Department of Transport

Lána Líosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60

Padraigpower@transport.gov.ie www.gov.ie/transport

Iarnród Éireann – DoT PQ Brief Barrow Bridge Abandonment

Question: To ask the Minister for Transport further to Parliamentary Question No. 78 of 26 May 2021, if his attention has been drawn to a proposal by Iarnród Éireann to fix the Barrow Bridge on the Waterford to Rosslare rail line in the closed to rail position later in June 2021; the potential damage this may do to the bridge; and if he will request that this proposal is deferred until the strategic rail review is completed.

Question: To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter – Dep. Howlin

Iarnród Éireann has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are

currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

From:	Heidi Reardon
To:	Don Cunningham
Subject:	RE: Barrow Bridge abandonment
Date:	Tuesday 15 June 2021 15:20:45
Attachments:	Iarnród Éireann - DOT Briefing - PQ Brief Barrow Bridge Abandonment - 15.06.21.pdf

---

From: DOOCEY Garret <GarretDOOCEY@transport.gov.ie>
Sent: Tuesday, June 15, 2021 12:57:10 PM
To: Don Cunningham <Don.Cunningham@irishrail.ie>; Jim Meade <Jim.Meade@irishrail.ie>
Cc: Heidi Reardon <Heidi.Reardon@irishrail.ie>; Éamonn Ballance <Eamonn.Ballance@irishrail.ie>
Subject: FW: Barrow Bridge abandonment
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Don / Jim,
Just as a follow-up, we have another PQ on this issue as below, would it be possible to have some background information on the various issues being raised across the PQs and the correspondence received by this afternoon?
Question: *To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter – Dep. Howlin*
Thanks
Garret
From: DOOCEY Garret
Sent: Friday 11 June 2021 16:18
To: 'Don Cunningham' <Don.Cunningham@irishrail.ie>
Cc: MCNEILL Jan-Claire <Jan-ClaireMcNeill@transport.gov.ie>; GLACKIN Gerry <GerryGLACKIN@transport.gov.ie>
Subject: FW: Barrow Bridge abandonment
Don,
As discussed.
PQ below & also email recently received –
Question: To ask the Minister for Transport further to Parliamentary Question No. 78 of 26 May 2021, if his attention has been drawn to a proposal by Iarnród Éireann to fix the Barrow Bridge on the Waterford to Rosslare rail line in the closed to rail position later in June 2021; the potential damage this may do to the bridge; and if he will request that this proposal is deferred until the strategic rail review is completed.
Thanks
Garret
From:
Sent: Friday 11 June 2021 13:17
To: eamon.ryan@oireachtas.ie
Cc: MINISTER'S OFFICE <Minister@transport.gov.ie>; DOOCEY Garret <GarretDOOCEY@transport.gov.ie>
Subject: Barrow Bridge abandonment
Dear Minister,
I write in relation to the Rosslare to Waterford rail alignment. As you know, services on this line were discontinued at height of the economic crisis, notwithstanding significant investment (in the region of €40m) which had been invested in bringing the infrastructure on this line into "an acceptable safe standard" (under the Railway Investment Programme 1998-2010).

I was heartened to hear that the upcoming strategic rail review planned by your department will include consideration of the potential for development of the line and reinstatement of rail services for south Wexford, as part of a regional approach to connectivity with Waterford, Cork and the south generally. I am also encouraged by the objectives outlined in your Department's draft National Investment Framework for Transport in Ireland (NIFTI) - particularly the criterion to optimise existing assets and past expenditure. There is an opportunity to ensure the significant investment already made on the south Wexford line is used as a platform to address substantial future mobility and freight transport needs in the South-East.
However, it has just come to my attention that IE now intends to pin the Barrow Rail Bridge into a permanently open position and thus divest itself of the maintenance responsibility on this infrastructure which is critical to any future for this alignment. I note that you have spoken about this in the Dáil (6 October 2020) and you stated your view that "we should not write off the possible return of lines which are currently underutilised or, as with this line, effectively closed for the last ten years" and also that "the design of the [Barrow Bridge] mechanism is such that it can easily be reversed if rail services resume at some point in the future."

I do not doubt the sincerity of your belief in the reversibility of this action; however, it is well known in the railway world that this action effectively constitutes a bridge abandonment intervention, since ongoing movement and maintenance of the movable mechanism is essential to ensure its operability even in the short term. Has there been a process to technically assess the workability of the bridge mechanics for open/close waterway traffic after leaving the bridge permanently in "open" position for an unspecified period of time? Because you have a role in the statutory process for abandonment of railways, Minister, it needs to be demonstrated to you, by IE/CIE as Infrastructure Manager, and independently verified by the CRR as the Minister's advisors on railway engineering matters, that the bridge can be indefinitely locked in "open" position without any adverse impact to functionality. The nature and costs of so-called "reversibility" should be clearly set out to you because it may actually mean that the bridge would have to come down first. This was the view I heard expressed many times by Irish Rail experts when the bridge was discussed in the context of the Railway Safety Programme, which I managed for a period as a former official of the Department of Transport.
It goes without saying that this action to pin the bridge in open position will severely prejudice any strategic consideration of the south Wexford line in the upcoming Rail Review, as the costs of so-called "reversal" will completely annihilate the alignment's prospects. It is highly disingenuous to assert otherwise. I suggest to you also that the action at this point in time, before the commencement of the Rail Review, undermines credibility in the objectives and intent of the Review generally, as well as in the NIFTI assertion that existing infrastructure assets are to be optimised.
I urge you therefore to intervene in this matter, to request a proper, independently verified, technical assessment of the "reversibility" of the action and, in the meantime, to secure the postponement of any works to prepare or implement the pinning of the bridge into open position until, at the very least, the completion of the Rail Review.
sincerely,

Iarnród Éireann – DoT PQ Brief Barrow Bridge Abandonment

Question: To ask the Minister for Transport further to Parliamentary Question No. 78 of 26 May 2021, if his attention has been drawn to a proposal by Iarnród Éireann to fix the Barrow Bridge on the Waterford to Rosslare rail line in the closed to rail position later in June 2021; the potential damage this may do to the bridge; and if he will request that this proposal is deferred until the strategic rail review is completed.

Question: To ask the Minister for Transport if the reopening of the Wexford to Waterford rail line is to be considered as part of the Strategic Rail Review now underway; his views pending the outcome of this strategic review of the decision of Irish Rail to secure the Barrow Bridge in a permanently open position; his views on whether this action has implications for any future use of the bridge for rail or as part of a potential greenway; and if he will make a statement on the matter – Dep. Howlin

Iarnród Éireann has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are

currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

From: IE Oireachtas Liaison
To: "Michael Dwyer"
Cc: IE Oireachtas Liaison
Subject: James Browne TD - Michelle Byrne - South East on Track - new worrying info
Date: Thursday 17 June 2021 16:50:52
Attachments: image001.jpg

Dear Michael,

Thank you for your correspondence on behalf of [redacted].

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Kind regards,
IÉ Oireachtas Liaison

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.

☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌍 www.irishrail.ie

*I would like to advise you of this email address for queries **from all members of the Oireachtas** - oireachtasliaison@irishrail.ie - this will enable us to assist you in all queries you may have relating to Iarnród Éireann, our services and our network.*

From: Michael Dwyer [mailto:Michael.Dwyer@oireachtas.ie]
Sent: 11 June 2021 09:51
To: Heidi Reardon <Heidi.Reardon@irishrail.ie>
Subject: James Browne TD - Michelle Byrne - South East on Track - new worrying info

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Heidi,

Please find below an email received for your appropriate consideration.

Best wishes,
Michael.
PA to James Browne T.D.
Minister of State for Law Reform at the Department of Justice

cid:image001.jpg@01D76212.F8CF2F60

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie).

Please note that any personal data contained in your email correspondence with me will be processed by me and my staff as a data controller in accordance with applicable data protection law. Much of this data processing will be done in connection with representations/requests made and also for electoral purposes. If you have received this email in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any other purpose. Thank you.

I'd like to stay in touch with you. If you don't wish to receive any further information or contact from me, please email 'STOP' to this email address.

From: Michelle Byrne <michellebyrnedesign@yahoo.com>
Sent: Wednesday 9 June 2021 12:41
Subject: South East on Track - new worrying info

Dear Deputy,

I am writing today to report my concerns about the Barrow Rail Bridge on the Wexford to Waterford Line. On good authority, I have learned recently that Irish Rail plans to secure this bridge permanently in the open to marine traffic position.

Despite Irish Rail's claims to the contrary, securing this bridge in the open position will render it permanently out of service, destroying a connection between Waterford & Wexford that has existed since 1906.

Furthermore, the Bridge has National Significance in the National Inventory of Architectural Heritage. The bridge is still usable, and was most recently crossed by a train on Monday May 31, 2021. No matter the future of this transport corridor, be it as an operational railway or a greenway, securing the bridge in the open position will most likely prevent any future crossings of the river Barrow using this bridge.

Could you please interject in any way you can to make sure this doesn't happen? I believe we have to move fast on this as it's due to happen this month.

If you want to learn more about the campaign you can check out southeastontrack.com.

Kind regards,

[redacted]

[she/her]

Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

From:	IE Oireachtas Liaison
To:	"Matt Shanahan"
Cc:	IE Oireachtas Liaison
Subject:	Matt Shanahan TD - Regarding Waterford to Rosslare Rail line
Date:	Wednesday 20 May 2020 14:21:25
Attachments:	Matt Shanahan TD - Waterford Rosslare Line - 20.05.20.pdf

Dear Deputy Shanahan,

Please find attached letter on behalf of the Chief Executive, Iarnród Éireann.

Kind regards,

Heidi

Heidi Reardon
For Jim Meade, Chief Executive, Iarnród Éireann, Connolly Station, Dublin 1, D01 V6V6.
☎ 00 353 1 703 2454 ✉ heidi.reardon@irishrail.ie 🌍 www.irishrail.ie

From: Matt Shanahan [mailto:Matt.Shanahan@oireachtas.ie]

Sent: 11 May 2020 19:54

To: Meade Jim <Jim.Meade@irishrail.ie>

Subject: Regarding Waterford to Rosslare Rail line

Dear Mr. Meade,

As a South East based TD I am asking for your assurance that the existing Waterford to Rosslare rail line will be maintained and continually serviced to ensure that a resumption of train service can begin again at any point.

There are major political and policy changes coming and this rail line will yet prove an important economic building block of the regional economy – this can only happen if the line is secured for future use.

I would ask you to provide me with a guarantee in this respect please.

Sincerely,

Matt Shanahan TD

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http://www.oireachtas.ie/parliament/ga/eolas/beartasriomhphoistanoireachtaisagusseanadh/

From:	IE Oireachtas Liaison
To:	"Matt.Shanahan@oireachtas.ie"
Cc:	IE Oireachtas Liaison
Subject:	Matt Shanahan TD - The ongoing position regarding the Barrow Bridge
Date:	Thursday 2 September 2021 16:37:49
Attachments:	Matt Shanahan TD - Regarding Waterford to Rosslare Rail line.msg RE From Deputy Matt Shanahan - further to transport committee meeting earlier today.msg image003.jpg

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Dear Deputy Shanahan,

Thank you for your email.

For your information my office has received only two items of correspondence from your office of late, both of which have been responded to as per the dates below and attached.

- 11th May - responded to on 20th May
- 2nd March - responded to on 24th March

I do note however from your email of 2nd March, in which you advised that your mail may not have been sent previously due to server issues. If there is a particular issue you are referring to, please let me know and I will look into it. This email address *oireachtasliaison@irishrail.ie* is a dedicated email address managed by my office directly for all queries from all members of the Oireachtas to assist you in all queries you may have relating to Iarnród Éireann, our services and our network. Alternatively you can contact my PA Heidi Reardon directly in my office at heidi.reardon@irishrail.ie and she will be happy to assist also.

I cannot confirm the timeline for the rail review as that process is being run by the Department of Transport but I'm of the understanding that the project is about to commence and the public consultation element of that process is expected to be completed during Q4 of 2021.

Regarding the Barrow Bridge, Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that scheduled movements to verify the mechanisms and systems on the swing section of the Barrow Railway bridge will be carried out in the event it is pinned in the "open to marine traffic" position.

This operation will be conducted at a frequency of not more than a quarterly basis and will be formally programmed into the Iarnród Éireann asset management computerised systems, this will ensure the continued functionality of the bridge and its associated mechanisms. Furthermore the asset management system is evidence based and allows us to demonstrate compliance with the process for audit purposes.

I would further note that while there is ongoing activity on the safety and security of the bridge by our engineering teams there is no intention of progressing to pinning the bridge in the open position in the current calendar year.

Regards,

Jim Meade
Chief Executive

From: Matt Shanahan [mailto:Matt.Shanahan@oireachtas.ie]
Sent: 24 August 2021 17:37
To: Jim Meade <Jim.Meade@irishrail.ie>
Subject: Matt Shanahan TD - The ongoing position regarding the Barrow Bridge

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Dear Jim,
I have contacted you in the past without unfortunately receiving any acknowledgement to my communication or the information sought that it registered.
As you are aware a review of rail infrastructure was announced a part of which concerns the present Barrow Bridge linking Wexford and Waterford.
Can you please provide me some status update to the following -

1. The present timelines that you understand around this rail review and its completion date
2. Pending the review's completion a decision was taken by CIE to retain the barrowbridge in an 'open' position - there is considerable disquiet in many quarters regarding the maintenance of the bridge in this open position but most especially of the 'lock and close' mechanism which many in engineering circles are questioning the added stresses retaining the bridge in an open position is causing.

I don't expect you to provide me with an engineer's report but I would like an assurance from Iarnród Éireann that you are constantly monitoring the closing section of rail and where needed are closing it to ensure that all systems are working as required.
I'd appreciate a response at your earliest convenience,
Many thanks,

Deputy Matt Shanahan T.D. (Ind) Waterford
Constituency Office, St Catherines Hall,
Catherine Street, Waterford.
051-876956

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Chief Executive, Connolly Station, Dublin 1, D01 V6V6
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Iarnród Éireann
Irish Rail

Matt Shanahan TD
Matt.Shanahan@oireachtas.ie

20th May 2020

Dear Deputy Shanahan,

Thank you for your email of 11th May regarding the Waterford to Rosslare line.

Upon suspension of services on the Waterford to Rosslare line in 2010, approved by the National Transport Authority, Iarnród Éireann undertook to put in place care and maintenance arrangements for the line. These have continued since this time, with revisions approved by the NTA.

I would stress that any care and maintenance programme does not constitute maintenance to full operational standards. This would not be the best use of resources, particularly given the fact that up to 2019, Iarnród Éireann was not fully funded for the maintenance of our network. Our priority is to focus on the safe maintenance and upkeep of the operational railway, and it continues to be so.

However, care and maintenance does protect the alignment from encroachment and adverse possession, thus preserving the alignment should any future requirement for services materialise.

I would note that there is no provision in the National Development Plan for investment in this line, and therefore no prospect in the medium term of its use for rail.

Accordingly, both local authorities (Waterford and Wexford) are seeking to develop a greenway along this alignment, which we are facilitating. This would be facilitated on a licence basis that, should a future business case be established to reinstate rail services, would provide for the alignment to revert to the control of Iarnród Éireann for that purpose.

Jim Meade
Chief Executive

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

From:	IE Oireachtas Liaison
To:	"Matt Shanahan"
Cc:	IE Oireachtas Liaison; Jim Meade
Subject:	RE: From Deputy Matt Shanahan - further to transport committee meeting earlier today
Date:	Wednesday 24 March 2021 18:37:42

Dear Deputy Shanahan,

Thank you for your recent mail further to the Transport Committee we attended.

Regarding the two issues you have raised, I set out the following;

1. **Rail Freight connection from Ballina to Waterford Port** – There are currently no infrastructure obstacles regarding the operation of services between Ballina and Waterford port and services currently operate on this line between Iarnród Éireann and Coillte, and we are engaged with the market on potential container freight operations for this route. As you are aware we are currently finalising a significant rail freight strategy for the country and very much see rail hubs like Ballina connected to Lo-Lo ports such as Waterford as a crucial part of the growth of rail freight into the future. I welcome your support regarding possible future funding which will be required as we implement our agreed strategy for the development of rail freight into the future.

2. **Waterford to Rosslare Rail Line** – As mentioned above we see opportunities for rail freight development in and out of Waterford Port which is currently rail connected and operates as a Lo-Lo port. This is a very different operation to Rosslare Europort which is a Ro-Ro port and handles trucks and trailers as against containers which would traditionally be associated with rail freight. It is not envisaged in our strategy for Rosslare Europort to enter the Lo-Lo market but to concentrate on the Ro-Ro market and the Offshore Wind development both of which would not require a rail freight option. Also from a South East development point of view it would seem more viable and beneficial to the region that Waterford port be further developed for Rail Freight and Rosslare for Ro-Ro given the current infrastructure and limitations in each port which would enable the ports in the region be developed aligned with future port policy. The placement of a greenway alongside the existing rail infrastructure would require land acquisition by the local authority to facilitate.

Trusting the above clarifies the questions you have raised.

Regards,

Jim Meade
Chief Executive

-
*I would like to advise you of the establishment of this email address for queries **from all members of the Oireachtas** - oireachtasliaison@irishrail.ie - this will enable us to assist you in all queries you may have relating to Iarnród Éireann, our services and our network.*

From: Matt Shanahan [mailto:Matt.Shanahan@oireachtas.ie]
Sent: 02 March 2021 14:45
To: Jim Meade <Jim.Meade@irishrail.ie>
Subject: From Deputy Matt Shanahan - further to transport committee meeting earlier today

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Dear Mr. Meade,

I'd like to thank you for your attendance at committee today and for the comprehensive information you gave on Iarnroid Eireann developments.

I raised 2 issues at committee which I would appreciate further comment on –

1. A rail freight connection from Ballina to Waterford Port – Can you highlight the obstacles to me in supporting this linkage development given there are a number of companies who have expressed a wish to consider use of such a service? If there are programme or capital issues can you highlight what they are and what envelope of support do you require from Government to consider delivery of this initiative?
2. Waterford - Rosslare Rail line - presently out of service beyond Belleview Port. – You mentioned that you saw no rail fright opportunity here between the ports of Waterford and Rosslare – Surely the expansion of Rosslare coupled with synergistic development of Waterford Port will answer that question over time? Your comments that IE could take back the line in a future consideration is not entirely feasible I would suggest given capital outlayed in developing a greenway and removing train tracks which would require their re-installation. Is there a possibility of developing a greenway concept on this line while keeping the existing rail line in situ?

My sense of it is that this rail line may yet play an important transport role in the development of South east economic activity and therefore removing a functional rail line will significantly alter that possible reality.

I look forward to your comments on all and thank you again for your contributions to committee today.

Sincerely,

Matt Shanahan TD

[redacted]

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From: IE Oireachtas Liaison
To: "Paul Kehoe"
Cc: IE Oireachtas Liaison
Subject: Paul Kehoe TD - Barrow Rail Bridge
Date: Thursday 17 June 2021 16:49:32

Dear Minister,

Thank you for your email regarding Barrow Rail Bridge on the Wexford to Waterford Line.

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Kind regards,
IÉ Oireachtas Liaison

From: Paul Kehoe [mailto:Paul.Kehoe@oireachtas.ie]
Sent: 14 June 2021 15:25
To: IE Oireachtas Liaison <oireachtasliaison@irishrail.ie>
Subject: Paul Kehoe TD - Barrow Rail Bridge

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Dear Jim,

I have been contacted by a number of constituents regarding the Barrow Rail Bridge on the Wexford to Waterford Line and whether it is to be secured permanently in the open to marine traffic position.

There has been much local discussion regarding this line and there is strong feeling that the aforementioned action will have a huge impact on the matter the future of this transport corridor, be it as an operational railway or a greenway.

I would be grateful if you could provide clarity on this matter,

I look forward to hearing from you.

Kind regards,

Yours Sincerely

_____

Paul Kehoe, TD

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From:	Jim Meade
To:	DOOCEY Garret
Cc:	Heidi Reardon; MCNEILL Jan-Claire; Don Cunningham; Éamonn Ballance; GLACKIN Gerry
Subject:	PQs 34766/34767 re Barrow Bridge: Complaint to Ceann Comhairle
Date:	Friday 27 August 2021 17:16:55
Attachments:	letter to Ceann Comhairle re Barrow rail bridge.pdf Catherine Connolly TD - PQ34767-21 - DQ128 DQ129 - Barrow Bridge - 20.07.21.pdf

Garret,

In response to the query raised in the attached correspondence from you on 25th August and as previously advised, Iarnród Éireann can confirm that scheduled movements to verify the mechanisms and systems on the swing section of the Barrow Railway bridge will be carried out in the event it is pinned in the "open to marine traffic" position.

This operation will be conducted at a frequency of not more than a quarterly basis and will be formally programmed into the Iarnród Éireann asset management computerised systems, this will ensure the continued functionality of the bridge and its associated mechanisms. Furthermore the asset management system is evidence based and allows us to demonstrate compliance with the process for audit purposes.

I would further note that while there is ongoing activity on the safety and security of the bridge by our engineering teams there is no intention of progressing to pinning the bridge in the open position in the current calendar year.

Regards,
Jim

From: DOOCEY Garret [mailto:GarretDOOCEY@transport.gov.ie]
Sent: 25 August 2021 12:09
To: Jim Meade <Jim.Meade@irishrail.ie>
Cc: Heidi Reardon <Heidi.Reardon@irishrail.ie>; MCNEILL Jan-Claire <Jan-ClaireMcNeill@transport.gov.ie>; Don Cunningham <Don.Cunningham@irishrail.ie>; Éamonn Ballance <Eamonn.Ballance@irishrail.ie>; GLACKIN Gerry <GerryGLACKIN@transport.gov.ie>
Subject: PQs 34766/34767 re Barrow Bridge: Complaint to Ceann Comhairle

Jim,

The Office of the Ceann Comhairle has forwarded the attached letter to the Minister's Office and a response is being prepared for the Minister's signature.
The letter (from Mick Wallace MEP) alleges the Minister misled the Dáil in relation to PQs answered on 16 & 17 June 2021 on the issue of the Barrow Bridge and offers as evidence of that allegation a response received from Iarnród Éireann on foot of another PQ referred to it on 29 June and answered by the Company on 20 July. As you are aware, such an allegation is a very serious matter under Dáil Éireann's *Standing Orders relative to Public Business* .

The responses prepared for the PQs over June were informed by discussions with Iarnród Éireann, including the statement by the Minister that '*I understand that Iarnód Éireann will ensure the continued functionality of the bridge through scheduled movements which will allay potential concerns that may exist as regards the permanency of the changed position*.'.
I would be grateful if the Company could, as a matter of urgency, provide further detail to allow the Minister respond to the Ceann Comhairle. We would need this information by COB Friday.

Thanks and regards
Garret

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 **E** Info@irishrail.ie **W** www.irishrail.ie

Iarnród Éireann
Irish Rail

Catherine Connolly TD
Dáil Éireann,
Leinster House,
Kildare Street,
Dublin 2
catherineconnolly@oireachtas.ie

20th July 2021

Dear Deputy Connolly,

I refer to your **Parliamentary Question 34767/21** below to Mr. Eamon Ryan, T.D., Minister for Transport, which has been passed to me to respond directly.

Dail Question No: 128
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he will provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge; and if he will make a statement on the matter.

Dail Question No: 129
To ask the Minister for Transport further to Parliamentary Question No. 33 of 17 June 2021, if he has sought and or received any independent advice or evaluation in relation Iarnród Éireann's decision including from the Commission for Railway Regulation; and if he will make a statement on the matter.

Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
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IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Yours sincerely,

Jim Meade
Chief Executive

MICK WALLACE MEP

IRELAND SOUTH

COMMITTEES: ENVIRONMENT, PUBLIC HEALTH & FOOD SAFETY / SECURITY & DEFENCE / RELATIONS WITH THE ARAB PENINSULA

To: An Ceann Comhairle, Seán O'Fearghail

cc. Eamon Ryan, Minister for Transport
Colm Brophy, Minister of State at Department of Foreign Affairs
Catherine Connolly, T.D.
Verona Murphy, T.D.
Seán Matthews, T.D.
Marc Ó'Cathaisaigh, T.D.
Brendan Howlin, T.D.

Ciao Ceann Comhairle,

I hope you are surviving well the mad times in Ireland - and I hope you are not missing me too much in the Dáil.

I am writing to convey my concerns regarding the response by Minister for Transport, Eamon Ryan T.D., to a number of PQs in relation to the decision to maintain the Barrow rail bridge in permanent open position. I believe that the Minister has misled the House by giving false reassurances around a maintenance regime to ensure the Barrow Bridge's continued functionality as a railway connection, and that the Minister must correct the record and make a statement on this matter, urgently.

You will be aware that several T.D.s have raised concerns about this decision and the very valid fears that this is a critical step towards the abandonment of the disused railway line between Rosslare and Waterford. In his written replies to PQ 32168/21 on 16th June and to PQ 34401/21 of 17th June, Minister Ryan said that "...Irish Rail will ensure the continual functionality of the bridge through scheduled movements, which will allay potential concerns that may exist as regards the permanency of the changed position". This statement was repeated by Deputy Colm Brophy in Dáil debate on topical issue raised by Deputy Verona Murphy on 30th June.

Catherine Connolly T.D. subsequently asked the Minister to "**provide specific details in relation to these scheduled movements including the planned frequency of the scheduled movements and the evidence to support this frequency in terms of ensuring the continuation of the current functionality of the bridge".**
The Minister referred this question to Iarnród Eireann for written reply and I attach that reply to this communication. You will see that no details whatsoever are given by Iarnród Eireann regarding the 'scheduled movements' referred to repeatedly by the Minister. Indeed, Iarnród Eireann's reply doesn't even mention any such movements; instead, they refer to the safety approval process for securing the bridge in open position for the benefit of marine operations exclusively.

EUROPEAN PARLIAMENT
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EMAIL: MICK.WALLACE@EUROPARL.EUROPA.EU

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The only logical conclusion to be taken from the reply by Iarnród Eireann is that no "scheduled movements" of the bridge's moving parts to maintain its functionality as a railway connection are in fact planned, contrary to the Minister's repeated statement to the Dáil. This is a serious issue. The Minister gave reassurances that do not appear to have any foundation. I myself trusted those reassurances and I conveyed them to my constituents when addressing the topic of the Rosslare to Waterford railway line on local radio and newspapers; while stating the need for further details, I nontheless said the Minister's statement was a welcome clarification on plans for the future of the bridge, referencing the context of the upcoming all-Ireland Strategic Rail Review (Wexford People, 6 July 2021). Among others, however, I was misled and I am now made aware that the bridge will be pinned imminently while supporters of both the railway and greenway projects are under the false impression there will be a maintenance regime to ensure the moving parts of the bridge will be safeguarded for potential future use.

The Minister's office will be aware of this reply from Iarnród Eireann but has allowed that body not to address the specific question, thereby allowing the Minister to breach Standing Order 54(1). Regrettably, and in the absence of any further information to substantiate the Minister's repeated reassurances to the Dáil, it must also be concluded that the Minister has also failed in his obligation to "give accurate and truthful information to the Oireachtas" (under paragraph 2.2.2 of the Code of Conduct for Office Holders pursuant to Section 10(2) of the Standards in Public Office Act 2001).

I would be very grateful if you would take up this matter with the Minister for Transport and request him to make a statement, as a matter of urgency, clarifying the position in detail.

I sincerely hope that the Minister will still be able to convince the people that he understands how this action to pin the bridge open:

(i) is <u>not</u> a step towards abandonment of the line (which is a decision for the Minister for Transport under the Transport Acts and therefore not a matter to be decided by Iarnród Eireann);
(ii) is not going to undermine the integrity of the bridge itself in open position (i.e. survey of weights/loads and upgrade works required to safeguard structure in open position); and
(iii) will enable the continued operation of the bridge as a railway bridge without significant additional investment as a result of being kept in inert position for an undefined, prolonged period (i.e. through regular, scheduled movements and maintenace of working as well as structural parts).

All the best,

Mick Wallace
M.E.P.

From:	IE Oireachtas Liaison
To:	Marc OCathasaigh
Cc:	IE Oireachtas Liaison; Heidi Reardon
Subject:	RE: Marc Ó Cathasaigh TD - Barrow Bridge
Date:	Friday 27 August 2021 17:21:20

Dear Deputy Ó Cathasaigh,

Thank you for your email regarding Barrow Bridge & our phone call earlier today.

Iarnród Éireann can confirm that scheduled movements to verify the mechanisms and systems on the swing section of the Barrow Railway bridge will be carried out in the event it is pinned in the "open to marine traffic" position.

This operation will be conducted at a frequency of not more than a quarterly basis and will be formally programmed into the Iarnród Éireann asset management computerised systems, this will ensure the continued functionality of the bridge and its associated mechanisms. Furthermore the asset management system is evidence based and allows us to demonstrate compliance with the process for audit purposes.

I would further note that while there is ongoing activity on the safety and security of the bridge by our engineering teams there is no intention of progressing to pinning the bridge in the open position in the current calendar year.

Regards,

-

Jim Meade

Chief Executive

-

I would like to advise you of this email address for queries ***from all members of the Oireachtas*** *- oireachtasliaison@irishrail.ie - this will enable us to assist you in all queries you may have relating to Iarnród Éireann, our services and our network.*

From: Marc OCathasaigh [mailto:Marc.OCathasaigh@oireachtas.ie]
Sent: 26 August 2021 14:12
To: Jim Meade <Jim.Meade@irishrail.ie>
Cc: Heidi Reardon <Heidi.Reardon@irishrail.ie>
Subject: Marc Ó Cathasaigh TD - Barrow Bridge

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Jim, a chara,

There has been considerable worry in the Southeast regarding the future of the Barrow Bridge, and in particular the section that swings in order to allow riverine traffic to access the Barrow and New Ross. Many are concerned that pinning the swinging section in the open position would lead to a rapid decline in the mechanism that would be a further blow to any future viability of the line. It is an issue that I and others have flagged with Minister Ryan on a number of occasions.

Can you confirm to me that there are no plans to pin the bridge in the open position this calendar year?

Is mise, le meas,

Marc Ó Cathasaigh TD.

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Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 E Info@irishrail.ie W www.irishrail.ie

Joe Ryan,
Acting Chair
South East on Track
40 Cromwellsfort Dr.
Wexford

southeastontrack@gmail.com

8th October 2021

Dear Mr Ryan,

Thank you for your correspondence dated 9th September 2021.

I confirm that while there is ongoing activity on the safety and security of the bridge by our engineering teams, works to pin the bridge in the open position are not scheduled in the current calendar year.

I can also confirm that the recent installation of security measures at the bridge will have no negative structural impact. The inspection requirements for track and structures on this route are set out in our technical standards and as such will continue in accordance with these standards.

These safety and security measures are temporary in nature and do not in any way compromise the route alignment and/or in respect of the All-Island Strategic Rail Review.

Yours sincerely,

Jim Meade
Chief Executive

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

Príomh Fheidhmeannach, Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Chief Executive, Connolly Station, Dublin 1, D01 V6V6
T 01 703 2454 **E** Info@irishrail.ie **W** www.irishrail.ie

Joe Ryan,
Acting Chair
South East on Track
40 Cromwellsfort Dr.
Wexford

southeastontrack@gmail.com

17th June 2021

Dear Mr Ryan,

Thank you for your recent correspondence and I would like to apologise for the delay in responding.

As you will be aware, Iarnród Éireann (IÉ) has maintained the Barrow Bridge and operated it for maritime activity over the past 11 years, and has staffed it fully, notwithstanding the fact that services have been suspended on the route during that time.

In the absence of any rail services, it is entirely appropriate that the right of way should be given to the marine traffic to pass through the bridge unencumbered. The onus is on Iarnród Éireann to manage our infrastructure safely and efficiently, and in consultation with the Port of New Ross/Wexford County Council and National Transport Authority (NTA), the decision has been made to temporarily secure the bridge in an open position.

I can confirm that the planned securing of the bridge in the open position is a temporary measure and in no way removes the future functionality of the bridge for carrying rail traffic should services on this line resume, pending decisions arising from the All-island rail review. Wexford County Council had been seeking the development of the route as a Greenway, which CIÉ and Iarnród Éireann were facilitating given the fact that it did not feature in any medium to long term plans for the rail network. However, this process is now on hold pending the All-island rail review.

IÉ as a competent authority, has considered all appropriate measures to ensure continued safe operations at this location. The proposal has been designed by a competent structural engineer and provides for the pinning of the bridge opening section in the open position for marine traffic. The change is being managed through the normal IÉ safety approvals processes.

Cathaoirleach Chairman - F Allen, **Stiúrthóirí** Directors: S Byrne, C Griffiths (UK), D Guinan, V Little, M McGreevy (UK), Dr. P Mulholland, S Roarty T Wynne; **Príomh Fheidhmeannach** Chief Executive: J Meade
Iarnród Éireann – Irish Rail, cuideachta ghníomhaíochta ainmnithe, faoi theorainn scaireanna, cláraithe in Éirinn ag Stáisiún Uí Chonghaile, Baile Átha Cliath 1, Ur. 119571 Ur. CBL IE 4812851 O
Iarnród Éireann – Irish Rail, a designated activity company, limited by shares, registered in Ireland at Connolly Station, Dublin 1, No. 119571 VAT No. IE 4812851 O

In addition, IÉ has been working closely with the Port of New Ross, Wexford County Council and Commissioners for Irish Lights to make improvements to the operations at Barrow Bridge. We are currently in the process of improving the navigational aids and lighting to assist marine traffic to safely navigate the route.

IÉ has current systems in place to monitor the operations at Barrow Bridge and where a third party is found liable for damage at this location, IÉ will pursue those parties for costs.

I can again confirm that the design solution for holding the bridge in the position open to marine traffic is such that it can be easily reversed should there be a resumption of services on the line.

Yours sincerely,

Jim Meade
Chief Executive

From: AJ Cronin
To: Éamonn Ballance; Aidan Bermingham
Subject: Fwd: Barrow Bridge
Date: Thursday 11 April 2019 08:59:13
Attachments: image003.jpg
ATT00001.htm
Mimecast Attachment Protection Instructions.msg
ATT00002.htm
2018-12-14 - SS report to Board - Port of New Ross - Barrow Bridge - SS.pdf
ATT00003.htm

Eamonn/Aidan,
[redacted]

This the statutory approval for the new navigation lights for the operation of the Barrow Bridge.

Thanks,

AJ Cronin
Train Control Manager
Iarnród Éireann
Mallow Station, Co. Cork

T: + 353 22 84808
M: + [redacted]
E: aj.cronin@irishrail.ie

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: 10 April 2019 at 21:58:23 IST
To: "'arnold.cronin@irishrail.ie'" <arnold.cronin@irishrail.ie>
Subject: Barrow Bridge

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

AJ,
Apologies for the late reply,
Please find attached board report and list of suppliers.
Regards,
[redacted]
JFC Marine
Karen Coss or Colin Colcannon
Weir Road,
Tuam,
Co. Galway
H54 RX46,
Ireland
Phone: +353 93 60059

[redacted]
[redacted]
[redacted]
www.jfcgroup.ie
[redacted]
LCF Marine
Bere Island
Co Cork
Telephone: +353 (0) 27 75 063
Fax: +353 (0) 27 75 068
Email: info@lcfmarine.com
[redacted],
Clew Bay Marine Services
Ross, Kilmeena, Westport, Co. Mayo
[redacted]
http://www.clewbaymarineservices.com/Contact/index.html
[redacted]
Mermaid Marine Services Ltd
[redacted]
Burtonport Donegal Ireland
Phone: [redacted]
[redacted]
3 The Anchorage
Sketrick Island
Newtownards
County Down
Northern Ireland
BT23 6QH
Mobile: 07815 875995
Phone: 028 97 541880
Email: [redacted]
.....
[redacted]
Local AtoN Lead
D: +353 1 271 5474 T: +353 1 271 5400 M: [redacted]
.....
Commissioners of Irish Lights
Harbour Road, Dun Laoghaire, Co. Dublin, Ireland
A96 H500
http://www.irishlights.ie
.....

Ref: Topics/LAtoN/New Ross Port Company 14 December 2018

Chief Executive

Submitted for the approval of the Board

New Ross Port Company – Barrow Bridge – Statutory Sanction

An application has been received from New Ross Port Company requesting Statutory Sanction to Establish/Amend the Aids to Navigation details as follows—

Name of Aid	**RAILWAY BRIDGE (BARROW) 1**
Irish Lights Ref	LA0048.2000
Port Area	New Ross
Latitude	52°16.811'N WGS 84
Longitude	07°00.298'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Traffic Signals
Colour	Red
Character	3 x FR Vert Occas
Range (in nautical miles)	3 nm
Power Source	Solar
Height above MHWS	4 metres
IALA Category	3
Reason for Amendment	Amend Traffic Signals to prevent passage North while Port exiting vessels require right of way

Name of Aid	**RAILWAY BRIDGE (BARROW) 2**
Irish Lights Ref	LA0048.2100
Port Area	New Ross
Latitude	52°16.851'N WGS 84
Longitude	07°00.325'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Traffic Signals
Colour	Red
Character	3 x FR Vert Occas
Range (in nautical miles)	3 nm
Power Source	Mains
Height above MHWS	4 metres
IALA Category	3
Reason for Amendment	Traffic Signals to prevent passage South while Port exiting vessels require right of way

Name of Aid	**RAILWAY BRIDGE PORT EAST PASSAGE**
Irish Lights Ref	LA0048.2400
Port Area	New Ross
Latitude	52°16.852'N WGS 84
Longitude	07°00.324'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Lateral Port
Colour	Red
Character	Fl R 1.5s (Sync)
Range (in nautical miles)	3 nm
Power Source	Mains
Height above MHWS	2 metres
IALA Category	3
Reason for Amendment	To define the East Passage at Barrow Bridge

Name of Aid	**RAILWAY BRIDGE STARBOARD EAST PASSAGE**
Irish Lights Ref	LA0048.2500
Port Area	New Ross
Latitude	52°16.856'N WGS 84
Longitude	07°00.288'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Lateral Starboard
Colour	Green
Character	Fl G 1.5s (Sync)
Range (in nautical miles)	3 nm
Power Source	Mains
Height above MHWS	2 metres
IALA Category	3
Reason for Amendment	To define the East Passage at Barrow Bridge

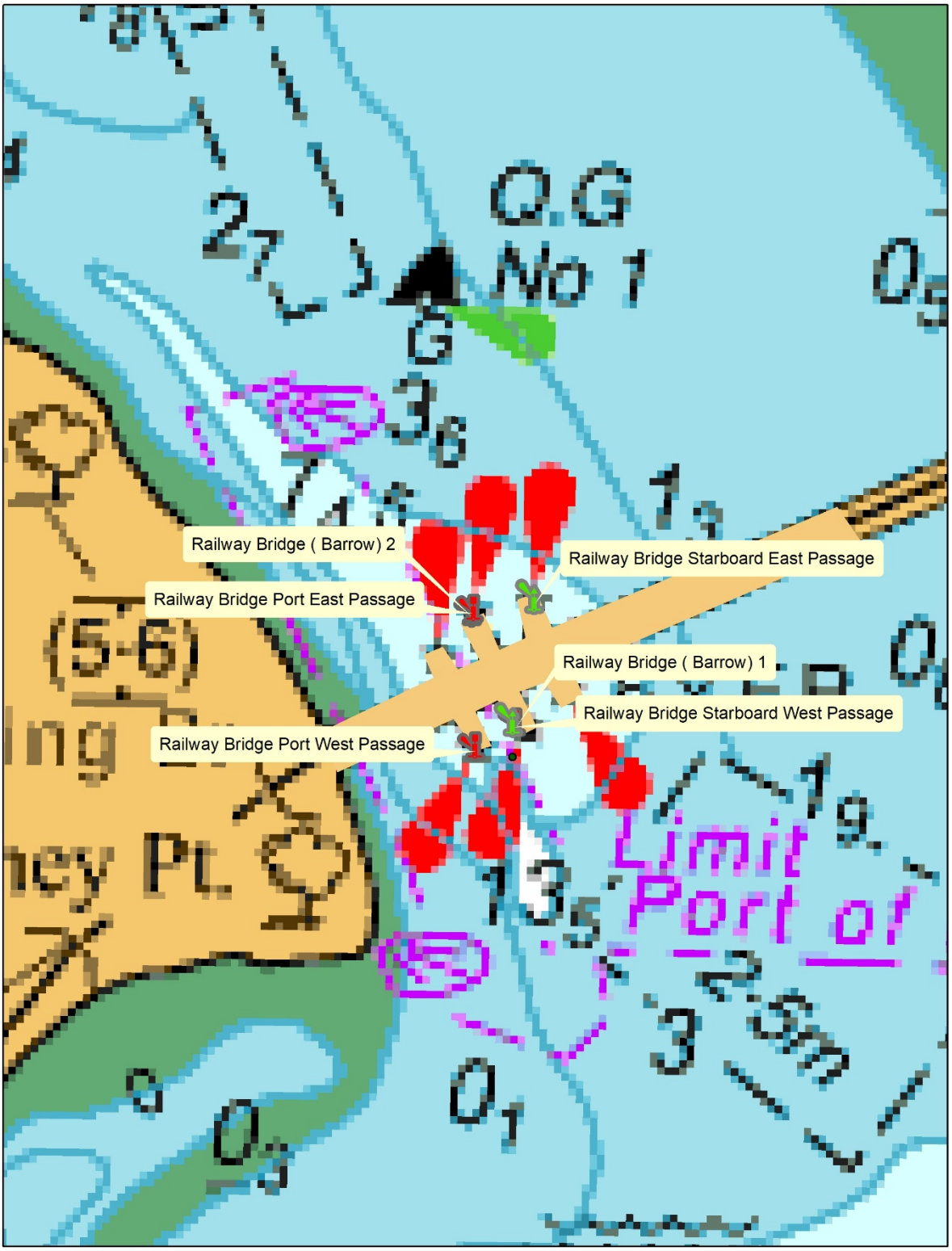
Name of Aid	**RAILWAY BRIDGE PORT WEST PASSAGE**
Irish Lights Ref	LA0048.2200
Port Area	New Ross
Latitude	52°16.802'N WGS 84
Longitude	07°00.322'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Lateral Port
Colour	Red
Character	Fl R 2s (Sync)
Range (in nautical miles)	3 nm
Power Source	Mains
Height above MHWS	2 metres
IALA Category	3
Reason for Amendment	To define the West Passage at Barrow Bridge

Name of Aid	**RAILWAY BRIDGE STARBOARD WEST PASSAGE**
Irish Lights Ref	LA0048.2300
Port Area	New Ross
Latitude	52°16.811'N WGS 84
Longitude	07°00.300'W WGS 84
Type of Aid	Beacon (lighted)
Structure	Lateral Starboard
Colour	Green
Character	Fl G 2s (Sync)
Range (in nautical miles)	3 nm
Power Source	Mains
Height above MHWS	2 metres
IALA Category	3
Reason for Amendment	To define the West Passage at Barrow Bridge

I recommend that Statutory Sanction under section 653(2) of Merchant Shipping Act 1894 be granted to New Ross Port Company to establish/amend these aids.

Captain [redacted]
Director of Operations & Navigation Services

PORT OF NEW ROSS – STATUTORY SANCTION



From: AJ Cronin
To: Éamonn Ballance; Gerard Kennedy
Cc: David Byrne (Rm Cce Dept); Michael Danaher
Subject: RE: Barrow Bridge Nav light Sanction from CIL
Date: Friday 14 May 2021 16:07:00

Thanks for the update Gerry.

From: Éamonn Ballance <Eamonn.Ballance@irishrail.ie>
Sent: Friday 14 May 2021 15:51
To: Gerard Kennedy <GERARD.KENNEDY@irishrail.ie>; AJ Cronin <ARNOLD.CRONIN@irishrail.ie>
Cc: David Byrne (Rm Cce Dept) <David.Byrne4@irishrail.ie>; Michael Danaher <Michael.Danaher@irishrail.ie>
Subject: RE: Barrow Bridge Nav light Sanction from CIL

Thanks Gerry, I note that you are liaising directly with Paddy Mangan to coordinate enabling/ supporting works.

Éamonn

From: Gerard Kennedy <GERARD.KENNEDY@irishrail.ie>
Sent: Friday 14 May 2021 14:22
To: Éamonn Ballance <Eamonn.Ballance@irishrail.ie>; AJ Cronin <ARNOLD.CRONIN@irishrail.ie>
Cc: David Byrne (Rm Cce Dept) <David.Byrne4@irishrail.ie>; Michael Danaher <Michael.Danaher@irishrail.ie>
Subject: FW: Barrow Bridge Nav light Sanction from CIL

Éamonn, AJ

Approved amendments to the navigational light at Barrow Bridge.
Allowing for lead times, the Electrical Contractor & Marine Specialist are planning to commence works in 8-10 weeks.
The marine specialist will be accessing the pontoon by boat, notifying the harbour master daily.

Regards

Gerry Kennedy
CCE Mechanical & Electrical Manager Heuston Station, St Johns Rd West,D8.
✆: +353 (0)1 8585614 ✆: [redacted] ✉: gerry.kennedy@irishrail.ie 🖱: www.irishrail.ie

Freedom of Information Request:
Schedule of Records for IE_FOI_504 : Summary for Decision Making

Record No.	Date of Record Received	From / To	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
			Barrow Bridge				
No	**Date**	**Incoming & Response to Queries**	**Subject**				
	11.04.19	AJ Cronin - Train Control Manager IÉ - IÉ Staff	Statutory approval for the new navigation lights for the operation of the Barrow Bridge.	7	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1, 2 & 7
	11.04.19	AJ Cronin - Train Control Manager IÉ - IÉ Staff	Statutory approval for the new navigation lights for the operation of the Barrow Bridge.	7	Part Grant	Section 29 (1) A head may refuse to grant an FOI request— (a) if the record concerned contains matter relating to the deliberative processes of an FOI body (including opinions, advice, recommendations, and the results of consultations, considered by the body, the head of the body, or a member of the body or of the staff of the body for the purpose of those processes),	Page 1
	29.05.19	Jim Meade CEO IÉ - Brendan Howlin TD	Barrow Bridge	1	Grant		
	04.07.19	Brendan Howlin TD - Jim Meade Chief Executive, IÉ	Barrow Bridge	1	Grant		
	11.07.19	Jim Meade CEO IÉ - Brendan Howlin TD	Barrow Bridge	1	Grant		
	10.02.21	South East on Track - Jim Meade CEO IÉ	Rosslare-Waterford & Rosslare-Dublin Lines	74	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1
	09.02.21	South East on Track - Jim Meade CEO IÉ	SEOT Response to Mr. Meade (IÉ) 9 September 2021	11	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1, 4, 5, 7, 9 & 11
	14.05.21	AJ Cronin - Train Control Manager IÉ - IÉ Staff	Barrow Bridge Nav light Sanction from CIL				
	29.06.21	Pádraig Power - DoT - Heidi Reardon CEO Office IÉ	Urgent - Topical Issue - Barrow Railway Bridge in County Wexford	6	Grant		
	25.08.21	Garret Doocey - DoT - Jim Meade CEO IÉ	PQs 34766/34767 re Barrow Bridge: Complaint to Ceann Comhairle	2	Grant		
	11.06.21	James Browne TD (Michael Dwyer) - Heidi Reardon CEO Office IÉ	Michelle Byrne - South East on Track - new worrying info	2	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1 & 2
	14.06.21	Paul Kehoe TD - CEO Office IÉ	Barrow Rail Bridge	1	Grant		
	15.06.21	James Browne TD - To Minister for Transport - Heidi Reardon CEO Office IÉ (CC)	David Quinn - Barrow Rail Bridge on the Wexford to Waterford Line	3	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1 & 3
	15.06.21	Garret Doocey - DoT - Jim Meade CEO IÉ & Don Cunningham Director IM IÉ	Barrow Bridge abandonment	3	Part Grant	Section 36(1)(b) - Commercially Sensitive Information - Financial information whose disclosure could reasonably be expected to result in a fin loss	Page 2
	17.06.21	Garret Doocey - DoT - Heidi Reardon CEO Office IÉ	PQ on Barrow Bridge: Answer from yesterday	2	Grant		
	10.06.21	South East on Track - Jim Meade CEO IÉ	Barrow Bridge UBH140: Waterford to Rosslare Rail Line	7	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Pages 3, 5 & 7
	06.07.21	Garret Doocey - DoT - Heidi Reardon CEO Office IÉ	Correspondence- Joint Committee on Transport and Communications	5	Grant		
	15.06.21	IÉ CEO Office - DoT	DOT Briefing - PQ Brief Barrow Bridge Abandonment - 15.06.21	2	Grant		
	17.06.21	Heidi Reardon CEO Office IÉ - James Browne TD (Michael Dwyer)	Michelle Byrne - South East on Track - new worrying info	3	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 1 & 3
	17.06.21	CEO Office IÉ - Paul Kehoe TD	Barrow Rail Bridge	2	Grant		
	17.06.21	Jim Meade CEO IÉ - South East on Track	Waterford Barrow Bridge				
	29.06.21	PQ Requests - DoT - CEO Office IÉ	PQ Referred: 34767/21, for answer 29/06/2021, Written from - Catherine Connolly	2	Grant		
	29.06.21	Heidi Reardon CEO Office IÉ - Pádraig Power - DoT	Urgent - Topical Issue - Barrow Railway Bridge in County Wexford	1	Grant		
	12.07.21	Heidi Reardon CEO Office IÉ - Garret Doocey - DoT	Correspondence- Joint Committee on Transport and Communications	8	Grant		
	20.07.21	Catherine Connolly TD - PQ Requests DoT	PQ34767-21 - DQ128 DQ129 - Barrow Bridge				
	17.08.21	Pádraig Power - DoT - Heidi Reardon CEO Office IÉ	Briefing Request for Minister's Waterford Trip	1	Grant		1
	23.08.21	Heidi Reardon CEO Office IÉ - Pádraig Power - DoT	Briefing Request for Minister's Waterford Trip	1	Grant		
	23.08.21	Gerry Glackin - DoT - Heidi Reardon CEO Office IÉ	Briefing Request for Minister's Waterford Trip	9	Part Grant	Schedule 1 Part 1 (p) - Partially Included agencies - Iarnród Éireann is exempt from FOI in so far as it relates to the operation of Rosslare Europort	Page 6 & 7
	24.08.21	Matt Shanahan TD - CEO Office IÉ	The ongoing position regarding the Barrow Bridge	1	Grant		
	26.08.21	Marc Ó Cathasaigh TD - CEO Office IÉ	Barrow Bridge	1	Grant		
	27.08.21	Jim Meade CEO IÉ - Garret Doocey - DoT	PQs 34766/34767 re Barrow Bridge: Complaint to Ceann Comhairle	6	Grant		
	27.08.21	Jim Meade CEO IÉ - Marc Ó Cathasaigh TD	Barrow Bridge	2	Grant		
	02.09.21	CEO Office IÉ - Matt Shanahan TD	The ongoing position regarding the Barrow Bridge	6	Part Grant	S37. (1) Subject to this section, a head shall refuse to grant an FOI request if, in the opinion of the head, access to the record concerned would involve the disclosure of personal information	Page 6
	04.10.21	Jim Meade CEO IÉ - South East on Track	Waterford Barrow Bridge	2	Grant		
	17.05.19	Brendan Howlin TD - Jim Meade Chief Executive, IÉ	Barrow Bridge	1	Grant		

Signed: Heidi Reardon CEO Office, CEO's FOI Decision Maker
8th November 2021