

# CLIMATE CHANGE LEGISLATION IN IRELAND

*AN EXCERPT FROM*

## **The 2015 Global Climate Legislation Study** **A Review of Climate Change Legislation in 99 Countries**



**Michal Nachmany, Sam Fankhauser, Jana Davidová, Nick Kingsmill, Tucker Landesman, Hitomi Roppongi, Philip Schleifer, Joana Setzer, Amelia Sharman, C. Stolle Singleton, Jayaraj Sundaresan and Terry Townshend**

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# **Ireland**

## **Legislative Process**

The Republic of Ireland is a parliamentary democracy with a bicameral legislature. The National Parliament consists of the President and two Houses: the House of Representatives (Lower), and the Senate (Upper). The functions and powers of each body derive from the 1937 constitution.

A general election must be held at least once every five years. Because the constitution specifies that there must be at least one deputy for every 20,000 to 30,000 people, the number of deputies elected varies with the country's demographic data, registered in the census every five years. Following the most recent election, held in 2011, there are 166 deputies represent 43 constituencies. The next election must be held by the 9th April 2016 when the House of Representatives will be dissolved at the request of the Prime Minister. Elections of the Senate are held within 90 days of the dissolution of the House of Representatives. The Senate has 60 Members, 43 elected by five panels representing vocational interests, six elected by the graduates of the National University of Ireland and the University of Dublin and 11 nominated by the Prime Minister.

Proposed laws, known as bills, move through each chamber of the National Parliament before coming into force as Acts. There are five stages to forming legislation. The first stage involves the initiation of bills. With three exceptions, bills can be initiated in either House, although traditionally bills begin in the House of Representatives. The exceptions are bills related to finance and amendment of the Constitution, which may only be initiated in the House of Representatives, and private bills, which may only come from the Senate. In the second stage the content of the bill is discussed, although no amendments to the text may be made at this point. If successful, in the third stage, the bill undergoes a more detailed examination and a legislative committee proposes amendments. The fourth stage involves a review of the amendments from stage three, but not a re-examination of the rest of the bill. The fifth and final stage of forming legislation involves a debate around the desirability of enacting the finalised bill. If the bill successfully passes through each stage, it is sent to the other House (usually from Lower to Upper Houses) where the process is repeated from stage two onwards. Amendments are then sent back and considered by the initiating House. Amendments may be agreed to, rejected or themselves amended. Once the bill has passed through both houses, the President brings it into force as an Act by signing it. The President cannot veto a bill that both chambers have adopted, although he or she may refer it to the Supreme Court to test its constitutionality. If the Supreme Court upholds the bill, the President must sign it.

Policies or measures are subject to oversight to ensure they are well-designed and cost-effective. Any policy involving spending more than EUR20m (USD25.1m), or any "innovative" policy with Exchequer implications over EUR5m (USD6.3m) should be subject to cost benefit analysis or cost effectiveness analysis. Taxation measures are considered by a Tax Strategy Group before each annual budget. Any proposal requiring legislation is subject to Regulatory Impact Analysis. Those requiring primary legislation are subject to scrutiny by the Parliament before being enacted.

There is another form of legislation known as a Statutory Instrument, a form of delegated, secondary legislation where Parliament passes its law-making powers to other bodies. Statutory Instruments include, for example, ministerial orders or regulations made to implement European Union law.

## **Approach to Climate Change**

Under the Kyoto Protocol, Ireland committed to limit the increase in emissions in the 2008-2012 commitment period to 13% above 1990 levels. Under the 2009 EU Effort Sharing Decision, Ireland's GHG emissions in non-ETS sectors (transport, agriculture, heating in buildings, waste and small industry) are required to be 20% below 2005 levels by 2020. The Department of the Environment Community and Local Government (DECLG) is responsible for climate change policy. A Cabinet Committee on Climate Change and the Green Economy is chaired by the Prime Minister and includes Ministers of the DECLG; Energy, Communications and Natural Resources; Agriculture, Food and the Marine; and Jobs, Enterprise and Innovation. The Committee is supported by a Senior Officials Group. In March 2014 Ireland submitted its Sixth National Communication to the UNFCCC.

The National Climate Change Strategy (2007-2012), building on the first National Climate Change Strategy (2000), set out a framework for action to reduce GHG emissions. The Framework for Climate Change Bill published in 2009 provided for a statutory obligation on the Minister to propose a National Climate Change Strategy on a 5-year cycle and to review the previous strategy at the end of this time. The current Programme for Government also envisaged the passing of climate legislation to "provide certainty surrounding government policy and provide a clear pathway for emissions reductions, in line with negotiated EU2020 targets".

A Review of National Climate Policy was published in 2011, followed by an extensive consultation process. In 2013, a study by the Secretariat of the National Economic and Social Council was published, entitled "Ireland and the Climate Change Challenge: Connecting 'How much' with 'How to'". This study provided a longer-term agenda for climate policy, focussing on developing a socio-economic vision to underpin effective national transition to a low-carbon future by 2050 and defining the building blocks to help achieve this vision.

Following these studies, Ireland continued developing the basis of its National Low Carbon Roadmap, which will map out the scale of the challenge. In 2013 the Joint Parliamentary Committee on the Environment, Culture and the Gaeltacht considered the draft legislation and submitted a report on its findings to the DECLG. Final heads of the Bill were published in April 2014. The legislation allows for the creation of a national expert body on climate change to advise the government on the transition process and to place responsibilities on various Ministers to contribute draft Sectoral Plans and report against progress.

## **Energy supply**

Ireland is highly dependent on external energy supply. Since the mid-1990s import dependency has grown due to an increase in energy use and a decline in indigenous natural gas production and decreasing peat production. In 2006 Ireland's overall import dependency reached 90%, falling slightly to 88% in 2011 thanks to the growing use of renewables.

The current energy policy framework was established by the 2007 White Paper "Delivering a Sustainable Energy Future for Ireland", the country's first comprehensive energy policy document. It established measures to reduce GHG emissions and energy costs by promoting efficient energy use and directly contributing to security of energy supply, sustainable transport, affordable energy, competitiveness and environmental sustainability.

In renewable energy, Ireland is required by EU rules to derive 16% of gross final energy consumption from renewable sources by 2020. To contribute to the target, Ireland aims to achieve 40% renewable electricity penetration by 2020 with 12% renewable consumption in the heat sector and 10% in transport. The IEA has labelled the renewable electricity target as one of the most ambitious in the world. At the end of 2012, 19.6% of electricity was generated from renewable

energy sources, 5.2% in renewable heat, and 2.3% in renewable transport.

The 2012-2020 Strategy for Renewable Energy sets out five strategic goals: increase onshore and offshore wind; build a sustainable bioenergy sector; foster R&D in renewables such as wave and tidal; grow sustainable transport; and build out robust and efficient networks. To support this strategy, there are two Renewable Energy Feed-In-Tariff (REFIT) schemes. The REFIT 2 scheme applies to onshore wind, small hydro and landfill gas. The REFIT 3 scheme applies to biomass technologies.

The 2010 National Renewable Energy Action Plan (NREAP) demonstrates how EU renewable targets for electricity, transport and heating will be met. The 2012 Integrated Marine Plan (“Harnessing Our Ocean Wealth”) puts in place an integrated system of policy planning for marine affairs including renewable energy. The 2014 Offshore Renewable Energy Development Plan provides a framework for the sustainable development of offshore renewable energy. In October 2014 the Department of Communications, Energy and Natural Resources published a draft National Bioenergy Plan for 2014-2020, following on from a previous action plan which covered the 2007-2013 period.

The 2007 White Paper is also being revised. In May 2014 the Minister for Communications, Energy and Natural Resources published “Energy Policy in Ireland”. This Green Paper aims to stimulate a national discussion on the new vision for energy policy, using the 2007 White Paper as a starting point. The next White Paper on Energy Policy should provide a vision of a sustainable energy system and the policy framework needed to achieve it. Drafting of the next White Paper will begin in the first quarter of 2015 with a view to publication by September 2015.

### **Energy demand**

Energy demand fell 18% between 2007 and 2012, driven largely by the downturn in economic activity and gains in energy efficiency. Ireland has challenging targets to improve energy efficiency by 20% nationally and 33% in the public sector by 2020, set out in the 2007 Energy Policy Framework and further detailed in the first National Energy Efficiency Action Plan (NEEAP). The third NEEAP was published in 2014 and sets out the actions that will be taken to achieve this goal, focusing on: public sector, business, residential, energy supply, research and development, and cross-sectoral actions.

For buildings, new regulations are due to be published in 2015 that should result in a minimum improvement of 40% in performance standards over 2008 requirements. The first national renovation strategy ‘Better Buildings’ sets out the strategy to mobilise investment in renovating the national building stock. The Better Energy Programme was launched in 2011 and brought three existing programmes (Home Energy Savings Scheme, Warmer Homes Scheme and Greener Homes Scheme) under one umbrella.

In 2013 the government committed EUR35m (USD43.9m) as seed capital for investment in a newly established Energy Efficiency Fund (EEF) with a view to expanding the fund to over EUR70m (USD87.8m) when matched with investment from the private sector. The fund, which aims to kick start activity on non-domestic renovation by providing accessible and appropriately priced finance, was launched in 2014 and has already made several investments.

The National Energy Services Framework (NESF), published in 2013, makes energy efficiency projects investment-ready by creating standard reference materials including technical evaluation, procurement advice and model contracts to bring energy suppliers and clients together under an agreed set of protocols.

The promotion of energy-efficient appliances and equipment is regulated through the Ecodesign and Energy Labelling directives. A market surveillance programme is in place to ensure that only products that meet the specified energy efficiency criteria are available on the market.

An Accelerated Capital Allowance (ACA) Scheme for Energy Efficient Equipment (Triple E) encourages businesses to invest in efficient equipment. The scheme allows companies to deduct the full cost of approved equipment from taxable profits in the year of purchase rather than over the usual 8-year period. The scheme has over 10,000 eligible products and it is estimated that up to 85% of a company's equipment procurement needs can be sourced through the ACA.

In the public sector, energy efficiency is being promoted through partnerships (public bodies commit to implementing a structured energy management programme, purchasing obligations and annual reporting), sharing of best practices, procurement and funding, as well as monitoring and reporting. The government is also planning to launch a public sector action plan on energy efficiency that will detail how the 33% public sector target for 2020 will be met, report on progress and outline new actions required to achieve the target. Particular areas for attention will include energy use in buildings, public lighting, water and transport. It will also examine the potential for large scale renovation works in each of the various categories of public sector buildings.

#### **REDD+ and LULUCF**

Agriculture accounts for the largest share of the country's GHG emissions, 32.3% of total emissions in 2013, as opposed to the average of less than 10% within the EU. Deforestation is estimated to have averaged circa 1200 ha per year between 2008 and 2012, based on latest estimates from the second phase of the National Forest Inventory and data to be submitted to the UNFCCC for inventory year 2012.

The 2011 Programme for Government commits to the development of the forestry and bio-energy sector through the creation of a new state company called BioEnergy and an annual 14,700 ha afforestation programme. It also proposes the establishment of Bioenergy Ireland, a biomass joint venture between Bord Na Mona (relating to peatland) and Coillte (relating to forestry) to procure biomass.

#### **Transport**

Transport emissions accounted for approximately 19% of total national emissions in 2005, equivalent to an increase by 160% between 1990 and 2005. By 2011, activities associated with transport produced 27% of non-ETS emissions. According to the last National Communication submitted to the UNFCCC, the key policies in transport that have resulted in emissions reductions relative to the baseline are: encouraging lower CO<sub>2</sub> emission cars in the national fleet; the biofuels obligation scheme; and the introduction of a carbon tax.

To encourage lower CO<sub>2</sub> emission cars, the government rebalanced the Vehicle Registration Tax (through the Finance Act 2008) and Motor Taxation rates (Motor Vehicle (Duties and Licences) Act 2008), and established more visible emission labelling. In 2013, a revised banding structure was introduced for both Vehicle Registration Tax (VRT) and motor tax splitting the lowest CO<sub>2</sub> Band A (1-120g/km) into four and Band B (121-140g/km) into two. A zero emissions band for electric vehicles was also introduced for motor tax only. Reliefs from VRT are provided in respect of electric vehicles, plug-in electric hybrid vehicles, electric hybrid vehicles, and electric motorcycles. The changes have led to the percentage of motor cars registered emitting between 0 and 120 grams of CO<sub>2</sub> per kilometre rising from 9% of the total in 2009 to over 68% of the total in 2014.

The biofuels obligation scheme commenced in 2010, and is administered by the National Oil

Reserves Agency. The initial rate of the obligation was 4% by volume, increasing to 6% by volume in 2013. A carbon tax of EUR15/tonne (USD18.82) was introduced in 2009, initially on liquid-based fuels for transport, and later extended to liquid fuels for space and water heating in buildings. The rate was increased to EUR20/tonne (USD25.10) in 2011 for transport fuels, in 2012 for liquid fuels for space and water heating, and since May 2014 it applies to all fuels.

The government also considers electric vehicles as an important way to reduce energy consumption in transport, reduce fossil fuel imports and provide additional demand to balance the supply of variable renewable generation. The 2011 Electric Vehicle Roadmap commits to increasing electric vehicles (EVs) to 10% of the transport fleet (private passenger cars) by 2020, growing to 60% by 2050 in the medium scenario. While the medium term target is still in place, the 10% target of 230,000 EVs by 2020 has been revised downwards to 50,000 to take account of slower than anticipated demand in recent years.

### **Adaptation**

The National Climate Change Adaptation Framework, published in 2012, provides the policy context for a strategic national adaptation response to climate change and is designed to evolve over time as planning and implementation progresses, and as further evidence becomes available. A two-phase approach has been taken; phase one is concerned with building the knowledge base; and the second phase involves the development and implementation of sectoral and local adaptation plans.

During phase one, progress has been heavily dependent on scientific data and outputs provided primarily by the EPA's Climate Change Research Programme and others such as Met Éireann, Marine Institute, DAFM, CoFoRD, OPW and National Universities. Relevant recent outputs include the 2012 Status of Ireland's Climate report; the 2013 Ireland's Climate the Road Ahead report; the 2013 Hydrodetect Project, and the 2012 Phenology study. Work on sectoral adaptation plans is on-going.

The EPA has been working on the development of guidelines for the integration of adaptation into local level planning, with a final set of guidelines due to be available for publication in early 2015. It's intended that these guidelines will be included in any updating of the statutory Planning Guidelines on Development Plans. As local authorities review their development plans in the normal cycle, the local development plan will also be the 'de facto' local adaptation plan.

The General Scheme of the Climate Action and Low Carbon Development Bill 2014 envisages that the Minister for the Environment, Community & Local Government shall, not later than 24 months after the passing of the Bill, submit to the government a national climate change adaptation framework. The framework will set out the policies to ensure adaptation measures are taken at a sectoral and local level, with a review at least once every five years.

## Ireland: Legislative portfolio

<b>Name of law</b>	<b>Finance Act 1992 - as amended by Finance Act (No. 1) of 2013</b>
<b>Date</b>	1 January 2013
<b>Summary</b>	<p>The Finance (No. 1) Act 2013 amended the Finance Act 1992 to further increase the differential between motor cars with lower CO<sub>2</sub> emissions and those with higher CO<sub>2</sub> emissions, by means of Vehicle Registration Tax (VRT). The rates and CO<sub>2</sub> bands applying to motor cars are as follows:</p> <ul style="list-style-type: none"> <li>• 0g/km up to and including 80g/km (14% or EUR 280 (USD 351) whichever is greater)</li> <li>• 81g/km to 100g/km (15% or EUR 300 (USD 351) , whichever is greater)</li> <li>• 101g/km to 110g/km (16% or EUR 320 (USD 401) whichever is the greater)</li> <li>• 111g/km to 120g/km (17% or EUR 340 (USD 427) whichever is the greater)</li> <li>• 121g/km to 130g/km (18% or EUR 360 (USD 452) whichever is the greater)</li> <li>• 131g/km to 140g/km (19% or EUR 380 (USD 477) whichever is the greater)</li> <li>• 141g/km to 155g/km (23% or EUR 460 (USD 577) whichever is greater)</li> <li>• 156g/km to 170g/km (27% or EUR 540 (USD 678) whichever is greater)</li> <li>• 171g/km to 190g/km (30% or EUR 600 (USD 753) whichever is greater)</li> <li>• 191g/km to 225g/km (34% or EUR 680 (USD 853) whichever is greater)</li> <li>• More than 225g/km (36% or EUR 720 (USD 904) whichever is greater)</li> </ul> <p>The current amendment has been effective since 2013. The legislation providing for VRT relief for electric vehicles, electric motorcycles, plug-in electric vehicles, and hybrid electric vehicles is contained in Section 135C of the Finance Act 1992 (as amendment). The reliefs were due to elapse on 31 December 2014 and were extended in the Finance Act 2014.</p>

<b>Name of law</b>	<b>Energy (Miscellaneous Provisions) Act 2012, Number 3 of 2012</b>
<b>Date</b>	April 2012
<b>Summary</b>	<p>The Act contains a host of provisions relating to the Energy Act, including the creation of an Energy Efficiency Fund and a mechanism by which enforceable requirements may be placed on energy providers.</p> <p>The Fund aims to support and improve energy efficiency improvement programmes, promote the development of a market for energy efficiency improvement measures, energy audits and other financial instruments for energy savings. It may also help alleviate energy poverty. The Fund may issue grants, loans and other financial guarantees or supports. The chapter also establishes Energy Efficiency Notices which the Minister may use to create binding obligations on energy providers to ensure their pricing is competitive, they promote energy efficiency improvement measures and contribute to the Fund. Where conditions in a Notice are not met, the Minister may order remedial action on the part of the supplier. In the case of persistent neglect of a Notice's orders, the Minister may appeal to the High Court for an order directing the energy supplier to comply.</p> <p>Energy suppliers may circumvent receiving a Notice order by establishing Voluntary Agreements, which detail how the energy supplier will meet the requirements that may be ordered in a Notice, for example, outlining energy saving objectives, energy efficiency improvement measures, monitoring, measuring and reporting procedures and so on. These Agreements are then to be submitted to the Minister for approval. The chapter requires all energy suppliers to promote energy end-use efficiency to customers, emphasising relevant information on the form of energy provided and how it is used.</p>

<b>Name of law</b>	<b>Energy (Biofuel Obligation and Miscellaneous Provisions) Act 2010 (No. 11 of 2010) of the National Oil Reserves Agency Act 2007 (No.7 of 2007)</b>
<b>Date</b>	Enacted 9 June 2010, last amended by the National Oil Reserves Agency Act 2007 (Biofuel Obligation Rate) Order 2012
<b>Summary</b>	The Act introduces a Biofuel Obligation to help Ireland accord with the EU's Renewable Energy Directive that requires all Member States to have 10% of their transport energy as renewable by 2020. The obligation encourages use of biofuels and is intended to boost the



biofuels sector by providing it with certainty of investment and growth while protecting consumers from fluctuations in the price of hydrocarbon fuels. The obligation is administered by the National Oil Reserves Agency (NORA).

The obligation compels oil companies supplying road transport fuel to ensure that biofuels represent a certain percentage of their annual fuel sales. This percentage was initially set at a default rate of 4.166%, increasing to 6% by volume (or 6.383% by reference to petroleum products) from 1 January 2013.

<b>Name of law</b>	<b>Carbon Fund Act 2007, Number 12 of 2007</b>
<b>Date</b>	7 April 2007
<b>Summary</b>	<p>The Act creates a Carbon Fund to enable the acquisition by the State of Kyoto Units in order to meet international targets following the 1997 Kyoto Protocol. The Carbon Fund is to be managed and directed by the Minister for the Environment, Community and Local Government while its day to day administration is to be carried out by the National Treasury Management Agency (NTMA). The Minister may direct the NTMA to purchase or sell Kyoto Units pursuant to international agreements or surplus requirements.</p> <p>The NTMA is to finance the acquisition of Kyoto Units by requesting funding from the Central Fund. Such requests are then reviewed and decided upon by the Minister for Finance. Approved funds will subsequently be repaid as deemed appropriate by the Minister for the Environment, Community and Local Government.</p>

<b>Name of law</b>	<b>Sustainable Energy Act Number 2 of 2002</b>
<b>Date</b>	May 2002
<b>Summary</b>	<p>This Act amends the Gas Act of 1976, Electricity Regulation Act of 1999, and it establishes the Sustainable Energy Authority of Ireland (SEAI) as the main actor whereby the functions of this Act are assigned to. The functions of the SEAI are:</p> <ul style="list-style-type: none"> <li>• To promote and assist environmentally and economically sustainable production, supply and use of energy</li> <li>• To promote and assist energy efficiency and renewable sources of energy</li> <li>• To promote and assist the reduction of GHG emissions and transboundary air pollutants associated with the production, supply and use of energy</li> <li>• To promote and assist the minimising of the impact on the environment of the production, supply and use of energy</li> <li>• To promote and assist research, development and demonstration of technologies connected with the abovementioned objectives</li> <li>• To provide advice, information and guidance to Ministers, ministerial bodies and energy suppliers and users relating to the abovementioned matters</li> </ul>

The SEAI has the powers necessary to perform abovementioned functions. This includes the following: cooperating with the Central Statistics Office and acting as an agent of the Office; licensing, regulation and control of activities; initiation, development, administration, promotion of and participation in schemes and programmes.

An amendment in 2012 conferred a number of additional responsibilities on the SEAI to give effects to EU Directives. The SEAI is required to develop a scheme of certification or equivalent qualification, for installers of renewable energy sources, including biomass, solar thermal systems, shallow geothermal systems and heat pumps. It is to provide information on the availability, environmental benefits and net cost benefits of these energy sources and make guidance available to other consumers, in particular planners and architects, in relation to uses of energy from renewable sources in planning and building or renovating industrial or residential areas. The SEAI should work to raise awareness of, and offer training programmes relating to, renewable sources in order to inform the public as comprehensively as possible of their benefits and practicalities. It must therefore encourage the use of certain, particularly efficient, biomass technologies, heat pumps and solar thermal energy technologies as well as other appropriately certified equipment based on European standards.

A 2014 amendment introduced the certification scheme for installers of biomass, heat pump, shallow geothermal, solar photovoltaic and solar thermal energies. Installer



certification or qualification shall be given by accredited training programme or training provider.

<b>Name of law</b>	<b>Motor Vehicle (Duties and Licences) Act, Number 22 of 2001</b>
<b>Date</b>	3 July 2001, last amended in 2013
<b>Summary</b>	<p>The Act amended and extended the Finance (Exercise Duties) (Vehicles) Act 1952, the Road Traffic Act 1961 and the Finance (No.2) Act 1992, in order to implement duties and licences leviable or issuable. The vehicles were classified in to groups (and classified within according to capacities) and different rates of duty applied accordingly:</p> <ul style="list-style-type: none"> <li>• Vehicles not exceeding 500 kg in weight: <ul style="list-style-type: none"> <li>○ Bicycles or tricycles of which the cylinder capacity of the engine below 75 cubic centimetres, between 75 and 200 cubic centimetres and above 200 cubic centimetres</li> <li>○ Bicycles or tricycles which are electrically propelled</li> <li>○ Vehicles with three or more wheels neither constructed nor adapted for use no used for the carriage of a driver or passenger</li> </ul> </li> <li>• Vehicles commonly known as dumpers not exceeding / exceeding 3 metres cubed in capacity</li> <li>• Vehicles commonly known as off-road dumpers exceeding 3 metres cubed in capacity</li> <li>• Any vehicles constructed or adapted for use and used only for conveyance of a machine, workshop, contrivance or implement, including any vehicle commonly known as a recovery vehicle.</li> <li>• Vehicles commonly known as forklift trucks</li> <li>• Vehicles constructed or adopted for the carriage of different numbers of passengers</li> <li>• Large public service vehicles that have different seating capacity</li> <li>• Large public service vehicles that are used only for carriage of children, teachers, and transportation of school-related activities</li> <li>• Vehicles designed, constructed and used for the purpose of trench digging or shovelling work</li> <li>• Tractors of difference size and use</li> <li>• Motor caravans of different use</li> <li>• Any other vehicles used for public use, lawfully used on roads with a taximeter or with no other purpose with different engine capacity</li> </ul> <p>The amendment in 2008 rebalanced the rate of duty subject for motor tax and added a new category of vehicles that are subject for duty according to the amount of CO<sub>2</sub> emission as of 1 January 2008. Vehicles registered outside of Ireland on or after 1 January 2008 and which subsequently is registered in Ireland after the date are category A vehicles, which are subject to duty according to below CO<sub>2</sub> emission levels</p> <p>In the 2013 Budget, 4 new bands below 140 g/km, as well as a zero band for electric vehicles, were introduced to facilitate the continued incentivising of low emissions vehicles. These bands/rates are as follows</p> <ul style="list-style-type: none"> <li>• 0 g/km (EUR 120, USD 151)</li> <li>• 1 – 80 g/km (EUR 170, USD 213)</li> <li>• Over 80 – 100 g/km (EUR 180, USD 226)</li> <li>• Over 100 – 110 g/km (EUR 190, USD 238)</li> <li>• Over 110 – 120 g/km (EUR 200, USD 251)</li> <li>• Over 120 - 1300g/km (EUR 270, USD 339)</li> <li>• Over 130 - 140g/km (EUR 280, USD 351)</li> <li>• Over 140 - 155g/km (EUR 390, USD 489)</li> <li>• Over 155 - 170g/km (EUR 570, USD 715)</li> <li>• Over 170 - 190g/km (EUR 750, USD 941)</li> <li>• Over 190 – 225g/km (EUR 1,200, USD 1,506)</li> <li>• Above 225 g/km (EUR 2,350, USD 2,949)</li> </ul>

<b>Name of law</b>	<b>Electricity Regulation Act, Number 23 of 1999</b>
<b>Date</b>	11 July 1999
<b>Summary</b>	The Electricity Regulation Act established the Commission for Energy Regulation (CER). It gives the Commission the power to grant licences to generate and supply electricity, the power to grant authorisations for the construction of generating stations; and provides for

the access to the transmission or distribution system by licence holders, holders of authorisations and eligible customers.

The functions and duties of the CER have been altered and expanded significantly by legislation transposing EU directives into Irish law and the introduction of new primary legislation, including the Energy (Miscellaneous Provisions) Act 2006, Electricity Regulation (Amendment) (Single Electricity Market) Act 2007 and the Petroleum (Exploration and Extraction) Safety Act 2010.

These pieces of legislation have given the CER powers in relation to the all-island Single Electricity Market (SEM) and they have also given the organisation safety-related responsibilities in the energy sector.

## *Ireland: Executive portfolio*

<b>Name of Policy</b>	<b>The National Energy Efficiency Action Plan (NEEAP)</b>
<b>Date</b>	2014
<b>Summary</b>	<p>Ireland's third NEAAP sets out the energy efficiency measures by sector in Ireland that will contribute towards the national energy efficiency 2020 target. The NEAAP identifies a number of measures which can lead to a reduction in annual emissions of around 7.3Mt, representing an estimated energy saving of 31,955GWh.</p> <p>The NEAAP confirms Ireland's commitment to a 20% energy savings target in 2020 and to achieving a 33% reduction in public sector energy use. These constitute the central pillars of Ireland's national energy efficiency policy.</p> <p>The 2014 NEAAP acknowledges that the substantial savings in the last three years. The key message from these figures is that Ireland has achieved 12,337GWh (primary energy equivalent) by end-2012, which represents 39% of the national target. Progress is also steady with respect to the 33% target set for the public sector. Nevertheless, the mix of energy policy measures across the various sectors of the economy will be kept under constant review and adapted as necessary to ensure they are contributing the energy savings required to meet the 2020 objectives.</p>

<b>Name of Policy</b>	<b>Offshore Renewable Energy Development Plan</b>
<b>Date</b>	February 2014
<b>Summary</b>	<p>The Offshore Renewable Energy Development Plan (OREDPP) and its accompanying Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) established a framework for the sustainable development of Ireland's offshore renewable energy resource.</p> <p>The OREDPP sets out the broader context for the development of Ireland's offshore wind and ocean renewable energy sectors, and the current state of play with regard to the range of policy areas that must be coordinated in order to create the conditions necessary to support the development of these sectors. A key output from the OREDPP is the identification of ways to ensure the optimal coordination of a wide range of government departments, agencies and state bodies that are critical enablers for offshore wind and ocean energy development. The Plan identifies the next steps that must be taken to support the sustainable realisation of the economic potential of offshore renewable energy resources.</p> <p>Taking into account a number of energy, economic development and environmental issues, the Plan identifies ten policy and enabling actions, along with responsible bodies and completion timeframes, which are key to the development of the offshore renewable energy sector: (i) put in place a robust governance structure; (ii) increase exchequer support for ocean research, development and demonstration; (iii) introduce initial market support tariff for ocean energy; (iv) develop renewable electricity export markets; (v) develop the supply chain for the offshore renewable energy industry; (vi) communicate that Ireland is open for business; (vii) explore potential for international collaboration; (viii) introduce a new planning and consent architecture for development in the marine area; (ix) put in place a number of mitigation measures to protect the environment; and (x) ensure appropriate infrastructure development.</p>

<b>Name of Policy</b>	<b>National Climate Change Adaptation Framework</b>
<b>Date</b>	Published in December 2012
<b>Summary</b>	<p>This Framework provides the policy context for a strategic national adaptation response to climate change in Ireland and is designed to evolve over time as planning and implementation progresses, and as further evidence becomes available. A two phase approach was proposed under the Framework.</p> <p>The first phase is focused on building the knowledge base and developing capacity. The second phase involves the development of sectoral and local adaptation plans. Work on sectoral adaptation plans is on-going.</p> <p>The EPA has been working on the development of guidelines for the integration of adaptation into local level planning. The key objectives of this phase of work are moving towards completion and it's anticipated that a final set of guidelines will be available for publication in early 2015. It's intended that these guidelines will be included in any updating of the statutory Planning Guidelines on Development Plans. Arising from this, as local authorities review their development plans in the normal cycle, the local development plan will also be the 'de facto' local adaptation plan.</p> <p>Actions under the Framework are categorized into five areas: Research and Knowledge Base, Governance, Sectoral Plans, Local Plans, and Stakeholder Consultation.</p>

<b>Name of Policy</b>	<b>Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020</b>
<b>Date</b>	2009
<b>Summary</b>	<p>This document reflects the government's vision and required measures to have a sustainable transport system by 2020. It sets out below five goals:</p> <ul style="list-style-type: none"> <li>• To reduce overall travel demand</li> <li>• To maximize the efficiency of the transport network</li> <li>• To reduce reliance on fossil fuels</li> <li>• To reduce transport emissions</li> <li>• To improve accessibility to transport</li> </ul> <p>In order to achieve these goals and ultimately ensure that sustainable travel and transport is in place by 2020, the following key targets are proposed:</p> <ul style="list-style-type: none"> <li>• Future population and employment growth will take place predominantly in sustainable compact forms, which would reduce the need to travel for employment and services</li> <li>• 500,000 more people will make alternative means to commute and total share of car commuting will drop from 65% to 45%</li> <li>• Support and provide alternative methods such as walking, cycling and public transport, to rise the share to 55% of total commuter journeys to work</li> <li>• Total kilometres travelled by the car fleets in 2020 will not increase significantly from current levels</li> <li>• Reduction of GHG emission from transport sector will be achieved compared to the 2005 level</li> </ul> <p>Following these objectives and targets, following key actions are proposed:</p> <ul style="list-style-type: none"> <li>• Reduce distance travelled by private cars and encourage smarter travel (e.g. encourage people to live close to workplaces, use pricing mechanisms or fiscal measures to encourage behavioural changes)</li> <li>• Ensure alternatives to the car are more widely available, mainly through radically improved public transport service and through investment in cycling and walking.</li> <li>• Improve the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies.</li> <li>• Strengthen institutional arrangements to deliver the targets.</li> </ul>

<b>Name of Policy</b>	<b>Energy White Paper 'Delivering a Sustainable Energy Future for Ireland' : The Energy Policy Framework 2007-2020</b>
<b>Date</b>	March 2007
<b>Summary</b>	<p>This document is a practical, action-based to achieve a new, sustainable energy future for Ireland. This White Paper was informed by the outcome of the consultation process on the Government's Green Paper on Energy Policy, where over 100 submissions were received and discussions with key stakeholders were held.</p> <p>The White Paper calls for four objectives: security of energy supply; sustainability of energy supply and use; competitiveness of energy supply; and integrated approach to deliver energy policy objectives. The document also presents strategic goals that underpin the abovementioned goals.</p> <p>Strategic goals to achieve security of energy supply are:</p> <ul style="list-style-type: none"> <li>• To ensure that electricity supply meets demand consistently</li> <li>• To ensure the physical security and reliability of gas supplies to Ireland</li> <li>• To enhance the diversity of fuels used for power generation</li> <li>• To deliver electricity and gas to homes and businesses over efficient, reliable and secure networks</li> <li>• To create a stable attractive environment for hydrocarbon exploration and production</li> <li>• To be prepared for energy supply disruptions</li> </ul> <p>Strategic goals to promote the sustainability of energy supply and use are:</p> <ul style="list-style-type: none"> <li>• To address climate change by reducing energy related GHG emissions</li> <li>• To accelerate the growth of renewable energy sources</li> <li>• To promote the sustainable use of energy in transport</li> <li>• To deliver an integrated approach to the sustainable development and use of bio-energy resources</li> <li>• To maximize energy efficiency and energy savings across the economy</li> <li>• To accelerate Energy Research Development and Innovation Programmes in support of sustainable energy goals</li> </ul> <p>Strategic goals to enhance the competitiveness of energy supply are:</p> <ul style="list-style-type: none"> <li>• To deliver competition and consumer choice in the energy market</li> <li>• To deliver the All-Island Energy Market Framework</li> <li>• To ensure that regulatory framework meets the evolving energy policy challenges</li> <li>• To ensure a sustainable future for semi-state energy enterprises</li> <li>• To ensure affordable energy for everyone</li> <li>• To create jobs, growth and innovation in the energy sector</li> </ul> <p>Strategic goals for integrated delivery of energy policy objectives are:</p> <ul style="list-style-type: none"> <li>• To strengthen national capabilities in the energy policy field</li> <li>• To ensure Government-as-a-whole approach to energy policy</li> <li>• To reach out to stakeholders in implementing strategic goals for energy</li> <li>• To ensure accountability and transparency through regular process reporting and review</li> </ul>

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