

(English version)

**Question for written answer E-002305/25
to the Commission
Kathleen Funchion (The Left)
(6 June 2025)**

Subject: EU transport corridors

Transport infrastructure connecting the South East of Ireland to Dublin is important for Ireland's connectivity to Europe. Ireland's National Development Plan specifically mentions increasing the capacity of the N11 national road and the M11 motorway, but to date there has been very little progress. Additionally, the train that is on this route has an average speed of just 56 km/h and the journey takes roughly three hours.

1. Has the Commission done an impact assessment on the lack of road and rail connectivity between the South East of Ireland and Dublin?
2. If not, does the Commission plan to carry out such an impact assessment?
3. Are there opportunities to integrate Rosslare port and the route between it and Dublin into EU transport corridors?

Submitted: 6.6.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(31 July 2025)**

Regulation (EU) 2024/1679 ⁽¹⁾ on Union guidelines for the development of the trans-European transport network (TEN-T) establishes three priority layers within the network, each with specific requirements and target completion dates: the core network by 2030, the extended core by 2040, and the comprehensive network by 2050.

Both the road and railway connections between Dublin and Rosslare are part of the comprehensive network. This means that, under the EU Regulation, they are subject to mandatory requirements to be met by 2050.

Nonetheless, there is nothing preventing Member States from advancing improvements before the 2050 deadline, especially where earlier action is considered appropriate.

Finally, as these axes are part of the comprehensive network, they are not eligible to be included in a European Transport Corridor.

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2024/1679/oj/eng>.