



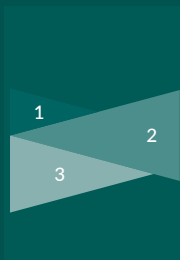
Rialtas na hÉireann  
Government of Ireland

# Irish Sovereign Green Bond Allocation Report 2024



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**Cover page:**

1. Artist impression of the [Galway Ceannt Station redevelopment](#)
2. Leap Young Adult Card - Connolly Station Promotion
3. Big Meadow, Glengariff Woods Nature Reserve, Cork

# Introduction and Summary

This is the seventh annual allocation report issued in accordance with the Irish Sovereign Green Bonds ("ISGB") Framework.

ISGBs are designed to provide investors with the financial features of a standard Irish government bond combined with sovereign green bond market practices. ISGB proceeds are paid into the Central Fund in the same manner as standard government bonds. They are allocated against eligible green projects which generate a positive environmental benefit.

Ireland has two ISGBs outstanding: 1.35% Treasury Bond 2031 (€7,148.1 million outstanding end 2024) and 3.0% Treasury Bond 2043 (€4,017.2 million outstanding end 2024)

In total this Report details €283.59 million of allocations to eligible green projects. These proceeds were raised in the bond auction held in September 2024 when €300 million nominal of 1.35% Treasury Bond 2031 was sold at a price of €94.53.

The ISGB Working Group has decided to allocate these proceeds to 2024 eligible green projects. This represents approximately 8% of climate and environmental related expenditure during the year. Ireland's continued strong fiscal position has created a low debt issuance requirement which is reflected in this percentage.

**Table 1: Proceeds raised and allocations timeline**

Year	2017/18	2019	2020	2021	2022	2023	2024
Opening proceeds Starting balance (1)*	Nil	1,034,361,382	1,317,704,382	197,572,652	Nil	Nil	Nil
Proceeds from sales of ISGBs (2)	2,983,410,000	2,252,380,000	1,268,980,270	838,844,500	Nil	3,444,140,000	804,566,910
Total proceeds for allocation (3) (1+2)	2,983,410,000	3,286,741,382	2,586,684,652	1,036,417,152	Nil	3,444,140,000	283,590,000
Allocations to eligible green projects (4)	1,949,048,618	1,969,037,000	2,389,112,000	2,501,421,019 (See note 1)	1,979,136,133 (See note 2)	520,976,910 (See note 3)	<b>283,590,000</b>
Unallocated proceeds end-year balance (3-4)	1,034,361,382	1,317,704,382	197,572,652	Nil	Nil	Nil	Nil
Nominal ISGB debt outstanding at year-end	3,000,000,000	5,000,000,000	6,100,590,000	6,848,090,000	6,848,090,000	10,348,090,000	11,165,240,000

*Note 1 - €1,465,003,867 from proceeds in 2023 was retrospectively allocated to 2021*

*Note 2 - €1,979,136,133 from proceeds in 2023 was retrospectively allocated to 2022*

*Note 3 - €520,976,910 from proceeds in 2024 was retrospectively allocated to 2023*

An overview of Ireland's green budgeting process is provided in this report. The EU Taxonomy is one of the key elements in the forward-looking analysis. It considers both favourable and potentially unfavourable climate-related expenditure.

# Acknowledgements

This Report was produced with the co-operation of Government departments and other State bodies responsible for expenditure and subsidies which are allocated from the proceeds of ISGBs. The ISGB Working Group is grateful to the many colleagues who provided information and assistance.

Those Government departments and State bodies are as follows:

- [Department of Finance](#)
- [Department of Public Expenditure, NDP Delivery and Reform](#)
- [Department of Housing, Local Government and Heritage](#)
- [Department of Transport](#)
- [Department of Agriculture, Food and the Marine](#)
- [Department of the Environment, Climate and Communications](#)
- [Office of Public Works \(OPW\)](#)
- [National Treasury Management Agency](#)



# Green Budgeting

## Overview

Green budgeting is the broad term given to reforms that seek to better embed climate and environmental information within the budgetary process, aiming to provide transparency and support more effective public spending in line with Government objectives. The Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation (DPER) and the Department of Finance (DFIN) have been leading the implementation of a series of progressive green budgeting reforms in both expenditure and revenue since Budget 2019. Progress to date includes:

- Identification, tagging, estimation and published discussion of climate & environmentally favourable and unfavourable expenditure items on an annual basis;
- A corresponding annual and systematic review of the climate and environmental impact of tax and tax expenditures;
- Assessment of the contribution Exchequer-funded capital spending in the National Development Plan (NDP) will make to a range of climate / environmental outcomes;
- A review and inventory of fossil fuel subsidies and other potentially climate-harmful supports;

The Department of Public Expenditure has tracked and reported on climate-favourable expenditure each year since 2018 which has facilitated the reporting of the allocations from Ireland's Sovereign Green Bonds. The framework used for this exercise is discussed in the staff paper [An Introduction to the Implementation of Green Budgeting in Ireland](#), with the latest staff publication in this series, [Climate and Environmental Expenditure in REV 2025](#), published in January 2025.

## Green Budgeting Reforms

Green Budgeting Reforms are intended to make Government action on climate change more transparent to the public, to raise awareness and understanding of the specific expenditure impacts of climate and environmental policies, and to foster discussion and consideration of the effectiveness of public spending to inform the decision making process. Outputs have the potential to support changes to policy-making to target more effective public spending, value-for-money and improved outcomes.

To date, green budgeting initiatives have largely focused on meeting transparency objectives and providing a source of information for use in the policy-making process. To further progress the focus on effectiveness and efficiency in the use of public resources to tackle climate and environmental change, the Department has been implementing a work programme of several improvements and methodological changes in each iteration beginning with the Revised Estimates Volumes for the Public Service (REV) 2024. These include:

- Both **favourable and potentially unfavourable expenditure** being identified and reported;
- Consideration of all climate/environmental objectives in line with the **EU Taxonomy**;
- Programme/project **direct/indirect impact** consideration (where information allows);
- Alignment of reporting of outturn and outcomes with the **Performance Budgeting** framework;
- Improved **communication**, including further detail included in REV Appendix and a **standalone report** outlining methodology and results published alongside the REV; and
- Incorporation of reporting and use of information through the Department's **IT systems**.

In support of these reforms, Ireland is an active participant in the OECD Paris Collaborative on Green Budgeting, the European Commission's DG ECFIN-led Green Budgeting Expert Group, and the Coalition of Finance Ministers for Climate Action, and engages in training and exchange initiatives relating to green budgeting with EU institutions and other Member States, aiming to develop and learn from best practice in this area. Ireland is generally considered to have a well-developed green budgeting framework, as outlined in the table (Table 2) below.

**Table 2: Elements of the European Commission's Green Budgeting Reference Framework (Ireland in bold)**

	Essential	Developed	Advanced
Coverage	<b>Climate-related Favourable items (revenue &amp; expenditure)</b> <b>Central-government</b>	+ <b>Other objectives</b> + <b>Unfavourable items</b> + Sub-national governments	<b>All objectives (EU Taxonomy)</b> + <b>Tax expenditure</b> + Other (e.g., SOEs)
Methodology	Tagging methodology [simple]	<b>Tagging methodology [more granular]</b>	+ <i>Ex-ante impact assessment</i> + <i>Ex-post evaluation</i>
Deliverables	<b>Presentation in annual budget</b> <b>Presentation in execution report</b>	+ <b>Presentation of estimates in multi-annual plans</b>	+ <i>Extra-budgetary entities reports</i>
Governance	Ad-hoc central task-force	<b>Permanent central structure</b>	+ <i>Green budgeting correspondents in line ministries</i>
Transparency & Accountability	<b>All deliverables public</b> <b>Independent evaluation of methodology</b>	+ <b>Independent evaluation of deliverables</b> + <b>Parliamentary discussion</b>	+ <i>Ex-post review</i>

## Criteria for Assessment

The methodology for this work relies directly on reference to both the dimensions and the technical screening criteria of the European Union Taxonomy for Sustainable Activities<sup>1</sup>. The EU Taxonomy, while initially developed as a tool to facilitate private sector reporting, is increasingly in use by individual Member States of the European Union and by the Union institutions themselves to assess the environmental impact of public investment. Aligning Ireland's national public expenditure assessment with this practice provides a set of external criteria on which to base assessment, and allows for comparison with best practice internationally with a view to improving this methodology in future iterations. Expenditure items are assessed using the following six environmental criteria:

1. **Climate change mitigation** – the process of holding the increase in the global average temperature to well below 2 °C and pursuing efforts to limit it to 1.5 °C above preindustrial levels, through human intervention to reduce the source or enhance the sinks of greenhouse gases.
2. **Climate change adaptation** – preparation for and adjustment to both the current effects of climate change the predicted impacts in the future.
3. **Protection of Water and Marine Resources** – achieving good (environmental) status of bodies of water, including bodies of surface water, groundwater, and marine water, or preventing the deterioration of bodies of water that already have good (environmental) status.

<sup>1</sup> Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment ("EU Taxonomy"). The European Commission's EU Taxonomy Navigator provides further background detail on this system: <https://ec.europa.eu/sustainable-finance-taxonomy/>.

4. **Transition to a Circular Economy and Waste Management** - maintaining the value of products, materials and other resources in the economy for as long as possible, enhancing their efficient use in production and consumption, thereby reducing the environmental impact of their use, minimising waste and the release of hazardous substances at all stages of their life cycle.
5. **Pollution Prevention and Control** – prevention and control of the direct or indirect introduction of pollutants into air, water or land as a result of human activity.
6. **Protection and Restoration of Biodiversity and Ecosystems** - protection and support for the variability between and among living organisms arising from all sources including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part.

Further detail on the methodology used for this assessment is available in the October 2024 publication [Guidance Note for the Identification of Climate & Environmental Expenditure at REV 2025](#).

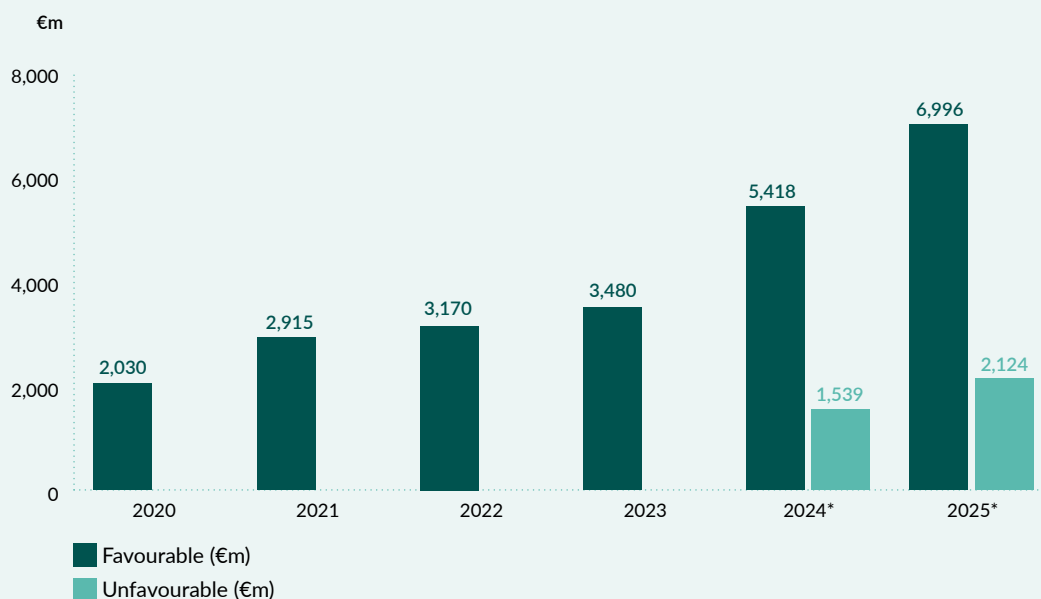
## Revised Estimates Volumes for Public Services (REV) 2025

### Overall Results – Favourable & Unfavourable Expenditure

On the basis of assessment undertaken at REV2025, it was considered that c. €6,996 million of Voted expenditure allocated for 2025 will have a probable favourable impact on climate and environmental criteria (Figure 1). This includes funding for activities targeting emissions reductions through residential, public, and community retrofitting and public transport investment, furthering adaptation and resilience through flood risk management and other programmes, funding for State agencies implementing climate/environmental policies, programmes aimed at protection of the environment and enhancement of biodiversity and ecosystems, more sustainable agriculture practices and agri-environmental schemes, and a range of programmes in waste management and water quality.

It was also considered that some €2,124 million of expenditure allocated in REV 2025 will have a probable unfavourable impact on the criteria chosen for assessment. This includes expenditure items which are considered fossil fuel subsidies or other potentially harmful supports, involve emissions-intensive activities in transport, agriculture and industry, or involve the provision of funding which enables those activities, and those which involve infrastructure and construction projects which likely resulting in net unfavourable impacts on the criteria assessed.

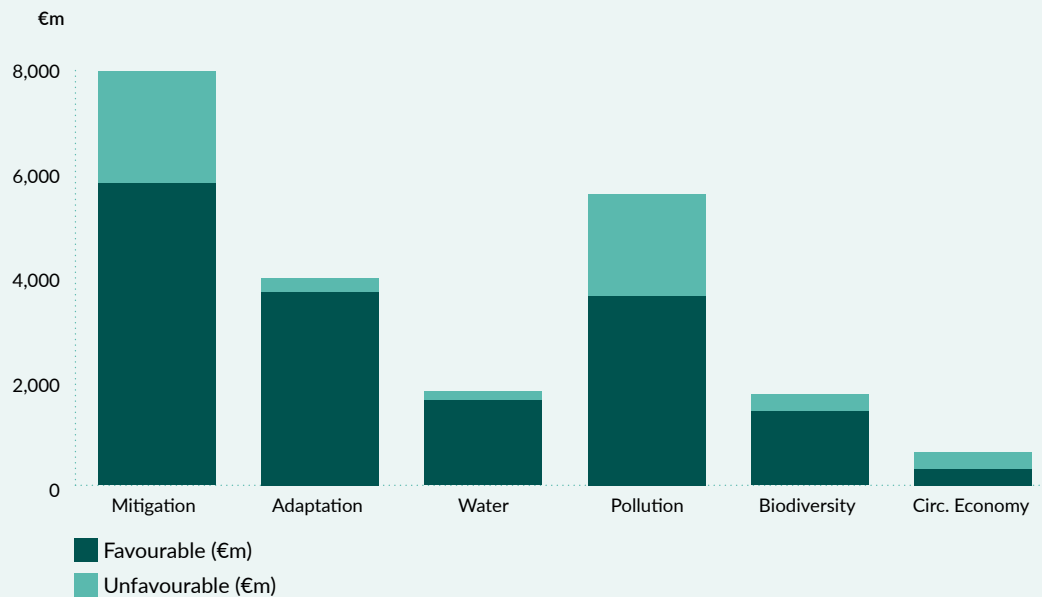
**Figure 1 - Climate and Environmental Expenditure in the REV Allocations.**



\* 2024 marked a methodological change to include environmental and unfavourable assessment

The year-on-year increases highlight both growth in the quantum of relevant expenditure by the Irish State and improvements in scope and methodology that allow for more granular and more detailed consideration of individual spending programmes. How these probable impacts break down between the criteria assessed is outlined below (Figure 2). As there is a significant amount of crossover between criteria, e.g. supports for electric vehicles will have a probable favourable impact to both climate change mitigation and pollution prevention and control, the same expenditure item may be reflected in each individual column. There is no double counting in the overall totals, however, which reflect each expenditure item only once.

**Figure 2 - Break Down of Expenditure between Assessed Criteria.**



The identification of expenditure as potentially unfavourable is not in any way a suggestion that a policy or programme is flawed or should not proceed - many of these schemes will have essential social or other policy purposes. Rather it acknowledges the likely practical consequences of the programme from a climate and environmental perspective so that consideration can be given to how any impact can be mitigated or minimised, and where this is not possible, it highlights the need for the Government to have regard to other measures to offset the potentially unfavourable consequences of necessary expenditures.

The value of this exercise is not in making a determination of the relative climate or environmental friendliness of individual measures for its own purposes, but rather in encouraging Government Departments to consider the climate and environmental impacts of their spending plans in the policy development phase, taking steps to ensure negative impacts are minimised to the greatest extent possible, and ensuring that measures intended to have positive impacts are as effective in doing so as they can be. This exercise aims to provide additional detail to inform the cost effectiveness and value-for-money impact of Government expenditure. Green budgeting is a process of iterative development for DPER, based on the best available information, and is subject to ongoing review. Identifying relevant, reliable and consistent approaches for undertaking such assessments and ensuring this information appropriately informs the policy-making and budgetary processes is a key challenge for administrations globally, and DPER expects to continually refine its approaches.



## Looking Forward

Green budgeting initiatives, while focused closely on the climate and environmental impacts of public expenditure, are important elements of the Performance Budgeting framework, which seeks to report on the outputs and impacts of public expenditure overall. While initially developed as a separate initiative, the progress made in developing approaches to 'green tagging' closely complements reporting of relevant indicators of performance on relevant expenditure items. Closer integration of these processes is a focus of the revised programme of work referred to above. As a step in this process of closer integration with performance budgeting, all Departments have been asked to note the intention to incorporate reporting of metrics in relation to climate and environmental expenditure from the next iteration of the Performance Report onwards on a phased basis.

Strengthening the link between resource allocation, delivery of intended outputs, and their ultimate impact on climate and environmental outcomes is a priority, in line with the continued development of an overarching performance framework that encompasses green, well-being, and equality budgeting. This complements the usual methodological and process improvements that will be made throughout the year in preparation for the REV 2026 iteration of this exercise.

All of DPER's publications on green budgeting, including the papers referenced above can be found [here](#).

## National Development Plan

The Government published the updated National Development Plan (NDP) in July 2025, with a total capital investment (including Exchequer and non-Exchequer funding) of €275.4 billion over the period 2026 to 2035. This includes sectoral capital allocations of €102.4 billion for the years 2026 to 2030 and a further €100 billion for 2030 to 2035. This expenditure is pivotal in delivering the infrastructure needed to support the State's future economic requirements and to address social investment and climate change commitments.

The core focus and intended impact of this increased investment, is to fund the supporting infrastructure to enable the delivery of 300,000 additional homes by 2030 and to boost Ireland's competitiveness. The review includes an additional €34 billion relative to the previous 2021-2030 NDP, which includes equity funding of €10 billion to 2030 to fund large strategic projects in energy, water and transport.

A total of €3.5 billion in equity has been earmarked for energy projects with ESB Networks and EirGrid to meet the growth to deliver on the housing target. €12.2 billion for the water sector for water and wastewater services. And €24.3 billion for the transport sector including low carbon transport projects such as Metrolink.

# Governance and Project Selection

As set out in the ISGB Framework, the ISGB Working Group oversees the reporting on the allocation of proceeds to eligible green projects. It is comprised of representatives from the National Treasury Management Agency, the Department of Public Expenditure, National Development Plan Delivery and Reform, the Department of the Environment, Climate and Communications, the Department of Finance, the Department of Transport, Department of Agriculture, Food and the Marine, Department of Housing, Local Government and Heritage and the Office of Public Works. The Working Group consulted with other Government departments and State bodies in carrying out its remit. This includes the identification of eligible green projects which are evaluated and selected for allocation under the ISGB Framework based on the use of proceeds criteria. These projects are, where relevant, in line with those identified in the Revised Estimates for Public Expenditure – see this [link](#) for more details.

The objective is to finance, or refinance, eligible green projects which:

- promote, in whole or in part and whether directly or indirectly, Ireland's transition to a low carbon, climate-resilient and environmentally sustainable economy;
- are funded, in whole or in part and whether directly or indirectly, through Exchequer funded expenditures, subsidies or tax foregone; and where the relevant Exchequer expenditure has been provided within the 24 month period preceding the issue date of the relevant ISGB to refinance an existing project; and which otherwise qualify under the Framework.

This Report outlines how the allocations were made in 2024 across the six eligible green categories set out in the ISGB Framework:

- Built Environment/Energy Efficiency
- Clean Transportation
- Climate Change Adaptation
- Environmentally Sustainable Management of Living Natural Resources and Land Use
- Renewable Energy
- Sustainable Water and Wastewater Management

## Compliance Review by Sustainalytics

Based on the limited assurance procedures conducted, nothing has come to Sustainalytics' attention that causes us to believe that, in all material respects, the Nominated Expenditures do not conform with the use of proceeds criteria and reporting commitments in the Framework. The ISGB Working Group has disclosed to Sustainalytics that the proceeds from the 2024 ISGB were fully allocated as of December 2024.

The full compliance review is available on the National Treasury Management Agency's website at this [link](#)

## Allocation Table and Analysis for the year ended 2024

The table of expenditure and allocations on eligible green projects (Table 3) of this allocation report is assembled as follows:

- **Eligible Green Categories:** Projects/Programmes/Schemes aligned with the six eligible green categories as set out in the ISGB Framework.
- **Notes:** Each Project/Programme/Scheme has an explanatory note.
- **Project/Programme/Scheme:** These have been identified by the ISGB Working Group.
- **2024 Expenditure:** The expenditure numbers for 2024 used in this Report are based on a provisional outturn principally provided by the Department of Public Expenditure, NDP Delivery and Reform in its databank and will be subject to finalization later in 2025 in the 2024 Appropriation Accounts.
- **Allocation from ISGB Proceeds:** The amount allocated to each Project/Programme/ Scheme is shown and is sub-totalled by eligible green category.

The total allocation of proceeds to 2024 is **€283.59** million which is a full allocation of the proceeds raised in an auction of ISGBs in September 2024.

# Allocation Table for 2024

Table 3: Eligible Green Category and Programmes

	Note	Eligible Green Expenditure € '000s	ISGB Proceeds Allocation € '000s
Built Environment / Energy Efficiency			
Non-Residential Energy Efficiency Programmes	1	10,543.0	824.6
SEAI Admin and General Expenses	2	29,029.0	2,270.4
Energy Efficiency - Retrofitting	3	89,666.0	7,013.0
Estate Regeneration & Social Housing Improvement	4	4,100.0	320.7
Category total		133,338.0	10,428.7
Clean Transportation			
Public transport Investment	5	925,606.0	72,394.1
Public Service Provision Payments	6	723,995.0	56,625.6
Active Travel Infrastructure	7	331,531.0	25,929.9
Greenways	8	30,440.0	2,380.8
EV Grants and Infrastructure (formerly Carbon Reduction)	9	55,888.0	4,371.2
Low Emission Vehicle incentivisation	10	25,700.0	2,010.1
Category total		2,093,160.0	163,711.7
Climate Change Adaptation			
Flood Risk Management (OPW)	11	74,916.0	5,859.4
Climate Initiatives	12	9,672.0	756.5
Category total		84,588.0	6,615.9
Environmentally Sustainable Management of Living Natural Resources and Land Use			
Forestry and Bio-energy	13	73,285.0	5,731.8
Environmental Protection Agency - Administrative expenses	14	45,799.0	3,582.1
National Heritage (National Parks and Wildlife Service)	15	56,783.0	4,441.2
Waste Management Programmes	16	22,817.0	1,784.6
International Climate Change Commitments	17	24,500.0	1,916.2
Environmental and Climate Research	18	16,717.0	1,307.5
Peatlands Restoration and Management	19	350.0	27.4
Category total		240,251.0	18,790.7
Renewable Energy			
Energy Research Programmes	20	20,719.0	1,620.5
Category total		20,719.0	1,620.5
Sustainable Water and Wastewater Management			
Uisce Éireann (Domestic Services)	21	987,700.0	77,250.7
Rural Water Programme	22	66,126.6	5,171.9
Category total		1,053,826.6	82,422.6
Grand Total		3,625,825.6	283,590.0

\*Note: Sub-totals and totals may not sum up as shown due to rounding.

# Notes to the 2024 Allocation Table

## 1 Non-Residential Energy Efficiency Programmes

For both business and public sector schemes, the final annual energy savings for 2024 was 468GWh against a target of 400GWh.

### Public sector

The Public Sector Partnership Programme delivered 100GWh in 2024. This programme is based around engagement with public bodies. This includes training; advice on operational actions public bodies can take to reduce day-to-day energy consumption and administration of a system for monitoring and reporting of energy data in the public sector. This system is required for Ireland's reporting on targets for the sector and has been expanded to encompass carbon emissions and other obligations on public bodies.

### Business

In 2024, the [Excellence in Energy Efficient Design \(EXEED\)](#) scheme completed 34 projects with an estimated savings of 9500tCO<sub>2</sub> and equating to €1.8m support provided. There were 1453 [Support Scheme for Energy Audits \(SSEA\)](#) vouchers redeemed. [The Energy Academy](#) has 33 modules available with over 10,000 active members and issues approx. 1000 certificates per year. [The Large Industry Energy Network \(LIEN\)](#) accounted for approx. 220GWh saved across the network in 2024. Market Surveillance for energy labelling, tyre labelling & ecodesign had a target of 300 retailer and product compliance audits (store, web, testing ) and achieved 311. Some of the business/commercial schemes were part funded by Energy Efficiency National Fund (EENF) monies in 2024.

## 2 Sustainable Energy Authority of Ireland Administration (SEAI) and General Expenses

### 1. Increased Outturn in 2024:

The additional funding facilitated several critical areas:

- **Staffing Increase:** SEAI expanded its workforce, allowing for more dedicated professionals to contribute to energy initiatives.
- **Salaries and Related Charges:** Ensuring competitive compensation for existing and new staff members.
- **IT and General Administrative Costs:** Strengthening SEAI's technological infrastructure and streamlining administrative processes.

### 2. Continued Support for Energy Priorities:

- The funding infusion reinforces SEAI's commitment to advancing the Government's energy agenda.
- By maintaining and enhancing SEAI's capacity, the organization remains well-positioned to drive sustainable energy solutions across Ireland.

### 3. Staffing Allocation:

- SEAI received an allocation to fund an increase in staff to 255 whole-time equivalents.
- This strategic move aims to bolster SEAI's workforce, enabling them to tackle energy challenges effectively.

### 4. Underspend Analysis:

A portion of the total underspend (€0.846m) can be attributed to Pay and PRSI costs. In 2024, SEAI was allocated funding for 255 whole-time equivalents, however the underspend occurred due to delays in onboarding new staff members. In summary, this increased funding not only fortifies SEAI's operational capabilities but also underscores its pivotal role in shaping Ireland's sustainable energy landscape. By aligning with the Government's priorities, the SEAI continues to drive positive change and contribute to a greener, more resilient future.

### 3. Energy Efficiency - Retrofitting

The Social Housing Capital Investment Programme spans a range of Exchequer and local authority funded programmes and initiatives, designed to maintain and improve the local authority housing stock of approximately 150,000 units.

Included within this range of programmes is the Energy Efficiency Retrofit Programme which provides funding to local authorities for energy upgrade works to their housing stock, enabling dwellings upgraded to achieve an improved level of energy performance, a reduction in emissions and yield an important fuel poverty dividend for low income households.

In 2024, total expenditure reported under the Energy Efficiency subhead was €88,805,697, which allowed 2,607 properties to reach a BER rating of B2/Cost Optimal level. A further €859,996 was provided under the Midlands Retrofit Programme allowing for improved energy performance to B2/Cost Optimal levels in a further 27 properties.

### 4. Estate Regeneration & Refurbishment

#### Limerick Regeneration Thermal Upgrade Programme

Implemented under the Limerick Regeneration Framework Implementation Plan, includes works to 1,529 houses, both existing social and private homes. A rolling programme of thermal upgrades and environmental improvements to existing homes is underway with the main aim to achieve a C1 rating for minor upgrade works and a B2 rating (or cost optimal equivalent) for works classified as major renovations. 1,208 houses have been upgraded with 204 currently on site and 117 in preparation (e.g. awaiting contractor mobilisation, tender publication, etc.). The bulk of the houses were built between the 1930s and early 1980s. These property improvements have a real impact on the comfort levels of residents, while also improving the physical environment and appearance of the areas. In 2024, €4.1m expenditure was recouped by the local authority in respect of the Programme.

### 5. Public Transport Investment

All-Island Strategic Rail Review was undertaken by the Department of Transport in co-operation with the Department for Infrastructure Northern Ireland. The Review will inform the development of rail on the land in the coming decades to 2050, in line with net zero targets in both jurisdictions. The Review's Final Report was published July 2024.

#### DART+ Programme

comprises 5 different projects:

- DART+ Fleet: Two fleet orders have been placed (185 carriages, largely battery-electric with some electric units). Battery-electric carriages from the first order are expected to be deployed on the Northern Commuter Line serving Dublin to/from Drogheda in 2026.
- DART+ West: A Railway Order (planning decision) was granted by An Bord Pleanála in July 2024, subject to certain conditions.
- DART+ South West: Railway Order was approved by An Bord Pleanála Project in November 2024.
- DART+ Coastal North: A Railway Order application was lodged with An Bord Pleanála in July 2024.
- DART+ Coastal South: This project will improve DART services on Greystones line, level crossings removal etc. and is at an earlier stage of development.



### BusConnects Dublin

By end 2024, 105 double-deck electric buses were in service in Dublin and the NTA had accepted an additional 45. By end-2024, An Bord Pleanála had approved ten of 12 Core Bus Corridors applications in Dublin, allowing procurement for the first of these to begin.

### Regional BusConnects

In September 2024, An Bord Pleanála granted consent for the BusConnects Galway: Cross-City Link (University Road to Dublin Road) project. In addition, 34 double-deck electric buses rolled out in Limerick that year. The NTA published the redesigned Waterford network for public consultation in July 2024.

### Metrolink

Metrolink entered the planning system in September 2022. The latest, additional, public consultation round closed on 8 October 2024. A planning decision is awaited from An Bord Pleanála. Transport Infrastructure Ireland submitted a Railway Order application for [Luas](#) Finglas to An Bord Pleanála in November 2024.

### Cork Area Commuter Rail

Phase 1 is currently under construction and will provide a new 'through' platform at Kent Station, which was officially opened in April 2025, as well as re-signalling of the network, and double-tracking from Glounthaune to Midleton, with a view to these works being complete in 2026.



*Ceannt Station Artist Impression*



*DART+ Testing*

### The Infrastructure Managers Multi Annual Contract (IMMAC)

Provides a multi-annual investment programme to protect our national railway system by funding maintenance and safety projects needed to maintain safety and services levels in railway operations. €292m in IMMAC funding was allocated to Iarnród Éireann for 2024.

### Rail Station Upgrades

A series of rail station upgrades are ongoing across the country with works underway at Galway Ceannt Station, as well as the construction of a new Plunket station in Waterford.

### The Public Transport Accessibility Retrofit Programme

Programme continued to make legacy infrastructure and facilities accessible, especially for disabled people, persons with a disability, persons with reduced mobility and older people.

## 6. Public Service Provision Payments (PSPP)

The Department of Transport is responsible for the development of public transport policy and its funding. However, the Department does not have a role in the provision of subsidised bus and rail services. That is the responsibility of the National Transport Authority (NTA) in conjunction with public transport operators such as Dublin Bus, Bus Éireann, Iarnród Éireann, [Go-Ahead Ireland](#) and Luas. This is done via public service obligation (PSO) contracts.

In 2024 the Department of Transport secured funding to support the Government's goals for the public transport network for the provision of Public Service Obligation and TFI (Local Link) Services.

Also, part of this funding was also secured to support the continuation of the 20% fare reduction on PSO services, the Young Adult Card on both PSO and commercial bus services, and the 90- minute fare until the end of 2024.

### New Town Services

Town services ensure access to town centres and key destinations for those who are outside of a reasonable walk or cycle distance. They are key enablers to achieve support for a wider sustainable mobility objectives of large towns. Extensive planning for Portlaoise town service was undertaken in 2024, and this service was launched in February 2025, operating early morning and late evening services to connect with Portlaoise train station, facilitating improved connectivity to Dublin, Cork, Limerick.

Other town services in Ireland, include Athlone, Balbriggan, Carlow, Drogheda, Clonmel, Dundalk, Kilkenny, Navan and Sligo with more to come this year. The Athlone Town Service is fully electric. There was a public consultation for the proposed Letterkenny Town Service in July 2024. In September 2024, three key routes in Monaghan Town were enhanced and offer passengers improved frequency and connectivity. All three routes provide connectivity to Monaghan Bus Station to facilitate onward travel and provide connectivity to regional bus services.



*The Leap Card*

### TFI Local Link

The ongoing investment in TFI Local Link resulted in several milestones being achieved during 2024. Passenger journeys on all TFI Local Link services totalled 5.8 million for 2024. This was made up of 4.7 million on Rural Regular Services (RRS) and 1.1 million on Demand Responsive Services (DRT). TFI Local Link reached an average of 100,000 passengers a week in 2024. The main factor in growth of passenger numbers using TFI Local Link services, has been the successful rollout of the Connecting Ireland Rural Mobility Programme, with 45 new and enhanced Local Link routes introduced in 2024. Provided connections to an additional 54 towns and villages, 22 rail connections, 19 hospital connections and 7 Higher Education facilities. Funding increased from €12m in 2016 to €57m in 2024. The change in expenditure relevant to this subhead from 2023 to 2024 is illustrated in the table below (Table 4).

**Table 4: TFI Local Link Expenditure - 2023 vs. 2024**

	2024 (€m)	2023 (€m)
Iarnród Éireann	€433.8	€363.6
Dublin Bus	€354.0	€309.1
Bus Éireann	€198.8	€167.5
Tendered Bus Services	€115.9	€84.1
Luas	€29.3	€28.5
<b>Total</b>	<b>€1,131.7</b>	<b>€952.8</b>

*\*Note: Sub-totals and totals may not sum up as shown due to rounding.*

### Passenger Numbers and Revenue:

Across all forms of Public Transport there has been a significant increase in passenger numbers across Public Service Obligation (PSO) services. There was strong growth in passenger numbers throughout 2024, with numbers trending at c. +9% year on year vs. 2023. In October 2024, public transport surpassed 1 million PSO passengers a day for the first time ever. Public Transport passenger numbers are now well above pre-pandemic levels on most services, with particularly high levels of demand being experienced at weekend, with resulting revenues increasing by €28.4 million when compared to the previous year, to €552.1 million. The pre and post-covid change in passenger numbers (Table 5), as well as the yearly passenger revenues for contracted services (Table 6) are illustrated in the below tables.

**Table 5: Pre- and Post-Covid Passenger Numbers - 2020 vs 2024**

	2020 ave daily passenger numbers (pre-covid)	2024 ave daily passenger numbers to 25 November	Approximate increase on daily passenger numbers
Dublin Bus	317,000	498,000	57%
GoAhead	36,000	74,000	106%
Bus Éireann	81,000	147,000	81%
Irish Rail	130,000	154,000	18%
Luas	98,000	178,000	82%
Local Link	3,000	15,000	400%
<b>Overall</b>	<b>665,000</b>	<b>1,066,000</b>	<b>60%</b>

Table 6: Passenger revenues for contracted services

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Other PSO Services	Go Ahead Ireland	Rural Transport Programme	Total
2019	230.6	94.5	233.8	81.0	1.4	17.1	3.3	661.7
2020	119.7	52.4	101.6	33.5	1.3	12.5	3.0	324.0
2021	125.2	53.8	100.1	32.9	1.4	13.5	3.3	330.2
2022	158.6	71.2	166.5	48.4	2.0	15.6	4.4	466.7
2023	166.2	78.8	191.6	56.7	2.8	21.2	6.4	523.7
2024	172.2	81.1	204.8	58.2	3.2	24.2	8.3	552.1
<b>Difference (2024 vs 2023)</b>	<b>+6.0</b>	<b>+2.3</b>	<b>+13.2</b>	<b>+1.5</b>	<b>+0.6</b>	<b>+2.8</b>	<b>+1.9</b>	<b>+28.4</b>

**Direct Award Contracts:**

In December 2024, the National Transport Authority (NTA) entered into a new direct award contract with Dublin Bus for the provision of bus services in the Dublin city area and environs, and with Bus Éireann on certain routes for a five-year period.

**Bus Connects Dublin Area Network Redesign launches:**

The NTA in partnership with Go-Ahead Ireland, launched the new northside orbital route, the N2, which began operating on Sunday 29 September 2024.

**Competitively Tendered Contracts**

Tenders were issued for the provision of the following public bus passenger services: A tender competition was completed for the retender of the Outer Dublin Metropolitan Area (ODMA) contract in the Dublin Metropolitan Area, which facilitates the implementation of future phases of BusConnects Network Redesign and is expected to commence operation in 2025. A new public bus service in Portlaoise – this contract was awarded and commenced mobilisation in 2024; the re-procurement of an enhanced town service in Kilkenny city – which is expected to commence operation in 2025; and the procurement of a permanent operator for Route 310 in Limerick which is has been subject to an emergency direct award contract since 2022.

**Emergency Direct Awards**

The Authority entered into an emergency direct award with City Direct Buses Ltd for the purpose of providing PSO funding to ensure the continued operation of public bus services on Routes 410, 411, 412 in Galway for formerly licenced services that were no longer commercially viable.

## 7. Active Travel

The Programme for Government committed around €360 million per annum to walking and cycling across the lifetime of the Government. The vast majority of this funding is allocated to the NTA through the Department of Transport for its Active Travel Infrastructure Programme, with another smaller budget ringfenced for walking and cycling behavioural change and training programmes.

The overall expenditure to Active Travel as per the Revised Estimates as part of Budget 2024 are as follows (Table 7):

**Table 7: Active Travel Expenditure by Subhead**

Subhead	Expenditure (€m)
A3.1 Active Travel Protection & Renewal	€38.0
A3.2 Smarter Travel and Behavioural Change	€6.0
A3.3 Walking and Cycling Programme	€252.0
A3.4 Green Schools Travel	€1.7
<b>Total</b>	<b>€297.7</b>

A number of local authorities are progressing major active travel projects that moved into the more high-cost construction stage in 2024, a number of which are outlined below. Some of the major Active Travel Projects progressed in 2024 include (Table 8):

**Table 8: Active Travel Projects Progressed in 2024**

Examples of Active Travel Projects Progressed in 2024	Expenditure (€m)
Waterford and Environs Urban Regeneration Project	17.5
Fairview to Amiens Street Cycle Route	20.0
Royal Canal Greenway Phase 3	10.0
Dodder Greenway- Various Phases	9.0
Broadmeadow Estuary Cycle and Pedestrian Bridge	7.0
D24 Neighbourhood Cycle Network	4.3
Marina Promenade Pedestrian and Cycle Facilities	4.2
Battery Road Pedestrian and Cycle Scheme, Longford	1.8
Saunders Bridge, Mullingar	1.3
Rock Road, Killarney	1.2

These projects are a fraction of the +1,000 projects which progressed under the NTA's Active Travel Infrastructure Programme in 2024.

## 8. EV Grants and Infrastructure (Formerly Carbon Reduction)

Zero Emission Vehicles Ireland (ZEVl) has been established as a dedicated Office within the Department of Transport, charged with supporting consumers, the public sector, and businesses to continue to make the switch to zero emission vehicles.

The Office leads on the delivery of the Ireland's ambitious targets under the Climate Action Plan 2023 to have an expected 30% of our private car fleet switched to electric by 2030. As of end February 2025, there were 159,780 electric vehicles registered in Ireland.

ZEVl manages the EV Grants and Infrastructure Programme within the Department of Transport. 2024 Programme spend can be broken down as follows (Table 9):

**Table 9: Break Down of 2024 EV Grants and Infrastructure Programme Spend**

Scheme	2024 Spend (€m)	2024 outputs (grant numbers/other results etc.)
SEAI EV Purchase Grant	€46.5	12,304 vehicles grant aided.
ZEHDV Grant	€1.7	15 vehicles grant aided
eSPSV Scheme	€12.1	753 vehicles grant aided
LEVTI Scheme	€0.3	LEVTI Scheme ended 2023. Final payment made in April
SEAI Home and Apartment Charger Grants	€9.6	23,088 home charger applications, 94 apartment charger applications
SEAI Customer Engagement	€0.2	
SEAI EV Grants Administration	€1.0	EV Dealership Awards Grants successfully administered
Shared Island Sports Club scheme	€0.1	Site inspections completed.
EV Charging Infrastructure LDV Enroute Grant Scheme	€1.4	July 2024 - locations of 17 new high-powered recharging pools to be rolled out under Phase 1 of this scheme were announced.



## 9. Greenways

The Exchequer capital funding available for greenways from the Department of Transport (DoT) is €74.5m. The majority of this funding, €67m, is allocated to the Transport Infrastructure Ireland's (TII) greenway infrastructure programme. The remaining €7.5m is allocated to support the completion of cross border greenway projects as well as the promotion of completed greenway routes and the [EuroVelo](#) routes to the public.

### 2024 Expenditure

The Greenways programmes incurred an approximate spend of €70m in 2024. Nearly €2m was spent on capital asset renewal works on older Greenway routes e.g., Carlingford, Great Western Greenway primarily on resurfacing, replacement of boundary fences, installation of gates and drainage works.

The remaining expenditure primarily related to investment in proposed greenways or greenways under construction. Approximately €4.5m was spent on residual expenses arising from the Athlone Active Travel bridge which opened in 2023 with c. €8m invested in the Middleton to Youghal Greenway and c. €6m was invested in both the South East Greenway and the South Kerry Greenway.

Approximately €2m was incurred in completing works on the Grand Canal Greenway in County Offaly with c. €4.6m invested in the North West Greenway Network and c. €1.6m spent on the extension to the Carlingford Lough Greenway. Many Greenway schemes (c. 60) remain in the design and feasibility stages of development.

The TII, who are the agency assigned responsibility for delivery of greenway infrastructure (since September 2021), provided the Department with the detailed expenditure allocations for 2025 to the local authorities, this list was published in March.

These allocations were based on the approved Exchequer funds and the TII's view of projects that are most likely to progress next year, informed by their interaction with the local authorities. The aim is to deliver quality infrastructure which assists the modal shift to walking and cycling and, as part of that, to achieve full allocation spend. Full spend is anticipated in 2025 – significant investment is required for the South East, Grand Canal and South Kerry greenways – in excess of 70% of the cost of a greenway project is incurred at the construction phase.

## 10. Low Emission Vehicle (LEV) Incentivisation Tax foregone 25.7 million

There are a number of taxation elements that incentivise LEV adoption. As there is considerable detail behind each element, they are summarized below.

- **Vehicle Registration Tax Relief** – Up to €5,000 for new battery-electric vehicles (BEVs). This measure has been extended to the 31st December 2025.
- **Accelerated Capital Allowance (ACA)** – BEV/PHEVs (Plug-in Hybrid Electric Vehicles) and their associated recharging infrastructure qualify under the ACA scheme. This scheme enables businesses to identify and buy the most energy efficient equipment, including electric charging infrastructure, and write down the cost of such equipment in the year of purchase rather than over the traditional 8 years.
- **0% Benefit-in-Kind (BIK)** – BEVs qualify for a 0% Benefit-in-Kind rate up to €50,000 without mileage conditions. This has been extended in 2025 with a tapering effect on the vehicle value. This measure has taken effect from 2023. For BIK purposes, the original market value of an electric vehicle will be reduced by €35,000 for 2023; €20,000 for 2024; and €10,000 for 2025.
- **Low Motor Tax** – BEVs qualify for the lowest tax band of motor tax at €120 per annum, while a PHEV is typically taxed at circa €170 per annum.

## 11. Flood Risk Management (OPW)

The Office of Public Works (OPW) has responsibility for leading and coordinating a whole of Government approach to the implementation of the National Flood Policy. This involves the identification of flood risk and the development of a planned programme of feasible flood relief works, combined with a greater emphasis on non-structural flood risk management measures.

The core policy objective is to reduce, to the greatest extent possible, the impact of flooding on homes and businesses across the country.

This expenditure supports investment in major flood works. These funds will provide for the ongoing development of structural and non-structural measures to mitigate the impact of flooding on society, households and businesses.

### Capital Projects Overview

- The OPW has completed 55 flood relief schemes since 1995 which provide protection to over 13,500 properties and an economic benefit to the State in damages and losses avoided estimated to be in the region of €2 billion.
- Since 2018, as part of a phased approach to scheme delivery, the OPW has trebled the number of schemes at design and construction to some 100 schemes at this time.
- Capital investment in flooding projects, associated flood risk management measures and programmes was over €74m in 2024.

### 2024 Expenditure Summary

- Over €36.9m (49%) of the total expenditure in 2024 was incurred by eleven schemes that were under construction during this period, including the Athlone Flood Alleviation Scheme (€3.9m), Glashaboy Flood Relief Scheme (€14.1m), and the Morell River Flood Management Scheme (€3.8m).
- In addition, other flood relief schemes at various stages of design and planning incurred expenditure of approximately €24.5m (33%).
- The OPW continued to fund Local Authorities under the Minor Flood Mitigation Works and Coastal Protection Scheme, with approximately €2.5m (3%) expended under the Scheme in 2024. Since 2009, 710 projects have been completed at a cost of approximately €48.9m to the end of 2024. These projects provide flood protection to over 7,980 properties. Approximately two-thirds of these properties are outside those areas to be protected by the major flood relief schemes; the Scheme plays a valuable role in broadening the range of properties that benefit from flood protection across Ireland.

## 12. Climate Initiatives

The National Dialogue on Climate Action (NDCA) is a programme initiated by the Government to actively engage stakeholders and the public on climate action across Ireland. This delivers on chapter 9 of the 2024 Climate Action Plan titled Citizen Engagement. This is delivered through an active engagement programme and support with an evidence base via the delivery of behavioural research projects.

In the past four years this structured dialogue has engaged with over 15,000 people. This has included workshops with populations specifically vulnerable to the transition to carbon neutrality as well as three [National Youth Assemblies on Climate](#).

Reports on the Dialogue are published annually with the most recent report, [Climate Conversations 2023 - From Individual Action to Collective Engagement](#) published in July 2024.

Under the National Dialogue on Climate Action in 2024 three national engagement activities were carried out, five research studies on social and behavioural research in the area of climate action were published and 450 individuals were engaged through targeted engagement events across Ireland.

In 2024 the Climate Actions Work programme was launched to deliver a new form of communications and engagement programme across Ireland focusing on actions at a community level. This programme was supported through a new fund to enhance engagement in communities, a training programme and toolkits as well as an online interactive map.

This programme resulted in enhanced engagement with communities across Ireland including those vulnerable to the transition to carbon neutrality. To reflect the interwoven nature of the elements of the programme a single report covering the Climate Conversations and the outputs of the NDCA was published in 2024. A second Stakeholder Forum planned for November 2024 was postponed due to the General Election.

The overall aim of this pilot programme is to assist in the establishment of locally based hubs of community climate action and the further rollout of resources into 2025.

## 13. Forestry and Bio-energy

This Subhead covers the expenditure on Forestry, to provide income and market supports to underpin the rural economy, the environment and achievement of climate change targets.

**Capital:** On the capital side, €76.7 million was allocated to the main Afforestation Scheme.

Some €48.5m of this allocation went towards servicing existing afforestation contracts, through annual premium payments; second instalment and management grants for forests planted in previous years.

A further €7.4m was spent on establishment grants and premiums for new afforestation. There was 1,651ha new forests planted in 2024.

A total of €8.3m was spent on various forestry support schemes, such as the [Forest Roads Scheme](#), [Reconstitution and Underplanting](#) and [Native Woodland Conservation](#).

Some €2.1m was spent on the new Climate Action Performance Payment (CAPP) Scheme, which is paid to ash forest owners who have cleared their sites and replanted under a Department reconstitution scheme.

A further €2.7 million was spent on Operational Support and Environmental Assessments, and Environmental Conservation.

In total €69m was spent from the Capital allocation.

**Current:** Some €4.2m was spent in 2024 from the current budget allocation. The areas of Promotion Advice and Training (€3.48m) and Forest Sector Development (€0.48m) account for the majority of the spend. The remaining €0.24m was spent on Technical Support.

## 14. Environmental Protection Agency – Administrative expenses

**Administrative expenses:** Funding is provided to support the operation of the Environmental Protection Agency (EPA). The EPA is an independent public body established under the Environmental Protection Agency Act, 1992. It has a wide variety of functions relating to the protection of Ireland's environment, ranging from the enforcement of environmental law, monitoring, analysing and reporting on the environment, waste management and radiological protection. The EPA funds environmental research to identify pressures, inform policy and provide solutions in the areas of climate, water and sustainability; and new research projects into water, climate & air and environmental sustainability.

## 15. National Heritage (National Parks and Wildlife Service)

The National Parks & Wildlife Service (NPWS) of the Department of Housing, Local Government and Heritage (DHLGH) is responsible for the conservation of nature and biodiversity in Ireland.

The overarching strategy for nature conservation is Ireland's 4th National Biodiversity Action Plan 2023-2030 (NBAP), approved by Government in October 2023. The 4th NBAP is comprised of a suite of Objectives, Targets and Actions that aims to achieve Ireland's Vision for Biodiversity in 2050 that "biodiversity in Ireland is valued, conserved, restored and sustainably used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people". The 4th NBAP adopts a 'whole of Government, whole of society' approach, building upon unprecedented levels of public awareness of biodiversity loss at a national and global level.

DHLGH, alongside the Heritage Council, provide funding for the National Biodiversity Data Centre. The National Biodiversity Data Centre is a national centre for the collection, collation, management, analysis and dissemination of data on Ireland's biological diversity. Biodiversity data are a key requirement for understanding our natural surroundings, for tracking change in our environment and for gaining a greater insight on how we benefit from, and impact upon, the ecosystem goods and services provided by biological diversity and in 2024 held 17,918 species and almost 6 million records.

## 16. Waste Management Programmes

### Landfill remediation

Two landfill sites were remediated in 2024. Funding was drawn down in respect of 88 sites in 22 Local Authorities. This funding is to progress legacy landfill sites through 3 stages of environmental risk assessment, regularisation through the application for Certificate of Authorisation (CoA) to the EPA and the final remediation works, as required. In total, there was draw down of €7.94m for landfill remediation with €2.68m (approx.) of this being allocated to the final works on the site at Kerdiffstown. Kildare County Council held the official opening of Kerdiffstown park in January 2025.

The landfill remediation grant programme makes provision of funding to Local Authorities to meet their obligations to identify, risk assess and remediate legacy landfills under Section 22 of the Waste Management Act, 1996 (amended) and the policy roadmap for delivery as set out in the 3 regional waste management plans 2015 - 2021. The policy roadmap was renewed in the publication of the National Waste Management Plan for a Circular Economy 2024 – 2030.

### Remediation of Diesel Laundering Sites

Funding is provided to assist local authorities in carrying out their role as competent authorities under waste legislation to ensure that any waste generated and left abandoned by diesel launderers is disposed of without endangering human health and without harming the environment. Funding of €400,000 was allocated to two local authorities in 2024 to fund the clean-up and removal of diesel sludge relating to incidences of illegal diesel laundering.

### Remediation of Extended Producer Responsibility (EPR) waste stream stockpiles posing an environmental threat

Ireland uses the [Extended Producer Responsibility \(EPR\)](#) model for dealing with a number of waste streams. The approved compliance schemes continue to operate successfully with each approved compliance scheme operating on a not-for-profit basis. Changes to markets and economics have left some EPR streams with a negative or very low value waste product. The non-compliance by a minority of actors outside of the compliance schemes in these streams has resulted in the creation of sites of concern which pose an environmental threat.

An effective system of waste management is critical to the welfare of the environment and society in general and when private actors fail to meet their obligations, local authorities must use the appropriate enforcement powers. Enforcement action on these sites was deployed to secure compliance with the law and to ensure the protection of our natural environment. The State has committed to fund the remediation of these sites.

[The Waste Enforcement Regional Lead Authorities \(WERLAs\)](#) identified eight sites of concern, seven sites containing tyre stockpiles and one site containing farm plastic stockpiles. To date, seven sites have been completely remediated and one site has yet to be commenced (one fully completed during 2021, 3 further sites commenced in 2021 and subsequently completed during 2022, one site completed in 2023 and two sites completed in 2024). A total of €3.6m has been spent on these projects to date.

## 17. International Climate Change Commitments

Under the heading 'International Climate Change Commitments' the Minister for Climate, Energy, and the Environment was responsible for the allocation of €26.5 million in financial support for international climate action. The Department of Environment, Climate and Communications (DECC) prioritises its financial support to multilateral climate funds under the United Nations Framework Convention on Climate Change (UNFCCC) and will continue this approach towards achieving Ireland's 2025 climate finance target.

The Green Climate Fund (GCF) was established under the auspices of the UNFCCC in 2010 to support the efforts of developing countries to respond to the challenge of climate change. The GCF helps developing countries limit or reduce their greenhouse gas emissions and adapt to climate change. In October 2023, Ireland pledged €40 million to the GCF's second replenishment cycle (GCF-2) to be delivered over the four years from 2024-2027. The DECC provided €15 million to GCF-2 in 2024.

The Global Environment Facility (GEF) is an established funding mechanism to provide new and additional grant and concessional funding to developing countries to meet the agreed incremental costs of measures to achieve global environmental benefit. Ireland pledged €10 million to the eighth replenishment of the GEF provided in annual instalments of €2.5 million over a four-year period of 2022-2025.

The Adaptation Fund finance projects and programmes that help vulnerable communities in developing countries adapt to climate change. Ireland has pledged to provide €6 million per year to the Adaptation Fund between 2023-2024.

The Climate and Clean Air Coalition Trust Fund is used to build capacity, enable peer-to-peer engagement and support leadership at a national level for Parties who need it for climate pollutants including methane. €1 million was provided in 2024.

The International Energy Agency (IEA) Clean Energy Transition Programme aims to accelerate global clean energy transitions. The programme provides independent, cutting-edge support to governments whose energy policies will significantly influence the prospect for – and the speed of – the global transition towards sustainable energy production and use. The DECC provided €250,000 in 2024.

The Santiago Network aims to catalyse the technical assistance of relevant organisations, bodies, networks and experts, for the implementation of relevant approaches for averting, minimising and addressing loss and damage at the local, national and regional level, in developing countries that are particularly vulnerable to the adverse effects of climate change. The DECC provided €275,000 in 2024, as part of a multiyear agreement to provide the network €4million (an additional €1 million will be provided by the Department of Foreign Affairs).

€60,000 was provided to the Climate Youth Negotiator Programme to provide support for three delegates from a developing country to participate in the programme, which is also attended by two Irish youth delegates.

Recognising the importance of the multilateral process to international climate action, €1,000,000 was provided to the UNFCCC Trust Fund for Participation, €300,000 was provided to the UNFCCC Trust Fund for Supplementary Activities and €115,000 was provided to the IPCC Trust Fund.



## 18. Environmental and Climate Research

### Climate Action Modelling Group

The Climate Action Modelling Group (CAMG) provides technical research and modelling to support and inform the development and management of national climate and energy policy. The work of CAMG helps the Government to deliver evidence-based policy with robust, peer-reviewed and up-to-date climate research and modelling that is bespoke for the systems, constraints, challenges and opportunities Ireland faces.

Following a procurement process the following research bodies have been engaged as the CAMG partners for 5-year periods (2022/2023 – 2027/2028), with a potential for a 2-year extension.

- University College Cork (UCC) – Energy Systems Modelling
- University College Dublin (UCD) – Electricity Systems Modelling
- University of Galway (UOG) – Agriculture and LULUCF
- EnvEcon Decision Support – Air Quality and Climate Modelling
- The Economic and Social Research Institute (ESRI) – Economic and Climate Modelling

In 2024, monies from the CAMG budget were used to support multiple outputs including the development of Ireland's Climate Action Plan and approximately 36 reports or papers. These reports and papers covered topics such as air pollution, decarbonising road freight transport, a review of policies for the rollout of rooftop solar PV in Ireland, an assessment of biodiversity considerations in the carbon budgets process, an exploration of a potential Emissions Trading System (ETS) for the agriculture sector in Ireland and shaping Ireland's negotiation position on key climate and energy discussions at EU level including the EU 2040 Target and the Energy Efficiency Directive.

### EPA Research:

Effective management of the environment is increasingly science-driven. Through their research and development programme, the Environmental Protection Agency is generating the knowledge and expertise needed to protect and manage Ireland's environment.

The EPA Research is focused on Putting Science and Innovation at the centre of environmental protection in Ireland through the development and proactive transfer of knowledge.

The EPA is at the front line of environmental protection and policing. As part of its wide range of functions the EPA manages an environmental research programme that delivers essential scientific support for environmental policy development, implementation and broader decision making. Since 1994, the EPA has funded research that has increased national understanding of our environment, the challenges it faces and responses to these. EPA Research focuses on achieving environmental objectives, informing policy and bringing together researchers and research users. The EPA is responsible for coordinating environmental research in Ireland.

## 19. Peatlands Restoration and Management

This subhead includes funding from [Shared Island](#) (€4.4 million) and [Carbon Tax Funds](#) (€5 million), the remaining budget of €5.35 million can be classified as eligible green expenditure under the Irish Sovereign Green Bond Allocation Framework. The conservation objective for Ireland's raised bog network is to restore the favourable conservation status of active raised bog in Ireland. The national Climate Action Plans and the Programme for Government commit to the delivery of a number of peatland rehabilitation actions, which includes the National Parks and Wildlife Service (NPWS) Peatlands Restoration Programme for the raised bog habitat within the Special Area of Conservation (SAC) and Natural Heritage Area (NHA) Networks. Peatland habitat restoration measures were completed on an area of more than 565 hectares across eight protected raised bog sites throughout 2024 under NPWS programmes, with preparatory works undertaken on additional sites within the raised bog Special Areas of Conservation and Natural Heritage Area network.

The Cessation of Turf Cutting Compensation Scheme (CTCCS) was established in 2011 to provide a long term compensation scheme for domestic turf cutters affected by the cessation of turf cutting on designated raised bog special areas of conservation and was extended in 2014 to include raised bog natural heritage areas.

Much of Ireland's protected peatlands are in private ownership, though considerable areas are in the control or ownership of the state. The CTCCS is part of a suite of measures which facilitates the restoration programme for protected raised bogs, by compensating domestic turf cutters who have ceased to cut turf from these bogs. This scheme is applicable to turf cutters who fulfil the qualifying criteria of the scheme and who have ceased cutting turf for domestic purposes on the raised bog special areas of conservation and natural heritage areas encompassed by the scheme. It comprises; a payment of €1,500 per annum, index-linked, for 15 years, or relocation, where feasible, to a non-designated bog, together with once off payment of €500 on the signing of a legal agreement with the Minister for Housing , Local Government and Heritage under the scheme. 2,746 applicants received payments in 2024 under the CTCCS.

## 20. Energy Research Programmes

### The Sustainable Energy Authority of Ireland (SEAI)

The Sustainable Energy Authority of Ireland (SEAI) plays a pivotal role in driving Ireland's transition toward a cleaner and more secure energy future. The SEAI National Energy Research, Development and Demonstration (RD&D) Funding Programme is a cornerstone initiative that fuels innovation, research, and development in the energy sector. The programme supports research proposals from all research disciplines, as well as collaborative projects involving multiple organisations, subject to alignment with the overall programme objectives.

#### 1. Program Objectives:

The SEAI RD&D Funding Programme focuses on:

1. **Innovative Energy Research:** Supporting ground-breaking projects that explore novel solutions, technologies, and approaches.
2. **Transition Acceleration:** Removing barriers and accelerating the adoption of sustainable energy practices.
3. **Capacity Building:** Equipping professionals with the skills and knowledge needed to propel Ireland's energy transition.

#### 2. 2024 Funding Highlights:

- In 2024, the programme allocated funding to 37 new innovative energy RD&D projects. These projects collectively received awards totalling approximately €21 million over their 4-year term.
- These investments are crucial for driving research, testing, and implementation of energy solutions that align with national priorities

#### 3. Project Portfolio:

- As of the end of 2024, the SEAI RD&D Programme was actively funding 143 live projects.
- Cumulatively, between 2018 and 2024, a total of 274 projects have received SEAI funding.
- These projects span various domains, from renewable energy research to energy efficiency, community energy and grid optimisation.
- Further details of all SEAI and publicly funded energy research projects can be searched for within the National Energy Research Database available at: <https://www.seai.ie/seai-research/research-database>

## 21. Capital Expenditure provided to Uisce Éireann for domestic services<sup>2</sup>

Uisce Éireann continues to support the achievement of Government policy, including the National Development Plan, Housing for All, the Water Services Policy Statement and the Climate Action Plan. During 2024, Uisce Éireann prioritised the investment of €987.7 million of eligible Green expenditure. This level of investment enables Uisce Éireann to make necessary, multi-generational improvements to water and wastewater infrastructure. It is targeted at enhancing health and quality of life, protecting our environment, benefiting communities and is critical for growth and development across Ireland.

### Uisce Éireann Projects 2024

#### Water Supply Project (Eastern and Midlands Region)

The proposed Water Supply Project (Eastern and Midlands Region) will abstract a maximum of 2% of the average flow of the River Shannon at Parteen Basin. The project is in line with the National Water Resources Plan (Framework Plan) and the Regional Water Resources Plan for the Eastern and Midlands Region. A new secure, resilient water supply for the Greater Dublin Area will support population growth, economic growth and housing. The cross-country water spine will have the capacity to supply communities along the route in Tipperary, Offaly and Westmeath. Uisce Éireann held an 8-week Non-Statutory Public Consultation in 2025. The project will now proceed to planning, and construction will take 4-5 years, subject to planning approval.

#### Eliminating Raw Sewage

New wastewater infrastructure has been built for 34 towns and villages across the country since 2014, ending the discharge of raw sewage into the environment. In addition, 7 locations are under construction, across Clare, Cork, Donegal and Wicklow. This infrastructure brings many benefits to local communities, with improved water quality in our rivers, lakes and the sea. It protects our environment, safeguards our health, protects marine life and supports future growth and development. It also ensures Ireland's compliance with European regulatory standards.

#### Athlone Main Drainage Scheme

Uisce Éireann, working in partnership with Westmeath County Council, is progressing works to upgrade the Athlone sewer network. When completed, this project will reduce the risk of sewer flooding in Athlone and address non-compliant sewer overflows into the River Shannon. It will also improve the capacity of the sewer network allowing for current and future population growth.

Currently, there are 18 storm water overflows within the Athlone Town main drainage system. There is frequent out of sewer flooding in the town due to insufficient capacity within the collection system. Additionally, the collection system has insufficient capacity to accommodate future population growth.

The existing overflows spill untreated wastewater into the River Shannon, which is designated as a sensitive area. Athlone Town is one of the locations cited in a European Court Judgement Case against the State for failure to comply with the Urban Wastewater Treatment Directive (UWWTD) regarding the discharge of untreated stormwater into sensitive areas. This project will support a growing population, ensure compliance with the UWWTD and the EPA Wastewater Discharge Licence, and improve and protect the River Shannon. Watch the video [here](#).



Athlone Main Drainage Scheme

<sup>2</sup> Uisce Éireann is the Irish translation for Irish Water

## 22. Rural Water Programme

The Rural Water Programme provides the necessary funding to improve the quality, quantity and reliability of the water services provided to rural dwellers where public (Uisce Éireann) water services are not available.

This is achieved through capital investment under a multi-annual programme, demand-led grants and operational supports which are aimed at sustainable outcomes by:

- helping rural water supplies to achieve wholesome and clean water that is compliant with the Drinking Water Regulations
- funding water conservation and supporting good practices to contribute to reduce energy and consumables costs;
- allowing water quality deficient group water schemes to be taken in charge by Uisce Éireann ensuring greater economies of scale that is safe and reliable;
- developing more efficient piped water supplies and central waste water collection systems through expansion of the public network.
- supporting repair/replacement of defective domestic wells and domestic waste water treatment systems (septic tanks) to achieve wholesome and clean drinking water and minimising risks to the environment.

# Case Studies of Allocations

## A. Midleton-Youghal Greenway



*Midleton Greenway, Youghal Trailhead*

Spanning approximately 23 kilometers alongside the former railway line, the Midleton-Youghal Greenway project is a new pedestrian and cycle route located between Midleton and Youghal in East Cork. The development intends to promote active travel, enhance connectivity within the region, improve local amenities and support sustainable tourism, in line with the strategy of Cork County Council. The pre-existing rail infrastructure remains intact, to allow for future plans to revive the train line.

A non-statutory public consultation process for the greenway was undertaken over the summer period in 2021. The feedback from the consultation was evaluated, and the finalized project was submitted to the Department of Transport for determination under the Appropriate Assessment process set out in the relevant planning legislation. Approval was granted to Cork County Council to proceed with plans for the new pedestrian and cycle greenway in early 2022.

A contractor was appointed to construct the greenway in March 2022, following a tender process. The first 8-kilometer section between Midleton and Mogeely was completed and opened to the public in March 2024, with the 15-kilometer remainder opened in December.

Construction involved significant collaboration with local stakeholders, such as farmers and property owners, as well as financial support from the Department of Transport and Transport Infrastructure Ireland.



*Midleton Greenway, Mogeely*



The greenway features trailheads at Midleton Train Station, Mogeely, Killeagh, and the MacCurtainstown car park in Youghal. Access points are equipped with essential amenities, such as car parking, bicycle repair stations, drinking water fountains, temporary toilet facilities and seating areas. The route is constructed on an easy gradient, ensuring suitability for people of all ages and abilities. The wide paths allow for safe passing and ample space for both cyclists and pedestrians.

Not just a recreational asset, the greenway also acts as a catalyst for economic growth and tourism development in East Cork. Local businesses have begun to benefit from the increased footfall, with coffee stations and bike rental outlets opening at trailheads to cater for greenway users. The greenway is expected to attract visitors from across the country and beyond, boosting the local economy and promoting East Cork as a must-visit destination within Ireland's Ancient East.



*Midleton Greenway, Mogeely*



*Midleton Greenway, Mogeely*

The Midleton-Youghal Greenway development is part of a broader strategy to enhance the network of cycle facilities within Cork, supporting active travel, contributing to health promotion, and improving the overall quality of life for residents. Its addition to the tourism infrastructure will hope to revive and increase visitor numbers to a previously tourism-rich area.

The success of the Greenway in its early days sets a positive precedent for future greenway projects in Ireland. With six other greenways in operation across the country and plans in place for more developments in counties such as Kerry and Louth, the greenway network is poised to grow, offering more opportunities for outdoor recreation and sustainable travel.

## B. Templemore Flood Relief Scheme

The Templemore Flood Relief Scheme, completed in 2024, was delivered through the diversion of the River Mall along a newly constructed 750-metre channel traversing both greenfield and brownfield sites. As part of the scheme, multiple field and road culverts were constructed, embankments were formed, and the existing river channel was widened to significantly reduce the risk of flooding within the town and surrounding areas.



*The vertical structures are precast columns which form part of the debris trap at the "defence line" of the scheme. The purpose of the columns is to trap any large floating debris / trees in a flood event and prevent them entering the flood relief channel.*

Over the past 150 years, Templemore has been subjected to repeated and severe flooding, with major events recorded in December 1968 and again in November 2000, the latter of which resulted in damage to approximately 40 properties. Following the completion of feasibility studies, extensive public consultation, and the necessary planning procedures, construction was initiated in 2017 with the Office of Public Works (OPW) as lead authority, with the aim of delivering long-term flood resilience to some 100 properties.

The OPW Biodiversity Action Strategy was applied to identify opportunities for ecological enhancement and habitat restoration as part of the scheme. Templemore was recognised as a suitable location where flood mitigation efforts could be integrated with environmental stewardship. The potential environmental impact of hard engineering interventions was addressed through the incorporation of approximately 160 individual biodiversity enhancements, which were carefully designed and implemented to support local flora and fauna while maintaining the scheme's primary flood protection objectives.

Approximately 40 of the biodiversity measures were designed from a river-based perspective, with the needs of fish and other aquatic organisms in the river's ecosystem being carefully considered. A two-stage channel design was implemented, featuring a narrow lower channel, referred to as a thalweg, which ensures a continuous, deep flow of fresh water for fish during the summer months. During flood events, water is directed through the thalweg and into a broader secondary channel to manage increased flow. In the intervening periods, this wider channel allows aquatic vegetation to flourish. In consultation with Inland Fisheries Ireland, high-quality spawning gravels were strategically installed to enhance habitats for species such as salmon, trout, brook lamprey, and other protected aquatic life.



*View of completed Templemore Town Park flood defences and infrastructure at Templemore Demense*

The remaining 120 biodiversity measures were focused on enhancing habitats for terrestrial flora and fauna, including bats, birds, and various mammal species. Hundreds of small passages were integrated into the walls and bridge structures to enable free movement of mammals across the scheme area. A variety of boxes, brocks, and crevices were installed to provide suitable roosting and nesting spaces for bats. So-called bee scrapes were created by mechanically removing surface vegetation, thereby exposing bare earth where bees could tunnel and establish nests within the riverbanks. Artificial otter holts were constructed as embedded chambers within the banks, featuring dual access points to facilitate safe and accessible shelter for otters. Additionally, nesting spaces were incorporated into the underside of bridges to support bird species commonly found along Irish river corridors, such as the Dipper and the Grey Wagtail. These measures collectively contributed to a comprehensive approach to biodiversity integration within the flood relief infrastructure.



The Templemore Flood Relief Scheme demonstrates how flood protection infrastructure can be delivered in harmony with environmental conservation. The Project was well received and won the Environmental Engineering Project on the Year at the Engineering Excellence Awards in October 2024.



*Precast Sandmartin Wall – winner of first prize in the “Element Design” at Irish Concrete Society Awards.*



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