

ECONOMIC AND SOCIAL COMMITTEE
OF THE EUROPEAN COMMUNITIES

IRISH BORDER AREAS

**INFORMATION
REPORT**

Brussels, 1983

The European Communities' Economic and Social Committee (Chairman: Mr François Ceyrac) authorised the publication of this *Information Report* at its 213th Plenary Session, which was held on 14 and 15 December 1983.

The Information Report was drafted by the Section for Regional Development chaired by Mr James Milne. Mr Jean Bornard acted as Rapporteur.

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The *Information Report* (Part I) is also available in: Danish, Dutch, French, German, Greek and Italian.

A bibliographical slip can be found at the end of this volume.

The assistance of local government and other organisations in the compilation of this *Information Report* is gratefully acknowledged.

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Preface

On 27 October 1982, the Bureau of the Economic and Social Committee authorised its Section for Regional Development to prepare an *Information Report* on the Development of the Irish Border Areas.

The preparatory work was assigned to the following Study Group:

Chairman:	Giancarlo Zoli	<i>Italy:</i> Bureau of the Council of European Municipalities
Rapporteur:	Jean Bornard	<i>France:</i> President, French Christian Workers' Association (CFTC)
Members:	Dietmar Cremer	<i>Germany:</i> German Trade Union Confederation
	Henry J. Curlis	<i>Ireland:</i> Past-President Irish Congress of Trade Unions
	Michael T. Fuller	<i>United Kingdom:</i> South Lancashire, Cheshire and North Wales Engineering Employers' Association.
	Athanassios Kamizolas	<i>Greece:</i> Secretary General, Council for Economic and Social Policy (SKOP)
	Seán Kelly	<i>Ireland:</i> President, Irish Creamery Milk Suppliers Association
	Patrick Murphy	<i>Ireland:</i> Assistant General Secretary, Federated Workers Union of Ireland
	Gordon Pearson	<i>Ireland:</i> Executive Committee Member of the Federated Union of Employers
	Moyra A. Quigley	<i>United Kingdom:</i> Member of the Livestock Marketing Commission for Northern Ireland
	Giacomo Regalò	<i>Italy:</i> Head of Brussels Office, Italian Trade Confederation
	Roland Wagner	<i>France:</i> President, Chamber of Commerce and Industry of Strassbourg and the Lower Rhine
Experts:	Terry Carlin	Northern Ireland Officer, Irish congress of Trade Unions
	Malcolm McLennan	Senior Lecturer in Economics, University of Glasgow
	Frank Keelaghan	Senior Official Monaghan County Council
	Anthony Leddy	Former President, Irish Creamery Milk Suppliers Association

The Section for Regional Development adopted the *Information Report* on 11 November 1983.

The Economic and Social Committee authorised the publication of the *Information Report* at its Plenary Session held on 13 December 1983.

The text of the *Information Report* is contained in Part I of this publication. Part II contains background material compiled in connection with the work. Part III summarises the different local submissions received. Accordingly the material contained in Parts II and III does not necessarily reflect the views of the Economic and Social Committee, its constituent bodies, its members, or those of the different local authorities, organisations or individuals involved in making the original submissions.

PART I

INFORMATION REPORT

Introduction

In embarking on a study of the Irish border areas, the Economic and Social Committee's intention was to ascertain what the Community could do to assist these areas which, besides being amongst the least economically and socially developed in Europe, have the additional disadvantage of being cut in half by a frontier that hampers normal economic development.

This Report is concerned with an area of 20-30 miles on both sides of the frontier, encompassing the district council areas of Londonderry, Strabane, Omagh, Fermanagh, Dungannon, Armagh and Newry-Mourne (N. Ireland), and the counties of Donegal, Leitrim, Cavan, Monaghan and Louth (Republic).

Distinguishing Features of the Irish Border Area

The area covers 1,697,000 hectares spanning a 343 km land frontier and has a population of 747,000 (54% in Northern Ireland and 46% in the Republic).

Statistics indicate that the area is particularly handicapped and has a special claim on Community assistance. Farming is the lynchpin of the economy - particularly in the south - and there is relatively little industrial employment. Very low incomes, acute unemployment, outward migration and in some parts, falling population, are further features. Small farms, poor soil, population structure and inheritance and marriage patterns combine to impede the introduction of modern farming methods.

At present, cooperatives, tourism and small business appear to hold out the best hopes for development.

In many parts, road infrastructure, domestic water supply networks and drainage systems are clearly inadequate and those which do exist are sometimes disrupted by damage caused by the troubles in the area.

These geographical and social drawbacks are aggravated by the existence and proximity of the frontier, which restricts scope for development and trade.

The Community's, and the Committee's, concern with frontier areas in the context of regional development policy is not new. One criterion for grants from the quota section of the European Regional Development Fund (ERDF) specifically mentioned in Regulation 724/75 (Article 5.1.(d)) establishing the Fund is *whether the investment falls within a frontier area, that is to say, within regions adjacent to one or*

more other Member States. In its Opinion on the revised ERDF Regulation¹, the Committee urged that the development of frontier areas be taken into account in the allocation of aid from the quota-free section in the same way as in the allocation of aid from the quota section.

The Community has not been inactive with regard to this particular frontier area: a number of studies (e.g. *Londonderry/Donegal Communications Study*², *Erne Catchment Area Study*) have been co-financed by the EEC; and at least two measures specific to the area have been adopted, namely

- a) a programme to promote drainage in catchment areas covering land on both sides of the border (Directive 79/197);
- b) a specific regional development measure (quota-free) for the improvement of the economic and social situation of the border areas with special aids for tourism, small business and handicrafts (Regulation 2619/80).

In addressing itself to the economic and social difficulties of these frontier areas, the Committee is thus concerned to assess not only whether the Community is doing all it can to help one of its particularly disadvantaged areas. It is also concerned to ascertain what else, if anything, can be done to alleviate the particular obstacles to economic development arising out of the existence of the border. This is particularly important because such economic effects are a major preoccupation of the Community.

1) OJ No. C 178, 15 July 1982, page 38.

2) Committee Opinion of 12 July 1978, OJ No. C 114, 7 May 1979, page 5.

Study Visit Programme

The Study Group set up by the Section for Regional Development toured the entire border area. The Group was received by Lord Gowrie, Minister of State, who preceded Mr Adam Butler at the Northern Ireland Office, and by the following local authorities:

Dundalk Urban District Council (in Dundalk)
 Newry and Mourne District Council (in Newry)
 Monaghan County Council (in Monaghan)
 Cavan and Leitrim County Councils (in Cavan and Ballinamore)
 Representatives of the Fermanagh, Omagh and Dungannon District Councils (in Enniskillen)
 Donegal County Council (in Letterkenny)
 Strabane District Council (in Strabane)
 Londonderry District Council (in Londonderry).

Talks were also held with Mr Peter Barry, Irish Minister for Foreign Affairs. In the preliminary stages,

contacts were established with Mr Barry's predecessor, Mr Gerry Collins.

In each area, reports were submitted in various forms by representatives of local government, farming, industry, tourism, public services, trade unions, local and regional development agencies, education and training bodies, and a broad cross-section of all sectors of economic and social activity.

This was the first visit to the Irish border areas by a Community delegation. The Committee party received a warm welcome everywhere and the reports submitted by the various groups on the ground were of an extremely high calibre.

In preparing the visit, locally-based ESC members and experts kept in constant touch with people in the area. This approach proved particularly effective and productive.

A Summary of the Findings

The border areas are distinguished by a large number of common features in respect of population, amenities, economic activities and soil types.

Although compartmentalization is necessarily somewhat arbitrary, the twelve areas in question can be grouped together in three broadly homogenous groups:

East: Armagh, Newry-Mourne and Louth

Centre: Omagh, Fermanagh, Dungannon, Leitrim, Cavan and Monaghan

West: Londonderry, Strabane and Donegal.

A table summarizing the needs pinpointed by the local interests in each area is given below. A more detailed summary of the data collected on the spot is

provided in *Parts II and III*.

As a general rule, the report reflects the situation as of early 1983. Cost estimates are given in European Currency Units (ECUs) at 1983 prices (1 ECU = UK£ 0.61; = IR £ 0.69). It must however be understood that the figures given are orders of magnitude. Detailed costings would need to be worked out for each project by the appropriate authorities.

In every area visited, the highest priority which emerged, directly or indirectly, was employment. In many cases it was mentioned as the top priority. In other cases it was the basic motivation behind the proposals contained in the submissions. The creation of employment should therefore be regarded as underlying all of the recommendations and all of the requests received. The latter are summarized in the following table:

Summary of the Principal Requests

	WEST		CENTRE			EAST	
	Londonderry	Strabane	Omagh	Fermanagh	Dungannon	Armagh	Newry-Mourne
North	Rural development programme	Small business Roads (by-pass)	Tourism Roads	Drainage (Erne) Roads (Belfast)	Agriculture Drainage	Dual carriageway to Dundalk with Newry by-pass Railway station Customs clearance facilities Agriculture (drainage, forestry)	
	Industrial development zone	Animal feedstuffs	Small business Agriculture	St. Angelo Airport Customs posts Tourism	Small business Vocational training		
	Urban renewal (inner city)		Less-favoured Areas				
	Extension of airport						
Joint projects	Industry		Development of the Erne			Roads	
	Tourism Drainage		Agricultural services			Railways	
South	Donegal		Leitrim	Cavan	Monaghan	Louth	
	Roads		Roads	Transport	Roads (Derry/Dublin)	Roads (Newry)	
	Drainage		Agriculture	Agriculture	Water supply	Agriculture	
	Landing strip		Cooperatives	Cooperatives,	Telephone system	Water supply	
	Tourism Telephone system		Forestry products Telephone system	Drainage (Erne) Water supply Telephone system	Small business Agriculture (pigs, poultry) Forest Park	Small business	

Priority Objectives

Throughout the visit, it was clear that several factors were of priority importance in developing the region and solving the abovementioned predominant problem of unemployment which varies in intensity in different areas.

The priorities are:

Communications Infrastructure

Communications are clearly a key priority for developing the region which is undoubtedly put at a disadvantage by its peripheral location in relation to both countries and to the Community as a whole.

Improved communications are a precondition for industrial development and the expansion of agriculture and tourism.

Improvements should focus *inter alia* on the following areas:

1. first and foremost on roads and the improvement of certain trunk routes in particular. The lack of adequate customs clearance facilities is however a major-problem here. The situation would also be improved in some areas by the re-opening, where circumstances permit, of certain more important cross-border roads whose closure is a major obstacle to the normal flow of traffic; there is moreover a paucity of public transport in the area, particularly south of the border, where private transport is no longer a luxury but a necessity. The crippling taxes on fuel and vehicles are a specific factor in the high cost of public transport;
2. telecommunications;
3. rail links in some areas;
4. inland waterways: a more comprehensive network could have numerous benefits for tourism;
5. air transport.

Agriculture and Industry

Agriculture, which is the major economic activity in the area, particularly in the south, is badly in need of modernization, but industry must provide the widest scope for job creation.

Agriculture has a wide variety of needs:

1. first and foremost, land drainage;
2. farm modernization (a task which is complicated by the small scale of holdings) and improvement of farming methods;

3. processing and marketing of agricultural produce;
4. the need for a regular supply of reasonably priced feedstuffs for intensive livestock and poultry production;
5. more effective stockfarming methods and prevention of animal diseases;
6. development of forestry and processing of forestry products;
7. improved retirement incentives for elderly farmers to pave the way for young people who wish to come into farming.

Acute problems are generated by some aspects of the Common Agricultural Policy, such as: the classification and extension of hill-farming areas and of less-favoured areas (Directive 75/268), the level of financial support under this scheme, and the distortion of trade owing to price and MCA discrepancies (exchange rate fluctuations).

The agricultural classification of the entire area should therefore be reviewed.

There are also considerable difficulties created by the frequent exchange rate fluctuations on both sides of the border. They affect not only agricultural transactions but the entire range of trade.

Priority areas for industry include:

1. developing suitably equipped industrial zones backed up by appropriate marketing facilities;
2. processing farm products (see above);
3. aiding agencies which are active in job creation, *inter alia* by encouraging appropriate cross-border cooperation;
4. developing the craft industries which are necessary in small communities;
5. vocational and industrial training centres.

Tourism is one of the major potential assets and must be encouraged by action on several fronts.

The abovementioned improvements to the transport and inland waterway networks are vital in promoting tourism. In addition specific action must be taken to:

1. equip holiday sites (forest-parks, lakes, etc.)
2. improve accommodation facilities (hotels, camping sites, etc.)

3. prepare and distribute maps and joint promotional material for the entire area.

Development of Rural Towns

Much could be done to improve the appearance, physical use and amenity value of small towns in border areas. Such action would make a major contribution to improving the quality of life and stimulating civic pride and initiative, as well as creating conditions conducive to attraction of tourists and industrial development.

Joint Projects to receive Priority Attention

Bearing in mind the above requirements and the need to alleviate the handicaps to economic development created by the existence of the border, three areas of action would seem to merit priority attention on account of (a) their crucial importance for the development of the areas concerned and (b) the cross-border cooperation and joint projects already underway in these spheres.

Eastern Zone: Communications and Energy supply

Links between Newry and Dundalk are a vital component in the major Dublin-Belfast axis. At the moment there are serious physical and administrative barriers to traffic in the area even though the Newry-Dundalk stretch has been designated as part of a Euro-route from Larne to Rosslare.

A package of measures is therefore proposed including:

1. widening the Newry-Dundalk road (app. 13 miles);
2. the Newry-Dundalk road scheme must be accompanied by improved customs clearance facilities and simplification of formalities; at the moment, crossing the border within an urban area causes serious congestion and often takes several hours; improved clearance facilities are however not necessarily contingent on upgrading the Dundalk-Newry road;

Other Factors

Reference was frequently made to difficulties connected with:

1. energy: e.g. price differences between North and South; need for natural gas supply and interconnection of the electricity systems North and South
2. housing: improvements necessary in both rural and urban areas
3. education and training.

3. the railway station at Bessbrook should be refurbished and re-opened to serve Newry and district. A connecting bus service to Newry town centre should be provided.

Following the hydrocarbons finds off the south coast of Ireland, the two governments have recently reached agreement on the extension of the gas pipeline northwards from Dublin to Belfast and Londonderry. The Route, whether overland or under sea will have to pass close to the urban areas of Dundalk and Newry. Spurs serving these towns would not only substantially aid their development but would also increase the return on the pipeline. The cost of the spurs would be substantially reduced by an overland routing which would also open up the supply to other important population centres in the Republic (Drogheda) and in Northern Ireland (Portadown, Lurgan and Lisburn). The network could then be extended to other areas (Armagh, Monaghan, etc.) as far as economically feasible.

At a rate of 1.5 million ECU per mile, the new Newry-Dundalk road would cost approximately 20 million ECU. The *European Investment Bank* and the NCI could support this scheme by providing loans coupled with interest rebates³. The *European Regional Development Fund* could also provide grants of up to 30% from either quota or non-quota funds. Aid may also be available under the multiannual transport infrastructure programme proposed by the European Commission. Approval will be subject to the conclusions of the EEC co-financed study currently underway⁴. It also presupposes agreement on the route and the consequent cost-sharing.

3) At least for the stretch in the Republic, under provisions adopted for certain members of the European Monetary System.

4) Joint British-Irish Study on the Newry-Dundalk By-pass, An Foras Forbartha and Transport and Road Research Laboratory.

There should be no great difficulty in funding the railway station and customs clearance projects at an approximative cost of 400,000 ECU and 1.6 million ECU respectively.

The Newry and Dundalk gas pipeline spurs (costed at approximately 8 million ECU) could be part-financed by the NCI.

The proposed package would undoubtedly provide a significant boost for the development of both Newry and Dundalk. It would also have considerable spin-off benefits for (a) the entire Newry-Mourne and County Louth area and (b) general traffic and trade between Dublin and Belfast and between north and south.

Central Zone: Erne Development Scheme

First and foremost, and in line with the conclusions of the *Erne Catchment Study*, Community funds should be used to assist the completion or development of the following three inland waterway links: Ballyconnell-Ballinamore (priority project), Lough Oughter-Upper Lough Erne and Lough Head-Lisnaskea. These projects would extend the navigable inland waterway system, in particular between the Erne and Shannon catchment areas. This would create an important fishing and tourist centre which would inevitably attract a large number of tourists and thus benefit the entire region. The projects must however be designed both to allow the work to be carried out independently of drainage and to fit in with subsequent drainage proposals.

Secondly, appropriate drainage schemes should be used to develop the entire Erne catchment area. This development would undoubtedly make a major contribution to improving farm incomes in an area which is seriously handicapped by difficult land and poor draining soil and where agriculture is the principal economic activity.

In view of the size of the scheme and the number of complex, inter-related issues which have to be taken into account, the detailed design and planning of the project must first be completed. This would clear the way for a firm decision and any necessary amendments to both northern and southern legislation on drainage projects. The necessary work could then be undertaken in stages, over a number of years, with due regard for agricultural interests around Upper Lough Erne as well as for environmental conservation, and for fishing and tourism.

The proposed drainage scheme has been costed at approximately 50 million ECU but it should be implemented in stages, as and when funds become available. Finally, the completion of the Blackwater-drainage scheme should be speeded up by ensuring that the project is adequately funded.

The EAGGF must provide substantial funding for all these projects. The *European Regional Development Fund* should also play its part. This would preferably entail a special quota-free programme (inland waterway projects to assist the tourist industry).

The Industrial Triangle of the Western Zone

An industrial development zone based on the Letterkenny-Londonderry-Strabane triangle should be established. This is essential to the development of the north-western zone.

The difficulties which this would entail should not be underestimated since the triangle is already drawing maximum benefit from existing aids which could not easily be increased. On the northern side, the recent creation of the *Londonderry Enterprise Zone*, backed by LEDU (*Local Economic Development Unit*) and the IDB (*Northern Ireland Industrial Development Board*) shows the importance attached to efforts to promote employment there. However, there is a need for a qualitative shift. This could be sought by pooling efforts within a cross-border development agency. This agency should be set up by representatives of economic and social activity in the area and should enjoy the full backing of the Belfast and Dublin authorities (in particular, the Northern Ireland *Industrial Development Board* and the Republic's *Industrial Development Authority*). The agency's task would be to coordinate the financial incentives for industry provided by the northern and southern authorities and by the European Community. It would launch technical and commercial promotion schemes, provide advice and back-up facilities for small business in the area, and in general, endeavour to promote investment and create employment.

The European Community could fund the agency's activities under a special quota-free programme.

In addition, the drive to develop cross-border road links which was launched some years ago⁵ should

5) Cf. Opinion of the Economic and Social Committee on the *Cross-border Communications Study for the Londonderry and Donegal Area*, op. cit.

be completed, with particular emphasis on the following stretches:

Letterkenny/Londonderry

Letterkenny/Strabane

Londonderry/Strabane (including the Strabane through-pass).

The Londonderry/Dublin trunk road connec-

tion would be improved by the upgrading of the Londonderry/Strabane stretch, the construction of a through-pass for Omagh and improvements near the border.

These improvements to the road network could also make an important contribution to the expansion of tourism in Donegal, particularly from Londonderry airport. Of course the entire package has still to be costed since all factors are not available at the moment.

Other Highly Recommended Projects

Development of Rural Towns

Funds totalling 20 million ECU should be earmarked to finance development of rural towns. Community participation should be as high as possible with support being available for programmes designed to improve appearance and remedy shortage of basic amenities. The projects falling within such programmes could include: road improvements to ease bottlenecks, clearance of abandoned sites, removal of eyesores, provision of offstreet parking, creation of open space and play areas, and generally, provision of such other types of environmental infrastructure as would be necessary to revitalize and refurbish these focal regional centres (sewerage, domestic water supply networks, domestic and industrial drainage schemes). Action of this kind would have an extremely valuable contribution to make to the difficult task of job creation: firstly by giving much needed employment in carrying out the work; and secondly, by providing the type of general climate in which tourist and industrial development initiatives would have a greatly enhanced chance of success.

Biomass Research

The research being undertaken on both sides of the border into development of biomass based on willow growing is noted with considerable interest. It is understood that much of the land in the border areas is particularly suited to this purpose and that scientific results to date indicate that biomass production might well prove to be a worthwhile economic alternative to existing types of land use. However, further work remains to be done. Appropriate financing should accordingly be made available by the Community to enable present enquiries to be brought to a speedy and, hopefully, an economically viable conclusion.

Cluster Units

It is recommended that the appropriate development authorities establish and manage cluster units of workshops specially designed to promote small-scale local industry in the region.

Local Projects

At the same time, support for a number of locally-submitted projects would be desirable as a useful complement to the larger undertakings set out above, and as a contribution to the overall development of the areas in question. By way of illustration a list has been drawn up, to the best of available knowledge, on the basis of following factors:

1. cost/benefit ratio;
2. financial constraints;
3. physical and geographical complementarity with the larger-scale projects recommended in the foregoing paragraphs;
4. local priorities;
5. follow-up to certain schemes which have already been given limited European Community backing.

The list is as follows:

Donegal Ballyshannon Interpretive Centre (0.8 million ECU). The centre would considerably strengthen the tourist infrastructure by providing a comprehensive guide to the natural and cultural landscape of the South Donegal area and the Erne Basin.

Londonderry Eglinton Airport (0.3 million ECU). In 1978, the Economic and Social Committee backed the development of Eglinton as the regional airport for the area. It has subsequently received support from the ERDF. The present project involves land acquisition to allow investment in further development, in particular the extension of the runway.

Londonderry O'Doherty Fort Inner City Tourist Project and Amelia Earhart Interpretive Centre (0.8 million ECU). Building on the city's considerable cultural heritage, both projects would provide support for the tourist industry.

Strabane Enterprise House (0.15 million ECU). The plan involves the development of a small workshop in the town centre to act as a focal point for craft-based industry.

Leitrim Research on Wet Land Drainage and development of special machinery (0.85 million ECU). The impervious soils of the region require the development of specific draining techniques and special machinery to upgrade the quality of much of the agricultural land.

Cavan Pigs and Poultry Demonstration Unit (0.5 million ECU). The agricultural college at Ballyhaise is a natural centre for the development of intensive pig and poultry farming systems which play a major role in farming activity in the region.

Cavan Bus Station in Cavan Town (0.3 million ECU). Adequate facilities are necessary because of the dependence of the region on bus services as the sole means of public transport.

Fermanagh Craft Design Centres (1.0 million ECU). Support should be given to the *Erne Catchment Study* recommendation on the establishment of a craft design, advice and information centre based at Enniskillen together with associated SME clusters in other towns in the region.

Omagh Through-pass (4.0 million ECU). The construction of a through-pass would be of major benefit to the town as well as providing as a key link on the north-west/south-east road axis.

Omagh Sperrins Tourist Development (1.4 million ECU). The Sperrins area which incorporates the Ulster-American Folk-Park has considerable local tourist potential. Some limited improvements have been carried out with European Community support under Regulation 2619/80. These should be followed up by further work, in particular the development of a wildlife park at Gortin Glen.

Dungannon Small Business Industrial Estate (2 million ECU). Assistance to LEDU (*Local Economic Development Unit*) with extension of Granville Industrial Estate.

Dungannon Specific Road Improvements (1.5 million ECU). The improvement of the 6 km stretch between Ballygawley and Aughnacloy would remove a serious impediment on the north-west/south-east route, which elsewhere achieves a much higher standard.

Monaghan Muckno Lake Regional Park (1.5 million ECU). The project is centred on a 35 hectare park adjacent to a large lake. It is designed to cater for a wide-range of tourist and recreational activities.

Louth Construction of Water Reservoir (0.75 million ECU). The building of a water reservoir at Faughart would help to alleviate the water shortages which pose a specific local problem in County Louth, particularly for industrial development.

Development Schemes

Funding will have to be commensurate with the very substantial requirements of the entire area. It must therefore be given priority for Community assistance.

A special instrument or a new line in the EEC Budget could be helpful in tackling such wide and varied areas of action, and also in securing priority for implementation of proposals.

As regards the immediate future, the European Commission should consider a higher rate of assistance when implementing the various Community instruments, particularly when an investment undertaken in one area may be of particular benefit to the other.

A broad development programme could be drawn up for the border area. This 3-4 year programme would provide for implementation of a set of schemes and set out financial arrangements accompanied by a schedule, as recommended for the *Integrated Development Operations* (IDOs). The Community could also specify what contributions it could make to the UK and Irish Governments in respect of schemes which it ranks as top priorities. Possible sources of Community funding have in any event been indicated for all schemes considered to warrant particular attention.

When the various financial instruments are being implemented, attention should be given not only to the major projects listed above but also to smaller-scale schemes with recognized development potential which by this token also have a claim on special Community assistance.

A small group should be set up to monitor the progress of each project, to facilitate its implementation and pave the way for the necessary measures. These groups could comprise representatives of the local authorities involved on both sides of the border, assisted by a representative from both Governments and the Commission.

It is necessary to stress the urgency of action in this area which could provide meaningful proof of the Commission's determination to alleviate the handicaps besetting disadvantaged areas and border regions in particular.

It is proposed to review the situation in two years to ascertain what progress has been made.

Summary of Principal Project Recommendations

Heading	Project	Location	Total Cost ¹ (million ECU)	
Regional	East	Road Upgrading	Newry - Dundalk	20.00
		Natural Gas Supply	Newry, Dundalk, etc.	8.00
		Customs Clearance Facilities	Newry	1.60
		Railway Station	Newry	0.40
	Total East			30.00
	Centre	Arterial Drainage	Erne Catchment	50.00
		Inland Waterways Canal	Ballinamore - Ballyconnell	5.00
		Arterial Drainage (Completion)	River Blackwater	17.00
		Inland Waterways Canal	Lough Oughter - Upper Lough Erne	1.00
		Inland Waterways Link	Lough Head - Lisnaskea	0.20
	Total Centre			73.20
	West	Industrial Development Zone	Londonderry, Letterkenny, Strabane	30.00
		Road Improvements	Londonderry, Letterkenny, Strabane	10.00
	Total West			40.00
	General	Development of Rural Towns		20.00
Biomass Research		20.00		
Total General			20.00	
Micro-Projects	Ballyshannon Interpretive Centre		0.80	
	Eglinton Airport Extension		0.30	
	Tourist Projects		0.80	
	Crafts (<i>Enterprise House</i>)		0.15	
	Wet Land Drainage & Machinery		0.85	
	Pigs & Poultry Demonstration Units		0.50	
	Bus Station Cavan Town		0.30	
	Craft Design Centres		1.00	
	Road Through-pass		4.00	
	Tourist Development, Sperrins		1.40	
	Small Business Industrial Estate		2.00	
	Specific Road Improvements		1.50	
	Regional Park-Muckno Lake		1.50	
	Water Reservoir		0.75	
	Total Micro-Projects			15.85
Total			179.05	

Note: 1) The costings shown are based on order-of-magnitude estimates only, and are accordingly subject to detailed evaluation.

PART II

BACKGROUND PAPERS

Demographic Features

Population

The principal demographic features of the administrative units in the border area are shown in *Table 1*. The figures for both Northern Ireland and the Republic are based on the results of the 1981 census. In Northern Ireland, the statistics were officially adjusted to take account of the effect of non-enumerated households. However, following publication of the census report, a number of local authorities maintained that the corrective element had been inadequate. Further estimates were then made by an *Interdepartmental Working Party*, whose conclusions were released by the *Northern Ireland Government Information Service* on 29 July 1983. Since these latter figures represent the most accurate official estimates of the actual population in the districts in 1981, they are accordingly taken into account.

The *natural increase* in population is measured by the excess of registered births over deaths during the intercensal period. The statistics do not therefore require adjustment. The data for *net migration* represent the difference between the *natural increase* in population and the *actual change* in population based on the census results. The use of the updated population figures for 1981 is therefore similarly likely to improve the accuracy of estimates for *net migration*.

The results show that the border areas have a slightly higher *natural increase* than the rest of the island. But there are marked differences within the border region itself. In general the natural growth rates in population in the northern areas (particularly Londonderry, Newry and Mourne, Strabane, Omagh and Dungannon) and Louth (on the southern side) are above average. The more predominantly rural districts (Leitrim, Donegal, Cavan, Fermanagh, Armagh and Monaghan) on the other hand, have substantially lower natural growth. The statistics for *net migration*, which is generally more pronounced in Northern Ireland, show a net outflow of 1.1% for the border area between 1971 and 1981, as against a net inflow of 0.8% elsewhere.

Unemployment

The figures for workforce and unemployment shown in *Table 2* are likewise derived from the results of the 1981 census. This approach was chosen because it provides a convenient statistical basis for measuring

relative unemployment on both sides of the border, and because the regional data coincide exactly to the administrative areas covered by the *Information Report*. However, the unemployment figures derived from census returns are known to somewhat underestimate the levels of unemployment as measured by the normal *Unemployment Benefit/Live Register* methods. The latter, for example, showed unemployment in June 1981 as standing at 18.8% in Northern Ireland and 10.0% in the Republic, compared with the census figures of 16.8% and 8.9% respectively. It should also be noted that the situation has deteriorated significantly since then. In January 1983, registered unemployment in Northern Ireland was 21.5%, and 14.1% in the Republic. There is also a degree of underestimation in the case of the Republic, in that first-time job seekers are not included. A regional breakdown of unemployment in 1981 is provided in *Map IX*.

From the regional comparison shown in *Table 2*, two conclusions clearly emerge. Firstly, the unemployment rate in the border area in 1981 was significantly higher than that of the rest of the island (18% as against 10%). Secondly, there are important differences within the border region itself. Unemployment is particularly acute in Strabane, Londonderry and Donegal on the one hand, and in Newry and Mourne and Dungannon on the other. The lower unemployment rates recorded in the more rural districts may however, to some extent, reflect the smaller numbers in the economically active age groups remaining in the areas.

Age Structure

The population in the border area has a higher proportion in the dependent age groups (i.e. under 15 and over 65), than is the case elsewhere (see *Table 3*). However, the overall figures mask two diverging trends. In the urban areas, there is a high proportion of the population in the young, dependent age group, whereas the country districts have an ageing structure. In the rural areas, this pattern reflects the inability of small farms to hold those in younger age groups on the land and, on the other hand, the lack of off-farm employment opportunities. An unfavourable age structure may be regarded as simply a consequence of existing economic problems. But it also tends to have a significant compounding effect, reducing the overall economic and social vitality of the region.

General Infrastructure

Roads

Despite its considerable size, the border area has a low population density. There are a number of urban concentrations but, with the exception of Londonderry, these are small in size and often distant from one another. In addition, the area is removed from the main population centres of Dublin to the south and Belfast to the north, although the situation improves in the eastern part of the region. There are only two railway lines, one running between Londonderry and Belfast, the other between Belfast and Dublin. These cannot however be regarded as serving the area as a whole. There is also an air link between Dublin and Belfast and some executive air services from Londonderry to various destinations. As a result, the bulk of passenger and freight traffic has to travel by road. The road system is therefore vital to industry, trade and tourism and hence to overall economic development.

In Northern Ireland, the general standard of road development is noticeably higher than in the Republic. This directly leads to an imbalance in the road system. There are relatively good connections from the border area northwards and towards Belfast. Towards the south, the connections are in many cases weaker. Within the border area (both north and south) there are instances where particular stretches fall short of general standards. These create bottlenecks which reduce the value of the improved sections of the network and impede access to ports and airports.

Demographic and topographic factors make the building, improvement and maintenance of roads an expensive business, placing a heavy burden on national and local authorities. Indeed, all the submissions received placed roads high on the list of local priorities. The requests involved a total estimated cost of 500 million ECU equal to 60% of the cost of all projects submitted. Clearly, expenditure at this level would not readily be borne by the existing financial instruments of the European Community. Nor of course is it likely that all the projects have an equally high cost-benefit rating. Nevertheless, the figure does provide an indication of the magnitude of work which could usefully be done and of the costs involved.

It would not be realistic to suggest that the European Community should take over full financial responsibility for normal work on roads, which is the primary task of the relevant authorities in both parts of Ireland. In any case, some financial assistance for road works is already provided through the quota section of the *European Regional Development Fund* (see *Table 14*) and some small work is eligible for assistance from the non-quota section under Regula-

tion 2619/80 (see *Table 11*). Accordingly, it is preferable that additional Community support should concentrate on specific projects where there are major regional policy benefits, where there is a high cost-benefit ratio, where significant bottlenecks need to be removed and where Community participation might be crucial in persuading the authorities north and south to proceed with the work.

In line with such a selective approach, a number of schemes can be identified. These are shown in red on *Map III*. The priority given to these projects should however be taken in conjunction with the specific objectives of the *Information Report*. The choice does not therefore imply a judgement on the need and value of other road schemes in the border area.

Rail Services

The Londonderry-Belfast line mainly serves Londonderry city. Although, the Belfast-Dublin line runs within a mile of Newry, the latter has no station. The economic grounds for providing a rail service to the area which has a large population catchment seem particularly strong. The main costs involved would be in the construction or refurbishing of a station and the provision of customs clearance facilities (total estimated cost 400,000 ECU). A connecting bus service to Newry town centre would also be needed. Plans to this effect which have already been drawn up, should be implemented immediately.

Air Services

Regional air services between Belfast and Dublin and Londonderry to various points have recently been provided. The submissions received also suggested three airport developments. These included the extension of Eglinton airport in Londonderry, the construction of a new regional airport at Letterkenny and the upgrading of St. Angelo airport, Fermanagh.

In its Opinion of 12 July 1978 on the *Londonderry/Donegal Communications Study*, the *Economic and Social Committee* supported the development of Eglinton as the regional airport for the Londonderry area. The extensions now proposed for the airport would also appear to merit support. In view of the need to ensure an efficient use of resources, it would not be realistic to simultaneously recommend major developments at Letterkenny and St. Angelo. However, where basic facilities already exist, as in the case of St. Angelo, or are developed on local initiative, these should be maintained as they are valuable for the promotion of executive travel and flying club activities and, to some extent, for the development of tourism.

Housing

Several submissions referred to housing needs. It is difficult, however, to find a single statistical criterion for measuring housing quality throughout the area on a comparable basis. In Northern Ireland, the *Housing Executive* carries out exhaustive periodic reviews, which provide a detailed and accurate picture. The summary shown in *Table 4* indicates that the quality of housing in the border area (where 20% of the housing stock requires renewal) is somewhat lower than in the rest of Northern Ireland (14%), with rural districts such as Fermanagh (31%) faring less favourably than their more urban counterparts. In the Republic, there are no survey data of matching quality. But the limited statistical material available would seem to suggest a mirror-image regional pattern, based on somewhat lower overall standards (see also *Table 5*).

Water

In *Table 5* a measure of the adequacy of public water supply is provided by the percentage of households connected to the public water service. The table does not however give an indication of the quality of the service (e.g. flow rates, water purity). In the more rural districts, a proportion of households have an independent water supply without being connected to the public service¹.

The pattern emerging from the comparison, indicates that the Republic as a whole fares less favourably than Northern Ireland. In the border area itself, the difference is particularly evident, with the southern sector having a 61% connection rate, as against 93% in the northern sector. This was borne out by the fact that water supply problems were raised in

most of the southern submissions. These reveal that there is still work to be done in providing water connections to households particularly in the outlying areas. For instance, the data indicate that some 30% of households in Leitrim have no running water (either public or private connection). There is also a need in some places to augment flow rates in existing services. In certain localities, such as Louth, it was considered that inadequate water supply for industrial purposes was hampering economic development.

A framework for European community assistance already exists in *Regulation (EEC) No. 1820/80 for the Stimulation of Agricultural Development in the West of Ireland* which includes four of the five southern border counties (Donegal, Leitrim, Cavan, and Monaghan) and initially applied to group water schemes. Although some such work has been carried out, the record of the measure in this particular respect has been mixed, with be likely to arise.

The legal aspects are also important. Although changes to water levels would probably be small, a comprehensive arterial drainage scheme would almost certainly require some revision of the Erne drainage and development acts of 1950 in Northern Ireland and in the Republic. While this would involve a considerable amount of administrative work, it would probably be justified and feasible in the context of an overall scheme.

The acquisition, regulation, and safege southern border area where 18% of households still lack these amenities. At the same time, it must be noted, that in the southern section of the border area, the proportion of households with sanitary facilities increased from 54% to 82% between 1971 and 1981.

Industry

Background

The border areas covered by the *Information Report* must, by general European standards, be regarded as having a relatively low level of industrial development. With the exception of Louth, the entire area is recognised by the respective industrial development authorities in both the Republic and Northern Ireland as being in need of major assistance.

However the situation has not always been as it is today. In the late 19th and early 20th centuries, substantial industrial development took place at the two

extremities of this area. At one end, in Londonderry, there was the establishment of a textile sector based originally on the shirt industry. At the other, in Louth, there was the setting up of the railway works at Dundalk, supplemented by other industries such as footwear, textiles, and cement.

By contrast, in the central area situated between these extremities, there has never been a strong industrial tradition. Some significant indigenous agriculture-based industries were established mainly on the southern side. On the northern side, there was some localised industrial progress based on textiles and other

¹) The proportion of households with a private water supply can be roughly gauged by the difference between the left and right hand columns of *Table 5*.

traditional activities such as brickmaking in the case of Dungannon. There have been several other individual new ventures, but the total does not represent a significant level of industrialisation.

For reasons which are connected more with the growth of free trade, the international division of labour, and changing technologies, than with any domestic factors, many of the original industries in the area as a whole have declined and in some cases disappeared.

In this respect, the Londonderry area, relying too heavily on clothing and textiles, fared worst. Even with the introduction of synthetic fibres in the 1950s and 1960s, it still remained vulnerable due to its narrow industrial base. As a result, in the general difficulties experienced by European textiles in the last decade, the area was particularly hard hit.

In the Louth region the railwayworks, footwear and textile industries also ran into difficulties leading to several closures, but sufficient *other* industry survived to keep the local economy afloat.

Furthermore most of the agriculture-based industry centred on Monaghan, Cavan and Leitrim has survived, helped partly by increased activity in the dairy sector brought about by the CAP. An additional factor lessening the adverse impact in the central area was that, being much less densely populated, it did not have to support a large unemployed urbanised workforce as in Londonderry.

Industrial incentives

Responsibility for promoting industrial investment in the Republic lies with the *Industrial Development Authority (IDA)* which also runs a specific *Small Industries Programme*. In the north, the task is assigned to the *Northern Ireland Industrial Development Board (IDB)* together with the *Local Enterprise Development Unit (LEDU)* which concentrates on small business.

In the Republic, four of the five counties in the border area (the exception again being Louth) are classified as *Designated Areas*. In Northern Ireland, it would appear that most of the area covered by the seven District Councils qualifies for the highest rate of support. This means that, excepting Louth, virtually the entire border region is eligible for the maximum financial aids and incentives available.

These aids include substantial non-repayable capital grants on plant and machinery (up to 40 - 60% in the Republic, 50% in the north) plus negotiable extras such as training grants, per-capita employment grants, interest relief, accelerated depreciation,

preferential treatment for priority sectors, etc. In the Republic, corporation tax is 10% for manufacturing. In the north it is nominally 52%, but with a substantial number of off-setting factors including a recently introduced corporation tax relief grant. On both sides of the border, ready-built factories are available at favourable rents, and special facilities are available for small business, through LEDU in the north and the *Small Industries Division* of the IDA in the south.

Whether the total package in the north is better than the total package in the south or vice-versa, would depend on the circumstances of each case, but the package in either instance is substantial.

These incentives are available to both domestic and outside investors. However, until recently, there appeared to be a certain tendency to concentrate on attracting outside investment, which was seen as the fastest road to industrialisation.

Despite these incentives, however, the response from outside investors has been limited. On the northern side, even in the more prosperous early period, most investment in manufacturing industry tended to locate away from the border areas. In 1981, the northern border areas had 58 jobs in manufacturing industry per thousand of population, compared with 98 jobs per thousand in the rest of Northern Ireland (see *Table 6*). In the Republic, the manufacturing base is generally smaller. But the regional differences are also less marked. The southern border area, with 76 manufacturing jobs per thousand, is actually marginally better placed than the rest of the south, where the figure is 75. This is due to the dominant influence of Louth, which has the highest proportion of manufacturing jobs in the Republic. The other southern border counties lie below the national average. Thus in the border area as a whole, the number of manufacturing jobs per thousand in 1981 was 66, compared with 81 elsewhere.

While it is difficult to see how either the promotional agencies themselves or a different set of incentives, could have substantially altered the historical pattern, it has meant that with a few exceptions there has been little industrial investment in the border areas. The principal exception is Louth, which is favoured from a communications viewpoint by its location on the eastern seaboard.

The reasons for this general reluctance to invest in the border areas might be identified as follows:

1. first and foremost, there is the current international recession, which affects the whole island. But coming on top of existing regional problems, its impact on the border area is particularly severe;

2. the inadequacy of communications, especially roads, and the distance from the major airports of Belfast, Dublin, Shannon and Cork, as well as from the main seaports. (These points have already been dealt with under *General Infrastructure*);
3. a factor less frequently mentioned, but nevertheless significant, is that the border areas north and south are in competition with other underdeveloped, but perhaps more *attractive*, areas in the Republic, and *Development Zones* not only in other parts of Northern Ireland but also in the rest of the UK;
4. the recurring civil disturbances, which have made it difficult to attract outside investment.

The first problem is hopefully temporary. The fourth lies outside the terms of reference of the *Information Report*. It is therefore the second and third problems (i.e. communications infrastructure and regional promotion) which should become the focal points of future policy.

Future Policy

Against the background of the problems outlined, it might appear at first sight that most of the area under consideration could not be considered likely to attract significant industrial investment in the present economic climate, and that the best that could be done would be to preserve the existing level of activity until the general economic conditions improved. However, such an approach would be both too pessimistic and too short-sighted.

The areas concerned are in a category meriting maximum EEC aid, and together with the range of national incentives and support at government level locally, the foundations can be laid for a long term policy which should bear fruit, once general conditions improve. The important point is that the necessary groundwork should be done as of now, so that the area can reap the maximum benefit that a general upturn would bring.

The Creation of a North West Industrial Zone

One of the proposals put forward in the local submissions was for the creation of one (or more) industrial zone(s) in the general area Londonderry/Letterkenny/Strabane/Lifford, which would stimulate economic development on both sides of the border. A further suggestion was that the industrial development agencies on both sides of the border, instead of operating in competition, might, with EEC aid, promote this zone jointly through a new agency. In this way, a concentrated effort could be made in a particularly disadvantaged area which has a long-standing history of high unemployment and which has lost more

industrial jobs recently than any other part of the border area. A number of observations on the feasibility of such a proposal are set out below.

Although there is no guarantee that such an initiative would solve the problem, there is almost certainly an advantage in bringing together in a joint effort the available resources for promoting the area. The area forms a natural economic unit and is therefore particularly well suited to a joint regional initiative. On the other hand, if no new initiative is taken the socio-economic climate is likely to worsen, particularly in places where there is high urban unemployment. There is therefore a strong case for the creation of an industrial zone under the responsibility of a new agency created specifically for the purpose.

The agency responsible for such a regional zone should be given a sufficient degree of local autonomy, power of decision over projects and final authority over the disbursement of grant funds. This is essential, particularly in the light of the frequently expressed local view, that decisions are too often taken by remote central authorities without regard to their local consequences. Strong emphasis should be placed on local initiative and self-reliance, qualities not unknown in the area in the past. The agency should therefore build as far as possible on the available local human resources. In particular, it should be closely responsive to local needs and views.

Faced with the question of geographical spread, there are good administrative grounds for selecting a relatively limited area, at least in the initial stage. It would also be necessary to guard against the dissipation of effort which would arise if a series of similar development zones were set up simultaneously in other border areas, competing with each other for the limited available investment.

The industrial development zone could therefore be based on the Letterkenny-Londonderry-Strabane triangle, thus taking in the city of Londonderry and its natural hinterland on both sides of the border.

Following the example of the *Shannon Free Airport Development Company* (SFADCO) in the Republic, the agency could have responsibility for concentrated industrial development on a specific location as well as having a broader remit taking in the development of the surrounding area as a whole.

As far as possible, the headquarters of the new agency should be located in a modern building within the zone, in order to act as a focal point and to create the idea of a sense of purpose.

The new authority would integrate with the IDA in the Republic and the IDB in the north through its

board. Given that the IDA already has a regional office in Co. Donegal, the latter would have to delegate some responsibility to the new authority. The IDB does not have a corresponding local office on the northern side although there is an office for the existing *Londonderry Enterprise Zone*, so that some similar delegation of responsibility would also be required.

While respecting the principles of European Community policy on the creation of new tax concessions, duty-free zones etc., some new fiscal/administrative arrangements, including additional incentives would probably have to be introduced for the zone. In this connection, it is noted that the non-tariff barriers between the two parts of the island have actually increased in recent years (e.g. different levels of VAT, fluctuating exchange rates). Reasonably free movement of goods, services and persons would be essential for the efficiency of the operation.

With the accent placed on developing local initiative, it is essential that the agency be equipped to provide advice and back-up facilities for small business in line with the special programmes adopted under the non-quota section of the *European Regional Development Fund*, and drawing on the experience gained elsewhere in the European Community.

Finally, it should also be recognized that, with the advent of new technologies, the nature and scale of industrial employment is changing. The new authority could therefore have a role in the development of a range of non-industrial activities, such as service industries and tourism. In view of the importance of access to export markets, the agency might perhaps also be given a say in the development of transport and communications.

The overall cost of such a plan is difficult to estimate and would have to be worked out in detail. However, it would be possible to envisage an annual grant of the order of 3 million ECU to the agency, amounting to a total of 30 million ECU over a 10 year period.

Craft industry

Besides undertaking a major scheme in the Londonderry area, there is also a need to encourage job creation in other localities through the development of small and medium sized enterprises. Craft industries in particular combine several elements which are very appropriate to the border areas. Being small and flexible they can more easily integrate in a local context. They often rely on local initiative, and they can be frequently linked to tourist development. In some cases, it may also be possible to use local raw materials. Efforts are currently being made by both the IDA and LEDU to establish such craft industries in the border areas. While not a solution for all problems, such developments, if based on local initiative, may have a stronger commitment to stay in the area than larger, more mobile international concerns.

For this reason, several of the proposals contained in the local submissions (see *Part III*), including the recommendations already set out in the *Erne Catchment Study* in relation to small business and craft industry, seem particularly relevant and worthy of support.

Under Regulation 2619/80, the European Community has already made a start in providing some assistance for the development of small and medium sized industries and craft activities in the border area (see *Tourism*). While there has been a progressive increase the number of projects put forward, the overall level of financial aid provided by the Community under the scheme to early 1983 amounted to less than 2 million ECU (see *Table 11*). This experience must be regarded as disappointing. It can largely be explained by the fact that projects, employing perhaps only one or two people, do not generally require substantial capital investment. However, there would appear to be a need to review policy in this particular sector in order to adjust and step up the overall level of Community financial assistance.

Agriculture

Physical Conditions

The Irish land frontier follows the drumlin belt, a wide band of hilly country formed by glacier ice about 15,000 years ago. These hills, which average about 30 hectares in size, are heavily concentrated in the border area (see *Map IV*) and dominate much of the landscape, particularly on the southern side. A study of one part of this area showed that about 40% is flat, with 23% too steep for machinery operation. The remaining 37% slopes to varying degrees.

Rainfall is high by continental European and British standards, while evaporation is low. In an average year, the soil is dry from early May to the end of July². Consequently, without drainage, there is a very short season in which the land can be used.

While the temperature is generally moderate, summer growing conditions are less favourable than for continental Europe³. Wind levels are among the highest in the Community, equalled only in the north west of Scotland. Slopes on hilly terrain are particularly exposed.

Soils in Ireland are strongly influenced by the rocks from which they were formed. Along the Donegal/Londonderry and Tyrone border, the rocks are schist and gneiss. These give rise to soils low in fertility. In high ground they are peaty. Along the remainder of the border, the soils are fine-grained, being derived from Carboniferous and Silurian shales and sandstones. Going west from the Louth/Mourne area, the soils become increasingly fine until in Leitrim and parts of Cavan and Fermanagh, up to 97% of the soil is less than 0.02 mm. Very fine-grained soils have thin topsoils and are nearly impervious to water flow. As a result, they have little storage capacity and waterlog easily.

It is this combination of hilly ground, high rainfall, low evaporation, and slow-draining soil which makes farming difficult in the border area.

The Pattern of Farming

The physical conditions exert a strong influence on the pattern of farming activity. The overall differences which exist between the Republic (where agriculture employs 15% of the workforce) and Northern Ireland, (where the figure is about 10%) become

somewhat less evident in the border area. Agriculture still employs significant numbers (see *Table 7*). Farm holdings tend to be correspondingly small and fragmented.

While dairying is the most profitable grassland enterprise, the herd-size on average compares unfavourably with other regions of the EEC. Dairying accounts for about 30% of the total cattle grazing livestock units in the area, as against 50% in some of the southern counties of the Republic. The emphasis on the less intensive grazing enterprises, suckling cows and drystock, is correspondingly greater. Sheep play a complementary role, with hill sheep being important in Donegal. Apart from certain specific localities, the soil types and topography make the land generally unsuitable for tillage crops.

In the face of these difficulties, there has been significant development of pigs and poultry for which the area is now noted. While these enterprises, make an important contribution to some farming incomes, they tend to be large-scale units concentrated on a relatively small number of farms. Otherwise the overall picture of farming in the border area is one of small holdings on difficult land, with a low level of specialisation and, as a consequence, low incomes.

Social Conditions

Low incomes mean that there is little encouragement for young people to remain on the land. There is a drain from the rural areas, resulting in an elderly farmer profile, lower productivity and a loss of vitality in the rural social environment. In some cases, it can mean entire family holdings falling into decay. Although the problem is universal, it is particularly acute in the border area. In the last decade, the numbers working in agriculture have fallen by 38% in the southern border area (see *Table 8*). On the northern side, there has been a similar but less pronounced pattern.

The small numbers who stay on the land often lack a formal agricultural education. While northern training facilities are generally of a high standard, there is a need on the southern side to develop part-time training schemes with suitable demonstration facilities. Trained socio-economic advisors could also do much to help on educational counselling, career information, advising on farm succession and in developing community groups.

2) The Number of days the soil is dry is 77 in Ballinamore, Co, Leitrim, compared with 229 in central Netherlands, an almost 3-fold advantage in favour of the latter.

3) A comparison of the temperature at Clones on the Irish land frontier with that of Le Puy-en-Velay in the Massif Central in France shows that Le Puy-en-Velay has a marked climatic advantage in terms of growth potential. The temperature advantage varies from 0.6° C in April to highs of 3.6° C and 3.5° C in July and August respectively.

Finally, rural social conditions in the border region are strongly influenced by the general question of remoteness. Many farms are distant from markets and also from educational centres. Transport costs are higher than in other areas. The loss of time is correspondingly significant. Together these problems make it more difficult for farmers in the area to enjoy a reasonable standard of living.

Agricultural Projects

With a view to improving the economic and social conditions of farming in the region, a number of projects were put forward in the various submissions. Since some of these are of considerable interest, they are summarised below.

Wet Land Field Drainage

Livestock must be housed in winter in order to minimise treading damage on wet soil. But it is difficult to obtain the necessary quantity and quality of forage because the land is often too wet, even during the summer months. The *Agricultural Institute* at Ballinamore in Leitrim, and the *Grassland Experimental Centre* at Castle Archdale in Fermanagh have developed a practical method of putting in drains suited to these particular conditions. Trials on a number of farms have shown this method to be effective. A joint research and development project was suggested costing a total of 500,000 ECU (i.e. 100,000 ECU a year over 5 years).

Research on Forage Harvesting on Wet Land

Besides drainage, the lack of suitable techniques and machinery for grass conservation has been identified as a major limiting factor. Conventional silage-making requires large capital investment and machinery which is too heavy for the land in the area. As a solution, a system of conserving grass in large bales wrapped in plastic bags has been suggested. This was tried out on a pilot basis in 1981, and repeated more extensively in 1982, in both cases with favourable results. A research project was proposed costing 350,000 ECU covering the extension of this technique together with the development of machinery suitable for silage-making on wet ground.

Pigs and Poultry Demonstration Units

Besides being a valuable source of farm income, the concentration of pigs and poultry enterprises also provides ancillary employment in an area which otherwise has few industrial jobs. Appropriate training and education of producers and operators is a prerequisite for the continued efficiency and competitiveness of these activities, particularly in the south.

There are two agricultural colleges located close to the centre of the region, relatively close to one another. These colleges form natural focal points for the development of pigs and poultry. They are Ballyhaise in the Republic and Loughry Agricultural College in Northern Ireland.

It was therefore proposed to develop specialised pigs and poultry demonstration units in the area. The pig demonstration project would be based on a suitable 100 sow breeding/fattening unit. It could be used both as a teaching unit and as an advice/education centre for practising pig farmers. It should also have special responsibility for demonstrating pollution control measures. The poultry unit would also be used for teaching and practical demonstration purposes. It would also be equipped with a workshop/laboratory to carry out important development work. The total cost of the demonstration units would amount to 500,000 ECU.

Farm Equipment Scheme

A further proposal envisaged a system of grants for the joint acquisition of specialised farm equipment. It was suggested that the scheme might apply on a cross-border basis to groups of three or more farmers, members of machinery rings and agricultural contractors. A 40% rate of grant was suggested which would apply to silage-making, slurry disposal and power washing equipment.

There would be a ceiling on the grant payable in respect of each item of equipment, with an overall maximum allowable investment for grant purposes of 15,000 ECU over a three year period. Certain conditions would also be attached to ensure that the purchase was economically justified, the machinery properly maintained, and animal health standards met.

Pilot Farms on Creamery Milk, Beef and Hill Sheep Production

A proposal, put forward by some southern representatives, envisaged the designation of up to 8 pilot farms in the border area (3 for dairying, 3 for beef and 2 for hill sheep). This is essentially a low-cost approach under which the designated farmer/owner would be responsible for the enterprise. An instructor from the agricultural advisory service would be involved on a part-time basis. Contracts would vary from 6 to 10 years according to enterprise.

The cost would be limited to a yearly allowance to the farmer of 2,000 ECU to 3,000 ECU for providing demonstrations on his farm, together with an allowance of 5,000 ECU per year to the advisory services to cover 25% of the salary of the instructor, so as to match the

proportion of his time spent on the farm. In the case of the hill sheep units, a special rate of grant amounting to a estimated total of 12,000 ECU for sheep housing would also apply. The project (8 pilot farms) would cost a total of some 600,000 ECU spread over 10 years.

Study of the Impact of Monetary and Exchange Rate Arrangements on Agricultural Trade

The southern submissions also suggested a *study of the impact of monetary and exchange rate arrangements on trade in agricultural commodities between Northern Ireland and the Republic of Ireland*. It was argued that, insofar as trade distortions existed, their removal would lead to an improvement in economic welfare all round.

The study would seek to a) quantify the extent of any distortions caused by the existing currency arrangements between the Republic and Northern Ireland on trade in the principal commodities, (i.e. cereals, beef, sheepmeat and pigmeat), b) examine the impact of any such trade distortions on the economic wellbeing of producers and consumers in both parts of Ireland, c) look at various policy options which might help to minimise inefficiencies caused by such trade distortions. The project, involving one scientific man/year on aggregate, would cost some 40,000 ECU.

Study of the Economic and Social Environment of Agriculture in the Border Areas

In addition to differences caused by monetary factors, it was pointed out that there were policy arrangements which from time to time lead to various production incentives being differently applied across the land frontier. For instance in the case of sheep, the premium support was paid on the *lamb* in the United Kingdom, and on the *ewe* in the Republic of Ireland. These differences could create considerable difficulties for both farmers and factories on both sides of the border.

ACOT, the Farm Advisory Services Council in the Republic, suggested a *comparative study of the impact of different economic, social and structural policies on agriculture in the border area*.

The study should, it was believed, set out, firstly, to identify and analyse the evolution of economic, social and structural policies on the development of agriculture in the border area, and secondly, to quantify the relative impact of these various factors on performance. The project would also involve one scientific man/year on aggregate at a total cost of 40,000 ECU.

Problems Relating to the Operation of the CAP

In the course of the submissions, several problems were mentioned which cannot be resolved by specific action at local level, but which rather relate, directly or indirectly, to the operation of the *Common Agricultural Policy*. The following were the main problems raised.

Designation of Less Favoured Areas and Mountain Areas

The basic definitions for mountain and hill farming and farming in certain less-favoured areas of the European Community are set out in Directive 75/268. While a significant proportion of the border area is classified as *less-favoured* under the heading of Article 3, (4) of the Directive, there are still substantial problems on both sides of the frontier in this connection.

It was felt in many instances that the actual classification did not reflect the real level of difficulty encountered, and that there was therefore a strong case for extending the areas qualifying as *less-favoured*. A proposal to this effect, which would add 335,000 hectares to the 487,000 hectares currently defined as *less-favoured* in Northern Ireland is still before the Council of Ministers. In all districts on the northern side of the border, strong representations were made to have the matter speedily resolved.

In several places, particularly in relation to the mountain areas of Donegal, it was also argued that conditions were as severe as those experienced in the designated *mountain* areas of the European Community, and that they should be reclassified accordingly.

Animal Feedstuffs

Animal feedstuffs constitute a basic input for the different intensive systems of meat production (beef, pigs and poultry) as well as being of importance for dairying. At present, particularly in Northern Ireland, a significant proportion of these feedstuffs have to be imported at prices higher than those obtaining elsewhere in the United Kingdom. In addition, once landed, internal transport costs create further differentials between producers depending on their geographical location. In 1981, the Community adopted *Regulation 1943/81 on a Common Measure to Improve the Processing and Marketing Conditions in the Cattlefeed Sector in Northern Ireland*⁴. It had a total budget of some 6 million ECU to repay up to 50% of capital investment costs incurred within the period 1981-1984.

4) OJ No. L 197, 20 July 1981, page 23.

Nevertheless, the submissions clearly show that the practical problems faced by farmers in Northern Ireland on feedstuff prices persist. It was felt that a solution was needed which would provide such feedstuffs at a reasonable cost, and which would put farmers in the area on an equal footing with other producers in the European Community.

Development, Retirement and Education and Advice

Several of the submissions pointed out that Community policies in the above areas which are covered respectively by Directives 72/159, 72/160 and 72/161 had only limited relevance to farming conditions in the border areas.

It was felt that the EAGGF contribution, should be increased to 50% on a generalised basis in the case of *development* farmers. In the *less-favoured areas* the rate should be 75%. The relevant provisions in the Republic⁵ and Northern Ireland⁶ should be amended accordingly. The inclusion in 1981 of a provision for special aid to young farmers, equal to 10% of the investment in the development plan, was welcomed.

However, the latter had yet to be implemented in Ireland and the United Kingdom. It was also felt that the ceiling should be raised from its current level of 7,254 ECU to 10,000 ECU.

It was considered that Directive 160 on farm retirement, as in many other EEC countries, had not made any significant impact. It was felt that the scheme generally showed little appreciation of the human and psychological problems of farmers approaching retirement age. There was a need to replace it by a genuine and worthwhile retirement scheme.

The education and training programmes carried out under Directive 161 had in general been more successful. At the same time, it was felt that other parts of the Directive, specifically those dealing with the provision of social and economic advisers, should be put into effect. It was further suggested that the level of EEC financing for the acquisition of occupational skills by persons engaged in agriculture should be raised from 25% to 55%, the latter being the comparable rate of assistance granted for industrial training under the *European Social Fund*.

Arterial Drainage

General

The principal river catchments in the area, most of which cross the border itself, are shown in *Map V*. They vary considerably in size as well as in the problems they pose for agriculture and the benefits which would result from arterial drainage. The following main groups may be identified:

1. The Finn, Foyie and Mourne Group
2. The Blackwater
3. The Finn-Lackey
4. The Fane
5. The Erne Catchment.

As the Erne Catchment is the largest project and involves a number of inter-related issues, it is examined in somewhat greater detail.

EEC Support

On 6 February 1979, the Council of Ministers adopted *Directive 79/197 on a Programme to Promote Drainage in Catchment Areas Including Land on Both Sides of the Border between Ireland and Northern Ireland*⁷. Under the scheme, the Community would

reimburse 50% of the expenditure incurred.

An overall ceiling of 16 million ECU was placed on the total expenditure eligible for aid. This provision in effect meant that the Community's maximum contribution would be 8 million ECU. Although progress has been made on plans to drain one of the catchments, this financial limit places a major constraint on future work.

It should also be noted that four counties on the southern side of the border (Donegal, Leitrim, Cavan and Monaghan) were included in the area covered by Directive 78/628 on a drainage scheme for the west of Ireland⁸. It provided funds of 26 million ECU for both work on arterial drainage and field drainage, with 50% on the total cost being met by the EAGGF. The field drainage scheme, under which 70% of the estimated cost within certain limits was provided to farmers, met with a high degree of success. The original target of 100,000 hectares was quickly reached and funds for an additional 50,000 hectares were provided by the Community in 1981. There have been some problems in that the standard costings used for grant calculation were heavily overtaken by the actual cost of carrying out the work. However, revised

5) Council Regulation (EEC) No. 1820/80 for the Stimulation of Agricultural Development in the Less-favoured Areas of the West of Ireland, OJ No. L 180, 14 July 1980 page 1.

6) Council Regulation (EEC) No. 1942/81 for the Stimulation of Agricultural Development in the Less-favoured Areas Northern Ireland, OJ No. L 197, 20 July 1981, page 17.

7) OJ No. L 43, 20 February 1979, page 23.

8) Council Directive (78/628/EEC) on a Programme to Accelerate Drainage Operations in the Less-favoured Areas of the West of Ireland, OJ No. L 206, 29 July 1978, page 5.

costings are now being prepared. While farmers in the border counties were able to benefit from the field drainage part of the programme, the three catchments included in the arterial drainage section lie, almost exclusively, outside the border area.⁹

The Finn, Foyle and Mourne Group

The Finn-Foyle-Mourne complex in the Donegal-Londonderry-Strabane area poses problems in that it crosses the border, so that work on one side to alleviate flooding would have consequences on the other. However, the main obstacle would appear to be that the rivers have a comparatively low rating on the priority lists for arterial drainage schemes of the *Office of Public Works* in the Republic. However, when work is carried out, it is appropriate that it should be done in a joint context.

In the Upper Foyle system, centred on the Omagh area, there are a number of small tributaries which also cause flooding problems¹⁰, and which would benefit from improved drainage and maintenance. However, the work is also constrained by the economic criteria currently followed by the relevant authorities in Northern Ireland. Nevertheless, it should, generally speaking, be possible to find a means whereby small-scale work of this nature could be included in future schemes.

The Blackwater

A major scheme for the drainage of this catchment in the Armagh-Monaghan-Dungannon area has been approved under Directive 79/197 and work has been put out to tender. However, since the total cost of the project is now estimated to run to 49 million ECU, the overall limit placed on eligible expenditure has meant that less than one-sixth of the total cost of the Blackwater scheme can in fact be reimbursed by the Community, in place of 50% as originally foreseen. Accordingly, without modifying the cost-effectiveness standards as they currently apply in the Directive, there is a need for increased Community funding for the program.

The Finn-Lackey

The Finn-Lackey, straddling the border in the central area and flowing into the Erne system, was the first scheme suggested under Directive 79/197. However, in view of the subsequent decision to go ahead with the Blackwater, and the financial con-

straints already mentioned, it is difficult to see how the work can be carried out, so long as the present financial ceiling on Directive 79/197 remains.

The Fane

The Fane is a relatively small catchment in the Louth-Newry-Armagh-Monaghan area which has cross-border implications and which causes problems for farming. Although it has a relatively low priority on the arterial drainage list of the *Office of Public Works* in the Republic, the river is suitable for inclusion in a cross-border programme such as Directive 79/197.

The Erne Catchment

An extensive study of the Erne Catchment was commissioned by the Governments of the United Kingdom and Ireland together with the Commission of the European Communities¹¹. The study, which was undertaken in 1979, covered not only drainage, but also a wide range of other issues such as roads, and telecommunications, craft industry and the development of tourism.

The River Erne, linking an extensive mosaic of lakes and islands, flows slowly northwards into Donegal Bay (see *Map VI*). Two small hydroelectric power stations operate near the mouth of the river in the Republic. Travelling upstream into Northern Ireland, the river opens into Lower Lough Erne which is used for pleasure cruising and recreational activities. At Enniskillen, it narrows into a channel leading to Upper Lough Erne. A barrage (with locks and a fish-pass) is designed to keep sufficient water in the channel for navigational purposes. Moving back into the Republic, there is a 35 kilometre length of river joins Upper Lough Erne to Lough Oughter. This winding stretch of river is currently non-navigable, but together with Upper Lough Erne, its fishing has considerable importance for tourism.

A number of individual drainage schemes have already been carried out in various parts of the catchment. According to the *Erne Catchment Study*, some 16 000 Ha. have benefited from work in the northern sector. There is, however, a much larger area requiring drainage which, because of its extent and complexity, would require a comprehensive arterial drainage scheme on a much broader scale. This area (see *Map VI*) is situated at the upper end of the catchment, centred on Lough Oughter. It covers about a quarter of the Erne Catchment.

9) The exception is the River Bonet which drains the north Leitrim area.

10) In particular, in the Drumquin, Dromore, Fintona area.

11) *Erne Catchment Area Study*, Brady Shipman Martin, Dublin, and P.A. International Management Consultants, Belfast, 1980.

Benefits and Constraints of Draining the Erne

The *Erne Catchment Study* does not attempt a cost/benefit analysis of an arterial drainage scheme. In 1975, there were approximately 50,000 farm holdings in the administrative counties of the Republic linked to the catchment. Assuming that the drainage work could affect as much as 10% of the total land area of these counties, the number of farms likely to benefit from the drainage could be as high as 5,000. It must be stressed, however, that this figure only provides a rough estimate. The extent to which individual farm holdings would benefit would vary substantially from case to case.

At the time of the compilation of the *Erne Catchment Study*, reservations were expressed by the farming community on the shores of Upper Lough Erne in Northern Ireland. It was feared that such a scheme would accelerate the flow of water into Upper Lough Erne and thus accentuate the risk of flooding. By deepening and widening the channels and using the storage capacity of the upstream lakes, it would however be technically possible to carry out the drainage in a way which would not affect the peak flow rates. Nevertheless, the expression of such concern underlines the need to ensure that, if and when such drainage work is carried out, all interests are taken fully into account.

The most significant potential conflict of interest is probably with the environment, given the importance of the area for recreational purposes and, more especially, fishing. At its simplest, arterial drainage demands straight watercourses with a rapid flow. Fishing depends on a slow, meandering river pattern. For instance, a drainage plan drawn up in 1970 to drain the southern sector would undoubtedly have had damaging environmental effects. However, since then, techniques have been perfected to ensure that the drainage work causes minimal disturbance to the natural habitat and to ensure the restoration of the latter where intervention is necessary. In view of the importance of the Upper Lough Erne/Lough Oughter area for fishing and tourism, such environmental interests would have to be safeguarded in any drainage scheme.

Cruising and navigational activities require a guaranteed minimum depth of water. On the river itself, these problems have already largely been solved through existing arrangements. As part of its plans to develop the tourist industry, the *Erne Catchment Study* made three proposals to extend the navigable waterways:

1. reinstatement of the Ballinamore-Ballyconnell canal which would link the Erne to the Shannon system;

2. creation of a navigable channel linking Lough Oughter to the Erne system;

3. creation of a navigable link with Lough Head (Lisnaskea area).

In general, there is no conflict on any scale between these projects and arterial drainage. A small area of land adjacent to the Ballinamore-Ballyconnell canal would have to be compensated for loss of drainage benefit. The Lough Oughter project gives rise to environmental issues which are common to both waterways and drainage. The Lisnaskea project has no such implications. The three schemes could be carried out independently of drainage work. But the Lough Oughter project would have to devote special attention to environmental factors and should be consistent with any subsequent plans for drainage so as to avoid double disruption of the natural habitat.

In contrast, the operation of the power stations for electricity generation is linked with the ability to draw down water reserves at specific times. However, these issues have also to a large extent been resolved in legislation on the water levels passed in 1950 in Northern Ireland and the Republic respectively. More recently, there has been a compromise agreement under which the Republic's *Electricity Supply Board* has agreed not to draw down the water levels in Lower Lough Erne (in Northern Ireland) during the summer months. Since, however, Lower Lough Erne, which forms the hydroelectric reservoir, is a considerable distance from the drainage area around Lough Oughter, minor changes in water levels resulting from arterial drainage are unlikely to be of consequence for electricity generation.

There are also plans to use some of the smaller lakes in the catchment area for water storage and for low-flow augmentation for domestic and industrial water supply. As these relate to specific areas, no significant conflict with arterial drainage would be likely to arise.

The legal aspects are also important. Although changes to water levels would probably be small, a comprehensive arterial drainage scheme would almost certainly require some revision of the Erne drainage and development acts of 1950 in Northern Ireland and in the Republic. While this would involve a considerable amount of administrative work, it would probably be justified and feasible in the context of an overall scheme.

The acquisition, regulation, and safeguarding of riparian rights constitutes a more specific, but possibly more significant factor which would have to be satisfac-

torily dealt with before arterial drainage could go ahead. It could require specific legislation in Northern Ireland and the Republic, and possibly the creation of an appropriate authority to handle such matters. The financial implications would also have to be accurately quantified in view of their possible effect on the overall cost of the project.

The Cost of Draining the Erne

In its recommendations, the *Erne Catchment Study* mentioned a long-term cost figure of the order of 50 million ECU. It is significant that, despite the fact that this amount accounts for over 50% of the total cost (short-term and long-term) of the *Erne Catchment Study's* recommendations, it was not explained or mentioned elsewhere in the Study. In any case, it would be difficult to put an accurate cost on such a large project until comprehensive plans have been drawn up. However, taking account of inflation and the cost escalation experienced in the Blackwater scheme, the final cost could be significantly higher.

For the present, it is possible to make two observations. Firstly, the overall cost of the project, even as part of an overall package sponsored by both governments and the European Community, is likely to be substantial. Secondly, the design and planning of such a scheme is complex but must be completed before decisions are taken and before expenditure can be committed.

The Erne Drainage Options

The *Erne Catchment Study* identified three possibilities. These were a) no new arterial drainage, b)

piecemeal arterial drainage within the catchment on a case-by-case basis, or c) a comprehensive arterial drainage scheme. The Study opted for the third as the only solution capable of satisfying and reconciling the different interests concerned. As a theoretical approach, this is clearly valid.

On the other hand, the submissions made to the *Economic and Social Committee* during its fact-finding visit of the area, while being generally positive, indicated that the project was not without practical difficulties. On the Northern Ireland side, it was considered that most of the immediate benefits from arterial drainage would be likely to accrue to the Republic. In the Republic, there was the problem of embarking on a major, long-term project affecting a specific region at a time of considerable financial stringency.

Nevertheless, if action is one day to be taken, and it seems appropriate that it should, it is essential that it be done on a comprehensive basis, in a manner which fully reconciles the various socio-economic factors involved.

In line with such an approach, the detailed design and planning work for a comprehensive arterial drainage scheme should be immediately completed. This was proposed in the *Erne Catchment Study*, costing £400,000 at 1979 prices. The way would then be clear for a firm decision and any necessary amendments to both northern and southern legislation. The necessary work could be undertaken in stages, over a number of years with due regard for agricultural interests around Upper Lough Erne as well as for environmental conservation, and for fishing and tourism.

Forestry

Background

State forests are managed by the *Forest and Wildlife Service* of the Department of Fisheries and Forestry in the Republic of Ireland, and by the *Forestry Service* in Northern Ireland. With 15,000 hectares, the border area accounts for two thirds of state forestry development in Northern Ireland, and one sixth of that in the Republic (see *Table 9* and *Map VII*). There is a certain amount of private afforestation which, in the border area, would amount to an additional 20 - 25% of the total figure for state forestry. Private schemes are encouraged by public support, with most of the border area in the Republic being eligible for grant assistance of up to 85% of the cost of planting¹².

The general conditions for growing conifers are perhaps the most favourable in Europe, especially for Sitka Spruce, the most commonly planted species. The key element is the wet mild climate, allowing a long growing season with no checks due to drought. While many of the forests are still too young, there are indications that when they reach maturity they will produce a sustained yield of 16 cubic metres per hectare. This compares with 11 cubic metres for the United Kingdom as a whole, and 3.5 for other EEC countries. The Nordic countries, the traditional source of supply, have a yield of only 2.7 cubic metres, i.e. one sixth of the potential production rate in Irish conditions.

12) c.f. Council Regulation (EEC) No. 1820/80 for the Stimulation of Agricultural Development in the Less-favoured Areas of the West of Ireland.

Within the island, the best conditions are to be found on the heavy mineral soils, typical of the drumlin country in much of the central part of the border area. Studies have shown that since this type of land is least suited to agriculture, the economics of forestry can be relatively favourable.

Future Options

Despite the future potential, the rate of planting has tended to decrease in recent years, a factor which could have significant consequences for the future. There would therefore appear to be a need to step up planting. In addition, there is some concern that the lack of access roads to existing plantations is preventing thinning work. If this work is not carried out, the ultimate production of large timber (*sawlog*) for the construction industry would be seriously curtailed.

There is also a close link between forestry and tourism. The authorities north and south have provided a large number of amenities such as forest parks, lay-bys, picnic sites, viewing points and nature trails. A number of further projects of this kind proposed in the course of the submissions would appear to be worthy of support.

Suggestions were also made for the development of biomass in the form of *Short Rotation Forestry*

(SRF). This involves the use of fast growing wood crops for energy purposes, either as a primary fuel or for electricity generation or, alternatively to make ethanol which could be used as a petrol supplement. At present, the case for biomass is less clearcut than for conventional forestry, in that the technology is still at the development stage, with much depending on factors such as relative energy prices, sustained yields under practical conditions, and harvesting techniques on sloping ground. However, a recent study¹³ has indicated that the prospect for energy crops under Irish conditions might be quite promising, and could provide a higher rate of return than agriculture in certain circumstances.

Scientists on both sides of the border are currently engaged in various research work on willow growing with a view to biomass production. The results to date have been fairly encouraging. Much of this work has been carried out in conjunction with the European Community's energy demonstration projects on biomass¹⁴.

In view of the potential benefits involved, both at regional level and in terms of balance-of-payments for the European Community as a whole, the work on the remaining problems should be pursued with Community support to the point where the question of economic viability can finally be determined.

Tourism

Background

Tourism has an important role to play in the economic development of the border region. Building on local natural resources, it can create both direct and indirect employment in areas which, for geographical reasons, are otherwise unsuited to significant agricultural and industrial development. At the same time, it integrates well with other activities such as part-time farming, services and the distributive trades, craft industry, forestry development and preservation of the environmental heritage.

From an economic viewpoint, tourism tends to have a low import content and require only a modest level of government support. For instance, in 1982, direct government assistance to tourism in the Republic amounted to some IR£ 23 million (about 10% of each of the corresponding figures for agriculture and manufacturing industry), while generating foreign earnings of IR£ 301 million.

After a period of rapid expansion in the 1960's and early 1970's, there has been a general slow-down in growth in recent years. This lower rate of growth may be attributed principally to the international recession together with high relative inflation, air-fare increases, interruption of transport services and also, in part at least, to the civil unrest in Northern Ireland.

However, since statistics indicate that over half of the tourist revenue generated in the border area traditionally comes from other areas in the Republic and Northern Ireland, and that a significant part of the remainder is linked to specialist pursuits (cruising, fishing) it would be wrong to attach undue importance to the latter.

Types of Tourism

The tourist market in the area can, broadly speaking, be broken down into the following sectors:

13) Convery, Frank J., and Dripchak, Kathleen, *Energy Crops, Forestry and Regional Development in Ireland*, The Economic and Social Research Institute, Dublin, 1983.

14) The European Community's work on biomass began as part of a multi-annual demonstration programme in the field of solar energy. Biomass demonstration projects are now funded on a year-to-year basis with a current budget of 10.5 million ECU. Two projects have been undertaken in Ireland.

Family Holidays. There has been a tradition of families, mainly from the Dublin/Belfast areas, spending their summer holidays in the coastal regions of Donegal and, on a smaller scale, in the Mourne area;

Specialist Holidays. This is a newer sector embracing river cruising, coarse fishing, equestrian, golf and other specialist sporting pursuits. Such activities may be more evenly spread throughout the region, but with river cruising and fishing primarily centered on the Erne catchment;

Theme Holidays. There is increasing interest in making short trips to points of historical interest or places which are the centre of some specific cultural activity. The *Ulster-American Folk Park* in the Sperrins is a good example, but there are many other points of interest within the area;

Transit and Mobile Holidays. Long-distance holidaymakers, travelling from Rosslare/Dublin to the north west, or from Scotland/Belfast towards the south west as well as those touring by car, stop over in the region. The main needs of this sector are overnight accommodation, and serviced caravan sites in scenic areas.

Tourist Promotion

In Northern Ireland, tourist promotion is the responsibility of the *Northern Ireland Tourist Board*. In the Republic, the task is assigned to the *Irish Tourist Board - Bord Fáilte Eireann*. Given the nature of the activity, there has already been a significant degree of cross-border cooperation between these bodies on tourist promotion. Studies with a bearing on tourism have been carried out in each of the three main geographical sectors identified in the *Information Report*.

Western Area. *The Londonderry-Donegal Cross-Border Communications Study*, published in 1977, included recommendations for the development of tourism. This led in 1979 to the setting-up of the *North-West Tourism Cooperation Group*, a body representing both tourist boards and working with private and public sector interests in identifying development needs.

Central Area. *The Erne Catchment Study*, published in 1980, contained a comprehensive review of the tourist potential in this area. Its recommendations, many of which concerned tourism, are re-echoed in several of the local submissions.

Eastern Area. In 1979, Bord Fáilte and the Northern Ireland Tourist Board carried out *A Tourism*

Study of the North Eastern Section of the Republic of Ireland and the South Eastern Section of Northern Ireland.

As a result of these initiatives, it was decided to publish maps and tourist brochures covering each of the three areas, spanning the entire length of the border. These cross-border contacts have also helped to promote some specific tourist initiatives in the different localities.

Existing European Community Support

On 7 October 1980, the Council adopted *Regulation (EEC) 2619/80 Instituting a Specific Regional Development Measure Contributing to the Improvement of the Economic and Social Situation of the Border Areas of Ireland and Northern Ireland*¹⁵. The measure was one of several adopted under the quota-free section of the *European Regional Development Fund*. A programme implementing the scheme was approved by the Commission on 9 June 1981. It had a total budgetary allocation of 24 million ECU spread over a five-year period.

The program had a somewhat slow start. Many of the projects involved a considerable amount of planning work and, in some cases, land acquisition. However, by the end of 1982 (i.e. after 18 months of effective operation), a fair number of projects had been submitted for approval, and a significant amount of work was being carried out. Up to early 1983, expenditure totalling 14.7 million ECU had been incurred in connection with the programme. A breakdown is shown in *Table 11*. Of the expenditure to date, 69% relates to tourism, with some 19% being spent on transport and communications and the remaining 12% on crafts and small business projects.

Lists of the schemes advanced under the programme in Northern Ireland and the main work undertaken in the Republic are provided in *Tables 12 and 13* respectively. An indication of the geographical spread of the projects is shown on *Map VIII*.

On the Northern Ireland side, greater emphasis was placed on the development of larger, identifiable projects which would create a major tourist asset. In the Republic, expenditure was generally spread over a larger number of small schemes, in particular the provision of individual grants to extend and upgrade tourist accommodation, and minor improvements to the local physical environment.

¹⁵ OJ No. L 271, 15 October 1980, page 28.

Both approaches would seem worthwhile. The creation and enhancement of specific tourist focal points in the area is particularly important. These include national parks and outdoor recreation, transit caravan sites, self-catering accommodation, specific heritage attractions, interpretive and information centres and indoor recreation. Several good examples of current or potential future projects in the border area are included in *Tables 12 and 13*. At the same time, small-scale work to improve the tourist infrastructure, while being less spectacular, is equally important.

The balance between large projects and small work, to some extent, depends on specific local requirements and the need to complement other tourist development schemes. However, the project-by-project approach followed in Northern Ireland does have a significant advantage in that it allows for a greater degree of financial transparency and yields results which can be more readily identified at local level.

Future Options

Many projects were put forward in the local submissions. Broadly speaking, these covered the same

range of activities as those being carried out under Regulation 2619/80. In several cases, they duplicated projects being undertaken or which were subsequently approved. In other instances, the requests concerned supplementary expenditure on projects already underway. The remainder covered entirely new projects. A good case was made for those involving supplementary expenditure, while most of the new projects would also be eligible for support under the Regulation. The latter would however have to be evaluated in detail.

For the future, it would seem that the general emphasis should be placed on complementing work which has already been started under Regulation 2619/80 and following it up with other projects which have a good cost-benefit rating. Whether these are financed through the European Community or other sources, or some combination, is itself of secondary importance. The ultimate objective should be to harness the available human and financial resources in a cooperative effort so as to provide the border area with an infrastructure which matches its potential.

List of Local Submissions

Agricultural Institute - An Foras Talúntais
 Allied Transport and General Workers' Union
 Ballyshannon Town Commissioners
 Belturbet Town Commissioners
 Buncrana Urban Council
 Bundoran Urban Council
 Cavan County Council
 Cavan Chamber of Commerce
 Cavan District Veterinary Office
 Cavan Trades' Council
 Clones Town Commissioners
 Council for Development in Agriculture - An Comhairle Oiliúna Talmhaíochta
 Donegal County Committee of Agriculture
 Donegal County Council
 Donegal-Leitrim-Sligo Tourism
 Donegal Regional Development Organisation
 Dundalk Chamber of Commerce
 Dundalk Trades Council
 Dungannon District Council
 Eastern Regional Tourism Organisation
 Fermanagh District Council
 Foyle Development Organisation
 Industrial Development Authority
 Irish Co-operative Organisations' Society
 Irish Creamery Milk Suppliers' Association
 Irish Farmers' Association
 Irish Fisheries Board - Bord Iascaigh Mhara
 Irish Transport and General Workers' Union
 Irish Tourist Board - Bord Fáilte Eireann
 Leitrim County Council
 Leitrim County Development Team
 Leitrim Vocational Education Committee
 Londonderry City Council
 Louth County Council
 Louth Vocational Education Committee
 Monaghan Chamber of Commerce and Industry
 Monaghan County Council
 Monaghan County Museum
 Monaghan Vocational Education Committee
 Newry Chamber of Commerce
 Newry and Mourne Co-operative Society Ltd.
 Newry and Mourne District Council
 North Eastern Cattle Breeders' Association
 North Eastern Regional Development Organisation
 Northern Ireland Committee, Irish Congress of Trade Unions.
 Omagh Chamber of Trade
 Omagh District Council
 Omagh Trades Council
 Strabane District Council
 Ulster Farmers' Union

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- Special Border Areas Programme (Council Regulation (EEC) 2619/80) First and Second Annual Progress Reports*, Department of Finance, Dublin, 1982 and 1983
- Special Programme for Northern Ireland Border Areas, First and Second Annual Reports, (Council Regulation EEC N° 2619/80)*, Department of Economic Development, Belfast, 1982 and 1983
- Statistical Review of Northern Ireland Agriculture*, Department of Agriculture for Northern Ireland, Belfast, 1983
- The Northern Ireland Census 1981*, HMSO, Belfast, 1983

TABLE 1

Irish Border Areas - Population Changes 1971-1981

	Population				Natural Increase		Net Migration	
	1971	1981	Change	%	No.	%	No.	%
Armagh	46 449	48 618	2 169	4.67	3 708	7.98	-1 539	-3.31
Dungannon	42 606	45 600	2 994	7.03	4 487	10.53	-1 493	-3.50
Fermanagh	50 979	51 705	726	1.42	3 278	6.43	-2 552	-5.01
Londonderry	84 901	92 700	7 799	9.19	14 037	16.53	-6 238	-7.35
Newry & Mourne	72 368	78 700	6 332	8.75	8 613	11.90	-2 281	-3.15
Omagh	41 175	46 300	5 125	12.45	4 364	10.60	761	1.85
Strabane	34 364	37 000	2 636	7.67	3 935	11.45	-1 299	-3.78
Total Frontier								
North	372 842	400 623	27 781	7.45	42 422	11.38	-14 641	-3.93
Total Rest North	1 163 223	1 161 577	-1 646	-0.14	65 132	5.60	-66 778	-5.74
Total Northern Ireland	1 536 065	1 562 200	26 135	1.70	107 554	7.00	-81 419	-5.30
Total Frontier								
South	310 668	346 282	35 614	11.46	28 559	9.19	7 055	2.27
Total Rest South	2 667 580	3 097 123	429 543	16.10	332 709	12.47	96 834	3.63
Total Republic	2 978 248	3 443 405	465 157	15.62	361 268	12.13	103 889	3.49
Total Frontier	683 510	746 905	63 395	9.27	7 0981	10.38	-7 586	-1.11
Total Rest	3 830 803	4 258 700	427 897	11.17	397 841	10.39	30 056	0.78
Total	4 514 313	5 005 605	491 292	10.88	468 822	10.39	22 470	0.50

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1981, HMSO, Belfast, (incorporating revisions published by *Interdepartmental Working Party* on 29 July 1983),
Census of Population of Ireland 1981, CSO, Dublin.

TABLE 2

Irish Border Areas - Unemployment 1981

	Workforce	Unemployment	% Unemployment
Armagh	19 028	3 180	16.71
Dungannon	15 973	3 764	23.56
Fermanagh	19 575	3 782	19.32
Londonderry	33 267	8 020	24.11
Newry & Mourne	26 859	7 235	26.94
Omagh	15 624	3 063	19.60
Strabane	13 052	3 641	27.90
Total Frontier North	143 378	32 685	22.80
Total Rest North	486 381	72 780	14.96
Total Northern Ireland	629 759	105 465	16.75
Cavan	19 590	1 286	6.56
Donegal	40 302	7 945	19.71
Leitrim	10 115	826	8.17
Louth	32 018	3 636	11.36
Monaghan	18 239	1 549	8.49
Total Frontier South	120 264	15 242	12.67
Total Rest South	1 125 732	95 956	8.52
Total Republic	1 245 996	111 198	8.92
Total Frontier	263 642	47 927	18.18
Total Rest	1 612 113	168 736	10.47
Total	1 875 755	216 663	11.55

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1981, HMSO, Belfast,
Census of Population of Ireland 1981, CSO, Dublin.

Irish Border Areas - Age Structure
(% of population in different age groups)

	0-14	15-64	65+	Total
Armagh	28	61	11	100
Dungannon	28	61	11	100
Fermanagh	27	60	13	100
Londonderry	30	61	9	100
Newry & Mourne	30	59	11	100
Omagh	29	60	12	100
Strabane	31	59	11	100
Total Frontier North	29	60	11	100
Total Rest North	25	63	12	100
Total Northern Ireland	26	62	12	100
Cavan	29	57	14	100
Donegal	31	55	14	100
Leitrim	26	56	18	100
Louth	32	59	9	100
Monaghan	30	57	12	100
Total Frontier South	31	57	13	100
Total Rest South	30	59	10	100
Total Republic	30	59	11	100
Total Frontier	30	58	12	100
Total Rest	29	60	11	100
Total	29	60	11	100

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1981, HMSO, Belfast,
Census of Population of Ireland 1981, CSO, Dublin.

TABLE 4

Northern Ireland - Housing Conditions in 1979
Percentage of Dwellings

	In Sound Condition	In need of Repair or Improvement ¹	Potential Renewal	Total
Armagh	71	15	14	100
Dungannon	64	15	21	100
Fermanagh	52	17	31	100
Londonderry	84	6	9	100
Newry & Mourne	65	13	21	100
Omagh	61	17	22	100
Strabane	55	19	25	100
Total Frontier North	67	14	20	100
Total Rest North	71	16	14	100
Total Northern Ireland	70	15	15	100

Notes: 1. *Repairs* costing more than UK£ 500
Improvement by the addition of at least one basic amenity.

Sources: Compiled by ESC Secretariat from
Northern Ireland House Condition Survey 1979.

Irish Border Areas - Water & Sanitary Services 1971 - 1981
Percentage of Dwellings¹

	Public Water Supply ²		Sanitary Services ³	
	1971	1981	1971	1981
Armagh		96	74	94
Dungannon		92	73	92
Fermanagh		87	59	87
Londonderry		98	94	99
Newry & Mourne		96	83	95
Omagh		84	71	92
Strabane		86	71	92
Total Frontier				
North		93	77	94
Total Rest North		97	93	98
Total Northern				
Ireland		96	90	97
Cavan	26	45	44	75
Donegal	42	66	52	82
Leitrim	27	42	34	68
Louth	72	79	78	93
Monaghan	31	50	48	82
Total Frontier				
South	43	61	54	82
Total Rest South	66	78	73	90
Total Republic	63	77	71	90
Total Frontier		78	66	88
Total Rest		84	80	93
Total		83	78	92

- Notes: 1. Data based on total private/unshared, permanent dwellings.
2. Households with either indoor or outdoor connection to public main.
3. Households with indoor or outdoor flush toilet.

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1971 and 1981, HMSO, Belfast,
Census of Population of Ireland 1981, CSO, Dublin.

TABLE 6

Irish Border Areas - Jobs in Manufacturing Industry¹ 1981

	Jobs ²	Population	Jobs per'000
Armagh	1 665	48 618	34
Dungannon	2 815	45 600	62
Fermanagh	3 170	51 705	61
Londonderry ³	10 740	119 336	90
Newry & Mourne	3 025	78 700	38
Omagh	980	46 300	21
Strabane	2 475	37 000	67
Total Frontier North ³	24 870	427 259	58
Total Rest North ⁴	111 330	1 134 941	98
Total Northern Ireland	136 200	1 562 200	87
Cavan	3 542	53 855	66
Donegal	7 190	125 112	57
Leitrim	1 673	27 609	61
Louth	10 134	88 514	114
Monaghan	3 668	51 192	72
Total Frontier South	26 207	346 282	76
Total Rest South	233 572	3 097 123	75
Total Republic	259 779	3 443 405	75
Total Frontier	51 077	773 541	66
Total Rest	344 902	4 232 064	81
Total	395 979	5 005 605	79

Notes: 1) All manufacturing industry (Headings III to XIX) Excludes construction, utilities, commerce, etc.

2) Northern Ireland. *Travel to Work* areas, marginally different from *District Council* areas.

Total working in manufacturing industry in 1981 of 136,200 prorated on the regional breakdown of *employees in manufacturing industry* in 1978 which totalled 140,157.

3) Includes Limavady.

4) Excludes Limavady.

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1981, HMSO, Belfast,
Census of Population of Ireland 1981, CSO, Dublin,
Northern Ireland Annual Abstract of Statistics 1983.

TABLE 7

Irish Border Areas - Agriculture Share of Total Workforce 1981

	Agriculture	Total	%
Armagh	4 140	19 028	22
Dungannon	4 270	15 973	27
Fermanagh	6 853	19 575	35
Londonderry	1 204	33 267	4
Newry & Mourne	4 093	26 859	15
Omagh	4 005	15 624	26
Strabane	2 699	13 052	21
Total Frontier North	27 264	143 378	19
Total Rest North	33 399	486 381	7
Total Northern Ireland	60 663	629 759	10
Cavan	6 910	19 590	35
Donegal	8 277	40 302	21
Leitrim	3 735	10 115	37
Louth	2 431	32 018	8
Monaghan	5 135	18 239	28
Total Frontier South	26 488	120 264	22
Total Rest South	159 968	1 125 732	14
Total Republic	186 456	1 245 996	15
Total Frontier	53 752	263 642	20
Total Rest	193 367	1 612 113	12
Total	247 119	1 875 755	13

Sources: Compiled by ESC Secretariat from
The Northern Ireland Census 1981, HMSO, Belfast,
Agricultural Census, Department of Agriculture, Northern Ireland,
Census of Population of Ireland 1981, CSO, Dublin.

TABLE 8

Irish Border Areas - Change in Agricultural Workforce

	1971	1981	Change	%
Armagh	5 496	4 140	-1 356	-25
Dungannon	5 343	4 270	-1 073	-20
Fermanagh	8 557	6 853	-1 704	-20
Londonderry	1 466	1 204	-262	-18
Newry & Mourne	5 324	4 093	-1 231	-23
Omagh	4 995	4 005	-990	-20
Strabane	3 410	2 699	-711	-21
Total Frontier North	34 591	27 264	-7 327	-21
Total Rest North	41 092	33 399	-7 693	-19
Total Northern Ireland	75 683	60 663	-15 020	-20
Cavan	10 242	6 910	-3 332	-33
Donegal	15 140	8 277	-6 863	-45
Leitrim	6 423	3 735	-2 688	-42
Louth	3 419	2 431	-988	-29
Monaghan	7 544	5 135	-2 409	-32
Total Frontier South	42 768	26 488	-16 280	-38
Total Rest South	230 311	159 968	-70 343	-31
Total Republic	273 079	186 456	-86 623	-32
Total Frontier	77 359	53 752	-23 607	-31
Total Rest	271 403	193 367	-78 036	-29
Total	348 762	247 119	-101 643	-29

Notes: Northern Ireland. Figures for 1971 are based on *County* totals, adjusted in accordance with the *District Council* breakdown for 1973.

Sources: Compiled by ESC Secretariat from
Agricultural Census, Department of Agriculture, Northern Ireland,
Census of Population of Ireland 1981, CSO, Dublin.

TABLE 9

Irish Border Areas - Forestry in 1981 (Hectares)

	Planted	Reserved	Total
Armagh & Dungannon	3 109	132	3 241
Fermanagh	17 273	1 150	18 423
Londonderry	6 135	310	6 445
Newry & Mourne	1 000	100	1 100
Omagh & Strabane	8 814	856	9 670
Total Frontier North	36 331	2 548	38 879
Total Rest North	17 612	3 004	20 616
Total Northern Ireland	53 943	5 552	59 495
Cavan	3 570	186	3 756
Donegal	26 036	4 588	30 624
Leitrim	9 903	1 029	10 932
Louth	1 280	62	1 342
Monaghan	3 171	123	3 294
Total Frontier South	43 960	5 988	49 948
Total Rest South	260 272	31 602	291 874
Total Republic	304 232	37 590	341 822
Total Frontier	80 291	8 536	88 827
Total Rest	277 884	34 606	312 490
Total	358 175	43 142	401 317

Sources: Department of Agriculture, Northern Ireland,
Department of Fisheries and Forestry, Ireland.

TABLE 10

Irish Border Areas - Tourist Revenue 1981 (Millions)

	UK£	ECU	%
Armagh	0.77	1.26	1
Dungannon	0.68	1.11	1
Fermanagh	3.22	5.28	5
Londonderry	2.82	4.62	5
Newry & Mourne	3.03	4.97	5
Omagh	1.34	2.20	2
Strabane	0.54	0.89	1
Total Frontier North	12.40	20.33	21
Total Rest North	47.70	78.20	79
Total Northern Ireland	60.10	98.52	100
	IR£	ECU	%
Cavan	4.00	5.80	1
Donegal	34.14	49.48	7
Leitrim	5.69	8.25	1
Louth	6.81	9.88	1
Monaghan	3.36	4.86	1
Total Frontier South	54.00	78.26	10
Total Rest South	462.60	670.43	90
Total Republic	516.60	748.70	100
Total Frontier		98.59	12
Total Rest		748.63	88
Total		847.22	100

Notes: 1. Includes excursionist revenue.

2. Republic of Ireland. Figures for county revenue are estimates based on regional returns.

Sources: Compiled by ESC Secretariat from
Northern Ireland Abstract of Statistics,
Tourism Study of North-Eastern Republic and South-East Northern Ireland
Bord Fáilte Eireann Statistics.

Total Expenditure¹ under Regulation (EEC) 2619/80 to early 1983

	Republic		N. Ireland		Total	
	million IR£	%	million UK£	%	million ECU	%
Tourist Development	3.81	68	2.80	70	10.11	69
Communica- tions/Transport	1.15	20	0.75	19	2.88	19
Crafts/Small business	0.68	12	0.45	11	1.73	12
Total	5.64	100	4.00	100	14.72	100

Notes: 1) 30% borne by European Community.

Sources: Compiled by ESC Secretariat from
Special Programme for Northern Ireland Border Areas (Council Regulation (EEC) 2619/80), Second Annual
Report,
Special Border Areas Programme (Council Regulation (EEC) 2619/80), Second Progress Report.

TABLE 12

Northern Ireland - Tourism Schemes
Approved or being Advanced under Regulation (EEC) 2619/80

District Council Area	Scheme	Description of Project	Total Est. Cost (UK£)
Londonderry	Tourist Information Centre	Provision of a new tourist information centre in Londonderry	39 000
	Amelia Earhart Centre	Conversion of cottage to contain display on theme of Amelia Earhart	55 000
	Inner City Project	Provision of historic city interpretive centre in Londonderry	350 000
	Caravan Park	Provision of transit caravan park (no definite site as yet)	90 000
Strabane	Sionmills	Provision of tourist information office and toilets	40 062
	Plumbridge	Extension and improvement of existing toilets and transit caravan site	36 000
	Cranagh	Provision of car park and toilets	30 000
	Newtownstewart	Provision of transit caravan park with toilets	76 000
	Strabane Heritage Centre	Provision of tourist amenity centre	600 000
	Barnes Tourist Amenity Scheme	Provision of interpretive centre, transit caravan park and possible youth hostel development	200 000
Fermanagh	Marble Arch Caves	Provision of car parks, reception/control building and development of cave system to include underground boat journey	400 000
	Knockninny (Phase I)	Provision of man-made beach, retaining wall, picnic area, scenic paths and landscaping on shores of Lough Erne	59 215
	Knockninny Hostel	Extension and upgrading of existing hostel	90 000
	Fermanagh Tourism Promotional Brochure	Brochure describing tourist attractions of Fermanagh	23 781
	Mobile Tourist Information Office	Purpose-built unit with towing vehicle	17 693
	Bellanaleck Caravan Park	Provision of caravan park	100 000
	Arthowen Arts Centre	Theatre/workshop/boat/cruiser landing facilities	700 000
	Miscellaneous Schemes	Proposed hostel facilities, beach development, local craft display centre and extension to golf course	450 000

TABLE 12

Northern Ireland - Tourism Schemes (Continued)

District Council Area	Scheme	Description of Project	Total Est. Cost (UK£)
Omagh	Tourist Information Centre	Provision of tourist information centre in Omagh	180 000
	Gortin Glen Caravan Park	Provision of transit caravan park and services	250 000
	Gortin Glen Scenic Route	Provision of car park and picnic area	84 375
	Various Picnic Areas	Provision of small picnic sites at 9 locations throughout the district	51 550
	Ulster American Folk Park	Improvement to entrance and provision of car/bus park, picnic area and nature trail	90 000
Dungannon	Ulysses S. Grant (Stage 1)	Conversion/restoration of President U.S. Grant's ancestral home and provision of car park and warden's residence	92 250
	Ulysses S. Grant (Stage 2)	Provision of additional parking and recreation of a working 18th century farm	50 000
	Washing Bay	Surfacing of car park on shores of Lough Neagh	23 170
	Altmore Picnic Area	Provision of car park and picnic area	1 500
	Killymaddy Evans	Provision of transit caravan park, services building incorporating tourist information centre, cafe facilities, picnic site and play area	275 000
Armagh	Recreation Centre	Provision of a multi-purpose sports centre and cafeteria, built around the existing indoor swimming pool	800 000
Newry & Mourne	Kilbroney Park (Phases 1 & 2)	Development of car park facilities, buildings, walks, picnic area, pitch and putt	500 000
	Annalong Marine Park	Provision of access road, car park, transit caravan park, boat park, visitors centre, picnic area, toilets, paddling pool and play area	335 000
	Keggal Road, Camlough	Provision of car park/picnic area	50 585
	Forkhill	Construction of toilet block	21 200
	Flagstaff Picnic Area	Provision of car park and picnic area	94 000
	Cranfield Scheme	Provision of access road, car park, picnic area and toilets	161 805
	Miscellaneous Schemes	Provision of toilet blocks, pathways and picnic sites at various scenic locations	150 000

TABLE 13

**Republic of Ireland - Tourism Schemes
undertaken under Regulation (EEC) 2619/80**

District Council Area	Scheme	Description of Project
Donegal	Glenveagh National Park	Construction of national park and nature centre
	Glebe Art Gallery	Development of an art gallery at Churchill
	Burtonport/Aranmore Harbour	Landing facilities for a new ferry to the island of Aranmore
	Cathleen Falls	Construction of a salmon smolt hatchery at Cathleen Falls, Ballyshannon to restock the River Erne for anglers
	General Amenity Areas	General amenity areas are being developed at 8 locations in the County. These include scenic lay-bys, playgrounds, tourist walks, car parks, etc.
	Downings	Development of a slipway and boat centre at Downings
	Fintown	Development of a marina
	Gortahork	Development of water sport facilities
	Rosapenna	Improvement of golf club facilities
	Hotel Bedrooms	Grant aid to 9 hotels for new bedrooms, and to 3 for bedroom improvements
	Supplementary Accommodation	45 grants for supplementary holiday accommodation in the Gaeltacht
	Self-catering	Grants for 5 self-catering projects at Creeslough, Kincasslagh, Bundoran, Mountcharles & Murvagh
	Caravan & Camping Sites	Completion of site at Dungloe. Grants for improvements at Clonmany, Kindrum and Kerrykeel
	Tourist Information	Establishment of tourist information office at Dungloe
Leitrim	Access to Lakes	Development of an amenity area and game angling facilities at Lough Melvin and a number of other lakes in the County
	Drumshanbo	Construction of traditional Irish music centre
	Hotel Bedrooms	1 grant for hotel bedroom improvement
	Supplementary Accommodation	10 grants for supplementary holiday accommodation
	Self-catering	Self-catering cottages scheme at Carrick-on-Shannon
Tourist Information	Establishment of tourist information office in Carrick-on-Shannon	

Republic of Ireland - Tourism Schemes (Continued)

District Council Area	Scheme	Description of Project
Cavan	Amenity Areas, Access to Lakes	Development of amenity areas, and improvement of access to lakes in a number of locations in the County
	Erne/Belturbet	Dredging part of River Erne to allow boats from Northern Ireland to reach Belturbet; construction of marina at Belturbet
	Cavan Town	Construction of tennis courts
	Supplementary Accommodation	8 grants for supplementary holiday accommodation in the County
	Killykeen Forest Park Self-catering	Self-catering holiday chalets at Killykeen Forest Park in the River Erne catchment area
Monaghan	Tyrone Guthrie Centre	Establishment of centre to encourage artists
	Lake Development	Development of access and amenities at several locations in the County
	Supplementary Accommodation	4 grants for supplementary holiday accommodation in the County
	Tourist Information	Tourist information facility set up in Monaghan Town
Louth	Dundalk Courthouse/Millmount Tower	Renovation of the courthouse and conversion of old houses to craft workshops; development of craft complex around Millmount Tower
	Ardee Amenity Park	Development of the park with riverside walks; landscaping of the area, etc.
	Greenore Golf Project	Improvement of golf course and club house at Greenore
	Supplementary Accommodation	7 grants for supplementary holiday accommodation in the County
	Dundalk Caravan and Camping Sites	Completion of facilities at Dundalk
	Tourist Information	Opening of tourist information office in Dundalk; signposting of Cooley Peninsula

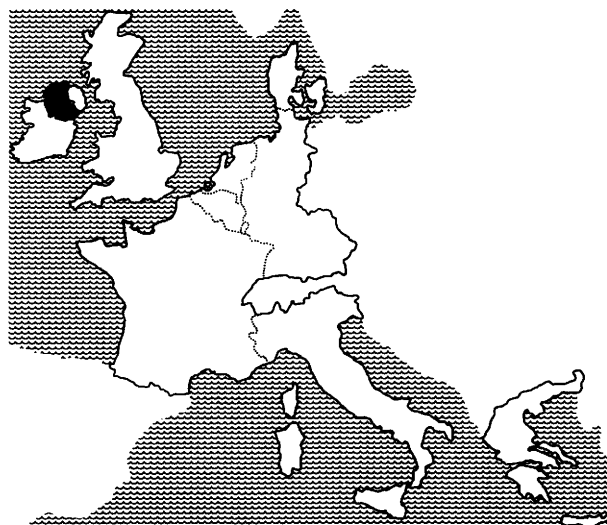
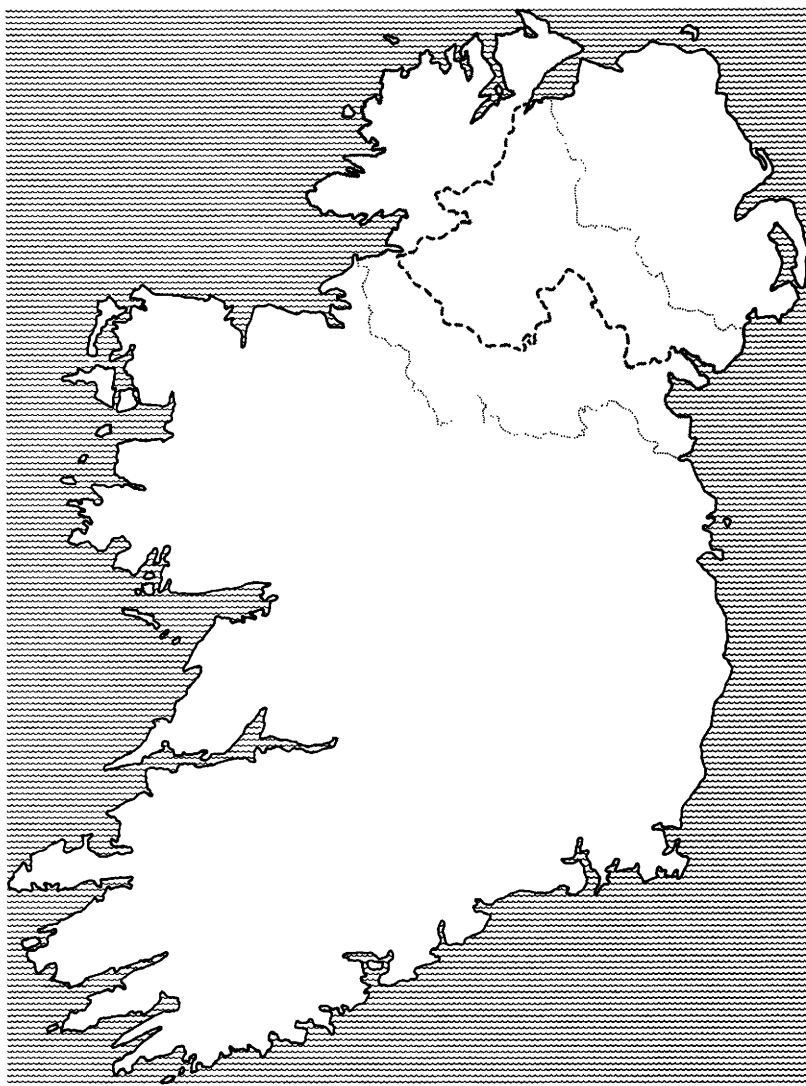
TABLE 14

**Irish Border Areas - Aid from the European Regional Development Fund
(Quota Section) 1975 - 1983**

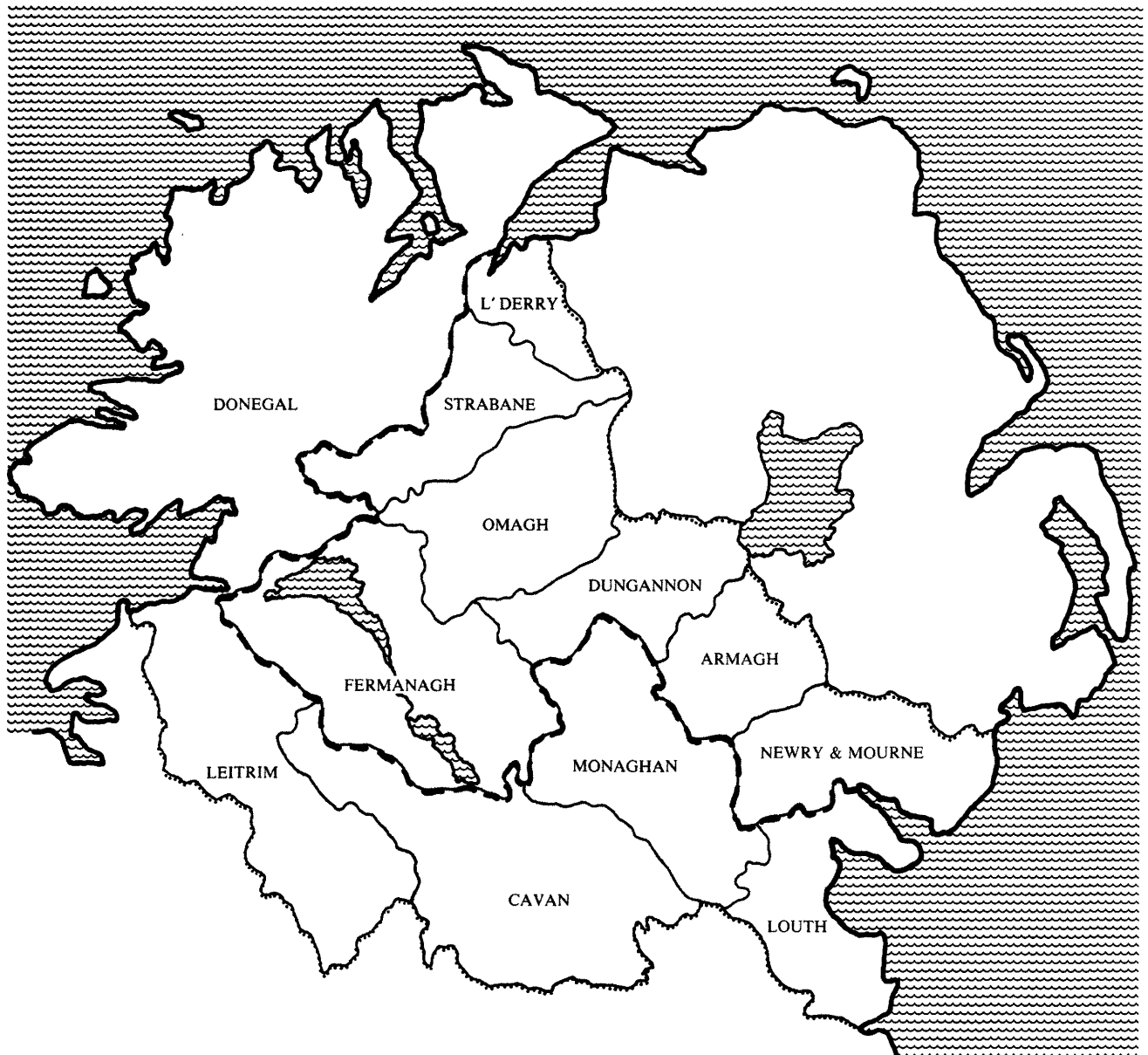
Millions ECU			
	Industry	Infrastruc- ture	Total
Armagh	0.06	1.00	1.06
Dungannon	0.20	2.70	2.90
Fermanagh	1.00	6.70	7.70
Londonderry	15.20	23.00	38.20
Newry & Mourne	0.08	1.50	1.58
Omagh	0.40	1.30	1.70
Strabane	0.20	1.90	2.10
<hr/>			
Total Frontier			
North	17.14	38.10	55.24
<hr/>			
Total Rest North	71.22	134.48	205.70
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Total Northern			
Ireland	88.36	172.58	260.94
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	IR£	ECU	%
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Cavan	1.90	1.50	3.40
Donegal	4.70	10.80	15.50
Leitrim	0.40	2.00	2.40
Louth	7.10	2.00	9.10
Monaghan	1.00	0.90	1.90
<hr/>			
Total Frontier			
South	15.10	17.20	32.30
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Total Rest South	140.97	384.75	525.72
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Total Republic of			
Ireland	156.07	401.95	558.02
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Total Frontier	32.24	55.30	87.54
<hr/>			
Total Rest	212.19	519.23	731.42
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Total	244.43	574.53	818.96
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Sources: Compiled by ESC Secretariat from
Commission of the European Communities' data.

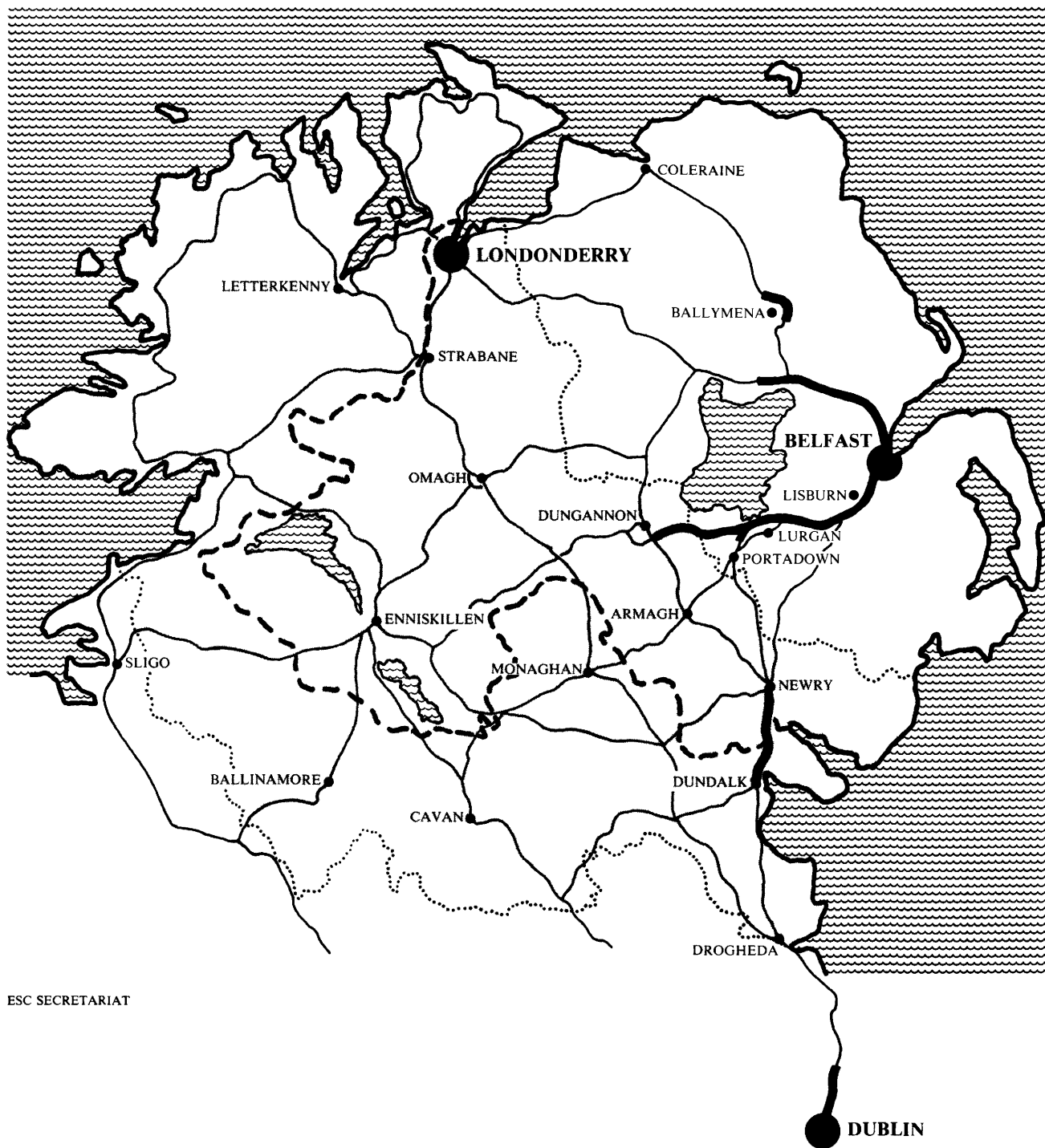
IRISH BORDER AREA



ADMINISTRATIVE UNITS






ROADS

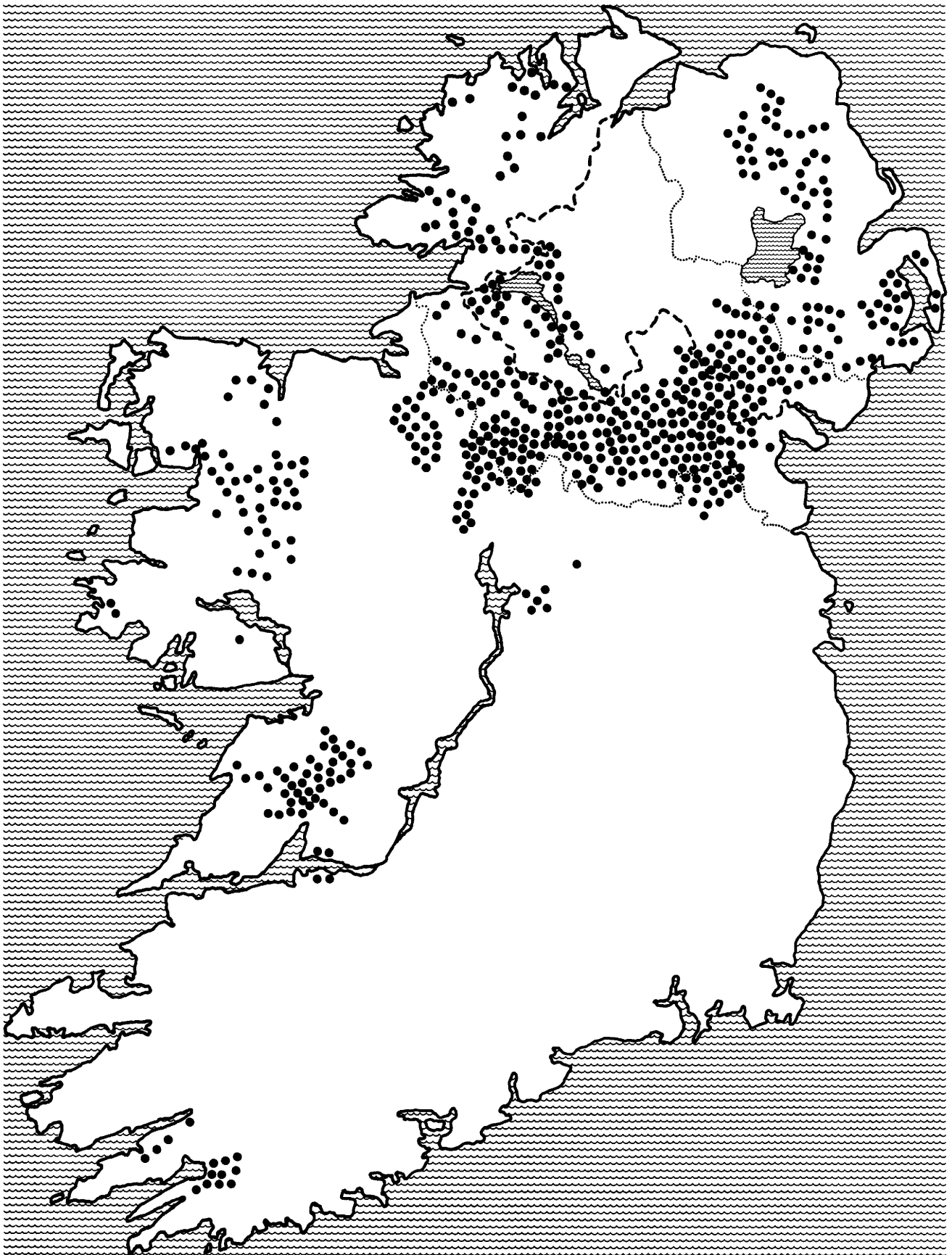


ESC SECRETARIAT

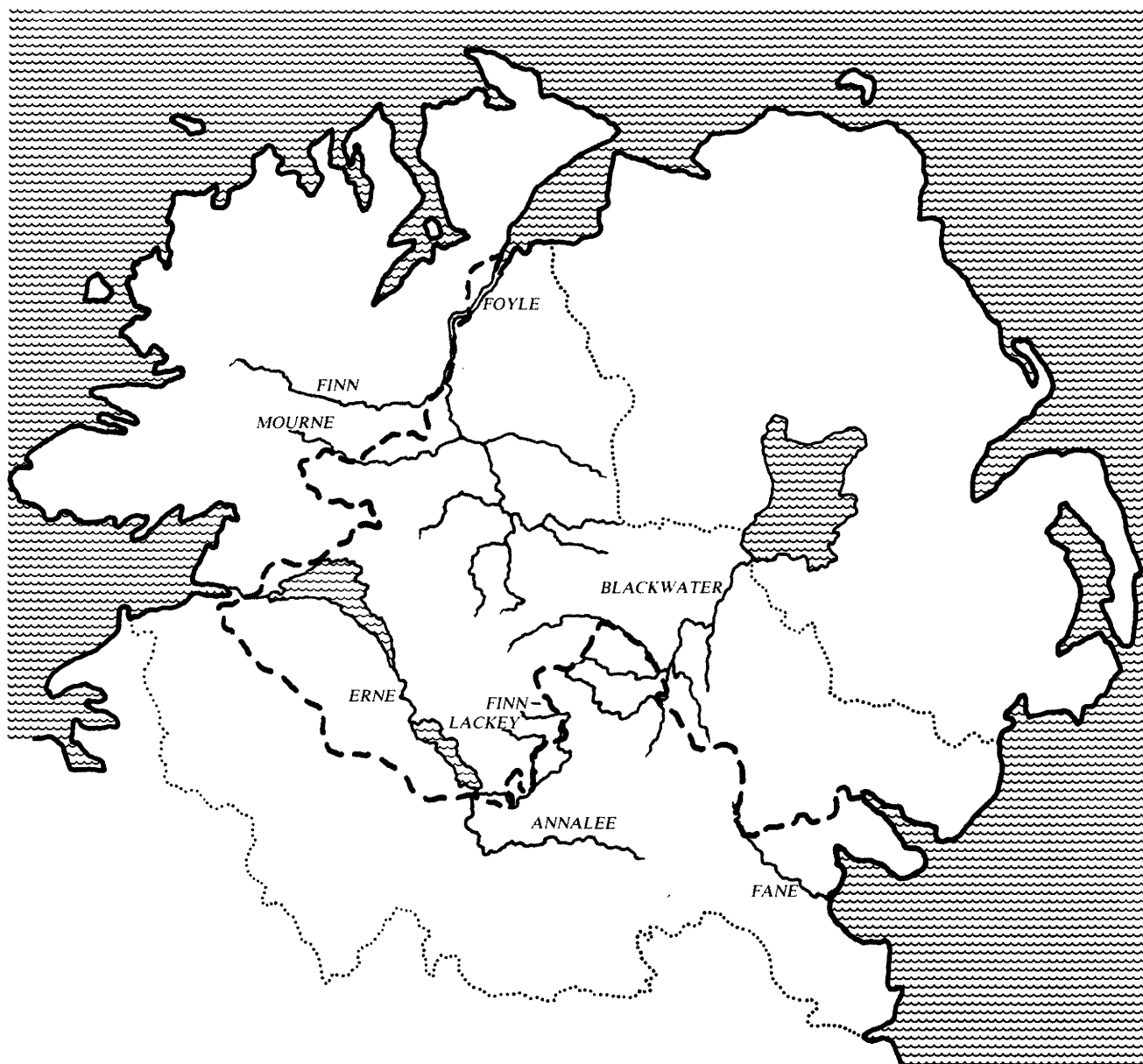
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-  OTHER ROADS
-  PROPOSED IMPROVEMENTS

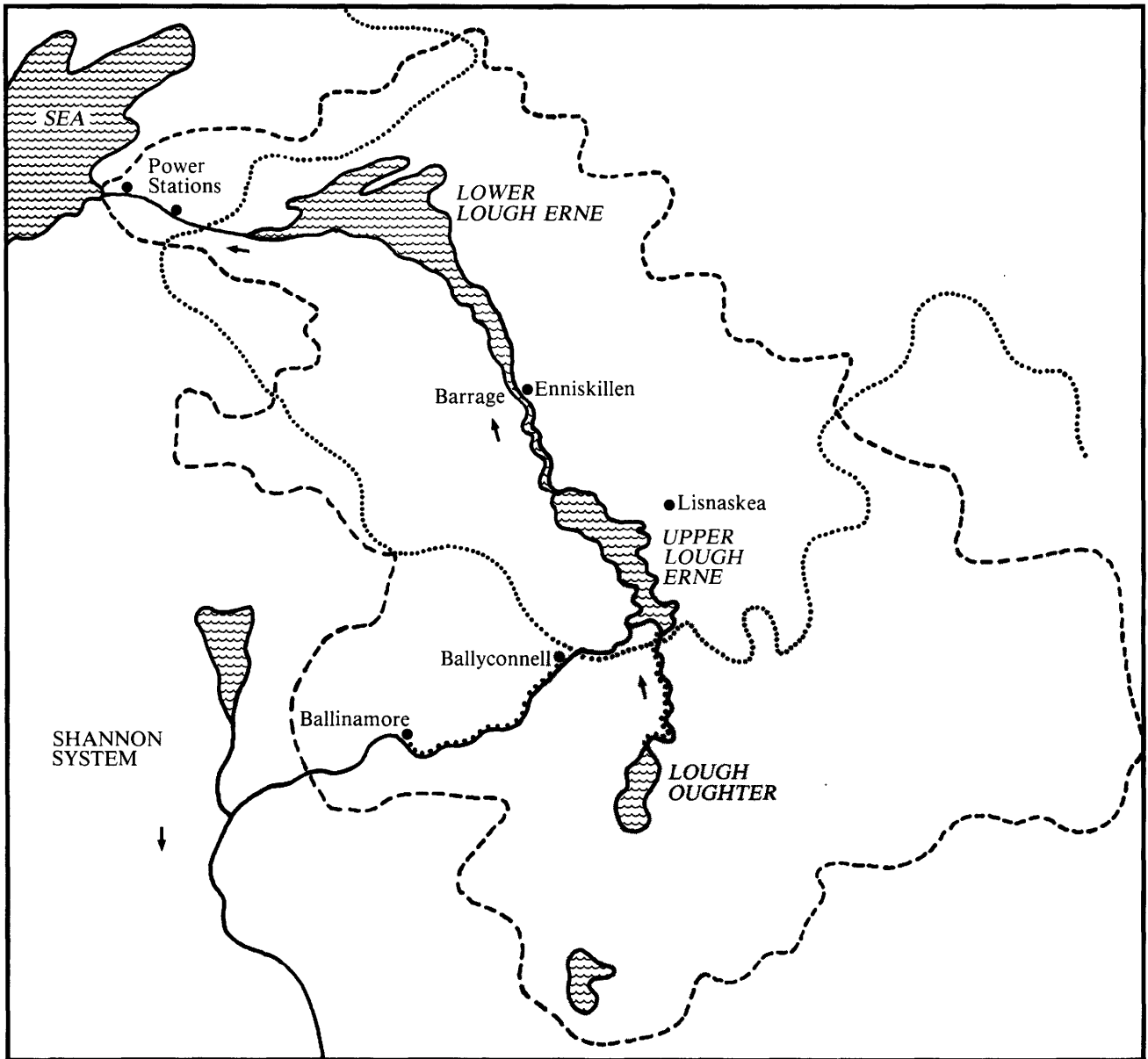
AGRICULTURE - DRUMLINS



ARTERIAL DRAINAGE



DRAINAGE OF THE ERNE CATCHMENT



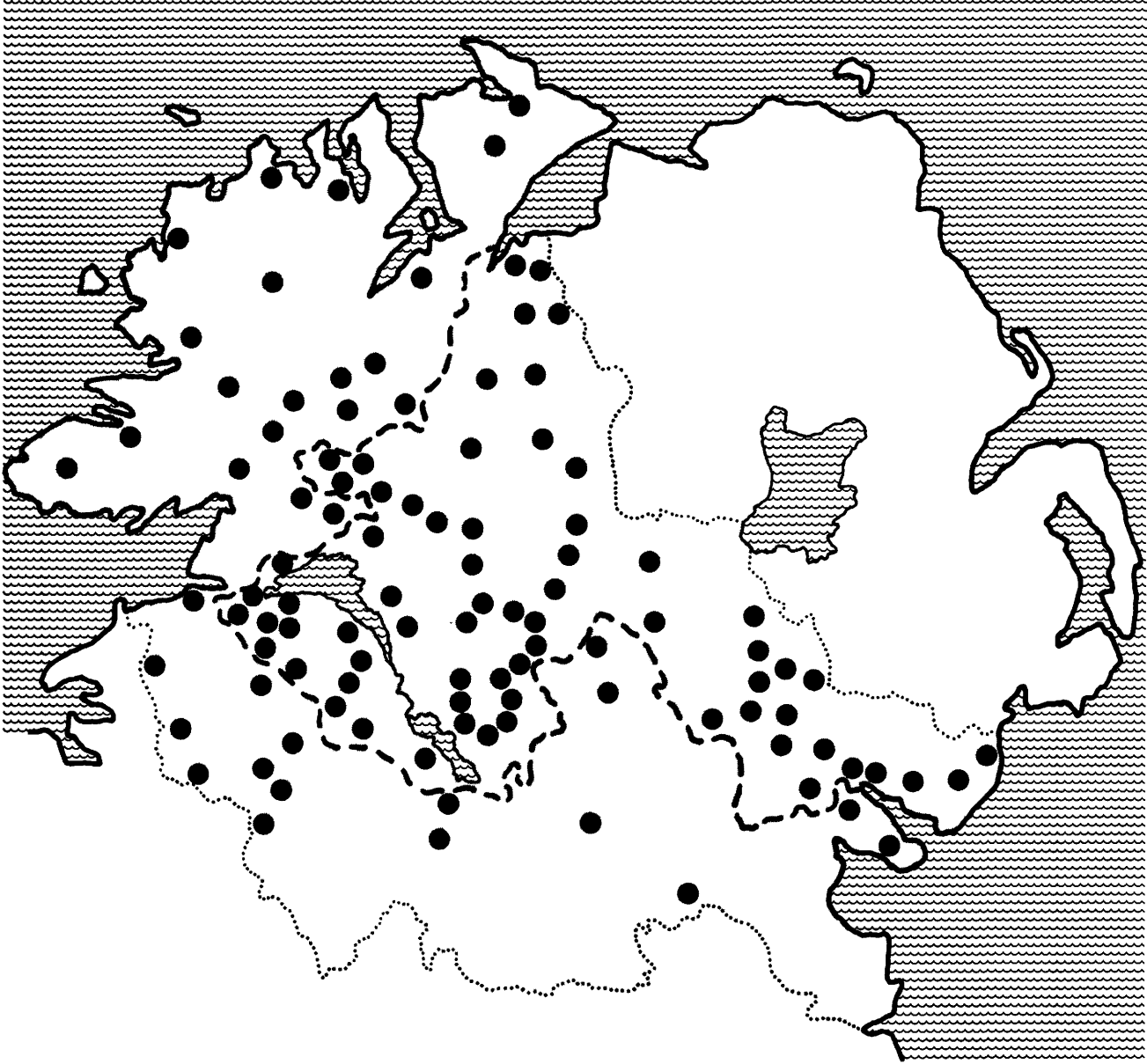
ESC SECRETARIAT

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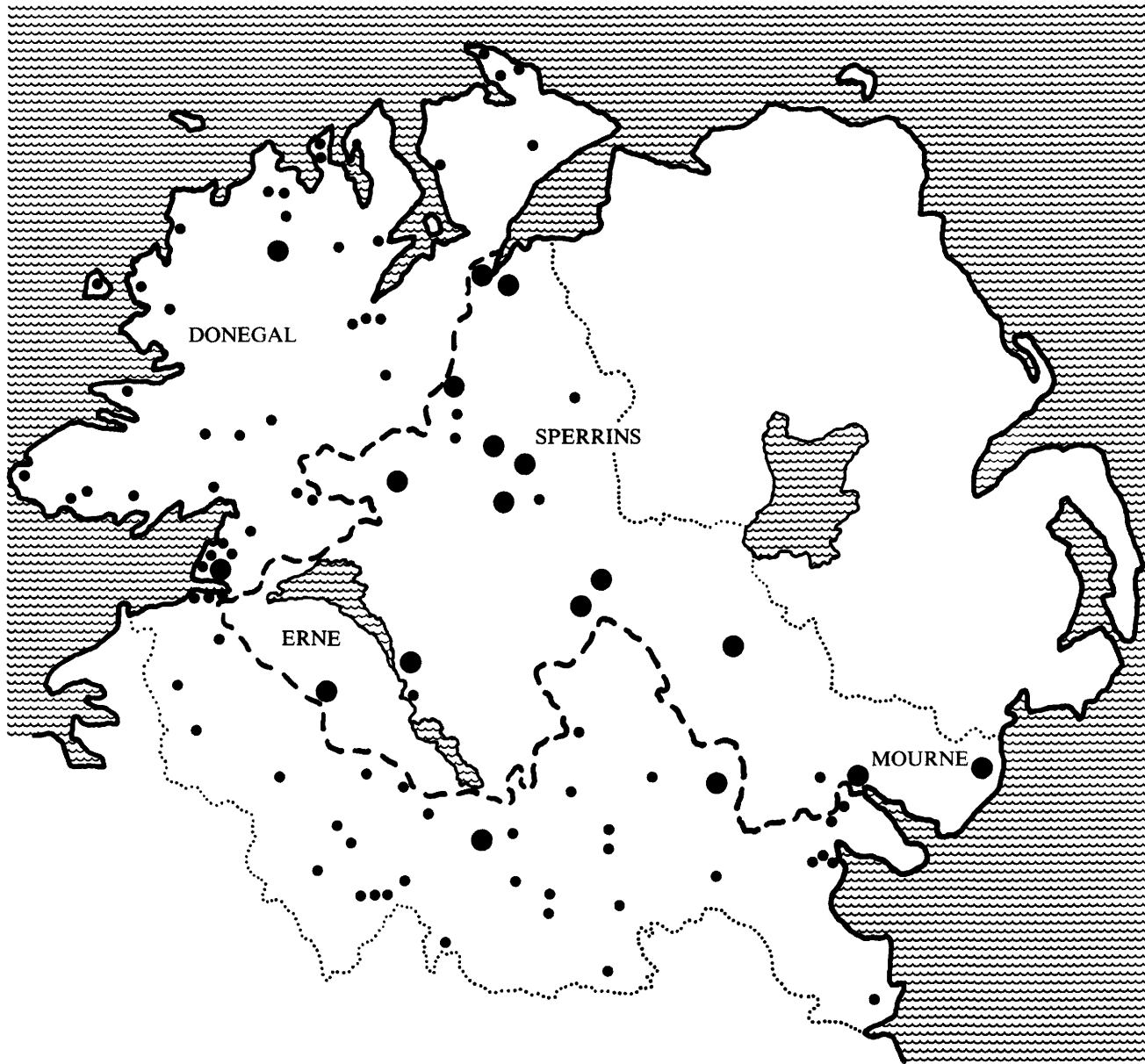
- LOUGH ERNE CATCHMENT
- FRONTIER
- ↑ ↓ WATER FLOW
- ~~~~~ PROPOSED WATERWAY

□ AREA TO BENEFIT FROM ARTERIAL DRAINAGE
 (ADAPTED FROM THE ERNE CATCHMENT STUDY.)

FORESTRY



TOURISM



ESC SECRETARIAT

KEY:



MAIN TOURIST SECTORS



MAJOR PROJECTS (CURRENT/FUTURE)



SMALL PROJECTS

PART III

AREA SUMMARIES

The views of the different local interests in each area are presented in condensed form.
In their inclusion, description or omission, no judgement is implied.

DONEGAL



Donegal

Roads

Major improvements were necessary to roads in and into County Donegal. The following links were seen as priorities:

Road	Cost (million ECU)
Ballyshannon-Donegal	0.8
Letterkenny-Londonderry	10.0
Stranorlar-Letterkenny	3.0
Donegal-Killybegs	5.0
Bridgend-Buncrana	6.5
Quigley's Point-Moville	5.7
Carndonagh-Quigley's Point	3.3
Letterkenny-Dunfanaghy	16.5
Ballybofey-Stranorlar By-pass	3.3
Bundoran By-Pass	3.3
Total	57.4

The present programme allocation was 3.6 million ECU.

Airport

An airport with a 2,000 metre runway was suggested for Letterkenny. A site had been pinpointed but funds to purchase the lands and start work were unavailable. The total cost was about 3.2 million ECU. It was thought that money would be available from the *European Regional Development Fund (non-quota section) Special Border Programme*, but it had yet to materialize.

Waterways

Development agencies in Donegal were interested in the deepwater potential of Lough Swilly and Lough Foyle from the aspect of enhancing freight and tourist traffic. In this context, it was proposed that a special study of the deep water potential of both loughs should be undertaken with EEC aid.

Housing, Water and Sanitary

The lack of adequate water supply was threatening the creation of jobs in industry. Although Killybegs was the leading Irish fishing port, its water supply could only satisfy existing industry and a seasonally peaked demand, if there was a plentiful supply of rain and a build-up of reserves during off-peak periods. A scheme costing 7 million ECU had been prepared and was awaiting finance.

Two other water supply schemes needed financial support. One was at Inishowen (3.8 million ECU) where lack of water supply was hampering the development of tourism and fishing. The other was a major scheme in the Letterkenny urban area.

Basic sewage disposal facilities in towns such as Bundoran needed improvement.

Industry

Suggestions were put forward for the creation of an industrial *free zone* in the Donegal-Londonderry-Strabane area. Ballyshannon Town Commissioners had held discussions with the *Industrial Development Authority (IDA)* and interested parties with regard to setting up a *cluster unit* of factories at Portraine. The Town Commissioners had called for EEC funding for the project.

Agriculture

Representatives of the farming organizations requested that *less-favoured* status be extended to a larger area (the entire county). It was also felt that the physical handicaps imposed by some of the more difficult terrain were so severe as to justify the inclusion of the latter in the *mountain* category.

The scope of the EEC Directive on retraining should be extended to the cooperative services. An effective EEC farm retirement scheme was also needed. The area could benefit from a hill sheep demonstration project as well as a farm equipment scheme of the type suggested in the global submission made by ACOT, the *Farm Advisory and Services Council*.

Drainage

The Rivers Finn, Foyle and Mourne were part of the same catchment flowing through Northern Ireland and Donegal. A section of the catchment in Northern Ireland had banked, and this had resulted in flooding in the Donegal area. An integrated survey and drainage scheme was required on both sides of the border to allow more productive land use. Specifically, the Donegal side needed assistance, as its improvement was regarded as a low national priority.

Forestry

Joint cross-border cooperation was essential on afforestation, especially in the processing and marketing of timber.

Fishing

The *Irish Sea Fisheries Board* (BIM) pointed to the EEC/Canada agreement which allowed for a considerable volume of imports to the UK, the traditional market for Irish fish. The *Board* stated that the viability of its catching units was threatened by its inability to secure an economic price in the face of Canadian competition. It therefore suggested that within the EEC the ESC should pursue a line of mitigating the detrimental effects of the EEC/Canada Agreement on Irish fishing. EAGGF grants for the secondary processing of fish were also of major importance.

Tourism

An interpretive centre should be built in Ballyshannon as recommended in the *Erne Catchment Study* commissioned by the British and Irish Governments and the Commission of the European Communities in 1979. The centre would supply a com-

prehensive guide to the natural and cultural landscapes of the area and improve knowledge of the Erne Basin. The total estimated cost of the project was 800,000 ECU. Other tourist schemes suggested for Donegal included :

Scheme	Cost (ECU)
Self-catering Developments (Inishowen)	875,000
Coarse, Game and Deep-sea Fishing	150,000
Water Sport Activities (Dungloe, Moville)	150,000
Golfing (Buncrana and Rosapenna)	350,000
Historical and Cultural Developments	100,000
Donegal/Causeway Car Ferry Study	150,000
Traditional Music Centres	300,000
Conference/Exhibition Centre (Bundoran)	1,450,000
Donegal Fund (tourist promotion)	-
Extension of Hotel Grant Scheme	-
Total	3,525,000

LONDONDERRY



Londonderry

Roads

Some of the recommendations contained in the 1977 *Londonderry-Donegal Cross-Border Communication Study* had already been implemented, with support from the European Community. These included the second bridge over the Foyle which was due to open 1984, some work on roads, and improvements in port and airport facilities as well as telecommunications. However, a continued effort was needed until all the recommendations had been implemented. In particular, there was a need to upgrade the Letterkenny-Londonderry road.

Airport

Eglinton airport which had been developed with assistance from the *European Regional Development Fund* was now providing services to several destinations. Some land acquisition however was necessary in order to allow further development of the airport. This would require additional expenditure of 300,000 ECU.

Industry

Major industrial development was needed to alleviate the serious unemployment situation in the area. One proposal was that a joint industrial development zone, spanning the border, should be set up. The zone should be given *free port* or duty-free status.

Agriculture

The extension of the *less-favoured areas* was of considerable importance to farmers and the matter, which had been delayed at European level, should be resolved as soon as possible.

The existing EEC schemes for the border areas generally provided little assistance for smaller farmers. Much more could be done, particularly on questions such as afforestation.

Drainage

The area experienced drainage problems which were having adverse economic and financial effects on both sides of the border. Failure to deal with the problem could also have significant consequences for the housing programme in Londonderry city. The drainage work could only effectively be carried out on a cooperative north-south basis.

Tourism

An inner-city tourist project to create a historical interpretative centre based on a reproduction of the medieval *O'Doherty Fort* had already been initiated. The Centre would provide information and generally highlight the city's cultural heritage. A site had been purchased, but additional expenditure of 700,000 ECU was needed to complete the project. A tourist information centre had already been established in the city with assistance from the non-quota section of the *European Regional Development Fund*.

A further plan involved the reconstruction of a cottage at the spot where Amelia Earhart landed after her transatlantic flight in 1932. The surrounding area of 60 hectares would be developed as a country park. The project was located close to the New Foyle Bridge and a major suburban residential development area. The cost involved was estimated at 100,000 ECU.

Other problems

EEC-Local Government Contacts. Some representatives believed there was need to strengthen the relationship between local government and the EEC. It was felt that since local authorities had little executive power, discussions on EEC matters tended to take place exclusively between central government and the EEC authorities in Brussels.

STRABANE



Strabane

Roads

A number of road improvements had already been recommended in the *Cross-Border Communications Study for the Londonderry/Donegal Area*. These included the connections with Londonderry and also with Letterkenny. In particular, the provision of a through-pass for Strabane was a major priority. The road to Londonderry still needed improvement.

Industry

The Strabane district was faced with a massive unemployment problem. In January 1983, the rate of male unemployment was 50%. While the problem was a longstanding one, it had been exacerbated by the closure of a number of industries in recent years. There were several losses in the textiles sector including a shirt factory and a woollen mill.

A major effort was required to alleviate the situation. An industrial zone, with *duty-free* status, was needed. It could be located on a suitable site in the Lifford/Strabane area. This suggestion had already been supported in a joint report prepared by Strabane District Council in conjunction with the Foyle Development Organization and the *Donegal Regional Development Organization*.

There should also be closer north-south cooperation on industrial promotion. In particular, the fear was expressed that competition between the promotional agencies (IDA and IDB) might be working to the detriment of areas such as Strabane.

There was a need to develop small and medium-sized industries especially in the 15-20 employee category. Particular emphasis should be placed on crafts. Support was requested for the development of a craft centre in the town. The project, known as *Enterprise House*, would involve expenditure of 150,000 ECU.

Agriculture

The revision of the *less-favoured areas* as defined under Directive 75/268 was an important priority for the area.

Farmers in the district were willing to take advantage of development opportunities but were placed at a disadvantage by the distance from Belfast. The high price of animal feedstuffs created a considerable handicap for livestock farmers. A solution was needed which would guarantee supplies at reasonable and equitable prices.

Drainage

Waste land could be significantly improved by drainage work in the area, which formed part of the Foyle system.

Tourism

There was a need to develop a central complex in Strabane which would act as an interpretive centre and provide tourist information, etc.

It was felt that the tourist potential in the Sperrins should also be developed by providing serviced caravan sites. In addition, upgrading of minor tourist roads would substantially improve general access.

Other Problems

Follow-up. It was important that any studies undertaken by bodies such as the *Economic and Social Committee* should yield concrete results. Reports which were merely consigned to the bookshelves were of little value. They could indeed have a damaging psychological effect by raising expectations which were subsequently dashed.

LEITRIM



Leitrim

Roads

The main road network needed to be developed, particularly on cross-border routes, in order to provide high-grade links with Donegal/Sligo, Tyrone, the Midlands, Belfast, Larne, Dublin and Shannon. The priorities were:

- a) the main road (T 54) from Carrick-on-Shannon, Drumshanbo, Manorhamilton, Kinlough to Bundoran and
- b) the main road (T 53) from Dromod, Mohill, Ballinamore, Swanlinbar to Enniskillen.

Waterways

The Ballinamore-Ballyconnell canal should be reinstated. This would provide a connection between the two major cruising waterways, the Shannon and Erne systems.

Airport

The airport facilities at St. Angelo (Co. Fermanagh) should be maintained and developed.

Telecommunications

There was a need to improve the telephone service as only a small part of the county currently had direct-dialling.

Energy

There were coal reserves with some potential. In addition, there had been prospection for natural gas. It was felt that both these sources could possibly make a contribution to future energy supply.

Housing, Water and Sanitary

The main priorities for the county were the provision of a five-year housing programme for the elderly, the connection of 30% of houses that were still without water and the improvement of sewage disposal systems in smaller centres of population.

Industry

The *Small Business Programme* run by the IDA had met with considerable success in the area. But it had been very difficult to attract foreign industry in the current recession. Craft industry, in particular, should be developed in line with the recommendations of the *Erne Catchment Study*.

Training

There was a need to fund training courses through the *Youth Employment Agency*. This would provide useful work experience and at the same time would help to build community facilities. Training in the development of cooperative services was also required.

Agriculture

In general, the EAGGF Guidance Directives had been ineffective in Co. Leitrim. Specific projects from which the county would particularly benefit included a farm equipment scheme which could operate on a cross-border basis, the provision of pigs and poultry demonstration units, as well as pilot farms for creamery milk production, beef production and hill sheep.

Drainage

There was a need for a standardized approach to land improvements on both sides of the border. This was especially important in the context of the drainage of the Erne catchment.

Forestry

The land in Leitrim was particularly suitable for forestry development. In addition, there were four existing timber-processing plants in the county. It was argued that special funds should be made available to encourage increased afforestation in the area.

Tourism

In addition to the reopening of the Ballinamore-Ballyconnell canal, the other recommendations on tourism contained in the *Erne Catchment Study* should also be implemented. These included:

Project	Cost (ECU)
Interpretive Centre (Lough Rynn)	500,000
River Cruising Harbour Facilities	150,000
Coarse and Game Angling Facilities	300,000
Development of Parkes Castle	150,000
Extension of Lough Allen Canal	350,000
Development of O'Carroll Estate	150,000
Cross-border Study - Lough Melvin	75,000
Extra Farmhouse Accomodation	-
Total	1,675,000

Other Problems

Special Package. As the only county in the Republic with a declining population, Leitrim came low

on the priority list for many Government schemes. It was therefore recommended that a special package of measures be drawn up for the socio-economic development of the county and the border region as a whole.

CAVAN



Cavan

Roads

The county held a key position, being located at the intersection of the major NE-SW and SE-NW routes. This had led to heavy commercial traffic on both *National* and *Regional/County* roads (the proportion of county road traffic on the latter was the highest in the Republic). Half of the *National* roads in the county had insufficient capacity, were structurally weak and were badly aligned. Maintenance and improvement were made more difficult by the nature of the terrain. County Council sources indicated that funds were urgently needed for the development of two routes. These were firstly the road from Dundalk and Greenore, to Cavan, Sligo, and the west of Ireland, and secondly the roads from Carrickmacross and Kingscourt to Virginia, and the midlands. This covered a total of some 100 km in the county and would require a seven-year programme costing 7.5 million ECU annually.

Waterways

The opening up of both the Upper Erne River and the Ballinamore-Ballyconnell canal to full use by pleasure craft would give a massive boost to a still very underdeveloped tourist industry.

Energy

An assessment of overall energy sources and needs within the area could play an important part in discovering untapped potential (gas, coal, peat).

Housing, Water and Sanitary

Together with roads, water was a central infrastructural priority. The county possessed the basic water resources necessary to meet domestic, agricultural, industrial and tourist industry needs. However, many of the existing water schemes were stretched beyond their design capacity. An accelerated programme of construction was needed, if these water resources were to be tapped. This included a proposal, endorsed by the *Erne Catchment Study*, for low-flow augmentation in certain areas (Dromore, Annalee and Derrygoony). The first phase of development, with a capital cost of 22 million ECU up to 1990 was underway. It needed to be followed by a further programme costing an estimated 36 million ECU to the year 2000.

The area needed new houses and replacement houses. The difficulties of finding accommodation and its high cost acted as a major brake on development.

Training

There was a need for training and retraining in the area. The build-up of an available, skilled work force was essential to industrial development. Expansion of training in certain areas could enhance the type of employment available to young people locally, particularly in the milk processing and ancillary industries.

Agriculture

There was greater scope for a joint cross-border approach to cattle breeding, through the provision of artificial insemination services using top class bulls at reasonable cost. Financial incentives should be geared to encourage processed products, not merely primary agricultural output. This would create added value and increase employment in the area. For instance, the subsidy on skim milk for pig fattening, if paid on a processed product, could create jobs while still providing improved feed at roughly similar cost.

Forestry

Given the very suitable nature of the land for afforestation, particularly in the north-west of the county, some incentive scheme was needed to increase the acreage for planting.

With the considerable acreage of forest in the area approaching maturity, timber processing should be done locally as far as possible.

Tourism

While much development work had been carried out, the coarse fishing potential of the area had only been partially exploited. The development of caravan and camping sites, recreational facilities and an improvement in access and general services in the tourist amenity areas were of major importance to the local economy.

Other Problems

Retail Trading. Because of its cross-border location, the area encountered all the difficulties associated with a frontier area that had to cope with different and fluctuating currencies, inflation rates and taxation policies. This gave rise to a situation where an unfair economic advantage could regularly shift from one side to the other. It had a destabilizing effect on a number of sectors, particularly the motor retail, distributive, building and allied trades, resulting in a loss of employment all round.

Cavan Town. The submissions laid particular emphasis on the provision of a bus station to cater for passenger services, improved car parking facilities, an

open amenity area which could be provided at low cost and the extension of facilities in the planned sports and leisure complex.

FERMANAGH



Fermanagh

Roads

There was an urgent need to provide for major road works as set out in the *Erne Catchment Study*. The District Council was concerned with the following main routes:

Enniskillen - Omagh
 Enniskillen - Maguiresbridge - Lisnaskea - Cavan
 Enniskillen - Throughpass
 Enniskillen - Sligo (via Manorhamilton)
 Enniskillen - Dublin (via Derrylin)
 Enniskillen - Belfast (Augher - Ballygawley)

Waterways

Coordination of the reinstatement of the Ballinamore-Ballyconnell canal navigation link (5 million ECU), which was recommended in the *Erne Catchment Study*, required major design work and research. This ought to be commenced immediately. No worthwhile work on the canal could be done until the design work was completed. The navigable waterway should be extended to Lough Oughter (1 million ECU). It was further suggested that the hire cruiser fleet should be expanded (12 million ECU) and additional base and jetty facilities provided (2.5 million ECU).

Airport

The St. Angelo airport, owned and maintained by the Council, should be given official recognition as part of a government aviation strategy.

Housing, Water and Sanitary

The quality of housing had substantially improved in recent years.

Industry

Funds should be allocated to encourage rural development by promoting handicraft industries. Specifically, the *Erne Catchment Study* recommendation on the establishment of craft design centres should be implemented. It was also important that areas such as Fermanagh should not lose out in the race to attract industry as a result of the supply of Kinsale natural gas to the Belfast area.

Agriculture

Incentives should be provided to encourage the making of big-bale silage (low-cost winter feed system to keep stock off the heavy soils). Efforts were needed to keep the younger generation on the land. On breeding policy, A.I. services were generally felt to be adequate. But subsidies should be extended to D.I.Y. services.

Drainage

The major drainage problem arose in Counties Monaghan and Cavan in the Republic. Lough Erne provided the main source of drainage for the area, resulting in problems for County Fermanagh through localized flooding of land adjoining Lough Erne. Any work to resolve the drainage problem had to be on a major scale and could only be carried out after a properly designed scheme (including cost/benefit) had been drawn up. Of necessity, this would have to be jointly carried out by the two Governments. It was anticipated that most benefits would accrue to the Republic.

Tourism

Additional funding of the order of 6.5 million ECU was required from the ERDF non-quota section for the development of tourism in the area. A limited number of tourist amenity projects had been already funded from this source. Besides developing infrastructure, the money could be used to attract further private investment in tourism. There was a basic need for a 150-bedroom *Grade A* hotel. The following *Erne Catchment Study* recommendations should be implemented :

Project	Cost (million ECU)
Erne Brochure	0.02
Accommodation and Catering	10.00
Specialized Activities	4.00
Forest Parks	1.00
Golf Course	0.25
Intensive Recreation Zones	1.60
Craft Centre	0.80
Evening and Wet Weather Facilities	2.50
Total	20.17

It was also essential to concentrate on marketing and promotion of the attractions of the catchment area as a whole.

Other Problems

Full Economic Study. Hopes that much more work would be done on infrastructure as a result of the *Erne Catchment Study* had not been realized. It was felt that this had been due to the failure to incorporate the various recommendations into Government depart-

mental programmes. Fermanagh therefore wanted a full economic study encompassing a much wider brief than that of the *Erne Catchment Study* covering : infrastructure, housing, employment and the need to examine the full growth potential that might arise out of economic cooperation.

OMAGH



Omagh

Roads

An increase in cross-border traffic from both industrial and tourist sources highlighted the need to upgrade the road network. Major improvements were needed to most of the main access roads from Omagh district to the Fermanagh Lakeland, Donegal and the south and east. Attention should be focussed on the tourist routes within the Sperrins area and a number of other tourist routes linking different districts and regions:

Omagh - Lack
 Fintona - Trillick
 Fintona - Tempo
 Fintona Throughpass
 Dromore - Irvinestown
 Omagh - Trillick - Enniskillen
 Kilskeery - Tempo
 Ballygawley - Fintona - Dromore - Kesh
 Newtownstewart - Omagh - Ballygawley

The Omagh throughpass should receive special consideration because of its overall importance to communications in the west.

Energy

Peat deposits existed in sufficient quantities to make a turf industry viable. Such an industry could be established with the necessary grant allocations.

Housing, Water and Sanitary

Financial assistance was required for the laying of water mains in remote rural areas where the provision of such services was otherwise regarded as uneconomic.

Industry

Small-scale rural industrial development received government aid, but the take-up rate in rural communities was low. A grant-aided programme of clearly defined projects coupled with aid for research and marketing was recommended. Omagh was situated in an area that had many industrial and environmental advantages. The EEC could help to develop the district by a special development package, possibly in conjunction with other districts.

There was an urgent need to widen the existing industrial base through the creation and attraction of new industries. A better road network to ports was

essential here. Industries in the west of Northern Ireland could also be aided by special transport and energy subsidies.

To assist local entrepreneurs and ultimately create jobs, decentralization of government departments would help, such as an *Industrial Development Board* (IDB) office in Omagh.

Agriculture

EEC acceptance of the proposal to extend the *less-favoured areas* and the allocation of adequate funds would specifically aid local agriculture. The processing of grant applications under the *disadvantaged areas scheme* also needed to be speeded up.

Steps should be taken to enable farmers to purchase animal feedstuffs under the same economic conditions as elsewhere in Northern Ireland and in Great Britain. The Omagh district's dependence on agriculture had led the Council to consider developing a provincial farming complex. The latter would provide a centre for livestock marketing and agricultural displays. EEC support, financial and otherwise, was seen as a prerequisite for the project.

Drainage

To improve existing agricultural land and reclaim new lands, funds were needed for schemes to overcome the problems caused by flooding on many small rivers and tributaries and to improve land drainage in general.

Forestry

Omagh district had the necessary potential for more afforestation, but small farmers were reluctant to plant trees. Better advice, research and aid were essential in order to build a viable forest industry in the locality.

Tourism

A major caravan park in the Sperrins was proposed with grant-aid to be provided from the ERDF. This scheme would include outdoor pursuit facilities and chalet accommodation.

There was a need for an overnight caravan park in Omagh town. Picnic areas throughout the district would benefit from additional funding. There were also many small loughs that could be developed for fishing,

water-skiing, canoeing, etc. A study of the geological and natural resources of the area to attract the specialist tourist was recommended.

A recreation centre at Fintona could alleviate local social problems. This had not yet been started as public funds were unavailable. EEC aid was being sought.

Extensions to the Leisure Centre complex in Omagh, providing an arts centre and main hall, would both act as a tourist attraction and would aid the social development of the district.

The Management Committee of the *Ulster-American Folk Park* at Camphill, Omagh, had commissioned a feasibility study. It could not be completed without EEC aid. It was felt that the Park's expansion would attract more tourists and bolster the local economy. It was also recommended that the Sperrins, which already included the *Ulster-American Folk Museum*, should be designated as a *Country or National Park*, in particular with the creation of a wildlife park at Gortin Glen. EEC aid would be required to provide tourist facilities.

Hotels and other types of accommodation had to be expanded, and appropriate facilities had to be provided in areas of special attraction. This could re-

quire higher *Tourist Board* grants. The Council proposed to set up an information centre at Omagh with an ERDF grant. A comprehensive marketing plan for the Sperrins area was needed, with EEC aid.

Other Problems

Capital Programme. The District Council had approved a major capital programme designed to upgrade the local infrastructure. The programme required major investment and it was felt that the EEC should examine the possibility of providing financial aid.

Council Services. With the cost of District Council services estimated at £1.9 million for 1983/84 for housing, social and community amenities in urban and rural areas, assistance was being sought to bridge these difficulties.

Villages. Studies had been carried out into ways of improving the infrastructure of two villages. These had been endorsed by the District Council. An EEC initiative to improve the general environment in rural areas and small towns would be beneficial.

Consultation. The widest possible consultation should take place during the course of any study covering the Omagh district.

DUNGANNON



Dungannon

Roads

Dungannon was strategically placed at the end of the M.1. motorway. While the road network was fairly good, expenditure was necessary to improve road surfaces. This was especially true in that part of the district adjacent to Lough Neagh, where the sub-strata was of very low load-bearing material, giving rise to uneven surfaces. The *Department of the Environment* had agreed to undertake a special study of the Lough Neagh shore area. When this study was complete, consideration should be given to using EEC funds to improve the roads in this area.

To realise the tourist potential of the Clogher valley area, and to facilitate access to the Fermanagh Lakeland, the A4 primary route from the end of the Dungannon By-pass through Augher, Clogher and Fivemiletown should be improved and upgraded.

Industry

The *Local Enterprise Development Unit (LEDU)* of the *Department of Economic Development* was active within the Council's district. An industrial estate of some 50 acres had been set aside at Granville, and to date three factories and two small service units had been provided. Cuts in *Department of Economic Development* spending had affected the advance factory building programme. It was suggested that if cash were available to accelerate this programme, the chances of attracting entrepreneurs would be greatly increased. The point was made that LEDU faced competition in attracting industry not only from the *Industrial Development Authority (IDA)* in the Republic but also from Scotland.

The textile industry had traditionally been a major source of employment in the Dungannon area. Over the past ten years increased competition from cheap imports both of cloths and finished garments had reduced demand, depressed the industry and forced a contraction of labour. Some form of protection was required to prevent dumping and to enable the industry to compete.

Dungannon had a successful brick-making industry, which was currently going through a difficult period as a result of the fall-off in building activity.

The industry would be a major indirect beneficiary of housing programmes in Northern Ireland.

Training

School leavers were having great difficulty in obtaining employment. Available jobs tended to require particular skills, and hence preference was not given to these young persons. The training programmes established by the *Department of Manpower Services* had proved useful. The number of places available at these centres should be further increased.

Agriculture

The traditional pattern of small mixed farming in the area had been fading over the last 40 years. The small average size of farms ruled out economies of scale. Greater consideration should therefore be given to the social implications of the need to put the farming sector on to a more profitable basis.

The high cost of annual feedstuffs was creating difficulties in the farm sector. Northern Ireland was dependent on imported barley and cereals to a greater extent than the rest of the UK. Prior to entry into the EEC, these cereals could be bought on the world market. With the current tariff charges imposed by the EEC, farmers in Northern Ireland were paying the highest price for feedstuffs in the EEC. This situation has to be corrected to allow farmers to achieve a more equitable return.

Tourism

There was significant untapped tourist potential in the area, centred on the Clogher valley.

Other Problems

Encouragement of Risk-taking. Since Northern Ireland was dependent on central government aid to a greater degree than areas with indigenous resources, it had been particularly hit by government spending cuts. To overcome this problem, a new approach to the economy had to be developed. Financial aid was vitally important but so was the need to create confidence and stability in order to encourage investment in new industry and in the expansion of existing industry. The risk-taker had to be encouraged and rewarded.

MONAGHAN



Monaghan

Roads

A significant number of roads in Monaghan were in need of upgrading. Studies had shown that 25 km of *national primary*, 8 km of *national secondary*, 30 km of *regional* roads, were deficient. The road from the Armagh border to Clones, which carried traffic from Larne and Belfast to the west, south-west and midlands of the Republic, was far from adequate. Roads in the urban areas of Monaghan, Clones, Carrickmacross and Castleblayney required specialised treatment. The provision of well-sited and adequate off-street parking was seen as a way of alleviating bottlenecks in towns on primary routes such as Monaghan.

The County Council estimated that 45 million ECU was needed for road improvement over the next five years. This implied annual expenditure of 9 million ECU as against a current rate of 3.2 million ECU, nearly all of which was spent on *national* routes.

Telecommunications

Monaghan's present automatic exchange system was out of date and was unlikely to be modernized for some time, even though new digital exchanges were being installed elsewhere in the Republic. Usually, Monaghan was almost the last county to have new equipment installed. The current inadequacies were illustrated by the fact that the new direct dialling service to Northern Ireland provincial areas was frequently out of order.

Energy

Fast-growing timber and peat, from both upland and lowland bog, could be developed as alternative fuels.

Housing, Water and Sanitary

In 1977, Monaghan County Council commissioned a *County Water Plan*. It identified four major water sources for development, Lough Muckno, Derrygoony Lake, Dromore Lake and Emy Lough. The plan was adopted by the County Council. The scheme at Derrygoony, costing 8.0 million ECU was underway and the Lough Muckno scheme was at the decision stage. Together, the four schemes, costing a total of 30 million ECU reflected the Council's ambition to secure an abundant water supply benefitting the social, industrial and agricultural infrastructure.

All towns and most villages in the county were served by sewerage systems and treatment works. The County and Urban Councils intended to improve,

renew and extend existing systems at a cost of 8.5 million ECU. Major schemes had been drawn up and awaited finance (Castleblayney and Ballybay). An enlargement scheme was being planned for Monaghan, and general improvements for six villages.

Industry

Incentives to industry were provided by the *Small Industries Programme* under the aegis of the *County Development Team and the Industrial Development Authority*. These took the form of grants to start new projects and expand existing ones.

At a general level, it was felt that responsibility for industrial development should be given to a body resident in the county with its own development funds. Policy formulated outside the county had failed to take account of the factors which were unique to the border area. Thus in the view of local commercial interests, the county had remained underdeveloped.

Training

County Monaghan Vocational Education Committee (VEC) had five schools, one in each town in the county. The VEC was responsible for continuation/general education and technical/vocational education of full and part-time students. The VEC called for EEC grant aid for the extension of its work and the setting up of a technical/industrial training centre and an outdoor pursuits/education centre (Dantry).

Agriculture

24% of the land within the county, had been declared severely handicapped. It was felt the area should be extended to cover the whole county, as only 3% of the land was suitable for tillage. A genuine farm retirement scheme was needed. Measures to attract young farmers were also required, since at present only 50% of the numbers needed were turning to the farming profession.

European Community MCA's and different livestock prices had led to both legal and illegal movement of livestock and meat across the border in both directions. The use of the *Variable Premium Scheme* by Northern Ireland in the supply of cheap heifer meat to the Republic had led to a 10% price drop in the Republic since the previous year. A similar, optional system of support would benefit both farming and industry in the long term. Dairying had been hindered by the introduction of the co-responsibility levy from which more favourably situated farmers elsewhere in the EEC were exempt.

Aid for livestock housing was needed to tide stock over the exceptionally long winter period, thereby improving efficiency and living standards on the farm. The *Group Fodder Scheme* and first-time silage grant had been a major success. The re-introduction and improvement of the schemes would be of major benefit. The use of artificial insemination should be sustained, as it was the best way to achieve the correct type of Friesian heifer for milk production and type of bull calf suitable for beef.

Farm-based projects, designed to maximize land use on small farms, such as the production of mushrooms and vegetables, should be encouraged.

Drainage

Flooding was a continual, prevalent problem in Monaghan. Drainage was therefore essential. Three major rivers flowed along part of the border with Northern Ireland, the Fane, Blackwater and Erne. The high water levels of these rivers prevented farmers from undertaking field drainage work, and flooding ensued with substantial loss of income. Some arterial drainage projects had been studied. But a stronger co-ordinated approach was needed from all concerned if the problem was to be tackled, and the area of useful farmland increased. While farmers in Monaghan had made good use of the *Western Drainage Scheme*, only 20% of the land has been drained. The scheme should therefore be extended.

Forestry

A very considerable extension of state forestry could be achieved in the border areas, yielding widespread economic rewards.

Tourism

It was proposed to develop Hope Castle and Demesne together with Muckno Lake as a major regional park in the Castleblayney area. The complex

would cater for a wide range of recreational and sporting activities. These would include camping and caravanning, nature trails, golf, fishing, sailing, windsurfing, etc. The proposed work on the park, which had been purchased with ERDF assistance under Regulation 2719/80, would cost some 1.5 million ECU. Additional facilities could subsequently be provided.

Tourist accommodation in the county could be improved by the construction of new hotels in Ballybay and Castleblayney and by the upgrading of existing hotels. Support should be given to the development of rent-a-cottage schemes at Muckno Lake, Dantry and Ballybay as well as country and farmhouse accommodation throughout the county.

There was a need to improve and create facilities to attract the motorist, such as picnic areas, scenic routes and forest parks. The specific recommendations included the rehabilitation of the Clones area, provision of a permanent tourist office in Monaghan, better sign-posting in the county and the extension of display space in the *Monaghan County Museum* which was put forward as a model of its kind. The clearance of obstructions and improvement of access would considerably enhance the number and quality of coarse fishing facilities.

Other Problems

Retail Trade. The trading network in Monaghan was under severe economic strain as a result of the disparities between the Republic and Northern Ireland. The Púnt and Sterling should be directly linked in order to eradicate the effect of uncontrolled currency fluctuations. Duty and VAT rates should also be harmonized. Such measures were regarded as essential to curb unfair competition from retailers across the border, smuggling and one-way cross-border shopping (southern border traders were already losing an estimated annual turnover of 210 million ECU before the 1983 Budget).

NEWRY AND MOURNE



Newry and Mourne

Roads

A report entitled *Studies by Officials on Infrastructure in the Newry and Dundalk Area* identified the proposed T4 to Newry and its extension to the border as a strategic route. The District Council regarded the development of such a route as impossible without the construction of a by-pass around Newry. The Council believed the latter to be urgent in its own right. But it had been postponed by central government for the last 15 years.

The report included recommendations that a joint study be carried out by the northern and southern authorities to evaluate the need for an updated cross-border route from Newry to Dundalk (A1-N1). It was hoped that both governments would apply for EEC finance for the project. Newry and Mourne had been lobbying both governments on this project and there had been some positive response.

The problems of traffic congestion in the Newry area brought about a *Newry Area Plan* (HMSO 1973). Proposals included a ring road to aid interchange between the main roads passing through the town and a new dual carriageway.

Customs Clearance Facilities

A large proportion of north-south trade used the Newry-Dundalk road, causing serious congestion and delays in the completion of customs formalities. This congestion was aggravated by the existing location of the customs clearance station on a steep gradient 1 km south of Newry, with queues frequently backing up into the town itself. This was a major obstacle to EEC trade. There was therefore a clear need for adequate, modern customs clearance facilities at a more suitable location.

Railways

Although the main Belfast-Dublin railway line passed within 1 km of Newry, the nearest station was 21 km away in Dundalk. The District Council had sought grant aid from both the Northern Ireland and Republic of Ireland authorities for a feasibility study towards reinstating the rail connection. There did not appear to be any insuperable obstacle to such a move which would provide a direct rail link with two major centres of population. The main additional costs would be in the establishment of basic station and customs processing facilities for passenger traffic. A connecting bus service between the station and Newry town centre would also be required.

Waterways

The Newry ship canal once provided access to Carlingford Lough and the Irish Sea but was now closed to shipping traffic. It still had considerable tourist potential (pleasure sailing, angling, etc.).

Telecommunications

The telecommunications system was fully integrated into the international and UK networks but there was a need to expand cross-border STD facilities.

Energy

Ministers on both sides of the border had been discussing the possibility of supplying natural gas by pipeline from Kinsale to Northern Ireland. A spur to the Newry and Mourne district could be built at little extra cost, providing a cheaper form of power for both industrial and domestic users.

Northern and southern officials had been assessing the feasibility of reinstating the north/south electricity interconnector. Both sides agreed that the service would be financially rewarding and should be reactivated as soon as possible. After initial site work and extensive tunnel excavation, the 1970s plan for a hydroelectric pumped storage scheme at Camlough lake was abandoned by the NIES (*Northern Ireland Electricity Service*). The construction work would have provided employment for 500 people. It was hoped that the NIES would reconsider its decision and re-start development, thus providing a cheaper alternative to oil-based electricity.

Housing, Water and Sanitary

The five-year housing programme of the NIHE (*Northern Ireland Housing Executive*) had indicated a need for an additional 760 dwellings to be completed within the 1981-1986 period.

Industry

Even though a number of advance factory sites had been established in the district, the uptake by industrialists had not been high. Current trends suggested that small business held out the best hope for future employment. Public sector employment would remain significant for the foreseeable future. Warrenpoint port was highlighted as an important attraction for industrial development, both for the export of locally manufactured produce and as a tourist centre, provided ferry facilities were developed.

Training

The government training centre in Newry with places for adults, apprentices and young people was experiencing increasing demand for places as unemployment, particularly youth unemployment, escalated.

Agriculture

The Newry and Mourne district relied heavily on agriculture. The *Economic Task Group on Agriculture in Northern Ireland* had recommended (1982) that a) Northern Ireland should be exempted from the co-responsibility levy on milk sales; b) the agriculturally less-favoured areas should be extended in Northern Ireland without delay and c) the levies on animal feedstuffs coming into Northern Ireland should be adjusted to produce a more equitable price for livestock producers. The agri-business sector in Newry and Mourne had suffered a major loss with the closure of the abattoir in Newry.

Forestry

The climate, soil and the availability of suitable land made afforestation a very attractive proposition for investment and profitable development.

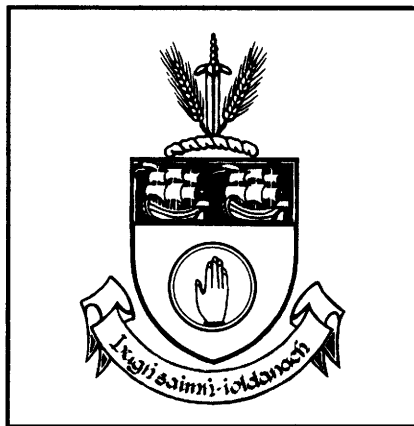
Tourism

A joint report by the *Northern Ireland Tourist Board* and *Bord Fáilte* on tourist development in the Newry/Dundalk area stressed the need for the development of hotels with conference centres, and farmhouse and town-house bed and breakfast facilities. There were no hotels within 16 km of Newry. The report concluded that the many natural amenities on both land and water could be exploited for tourists (the Mournes and Slieve Gullion hill areas, Carlingford Lough, Newry Canal, etc.). Private investment in the tourist industry should be encouraged (chalet development, golf course extension, etc.) by financial input from government agencies.

Other Problems

Unemployment. The overriding problem in the Newry area was undoubtedly unemployment (32% overall, 40% male unemployment). These figures did not include persons on long-term sickness benefit or the many women who did not register as unemployed. 54% of the total work force were employed in services and administration (1979 figures).

LOUTH



Louth

Roads

The major scheme in the county was the construction of a stretch of the *Euro One* motorway on a line west of the existing Belfast-Dublin railway, avoiding all settlements. The road would have links at suitable intervals to allow access from the larger towns and from national, secondary and regional roads. The construction of this road would be phased. The first phase would be the provision of by-pass roads to Dunleer (1984) and Dundalk (1987). The second phase would link these by-passes and extensions north and south with a single carriageway road. The final phase would involve the addition of a second carriageway and conversion of the road to motorway standard.

In the short term County Louth Council was concentrating on improving the alignment and structure of the existing national, primary and secondary roads as well as selected regional roads serving ports. The stress caused by the axle loads of heavy goods vehicles on unsuitable roads meant that the latter had to be upgraded. Project funding for the strengthening of such roads, currently aided by the *Department of the Environment*, should be continued.

Customs Clearance Facilities

Customs facilities designed to speed up the processing of road freight traffic were badly needed to overcome the serious current bottleneck.

Waterways

A north-south scheme was needed for the deepening of Carlingford Lough to take larger ships.

Housing, Water and Sanitary

Public water supply was currently available to 60% of the population outside the major towns. But water shortages had constrained building and farming developments. Water supplies in both Dundalk and Drogheda were far from satisfactory.

Projects requiring urgent attention were a) the joint Dundalk-Louth County scheme involving River Fane extraction (45,450 m³ day), b) the Dunleer regional water supply based on River Dee extraction (8,000 m³ day) and c) the extension of the Cooley regional scheme (8,000 m³ day). Stage 1 of the latter scheme had been aided by loans from the *European Investment Bank*. The construction of a water reservoir at Faughart costing 750,000 ECU was seen as an immediate priority.

Most towns and villages possessed sewage systems, but Dundalk, Drogheda, Ardee, Dunleer, Louth Village, Termonfeckin, Baltray, Castlebellingham and Carlingford all needed new facilities to ensure adequate treatment. There was an urgent need for the provision of serviced lands to meet housing and industrial requirements.

Industry

The border location of the county had made it difficult to attract new jobs to replace those lost in footwear and textiles. Other industrial sectors retained their viability despite the recession. The *North-Eastern Regional Development Organization Study* had formulated an integrated strategy for the development of the region up to the year 2001. The basic objectives of the strategy were to advance the socio-economic development of the region and to create the requisite environment for its people.

Training

The *Dundalk Regional Technical College* needed extra resources to overcome staffing difficulties due to its border location. Subject to fund availability, the college proposed setting up an *Industrial Services Unit* and extending its technical library.

Agriculture

The global submission made by ACOT, the *Farm Advisory and Services Council* for the border counties in the Republic, covered Donegal, Leitrim, Cavan and Monaghan, but did not expressly include Louth. Specific priorities included the reclassification of a wider area as mountain and hill areas under Directive 75/268, incentives for the provision of adequate sheep housing (hill sheep), and the re-establishment of vegetable and potato growing in the Cooley Peninsula area with its traditional disease-free status.

Drainage

Drainage, particularly in regard to the River Fane which caused serious winter floods, was a major requirement. There was also a need for work on the question of tide control.

Fishing

Clogherhead, an important fishing port, with limited safe berthage, was the focus of plans compiled by Louth County Council's consultant engineers to construct a new pier and enlarge the area of safe

anchorage. These plans, vital to sea fishing in the area, had been submitted to central government and models were being studied.

Tourism

The safe, sandy beaches of County Louth had already received funding from the ERDF (non-quota section) for the purpose of improving public access. Nevertheless the area needed more work and additional funding in order to attract more tourists.

Other Problems

Waste Disposal. Local authorities had been requested to provide disposal sites for non-hazardous wastes. Louth County Council planned to develop a disposal

site at a central location. Money was not available from central government resources. The cost estimated at 750,000 ECU would therefore have to be financed by a loan. It was felt that assistance from EEC sources would be of considerable help.

Road Safety. Louth had the highest road accident figures in the Republic. A recent report by *An Foras Forbartha* (the *Physical Planning Institute*) linked the high accident figures in Dundalk town and vicinity with the additional traffic loads generated by cross-border movements. Funding for a joint cross-border information and educational programme on road safety was accordingly required.

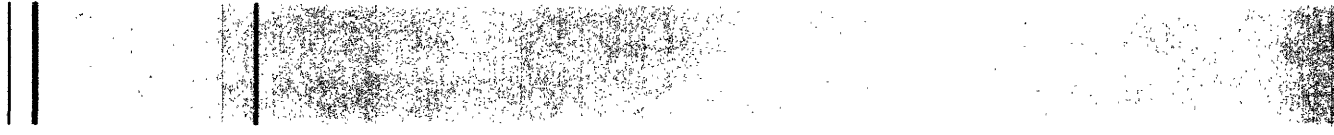
European Communities - Economic and Social Committee

Irish Border Areas

Information Report prepared for The Economic and Social Committee

Brussels: General Secretariat of the Economic and Social Committee 1983 - 50 pages EN

The Report contains a series of recommendations for the economic and social development of the Irish Border Areas, covering Donegal, Londonderry, Strabane, Leitrim, Fermanagh, Omagh, Dungannon, Cavan, Monaghan, Armagh, Newry and Mourne, and Louth. The publication provides additional background data on demographic features, basic infrastructure, industry, agriculture, arterial drainage, forestry and tourism. Summaries of submissions received from the different areas are also included.



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Catalogue N° ESC-84-002-EN