

IRELAND:

Ireland has 1 Core Network Corridor crossing its country:

The **North Sea-Mediterranean Corridor** stretches from Belfast and the Irish ports of Cork and Dublin, as well as from the northern UK ports Glasgow and Edinburgh through Belgium, with a branch from Amsterdam and Rotterdam, via Luxembourg to Strasbourg and Basel and via Lyon to the southern French ports of Fos/Marseille. It covers rail, road, airports, ports, RRT's and the Dutch-Belgian inland waterway system as well as the Rhône river. The key project is the Seine-Escaut inland waterway.

The corridors and key projects which contribute to completing them are set out on the following page.

What are the key benefits?

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

The new infrastructure policy in Europe

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

Projects that could receive financing from the "Connecting Europe Facility" (CEF):

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

North Sea – Mediterranean

Cork - Dublin - Belfast	Rail	Studies and works; Dublin Interconnector (DART);
Dublin, Cork, Southampton	Ports, Rail	Studies and works on port capacity, MoS and interconnections

Rail connection Shannon Foynes - Limerick junction	Other Core Network	Rail	studies
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Other

NODE NAME	AIRPORT	MARITIME PORT
Carrickfin	Comprehensive (Donegal)	
Cork	Core	Core
Dublin	Core*	Core (G.D.A. port cluster)
Inishmore	Comprehensive	
Kerry-Farranfore	Comprehensive	
Knock	Comprehensive (Connaught)	
Limerick	Comprehensive (Shannon)	Core (Shannon-Foynes)
Rosslare		Comprehensive (Europort)
Waterford	Comprehensive	Comprehensive