

Decarbonising Transport – towards a cleaner, low carbon transport future



Overview of Presentation

- ✓ Emissions – Ireland and EU
- ✓ How / Why we Travel?
- ✓ Decarbonising Transport – the Avoid-Shift-Improve Framework



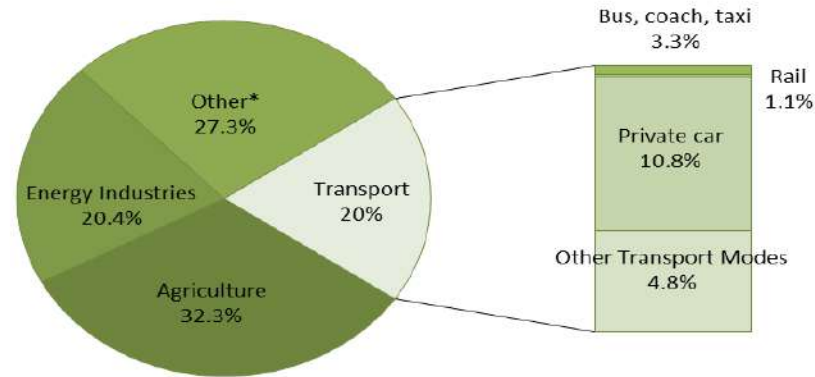


Emissions

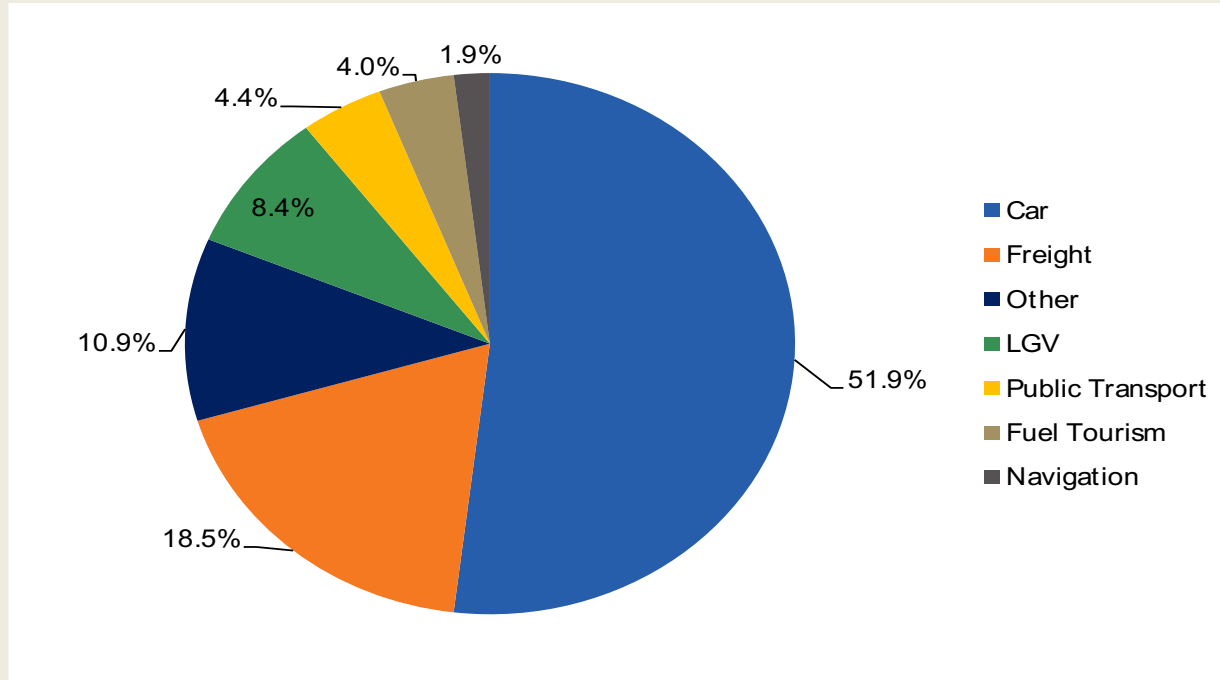


National GHG Emissions Profile

Breakdown of emissions per sector (2016)

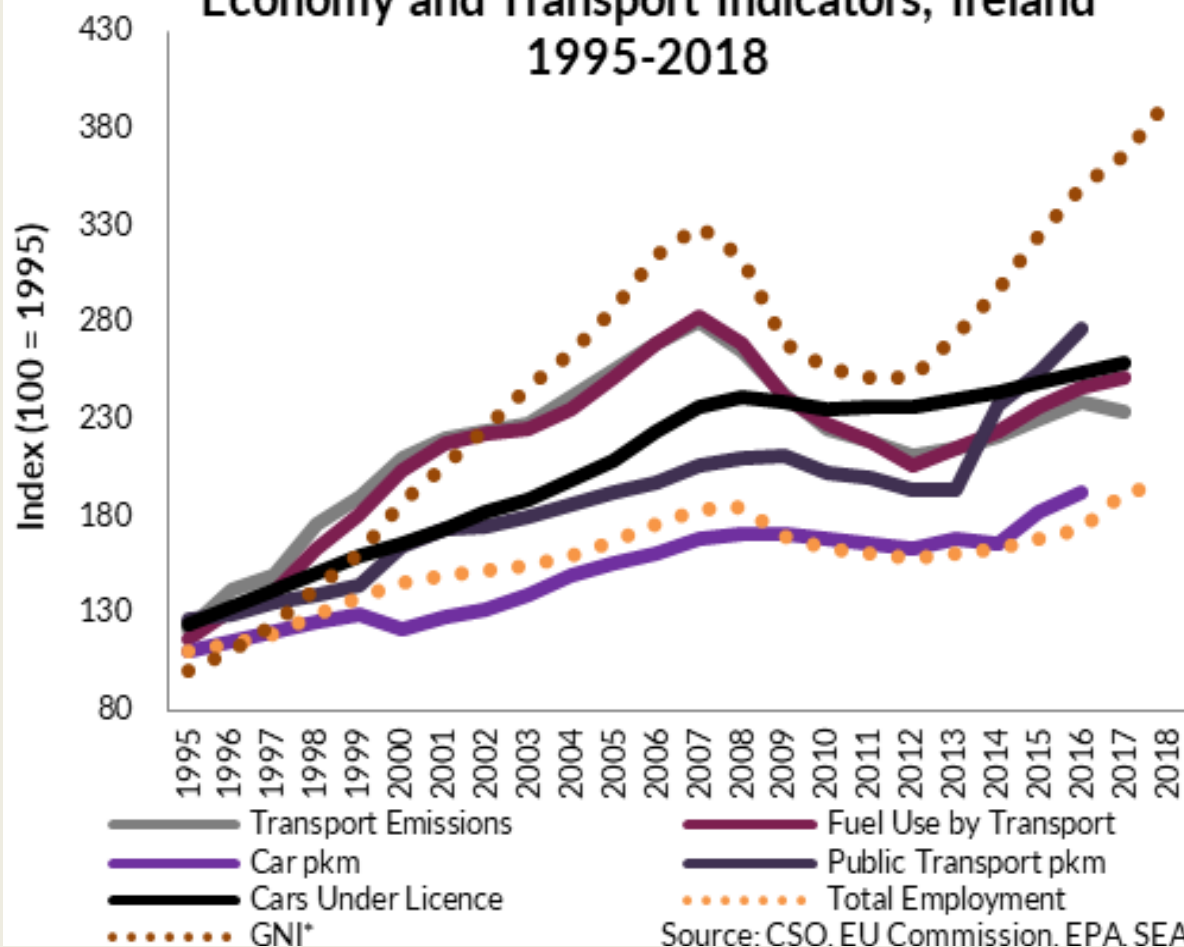


Transport Emissions Breakdown



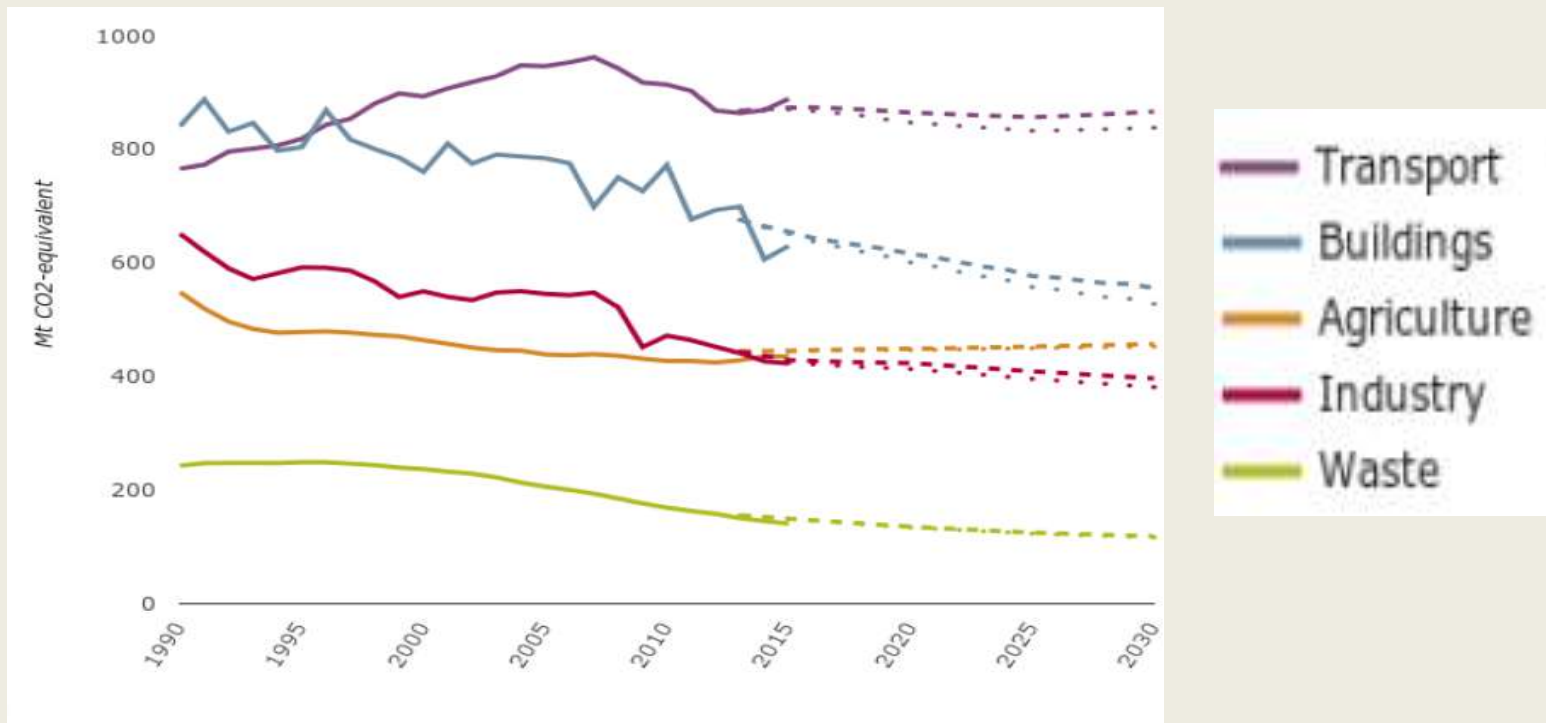
Transport CO₂ emissions per mode, 2017. Adapted from EPA and SEAI estimates

Economy and Transport Indicators, Ireland 1995-2018



Source: CSO. EU Commission. EPA. SEAI

European Emissions Trends



EU GHG emission trends and projections. **Source:** EEA



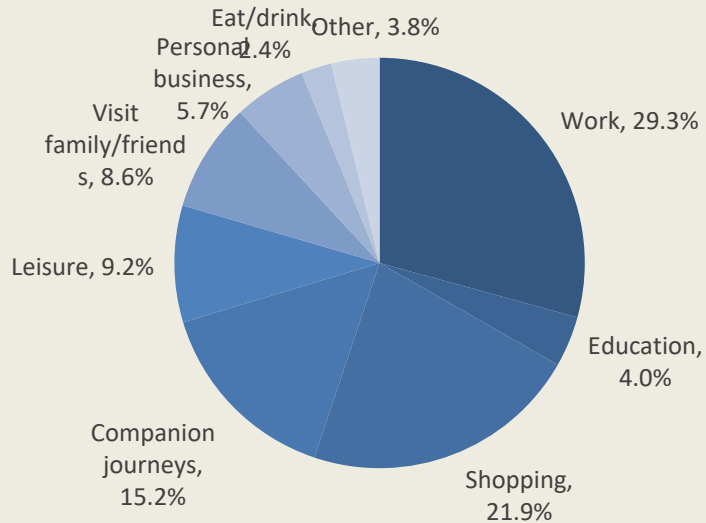
28%

72%

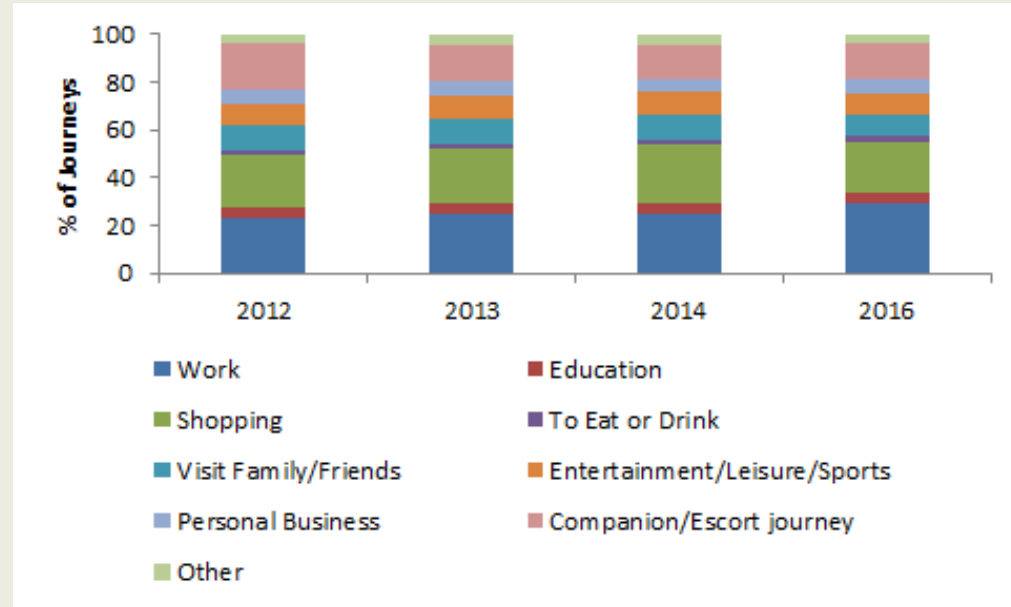
How & why we travel

Why people travel – journey purpose

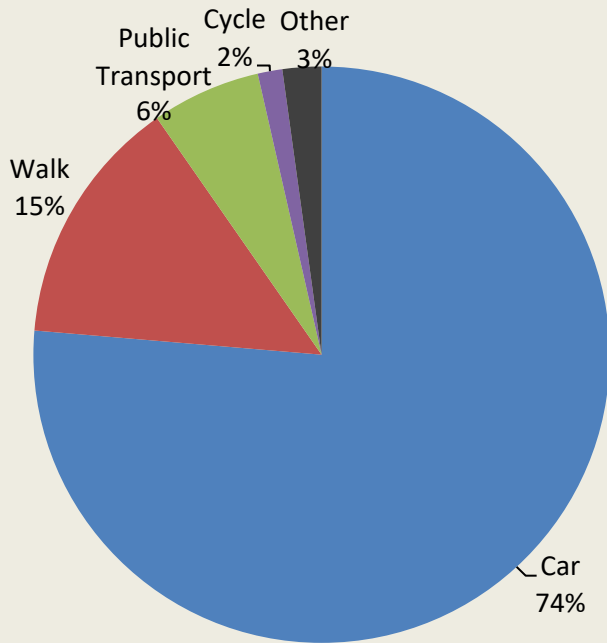
Breakdown of adult daily journeys by purpose, 2016



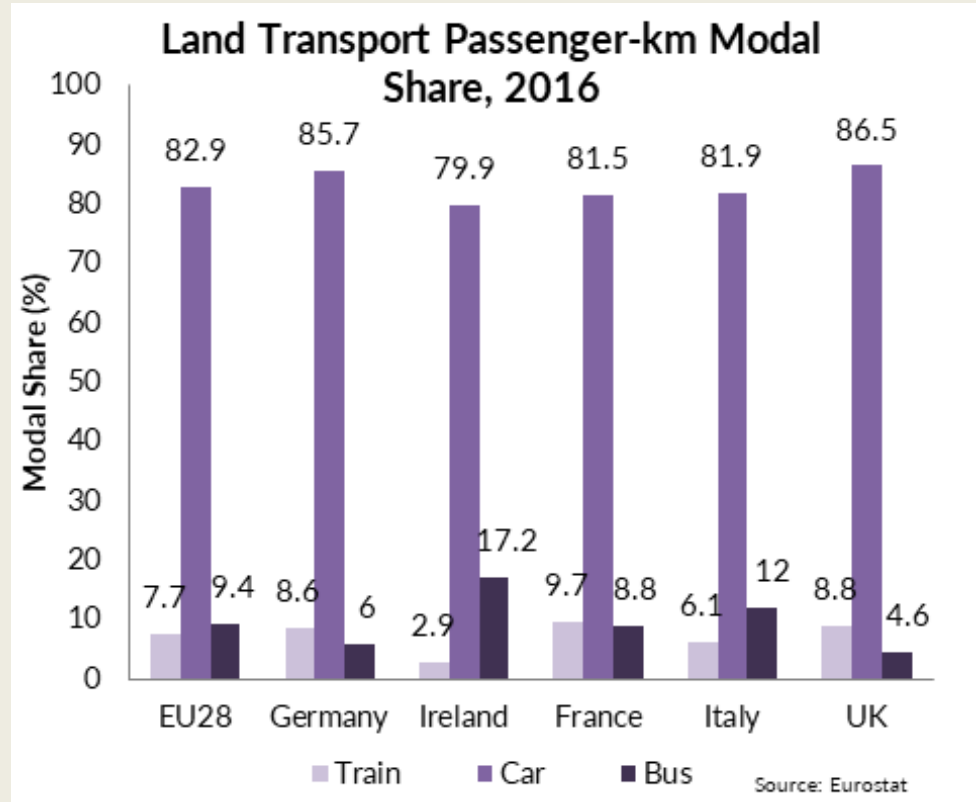
Source: CSO National Travel Survey 2016



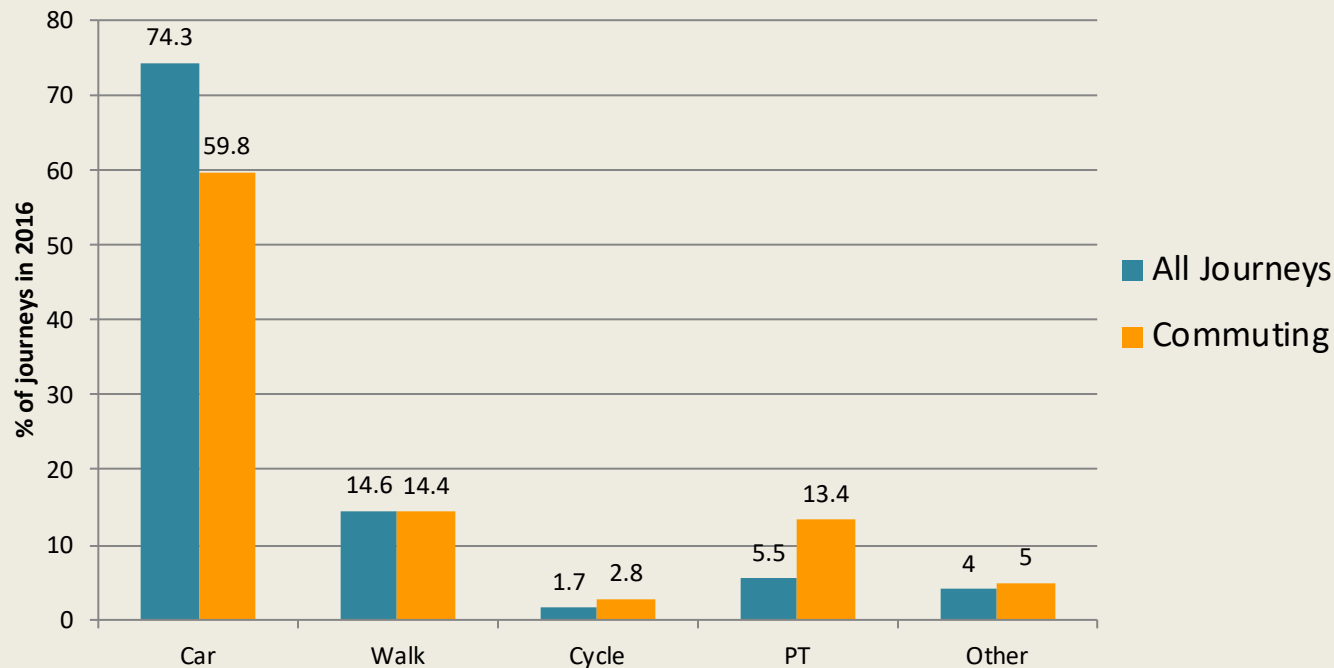
How people travel



Source: National Travel Survey



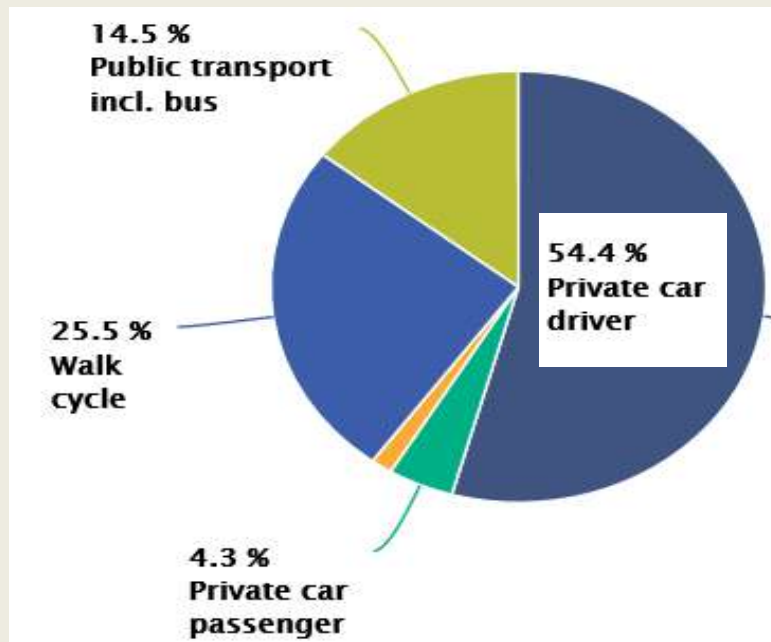
How people travel - All v Commuter Journeys



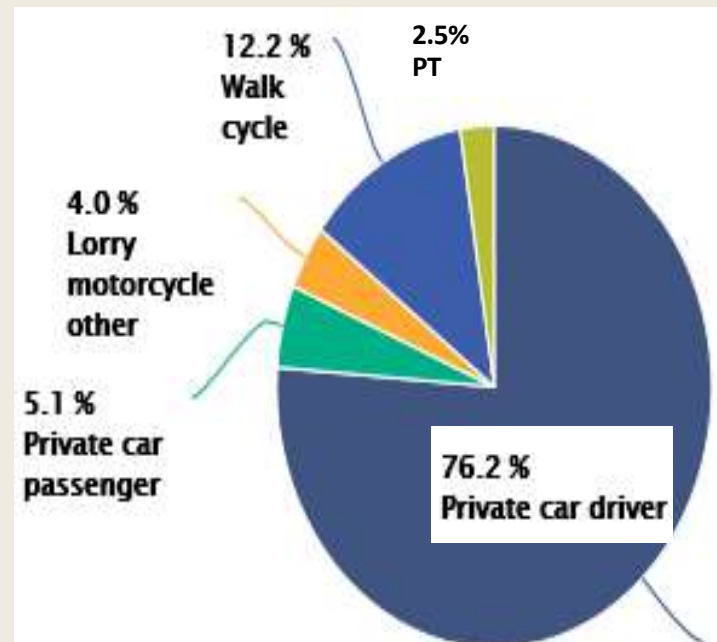
% of Journeys by Mode in 2016. source: CSO, 2016.

How people travel

Dublin Only



All regions excluding Dublin





Reducing Transport Emissions

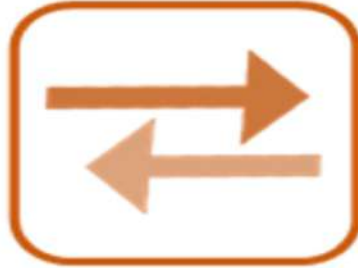
Transport responses viewed within the Avoid-Shift-Improve framework

AVOID



e.g. I want to **avoid** making lengthy unnecessary trips

SHIFT



e.g. I want to **shift** to a cleaner mode of transport to get to the office

IMPROVE



e.g. I want to **improve** my fuel consumption by getting an energy efficient vehicle

Policy responses within the Avoid-Shift-Improve framework....

Key Elements

Definitions

Avoid

Avoid and reduce the need for motorized travel

Shift

Shift to more environmentally friendly modes

Improve

Improve energy efficiency of transport modes

Transport Demand Management



Urban Public Transport



Railways



Walking and Cycling



New Mobility Services



Fuel Economy



Electric Mobility



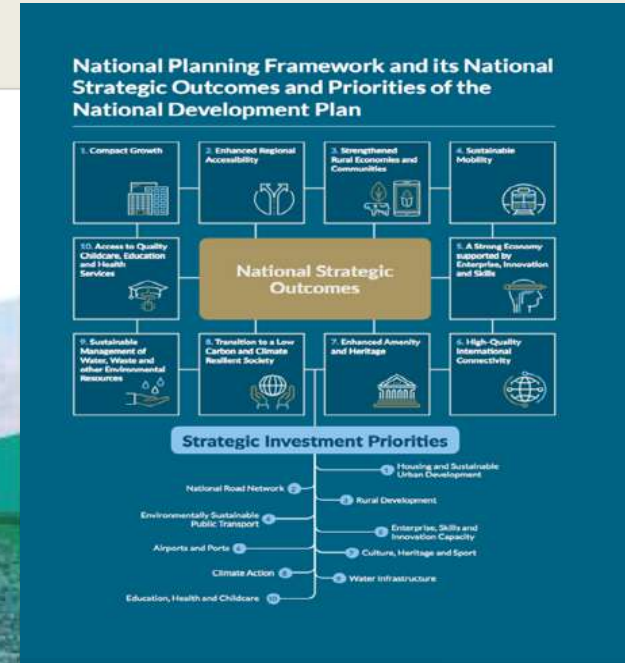
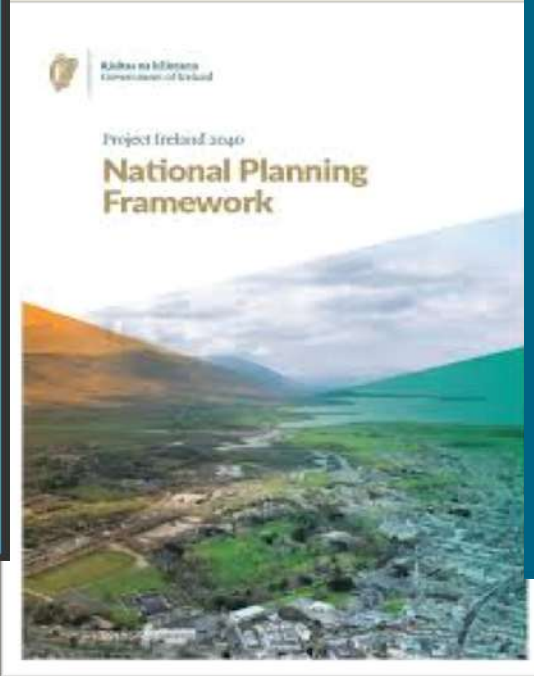
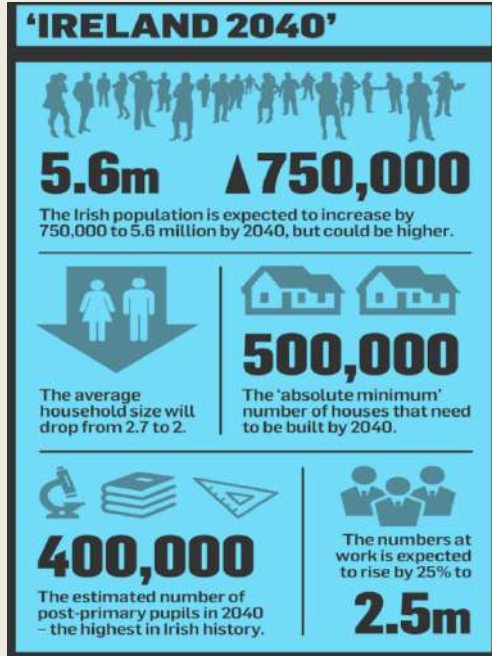
Renewable Energy





Avoid....

National Planning Framework





Shift....

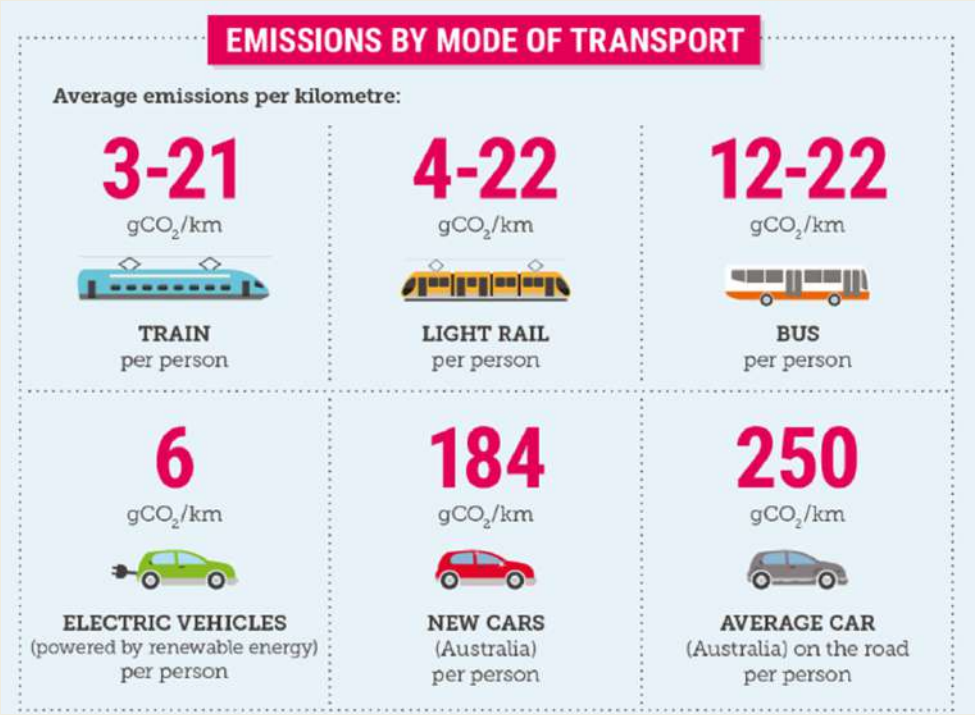
Shift to Public Transport



Road space comparison for transporting 69 people by bus, bike and private car.

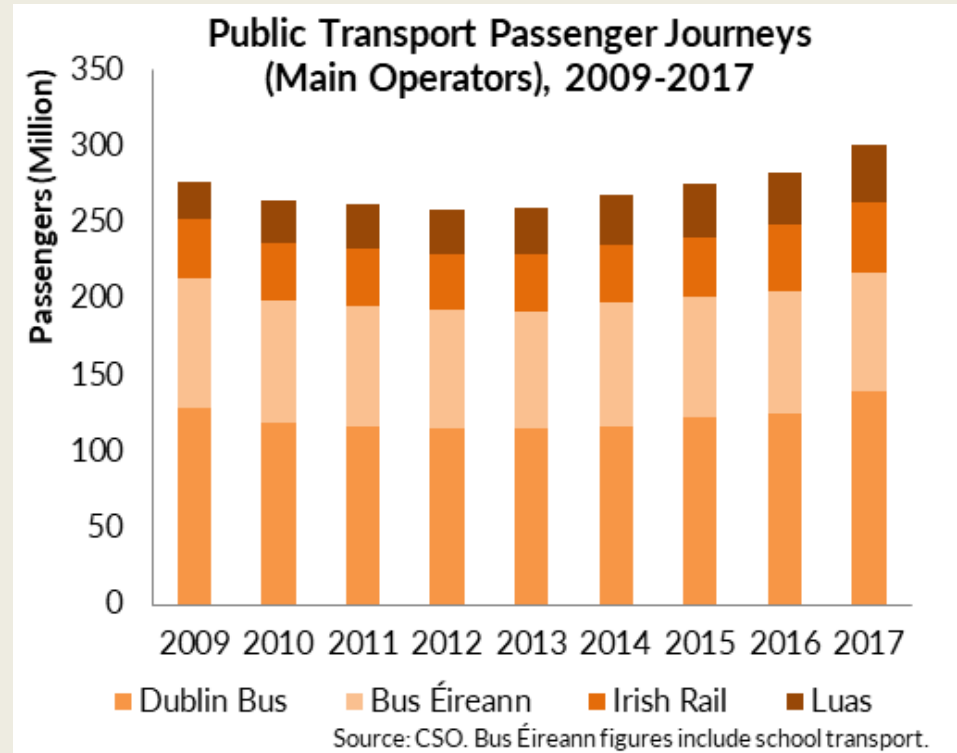
Source: Australia's Cycling Promotion Fund

Shift to Public Transport

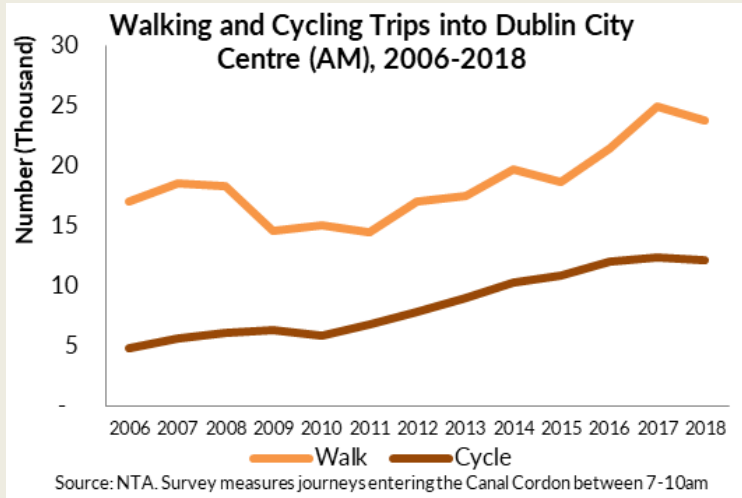


Public Transport

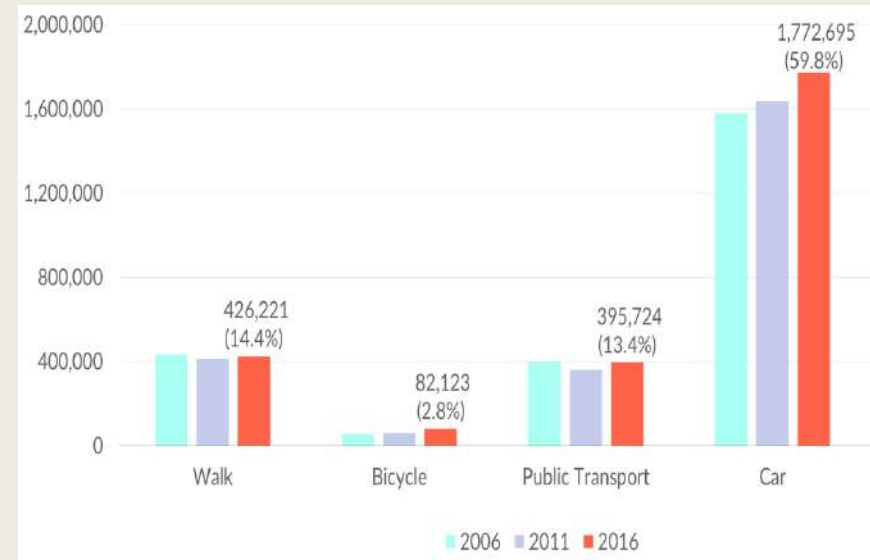
- ✓ Usage up 10% to 396,000 between 2011 and 2016
- ✓ 1986-2016, up 14%



Walking and Cycling

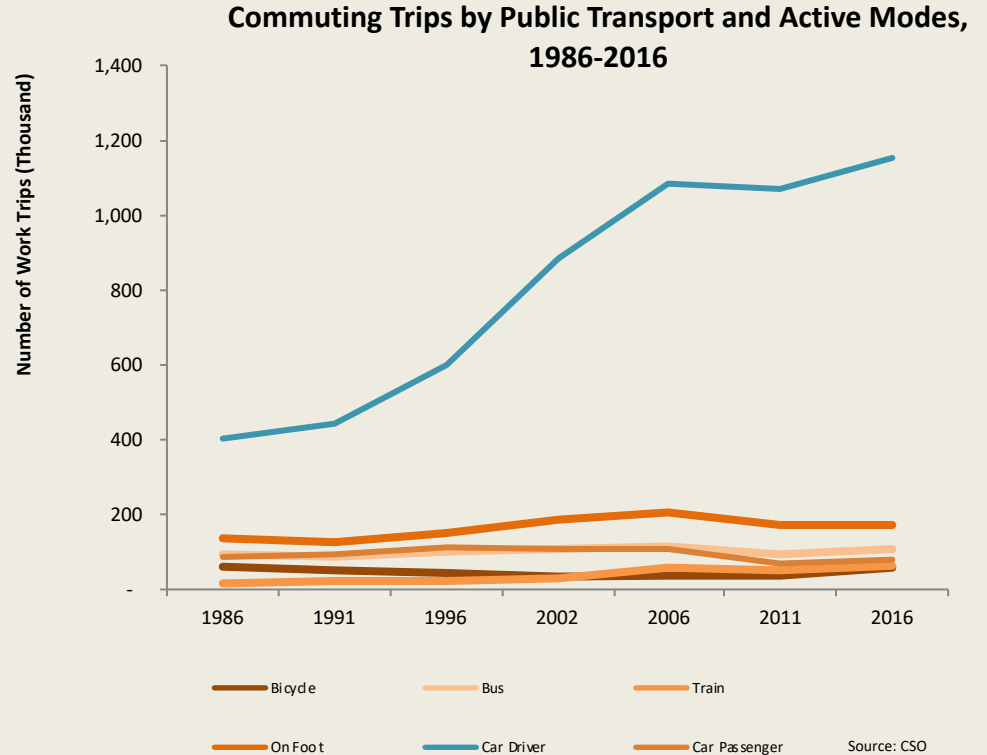


Commuting Mode, 2006 to 2016



Public Transport

✓ Numbers
commuting to work
doubled since 1986
to 1.9m



Improving Public Transport

2017

Completion of Luas Cross City Project yielding 10 million additional Luas journeys per annum

2018

Luas Green Line Capacity Enhancement project
Publication of 'The National Planning Framework' and 'National Development Plan'

2022

Dart Expansion Programme: increased capacity and extension of electrified DART System as far as Balbriggan and Maynooth

2023

Under the new Bus Connects Programme half of the bus fleet (approx. 500 buses) will be converted to low-emission vehicles

2027

New Metro North passenger services to begin with an expected capacity for 9,900 passengers per hour per direction

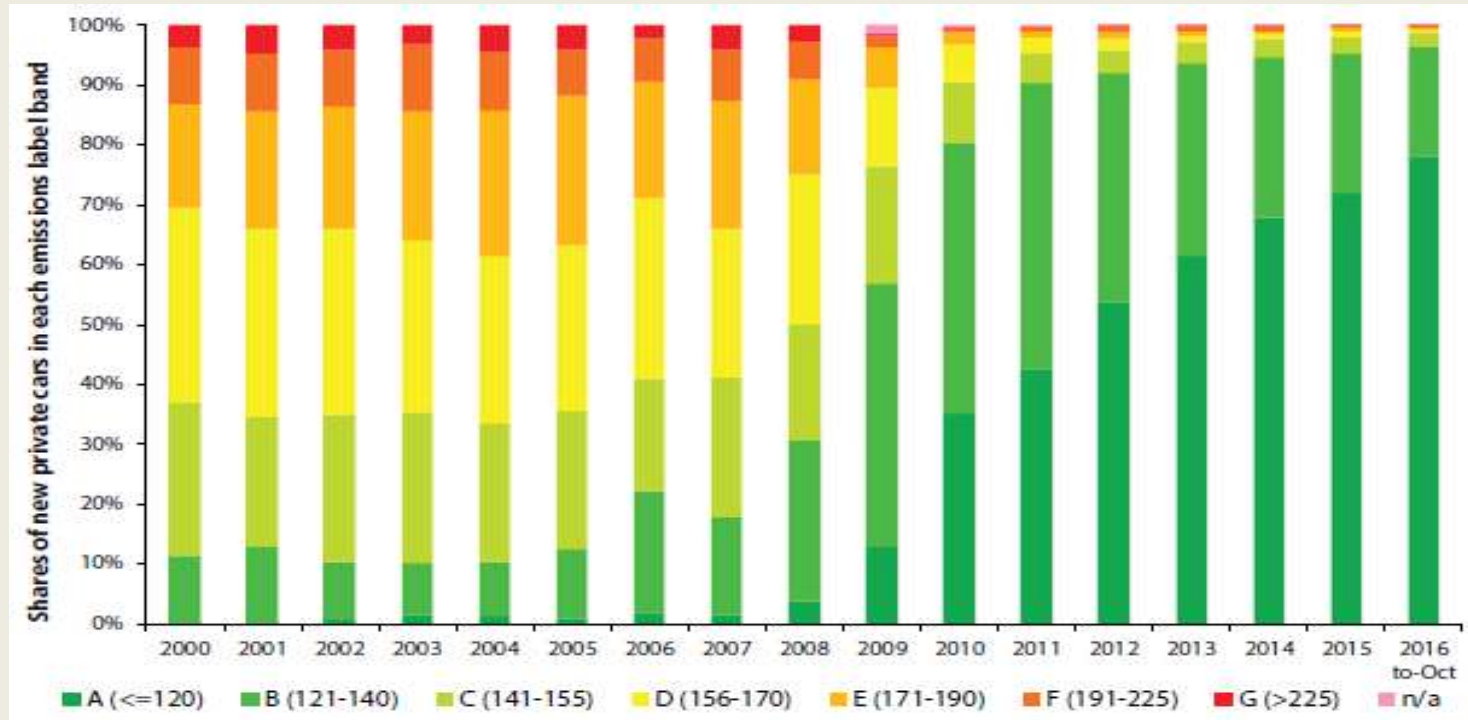
2030

All Buses under the Bus Connects Programme will be converted to low-emission alternatives



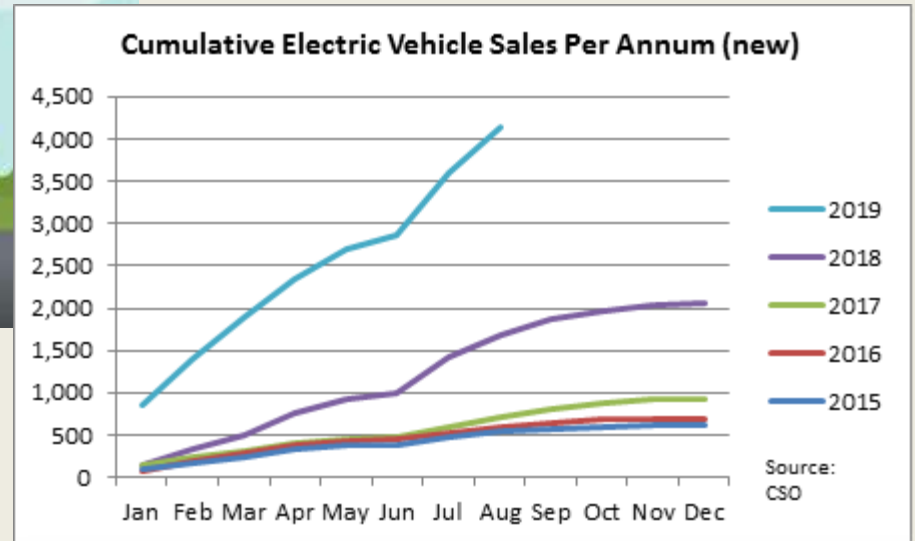
Improve....

Private Cars - Vehicle Standards

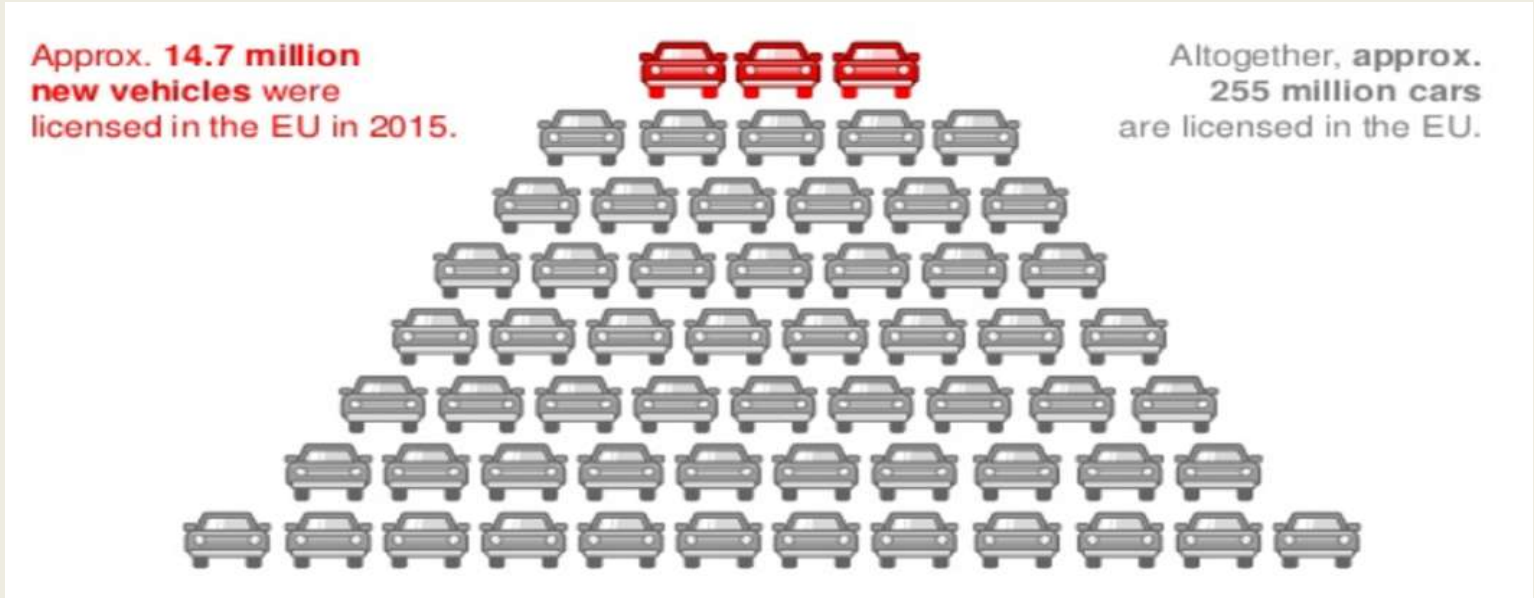


Share of New Private Cars in each Emissions Band source: Based on Vehicle Registration Unit data

Electromobility.....



Private Cars - Legacy Fleet

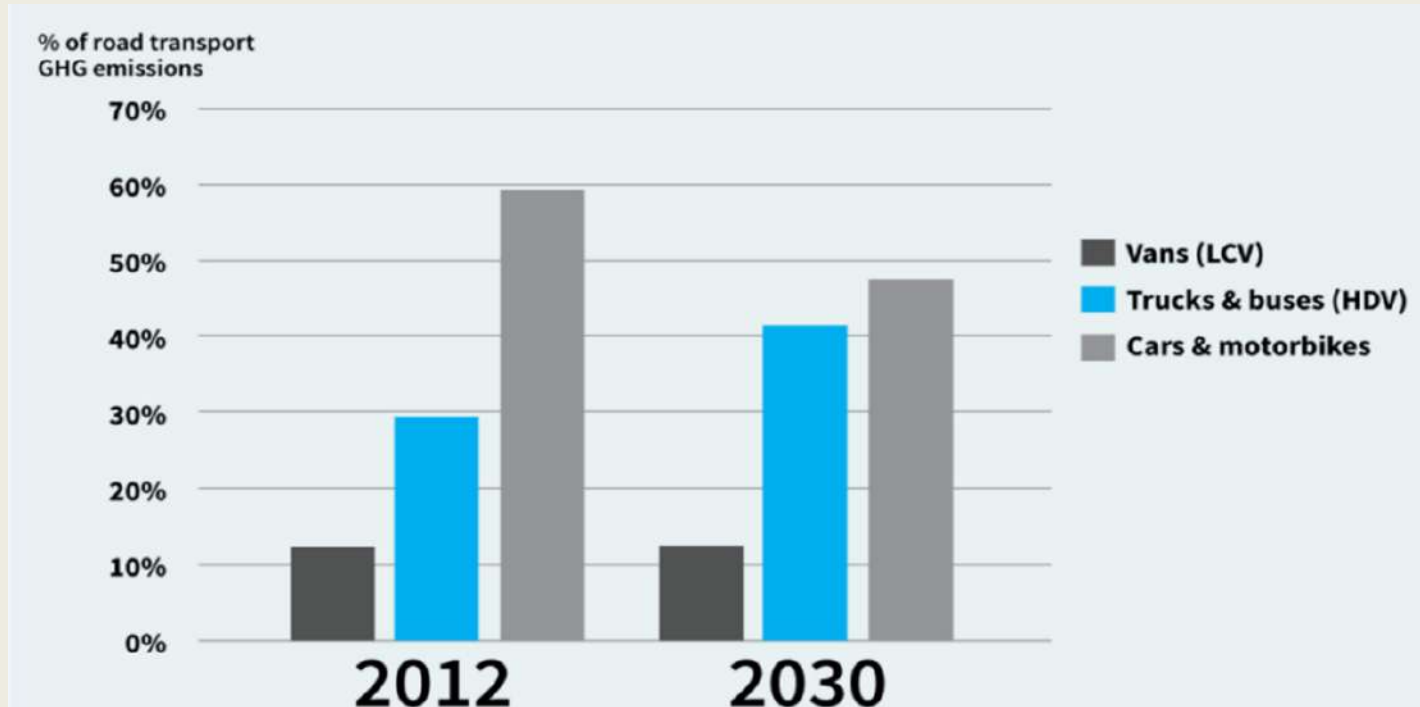


Turnover rate of new vehicles in the EU, 2015 (5.8%)

Total number of licensed cars on Irish roads at end 2018 – 2.1m

Number of New Private Cars Licensed in 2018 – 121,157 (6%)

Road Freight Emissions – Too Big to Ignore



Expected % of road transport in 2030. Source T&E

Driving Change



CLIMATE ACTION PLAN 2019

To Tackle Climate Breakdown

Climate Action Plan



Thank you for your attention

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