



Tithe an
Oireachtais
Houses of the
Oireachtas

An Comhchoiste um Iompar agus Cumarsáide

Aighneacht chuig an gcomhairliúchán poiblí ar an Athbhreithniú
Straitéiseach Iarnróid Uile-Oileáin

Márta 2022

Joint Committee on Transport and Communications

Submission to the public consultation on the All Island Strategic Rail Review

March 2022

Table of Contents

1. Introduction.....	2
1.1. All Island Strategic Rail Review	2
1.1.1. Objectives of the review	3
1.2. Committee's work on national rail connectivity	4
2. Meetings and Stakeholder submissions	4
2.1. Iarnród Éireann.....	5
2.2. Translink.....	6
2.3. Richard Logue	7
2.4. West on Track	7
2.5. Western Rail Trail.....	8
2.6. North Tipperary Community Rail Partnership	9
2.7. Charlemont/Dartmouth Community Group	10
3. Committee's Recommendations	10
3.1. All-Island Connectivity	10
3.2. Balanced Regional Development and Compact Growth	10
3.2.1. Western Rail Corridor.....	11
3.2.2. Limerick to Ballbrophy Rail Line.....	11
3.3. Greenways	12
3.4. Freight	12
3.5. Sustainable Growth and Increased Capacity	12
3.5.1. Decarbonisation	12
3.5.2. Planning and Investment.....	13
3.5.3. Frequency, pricing, and safety	14
4. Conclusion	15
APPENDIX I – Committee Membership	16
Notes on Committee Membership	17
APPENDIX II- Meetings held and submissions received	18
Meetings held.....	18
Submissions Received.....	18
APPENDIX III- Orders of Reference	19
Standing Orders 94, 95 and 96.....	19

1. Introduction

This report forms the Joint Committee's submission to the consultation on the All Island Strategic Rail Review¹.

In considering this submission, the Committee met with Iarnród Éireann on 17 February 2022 and stakeholder groups on 8 March 2022 to discuss the status of national rail connectivity and its priorities for the Review. The Committee received a number of submissions from stakeholders, which were also considered.

Further details of the Committee's meetings and the submissions received is included in section 2 of this submission.

1.1. All Island Strategic Rail Review

The All Island Strategic Rail Review was announced in April 2021 by Minister for Transport, Eamon Ryan TD, and the Minister for Infrastructure in Northern Ireland, Nichola Mallon MLA. Following a tendering process evaluated by the Department of Transport, the Department for Infrastructure (Northern Ireland), and the National Transport Authority (NTA), engineering consulting firm ARUP was appointed in July 2021 to undertake the review². The review will progress in three phases:

- Phase 1: Review of the current context and role of rail through policy review, data analysis, environmental considerations, development of rail case studies, and consultation to gauge stakeholder and public priorities
- Phase 2: Identification of different service and connectivity concepts to address issues and opportunities for rail, applying the insights from Phase 1 to inform the selection of potential options
- Phase 3: Final appraisal of the developed concepts³

The review is being overseen by a High-Level Steering Group chaired by the Department of Transport with members representing the Department for Infrastructure, the Department for Housing, Local Government & Heritage, the

¹ [gov.ie](https://www.gov.ie) - All Island Strategic Rail Review (www.gov.ie)

² [Ministers hold progress meeting on All-island Rail Review | Department for Infrastructure \(\[infrastructure-ni.gov.uk\]\(https://infrastructure-ni.gov.uk\)\)](#)

³ All Island Strategic Rail Review Consultation Paper November 2021

Commission for Railway Regulation, the NTA, Iarnród Éireann and Translink (Northern Ireland). JASPERS, an agency of the European Commission and the European Investment Bank, has been engaged by the Department as a technical adviser⁴.

The review commenced in September 2021, with the public consultation being launched in November 2021 as part of the first phase of the review⁵.

1.1.1. Objectives of the review

The review will consider how the rail network on the island of Ireland can improve sustainable connectivity between the major cities, enhance regional accessibility, and support balanced regional development.

The scope of the Review is to consider how to ⁶:

- Contribute to Decarbonisation
- Improve All Island Connectivity Between Major Cities
- Enhance Regional and Rural Accessibility
- Encourage sustainable mobility
- Achieve economic and financial feasibility
- Foster economic activity

The feasibility of high to higher speeds on the network will also be considered, along with whether there is a potential to increase use of the network for freight⁷.

The Committee was informed that the review will not be considering urban commuter rail as that consideration takes place within each of the five cities' Metropolitan Area Transport Strategies⁸.

⁴ JCTC-33-565 22/12/21

⁵ [Inside the Process | Strategic Railway Plan \(strategicrailreview.com\)](#)

⁶ [Goals and objectives | Strategic Railway Plan \(strategicrailreview.com\)](#)

⁷ [gov.ie - Ministers Ryan and Mallon announce launch of Strategic Rail Review \(www.gov.ie\)](#)

⁸ JCTC-33-565 22/12/21

1.2. Committee's work on national rail connectivity

National rail connectivity is a priority issue for the Committee as part of its ongoing consideration of the priorities of the National Development Plan (NDP).

This Committee's work on rail connectivity began in early 2021. The Committee held a series of meetings with key stakeholders in February and March 2021 on the NDP, which contributed to the Committee's submission to the public consultation of the Government's "Review to Renew" process.

These meetings included discussion of national rail connectivity, rail freight, and the All Island Strategic Rail Review with the Minister for Transport, officials from the Department of Transport, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and representatives of Irish Rail and Rosslare Europort.

Following the publication of the revised NDP in October 2021, the Committee met again with key stakeholders to discuss the details of the Plan.

In its submission to the public consultation of the NDP, the Committee identified the All Island Strategic Rail Review as a priority work item⁹. The Committee has continued to follow the progress of the review through regular written updates from the Department of Transport, and will consider the strategy in detail when it is published later this year.

The Committee's submission to the "Review to Renew" of the NDP can be found on the Oireachtas website ([link](#)).

2. Meetings and Stakeholder submissions

The Committee held two meetings to consider the rail connectivity on 17 February 2022 and 8 March 2022. It also received two additional submissions from stakeholders. Further details on the Committee's meetings and the submissions received are included in Appendix II of this report.

⁹ [Joint Committee on Transport and Communications Networks- Submission to "Review to Renew" the review of the National Development Plan 2021](#) p10

The Committee invited the Chief Executive of Translink Northern Ireland to a meeting to discuss the organisation's priorities for the Review. Representatives of Translink were not available to meet with the Committee, and instead provided a written submission.

2.1. Iarnród Éireann

Iarnród Éireann (IE) provides passenger and freight rail services in Ireland as well as operating Rosslare Europort. In his opening statement in the Committee, Chief Executive Jim Meade outlined his organisation's perspective on some of the issues being considered within the scope of the Review.

Jim Meade discussed the goals of IE's 2027 Strategy, which include "Supporting sustainable growth through increased capacity". In order to achieve this, IE plans to increase frequency of services on intercity routes and enhance line speeds. Specific routes mentioned included hourly service on Dublin to Cork/Limerick routes, two-hourly to Kerry and eight times daily to Sligo. Jim Meade also noted that IE's ongoing programme to transition its intercity fleet from diesel to hybrid was progressing.

Regarding all-island connectivity, IE and Translink jointly operate the Dublin-Belfast Enterprise service. Funding has been allocated as part of the 2021-27 PEACE PLUS programme to invest in new rolling stock and to enable the introduction of an hourly cross-border rail service¹⁰. Jim Meade outlined the aim of having a full hourly service all day on the Enterprise route by 2026-27, with a journey time target of 90 minutes.

In discussing the potential for high and higher speed rail lines, IE's view is that services that operate at excess of 250km per hour, like the TGV in France, would not be feasible in the Irish context. However, upgrading existing lines to allow for "higher" speed services which operate at up to 200km per hour "is something which is feasible and achievable, and would strengthen our journey time competitiveness significantly."

Regarding the potential for rail freight, IE supports significant expansion of the Irish network. In its Rail Freight 2040 strategy, it outlines the ambition to increase five-fold

¹⁰ [PEACEPLUS Programme](#) | [SEUPB](#)

number of rail freight services, to include over 100 new weekly services across the rail network¹¹. IÉ also sees increasing rail freight as an opportunity to contribute to decarbonisation, noting that the carbon emission of rail freight emissions per unit can be as little as 16% of the emissions of heavy goods vehicles (HGV).

2.2. Translink

Translink is the main public transport service provider for Northern Ireland. It operates rail services through its company NI Railways, and bus services through Ulsterbus, Goldline, Metro, and Glider. Translink holds a Public Service Agreement with the Northern Ireland Department for Infrastructure¹².

Translink is represented on the High-Level steering Group of the All Island Strategic Rail Review¹³. Translink also participated in the UK Government's recently conducted Union Connectivity Review. The final report of this review was published in November 2021¹⁴.

In its submission to the Committee, Translink focused on the following objectives of the All Island Strategic Rail Review:

- Achieving decarbonisation
- Connectivity between major cities
- Facilitating industrial opportunities
- Improving regional connectivity, specifically to the north-west

Translink states that the decarbonisation goal of the Review aligns with its aim to deliver a fully Net Zero fleet, including rail, by 2040. It is noted that a Strategic Outline Case jointly developed with Irish Rail for the replacement of the Enterprise (Belfast-Dublin) fleet was based on a move towards electrification.

Regarding improving inter-city and regional connectivity, it is Translink's position that "improved, higher-speed railway connections will help to address regional disparity and drive investment in regions such as the North-West." It highlights that increased

¹¹ [Iarnród Éireann Freight \(irishrail.ie\)](https://www.irishrail.ie)

¹² Translink Annual Report & Accounts 2020/2021 [Corporate Publications \(translink.co.uk\)](https://www.translink.co.uk/corporate-publications)

¹³ JCTC-33-565

¹⁴ [Union connectivity review: final report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/98444/Union-connectivity-review-final-report.pdf)

services would help to consolidate the benefits already delivered by the North-West Transport Hub in Derry/Londonderry, a £27m project delivered in 2019 with support from the EU's INTERREG VA fund, the Department for Infrastructure in Northern Ireland, and the Department of Transport in the Republic of Ireland¹⁵.

In discussion of the plans to develop the Enterprise Dublin-Belfast service, Translink notes that development of this service would also support connections from Derry/Londonderry onwards to Belfast, Dublin, Limerick, and Cork. It is its view that this development would serve to support economic growth and improve links at every level including key airports and ports across the island. It is also supportive of an increased role for rail freight, noting that "Ports within Northern Ireland at Belfast, Larne and Foyle are in close proximity to the railway network but not connected."

2.3. Richard Logue

Rail consultant Richard Logue made a submission to the Committee, based on which he was invited to address the Committee at its meeting of 8 March. He outlined his suggestions for improvements to the existing national rail network, and ways in which the networks could be expanded into the future. In his submission to the Committee, he outlined a number of "quick wins" for improving the existing network. These proposals include amending train timetables to make intercity services more frequent, particularly early in the morning and late at night, and improving existing tracks to allow for higher train speeds.

Regarding expansion, he highlighted the lack of direct rail connectivity to airports on the island of Ireland. He also emphasised the importance of the Western Rail Corridor for balanced regional development, suggesting that it is a strategic route that should be included as part of the Trans-European Transport (TEN-T) core network.

2.4. West on Track

West on Track (WOT) is an alliance of groups campaigning for the restoration of the Western Rail Corridor from Limerick to Sligo. WOT believes that investment in the

¹⁵ [North West Hub \(translink.co.uk\)](https://translink.co.uk)

Western Rail Corridor would serve to address the economic imbalance between the West/North West of Ireland and the Greater Dublin Area. The group argues that the route's restoration would tie in with the goals of the National Planning Framework, the Northern and Western Regional Spatial and Economic Strategy and the County Development Plans for Galway, Sligo, and Mayo. The route also affords the possibility of further linking northwards to Letterkenny and Derry. The group noted that the recent proposed revision of the Trans-European Transport Network (TEN-T) does not include the Atlantic seaboard region.

WOT believes that the report commissioned by the Department of Transport to appraise phases 2 and 3 of the Western Rail Corridor project¹⁶ did not consider the full range of economic and non-monetary benefits. Based on this, the group commissioned an independent economic appraisal, carried out by economist Dr John Bradley. Dr Bradley concluded that when additional non-monetary benefits are considered as part of a cost-benefit analysis, there is a strong business case for the project to proceed.

2.5. Western Rail Trail

The Western Rail Trail (WRT) is an alliance of a number of greenway campaign groups in the West of Ireland. Representatives of this group presented to the Committee on 8 March 2022.

WRT campaigns for a greenway to be established on the closed railway from Athenry to Collooney, until such time as a railway is possible. It suggests that in the interim, the route is an asset that should be protected and preserved in state ownership. The group advocates for the long-term aim of installing a railway with a greenway alongside, allowing for dual use of the rail infrastructure and state-owned land.

It highlighted public support for the establishment of greenways in the West of Ireland, noting that an online petition for a Sligo-Athenry greenway had gained over

¹⁶ gov.ie - Review of Western Rail Corridor Phases 2 and 3 (Athenry to Claremorris) (www.gov.ie)

25,000 signatures, and would soon be submitted to the Oireachtas Public Petitions Committee.

In discussion with the Committee, WRT representative John Mulligan emphasised that under the licence agreements between Iarnród Éireann and Local Authorities to establish greenways, priority is given to rail in the case that it is decided to bring a disused rail line back into commission. However, it was noted that there has so far been no case in Ireland of a greenway returning to use as a rail line.

2.6. North Tipperary Community Rail Partnership

The North Tipperary Community Rail Partnership (NTCRP) represents rail users and potential rail users in North Tipperary, East Limerick, Offaly, Laois, and the surrounding geographic area. The NTCRP engages regularly with Iarnród Éireann, the National Transport Authority and Local Authorities. The group's submission to the Committee focused on the operation of the Limerick to Ballybrophy rail line. This submission was also made to the public consultation on the All Island Strategic Rail Review.

Currently, the line has two return services a day between Limerick and Ballybrophy and one morning commuter service from Nenagh to Limerick. The line currently has no scheduled rail freight services. The NTCRP argues that the current low level of usage is not an indication of demand, instead that it is due to the service being inconsistent and unreliable.

Development and improvement of rail services in this area is supported by the Regional Spatial & Economic Strategy for the Southern Region, and the draft 2022-28 County Development Plans for Limerick and Tipperary. However, the NTCRP argues that there is currently no national policy for the development of rural or regional railways outside of the five metropolitan areas, either at Department level or in Iarnród Éireann's 2027 Strategy. The group recommends that the All Island Strategic Rail review consider the establishment of minimum level of services and standards for rural and regional railways. It also believes that the Limerick to Ballybrophy rail line could be used to transport freight from Shannon Foynes Port.

2.7. Charlemont/Dartmouth Community Group

Representatives of the Charlemont/Dartmouth Community Group made a submission to the Committee regarding the planned location of the South terminus of the MetroLink. The group make the argument that the South terminus should be located at St Stephen's Green instead of Charlemont, as a city centre terminus would be more accessible, better integrated with road transport, to would maximise future opportunities to expand routes southward.

This submission was also made to the public consultation on the draft Transport Strategy for the Greater Dublin Area 2022-2042.

3. Committee's Recommendations

3.1. All-Island Connectivity

The Committee heard from the Chief Executive of Iarnród Éireann (IÉ) and received a submission from Translink Northern Ireland, both of which highlighted the importance of all-island rail connectivity, and the potential to strengthen this connectivity for both passenger travel and freight.

The Committee welcomes the joint commitment of IÉ and Translink to the upgrading of the Dublin-Belfast Enterprise route. While the focus of the Committee's consideration was the Enterprise route, the potential of routes between Derry to Belfast, Dublin and Cork was also highlighted. The Committee agrees that strengthening all-island connectivity should be a key priority for All Island Strategic Rail Review.

3.2. Balanced Regional Development and Compact Growth

The Committee met with stakeholders to discuss national rail connectivity, with specific focus on the Western Rail Corridor and the North Tipperary rail line. The Committee believes that rail connectivity is essential to balanced regional development and compact growth, goals outlined in the National Planning Framework and the National Development Plan.

The Committee believes that increased coordination is required between the Department of Transport and the Department of Housing, Planning and Local Government to ensure that spatial planning and transport planning are aligned.

3.2.1. Western Rail Corridor

The Committee heard from a number of stakeholder groups on the Western Rail Corridor. The development of this route has the potential to be hugely economically significant to the Atlantic seaboard region. The Committee believes that investing in the Western Rail Corridor could serve to increase connectivity and sustainable mobility, as well as fostering tourism and enabling the development of economic centres outside of Dublin.

The Committee recommends that the Department carry out additional economic appraisal on this route, taking into account the broader benefits of increased regional connectivity and potential contribution to national decarbonisation.

The Committee is currently scrutinising the European Commission's legislative proposal to revise the TEN-T network, and will consider whether there is scope for the TEN-T network to be extended to include the Western Rail corridor.

3.2.2. Limerick to Ballbrophy Rail Line

The Committee heard from the North Tipperary Community Rail Partnership on the potential for the Limerick to Ballybrophy rail line, both as a commuter service and as a route for freight from Shannon Foynes Port.

The Committee agrees that the current line is under-utilised, and has the potential to provide increased regional connectivity, contribute to decarbonisation, and foster economic activity in the region.

The Committee recommends that the Department re-assess the demand for services on this line. The Committee also recommends reviewing the existing timetables and investing in the necessary upgrades to tracks, speed limits, level crossings, and potential new stops in order to make this route attractive to commuters travelling from Tipperary into Limerick city.

3.3. Greenways

The Committee supports both the establishment of greenways and the re-commissioning of disused rail lines once again as active rail lines. The Committee believes that this does not have to be a binary choice. Both options can and should be considered separately or in parallel, including constructing new greenways alongside existing rail lines.

3.4. Freight

The Committee supports the expansion of rail freight. Rail freight presents an opportunity to support balanced regional development and to reduce the carbon emissions from road haulage. The Committee recommends that the All Island Strategic Rail Review consider the inclusion of the Western Rail Corridor and the North Tipperary rail line in the Iarnród Éireann Rail Freight 2040 Strategy.

3.5. Sustainable Growth and Increased Capacity

One of the primary goals of Iarnród Éireann's 2027 Strategy is to support increased rail capacity through sustainable growth. The Committee believes that there is enormous scope for rail to foster economic activity, contribute to balanced regional development and contribute to decarbonisation. However, in order to realise this potential, sufficient investment needs to be made to make rail services attractive enough to encourage modal shift from cars, especially for intercity journeys. This investment is particularly necessary for regional and rural rail lines outside of the Greater Dublin Area.

3.5.1. Decarbonisation

The Climate Action Plan outlines plans to deliver a battery electric DART fleet, and to continue trials of hybrid trains on intercity routes. The Committee believes that investment in electrifying and otherwise decarbonising the national rail fleet should be accelerated, with an increase on the upgrading of existing assets in the short term.

In order to encourage modal shift, the Committee recommends that Iarnród Éireann and Local Authorities work together to ensure that investment in new and existing rail stations is linked with the development of active travel infrastructure.

3.5.2. Planning and Investment

The Committee notes that in order to increase capacity, there are some rail lines which require upgrades and additional tracking. There are some lines, such as the North Tipperary line, which have reduced speed limits due to track limitations and level crossings. The need for additional tracking can be seen on the Connolly to Malahide line, where trains on the intercity Enterprise Dublin-Belfast service get stuck behind more frequent DART trains. The Committee believes that there should be a focus on increasing speeds on existing lines. This can be achieved through increased civil engineering and track maintenance, electrification and signalling upgrades including removal of level crossings where practicable. The appropriate infrastructure must be put in place to ensure that trains travel efficiently along their routes and faster trains are not stuck travelling at a slower pace behind other trains.

Stakeholders discussed with the Committee the delay that the planning process can pose to the development of railway projects. The Committee believes that there should be increased coordination between the Department of Transport, Department of Housing, Local Government and Heritage, Local Authorities and Iarnród Éireann in relation to land zoning and strategy. The Committee recommends that an dedicated Transport Orientated Development liaison officer should be created in Iarnród Éireann to engage with Local Authorities, the Department of Housing, Local Government and Heritage, and the Department of Transport.

Stakeholders highlighted to the Committee that while the National Transport Authority (NTA) is responsible for managing the national PSO contract for Iarnród Éireann, it does not have a strategic remit outside the Greater Dublin Area. The Committee recommends that the All-Island Strategic Rail Review consider whether more focused strategic planning is required in order to ensure a minimum level of services and standards for rural and regional railways.

The Committee heard from stakeholders that on some regional and rural rail lines, due to infrequent and unreliable services, passenger use was not always an accurate indication of demand for services. The Committee recommends that the All Island Strategic Rail review consider whether the demand forecasting models currently used for planning regional and rural services are sufficiently comprehensive. The Committee also recommends that all forecasting models are transparent, and the data and methodology are published for each service.

3.5.3. Frequency, pricing, and safety

The Committee believes that in order to encourage modal shift, rail travel needs to be affordable, convenient, and safe.

The Committee believes that there should be a concentration on increasing frequency of services and routes served especially in areas of high population or locations that could accommodate increased populations and residential development. Increased frequency can be provided through further procurement of rolling stock and recruitment of drivers.

The Committee notes that on many intercity routes the last train of the day departs between the hours of 9pm and 10pm. A change to incorporate late night operations on these routes should be considered in order to make them more convenient for passengers.

The Committee notes that high ticket pricing, particularly for families, serves to make intercity rail travel more often expensive than car or bus travel. The overall pricing model for rail tickets should be reviewed as part of the All Island Strategic Rail Review, with a view to encouraging more people to make a modal shift.

The Committee believes that the personal safety of passengers and operational staff on board and in stations should be prioritised at all times. The Committee recommends that Iarnród Éireann continue engagement and co-operation with An Garda Síochána to improve reaction time to personal safety incidents.

4. Conclusion

This report was agreed by the Joint Committee at its meeting of 11 March 2022. It was agreed to send this report to the Minister of Transport as the Committee's submission to the public consultation on the All Island Strategic Rail Review. It was also agreed to lay this report before both Houses.

The Committee wholeheartedly agree in the importance of rail for Ireland and that a reliable, comfortable, safe, and fast rail service is vital for Ireland's transport sector. It will help to promote balanced regional development, encourage a modal shift to public transport, and to contribute to Ireland's climate change targets. This All Island rail review is an opportunity for rail network to be reimagined and to fulfil its potential. The Committee are hopeful that its view's will be taken on board as part of this vital process.



Kieran O'Donnell TD

Cathaoirleach

11 March 2022

APPENDIX I – Committee Membership

Joint Committee on Transport and Communications



Joe Carey TD
Fine Gael



Cathal Crowe TD
Fianna Fáil



Michael Lowry TD
Regional Group



Steven Matthews TD
Green Party



Ruairí Ó Murchú TD
Sinn Féin



James O'Connor TD
Fianna Fáil



Kieran O'Donnell TD
(Cathaoirleach)
Fine Gael



Darren O'Rourke TD
Sinn Féin



Duncan Smith TD
Labour Party



Senator Lynn Boylan
Sinn Féin



Senator Jerry
Buttimer
Fine Gael



Senator Gerard
Craughwell
Independent



Senator Timmy Dooley
Fianna Fáil



Senator Gerry Horkan
Fianna Fáil

Notes on Committee Membership

1. Deputies nominated by the Dáil Committee of Selection and appointed by Order of the Dáil of 30 July 2020.
2. Senators nominated by the Seanad Committee of Selection and appointed by Order of the Seanad on 25 September 2020.
3. On 5 November 2020, the Cathaoirleach of the Seanad announced the resignation of Senator Elisha McCallion as a Member of Seanad Éireann, and that consequently, a casual vacancy had arisen in the membership of Seanad Éireann.
4. On 9 December 2020, Senator Rónán Mullen was discharged from membership of the Committee at his own request and Senator Gerard Craughwell was appointed in substitution for him.
5. On 17 May 2021, Senator Lynn Boylan was nominated to serve on the Committee.
6. On 17 May 2021, Senator Ned O'Sullivan was discharged from membership of the Committee at his own request and Senator Gerry Horkan was appointed in substitution for him.

APPENDIX II- Meetings held and submissions received

Meetings held

Date	Details	Link
17 February 2022	<p>Iarnród Éireann</p> <ul style="list-style-type: none"> • Jim Meade, Chief Executive • Peter Muldoon, Director of Capital Investment • Barry Kenny, Corporate Communications Manager 	Link to Transcript
8 March 2022	<p>Representatives of West on Track</p> <ul style="list-style-type: none"> • Colmán Ó Raghallaigh • Peter Feeney • Mike Devane <p>Representatives of the Western Rail Trail Greenway Campaign</p> <ul style="list-style-type: none"> • John Mulligan <p>Representatives of the North Tipperary Community Rail Partnership</p> <ul style="list-style-type: none"> • Graham Lightfoot • Edward Kelly • Hassard Stacpoole <p>Richard Logue, rail consultant</p>	<p>Links to briefing documents:</p> <ul style="list-style-type: none"> • West on Track • WRT • NTCRP • Richard Logue

Submissions Received

Details
Translink Northern Ireland
Charlemont/Dartmouth Community Group

APPENDIX III- Orders of Reference

Standing Orders 94, 95 and 96

Scope and context of activities of Select Committees

94. (1) The Dáil may appoint a Select Committee to consider and, if so permitted, to take evidence upon any Bill, Estimate or matter, and to report its opinion for the information and assistance of the Dáil. Such motion shall specifically state the orders of reference of the Committee, define the powers devolved upon it, fix the number of members to serve on it, state the quorum, and may appoint a date upon which the Committee shall report back to the Dáil.

(2) It shall be an instruction to each Select Committee that—

(a) it may only consider such matters, engage in such activities, exercise such powers and discharge such functions as are specifically authorised under its orders of reference and under Standing Orders;

(b) such matters, activities, powers and functions shall be relevant to, and shall arise only in the context of, the preparation of a report to the Dáil;

(c) it shall not consider any matter which is being considered, or of which notice has been given of a proposal to consider, by the Joint Committee on Public Petitions in the exercise of its functions under Standing Order 125(1)1; and

1 Retained pending review of the Joint Committee on Public Petitions.

(d) it shall refrain from inquiring into in public session or publishing confidential information regarding any matter if so requested, for stated reasons given in writing, by—

(i) a member of the Government or a Minister of State, or

(ii) the principal office-holder of a State body within the responsibility of a Government Department or

(iii) the principal office-holder of a non-State body which is partly funded by the State,

Provided that the Committee may appeal any such request made to the Ceann Comhairle, whose decision shall be final.

(3) It shall be an instruction to all Select Committees to which Bills are referred that they shall ensure that not more than two Select Committees shall meet to consider a Bill on any given day, unless the Dáil, after due notice to the Business Committee by a Chairman of one of the Select Committees concerned, waives this instruction.

Functions of Departmental Select Committees.

95. (1) The Dáil may appoint a Departmental Select Committee to consider and, unless otherwise provided for in these Standing Orders or by order, to report to the Dáil on any matter relating to—

(a) legislation, policy, governance, expenditure and administration of—

(i) a Government Department, and

(ii) State bodies within the responsibility of such Department, and

(b) the performance of a non-State body in relation to an agreement for the provision of services that it has entered into with any such Government Department or State body.

(2) A Select Committee appointed pursuant to this Standing Order shall also consider such other matters which—

(a) stand referred to the Committee by virtue of these Standing Orders or statute law, or

(b) shall be referred to the Committee by order of the Dáil.

(3) The principal purpose of Committee consideration of matters of policy, governance, expenditure and administration under paragraph (1) shall be—

(a) for the accountability of the relevant Minister or Minister of State, and

(b) to assess the performance of the relevant Government Department or of a State body within the responsibility of the relevant Department, in delivering public services while achieving intended outcomes, including value for money.

(4) A Select Committee appointed pursuant to this Standing Order shall not consider any matter relating to accounts audited by, or reports of, the Comptroller and Auditor General unless the Committee of Public Accounts—

(a) consents to such consideration, or

(b) has reported on such accounts or reports.

(5) A Select Committee appointed pursuant to this Standing Order may be joined with a Select Committee appointed by Seanad Éireann to be and act as a Joint Committee for the purposes of paragraph (1) and such other purposes as may be specified in these Standing Orders or by order of the Dáil: provided that the Joint Committee shall not consider—

(a) the Committee Stage of a Bill,

(b) Estimates for Public Services, or

(c) a proposal contained in a motion for the approval of an international agreement involving a charge upon public funds referred to the Committee by order of the Dáil.

(6) Any report that the Joint Committee proposes to make shall, on adoption by the Joint Committee, be made to both Houses of the Oireachtas.

(7) The Chairman of the Select Committee appointed pursuant to this Standing Order shall also be Chairman of the Joint Committee.

(8) Where a Select Committee proposes to consider—

(a) EU draft legislative acts standing referred to the Select Committee under Standing Order 133, including the compliance of such acts with the principle of subsidiarity,

(b) other proposals for EU legislation and related policy issues, including programmes and guidelines prepared by the European Commission as a basis of possible legislative action,

(c) non-legislative documents published by any EU institution in relation to EU policy matters, or

(d) matters listed for consideration on the agenda for meetings of the relevant Council (of Ministers) of the European Union and the outcome of such meetings,

the following may be notified accordingly and shall have the right to attend and take part in such consideration without having a right to move motions or amendments or the right to vote:

(i) members of the European Parliament elected from constituencies in Ireland,

(ii) members of the Irish delegation to the Parliamentary Assembly of the Council of Europe, and

(iii) at the invitation of the Committee, other members of the European Parliament.

(9) A Select Committee appointed pursuant to this Standing Order may, in respect of any Ombudsman charged with oversight of public services within the policy remit of the relevant Department consider—

(a) such motions relating to the appointment of an Ombudsman as may be referred to the Committee, and

(b) such Ombudsman reports laid before either or both Houses of the Oireachtas as the Committee may select: Provided that the provisions of Standing Order 130 apply where the Select Committee has not considered the Ombudsman report, or a portion or portions thereof, within two months (excluding Christmas, Easter or summer recess periods) of the report being laid before either or both Houses of the Oireachtas.²

² Retained pending review of the Joint Committee on Public Petitions.

Powers of Select Committees.

96. Unless the Dáil shall otherwise order, a Committee appointed pursuant to these Standing Orders shall have the following powers:

(1) power to invite and receive oral and written evidence and to print and publish from time to time—

(a) minutes of such evidence as was heard in public, and

(b) such evidence in writing as the Committee thinks fit; 6

(2) power to appoint sub-Committees and to refer to such sub-Committees any matter comprehended by its orders of reference and to delegate any of its powers to such sub-Committees, including power to report directly to the Dáil;

(3) power to draft recommendations for legislative change and for new legislation;

(4) in relation to any statutory instrument, including those laid or laid in draft before either or both Houses of the Oireachtas, power to—

(a) require any Government Department or other instrument-making authority concerned to—

(i) submit a memorandum to the Select Committee explaining the statutory instrument, or

(ii) attend a meeting of the Select Committee to explain any such statutory instrument: Provided that the authority concerned may decline to attend for reasons given in writing to the Select Committee, which may report thereon to the Dáil, and

(b) recommend, where it considers that such action is warranted, that the instrument should be annulled or amended;

(5) power to require that a member of the Government or Minister of State shall attend before the Select Committee to discuss—

(a) policy, or

(b) proposed primary or secondary legislation (prior to such legislation being published),

for which he or she is officially responsible: Provided that a member of the Government or Minister of State may decline to attend for stated reasons given in writing to the Select Committee, which may report thereon to the Dáil: and provided further that a member of the Government or Minister of State may request to attend a meeting of the Select Committee to enable him or her to discuss such policy or proposed legislation;

(6) power to require that a member of the Government or Minister of State shall attend before the Select Committee and provide, in private session if so requested by the attendee, oral briefings in advance of meetings of the relevant EC Council (of Ministers) of the European Union to enable the Select Committee to make known its views: Provided that the Committee may also require such attendance following such meetings;

(7) power to require that the Chairperson designate of a body or agency under the aegis of a Department shall, prior to his or her appointment, attend before the Select Committee to discuss his or her strategic priorities for the role;

(8) power to require that a member of the Government or Minister of State who is officially responsible for the implementation of an Act shall attend before a Select Committee in relation to the consideration of a report under Standing Order 197; 7

(9) subject to any constraints otherwise prescribed by law, power to require that principal office-holders of a—

(a) State body within the responsibility of a Government Department or

(b) non-State body which is partly funded by the State,

shall attend meetings of the Select Committee, as appropriate, to discuss issues for which they are officially responsible: Provided that such an office-holder may decline to attend for stated reasons given in writing to the Select Committee, which may report thereon to the Dáil; and

(10) power to—

(a) engage the services of persons with specialist or technical knowledge, to assist it or any of its sub-Committees in considering particular matters; and

(b) undertake travel;

Provided that the powers under this paragraph are subject to such recommendations as may be made by the Working Group of Committee Chairmen under Standing Order 120(4)(a).

Houses of the Oireachtas

Leinster House

Kildare Street

Dublin 2

Do2 XR20

www.oireachtas.ie

Tel: +353 (0)1 6183000 or 076 1001700

Twitter: @OireachtasNews

Connect with us



Download our App

