NTA
Údarás Náisiúnta Iompair
National Transport Authority

Climate Action Roadmap

December 2025

Contents

Message from the CEO

This updated Climate Action Roadmap represents the fourth iteration of our plans to reduce emissions across all parts of our business. It demonstrates our commitment as a public sector body and as the leading agency in sustainable transport provision, to energy efficiency and the transition to a low-carbon economy. This roadmap will be a live document which I expect to update annually as we get to understand our emissions better and can measure them more accurately.

In 2024, the transport sector accounted for approx. 21.7% of Ireland's total greenhouse gas (GHG) emissions. By 2030, the Irish transport sector is tasked with halving its emissions, dropping from approx. 12 million tonnes of carbon dioxide equivalent (MtCO2e) to 6 MtCO2e. To achieve these ambitious national targets, significant emission reduction measures must be delivered, through avoiding unnecessary journeys, shifting to sustainable modes of travel and improving the efficiency of motorised travel. The NTA has a significant role to play in the reduction of carbon emissions from transport, by enhancing active travel networks and expanding public transport, while also ensuring the environment is protected as transport infrastructure and services are developed. This Roadmap sets out some of the activities which the NTA is undertaking to achieve these aims.

The NTA also has an obligation to reduce the carbon emissions associated with our organisation by 51% by 2030, compared to 2016-2018, alongside improving our energy efficiency by 50% by 2030 compared to 2009. This Roadmap sets out some of the projects we are undertaking to reduce emissions and improve energy efficiency while committing to expanding our public transport services. The achievement of the actions set out within this Roadmap are dependent on several enabling factors, including planning approval and government funding. The NTA is committed to working with stakeholders to deliver upon targets and contribute to meeting the national climate targets.

Sustainability has always been at the heart of our business, where we provide sustainable transport infrastructure and services, combined with promoting their use by the public. The drive to reduce our energy related carbon emissions will need the support of all our staff, our visitors and those that we contract to deliver our services. I look forward to working with you all to deliver on this ambitious Climate Action Roadmap.

Anne Shaw

Chief Executive Officer

Introduction

1. Introduction

1.1 Overview

Climate Action Plan 2021 (CAP21) introduced a new requirement for public sector bodies to complete a 'Climate Action Roadmap'. The purpose of the Roadmap is to encourage strategic vision, coordination, organisation, mobilisation, and planning by each organisation. This Roadmap was prepared in line with the updated guidance document issued by the Sustainable Energy Authority of Ireland (SEAI) and the Environmental Protection Agency (EPA) in June 2025, which is available on the SEAI website[1].

Public bodies were advised to initially focus most attention on their plans for reducing total energy related emissions and fossil fuel related emissions from their operations in line with the targets in CAP21. Regarding NTA operations, the emissions and energy performance within our control primarily relates to the office building we occupy, while we also have a significant influence over the Public Service Obligation (PSO) transport services that we contract out to transport operators.

Public Sector Climate Action Mandate

The Public Sector Mandate requires public sector bodies to show leadership in climate action by progressing, and reporting on, the actions of the Mandate based on four key pillars: Our Targets;Our People; Our Way of Working; and Our Buildings and Vehicles.

The Mandate is dynamic and regularly updated in line with the annual Climate Action Plans.

Changes in the 2025 guidance for the Climate Action Roadmaps include new and enhanced requirements related to:

- Green Public Procurement,
- Construction methods and materials,
- ICT Equipment,
- Water,
- Paper,
- Waste,
- Organic Food,
- Procurement of energy-related products, and
- Cleaning Services.

1.2 Public Sector Climate Action Mandate

The updated Public Sector Climate Action Mandate[2] was published in Climate Action Plan 2025 (CAP25). The Mandate requires public sector bodies such as the NTA, to show leadership in climate action by undertaking, and reporting on, the actions of the Mandate. As a public sector leader in the transport sector, the NTA intend to demonstrate climate action leadership by implementing emission reduction measures and reporting on the actions of the Mandate.

[1] *SEAI Public Sector Climate Action Roadmap Guidance*
[2] *Public Sector Climate Action Mandate*

1.3 Public Sector Climate Action Strategy

The Public Sector Climate Action Strategy[3] was published in March 2023 and focusses on the governance required to support public sector decarbonisation. It also addresses green public procurement, sustainable travel, a strategic approach for buildings, and financing. The strategy provides additional guidance, and it has been considered in conjunction with the Climate Action Roadmap guidance.

1.4 Format of the Climate Action Roadmap

This Climate Action Roadmap outlines the NTA's plan for implementing the Public Sector Climate Action Mandate. The document follows the SEAI guidance to ensure relevant content is included. For the purposes of the Climate Action Roadmap, the NTA have adopted the requirements for a large public body as defined in Climate Action Plan 2023 (CAP23); i.e. 'organisations that consume over 50GWh of energy per annum'. Therefore, the NTA have addressed both the minimum requirements and the additional requirements as set out in the SEAI guidance.

1.5 Approval and Sign-off

The NTA's Climate Action Roadmap has been approved by the Board and signed by the CEO.

1.6 Reporting against the Climate Action Mandate Requirements

In the 2024 Annual Report, the NTA introduced a section on carbon emissions. This section will be further developed over the coming years as we continue to improve our understanding of the carbon emissions associated with the NTA's activities. The analysis of NTA's carbon emissions will be further developed in each annual iteration of the NTA's Climate Action Roadmap.

The NTA has made good progress on the Climate Action Mandate's actions, and our latest progress update has been submitted through the Sustainable Energy Authority of Ireland (SEAI)'s Monitoring and Reporting system, reflecting our ongoing efforts to continue making improvements, in relation to both our facilities and transport operations.

1.7 Updating the Climate Action Roadmap

The Public Sector Climate Action Mandate will be reviewed and potentially updated annually as part of preparing the annual update to the Climate Action Plan. Irrespective of whether the Mandate is updated as part of an annual Climate Action Plan review, the NTA will review the Climate Action Roadmap annually, updating where necessary.

[3] *Public Sector Climate Action Strategy 2023-2025*

2. Key Compliance Requirements

2.1 Climate Action and Low Carbon Development (Amendment) Act 2021

Consistent with Section 15(1) of the Climate Action and Low Carbon Development Act 2015 as amended by the Climate Action and Low Carbon Development Act 2021, the NTA shall, in so far as is practicable, perform its functions in a manner consistent with the furtherance of the national climate objective. This will include the periodic screening of NTA activities to ensure that necessary measures are being taken to ensure compliance.

In support of this obligation, the NTA help ensure that its corporate functions align with the Climate Action Plan through the implementation of our Sustainability Strategy 2024-2030. This includes reducing corporate emissions, embedding sustainability considerations into organisational activities, and transitioning the public transport fleet to low or zero emission vehicles.

In accordance with government policy, the NTA also applies the national Green Public Procurement Guidance to ensure that its procurement practices contribute to the requirements set out in the Climate Action and Low Carbon Development (Amendment) Act 2021.

2.2 Transport Appraisal Framework (TAF)

The Government's Transport Appraisal Framework (TAF) integrates climate considerations at the project level. The TAF incorporates the National Investment Framework for Transport in Ireland (NIFTI) Assessment Table, which evaluates proposals against the four national transport investment priorities: (1) decarbonisation, (2) protection and renewal, (3) mobility of people and goods in urban areas, and (4) enhanced regional and rural connectivity. Sponsoring agencies must demonstrate alignment with these priorities for projects to progress through approval stages.

The TAF guides the assessment of a project's climate impact, aligning with national climate policy objectives by analysing factors like emissions and adaptation to climate change. The framework uses tools and data to model climate risks and vulnerabilities, helping to prioritise investments in locations that are most at risk or where infrastructure is vulnerable.

Infrastructure projects are also subject to Strategic Environmental Assessments (SEA's), ensuring that they are reviewed against environmental and climate objectives as well as national policy.

2.3 Other Legislation

The Climate Action Roadmap should meet or exceed the requirements of the Public Sector Climate Action Mandate. The NTA are aware of the legal requirements relating to energy and climate action, continuously working to comply with those as set out in this Roadmap. These requirements include:

- SI393/2021 Energy Performance of buildings, which requires:
  - Installation of Building Automation and Control by 2025, for buildings with heating, ventilation, and air conditioning (HVAC) rated output over 290kW; and
  - Installation of electric vehicle charging points in carparks for new or refurbished buildings with more than 10 car parking spaces.
- SI381/2021 Clean Vehicles Directive, which sets targets for the procurement of clean light and heavy-duty vehicles, with the first target falling in 2025 and the second in 2030. The definition of clean vehicle changed to zero emission vehicles in 2025.
- SI4/2017 Energy Performance of Buildings, which requires all new public sector buildings built since 2018 to be "nearly zero emissions".
- SI646/2016, which requires that public bodies procure only energy-using products and vehicles that are on the Triple E register.
- SI426/2014, which requires the public sector to demonstrate exemplary energy management, compels public bodies to undertake energy audits every four years and requires that the public sector can only lease or buy buildings with BER A3 or higher.
- SI749/2024 Energy Performance of Buildings Directive, banning public bodies from providing grants for fossil fuel boilers.

3. About the National Transport Authority (NTA)

3.1 Who is the NTA

Purpose and Function

The NTA is a statutory non-commercial State body, which operates under the aegis of the Department of Transport.

The remit of the NTA is primarily concerned with the planning, development and funding of sustainable transport modes, that is, public transport, cycling and walking, on a national basis. NTA's remit also extends to the regulation of commercial public bus services as well as the small public service vehicle sector and vehicle clamping.

The NTA manages the capital investment programme nationally for public transport, cycling and walking, funding transport operators, local authorities and other bodies for approved projects on behalf of the Department of Transport.

The NTA is also the approving authority for the three mega public transport projects supported by the updated National Development Plan 2026 - 2035. These are:

- BusConnects
- DART+ Programme
- MetroLink

The NTA's remit includes meeting the demand for sustainable transport services across Ireland as well as working with stakeholders to reduce carbon emissions from a transport perspective.

Enabling Legislation

The NTA was established in December 2009 on foot of the Dublin Transport Authority Act 2008.

It was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act. However, it was subsequently renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended NTA's functions to include the licensing of commercial bus services and small public service vehicles nationally.

The Taxi Regulation Act 2013, which consolidated and updated primary legislation in relation to the licensing of small public service vehicles and drivers, also extended the geographic scope of some of the organisation's functions nationally.

The Public Transport Act 2016 further extended NTA's powers to empower it to make byelaws regulating the use of certain subsidised public bus services by passengers.

The Vehicle Clamping Act 2015, which gives NTA responsibility for the regulation of clamping activities nationally, came into operation on 1 October 2017.

The NTA also has some specific functions in respect of infrastructure and the integration of transport and land use planning in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the region comprising 40% of the population of the State and 43% of total State employment by place of residence.

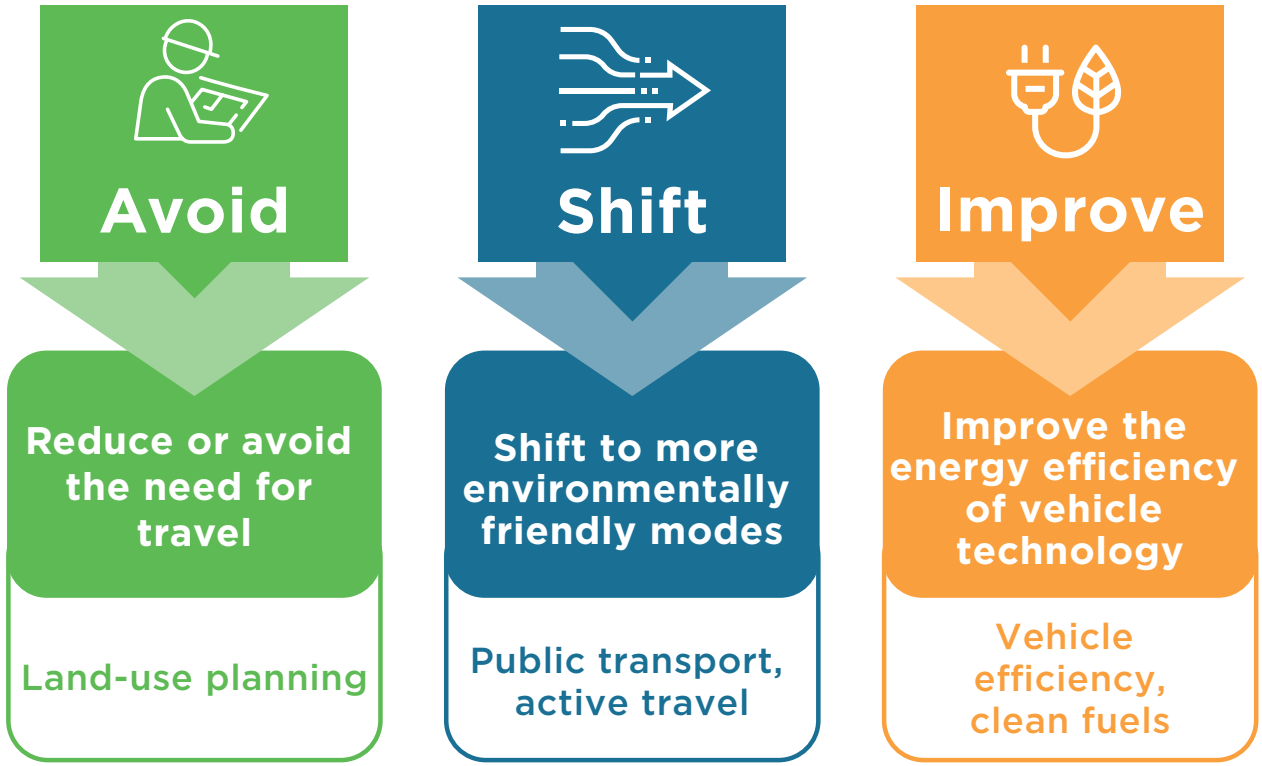
3.2 NTA's role in Climate and Sustainability

The NTA published its first Sustainability Strategy in September 2024. The NTA Sustainability Strategy 2024-2030 sets out the direction for the organisation, to progress towards a more sustainable future. The Sustainability Strategy contains the following three Sustainability Goals:

- **Avoid and Reduce** – Enhanced integration of land use and transport planning, combined with demand management, to reduce the need for motorised travel. Lower the consumption of resources.
- **Shift to Sustainable** – Promote a shift to sustainable transport modes, enabled by the increased availability of sustainable transport infrastructure and services. Embed an organisational sustainability ethos.
- **Improve Energy Efficiency** – Improve the energy efficiency of both the construction and operation of sustainable transport infrastructure and services. Increase the energy efficiency of our office accommodation and minimise waste.

The three Sustainability Goals were informed by the Avoid-Shift-Improve framework shown across. The Avoid-Shift-Improve framework is a widely used strategy in the transport sector to make transport more sustainable. The NTA's three Sustainability Goals are underpinned by a suite of Sustainability Objectives that guide and support their delivery.

Figure 2.2A: Avoid-Shift-Improve Principle



Source: National Sustainable Mobility Policy

Reduce or avoid the need for travel

NTA policy supports sustainable transport modes by promoting an integrated approach to land use and transport planning. The National Planning Framework places a key emphasis on enabling people to live closer to where they work, moving away from the current unsustainable trends of increased commuting, securing more compact forms of urban development in all types of settlements and regenerating rural Ireland by promoting environmentally sustainable growth patterns. Consolidation of development and the reduction of unsustainable car-based commuting are critical if a reduction in transport related emissions is to be achieved.

The NTA's Transport Strategy for the Greater Dublin Area (GDA) 2022-2042 sets out a detailed plan for transport infrastructural development and complimentary measures, notably in relation to land use integration and behavioural change. In line with the objectives of the Department of Transport's National Sustainable Mobility Policy, it is an objective of the strategy to reduce the mode share of private cars and increase sustainable transport usage. The implementation of the strategy in full would not meet the climate action target in emissions reductions by 2030. Therefore, the Authority is committed to the publication of a Demand Management Scheme for the GDA, now that the Department of Transport has published its *Moving Together* strategy.

The NTA has also worked with the relevant local authorities to publish integrated transport strategies for the metropolitan areas of Cork, Galway, Limerick/Shannon and Waterford, which will guide the build out of more efficient and sustainable transport options. This will focus the delivery of future transport infrastructure, as well as providing certainty to communities and employers that sustainable travel options will be available, allowing for future reductions in unsustainable commuting patterns, and reduced need for travel.

Shift to more environmentally friendly modes

The NTA is focussed on the development of active travel and public transport nationally, to achieve greater sustainability in transport modes and patterns, thereby enhancing the environment and people's quality of life.

The high percentage share of emissions from the transport sector is indicative of the dispersed settlement pattern and low population density that inhibits the cost-effectiveness of mass transport systems in Ireland and encourages car reliance. Significant reductions in emissions from the transport sector will require significant modal shift away from the private car to walking, cycling and public transport.

The work of the NTA has many facets which together aim to improve the offering and attractiveness of walking, cycling and using public transport to effect mode change and enable the transport system to operate more effectively.

Improve the energy efficiency of vehicle technology

Urban Bus Fleet

The NTA purchases urban buses for the operation of Public Service Obligation (PSO) transport services and is committed to transitioning this fleet to zero-emission buses. Indeed, the NTA has a plan to deliver an entirely zero-emission bus fleet for PSO services in all urban areas by 2035. Regarding new urban buses (M3 Class I), the NTA has only been purchasing zero-emission buses since late 2022 and will continue in that manner.

Regional Fleet

The NTA also purchases fleet for regional PSO transport services, and these will continue to be EURO VI standard at a minimum, until such time as enough viable low- or zero-emission alternatives from a reasonable number of different manufacturers become available on the market and there is sufficient infrastructure to support their operation. The NTA is continuing to engage with operators, manufacturers and other experts to establish which low and/or zero-emission vehicle technologies might work best for longer distance journeys, which in turn will inform the strategy and transition timeline for the regional PSO fleet. Subject to the availability of suitable vehicles and supporting infrastructure, the NTA intends to transition to a zero-emission regional fleet.

Rail Fleet

Rail electrification substantially reduces the use of fossil fuels in public transport. There has been significant progress already made with the introduction and expansion of the DART and Luas services. The NTA is currently working with Transport Infrastructure Ireland (TII) on the delivery of MetroLink in the GDA, as well as the development of further light rail schemes, including Luas extensions in Dublin and the first light rail line in Cork. The NTA is also managing the Government's investment in the DART+ Programme which will electrify the commuter rail services that serve the GDA as well as the Cork Area Commuter Rail programme that is intended to decarbonise commuter rail services that serve Cork. These are key elements of the NTA Transport Strategy for the Greater Dublin Area 2022-2042 and the Cork Metropolitan Area Transport Strategy. Further electrification of the heavy rail network is also being studied in the light of the recommendations contained within the All-Island Strategic Rail Review and the subsequent Rail Project Prioritisation Strategy. In the interim, Hydrotreated Vegetable Oil (HVO) is being adopted as an alternative to diesel to power various heavy rail vehicles.

3.3 NTA Stakeholders

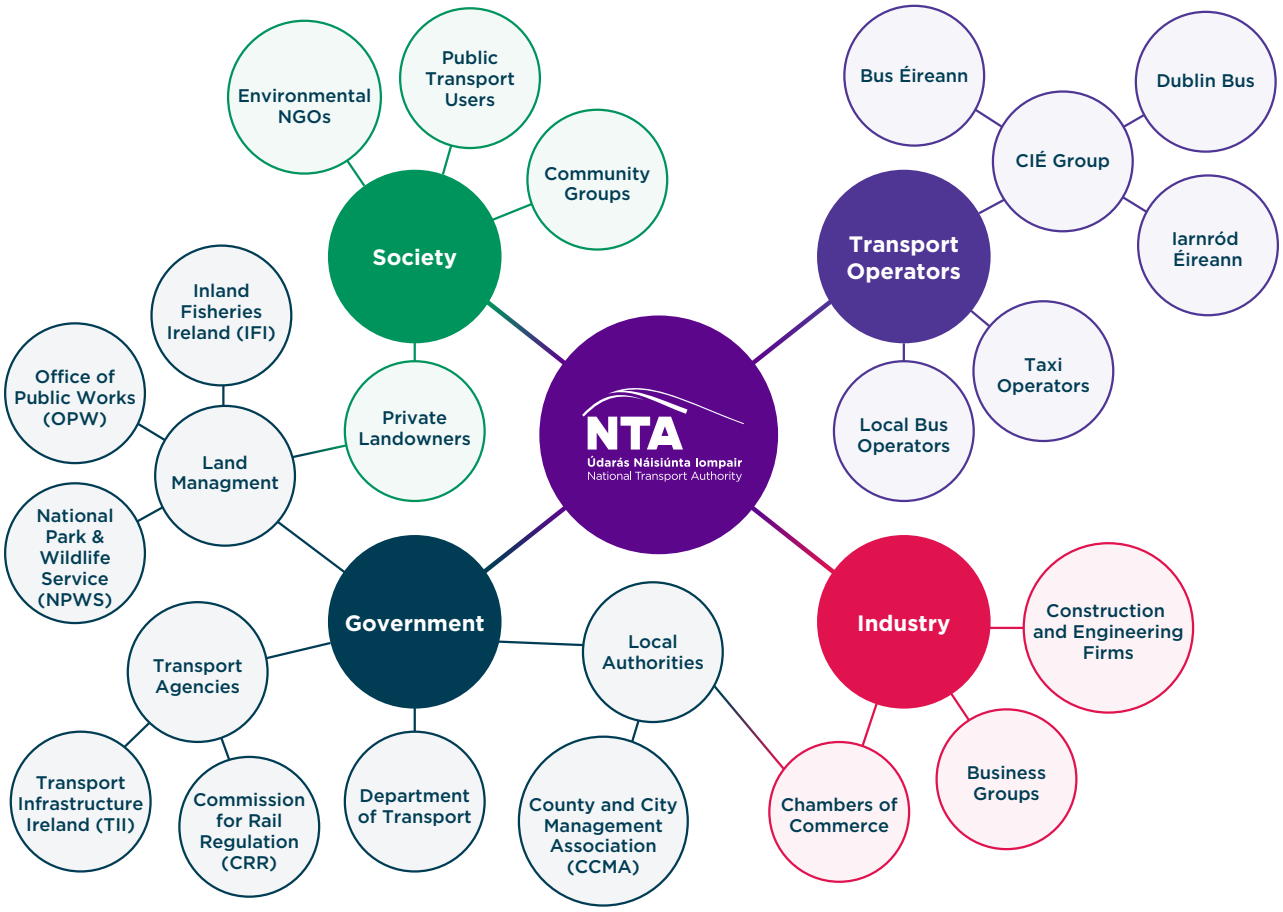
IIreland's move towards a cleaner, low-carbon transport system depends on the combined efforts of many people and organisations. Every day, local authorities, transport operators, community groups, businesses, passengers and many others, all help shape how the country moves. As our transport network is so interconnected, even small changes can have wide-ranging effects. That makes progress both exciting and challenging.

The NTA works closely with these partners to make sure climate action is practical, fair, and achievable. This means listening to local needs, supporting innovation, and coordinating projects so that improvements in one area strengthen the whole system. By working together, we can create transport options that are easier to use, better for the environment, and more reliable for everyone.

Many of the organisations involved are public bodies with their own climate responsibilities and action plans. The NTA's role is to support and collaborate with them – through investment in sustainable transport, shared planning, and evidence-based programmes – so that national and local measures reinforce one another. This partnership approach helps each stakeholder progress their own commitments while contributing to a transport system that delivers lower emissions, stronger communities, and a healthier future.

As we continue this work, it is important to recognise the different groups that shape Ireland's transport landscape and the unique contributions each makes. The NTA's stakeholder map reflects this by organising many of our partners into four key groups – Society, Transport Operators, Government, and Industry – mindful that collaboration across all four is essential to delivering meaningful climate action.

Figure 3.3A: NTA Stakeholders



3.4 Key Risks

There are many factors that could affect the NTA's ability to meet our targets and to deliver upon our sustainability and climate commitments. The NTA has identified key risks as set out below.

No.	Key Risk	Implications
1	Insufficient or delayed funding for: **(a)** sustainable transport projects, and/or **(b)** climate adaptation and resilience projects	**(a)** Slower rollout of public transport expansion, active travel infrastructure, and fleet decarbonisation; inability to meet 2030 emissions-reduction targets. **(b)** Increased vulnerability of transport infrastructure, more frequent service disruptions, higher maintenance costs, and reduced resilience to extreme weather events and climate impacts.
2	Planning and regulatory delays	Prolonged timelines for infrastructure projects, reducing the pace of modal shift and undermining public confidence.
3	Public resistance to behavioural change	Lower uptake of public transport, cycling, and walking; reduced impact of sustainability initiatives and continued reliance on private cars.
4	Skills and capacity constraints within the NTA and delivery partners	Difficulty implementing complex sustainability programmes, monitoring emissions, and embedding circular-economy and biodiversity practices.
5	Fragmented governance across national, regional, and local bodies	Misalignment of priorities, slower decision-making, and inconsistent implementation of climate actions across the transport system.
6	Technological uncertainty (e.g., EV charging, alternative fuels, data systems)	Risk of investing in solutions that become obsolete or fail to scale, leading to stranded assets or delayed emissions reductions.
7	Climate-related disruptions (extreme weather, flooding)	Damage to transport infrastructure and service interruptions arising from acute climate events (e.g. flooding, storms), with increased operational disruption where resilience measures are insufficient or incomplete.
8	Supply-chain constraints for low-carbon materials and vehicles	Delays in procuring electric buses, rail components, or sustainable construction materials, slowing decarbonisation of the fleet and infrastructure.
9	Inadequate monitoring and reporting systems	Difficulty tracking progress toward emissions and sustainability targets, reducing accountability and limiting evidence-based decision-making.
10	Economic downturn or competing national priorities	Reallocation of government funding away from climate initiatives, slowing or scaling back planned sustainability programmes.
11	Electricity grid capacity and decarbonisation	Insufficient grid capacity and/or slow progress on moving to renewable and low carbon methods to generate electricity, delay the move to electrified fleets and slow the emissions reduction.

4. Our People

The Public Sector Climate Action Mandate requires that leadership and governance structures for climate action are set up, that staff are engaged with climate action and have appropriate training.

Public Sector Climate Action Mandate – Our People
› Establish and resource Green Teams, reporting to senior management, to become integrated drivers of sustainability in every public sector body.
› Nominate a member of the Management Board as the Climate and Sustainability Champion with responsibility for implementing and reporting on the Mandate.
› Incorporate appropriate climate action and sustainability training (technical and behavioural, including green procurement training) into learning and development strategies for staff.
› Organise staff workshops (at least annually) to engage on climate issues, including a focus on decreasing the organisation's carbon footprint.
› Ensure all senior management (P.O. level or equivalent and above) and members of State Boards, complete a climate action leadership training course.

Source: Public Sector Climate Action Mandate 2025

The NTA's staff are hugely committed to sustainable transport and achieving our 2030 carbon and energy efficiency targets as outlined in the Climate Action Plans. They are committed to achieving a measurable reduction in emissions from our buildings, assets and the public transport fleet which is responsible for the greatest proportion of our emissions.

4.1 Leadership and Governance for Climate Action

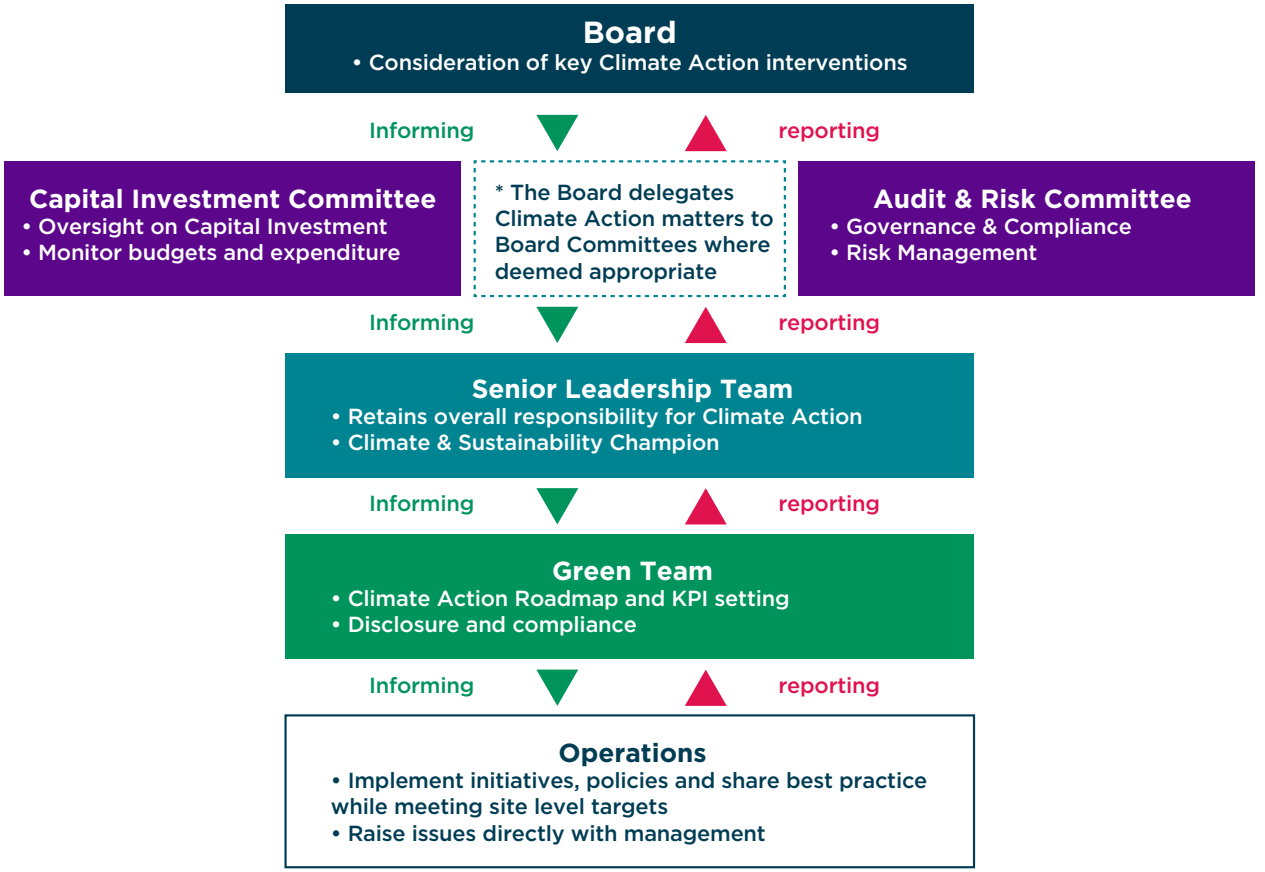
Climate and Sustainability Governance Structure

The Climate Action Roadmap will be updated annually and presented to the Board for approval, supported by periodically tracking progress on the actions in the Climate Action Mandate.

On a quarterly basis, the Authority will prepare progress updates on the actions from the Climate Action Plan and the National Sustainable Mobility Policy, where the NTA is the designated action owner. These progress updates will be provided to key stakeholders including the NTA Board and the Department of Transport (DoT).

The NTA's governance structure for climate and sustainability is as set out below.

Figure 4.1A: NTA's Climate and Sustainability Governance Structure



Climate and Sustainability Champion (CSC)

Our Climate and Sustainability Champion (CSC) Philip L'Estrange, is the NTA's Director of Finance & Corporate Services. Philip is a member of the Senior Management Team, reporting directly to the CEO. Philip has responsibility for implementing and reporting on the Public Sector Climate Action Mandate.

Energy and Performance Officer (EPO)

In accordance with the Public Sector Energy Strategy 2017, the NTA has nominated Paul Scully, the NTA's Facilities Manager, as our Energy Performance Officer (EPO). In line with guidance Paul has delegated decision making powers with respect to facilities, corporate budgets and procurement. Paul has responsibility for organisational focus on achieving carbon and energy targets (e.g. using the Gap-to-Target tool for monitoring progress).

The Green Team

The NTA has established its Green Team, which is tasked with influencing sustainable practices among all staff within the NTA, including senior decision-makers. Our Green Team is comprised of a mix of representatives from across the organisation, aimed at ensuring an appropriate balance of expertise, skills and experience. All members of the Green Team are passionate about the environment and helping the NTA to achieve its carbon emission targets. The Green Team report to the senior leadership team including the CSC.

Figure 4.1B: The NTA Green Team

Name / Role	Green Team Role
Philip L'Estrange Director of Finance & Corporate Services	Climate & Sustainability Champion
Paul Scully Facilities Manager	Energy Performance Officer
Environmental Framework Manager	Green Team Member
Senior Procurement Officer	Green Team Member
Project Manager	Green Team Member
Head of Corporate Strategy	Green Team Member
Business Systems Planner	Green Team Member
Environmental and Sustainability Manager	Green Team Member
Head of Corporate ICT	Green Team Member
Senior HR Executive	Green Team Member

Green Team – Terms of Reference

The terms of reference for the Green Team are set out in Appendix 1 of this document.

4.2 Staff Engagement and Training

To help build positive momentum for climate action and sustainability, it is critical that our staff are engaged and educated on the nature of our climate action initiatives and how they can enhance sustainability through their own work. To date, the Climate & Sustainability Champion and the NTA's Human Resources (HR) team have been responsible for arranging training and engagement, with additional support provided by external service providers. The Green Team provide guidance on initiatives including potential workshops and trainings that form part of the overall engagement and training strategy for the NTA.

Following a procurement process, the NTA engaged a specialist service provider to deliver climate action and sustainability training in accordance with the related requirement in the Climate Action Mandate. The first all-staff climate action workshop was delivered in November 2024, with subsequent workshops taking place about every six months after that. In addition, Climate Action Leadership training was provided to NTA Board members in November 2024 and made available to all Principal Officers (POs) and above during late 2024 and early 2025. Engagement from Board members and senior staff was excellent, with further training planned for 2026. Targeted training for the Taxi Regulation Department was also completed in November 2025.

In 2025, the NTA hosted an Energy Day to promote awareness and engagement on energy efficiency and sustainability. The event featured a webinar for all staff, with expert speakers from leading agencies providing insights on topics such as home energy grants, electric vehicle incentives, understanding energy bills, and practical tips for reducing energy consumption at home. Employees also had the opportunity to meet energy specialists in an informal setting to ask questions and access additional resources. The event achieved strong participation across the organisation, reflecting a growing commitment to sustainability.

The NTA is currently liaising with our learning management system providers to release an ESG (Environmental, Social and Governance) course in 2026 for all employees. This course will help enhance our understanding of the core principles of ESG and the impact they have on behaviours and processes in the workplace, as well as providing practical examples and useful tips.

As part of ongoing engagement, the Green Team distribute a quarterly staff newsletter as well as organising informational webinars on various topical items. The Senior Management Team and the Green Team will continue to engage with all staff through our regular town hall meetings and our intranet as we work to deliver on the Climate Action Mandate.

5. Our Way of Working

The Public Sector Climate Action Mandate sets expectations around energy and environmental management, green public procurement and resource use.

Public Sector Climate Action Mandate – Our Way of Working

- **Report on the following in the Annual Report of the public sector body:**
  - GHG emissions;
  - Implementation of the mandate;
  - Sustainability activities;
  - Compliance with Circular 1/2020: Procedures for offsetting the emissions associated with official air travel.
- Using SEAI's Public Sector Monitoring and Reporting System, public bodies are to report annually on implementation of the individual mandate requirements using a "comply and explain" approach.
- Achieve formal environmental certification for large public sector bodies, such as ISO 50001 (Energy Management Standard) or ISO 14001 (Environmental Management System), with a view to going beyond ISO 14001 to adopting Eco Management and Audit Scheme (EMAS). Specifically:
  - All public sector bodies with an energy spend greater than €2m per annum to achieve ISO 50001 certification by end-2024;
  - All remaining public bodies to implement energy management programmes as per SEAI's energy management guidance (S.I. 426 of 2014) and report to SEAI annually on its M&R system.
- **Green Public Procurement**
  - Implement Green Public Procurement in accordance with the Green Public Procurement Implementation Mandate set out in Buying Greener: Green Public Procurement Strategy and Action Plan 2024-2027, using the EPA Green Public Procurement Guidance and criteria / Office of Government Procurement's online Green Public Procurement Criteria Search tool as resources.
  - Adhere to the Circular to be published by the Department of Public Expenditure, NDP Delivery and Reform regarding new Green Public Procurement obligations.
- **Construction**
  - Specify low carbon construction methods and low carbon cement material as far as practicable as per guidance issued by Department of Enterprise, Trade and Employment for directly procured or supported construction projects from 2024.
  - Adhere to the best practice guidelines for the preparation of Resource and Waste Management Plans for construction and demolition projects for directly procured or supported construction projects from 2024.
  - A minimum proportion of construction materials procured by public bodies under new contract arrangements to comprise recycled materials.

Public Sector Climate Action Mandate – Our Way of Working

- **Organic Food**
  - A minimum of 10% by value (€) of food sought under new contract arrangements (including via contractors such as canteen service providers), is to be certified organic in each of the following categories of Cereals, fresh Beef, Lamb, Pork, Poultry, Fish, Vegetables and Dairy products, where possible.
- **Food Waste**
  - Measure and monitor the food waste generated on premises from 2024, using a standardised approach to food waste measurement set out in the EPA public sector guidance.
  - All new contract arrangements related to canteen or food services, including events and conferences, to include measures that are targeted at addressing food waste (with a specific focus on food waste prevention and food waste segregation), taking into account Ireland's commitment to reduce food waste by 50% by 2030.
- **ICT Equipment**
  - A minimum of 80% of ICT end user products (desktop computers, portable computers and mobile phones) procured by public sector bodies under new contract arrangements are certified to EPEAT Gold Standard (or equivalent), TCO Certified (or equivalent) or will have been remanufactured.
- **Paper**
  - Review any paper-based processes and evaluate the possibilities for digitisation so it becomes the default approach. Eliminate paper-based processes as far as is practicable. Where office paper for printing and photocopying must be procured, 100% of the paper must be recycled paper.
  - Measure and monitor paper consumption.
- **Water**
  - Provide suitable drinking water refill points for all staff and in any premises accessed by the public.
  - Measure and monitor usage for the organisation as a whole.
- **Single Use**
  - Cease using disposable cups, plates and cutlery in any public sector canteen or closed facility, excluding clinical (i.e., non-canteen healthcare) environments, and in publicly funded advertising or broadcasting.
  - Eliminate all single use items within the organisation and from events organised, funded, or sponsored.
- **Other Materials**
  - Support Ireland's Producer Responsibility Initiatives in the collection and recycling of products including the Deposit Return Scheme.
  - Contract waste collection services that are segregated into a minimum of 3 streams -residual/general waste, recycling waste and organic/biowaste and monitor weights collected.

Source: Public Sector Climate Action Mandate 2025

This section outlines the NTA's approach to improving resource efficiency and managing materials across its operations and funded activities, in support of national climate action and circular economy objectives. It describes how policies, procurement practices and operational measures are used to reduce material consumption, prevent waste and promote the sustainable use of resources, with a particular focus on the role of Green Public Procurement as a key delivery mechanism.

5.1 Green Public Procurement

The NTA uses Green Public Procurement (GPP) principals when procuring all goods, services and works. GPP selection and award criteria for each procurement are based on the EPA's GPP guidance, national criteria, and the GPP search tool where applicable. GPP may include but is not limited to assessing the proposed use of environmentally friendly products, products displaying EU Ecolabel marks and zero emission vehicles, as well as the application of life cycle costing. Such criteria are deployed in addition to mandatory environmental requirements, including the European Union revised Clean Vehicles Directive 2019/1161/EU.

The procurement function is responsible for notifying the relevant project team of suitable green criteria and the NTA's responsibility to use GPP criteria. Where national criteria are unavailable or unsuitable, the procurement function works with the relevant project team to find suitable criteria elsewhere e.g. seeking examples of best practice from peer contracting authorities in Ireland or internationally. Decisions made on the inclusion or exclusion of green criteria during each procurement process form part of the Regulation 84 / Regulation 100 report at the completion of the process.

The procurement function has a designated GPP lead who is responsible for processes and procedures to enable and regularise the use of green criteria. They also work on identifying related training opportunities and developing an approach to meeting the NTA's GPP reporting requirements. Ahead of the updated GPP reporting requirements that are expected in 2026, the procurement function has made substantial progress in identifying the contracts which must be reported upon and the relevant information required in respect of those contracts.

The GPP lead is also responsible for identifying and leading the delivery of the procurement function's responsibilities under *Buying Greener: Green Public Procurement Strategy and Action Plan 2024–2027*. Buying Greener aims to drive the implementation of green and circular procurement practices across the public sector and includes 54 actions and 12 targets. This strategy is reinforced by Circular 17/2025, which makes Green Public Procurement mandatory, requiring public bodies to embed sustainability and circular economy principles into purchasing decisions. Together, these frameworks position procurement as a key lever for achieving national climate objectives and resource efficiency goals.

All staff in the procurement function have undertaken training in relation to GPP. The procurement function routinely identifies, and encourages frequent attendance at GPP events, including SEAI and Office of Government Procurement seminars and training events.

5.2 Construction

Construction emissions arise from infrastructure projects such as BusConnects and DART+. These projects generate emissions during construction, mainly from materials used and site activities.

CAP25 specifies that, where practical, directly procured or supported construction projects should utilise low carbon construction methods and materials, including low carbon cement. When undertaking construction and demolition work, the NTA adheres to guidelines from the Department of Enterprise, Trade and Employment (DETE), which are based on the DETE commissioned report, *Reducing embodied carbon in cement and concrete through public procurement in Ireland*. The report also recommends optimising the design process to minimise clear spans of bridges, adopt best practices to reduce structural demand and to be flexible in design to allow for low carbon solutions to be incorporated. The NTA is committed to ensuring that its procurement procedures for construction projects align with these guidance requirements, including to ensure a minimum proportion of construction materials procured are comprised of recycled materials.

The NTA has specified the requirement for a Resource and Waste Management Plan to be prepared for all construction and demolition projects, in accordance with the EPA's Best Practice Guidelines. To support effective resource and waste management throughout the lifecycle of the projects, these plans will give appropriate consideration of key aspects including:

- Reuse of materials on site where possible,
- Setting effective and achievable waste management targets,
- Collection of accurate data to maximise reuse and recycling of products, as well as to foster the use of materials with a lower carbon and higher recycled content, and
- Completion of audits to help ensure adherence to the latest guidance and standards.

Due to the major footprint of infrastructure developed by the NTA, the consequent emissions from construction are not insignificant: for example, construction phase emissions for all 12 BusConnects Dublin, core bus corridors are estimated at around 110,000 tonnes of CO_2 equivalent, with an additional 40,000 tonnes of CO_2 equivalent from traffic rerouting during construction works. This is despite the implementation of mitigating measures such as low-carbon materials, waste minimisation, and local sourcing.

Despite the upfront impact of construction on emissions, the long-term savings are expected to be substantial. By 2028, BusConnects Dublin is projected to reduce operational emissions by 6,900 tonnes CO_2e, comparable to removing 23,000 daily car trips. This will contribute to Ireland's target of 500,000 additional sustainable transport trips by 2030. Over its lifespan, the BusConnects programme will demonstrate how a short-term carbon cost through construction can deliver long-term emissions savings and advance national climate objectives.

5.3 Organic Food

The NTA does not prepare any food, but should this change in future, the requirements around organic food will be applied.

5.4 Food Waste

In preparation for the new office move in late 2024, the NTA developed a waste segregation strategy to assist with measuring and monitoring waste generation. This strategy was implemented in 2025 and the NTA now measures and monitors the food waste generated in our Haymarket House office.

5.5 ICT Equipment

From 2025 onwards, all ICT equipment procured by the NTA is required to meet recognised environmental standards, such as EPEAT (Electronic Product Environmental Assessment Tool) or equivalent eco certifications, as defined in procurement and tender documentation. These standards formed part of the evaluation process, with higher environmental performance receiving higher scores. In practice, the 2025 replacement of end user laptops and desktops with certified, energy efficient devices delivered measurable benefits, including an estimated saving of over 5 tonnes of CO_2, while recyclable packaging was embedded as a standard procurement requirement.

5.6 Paper

Review of Paper Based Processes within the NTA

In advance of the NTA office move to Haymarket House in late 2024, an organisation-wide decluttering and digitising programme was completed. All business units reviewed heavily paper-dependent processes within their areas to digitise where possible and digitised existing paper files in advance of our office move.

The steps in the image across were completed to evaluate the potential for reduction in paper usage and to adopt digitisation.

Going forward, the NTA will ensure that these activities are aligned with the wider framework of Government policy in this space, in particular, *Harnessing Digital – the Digital Ireland Framework*. Key objectives for the NTA in this space include:

- Setting targets and measuring reductions in printing/photocopying across business units, and
- Providing comparative data to demonstrate how different business units are performing in respect of lowering resource use and decreasing printed matter waste volumes.

Using Recycled Paper and Monitoring Paper Consumption

A baseline for paper consumption in the new office will be established in 2026 and once this is known, targets will be set to reduce paper usage, in the form of an action plan. The outcome of these activities will be reflected in annual updates of the NTA's Climate Action Roadmap.

5.7 Water

A baseline water consumption profile will be established in Q1 2026 and after the baseline is established, a plan will be prepared in Q2 2026 to reduce water consumption. The NTA has provided mains-supplied, filtered drinking water refill points throughout its new office.

5.8 Single Use

The NTA has ceased the procurement and use of disposable cups, plates and cutlery in the office. The relevant criteria as set out in the EPA Green Public Procurement Guidance is considered and applied to deliver sustainable purchases.

5.9 Other Materials

The NTA fully supports Ireland's Producer Responsibility Initiatives in the collection and recycling of products, including the Deposit Return Scheme. In addition, the NTA uses waste collection services that are segregated into four streams: residual/general waste, recycling waste, glass and organic/compostable. A monitoring and measurement programme for all waste has been established in conjunction with our integrated facilities management provider.

6. Our Buildings and Vehicles

The Climate Action Mandate sets requirements to significantly reduce emissions from buildings and vehicles.

Public Sector Climate Action Mandate – Our Buildings and Vehicles
› Promote the use of bicycles (including push bikes, electric bikes, and cargo bikes) and shared mobility options as an alternative to car use among employees and visitors by creating and maintaining facilities (both inside and outside of buildings) that support such options, including secure and accessible bicycle parking, shared mobility parking, and charging stations, as appropriate, with a view to achieving the National Transport Authority's Smarter Travel Mark.
› Phase out the use of parking in buildings that have access to a range of public transport services and active/shared mobility options for the majority of staff/visitors while providing that sufficient accessible parking is maintained for those with physical mobility issues.
› Display an up-to-date Display Energy Certificate in every public building that is open to the public to clearly show energy use.
› The public sector will not install heating systems that use fossil fuels after 2023, in (1) new buildings, and (2) "major renovation" retrofit projects as defined in the Energy Performance of Buildings Directive (EPBD), unless at least one of the following exceptions applies: o The fossil-fuel use is only using electricity from the grid. o There is no technically viable non-fossil alternative (generally only related to applications for a purpose other than space heating). o The installation of a renewable space heating system would increase final CO2 emissions. o The fossil-fuel use is provided for backup, peaking, or operational purposes (and makes up less than 10% of annual heating energy). o Where the direct replacement of existing fossil fuel heating is required for an emergency maintenance purpose.
› All tenders for the public procurement of energy-related products, heating equipment, or indoor and outdoor lighting to include a requirement for tenderers to specify recommendations and options for the product, when the product or components of the product comes to the end of life, that consider environmental sustainability, including options for reuse, repair, and recycling. Comply with SI 626 of 2016 to procure Triple E registered products or equivalent.
› All tenders for the public procurement of indoor cleaning services to include a requirement for tenderers to specify the training that will be put in place to ensure that all staff involved in delivery of the contract have the knowledge and skills to apply cleaning methods, which will reduce the environmental impact of the services.

Public Sector Climate Action Mandate – Our Buildings and Vehicles

- Buildings
  - Building stock plans – all public bodies that have not yet completed a stage 1 Building Stock Plan should do so and submit to SEAI. Public bodies that have completed a BSP should update it regularly, minimum every two years. Public bodies are encouraged to include their BSPs in their Climate Action Roadmaps.
  - National Estate Portfolio Leads are accountable for energy targets within their sectors and for developing pathways to achieve these targets. e.g., in relation to the Civil Service, the OPW will plan the deep retrofit of Government Departments' building stock. The specific sectors are outlined in the stage 1 Building Stock Guidance. These National Estate Portfolio leads (NEPLs) will undertake Stage 2 Building Stock plans for their respective sectors. They shall develop plans and roadmaps of how they & their respective sectors will address national and upcoming EU EPBD and EED directive targets, considering both the short term actions (towards 2030 targets) and long term vision (to 2050 net zero). SEAI will work with the NEPLs and National Working Group on Decarbonising Public Buildings to develop guidance for Stage 2 BSP. With a view to sectors completing initial plans and roadmaps by the end of 2025.
  - SEAIs Monitoring and Reporting system will be enhanced to track national and relevant EU directive targets at NEPL level.
  - Small public sector bodies should include a basic building stock analysis or statement as part of their Climate Action Roadmap, in line with the guidance published by SEAI.
- Procure (purchase or lease) only zero-emission vehicles from the end of 2022, enabling Ireland to go beyond the requirements of the EU Directive, amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (EU Directive 2019/1161, the Clean Vehicle Directive) and act as an international leader in this area. An exception applies where the vehicle is exempt under European Communities (Clean and Energy-Efficient Road Transport Vehicles) (Amendment) Regulations (S.I. 381 of 2021). Public sector procurement contracts for delivery and haulage should specify zero-emissions vehicles where possible.
  - As an enabler for the switch to zero-emissions vehicles and meeting Climate Action Plan targets, in 2024 public sector bodies with a vehicle fleet should develop a plan for installation of charging infrastructure in relevant locations. The plan should align installation of infrastructure with timelines for decarbonisation of the body's fleet. The plan should be included in the body's Climate Action Roadmap.

Source: Public Sector Climate Action Mandate 2025

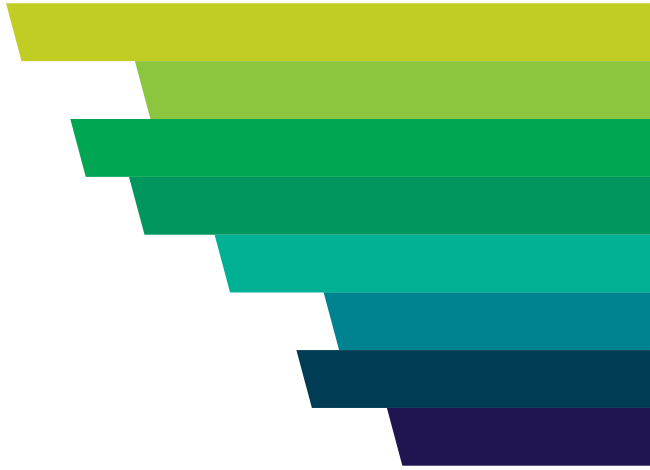
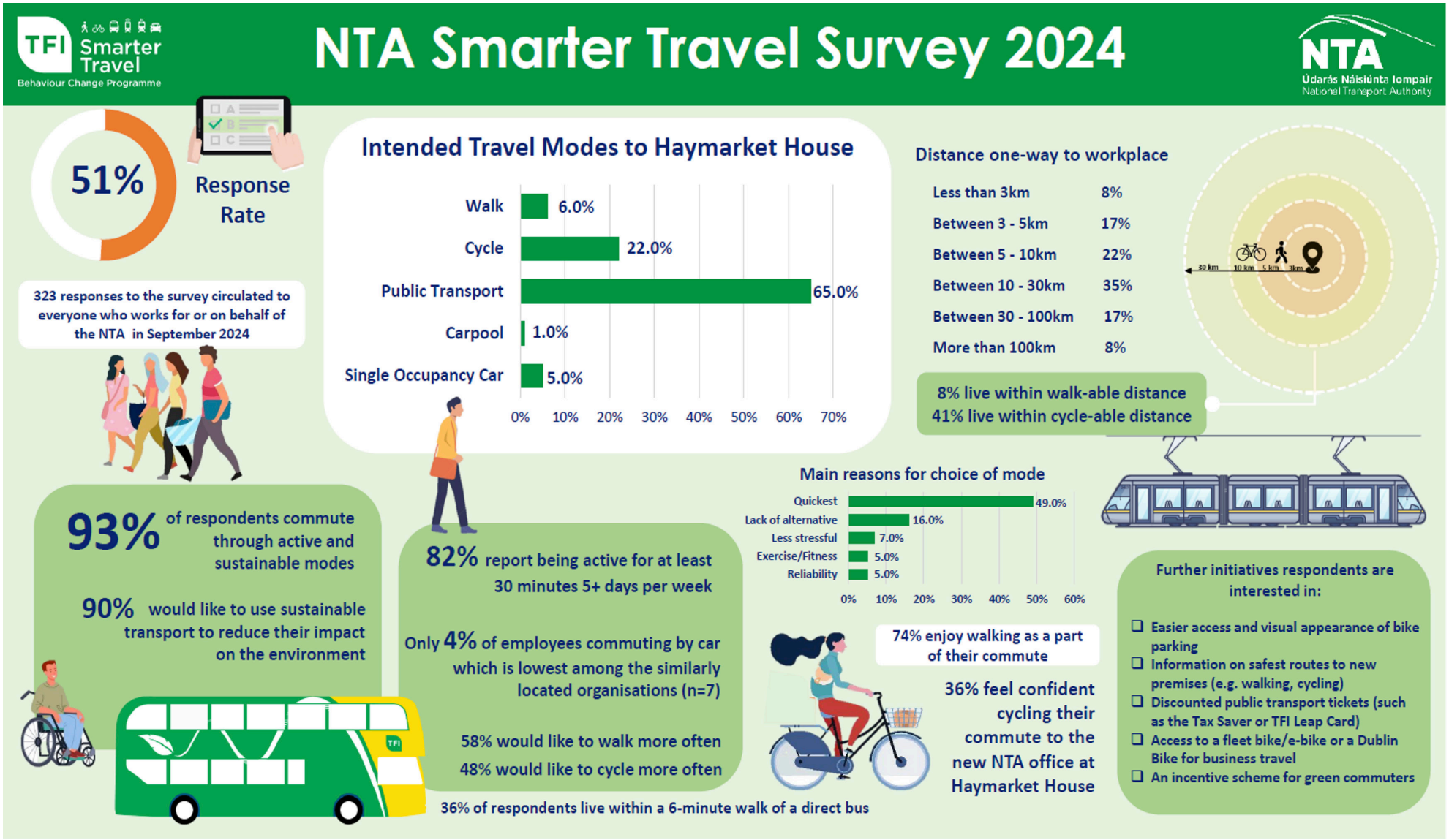


Figure 6A: Staff Travel, by Mode



Source: NTA Smarter Travel Survey 2024

The most recent NTA employee travel survey, conducted in 2024 indicated that 93% (up from 88% in 2016) of NTA staff commute to work using sustainable modes of transport including walking, cycling, tram, train and bus. Our commitment to sustainable modes of transport is further highlighted by our achievement of the Smarter Travel Gold Mark, awarded to Haymarket House in late 2024, and the 'Gold' certification as a cycle friendly employer awarded yearly from 2022 to 2024. In addition, the introduction of our blended work policy in 2022 allows employees to work from home a set number of days per week and this will further reduce our carbon impact of commuting to/from work.

6.1 Our Buildings

In previous years, the NTA had operated from four office locations, all in the vicinity of the then head office at Dún Scéine, Harcourt Lane. In late 2024, the NTA moved into a single, consolidated office building at Haymarket House, Smithfield, capable of accommodating all NTA staff working in a hybrid pattern. Our new head office at Haymarket House is heated with electric heat pumps and meets the requirements of the Roadmap as having an alternative to fossil fuel heating. The building is rated BER A3 and is LEED Gold accredited, with an EU classification of a 'nearly zero emission building'.

While most public transport depots are currently owned and managed by transport operators, and it is anticipated that the management of these will remain the responsibility of the transport operators, the NTA is responsible for the development of most new bus depots required to support the operation of PSO bus services in Ireland. The NTA is committed to pursuing energy efficient and sustainable design (including adherence to 2016/1318/EU, EED, LEED, SuDS, etc. to the extent applicable and feasible) for these new bus depots, which are predominantly expected to support the operation of zero-emission vehicles.

The NTA is also working with transport operators on the delivery of the *PSO Bus Services: Bus Depot Electrification Strategy*, which sets out the NTA's planned approach to the delivery of depot charging infrastructure to support the intended transition of the PSO urban bus fleet to zero-emission vehicles by 2035.

Procurement Practices

Green Public Procurement practices support our ambition to make our buildings more sustainable. As examples, tenders for indoor cleaning services will include environmental training requirements, while tenders for energy-related products, heating systems, and lighting will require tenderers to address end-of-life options that support reuse, repair, and recycling. Additionally, all relevant procurement will comply with Statutory Instrument 626 of 2016, through the specification of Triple E-registered products or equivalent.

Display of Energy Certificate (DEC) in NTA Buildings

In 2025 we have made progress in working towards securing a Display Energy Certificate (DEC) for our new office and once available, a DEC will be displayed in Q3 2026.

Building Stock Plans and Deep Retrofit Requirements

In line with the 2023 Public Sector Building Stock Planning Guidance, the NTA prepared and submitted a Building Stock Plan to the SEAI, classifying our properties and outlining initial opportunities to improve our energy efficiency and reduce emissions.

6.2 Our Vehicles

Promotion of Bicycles and Shared Mobility Options

As part of the NTA office move to Haymarket House, Smithfield in late 2024, a significant focus has been placed on the provision of high-quality and secure bike parking for the benefit of both employees and visitors. Monitored bicycle parking is provided in the basement of Haymarket House with a total of 150 parking spaces available primarily by securing bicycles to 'Sheffield stands' or via wall racks. Associated staff welfare facilities are provided including:

- 13 high spec showers,
- Bike servicing and repair stations,
- A designated room for wet gear, and
- 50 drying lockers and 60 oversized lockers in the welfare areas.

NTA Smarter Travel Programme

The NTA's Smarter Travel Coordinator engages with staff to promote active and sustainable travel modes on an ongoing basis. This work includes:

- Conducting an annual Staff Travel Survey and associated action plan,
- Aligning with national Smarter Travel campaigns to promote, encourage or maintain the use of sustainable transport options when commuting to the office or travelling from the office for work,
- Hosting of bi-annual bicycle maintenance and workshops, including a try a bike day, and
- Promotion of the NTA Bike to Work scheme.

On the NTA website, cycling is listed as the first accessibility option before public transport and taxis on the 'Find Us' section. Information is also provided regarding proximity to Dublin Bike stations in the vicinity of the office.

NTA is an active partner in the TFI Smarter Travel Workplaces programme. As noted above, the NTA has achieved the Smarter Travel Gold Mark in respect of the initiatives and facilities at Haymarket House which support active and sustainable travel by NTA staff and visitors, thereby reducing single-person car usage.

Phase out of Staff/Visitor Parking at Office Buildings

A specific parking policy has been implemented by the NTA at our new office, and this policy confirms that the NTA does not provide car parking for NTA employees, save for exceptional circumstances. Furthermore, the policy informs staff of the enhanced facilities available to support use of bicycles and shared mobility services.

A total of 14 car parking spaces are located in the basement of Haymarket House, which are designated as follows:

- 2 for persons with disabilities (blue badge),
- 2 for facilities management purposes (service providers, maintenance crews etc.),
- 3 for NTA SPSV Compliance vehicles,
- 1 for NTA BusConnects Infrastructure support vehicle,
- 1 for NTA Transport Technology support vehicle, and
- 5 for visitor parking.

Installation of Charging Infrastructure at Office Buildings

Charging infrastructure is available at all designated car parking spaces within the NTA's Haymarket House building.

Procurement of Vehicles

The NTA procures bus and coach fleet for use on its Public Service Obligation (PSO) transport services operated by Dublin Bus, Bus Éireann, Go-Ahead Ireland and others. The Authority has also procured a small number of electric vehicles for use on Local Link services. During 2025, three leased petrol hybrid cars that were used by the SPSV enforcement officers, were replaced by the lease of two battery electric cars and one plug-in hybrid car.

In November 2019, the Authority adopted the 'Medium Term Fleet Technology Pathway' for the urban public bus fleet in line with the requirements of Action 85 of the Government's Climate Action Plan 2019. In determining the timelines for transition to a zero-emission urban public bus fleet, the pathway set out the key actions that were necessary.

Urban Bus Fleet

The NTA has only been purchasing zero-emission urban buses since late 2022 and will continue to do so. By the end of 2025, the NTA had added 309 double-deck and 55 single-deck zero-emission battery-electric urban buses to the urban bus fleet, meaning the NTA has achieved the CAP KPI for 300 electric buses in the PSO bus fleet and is also on track to achieve the 2030 CAP KPI.

Supporting the transition to electric buses, the NTA is now close to finalising its *PSO Bus Services: Bus Depot Electrification Strategy*, covering the time-period out to 2035. This sets out how the NTA intends that charging infrastructure provision will keep pace with its plans to transition the PSO urban bus fleet to zero-emission by 2035. It will support the ongoing renewal of the PSO urban bus fleet as well as the introduction of new and enhanced PSO urban bus services as part of the BusConnects programme and the town bus services programme.

In the Dublin Metropolitan Area, low-emission buses in service comprise 217 plug-in diesel-electric hybrid buses and 9 diesel-electric hybrid buses. Zero-emission buses comprise 135 battery-electric double deck buses and 34 battery-electric single-deck buses. Together, these low- and zero-emission buses represent approximately 26% of the current fleet of approx. 1,490 buses. A further 85 zero-emission battery-electric buses will be ready to enter service once further charging infrastructure comes onstream.

The combined total of the current Cork, Galway, Limerick and Waterford metropolitan area PSO urban bus fleets is approx. 276 buses. Low- and zero-emission buses in service comprise 61 plug-in diesel-electric hybrid double deck buses plus 61 battery-electric double deck buses, the total of 122 buses representing approx. 44% of the fleet. Galway city PSO services are operated entirely by low-emission buses and Limerick city PSO services will soon be operated entirely by zero-emission buses. A further 60 zero-emission buses will be ready to enter service once further charging infrastructure comes onstream.

The first fully electric town bus service has been operating in Athlone since January 2023 with 11 single deck battery electric buses. Design and planning for electrification of the Sligo town bus service is progressing. A further 10 single deck battery electric buses, the same as deployed in Athlone, were delivered in 2024 and are intended for use in Sligo once charging infrastructure comes onstream there. These are being operated in Athlone in the interim. Options for the full electrification of further town bus services, which are likely to necessitate the provision of a new bus depot in some instances, are being investigated.

Athlone's Electric Bus Service

Project Ireland 2040, announced in 2018, pledged to shift urban public bus fleets toward low-emission models, including electric buses, with a policy of no diesel-only bus purchases from July 2019. In response to this national direction, the NTA fully converted Athlone's town bus service operated by Bus Éireann to zero-emission battery-electric vehicles, to also serve as a model for broader adoption across Ireland.

The Athlone Town Bus Service Electrification Project became the first initiative under the Irish Government's Pathfinder Programme, supporting the National Sustainable Mobility Policy goal of halving transport sector greenhouse gas emissions by 2030. The project launched in January 2023 and in their initial two months, the electric buses travelled over 80,000km, preventing more than 57,000kg of tailpipe CO2e emissions. It is estimated that about 400,000kg of CO2e emissions will be avoided each year. Locally, the introduction of electric buses has brought significant positive change, earning enthusiastic feedback from passengers and drivers. More broadly, the project has increased public awareness of the environmental and other long-term benefits of zero-emission public transportation.

Regional Fleet

In terms of new fleet for operation of regional PSO bus services, the NTA is keen to adopt zero-emission coaches and buses where practical, and as and when it becomes feasible to do so, even though EU Directive 2019/1161 does not currently apply to the former.

However, the NTA is aware that there are currently very few zero-emission coaches available to purchase in right-hand drive (RHD) configuration. In addition, those few that are available are not especially suitable for regional PSO bus services, particularly given that they are not as accessible for persons with reduced mobility (PRM) as the NTA would desire.

A market consultation exercise was therefore undertaken during 2023 to establish whether more suitable zero-emission and/or ramp-accessible coaches will come onto the market in the coming years. The results of this exercise are in the course of being reviewed and updated to reflect any relevant developments in the intervening period. The NTA has also recently completed a study to assess the appropriate vehicle type(s) for operating individual regional bus routes.

The outputs from these initiatives will help to inform the NTA's approach to procuring new regional fleet over the coming years. However, the emerging view is that the purchase of EURO VI vehicles capable of being fuelled with HVO100 (Hydrotreated Vegetable Oil, a premium, 100% fossil-free renewable diesel made from sustainable waste materials like used cooking oil and animal fats) will be necessary in the short- to medium-term in order to permit the renewal and expansion of the regional fleet to continue.

The NTA nonetheless continues to liaise closely with various vehicle manufacturers in relation to the latest developments in lower- and zero-emission technology (and accessibility) on coaches, and continues to closely monitor progress with the rollout of high-power charging infrastructure and hydrogen fuelling infrastructure in Ireland that has the potential to support the operation of a zero-emission regional fleet.

In addition, in order to better understand the potential for deploying hydrogen-fuelled bus and coach fleet on regional PSO bus services, Bus Éireann has been operating three hydrogen fuel cell electric double deck buses as part of a technology pilot since July 2021, which involves using the three buses on commuter services running between Dublin and Ratoath, Co. Meath. Options for expanding this pilot are being actively investigated.

Rail Fleet

To date, Government has approved the procurement by Iarnród Éireann-Irish Rail (IÉ), with the NTA administering the funding under the DART+ programme, of a total of 31 new battery-electric multiple units (BEMUs) and 26 new electric multiple units (EMUs) that will provide a total of 285 new carriages for the DART+ network. While several units have now arrived in Ireland and have undergone extensive testing, a redesign of the battery packs on the BEMUs means that the rollout of the first of these new trains is now expected to commence in early 2027.

Further orders for new DART-type trains are anticipated to support DART+ West and DART+ Southwest, as well as the Cork Area Commuter Rail programme. An order was also recently placed jointly by IÉ and Translink for new tri-mode trains as part of the Enterprise Fleet Replacement Project; these are intended to ultimately operate between Dublin and Belfast solely using electric power once infrastructure upgrades have been completed.

In addition, and as mentioned above, the further electrification of the heavy rail network as outlined within the All-Island Strategic Rail Review and the subsequent Rail Project Prioritisation Strategy will facilitate the procurement of additional electric-powered heavy rail fleet.

In the interim, it is the NTA's intention to renew and expand the regional fleet by procuring EURO VI standard vehicles. These can be fuelled with HVO100 (Hydrotreated Vegetable Oil), a premium, 100% fossil-free renewable diesel made from sustainable waste materials like used cooking oil and animal fats.

7. Our Targets

The Public Sector Climate Action Mandate sets emission reduction and energy efficiency targets for public bodies.

Public Sector Climate Action Mandate – Our Targets

- Reduce energy related GHG emissions by 51% in 2030.
- Increase energy efficiency in the public sector by 50% by 2030.
- Update Climate Action Roadmaps annually within 6 months of the publication of the Climate Action Plan. Develop Climate Action Roadmaps if none are in place.

Source: Public Sector Climate Action Mandate 2025

For the purposes of the Public Sector Climate Action Mandate, greenhouse gas emissions are taken to be energy-related carbon dioxide equivalent emissions. The baseline is generally set as the average of 2016-2018 emissions. Similarly, energy efficiency is defined as the reduction of energy consumption per unit of activity across a public body's operations. The target of a 50% improvement in energy efficiency by 2030 is measured relative to a baseline year (2009).

For context, the transport sector accounts for carbon emissions from the combustion of fuel for all transport activity including aviation, road, railway, water-borne navigation and other transportation (which includes gas pipeline transportation). The Environmental Protection Agency (EPA) noted that the total carbon emissions from the transport sector in 2024 was 11,642 ktCO2e. As set out in detail below, the PSO transport services within the NTA's remit accounted for approx. 299 ktCO2e of carbon emissions in 2024, thereby making up approx. 2.6% of the transport sector total.

As outlined below, Public Service Obligation (PSO) transport services make up the vast majority of the NTA's carbon emissions. For PSO transport services, service kilometres are projected to increase 76% from the 2016-2018 baseline period to 2030, so, if not for efficiency improvements, that would have resulted in significantly increased carbon emissions related to PSO public transport services.

However, while service kilometres are projected to increase by 88%, related carbon emissions are projected to decrease by 3%, with this reduction based on planned interventions that are already proven and expected to happen. While this does not result in the prescribed transport sector target of a 50% reduction in carbon emissions being achieved, several other potential interventions are being investigated with a view to achieving further reductions in carbon emissions.

Additionally, it is very important to be aware that increased PSO transport services will lead to a related displacement of private cars, which when taken together, will contribute to a reduction in overall transport sector carbon emissions per capita. The NTA also continue to monitor developments around emerging 'emissions recognition' methodologies, which assess whole-life emissions and broader societal benefits, particularly where projects may increase emissions in the short to medium term but deliver longer-term reductions.

7.1 Carbon Emissions Targets

7.1.1 NTA Carbon Emissions Profile

The NTA considers all significant emissions generated throughout the organisation. These include direct emissions originating from our office buildings, as well as indirect emissions associated with fuel and electricity consumption in PSO transport services. Indirect emissions further extend to capital projects such as BusConnects, DART+ and MetroLink, including embodied carbon emissions in construction materials. Additionally, procurement, waste management, purchased services, general office operations, staff travel, and the use of operational vehicles all contribute to our indirect emissions. Set out in Figure 7.1.1A below is an illustration of the emissions profile for the NTA.

Although the NTA recognises the full spectrum of emissions generated across the organisation, Climate Action Roadmaps for public sector bodies primarily focus on measuring energy-related carbon emissions. For the NTA, these predominantly arise from our office building, as well as from the fuel and electricity consumed in the delivery of Public Service Obligation (PSO) transport services. Further details on these energy-related carbon emissions are set out below.

7.1.2 Management and Reporting

The Greenhouse Gas (GHG) Protocol is the world's most widely used, international standard for measuring, managing, and reporting greenhouse gas emissions from private and public sector operations. It provides a consistent, transparent, and credible framework for calculating carbon footprints and by following these standardised guidelines, organisations can for example identify their highest emission sources. The protocol classifies emissions into three "scopes": Scope 1 (direct emissions from owned sources), Scope 2 (indirect emissions from purchased energy), and Scope 3 (all other indirect emissions in the value chain, such as supply chain, employee commuting, and product use).

The Sustainable Energy Authority of Ireland (SEAI)'s Monitoring & Reporting (M&R) system is a web-based, mandatory tool for public bodies to track, analyse, and report annual energy consumption, GHG emissions, and related data. Among other benefits, it enables organisations to meet legal obligations (SI 426 of 2014), monitor progress toward 2030 energy efficiency (50% improvement) and emission reduction targets (51% reduction), and benchmark performance.

The NTA currently use a blend of the two approaches to categorise and begin to quantify the material emissions associated with our value chain. This is intended to ensure that the NTA meets its obligations while also being cognisant of the emissions arising through the delivery of NTA services and operations, which do not fall within the mandatory reduction targets.

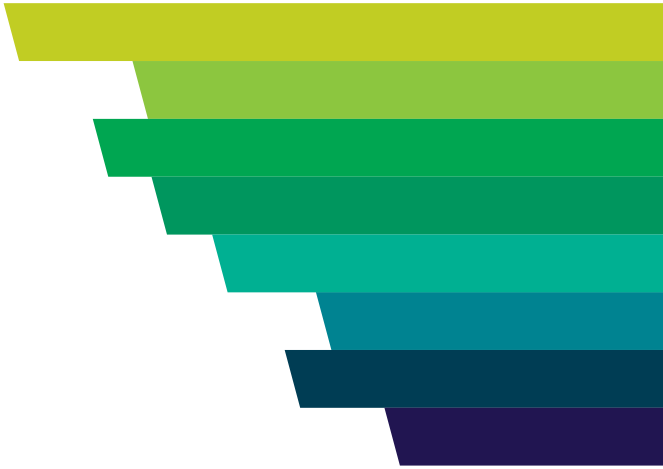
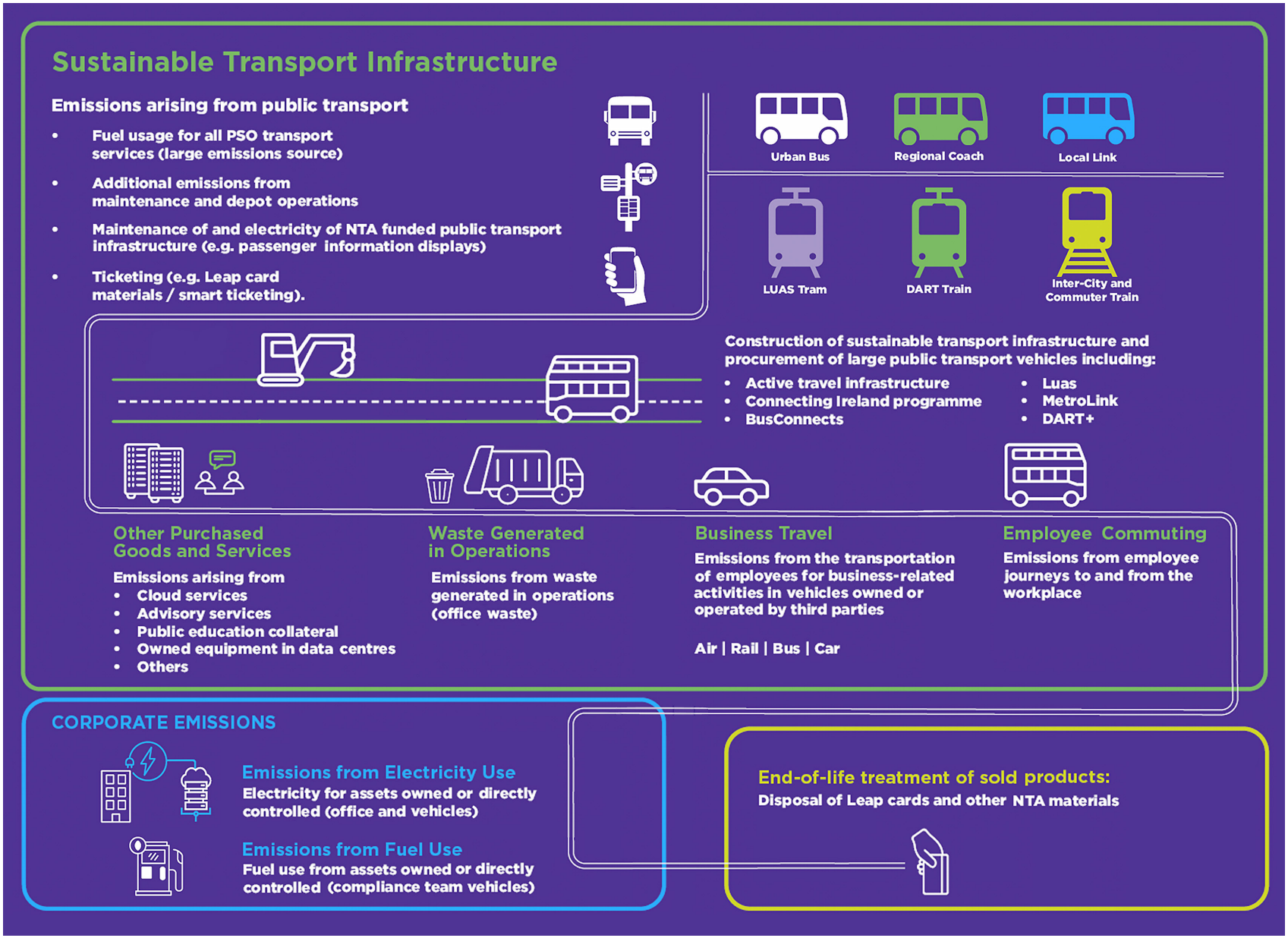


Figure 7.1.1A: NTA Carbon Emissions Profile



7.1.3 Greenhouse Gas (GHG) Protocol

Organisations typically have strong control over — and therefore the greatest ability to reduce — their scope 1 emissions. They have a moderate ability to influence reductions in scope 2 emissions, and while they have limited direct control over scope 3 emissions, they can still exert significant influence across their value chain to drive reductions.

As a transport authority, the vast majority of the NTA's emissions are indirect emissions, specifically scope 3, largely due to the contracting out of PSO transport services to transport operators. However, the NTA plays a key role in areas such as the specification of these PSO transport services as well as the specification and procurement of vehicles to operate these services, so the NTA does have the ability to influence these emissions.

Although scope 3 emissions are often the most complex for organisations to address, they represent the majority of the NTA's overall emissions profile. For this Climate Action Roadmap, we have measured our energy-related carbon emissions and over 99% of these carbon emissions arise from PSO transport services.

Figure 7.1.2A illustrates key components of the NTA emissions as classified in accordance with the GHG protocol.

Figure 7.1.2A: GHG Protocol – Emission Scope Breakdown for NTA

Scope 1 Emissions
Direct GHG Emissions

Scope 1 emissions are released from sources that the organisation owns or directly controls. Examples include fuel combustion in organisation-owned boilers, furnaces, and vehicles, as well as emissions from chemical processes within equipment operated by the organisation.

Scope 2 Emissions
Indirect GHG Emissions

Scope 2 emissions cover emissions associated with the production of electricity purchased and used by the organisation. Purchased electricity refers to any electricity brought into the organisation's operational boundary. These emissions occur at the power generation facility, not at the organisation's site.

Scope 3 Emissions
Indirect GHG Emissions

Scope 3 emissions include all other indirect emissions that result from the organisation's activities but originate from sources outside its ownership or control. Examples include emissions from the extraction and production of purchased materials, transportation of fuels, and the use of products and services sold by the organisation.

Corporate Activities

Emissions from sources owned or controlled by the NTA (e.g., fuel used in NTA's own vehicles, heating in NTA buildings).

- Corporate Offices
- Compliance/owned Vehicles

Emissions from the generation of purchased electricity, steam, heating, or cooling consumed by the NTA.

- Purchased Electricity and Heating for office/ owned cars
- ITS services for display

Other Activities

All other indirect emissions that occur in the NTA's value chain, including those from contracted Public Service Obligation Transport services.

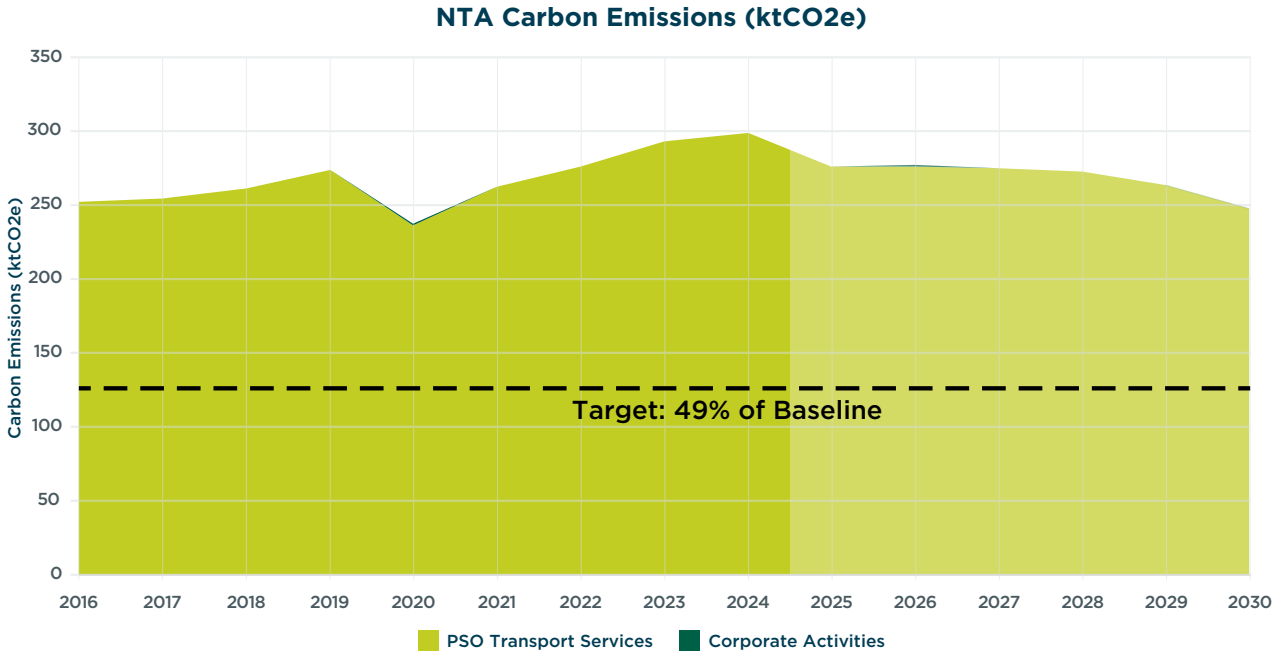
- PSO Service Fuel and Energy
  - Urban Bus
  - Regional Coach
  - Local Link Bus
  - InterCity/Commuter Train
  - DART
  - Luas
  - Business Travel
- Staff Commuting
- Data Centres and Cloud Services
- Construction of Capital Projects
- Waste from Operations

7.1.4 NTA Energy-Related Carbon Emissions

Over the last year or so, the NTA has completed the first detailed analysis of the energy-related carbon emissions from our relevant activities. However, it is important to note that data is incomplete in some areas, therefore resulting in the need to use reasonable estimates.

While the NTA generate carbon emissions from our corporate activities (primarily our office building), as shown in table 7.1.4A, the vast majority of the NTA's energy-related carbon emissions relate to our contracted PSO transport services. In the pages below, further details are provided on each major element of these carbon emissions.

Figure 7.1.4A: NTA Energy-Related Carbon Emissions



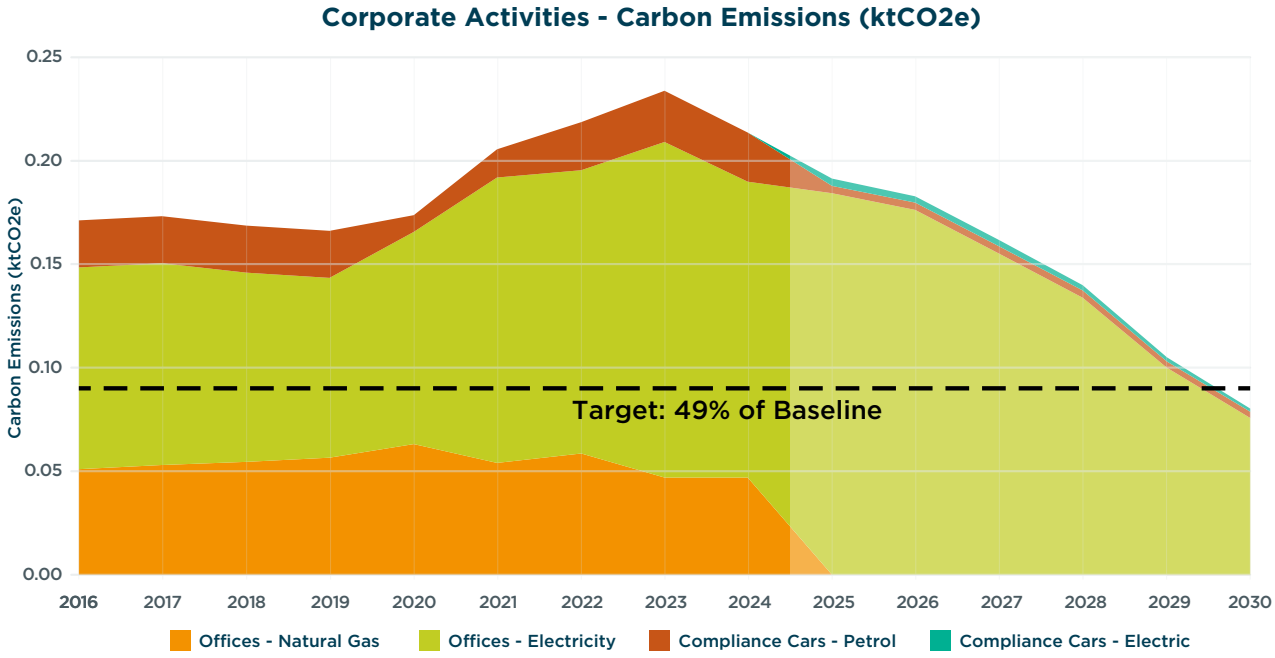
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
PSO Transport Services	252	255	261	273	237	262	276	293	299	276	276	275	272	264	248
Corporate Activities	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1
Corporate Total (ktCO2e)	**252**	**255**	**261**	**273**	**237**	**262**	**276**	**293**	**299**	**276**	**277**	**275**	**272**	**264**	**248**
Target: 49% of Baseline	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**	**125**
% of 2016-2018 Baseline	**98%**	**100%**	**102%**	**107%**	**93%**	**103%**	**108%**	**115%**	**117%**	**108%**	**108%**	**108%**	**106%**	**103%**	**97%**

7.1.5 Corporate Activities

Within our corporate activities, the two main areas where carbon emissions are generated are as follows:

- Office Premises – in late 2024, the NTA moved to a new consolidated office building called Haymarket House in Smithfield, an energy efficient A3 BER rated building. This resulted in an exit from several smaller, less energy efficient office spaces, including the former head office, Dún Scéine on Harcourt Lane. This also resulted in the end of natural gas use for heating as the new building uses heat pumps.
- Compliance Vehicles – the Authority utilise three vehicles for Small Public Service Vehicles (SPSV) compliance activities. In 2025, the NTA leased two battery-electric vehicles and one plug-in hybrid electric vehicle to replace three petrol hybrid cars that were used.

Figure 7.1.5A: Carbon Emissions from Corporate Activities



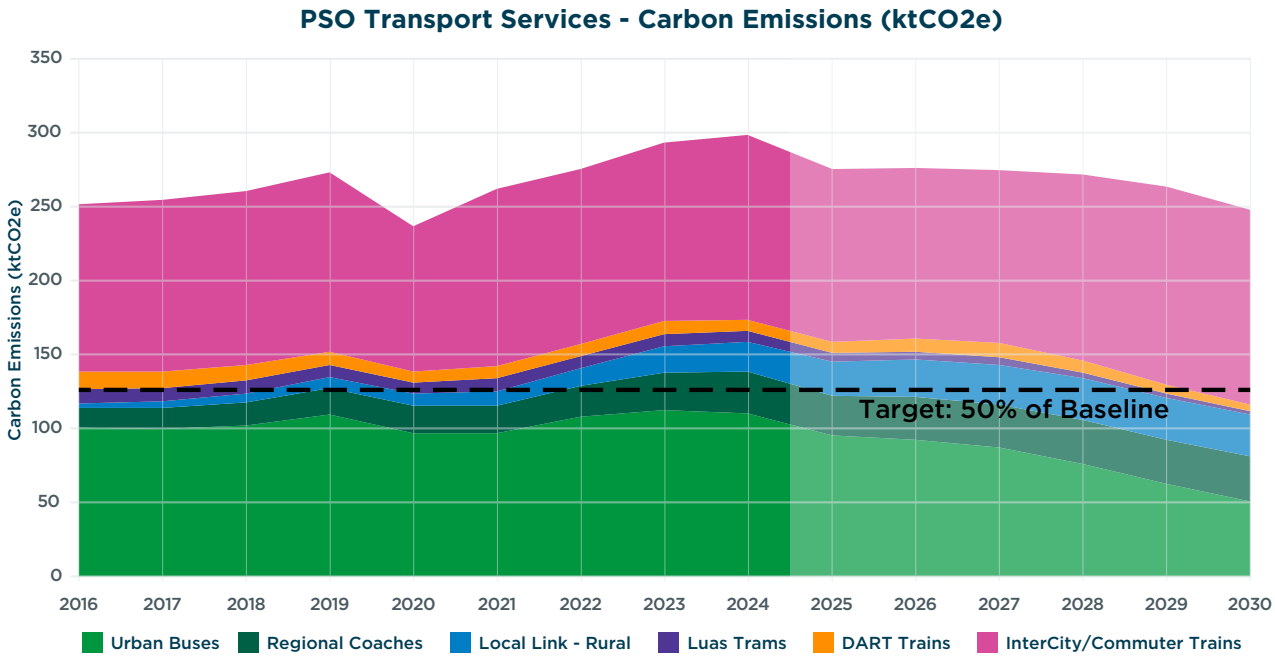
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Offices – Natural Gas	0.05	0.05	0.05	0.06	0.06	0.05	0.06	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Offices – Electricity	0.10	0.10	0.09	0.09	0.10	0.14	0.14	0.16	0.14	0.18	0.18	0.16	0.13	0.10	0.08
Compliance Cars – Petrol	0.02	0.02	0.02	0.02	0.01	0.01	0.02	0.02	0.02	0.004	0.004	0.004	0.003	0.003	0.003
Compliance Cars – Electric									0.000	0.004	0.003	0.003	0.003	0.002	0.001
Corporate Total (ktCO2e)	**0.17**	**0.17**	**0.17**	**0.17**	**0.17**	**0.21**	**0.22**	**0.23**	**0.21**	**0.19**	**0.18**	**0.16**	**0.14**	**0.11**	**0.08**
Target: 49% of Baseline	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.08**	**0.0 8**	**0.08**	**0.08**	**0.08**	**0.08**
% of 2016-2018 Baseline	**100%**	**101%**	**99%**	**97%**	**102%**	**120%**	**128%**	**137%**	**125%**	**112%**	**107%**	**94%**	**82%**	**61%**	**47%**

7.1.6 PSO Transport Services

Figure 7.1.6A shows the energy-related carbon emissions for PSO transport services across the state and by 2030, overall carbon emissions are projected to decrease by 3% from the 2016-2018 baseline. However, it is important to note that service kilometres are projected to increase by 88% during this period, so on a like-for-like basis carbon emissions will reduce by 48% per service kilometre.

As shown in the top tier of the graph, for InterCity/Commuter trains, carbon emissions remain largely unchanged in the 2016-2030 period. These trains run on diesel and while service kilometres are increasing, only modest emission reductions are anticipated through enhanced fuel blends. On the other hand, significant emission reductions are being achieved for both DART and Luas services, with both benefiting from a decarbonised electricity grid. Regarding urban bus services, electrification of the fleet will lead to significant emission reductions, while only modest improvements will be achieved on the regional coach services using increased proportions of biodiesel. Similarly Local Link services will benefit from the use of increased proportions of biodiesel, with a small proportion of the fleet also transitioning to electric vehicles. Further detail is provided on each element of the PSO transport services in the pages below.

Figure 7.1.6A: Carbon Emissions from PSO Transport Services



	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Urban Buses	100	100	102	109	97	97	108	112	111	95	93	87	76	63	51
Regional Coaches	14	14	16	18	18	19	20	26	28	27	29	29	29	30	30
Local Link – Rural	3	4	5	7	8	10	12	18	20	23	25	27	28	28	28
Luas Trams	10	9	9	8	8	9	8	9	7	6	6	5	4	3	2
DART Trains	12	11	10	9	7	8	9	9	7	7	8	9	8	6	5
InterCity/Commuter Trains	113	116	118	121	98	120	118	120	125	117	116	117	126	134	132
PSO Total (ktCO2e)	**252**	**255**	**261**	**273**	**237**	**262**	**276**	**293**	**299**	**276**	**276**	**275**	**272**	**264**	**248**
Target: 50% of Baseline	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**	**128**
% of 2016-2018 Baseline	**98%**	**100%**	**102%**	**107%**	**93%**	**103%**	**108%**	**115%**	**117%**	**108%**	**108%**	**108%**	**106%**	**103%**	**97%**
Service Kilometres (m)	**98**	**103**	**111**	**122**	**122**	**128**	**135**	**145**	**154**	**163**	**171**	**178**	**185**	**191**	**195**
% of 2016-2018 Baseline	**94%**	**99%**	**107%**	**118%**	**118%**	**123%**	**130%**	**140%**	**149%**	**157%**	**164%**	**172%**	**179%**	**184%**	**188%**

Initiatives to Reduce Carbon Emissions

Significant investigation is ongoing across the transport sector to identify solutions and interventions that would help reduce carbon emissions. A good example of this is a hydrogen bus pilot, the first two phases of which have been completed by the NTA in conjunction with Bus Éireann. After being identified as a potential zero-emission solution for longer regional bus services, it has involved three new hydrogen-fuel-cell-electric double-deck buses, which have initially been used on commuter services running between Dublin and Ratoath, Co. Meath. While the economics of hydrogen fuel remain challenging, the pilot has proven the technological readiness of hydrogen buses and the scope of the next phase of the pilot is under discussion.

Regarding train services, for some of the existing train fleet, possible changes to the transmission and braking systems have been identified as having the potential to achieve material efficiency improvements. Investigations continue in this area and where the changes were deemed viable in due course, significant funding would be required to complete the necessary modifications.

While investigations are continuing across the transport space, improved diesel blends are already proven and have the potential to reduce carbon emissions significantly.

Similarly, with the transition to an electrified transport fleet, the decarbonisation of the Irish electricity grid also has the potential to reduce carbon emissions significantly. More details are set out below, both on diesel blends and the increasingly decarbonised electricity grid.

Diesel Blends and the Renewable Transport Fuel Obligation

The annual trajectory of increase in the Renewable Transport Fuel Obligation (RTFO) to meet 2030 decarbonisation and renewable energy targets is set out in the Renewable Transport Fuel Policy 2025-2027[4] as published by the Department of Transport in June 2025. In line with European Renewable Energy Directive requirements and national Climate Action Plan targets, the RTFO places a statutory obligation on suppliers of road transport (fossil) fuels to ensure that a proportion of the fuels they place on the market in Ireland is produced from renewable sources. It should be noted that, at present, the RTFO does not apply to rail services, and no confirmed timeline has yet been set for its extension to this sector.

Fossil fuels can be blended with biofuels to improve their carbon emission profile (e.g. biodiesel in diesel and bioethanol in petrol) and several of the transport operators are investigating the use of different diesel blends across the services they operate. Although a lot more needs to be done to fully understand the options in this area, potential supply constraints and the likelihood of a significant cost premium (c. 50% - 100%) over fossil diesel, have already been identified. It should be noted that biofuel is a transitionary measure, and the EU Renewable Energy Directive also requires a combined target share of at least 5.5% by 2030, of advanced biofuel and renewable fuels of non-biological origin. The two types of biofuel considered by the NTA for use are:

- FAME (Fatty Acid Methyl Ester) in Ireland is primarily derived from animal fats and used cooking oil. FAME is typically produced through a transesterification process, where the feedstock is chemically reacted with methanol or ethanol to yield biodiesel. FAME is blended with diesel to a technical blend limit of 7% (B7).
- HVO (Hydrotreated Vegetable Oil) is a 'drop-in biofuel' produced from various feedstocks, including vegetable oils, animal fats, and waste oils and fats. HVO undergoes hydro-processing, a more advanced and cleaner refining process compared to transesterification. HVO may be used either in pure or blended form with existing engines without the need for any modification. HVO can be blended with diesel fuel in high proportions, such as B30 (30% biofuel) while still conforming to EN 590 standards or even up to B100 (pure biofuel), compatible with modern diesel engines.

[4] *Renewable Transport Fuel Policy 2025-2027*

The RTFO underpins the shift to the Climate Action Plan 2023 biofuel target of at least B20 (diesel with 20% biofuel content) by 2030, with an interim target of B12 by 2025, as well as the Renewable Energy Share in Transport (RES-T) target of 24% by 2030 for Ireland set out in the EU Renewable Energy Directive. Additionally, the EU Directive requires a combined target share by 2030 of supply of advanced biofuel and renewable fuels of non-biological origin (RFNBO), such as hydrogen or synthetic efuels. This is provided for in a sub-target advanced biofuel and RFNBO obligation (the Advanced Biofuel Obligation, ABO) on fuels suppliers, also set out in the Renewable Transport Fuel Policy 2025-2027. The carbon emission projections for PSO transport services included in this document assume that the B12 target for 2025 and the B20 target for 2030, will both be achieved.

Decarbonised Irish Electricity Grid

As set out in the sections below, electrified transport services have benefitted and will continue to benefit, from a very significant decarbonisation of the Irish electricity grid. As shown in the table below, CO_2e emissions per kWh of electricity generated is projected to fall by more than 80% in the period from 2016 to 2030.

	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Electricity: kg/CO2 per KwH	0.48	0.44	0.38	0.33	0.30	0.36	0.33	0.32	0.28	0.23	0.22	0.19	0.16	0.12	0.09

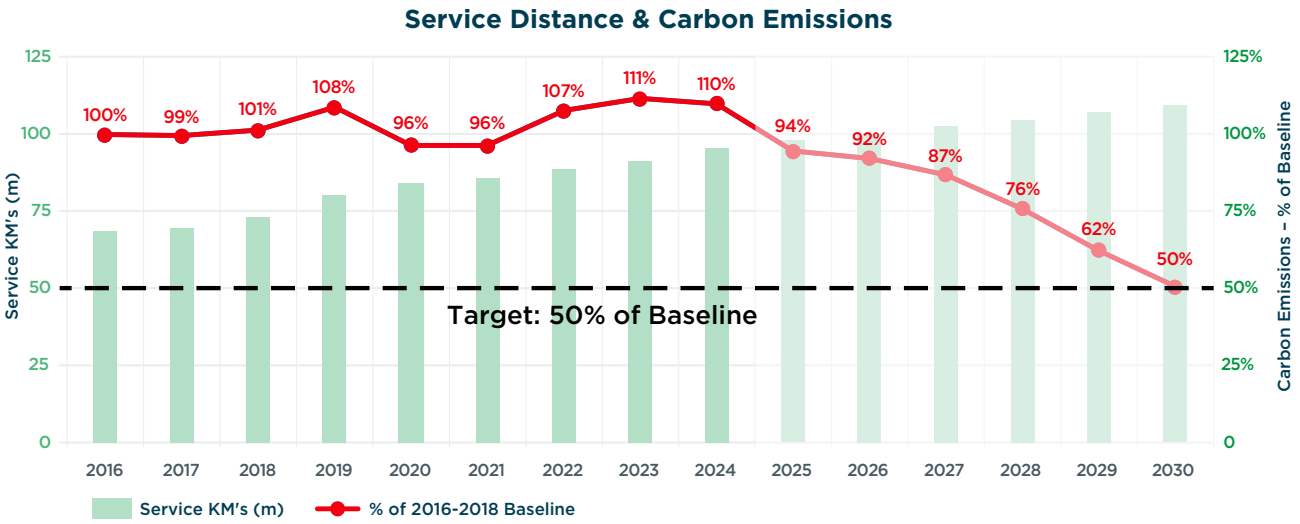
Source: Sustainable Energy Authority of Ireland (SEAI)

PSO Urban Bus Services

The PSO urban bus services across Dublin, the regional cities and towns are currently operated by Dublin Bus, Bus Éireann and Go-Ahead Ireland. There has been a significant expansion in these services over recent years, with further expansion planned for the coming years. In the 2016-2018 baseline period, these urban bus services operated for approx. 70m kilometres per year on average and this is projected to increase to approx. 109m kilometres in 2030, a 55% increase.

A major initiative is underway to transition the urban bus fleet from diesel to electric or specifically, battery-electric buses. Among other benefits, these electric buses will result in a significant reduction in carbon emissions per kilometre of service operated. This improvement regarding carbon emissions is underpinned by an ongoing decarbonisation of the Irish electricity grid as noted earlier, with a significant ongoing reduction in the kilograms of CO2e produced per kWh generated.

Therefore, in spite of a projected 55% increase in service kilometres operated, by 2030 a 50% reduction in annual carbon emissions is forecast versus the 2016-2018 baseline. However, on a like-for-like basis, there is a forecast reduction of 68% in carbon emissions per service kilometre operated.



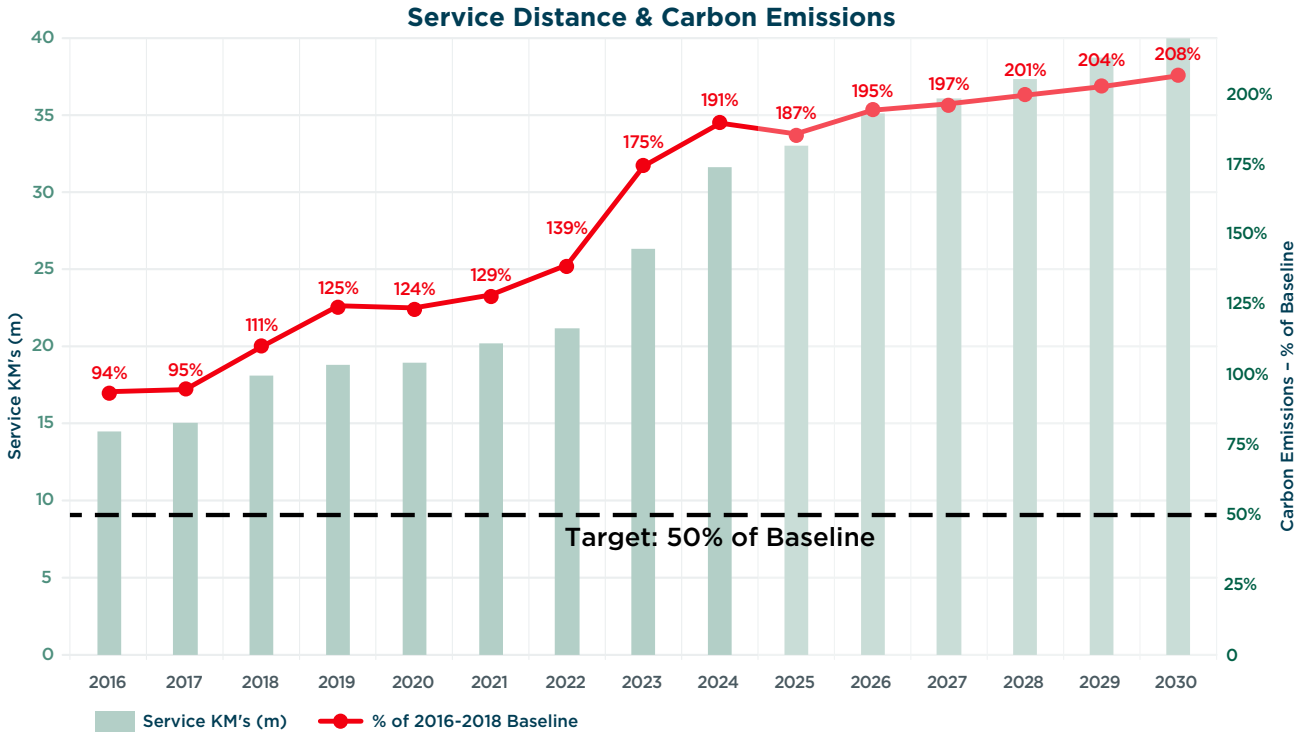
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**68**	**69**	**73**	**80**	**84**	**86**	**89**	**91**	**95**	**98**	**100**	**102**	**105**	**107**	**109**
Fleet Composition															
Diesel (incl. Hybrid)	100%	100%	100%	100%	100%	100%	100%	100%	92%	88%	83%	74%	62%	47%	36%
Electric	0%	0%	0%	0%	0%	0%	0%	0%	8%	12%	17%	26%	38%	53%	64%
Conversion Factors															
Diesel: kg/CO2e per Litre	2.68	2.68	2.68	2.68	2.68	2.68	2.68	2.67	2.55	2.39	2.35	2.31	2.27	2.23	2.19
Electricity: kg/CO2e per kWh	0.48	0.44	0.38	0.33	0.30	0.36	0.33	0.32	0.28	0.23	0.22	0.19	0.16	0.12	0.09
Carbon Emissions															
Diesel - ktCO2e	100	100	102	109	97	97	108	112	108	91	88	80	67	53	41
Electricity - ktCO2e	0	0	0	0	0	0	0	0	3	4	5	7	9	10	9
Total - ktCO2e	**100**	**100**	**102**	**109**	**97**	**97**	**108**	**112**	**111**	**95**	**93**	**87**	**76**	**63**	**51**
% of 2016-2018 Baseline	**100%**	**99%**	**101%**	**108%**	**96%**	**96%**	**107%**	**111%**	**110%**	**94%**	**92%**	**87%**	**76%**	**62%**	**50%**

PSO Regional Coach Services

The PSO regional coach services are longer distance services connecting the larger population centres. These are currently operated by Bus Éireann and a number of smaller, regional transport operators. There has been a significant expansion in these services over recent years, with further expansion planned for the coming years. In the 2016-2018 baseline period, these regional coach services operated for approx. 15.8m kilometres per year on average and this is projected to increase to approx. 39.8m kilometres in 2030, a 152% increase.

While there are ongoing improvements in the efficiency of diesel engines, no proven zero-emission options have yet emerged, and work continues to determine the optimal long-term solution for these services.

Therefore, with a projected 152% increase in service kilometres operated, by 2030 a more modest 108% increase in annual carbon emissions is forecast versus the 2016-2018 baseline. However, on a like-for-like basis, there is a forecast reduction of 18% in carbon emissions per service kilometre operated.



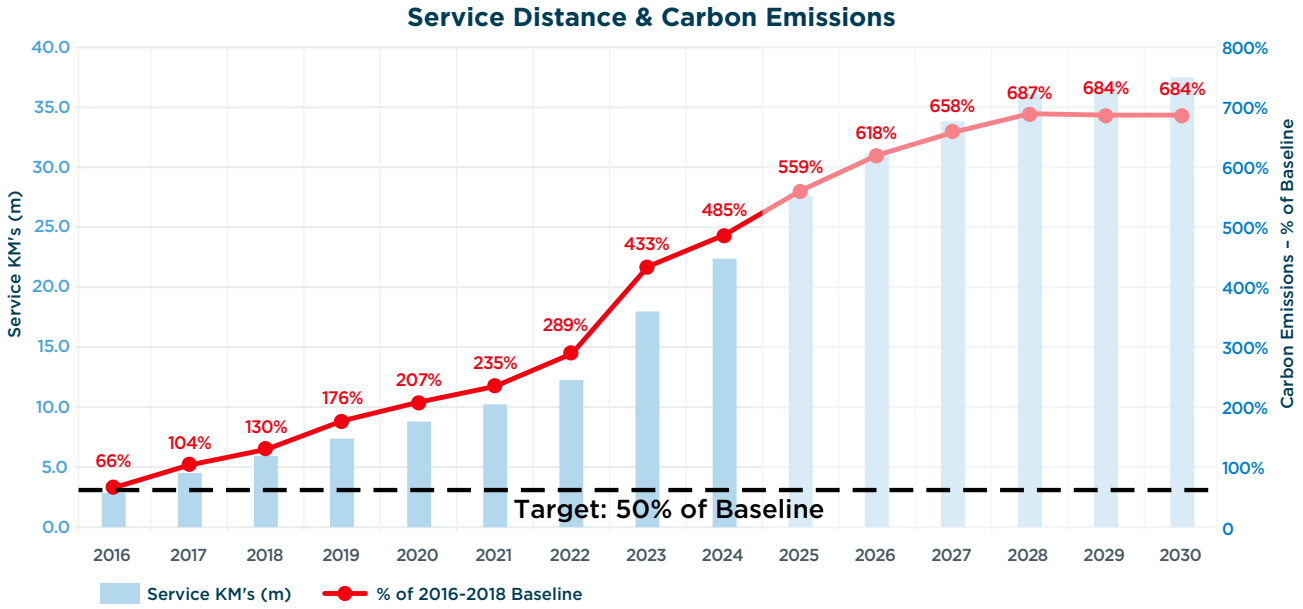
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**14**	**15**	**18**	**19**	**19**	**20**	**21**	**26**	**31**	**33**	**35**	**36**	**37**	**39**	**40**
Fleet Composition															
Diesel (incl. Hybrid)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Electric	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Conversion Factors															
Diesel: kg/CO2e per Litre	2.68	2.68	2.68	2.68	2.68	2.68	2.68	2.67	2.55	2.39	2.35	2.31	2.27	2.23	2.19
Carbon Emissions															
Total - ktCO2e	**14**	**14**	**16**	**18**	**18**	**19**	**20**	**26**	**28**	**27**	**29**	**29**	**29**	**30**	**30**
% of 2016-2018 Baseline	**94%**	**95%**	**111%**	**125%**	**124%**	**129%**	**139%**	**175%**	**191%**	**187%**	**195%**	**197%**	**201%**	**204%**	**208%**

PSO Local Link

The PSO Local Link services operate throughout rural Ireland, connecting people to their local towns and villages, through a combination of regular scheduled services and demand responsive services. The Local Link services are currently coordinated by 15 Transport Coordination Units (TCU's) on behalf of the NTA. In turn, the TCU's engage hundreds of local bus operators to provide the services. There has been a significant expansion in these services over recent years, with further expansion planned for the coming years. In the 2016-2018 baseline period, these Local Link services operated for approx. 4.4m kilometres per year on average and this is projected to increase to approx. 37.4m kilometres in 2030, a 748% increase.

While the roll-out of vehicle charging infrastructure continues nationwide, transport operators still resist moving to electric buses/coaches as they are not yet a good fit for the operating environment. For these projections, a transition to 3% electric vehicles by 2030 is assumed.

Therefore, with a projected 748% increase in service kilometres operated, by 2030 a more modest 584% increase in annual carbon emissions is forecast versus the 2016-2018 baseline. On a like-for-like basis, there is a forecast reduction of 19% in carbon emissions per service kilometre operated.



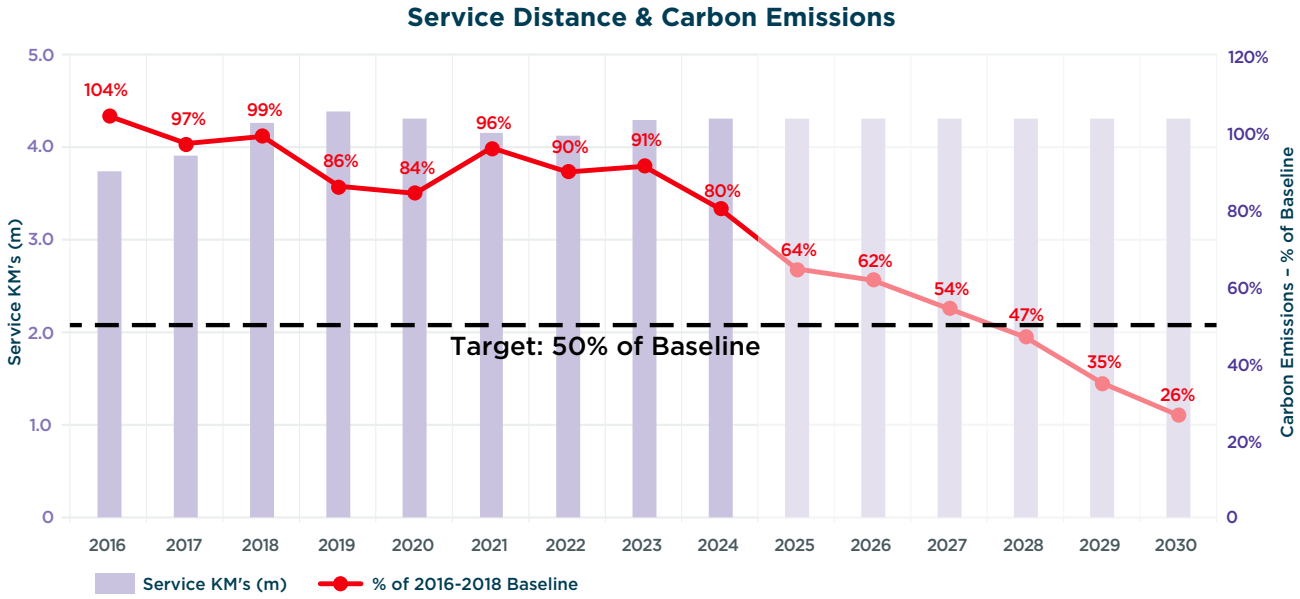
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**2.8**	**4.5**	**5.9**	**7.4**	**8.7**	**10.2**	**12.2**	**17.9**	**22.4**	**27.5**	**31.0**	**33.7**	**36.0**	**36.7**	**37.4**
Fleet Composition															
Diesel (incl. Hybrid)	100%	100%	100%	100%	100%	100%	100%	100%	99%	99%	99%	99%	98%	98%	97%
Electric	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	3%	3%
Conversion Factors															
Diesel: kg/CO2e per Litre	2.68	2.68	2.68	2.68	2.68	2.68	2.68	2.68	2.55	2.39	2.35	2.31	2.27	2.23	2.19
Electricity: kg/CO2e per kWh	0.49	0.45	0.39	0.34	0.31	0.35	0.33	0.33	0.28	0.23	0.22	0.19	0.16	0.12	0.09
Carbon Emissions															
Diesel - ktCO2e	3	4	5	7	8	10	12	18	20	23	25	27	28	28	28
Electricity - ktCO2e	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total - ktCO2e	**3**	**4**	**5**	**7**	**8**	**10**	**12**	**18**	**20**	**23**	**25**	**27**	**28**	**28**	**28**
% of 2016-2018 Baseline	**66%**	**104%**	**130%**	**176%**	**207%**	**235%**	**289%**	**433%**	**485%**	**559%**	**618%**	**658%**	**687%**	**684%**	**684%**

PSO Luas Tram Services

The Luas tram service runs along two light-rail lines; the Green line between Broombridge and Brides Glen as well as the Red line between Saggart/Tallaght and Connolly/The Point. It is a fully electrified service managed by Transport Infrastructure Ireland (TII). There has been limited changes to these services over recent years and similarly, limited changes are planned for the coming years. In the 2016-2018 baseline period, these Luas tram services operated for approx. 4.0m kilometres per year on average and this is projected to increase to approx. 4.3m kilometres in 2030, a 9% increase.

All trams are powered by electricity. Therefore, significant improvements regarding carbon emissions have been made in recent years and will continue to be made in the coming years. This has been enabled by the ongoing decarbonisation of the Irish electricity grid, with a significant reduction in the kilograms of CO2e produced per kWh generated.

Therefore, in spite of a projected 9% increase in service kilometres operated, by 2030 a 74% reduction in annual carbon emissions is forecast versus the 2016-2018 baseline. However, on a like-for-like basis, there is a forecast reduction of 76% in carbon emissions per service kilometre operated.



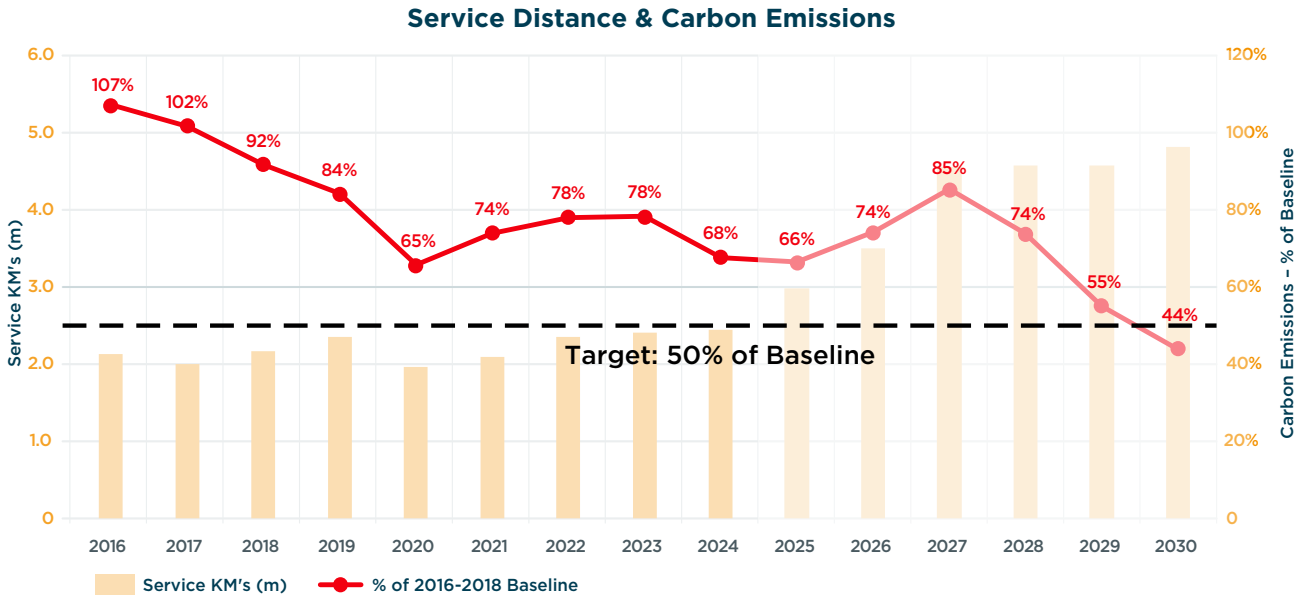
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**3.7**	**3.9**	**4.3**	**4.4**	**4.3**	**4.2**	**4.1**	**4.3**	**4.3**	**4.3**	**4.3**	**4.3**	**4.3**	**4.3**	**4.3**
Fleet Composition															
Diesel (incl. Hybrid)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Electric	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Conversion Factors															
Electricity: kg/CO2e per kWh	0.49	0.45	0.39	0.34	0.31	0.35	0.33	0.33	0.28	0.23	0.22	0.19	0.16	0.12	0.09
Carbon Emissions															
Total - ktCO2e	**9.7**	**9.0**	**9.2**	**8.0**	**7.9**	**8.9**	**8.4**	**8.5**	**7.5**	**6.0**	**5.7**	**5.1**	**4.4**	**3.3**	**2.5**
% of 2016-2018 Baseline	**104%**	**97%**	**99%**	**86%**	**84%**	**96%**	**90%**	**91%**	**80%**	**64%**	**62%**	**54%**	**47%**	**35%**	**26%**

PSO DART Train Services

The DART train service runs along the east coast in Dublin city, from Howth/Malahide in the north, to Greystones in the south. It is a regular, electrified train service, operated by Iarnród Éireann / Irish Rail. There has been limited changes to these services over recent years, but significant expansion is planned for the coming years through the DART+ programme. In the 2016-2018 baseline period, these DART train services operated for approx. 2.1m kilometres per year on average and this is projected to increase to approx. 4.8m kilometres in 2030, a 130% increase.

All DART trains are powered by electricity as the DART line is fully electrified. Therefore, significant improvements regarding carbon emissions have been made in recent years and will continue to be made in the coming years. This has been enabled by the ongoing decarbonisation of the Irish electricity grid, with a significant reduction in the kilograms of CO2e produced per kWh generated.

Therefore, in spite of a projected 130% increase in service kilometres operated, by 2030 a 56% reduction in annual carbon emissions is forecast versus the 2016-2018 baseline. However, on a like-for-like basis, there is a forecast reduction of 81% in carbon emissions per service kilometre operated.



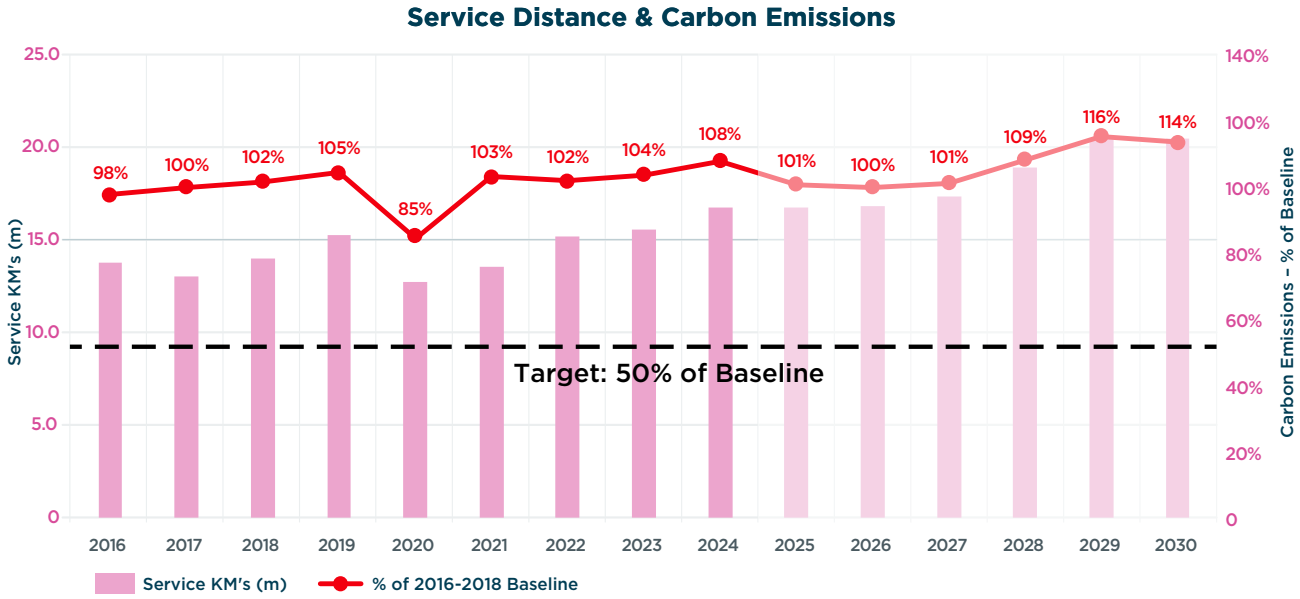
	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**2.1**	**2.0**	**2.2**	**2.3**	**2.0**	**2.1**	**2.3**	**2.4**	**2.4**	**3.0**	**3.5**	**4.5**	**4.6**	**4.6**	**4.8**
Fleet Composition															
Diesel (incl. Hybrid)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Electric	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Conversion Factors															
Electricity: kg/CO2e per kWh	0.49	0.45	0.39	0.34	0.31	0.35	0.33	0.33	0.28	0.23	0.22	0.19	0.16	0.12	0.09
Carbon Emissions															
Total - ktCO2e	**11.9**	**11.3**	**10.2**	**9.3**	**7.3**	**8.2**	**8.6**	**8.7**	**7.5**	**7.4**	**8.2**	**9.4**	**8.2**	**6.1**	**4.9**
% of 2016-2018 Baseline	**107%**	**102%**	**92%**	**84%**	**65%**	**74%**	**78%**	**78%**	**68%**	**66%**	**74%**	**85%**	**74%**	**55%**	**44%**

PSO Inter-City & Commuter Train Services

The PSO inter-city train services mainly connect Dublin to regional cities and large towns, while there are commuter services in Dublin and Cork. These services are operated by Iarnród Éireann / Irish Rail. There has been limited changes to these services over recent years and similarly, only quite modest changes are planned in the period out to 2030. In the 2016-2018 baseline period, these inter-city and commuter train services operated for approx. 13.6m kilometres per year on average and this is projected to increase to approx. 20.5m kilometres in 2030, a 50% increase.

The inter-city and commuter rail lines are not electrified, therefore requiring the operation of diesel trains. Accordingly, it is projected that some reduction in carbon emissions will be achieved through increased use of biodiesel in compliance with the RTFO as mentioned earlier. Additionally, with a view to accelerating the reduction in carbon emissions, further increased use of biodiesel and/or engineering changes to the rail fleet, are also being investigated. However, these are not factored into our current carbon emission projections as no related plans have been formulated at this point.

Therefore, with a projected 50% increase in service kilometres operated, by 2030 annual carbon emissions are projected to increase by 14% versus the 2016-2018 baseline. However, on a like-for-like basis, there is a forecast reduction of 24% in carbon emissions per service kilometre operated.



	Actual									Projected					
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Service KM's (m)	**13.8**	**13.0**	**14.0**	**15.3**	**12.8**	**13.6**	**15.3**	**15.6**	**16.8**	**16.8**	**16.9**	**17.4**	**19.0**	**20.5**	**20.5**
Fleet Composition															
Diesel (incl. Hybrid)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Electric	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Conversion Factors															
Diesel: kg/CO2e per Litre	2.68	2.68	2.68	2.68	2.68	2.68	2.68	2.67	2.55	2.39	2.35	2.31	2.27	2.23	2.19
Carbon Emissions															
Total - ktCO2e	**113**	**116**	**118**	**121**	**98**	**120**	**118**	**120**	**125**	**117**	**116**	**117**	**126**	**134**	**132**
% of 2016-2018 Baseline	**98%**	**100%**	**102%**	**105%**	**85%**	**103%**	**102%**	**104%**	**108%**	**101%**	**100%**	**101%**	**109%**	**116%**	**114%**

7.2 Energy Efficiency Targets

For the purposes of the Climate Action Mandate, energy efficiency refers to the reduction in energy consumption per unit of activity across a public body's operation. The 50% improvement target for energy efficiency by 2030 is measured relative to the baseline year of 2009. Progress is assessed through annual energy performance reporting and reflects improvements achieved through implemented efficiency measures. This section sets out the energy efficiency profile of the NTA and the steps the NTA is taking to improve energy efficiency.

NTA Energy Efficiency Profile

In 2024, the NTA moved head office to Haymarket House in Smithfield, which has a BER rating of A3. This move has been the most significant change and improvement towards our energy efficiency and usage. In the new building, the shift away from the use of fossil fuel dependent systems resulted in a very positive impact on our building's energy efficiency performance, whilst the modern systems also enabled improved monitoring and measuring. For 2025, our data indicated that the building energy performance surpassed the BER utilisation rating, with a utilisation value of 65 kWh/m2/year, demonstrating our efficient use of energy.

The NTA purchases its electricity through the Office of Government Procurement framework and approx. 65-70% of the electricity purchased is generated from renewable sources. Where appropriate, the NTA procures goods and services from providers listed on the Triple E Register.

Energy Management Systems (EMS)

In line with the EU Energy Efficiency Directive, several intelligent heating, cooling, ventilation and lighting systems were part of Haymarket House building design. The building is equipped with a Building Automation and Control System (BACS) which is approved by a competent designated person. The system continuously monitors and logs energy usage and allows for the effective analysis of the building's energy consumption. BACS facilitates real time operational adjustments of the building equipment, for example, Heating, Ventilation and Air Conditioning (HVAC). The building also has a lighting system which enables daylight harvesting, and 100% LED occupancy linked controls which provides optimum lighting levels for the occupants. The building has heat pumps and ventilation systems including heat recovery units, which recover 80% of heat from the extracted air.

Alongside BACS, the NTA head office building is equipped with an energy metering system which provides immediate insights into energy consumption patterns. The metering system provides analytical data and can produce daily, weekly and monthly reports which support the identification of energy waste and support risk management activities.

The energy performance of the building is driven by the implementation of the Energy Management Standard, ISO 50001, and the application of the principles of the EU Energy Efficiency Directive (EU/2023/1791).

Implementing Energy Efficiency Projects

Energy efficiency measures may also contribute to decarbonisation targets. For example, solar panels installed on a building reduce reliance on grid electricity, improving overall energy efficiency, while the renewable energy generated contributes to decarbonisation targets.

As discussed above, the NTA's integrated Energy Management Systems (EMS) significantly improve the NTA's energy efficiency, as well as facilitating monitoring and analysis to enable continuous improvement. Using the EMS, we have created a register of opportunities, which is a database of potential projects targeting the reduction of energy use and corresponding financial savings. In 2026, we will be developing a new Energy Management Plan to help ensure the projects selected, deliver on our targets.

The NTA has a number of notable projects implemented or planned to improve energy efficiency, including the following:

- **Optimise the reduction in energy consumption by approx. 10%.**

  There are several key actions required to achieve optimal operating conditions for equipment such as ventilation systems, heating and cooling systems, lighting systems and water heating and cooling. This includes:

- intelligently controlling the operation of equipment during periods of building occupancy and out of hours,
- the setting of defined periods of operation, weekdays and weekends, with seasonal variation,
- establishing critical control parameters for the operation of the equipment providing heating, cooling, ventilation etc., and
- implementation of an effective preventative maintenance plan in accordance with the manufacturer's guidelines.

› **Reduce the number of printers by 40%**

All outputs of the printers in Haymarket House are monitored and measured monthly. Printer activity reports are issued monthly, detailing the usage and outputs from each printer within the building. These activity reports are evaluated by the departmental managers and energy team. Following a review of the reports by the energy team, it was recommended by the energy team to reduce the number of the printers in Haymarket House by 40%. This initiative will assist in delivering energy savings while also helping the NTA to reduce paper usage.

› **Installation of Electric Vehicle Charging Points**

Haymarket House provides a total of 14 parking spaces, all of which have an Electric Vehicle (EV) charging point. The EV charging points include a metering system to enable monitoring and measurement of activity at each one.

› **Install Solar PV Panels**

The installation of solar PV panels is planned, with completion expected in Q1 2027. The NTA's energy team recommended the installation of Solar PV panels on the roof of the Haymarket House building. The project estimates that approximately 13% of the building's energy demand can be supplied by solar panels. This project significantly decreases the amount of carbon emissions related to the building.

Historical Data Limitations

Due to limitations in historical baseline data and a significant change in office premises, the NTA currently does not have an agreed energy efficiency baseline. The relocation of the Head Office from Dún Scéine to Haymarket House in 2024 was a fundamental change, with the new building being substantially more energy efficient. Work is ongoing to determine how best to report on energy efficiency metrics in future periods.

8. Other Initiatives

8.1 Moving Together Strategy

The NTA will play a key role of the implementation of the recently launched Moving Together strategy, which is a collaborative approach to systems change in transport for the period 2026-2030. The strategy contains a series of actions, many of which will be led or supported by the NTA.

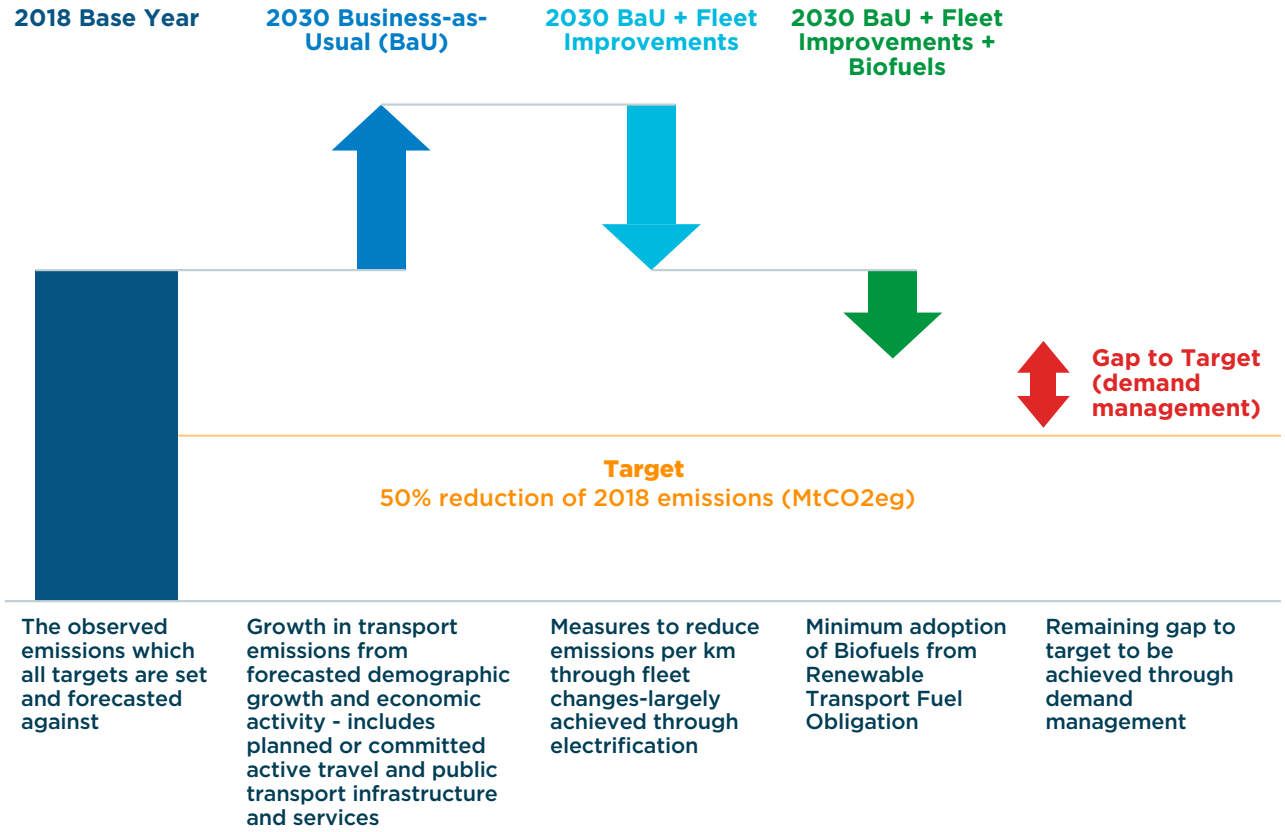
The purpose of this strategy is to encourage changes in travel behaviour with a view to reducing, where possible, unsustainable journeys and overall travel demand. However, it is not about eliminating the car as a mode of transport or curtailing people's freedom to move around. Rather, it is about finding new approaches to making travel, by whatever means, more efficient and pleasant for everyone. The strategy recognises that the car will remain the dominant mode of transport for many people for a variety of reasons including the lack of readily available sustainable alternatives for many necessary journeys.

The Programme for Government (PfG) 2025 commits to investing in a diverse range of transport options, with the aim of enhancing connectivity across urban and rural areas, giving people more choice and supporting sustainable growth which will also address congestion, improve air quality, reduce noise, and enhance the attractiveness and accessibility of cities, neighbourhoods and town centres. The PfG also commits to identifying, researching and coordinating delivery of behavioural change initiatives to support modal shift and reduce congestion and improve travel options, focusing on wider societal benefits of the change. Aligned to this ambition are the Government's climate goals, which were most recently restated through the Climate Action Plan 2025.

The new Government has reaffirmed its commitment to achieving Ireland's legally binding emissions reduction targets. To achieve targets in the transport sector, Government is prioritising a large-scale transition to Electric Vehicles (EVs) through generous and targeted incentives, higher penetration levels of biofuels in the fuel mix through regulation and increased modal shift towards more sustainable journeys through unprecedented investment and improvements in active and public transport infrastructure and services. Effectively, these represent 'supply' side measures – supplying more sustainable alternatives such as walking, cycling and public transport as well as the use of EVs.

However, supply side measures alone will not be sufficient to deliver the emissions abatement required for the transport sector as they do not address the projected increases in travel demand over the intervening years, linked to population and economic growth. This means that there is a gap-to-target on emissions reduction as illustrated in figure 8.1A below and more needs to be done. To fully address the environmental, economic and social costs of transport inefficiency and congestion, a balance must be struck between supply and demand-led measures. While the latter will be vital to bridging the 'gap-to-target' and to addressing those wider social and economic issues, it is acknowledged that the effectiveness of such measures will remain largely dependent on the availability of supply-side alternatives.

Figure 8.1A: Transport sector emissions abatement gap-to-target



Source: Moving Together 2026-2030

The approach set out in the Moving Together strategy is three-fold:

1) to identify and leverage the potential of existing Government policies and programmes to impact travel demand (by optimising their positive impacts and mitigating their potential to generate travel demand),

2) to identify and address impediments to policy measures that reduce travel demand and/or increase transport system efficiencies, and

3) to enable and empower initiatives to be taken at national, local and community level that will help deliver the objectives of the Strategy in a coherent and collaborative manner.

8.2 Climate Change Adaption

Climate change adaptation is defined by the Intergovernmental Panel on Climate Change as the process of "*reducing climate risks and vulnerability mostly via adjustment of existing systems*".

The National Climate Change Risk Assessment[5], published in June 2025, provided a national overview of the risks posed by climate change and noted that the risks facing physical infrastructure, including transport infrastructure, are particularly acute.

Furthermore, the second iteration of the Transport Sectoral Adaptation Plan (T-SAP II)[6], published in November 2025, is a strategic document designed to help Ireland's transport system build long-term resilience, responding to climate impacts that are already happening or are projected to happen in the future (e.g. preparing for floods, storms, heatwaves, sea-level rise and other climate-related impacts). Extreme weather disrupts journeys, damages infrastructure, and puts pressure on how transport systems are planned, built and maintained.

The T-SAP II, which was developed in consultation with key stakeholders and the public, outlines how Ireland's transport system can adapt to future climate risks across roads, rail, ports, airports, public transport and active travel. The NTA is listed as a responsible entity for the five T-SAP II actions set out in the table below, and as a supporting stakeholder in an additional ten actions. In recognition of these obligations, the NTA will strengthen the integration of

[5] *National Climate Change Risk Assessment*
[6] *Transport Sector Adaptational Plan II (T-SAP II)*

climate resilience and adaptation measures into the delivery of sustainable transport infrastructure and services.

Category	Action ID / Title	Action Details
6.4.2 Land Transport - Roads	**ID: R6** Enhance collaboration between the National Transport Authority, local authorities, bus operators and Transport Infrastructure Ireland on climate-proofing urban roads.	Support consistent, unified approach by integrating climate adaptation into urban roads transport projects through enhanced collaboration between the National Transport Authority, local authorities, TII light rail division and bus operators, by developing of an urban road standard or guideline to be considered for the maintenance and upgrading or development of new urban roads.
6.4.3 Land Transport – Active Travel	**ID: AT2** Assess the criticality of active travel networks in relation to climate risk.	National Transport Authority will conduct a study to assess the criticality of the active travel network and identify priority routes in relation to prioritised climate risks.
6.4.4 Land Transport – Buses	**ID: B1** Strengthen preparedness to extreme weather events for bus operators.	National Transport Authority and bus operators will build upon existing training and awareness programmes to enhance preparedness for severe weather events through tailored capacity-building programmes.
6.4.4 Land Transport – Buses	**ID: B2** Explore the effectiveness of Nature-Based Solutions for bus infrastructure.	National Transport Authority will commission a study to investigate the effectiveness of implementation of potential Nature-Based Solutions for bus infrastructure across rural and urban locations.
6.4.4 Land Transport – Buses	**ID: B3** Ring-fence funding for climate-proofing critical bus routes.	National Transport Authority and Department of Transport will explore the opportunities for ringfencing funding for climate resilience focused improvements on existing and planned bus infrastructure on critical routes (shelters, depots, etc).

8.3 Biodiversity Action Plan

The NTA Biodiversity Action Plan (BAP) outlines a strategic framework to integrate biodiversity protection and enhancement into Ireland's transport system. Recognising the biodiversity crisis and its link to climate change, the plan aims to ensure that transport development supports ecological protection and resilience, while meeting sustainability goals. The BAP aligns with national and EU biodiversity strategies, as well as complimenting NTA's Sustainability Strategy.

The BAP sets out five core objectives: (1) biodiversity protection and enhancement, (2) habitat connectivity, (3) biodiversity and climate adaptation integration, (4) knowledge exchange and collaboration, and (5) progress reporting and training. These objectives are supported by specific actions – including timeframes and success criteria – that focus on measures such as ecological corridors, nature-based solutions, pollinator-friendly design, and biodiversity metrics. Actions in the plan range from ensuring no net loss of biodiversity on projects to sharing/collating biodiversity success stories and integrating biodiversity into transport strategies.

Implementation will involve embedding biodiversity considerations across all NTA projects, plans, and funded initiatives, supported by staff training, reporting, and collaboration with stakeholders. The BAP emphasises transparency through reporting and iterative improvement, based on feedback and evolving best practices. By fostering partnerships, promoting knowledge exchange, and mainstreaming biodiversity into transport planning, the NTA seeks to deliver a resilient, nature-positive transport system that benefits people, climate, and ecosystems.

8.4 Small Public Service Vehicles (SPSV's)

Small Public Service Vehicles (SPSV's) are mostly used for an individual, typically door-to-door, on-demand transport service, provided by self-employed SPSV operators on a 24/7 basis. By the very nature of their services, SPSVs are an integral element in the sustainable multimodal mobility chain, which relies upon efficient public transport and a range of complementary travel solutions. In recent years there has been a growing focus on improving the sustainability and reducing the environmental impact of SPSV's. Some initiatives planned or already in place include:

- NTA administer an electric Small Public Service Vehicle (eSPSV) grant on behalf of Zero Emission Vehicles Ireland (ZEVI). The overarching aim of the eSPSV grant scheme is to increase the uptake of fully electric SPSV's. It is aimed at improving air quality in urban areas, together with influencing the uptake of zero emission passenger cars by improving general perception and awareness of the benefits of electric vehicles, and in that respect, the SPSV industry is regarded as a champion in the normalisation of electric vehicle use.
- The setting of a maximum permissible age for taxis and hackneys supports the provision of a quality fleet, including reducing emissions. This helps limit the associated carbon footprint of the SPSV sector.

Good progress is being made in this area and at the end of December there were 9,811 low emission vehicles in the fleet, making up 46.3% of the total SPSV fleet. Included in this low emission category of vehicle are 3,307 fully electric vehicles, making up 15.6% of the total SPSV fleet.

9. Conclusion

This Roadmap reaffirms the NTA's commitment to a cleaner, more efficient, and more resilient transport system. By advancing sustainable mobility, accelerating the transition to low- and zero-emission technologies, and strengthening collaboration across government, industry, and communities, the NTA will contribute significantly towards meeting national climate targets. Delivering on this Roadmap will require sustained focus and partnership, but the aim is clear: a transport network that supports the economy, enhances quality of life, and contributes meaningfully to Ireland's climate ambitions.

Appendix 1 – Green Team Terms of Reference

GREEN TEAM – TERMS OF REFERENCE

Outlined below are the terms of reference for the NTA's Green Team, including their purpose and objectives. The Green Team is a committee of the employees of the NTA.

Purpose

The purpose of the Green Team is to create a genuine behavioural change within our organisation and drive initiatives to help the organisation operate more sustainably, including operational improvements (such as going paperless, reducing energy and water to name a just a few) as well as engaging and educating employees on sustainability-related topics. The Green Team aims to achieve wide reaching impacts as colleagues take their newly acquired sustainability knowledge home to their families, friends and communities.

Objectives

The Green Team's role is to provide advice and assistance to the Senior Management Team in monitoring the decisions and actions of management towards achieving NTA's goal to be a sustainable organisation. Sustainability encompasses how the NTA conducts its businesses, now and in the future, including meeting our obligations within the Climate Action Roadmap and focusing on our energy targets, minimising the organisation's impact on the environment.

Responsibilities

The Green Team has the following responsibilities:

Climate Action Roadmap

- To oversee the development of and to make recommendations regarding NTA's environmental strategy,
- Promote delivery of climate action roadmap activities, particularly meeting energy targets,
- Promote energy conservation,
- Set Key Performance Indicators (KPIs) and update and post them regularly to promote awareness of climate action,
- Staff engagement, and
- Education and training for all NTA employees.

Community and Social Responsibility

- Review the effectiveness of the NTA's policies and initiatives on community engagement and social responsibility; and
- Review the effectiveness of NTA's policies and initiatives designed to ensure environmental sustainability and the minimisation of the organisation's impact on the environment.

Meetings

The Green Team will meet monthly and at such additional times as the committee chairperson or any member of the committee may request. Meeting agendas will be circulated in advance and minutes will be kept for the meetings, including the names of those in attendance. A quorum for a Green Team meeting will be a majority of Green Team members.

The Facilities Manager / Energy Performance Officer is the chairperson of the Green Team. Other staff members and external advisers may be invited by the chairperson to attend part or all of any meeting if required and to support the work of the Green Team.

Reporting Responsibilities and Implementation of Objectives

The chairperson of the Green Team or his/her nominee will report to the senior management team on the proceedings of the Green Team and make appropriate recommendations where applicable.

Effectiveness Review

The Green Team will conduct an annual review of its performance and effectiveness by reference to this Terms of Reference and current best practice.

Acknowledgements

This Climate Action Roadmap is informed by and contains details from the 'Public Sector Bodies Climate Action Roadmaps Guidance' that was issued by the Sustainable Energy Authority of Ireland (SEAI) and the Environmental Protection Agency (EPA).

There were many contributions to this document from around the NTA, all of which are greatly appreciated.

NTA
Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Haymarket House
Smithfield
Dublin 7
D07 CF98

Údarás Náisúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
Baile Átha Cliath 7
D07 CF98

Tel: +353 1 879 8300
Fax: +353 1 879 8333

www.nationaltransport.ie