

Transport Policy

Promoting Change

9 November 2016



**An Roinn Iompair
Turasóireachta agus Spóirt**

Department of Transport,
Tourism and Sport

Policy Context - EU

- * **20-20-20 Targets:**
 - * A cut in GHG emissions by at least 20% over 1990 levels (80-95% by 2050)
 - * Improved energy efficiency – 20%
 - * Renewables share of energy market – 20% (10% target for transport)
- * **Directive 2009/33/EC** – Promotion of clean and energy efficient vehicles
- * **Directive 2009/28/EC** - Renewable Energy
- * **Directive 2012/27/EU** - Energy Efficiency
- * **Directive 2014/94/EU** - Deployment of Alternative Fuels Infrastructure

Renewable Energy Target

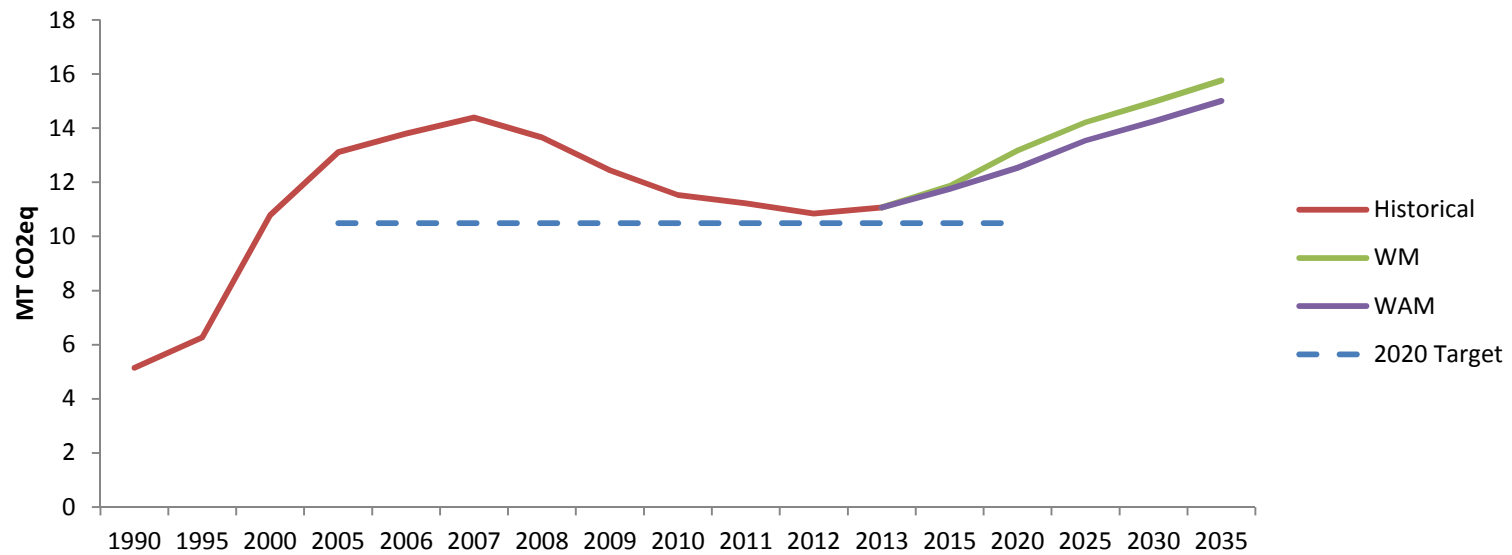
- * 2009 Renewable Energy Directive – Ireland assigned 16% renewable energy target with at least 10% of energy used in transport to be from renewable sources by 2020 (RES-T).
- * EVs will make a small contribution (less than 1%)
- * Biofuels expected to make greatest contribution through biofuel obligation scheme (BOS)

National Climate Challenge

- * 2020 – 20% below 2005
 - ✓ EU's Effort Sharing Decision sets a target of a 20% reduction in non-Emissions Trading Scheme sector by 2020
- * 2030 negotiations
 - ✓ EU Paris commitment means non-ETS sectors would need to cut emissions by 30% - Ireland's effort-sharing under negotiation (30% headline)
- * 2050 goal
 - ✓ Long-term goal of reducing greenhouse gas emissions by 80-95%, compared to 1990 levels, by 2050.

Scale of Transport Challenge

Transport Sector Greenhouse Gas Emissions



National Policy – Addressing those challenges

- * National Energy Efficiency Action Plan (NEEAP)
- * Renewable Energy Action Plan
- * *Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 to 2020*
- * National Policy Framework on Deployment of Alternative Fuels Infrastructure
- * National Mitigation Plan

Smarter Travel

Evolution in Transport Policy

- * Really important first step - Smarter Travel Policy 2009-2020
 - * 5 key goals
- * National Cycle Policy Framework 2009 -2020 (Prioritising cycling for the first time)
- * Mitigation Plan – New legislation, planning and consultation

Infrastructure Design (New Approach) – Cyclists/Pedestrians/Public Transport

- * Design Manual for Urban Roads and Streets – People centred, not car centred
- * NTA's National Cycle Manual

Progress to date

* **Measures**

- * PT Tax Saver Scheme
- * VRT/Motor Tax (mid 2008)
- * Green Schools (Travel) - 2008
- * EU Regulations, Bike Rental Schemes, Cycle to Work (2009)
- * BOS and Carbon Tax (2010)
- * EV Supports – Purchase Grant (2011)
- * Smarter Travel – Programmes (2012-2016)
 - * NCN, ATTs, STAs, ST Workplaces and Campuses (Huge learning potential)
- * LEAP cards (2011)
- * Preferential excise duty for natural gas as transport fuel (2015)

Energy Efficiency in PT – Bus Eireann

- * To complement eco-driving training, all new vehicles (since 2011) have been fitted with telematics system to provide continuous on-board driving style improvements
- * Since 2009, all new vehicles have automatic engine idle shutdown (support company policy)
- * Vehicle replacement programme –all new vehicles meeting Euro 6 emissions standard.
- * BE, GNI, undertook feasibility trial on a CNG powered citybus on two routes in Cork.

Alternative Bus Technology

Current Options

- * Hybrid Buses – trialled by Dublin Bus
- * Full Electric – still in demo phase – likely future option
- * Gas fuelled – tried and tested
- * Gas fuelled with biomethane – strong current option for buses and freight
- * Hydrogen – not currently feasible
- * Green Bus Fund (to be launched in 2017)

Deployment of Alternative Fuels

- * Directive adopted in **November 2014**
- * Requires Member States to develop national policy frameworks for the market development of alternative fuels and infrastructure;
- * Foresees common technical specifications for recharging and refuelling stations;
- * Paves the way for setting up appropriate consumer information on alternative fuels.
- * Ireland's draft policy is on public display until 23 November.

Conclusion

- * A range of policy supports and targets in place
- * On going technological improvements
- * Creating markets for alternative fuels
- * Ensuring supply
- * Opportunities for further measures designed to discourage car use and promote public transport. Also, mobility management measures.
- * Develop greater capacity within public transport system
- * Be positioned to support shift to new technologies and alternative fuels

Contact

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