

CLIMATE ACTION PLAN 2019

Fourth Progress Report

Q2 2020



Rialtas na hÉireann
Government of Ireland

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Glossary of Acronyms

AD	Anaerobic Digestion
BER	Building Energy Rating
CAP	Common Agricultural Policy
CAROs	Climate Action Regional Offices
CCS	Carbon Capture and Storage
CCMA	County and City Management Association
CELP	Circular Economy Legislative Package
CHP	Combined Heat and Power
CNG	Compressed Natural Gas
CO2	Carbon Dioxide
COVID-19	Corona Virus Disease 2019
CRCG	Climate Research Coordination Group
CRM	Capacity Remuneration Mechanism
CSP	CAP Strategic Plan
CRU	Commission for Regulation of Utilities
CSO	Central Statistics Office
DAFM	Department of Agriculture, Food and the Marine
DART	Dublin Area Rapid Transit
DBEI	Department of Business, Enterprise and Innovation
DCCAE	Department of Communications, Climate Action and Environment
DCHG	Department of Culture, Heritage and the Gaeltacht
DEAP	Dwelling Energy Assessment Procedure
DEC	Display Energy Certificate
DES	Department of Education and Skills
DFAT	Department of Foreign Affairs and Trade
DFIN	Department of Finance
DHPLG	Department of Housing, Planning and Local Government
DPER	Department of Public Expenditure and Reform
DRCD	Department of Rural and Community Development
DRT	Demand Responsive Transport
DTTAS	Department of Transport, Tourism, and Sport
EC	European Commission
ECP-2	Enduring Connection Policy Stage2
EED	European Energy Directive
EIB	European Investment Bank
EPA	Environmental Protection Agency
EPC	Energy Performance Contracting
EPBD	Energy Performance of Buildings Directive
ESB	Electricity Supply Board
ESBN	Electricity Supply Board Networks
ETBs	Education and Training Boards
EU	European Union
EXEED	Excellence in Energy Efficient Design
EV	Electric Vehicle
GHG	Greenhouse Gas
GW	Gigawatt

ha	Hectare
HSE	Health Service Executive
IAA	Irish Aviation Authority
IBEC	Irish Business and Employers Confederation
IDA	Industrial Development Agency
IEN	Irish Environmental Network
IS	International Standard
IWEA	Irish Wind Energy Association
JASPER	Joint Assistance to Support Projects in European Regions
Km	Kilometre
Kw	Kilowatt
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LGMA	Local Government Management Agency
LULUCF	Land Use, Land Use Change and Forestry
LTS	Long Term Strategy
MACC	Marginal Abatement Cost Curve
MFF	Multiannual Financial Framework
NDCA	National Dialogue on Climate Action
NMPF	National Marine Planning Framework
NORA	National Oil Reserves Agency
NPWS	National Parks and Wildlife Service
NTA	National Transport Authority
NZEB	Nearly Zero Energy Building
OGP	Office of Government Procurement
OPW	Office of Public Works
ORE	Offshore Renewable Energy
PfG	Programme for Government
RD&D	Research Development and Demonstration
RES-E	Renewable Energy Source – Electricity
RESS	Renewable Electricity Support Scheme
SEA	Strategic Environmental Assessment
SEAI	Sustainable Energy Authority of Ireland
SFI	Science Foundation Ireland
SME	Small and Medium-sized Enterprise
SWOT	Strength Weakness Opportunity Threat
TII	Transport Infrastructure Ireland
TRLs	Technology Readiness Levels
UN	United Nations
VRT	Vehicle Registration Tax
WDC	Western Development Commission
WWETB	Waterford and Wexford Education and Training Board

Headline measures progressed in Q2 2020

46% of measures completed in Q2 2020



Electricity



Grid connection policy for microgeneration identified to facilitate renewable self-generation and community projects



Buildings



Roadmap developed for homes to achieve BER B2/cost optimal performance



Education

Proposals for a **"One-Stop-Shop model"** for residential and commercial **energy efficiency upgrades developed**



NZEB and Deep Retrofit contractor courses to be made available nationwide



Agriculture

Advice developed on low nitrogen fertiliser use for different livestock and cropping systems



Public Sector



Resource Efficiency Action Plans for all Government Departments **published**

Green Government Initiative extended for further emissions reduction from public sector



Support received for 'sign-post' programme to demonstrate the practical implementation of low carbon solutions on-farm



Carbon Capture & Storage



Steering Group to continue to monitor feasibility of capturing excess carbon in Ireland



Forestry

"Think wood first" being encouraged in **public procurement** to reduce emissions from public sector construction



Land Use

Options developed for management of **re-wetted organic soils** that store significant carbon



Overall Climate Action Plan delivery to date: 77%

Executive Summary

The second quarter of 2020 has seen significant global upheaval with the spread of the COVID-19 pandemic. This has had implications not only for public health and tragic loss of life, but has also changed how we eat, work, exercise, shop, travel, socialise and operate as communities. People began to walk and cycle more, working from home became the norm for many, international travel was dramatically cut, road congestion reduced and awareness regarding the security and resilience of our supply chains, and the essential workers securing them, increased. With these [lifestyle changes](#), air pollution reduced, transport emissions dropped, there was a renewed appreciation of nature and outdoor activities, and energy and food consumption patterns altered. Such changes however can only be considered as temporary in nature, with potential for [significant emissions rebound](#) post-recovery. The importance of maintaining momentum on climate action is clear.

Parallels have been drawn between the COVID-19 crisis and the climate crisis, two globally impactful events now occurring in tandem, but at very different paces. The pandemic has provided a potential snapshot of what the world can expect should climate policy not achieve meaningful results. A recent [study](#) from Exeter University identified that the effects of climate change could indeed occur sooner and affect more people than previously believed. The research revealed that 1 billion people will live in insufferable heat or be displaced with every 1°C rise in average global temperature. The rising temperatures could also awaken an El Niño-style weather system in the Indian ocean, as [reported](#) in Q2 by the University of Austin. This could compound the effects of the climate crisis including increasing floods, storms and drought in India, Africa and Asia, impacting the security of food, energy and water supply chains along with it.

Q2 2020 experienced unseasonably dry and hot weather in Ireland and across Europe. The hottest May ever was recorded, consistent with a decade that contained six of the warmest years on record. [Unusually warm conditions](#) were experienced in the Arctic circle, accelerating the melting of permafrost and ice sheets with implications for infrastructure, sea level rise and forest fires. The risks are apparent in Ireland too.

At EU level, there were some positive developments in climate action commitments and investment during Q2 2020. The European parliament's agricultural committee voted to support robust deforestation criteria in EU trade deals to protect forests, natural ecosystems and human rights. The Commission also wants to [double the annual building renovation rate](#), while also doubling the amount of funding available to member countries to invest in energy efficiency upgrades.

Domestically, [Cork City Council signalled](#) its intent to replace its petrol and diesel vans and cars with a fleet of up to 76 fully electric vehicles in a move deemed to be both cost effective and demonstrate climate leadership. Thirty extra charging stations were installed around Cork city to further incentivise others to buy or use electric vehicles. Meanwhile, new legislation was [published](#)

in June to put a €500million multi-year annual climate action fund on a statutory footing, aimed at kickstarting climate action projects nationwide.

As the world continues to battle COVID-19 and efforts shift to re-building economies with resilience, commitments towards establishing green recoveries are coming to fore, including in Ireland. The societal wide transformation seen since mid-March has demonstrated that Ireland, and indeed the global community, has the ability to change systems and human behaviours at a rapid pace in reaction to a crisis. The new Programme for Government, released in June, outlined Ireland's aims for the post-pandemic recovery, and a more ambitious target of an average 7% emissions reduction per year to 2030 was announced.

Summary of Climate Action Plan Delivery

- 34 out of the 74 measures due in Q2 were delivered on time giving a delivery rate of 46%.
- 6 of the 55 measures which had been delayed in previous quarters were delivered in Q2.
- Coupled with 40 delays in Q2, this results in 89 delayed measures carrying over into Q3 2020.
- Progress on ongoing measures is reported biannually and progress on those measures will therefore be reported again in Q3 2020.

When combined with implementation seen in previous quarters, this gives an **overall delivery rate of 77% for measures due** to date under the Climate Action Plan 2019. Full details of delivery rates across each quarter are provided in Appendix 1 of this Report.

Overview of Q2 2020 delivery

In total, 74 new measures were due for completion in Q2 2020 under the all-of-government [Climate Action Plan](#). 34 of these were delivered on time, giving a delivery rate of 46% for Q2 2020. This is the second lowest quarterly implementation rate since monitoring began.

The impact of the COVID-19 pandemic was obvious in Q2 2020, causing delays in implementation primarily due to competing work priorities and the inability to host in-person meetings or necessary stakeholder events. Climate Action Plan reporting teams remain intact across the system, and the civil service continues to adapt to new working regimes and safe modes of engagement for the delivery of climate action. Delays also remained in Q2 2020 for measures requiring government approval, with the new government only appointed at the end of the quarter.

Structural issues delaying delivery also remain across the system, including issues of capacity, resourcing, ownership and expertise across Government Departments and Agencies. Work on certain actions has also revealed the added complexity of some tasks, as well as the need for further measures to make other

actions more meaningful. Finally, delays in negotiations at EU level continue to create problems for some discrete actions, particularly from an agricultural perspective.

Overall, this Report provides updates on:

- A. Progress of delayed measures from previous quarters including details of any measures that remain delayed;
- B. Details of Q2 2020 measures completed; and
- C. Details of Q2 2020 measures delayed.

A summary of each is provided below, while detailed information in respect of each measure is provided from page 15 onwards.

A. Progress of measures delayed from previous quarters

To maintain transparency and accountability, tracking the progress of measures that were reported as delayed in previous quarters continued throughout Q2 2020. As indicated above, progress on delayed measures was slow in Q2 2020, with just 6 of 55 overdue measures completed. This includes:

- 1 of the 3 delayed Q3 2019 measures;
- 2 of the 29 delayed Q4 2019 measures; and
- 3 of the 23 delayed Q1 2020 measures.

This highlights a trend of re-occurring delays in Climate Action Plan implementation, including non-delivery of measures with high mitigation and adaption potential. It is worth noting all overdue actions completed this quarter were delivered by DCCAE, meaning that none of the 16 delayed measures due by other Departments were delivered in Q2 2020.

Table 1 provides a brief overview of progress on the headline delayed deliverables from previous quarters which have now been achieved. Table 2 details examples of headline delayed measures that remain outstanding. Progress will continue to be tracked on all outstanding measures in forthcoming quarters.

Table 1- Example Q3 2019, Q4 2019 and Q1 2020 Delayed Measures completed in Q2 2020

Sector	Action/ Measure	Progress Update
Electricity	<i>Action 30: Determination of appropriate grid connection policy to facilitate renewable self-consumers and access for microgeneration</i>	Determining an appropriate grid connection policy is essential to enable community involvement in the energy transition. The relevant Decision Paper was published by the Commission for Regulation of Utilities (CRU) on 10th June 2020. It recognises the need for new/separate arrangements for projects above 11kW and below 50kW.

	<i>Action 47: Develop proposals for the implementation of a "One-Stop-Shop model" for residential and commercial energy efficiency upgrades</i>	Streamlining the availability of information, grants and supports is essential for retrofit uptake across commercial and residential sectors. Proposals for the implementation of a "One-Stop-Shop" model have now been prepared, and will be further refined by the Retrofit Taskforce.
Built Environment	<i>Action 52: Enhance the delivery model and supports for households with lower incomes to improve the energy efficiency and comfort of their homes</i>	New Building Regulations now work to ensure that any existing building undergoing major renovation, including houses completed under the Warmer Homes Scheme, require a building energy rating of B2 or cost optimal equivalent. This forms a critical part of a Just Transition approach and a means to improve the quality of life of low income households as well as achieve emission savings from the overall building stock.
Transport	<i>Action 72: Carry out an updated needs analysis for fast chargers based on a level of 75,000 electric vehicles by 2022, considering market developments</i>	Developing a robust public charging network that stays ahead of demand is essential to provide confidence to consumers and reach ambitious EV targets. Given the existing stock of c.110 fast chargers nationally and the installation of a further 142 through the Climate Action Fund, the analysis completed estimates that there will be a sufficient number of fast chargers to meet the needs of 75,000 EVs by 2022.
Public Sector Lead	<i>Action 140: Government Departments to publish Resource Efficiency Action Plan</i>	The Government must lead by example in resource use, emissions reduction and sustainability initiatives. All Departments have now published their Resource Efficiency Action Plans and are available online for transparency and accountability purposes

Table 2- Headline measures still delayed

Sector	Actions/Measure	Progress Update
Governance	<i>Action 1: Evaluate the changes required to adopt a more ambitious commitment of net zero greenhouse gas emissions by 2050, as part of finalising Ireland's long-term climate strategy by the end of 2019</i>	The Government formation process delayed the finalisation of Ireland's long-term climate strategy . This strategy is essential to provide clarity to citizens, businesses, investors, policy and markets as to Ireland's longer-term climate commitments and direction of travel. The Government's decision on the LTS is also linked to the 2050 target to be incorporated into the Climate Action Bill being brought forward by Government.
	<i>Action 3: Update Cabinet procedures to ensure that all Government Memoranda are considered against their carbon impact and mitigation potential</i>	Work continued in Q2 to develop a more ambitious approach to embedding climate considerations into public policy development and decision making. This action will be finalised having regard to the new climate governance commitments set out in the new PfG.

Electricity	<i>Action 21: Finalise Wind Energy Guidelines</i>	Delays to finalising Wind Energy Guidelines continue due to the technical analysis of c.500 responses received in a public consultation . This analysis is being undertaken by DHPLG and DCCA. Onshore wind is expected to deliver almost half of the 70% renewables targeted in the Climate Action Plan, signalling the importance of overcoming delays here.
	<i>Action 25: Publication of the Marine Planning and Development Management (MPDM) Bill</i>	Publication of the MPDM Bill is essential to provide clarity, direction and consenting regimes for offshore renewables development. Publication of the Bill has seen repeated delays since it was due for delivery in Q4 2019. The new PfG has highlighted its publication as a priority with a view to enactment in 9 months.
	<i>Action 30: Assess possible support mechanisms for micro-generation/renewable self-consumption differentiated by segment</i>	Extending micro-generation opportunities across all segments of society (e.g. schools, residential, community, farming and industrial) and differentiating supports accordingly, will make important contributions to our renewable energy, emissions reduction and community engagement ambitions. Although some preliminary analysis has concluded, this measure remains delayed with a public consultation proposed in Q3.
Built Environment	<i>Action 62: Examine how and when fossil-fuel heating systems could be phased-out of public buildings</i>	Completion of this measure is crucial to decarbonise the public building stock. OPW are leading this action, with the first meeting of their expert working group due to take place in March. This was cancelled due to the COVID-19 pandemic, with intentions to convene the group as soon as possible.
	<i>Action 74: Ensure our regulatory regime for buildings requires the installation of EV charging infrastructure</i>	Both measures due under this action are delayed since Q1 2020. Transposing Article 8 of the Energy Performance in Buildings Directive is essential to secure progress and simplify deployment of recharging points in all buildings. Draft regulations went to public consultation which closed on the 5th of February 2020. All submissions have been reviewed and the regulations will be published in Q3.
Agriculture	<i>Action 110: Publication of roadmap to ensure the future sustainable development of the agriculture and land-use sector</i>	Completing this action is needed to provide decarbonisation direction to farmers, producers, foresters and landowners. Some edits were made to the Roadmap to reflect the launch of the EU Farm to Fork Strategy in May 2020, but it could not be published in Q2 without Ministerial approval.
Transport	<i>Action 72: Develop an overarching EV charging infrastructure strategy with a target to be set for the supply of infrastructure to stay ahead of demand</i>	EV uptake will only become desirable when a sufficient charging network is in place to reduce range anxiety. Significant progress has been achieved on this measure, with further engagement envisaged including with Local Government. The strategy will be prioritised for completion over July.

	<i>Action 72: Expand the Electric Vehicle Home Charger Grant to include shared parking (e.g. in apartment blocks)</i>	Charging from home is a priority for EV roll-out and can be difficult for those in shared living conditions. While some progress has been made on this measure, the successful integration of a shared parking solution will require a more dedicated resource at SEAI level. A revised workplan is to be set out, endeavouring to complete this action by Q4 2020.
	<i>Action 99: Publish an updated strategic rail review paper</i>	Developing well connected, high speed rail represents an important incentive in the shift towards more sustainable mobility. This action must be underpinned by a comprehensive review of high/higher speeds on the main inter-urban network. A steering group has been established, tender specifications developed and engagement has taken place with colleagues in Northern Ireland. The procurement process for the work to be undertaken will launch shortly.
	<i>Action 100: Develop a new rural transport strategy</i>	A new rural transport strategy will include targets for modal shift, efforts to better integrate public transport and car sharing pilots. This demands wide-ranging work and stakeholder engagement to complete in an accurate, fair and sustainable manner. The strategy is essential to provide clarity to rural transport investment as well as reduce rural-urban divides in sustainable transport access.
Enterprise	<i>Action 164: Develop a template for company Climate Change Action Plans; and an online checklist for companies to measure their sustainability and to provide an authorised sustainability quality mark</i>	Both of these measures are being progressed through the development of an online Climate Action Hub for Enterprise, which received funding of €50k in May 2020 from the Civil Service Innovation Fund . Both DCCA and DBEI have also approved match funding of €25k each to develop the resource. A Steering Group has been established and delivery of the Hub is underway to guide enterprises on their decarbonisation journey and identify supports available.
	<i>Action 37: Develop network of 15-20 of the largest energy users in Ireland to drive and monitor a public commitment to decarbonisation</i>	The mitigation potential of this measure is significant given the high energy users involved, and delays must be overcome to support industry decarbonisation. This is one of several measures impacted by lack of SEAI resourcing.
Adaptation	<i>Action 177: Outline of possible response/future actions to the challenges associated with the availability of property insurance</i>	Developing robust insurance policies is essential to protect those already suffering from the consequences of a changing climate (e.g. extreme weather events). COVID-19 has caused delays in pursuing final engagements on this complex policy issue. Work will resume through altered policy responses, including changes to the original face-to-face survey planned.
Public Sector Lead	<i>Action 147: Issue a policy direction or equivalent to all public bodies requiring a public body to adopt climate action mandate</i>	This measure is essential to embed climate action objectives in all public bodies. The Mandate is being revised following consultation with the Public Sector consultation group and in light of the increased ambition set out in the new PfG. It will require Government sign-off to complete.

	<i>Action 150: Complete retrofit of the public lighting network comprising 280,000 lights to energy efficient LED Lanterns</i>	This measure holds high mitigation potential given the energy demand and emissions output of public lighting. Work is due to take place in three regions, each with a separate contract. A plan is to be devised to deliver its ambitious realisation.
Engagement/ Outreach	<i>Action 159: Build a new, localised citizen engagement model through the National Dialogue on Climate Action drawing inspiration from the successful Citizens Assembly model and the report of the Joint Oireachtas Committee</i>	Citizens must be engaged, empowered and supported towards more sustainable practices. Deliberative forums represent a possible mode of mobilisation, as with the successful Citizens' Assembly approach. While some engagement has been achieved this quarter, including steps towards interim virtual engagement, it has been rather disjointed. A policy paper on a new Citizen Engagement Model is being drafted for submission to the new Minister.

B. Progress of Q2 2020 measures

In total, 34 climate action measures were delivered by Agencies and Departments in Q2 2020, as detailed in full throughout this report. Headline Q2 deliverables are outlined in Table 3, showcasing the diversity of climate action across Government.

Table 3- Example Q2 2020 Measures completed

Sector	Action/ Measure	Progress Update
Governance	<i>Action 65: Develop the Project Ireland 2040 Implementation Report and Project Tracker to include progress in supporting climate-action objectives</i>	Ensuring that government investment considers climate impacts is important to mainstream environmental thinking and achieve nationwide emissions reductions. Tracking progress is also essential to demonstrate impact, as this measure achieves. This includes the development of a Project Ireland 2040 capital tracker , an interactive map and annual progress reporting, all of which detail progress of climate action objectives.
Carbon Capture & Storage (CCS)	<i>Action 33: Monitor progress of Ervia proposal in Cork</i>	It is increasingly recognised that not only do nations have to engage in emissions mitigation and adaptation efforts, but also explore ways of capturing carbon that cannot otherwise be brought to net zero (e.g. residual agricultural emissions). CCS holds opportunity in this regard. Under this action, the work of the CCS Steering Group will now continue for another year to monitor developments of CCS in Ireland.
Electricity	<i>Action 19: Finalise Enduring Connection Policy 2 Policy</i>	Finalising the ECP-2 Decision Paper in June represents an important step in ensuring that the next phase of renewable connection policy is fit for purpose to deliver ambitious renewable targets and facilitate community projects. Grid connection policy influences which generators and storage projects can access markets and when, thus representing an important cog in the renewable energy supply chain.

Built Environment	<i>Action 45: Develop a tool to deliver a roadmap to individual homes to achieve BER B2, cost optimal and NZEB</i>	A new BER Advisory Report has been developed including a roadmap for homes to achieve BER B2/cost optimal performance. This is essential to provide leadership, direction and investment confidence in building retrofits.
Agriculture	<i>Action 102: Develop a blueprint for low Nitrogen use, suitable to all productivity levels and develop implementation options</i>	Changing fertiliser use in ways that reduce nitrogen is a key pillar of improved efficiencies and emissions reduction on farms promoted by the MACC. The Teagasc nutrient advice book has been revised to include nitrogen fertiliser advice for different livestock and cropping systems, including on the use of sustainable nutrient management plans and strategies. The revised advice is available online to all advisory services and farmers across the country.
	<i>Action 111: Engage with Industry to explore establishment of “sign-post” networks or communities within the agricultural sector to be leaders in adopting mitigation measures</i>	Peer learning is important across climate action contexts but particularly in agriculture. Demonstrating emissions reduction strategies is essential to validate what is possible, train others and showcase how best to leverage climate action opportunities. The sign-post programme will demonstrate the practical implementation of a range of MACC measures for reducing methane, N ₂ O emissions and increasing carbon sequestration on farm. Progression of c.80-100 signpost farms in a major organisational campaign will help to mainstream sustainability in the sector.
Forestry	<i>Action 118: Support and include stronger emphasis on the use of timber in public procurement</i>	Developing markets is important to secure supply chains and incentivise production bases to diversify to meet emerging market needs. Encouraging “think wood first” in public procurement is important in this supply chain context as well as in efforts for the public sector to lead by example and reduce emissions intensity where possible.
Land Use	<i>Action 131: Assess the options for land use management of re-wetted organic soils.</i>	High mitigation potential exists in the re-wetting, restoration and optimal use of organic soils nationwide. Significant engagement has taken place in Q2 on this matter between DCCA, DAFM, Teagasc, Bord na Móna, EPA and NPWS. An assessment matrix is prepared of viable options.
Education	<i>Action 50: Consider the roll out of NZEB and Deep Retrofit contractor courses nationwide</i>	Work is ongoing on the delivery of train-the-trainer programmes to meet the skills demand arising from national retrofit targets. Plans exist to move to more blended, online approaches to deliver courses allowing for increased flexibility and access to content. This move is also particularly important in the context of COVID-19 to ensure that necessary retrofit upskilling can continue.
Public Sector Lead	<i>Action 140: Extend Green Government Initiative</i>	An extended Green Government initiative has been agreed taking account of COVID-19 protocols that require significant workplace displacement out of office to home. The revised initiative includes further roll out of Resource Efficiency Action Planning ; Green Public Procurement online training; updated criteria for public procurers plus initiatives targeted at food waste prevention.

C. Measures delayed in Q2 2020

40 out of the 74 measures due for delivery in Q2 were not completed before the end of the quarter and are now delayed. Priority examples of these are outlined in Table 4, highlighting delayed measures deemed to have the highest mitigation or adaptation potential.

Coupled with the persistent delays from previous quarters, this results in 89 delayed measures in total carrying over into Q3 2020. These measures will be progressed in forthcoming quarters as a matter of priority and reported on in future progress reports.

Table 4- Priority Measures Delayed in Q2 2020

Sector	Action/ Measure	Progress Update
Governance	<i>Action 5: Subject to enactment of amending legislation, develop initial multi-annual carbon budget</i>	Carbon budgets are a key governance mechanism detailed in the Climate Action Plan 2019. Budgets are essential to set emissions ceilings on an economy wide basis and per sector, and hold particular significance from Departmental performance, accountability and transparency perspectives. Delays to this process are thus concerning, and will require input from the new Minister to progress.
	<i>Action 65: Publish updated statutory guidelines on local authority development plans setting out the appropriate requirements for integration of climate-action considerations in the preparation of the plan</i>	This measure is important to establish climate-action toolkits and audit frameworks for Local Authority development planning. It will help to drive stronger climate action at local level in the patterns and forms of development. The publication of updated Development Plan Guidelines is a statutory Ministerial function that will be progressed in accordance with the new PfG.
Electricity	<i>Action 25: Government decision on offshore grid framework in alignment with NMPF</i>	With knock-on impact from previously delayed measures, the final government decision on the most appropriate offshore grid framework has been delayed. Delivery of this measure is crucial to develop offshore energy generation capacity.
Built Environment	<i>Action 45: Develop a roadmap to require that non-domestic rental property meet a minimum BER standard by a defined future date</i>	Efforts to decarbonise rental properties should remain as strong as efforts for owner occupied buildings from the perspective of emissions reduction and a just transition. A report on the split incentive consultation is being prepared, but progress has been delayed on developing a roadmap for BER standards in non-domestic rentals.
	<i>Action 70: Commence the Dublin District Heating System project, supported by the Climate Action Fund, which will provide low carbon heat to businesses and homes in Dublin city</i>	The roll-out of district heating holds significant potential for the decarbonisation of the heating sector, also working to promote systems thinking and community-based solutions. Numerous aspects have delayed this action including the complexity of project planning, COVID-19 restrictions and inability to sign Climate Action Fund contracts in the absence of NORA legislation being passed.

Transport	<i>Action 149: Introduce a new public procurement framework contract for EVs which would allow public bodies to purchase EVs with reduced administrative burden</i>	Facilitating the public sector to purchase EVs is important to lead by example and normalise EV purchasing behaviours. DPER and OGP plan to have arrangements in place for electric vans in October 2020, followed by electric cars in November. This ambition is pending any delays to EV production lines arising from the COVID-19 pandemic.
	<i>Action 79: Develop a roadmap to determine the optimum pathway for EV deployment</i>	There is a need to set clear policy direction and optimum supports in favour of EV uptake to provide clarity and confidence to the market and reach ambitious EV targets by 2030. Significant progress has occurred throughout Q2, including through an inter-departmental EV Policy Pathway working group. The roadmap is close to finalisation by DTTAS, with a view to submitting for Government approval in Q3 2020.
	<i>Action 92: Award framework contract for the purchase of bi-mode/ electric fleet and place first orders</i>	This is an important measure as part of an overarching ambition to transition to hybrid trains and allow for the extended electrification of rail services. Awarding the framework contract has been subject to delays due to COVID-19 restrictions and its impact on the tender process and tenderers ability to compile tenders.
Forestry	<i>Action 119: Develop & implement national tree gene conservation strategy to ensure the dynamic conservation of key species</i>	Conserving diverse tree species is important to maximise disease resilience, biodiversity opportunities, public acceptance, adaptation capacity and sequestration potential of afforestation. A draft forest genetic resources strategy has been completed in Q2 2020 and is currently being finalised.
Agriculture	<i>Action 103: Submit draft CAP Strategic Plan to the European Commission</i>	European negotiations on the post-2020 CAP are taking longer than anticipated, impacting on the design and development of Member States' CAP Strategic Plans. While work is ongoing on Ireland's Strategic Plan and some limited environmental progress may be possible during the transitional period, it has not been possible to prepare a draft Plan for public SEA consultation (due in Q4 2019) or submit a version to the European Commission as required in Q2. All original timelines have been delayed and they will be reviewed again in Q4 2020, based on progress in EU negotiations.
Enterprise	<i>Action 34: Develop action plan to address any identified barriers to uptake of decarbonisation opportunities in cement and food and drink industries</i>	Significant work has been undertaken by DBEI with respect to this action, including the identification of key enabling factors for maximising abatement potential and engagement and data gathering with respect to high emitting industries. The onset of COVID-19 however has temporarily paused progress as companies engage in more immediate and ongoing operational issues. Work will resume when appropriate in line with the consensus building approach adopted by DBEI.

	<i>Action 44: Develop networks in key industry sectors to allow knowledge sharing, benchmarking and the development of sectoral action plans for decarbonisation</i>	Delivery of this measure has been impacted by a lack of SEAI resourcing. It is essential that these networks are developed to facilitate peer learning and drive ambition across industrial sectors. For highest mitigation benefit, there is potential to link with SEAI's Large Industry Energy Network and other engagement programmes.
Education	<i>Action 151: Develop a renewables plan for 3rd level education sector to promote the installation of renewables and campus district heating systems from 2020</i>	This measure has considerable potential to reduce emissions from the third level sector. It has been delayed however due to the impact of COVID-19 restrictions on key data collection phases.
Waste	<i>Action 135: Development and publication of Circular Economy Action Plan</i>	Delivery of new policy in this area represents a key step in the transformation from waste management to circular economy practice. An initial draft has been prepared and will be revised pending engagement with the new Minister and within the context of the new PfG.
Public Sector Lead	<i>Action 145: Prepare report on optimal sectoral approach, having regard to capacity and cost effectiveness</i>	Achieving emissions reduction and enhancing energy efficiency across the public sector holds high mitigation and learning potential. A report on the implementation of a building upgrade programme for the Public Sector is expected by the end of 2020 to help inform progression of this measure.
Engagement/ Outreach	<i>Action 168: Pilot and develop models of good practice on climate change adaptation and mitigation at a community level</i>	While DRCD have been able to progress some meaningful community engagement on climate action, the scale of outreach desired has not been possible due to COVID-19 restrictions. This measure has thus experienced delays but will continue throughout 2020 in keeping with Action Plan timelines. This includes remote meetings of the established cross-sectoral group to develop more appropriate work plans that will help to empower communities in the transition.

Q3 2019 Delayed Actions

Q3 2019 Delayed Summary

Complete	Delayed	Total
1	2	3

Built Environment

Funding and Financing Projects

Action 53	Identify additional options for targeted financing for energy efficiency retrofits in the domestic and commercial sectors
Q3 2019 Delayed measure: Extend pilot salary incentive scheme for energy efficiency retrofits to 5 public sector bodies	
Responsible body: SEAI	
Status: Delayed	
Update: The SEAI has issued a letter of offer for one salary incentive application from a commercial semi state company in recent weeks. SEAI continues to promote pilot salary incentive schemes and develop demand within the public sector.	

Waste and the Circular Economy

Action 140	Maintain Government leadership in taking responsibility for own resource consumption, particularly single use plastics, energy, waste and water
Q3 2019 Delayed measure: Government Departments to publish Resource Efficiency Action Plan	
Responsible body: DCCA	
Status: Complete	
Update: All Government Departments have published a Resource Efficiency Action Plan, and they are available to view at: https://www.dcca.gov.ie/en-ie/environment/topics/sustainable-development/green-government/resource-efficiency-action-plans/Pages/Resource-Efficiency-Action-Plans.aspx	

Adaptation

Action 183	Put in place arrangements to ensure Climate Ireland is developed to its full potential as an operational support for climate adaptation and climate action in Ireland
Q3 2019 Delayed measure: Secure Government Approval for resources and proposal	
Responsible body: DCCA	
Status: Delayed	
Update: Memo approved by Minister and will be brought to Government for information as soon as possible regarding the Climate Ireland portal.	

Q4 2019 Delayed Actions

Q4 2019 Delayed Summary

Complete	Delayed	Total
2	27	29

Where We Stand

Action 1 Evaluate in detail the changes required to adopt a more ambitious commitment of net zero greenhouse gas emissions by 2050, as part of finalising Ireland's long-term climate strategy by the end of 2019 as per the advice of the Intergovernmental Panel on Climate Change and the recommendation of the Joint Oireachtas Committee on Climate Action

Q4 2019 Delayed measure: As per action

Responsible body: DCCA

Status: Delayed

Update: A draft of the Long Term Strategy (LTS) was prepared and submitted to Minister Bruton for review. 410 submissions received in public consultation.

Submit draft LTS to Minister Ryan for his input/observations. Further engagement with Departments required once Minister Ryan's obs received. Objective is to submit final strategy to new Government for approval to submit to EU. Government decision on LTS also linked to 2050 target that is to be incorporated in to the Climate Action Bill being brought forward by Government.

Governance of challenge

Action 3	Update cabinet procedures to ensure that all Government Memoranda are considered against their carbon impact and mitigation potential
Q4 2019 Delayed measure: As per action	
Responsible body: D/Taoiseach	
Status: Delayed	
<p>Update: Work continued in Q2 2020 to develop an appropriate approach to the embedding of climate considerations into public policy development and decision making processes. This included analysis of how new and existing structures such as Department’s Strategy Statements, could be best utilised to deliver the meaningful impact intended by Action 3.</p> <p>The Programme for Government contains requirements that every minister make climate action a core pillar of their new departmental strategies and direct each of the agencies and offices under their department to adopt a climate mandate. Further work in relation to Action 3 will proceed having regard to these new requirements and the suite of other climate governance commitments set out in the Programme for Government.</p>	

Electricity

Regulatory Streamlining of Renewables and Grid Development

Action 21 Ensure that updated planning guidelines for onshore wind are published in 2020

Q4 2019 Delayed measure: Finalise Wind Energy Guidelines

Responsible body: DHPLG

Status: Delayed

Update: DHPLG is currently undertaking a focused review of the [2006 Wind Energy Development Guidelines](#) in line with the “preferred draft approach” which was announced in June 2017 by the then Minister for Housing, Planning and Local Government, in conjunction with the then Minister for Communications, Climate Action and the Environment.

As part of the review, the Guidelines are subject to a strategic environmental assessment, further to the requirements of European Union Directive 2001/24/EC on the assessment of the effects of certain plans and programmes on the environment, otherwise known as the [SEA Directive](#).

As part of the SEA process, a ten week, public consultation on the draft revised Wind Energy Development Guidelines was undertaken which concluded on 19 February 2020. Full details of the consultation are available on DHPLG's website at: <https://www.housing.gov.ie/guidelines/wind-energy/public-consultation-revised-wind-energy-development-guidelines>

Almost 500 submissions were received as part of the public consultation on the Wind Energy Development Guidelines, many of which are quite detailed and technical in nature. The submissions received are currently being reviewed by DHPLG and DCCA.

When finalised, the revised Guidelines will be issued to planning authorities under section 28 of the Planning and Development Act 2000, as amended. Planning authorities and, where applicable, An Bord Pleanála, must have regard to guidelines issued under section 28 in the performance of their functions generally under the Planning Acts. In the meantime, the current 2006 Wind Energy Development Guidelines remain in force.

Off-shore Renewables

Action 25	Facilitate the development of Offshore Wind, including the connection of at least 3.5 GW of offshore wind, based on competitive auctions, to the grid by 2030. We will establish a top team to drive this ambition
Q4 2019 Delayed measure: Publication of the Maritime Planning and Development Management Bill providing modern ORE State and development consent regimes for the maritime area	
Responsible body: DHPLG	
Status: Delayed	
Update: Following approval of the General Scheme by Government in December 2019, drafting and additional policy development have been progressing. Arising from this work and recognising the deadline for enactment set in the Programme for Government, it is the intention to revert to Government for decisions on certain issues. Once completed, we will undertake a public and stakeholder engagement process and undergo pre-legislative scrutiny with the relevant Oireachtas Committee. For more information, click here .	

Action 25	Facilitate the development of Offshore Wind, including the connection of at least 3.5 GW of offshore wind, based on competitive auctions, to the grid by 2030. We will establish a top team to drive this ambition
Q4 2019 Delayed measure: CRU policy decision on grid connection offers to be issued for offshore wind farms following the above assessment in line with Enduring Connection Policy 2 (subject to consenting)	
Responsible body: CRU	
Status: Delayed	
Update: Navigant report on offshore grid options completed and published as part of a public consultation that will close on 22 July. Recommendations on offshore grid policy will be brought to Government in Q4.	

Action 26	Support the ocean energy research, development and demonstration pathway for emerging marine technologies (wave, tidal, floating wind) and associated test infrastructure
Q4 2019 Delayed measure: Commission report to consider additional requirements to support floating wind sector 2020-2030	
Responsible body: SEAI	
Status: Delayed	
Update: Following the commissioning phase of this work, DCCA and SEAI have decided to undertake a full review of the Offshore Renewable Energy Development Plan in 2020, including the issue of additional supports for the floating wind sector to 2030.	

Action 26	Support the ocean energy research, development and demonstration pathway for emerging marine technologies (wave, tidal, floating wind) and associated test infrastructure
Q4 2019 Delayed measure:	Review success of targeted approach of research support for lower Technology Readiness Levels (TRLs)
Responsible body:	SEAI
Status:	Delayed
Update:	Research, Development and Demonstration (RD&D) Programme Grant Agreements have issued and review underway of the ongoing offshore energy engagements with stakeholders.

Route to Market for Renewable Electricity Generation

Action 28	Design and implement the RESS. Increase the volumes and frequencies of RESS auctions to deliver on the 70% renewable electricity target by 2030 ensuring an appropriate community/enterprise mix to achieve an efficient delivery of renewables.
Q4 2019 Delayed measure:	Establish the Community Framework to accompany the RESS and engage with the Standing Committee on Climate Action on this. Put measures in place to ensure that community benefit fund is equitable and there is strong citizen participation in renewable projects
Responsible body:	DCCAIE
Status:	Delayed
Update:	A community preference category and mandatory Community Benefit Fund have been included in the terms and conditions of the first Renewable Electricity Support Scheme (RESS) auction (R1) published on 27/02/20. Applications for community projects were accepted in (R1) with qualification closed on 30 April.
	The Scheme is still subject to state aid approval by the European Commission. Formal state aid application was submitted in May 2020. The Community Enabling Framework for future RESS auctions will include citizen investment opportunities.

Micro-generation

Action 30	Develop an enabling framework for micro-generation which tackles existing barriers and establishes suitable supports within relevant market segments
Q4 2019 Delayed measure: Determination of appropriate grid connection policy to facilitate renewable self-consumers and access for micro-generation	
Responsible body: CRU	
Status: Complete	
<p>Update: Micro-generation is facilitated through the existing CRU 2007 policy (CER/07/208) and further through two Enduring Connection Policies (ECP-1 & ECP-2). The ECP-2 Decision Paper (CRU/20/060) was published on 10th June 2020 and recognises the need for a new/separate arrangements for projects above 11kW and below 50kW. There will be a new separate connection policy for this technology range from mid- 2021. CRU will work with ESNB and DCCAIE on this.</p>	

Action 30	Develop an enabling framework for micro-generation which tackles existing barriers and establishes suitable supports within relevant market segments
Q4 2019 Delayed measure: Conclude review of the current exemptions relating to solar panels as provided for in the Planning and Development Regulations, in consultation with the Department of Communications, Climate Action and the Environment and implement amendments arising from review	
Responsible body: DHPLG	
Status: Delayed	
<p>Update: A proposal for draft amendments to the current planning exemptions is substantially completed. DHPLG, in conjunction with DCCAIE, has engaged the relevant stakeholders to progress and finalise outstanding matters. Aviation safety remains a concern in terms of the potential impacts of solar panels on aircraft (glint/ glare etc.), and as a result the Department is consulting with DCCAIE, the Irish Aviation Authority (IAA) and airport/aerodrome operators in order to find a safe and workable solution to this in the form of the development of safeguarding maps focusing on the main airports and aerodromes.</p> <p>Once finalised, DHPLG will engage the legislative process, with a view to completion by Q4 2020; subject to Oireachtas approval and environmental reporting considerations, which may impact timeframe for completion.</p>	

Built Environment

Consolidating the Evidence Base and Driving Demand

Action 45	Maximise the potential for BER and DEC data to help households and businesses decarbonise their buildings
Q4 2019 Delayed measure: Develop a communication plan to inform the public on the link between building energy ratings and carbon emissions	
Responsible body: DCCAE	
Status: Complete	
<p>Update: A video entitled 'How to get to your home to a B2 rating' providing an introduction to BER and the link to carbon has been developed and is available at: https://www.youtube.com/watch?v=GWy9D0Ljy8U and the video "what is BER" is available at https://www.youtube.com/watch?v=UxdSF8-pj1o</p> <p>Other video resources on electric vehicles, renewable energy and energy efficiency are available at: https://www.youtube.com/user/SEAIrl/videos</p> <p>SEAI representation was included at previous National Dialogue on Climate Action (NDCA) regional and local climate action gatherings.</p> <p>Work on stakeholder engagement for an effective citizen engagement model is already in progress at different levels across a number of sectors, including specific youth focused initiatives. DCCAE is currently developing a Policy Paper for the future of a new engagement model (in line with the CAP 2019 and the new Programme for Government). Future NDCA gatherings/community engagement and comms will include links to resources.</p>	

Action 45	Maximise the potential for BER and DEC data to help households and businesses decarbonise their buildings
Q4 2019 Delayed measure: Review the BER certificate and introduce improvements to provide more guidance to home owners	
Responsible body: SEAI	
Status: Delayed	
<p>Update: A review of the BER certificate with improvements to provide more guidance to homeowners is complete. The design now reflects recent DEAP 4 changes, new building regulations and ensures that indicative energy projects costs and savings are aligned with SEAI grant schemes.</p> <p>The Advisory Report will be launched to the market in Q3 2020.</p>	

Action 45	Maximise the potential for BER and DEC data to help households and businesses decarbonise their buildings
Q4 2019 Delayed measure: Benchmark the energy performance of public buildings by using data from the Monitoring and Reporting system	
Responsible body: SEAI	
Status: Delayed	
Update: SEAI have developed a plan for phased roll-out in 2020 and 2021 with asset grouping/ annual benchmarking as first phase (buildings on a Gas Point Reference Number/Meter Point Reference Number basis). Monthly/weekly benchmarking as phase 2, and DECAs as phase 3. Several options are being explored on how to approach this and roll out in 2020 and 2021. Delivery will be delayed into 2020/2021.	

Regulation and Fiscal Measures

Action 60	Effectively ban the installation of oil boilers from 2022 and the installation of gas boilers from 2025 in all new dwellings through the introduction of new regulatory standards for home heating systems, and ensure the supply chain for the installation of renewable heating systems is in place. Enact the NZEB performance requirements in regulation in 2019 to facilitate the effective banning of oil boilers
Q4 2019 Delayed measure: Ensure the supply chain for the installation of renewable heating systems is in place	
Responsible body: DCCAE	
Status: Delayed	
Update: The development of the supply chain for renewable heating systems will be carried out in the context of the development of the new retrofit model.	

Action 62	Examine how and when fossil-fuel heating systems could be phased-out of public buildings, including disallowing the installation of any new fossil-fuel heating systems
Q4 2019 Delayed measure: As per action	
Responsible body: OPW	
Status: Delayed	
Update: The OPW wrote to various key public sector organisations requesting them to nominate a suitable representative to sit on a working group of relevant stakeholders. The main bodies to be represented are: HSE, Dept. of Education, Universities/Institutes of Technology, Irish Prison Service, Dept. of Defence and SEAI. There will also be representatives from DCCAE, DHPLG, and DPER. Unfortunately the first meeting of the working group was being planned for the end of March. This was not possible due to the pandemic. It is intended that the OPW will convene the group as soon as it is feasible.	

Biofuels

Action 77	Increase the use of biofuels to contribute to the growth of renewable energy and reduction of GHG emissions in the transport sector
Q4 2019 Delayed measure: As part of the National Energy and Climate Plan, set out the planned level of biofuel use in 2030, the trajectory from 2021 to that point, and planned changes to the Biofuels Obligation Scheme to support this	
Responsible body: DCCA	
Status: Delayed	
Update: A public consultation on the Biofuels Obligation Scheme was published in September 2019. This consultation set out the planned increase in biofuel use to 12% by volume in diesel and 10% by volume in petrol by 2030. The planned levels in 2030 and trajectory from 2021 to that point will be set out in the National Energy & Climate Plan .	

Agriculture, Forestry and Land Use Irish Agriculture

Vigorously Adopting Carbon Abatement Opportunities and the Food Industry Encouraging this Transformation

Action 103	Support the maximum possible environment and climate ambition in the post-2020 CAP
Q4 2019 Delayed measure: Public consultation on the SEA of the draft CAP Strategic Plan	
Responsible body: DAFM	
Status: Delayed	
<p>Update: The proposed Strategic Environment Assessment of the draft CAP Strategic has been delayed pending the successful conclusions of the CAP post 2020 and Multiannual Financial Framework (MFF) negotiations. The initial timeframe foreseen for the CAP negotiations was concise compared to previous reform processes. The current negotiations on the post-2020 CAP are taking longer than this initial timeframe with the result that there remains uncertainty about the likely content of the new CAP regulatory framework.</p> <p>In addition, the EU's MFF for the period 2021-2027 has not yet been agreed. A revised MFF has been proposed in May and it is hoped that agreement may be reached in July. These delays are impacting on the design and development of Member States' CAP Strategic Plans, which were initially due to be submitted to the European Commission on 1 January 2021.</p> <p>As a draft Plan is required for the public SEA consultation, the original timelines have been delayed. These timelines will be reviewed again in Q4 2020, based on progress in the MFF/ CAP negotiations.</p>	

Action 110	Actively engage all stakeholders to develop a roadmap to ensure the future development of the agriculture and land-use (including forestry) sector will be built on environmental sustainability, and contribute fairly to Ireland’s climate, air and energy targets
Q4 2019 Delayed measure: Publication of the roadmap	
Responsible body: DAFM	
Status: Delayed	
Update: The Ag Climatise Roadmap was completed in Quarter 1 2020. Some minor edits were made to the Roadmap to reflect the launch of the EU Farm to Fork Strategy in May. The Roadmap will be published subject to Ministerial approval.	

Public Sector Leading by Example

Action 145	Develop a strategy to achieve at least a 30% reduction in CO ₂ eq. emissions by 2030 and a 50% improvement in public sector energy efficiency
Q4 2019 Delayed measure: Determine the potential for energy efficiency savings and carbon abatement in each sector and assess resources required to deliver	
Responsible body: SEAI	
Status: Delayed	
Update: The details of the 30% emissions reduction target for the public sector (which was increased to 50% in the Programme for Government), which are a key starting point, are currently being developed.	
In relation to the 50% energy efficiency target, DPER, DCCA and SEAI are working together with external consultants to deliver a report on the implementation of a comprehensive building upgrade programme for Public Sector buildings in Ireland.	

Action 147	Introduce a Climate Action Mandate for every public body and a Climate Action Charter for each Local Authority through the use of Ministerial policy directions, or equivalent power
Q4 2019 Delayed measure: Issue a policy direction or equivalent to all public bodies requiring public body to adopt mandate and notify Climate Action Delivery Board	
Responsible body: DCCA	
Status: Delayed	
Update: Department is collaborating with EPA and SEAI on monitoring and reporting. Mandate being revised following consultation with Public Sector consultation group.	
The Programme for Government calls for a higher 2030 CO ₂ eq. emissions reduction target of 50% compared to 30% in the Climate Action Plan. Will require Government sign off to complete.	

Citizen Engagement, Community Leadership and Just Transition

Action 160	Assess the economic and employment implications of the transition to a low-carbon economy
Q4 2019 Delayed measure: Study of transition to a low carbon economy: impacts for the rural western region	
Responsible body: WDC	
Status: Delayed	
<p>Update: The Results Report will be published on 29 July 2020. This Report (Action 160g) is being prepared by the Policy Analysis team of the Western Development Commission (WDC). The original delay is the result of staff turnover which reduced team capacity and significantly impacted the time which could be committed to the preparation of the report. This has now been resolved.</p> <p>The slight additional slight delay to 29 July 2020 arises from changes being incorporated in response to feedback on the draft, and the need to procure design and print services and to schedule report publication so as not to conflict with the planned publication of other WDC outputs.</p>	

Action 160	Assess the economic and employment implications of the transition to a low-carbon economy
Q4 2019 Delayed measure: Develop a transport model to describe transport choices in detail and their interactions with policies	
Responsible body: DTTAS	
Status: Delayed	
<p>Update: Transport activity modelling of surface modes is comprehensive, with a regional modelling system by the NTA in respect of the Eastern Region, Cork, Limerick and Galway, and road transport modelling of the national road network carried out by TII. These models are deployed in policy development and support the development of regional transport strategies, local area plans and project appraisal for investment in new and improved infrastructure.</p> <p>This action relates to the need to reinforce modelling capacity to understand how the transport sector and transport energy demand will change in a transition to a low carbon economy and as a reaction to different potential climate policies. To further this, the Economic and Social Research Insitute are expanding on the transport element of the I3E (Ireland Environment Energy Economy) model, to capture not only the level of future transport demand but also the related energy demand and emissions. This add-on to the I3E economic model should allow the general equilibrium impacts of transport changes to be investigated and secondly that the impacts of other economic changes on transport can be investigated.</p> <p>The timeline for developing this work and subsequently embedding it within the I3E is an extended one. Work is largely completed on freight transport demand but still ongoing on the passenger transport demand element and is currently expected to be completed before end Q2. The integration of the transport modelling with the I3E macroeconomic model will not be completed until Q3/4 2020.</p>	

Action 163	Examine national and international sources of funding that could be used to support the transition to a low-carbon economy and society
Q4 2019 Delayed measure: Identify relevant sources and provide an assessment of the opportunity for funding at EU level across line Departments	
Responsible body: DCCAE	
Status: Delayed	
Update: Work has advanced in identifying sources and providing an assessment of opportunities to support the low carbon transition, focusing initially on opportunities under current EU MFF programmes .	
Updates need to be made now that the 2021-2027 MFF is agreed. The initial report requires updating from Climate divisions on foot of observations received.	

Action 164	Coordinate and support the development of tools and supports at regional and enterprise level which address just transition objectives
Q4 2019 Delayed measure: Develop a template for company Climate Change Action Plans	
Responsible body: DCCAE	
Status: Delayed	
Update: DCCAE and DBEI awarded €50k in May 2020 from Civil Service innovation fund for an online Climate Action Hub. Both Departments have approved match funding of €25k each. A Steering Group has been established and the project is now underway to the deliver the climate action hub.	

Action 164	Coordinate and support the development of tools and supports at regional and enterprise level which address just transition objectives
Q4 2019 Delayed measure: Develop an online checklist for companies to measure their sustainability and to provide an authorised sustainability quality mark	
Responsible body: Local Authorities	
Status: Delayed	
Update: This will also form part of the online Climate Action Hub. A Steering Group has been established and the project is now underway to the deliver the climate action hub.	

Action 165	Extend flagship low-carbon projects to other towns and villages
Q4 2019 Delayed measure: Each local authority will identify and develop plans for one “Decarbonising Zone”	
Responsible body: DHPLG	
Status: Delayed	
<p>Update: A group consisting of representatives from DHPLG, DCCAE, CARO’S, OPR, LGMA, CCMA and the SEAI has been formed to drive this action across the 31 Local Authorities. A low carbon implementation group is in operation in Portlaoise to drive the implementation of the decarbonising zone and has recently completed an interim report on progress to date. CARO has developed a position paper which will include a definition of a decarbonising zone. Further actions to progress this will be considered by the Environment, Climate Change and Emergency Planning Committee of the CCMA.</p>	

Action 167	Expand the SEAI Sustainable Energy Communities Programme from 256 members to 500 by 2025, and 1,500 by 2030
Q4 2019 Delayed measure: Develop proposal to pilot community energy officer function in 4 Local Authorities (One role of the Energy Officers will be to support bootcamp activity in their area with a view to working up projects and identifying funding opportunities)	
Responsible body: SEAI	
Status: Delayed	
<p>Update: SEAI presented to CCMA and LGMA and are commencing consultation on proposed model. SEAI propose to finalise the proposal in Q3 2020.</p>	

Action 167	Expand the SEAI Sustainable Energy Communities Programme from 256 members to 500 by 2025, and 1,500 by 2030
Q4 2019 Delayed measure: Establish a National (and Regional) Sustainable Energy Communities Forum and National Steering Group with membership from the Network, SEAI, DCCAE and relevant supporting departments and organisations with the mandate to take learnings and ideas from the network and recommend local and national actions that will assist in accelerating their rollout	
Responsible body: DCCAE	
Status: Delayed	
Update: Initial workshop held at National SEC event . SEAI have identified proposed membership, structure and draft terms of reference with a view to progressing this in line with the National Retrofit task force and setting this up with DCCAE in Q3.	

Action 177	Review challenges associated with the availability of property (home and business) insurance, and possible responses to this issue
Q4 2019 Delayed measure: Outline of possible response/future actions	
Responsible body: DFIN	
Status: Delayed	
<p>Update: The work on action 177c began in Q1 2020 following the completion of action 177 a&b at the end December 2019. Before the outbreak of COVID-19, the work was at an advanced exploratory stage. We were exploring options to increase flood cover levels in areas where demountable defences have been built. In this regard, a couple of meetings had been held in February with the State Claims Agency, Irish Public Bodies and the Office of Public Works.</p> <p>For Q2, DFIN was due to hold further meetings in April and was assessing the feasibility of conducting a survey on flood insurance cover levels in some targeted areas. However, due to the COVID-19 situation this work is largely on hold due to practical logistical issues such as an increased work demand related to COVID-19.</p> <p>It was originally hoped that a potential policy response could be drafted by end June 2020 but at present we cannot provide a revised timeframe for this. It is expected that over time work can resume engaging with the stakeholders on this issue through videoconferencing, and that the insurance policy unit will re-examine the feasibility of the original proposed policy response (i.e. face to face survey) in this new environment.</p>	

Q1 2020 Delayed Actions

Q1 2020 Delayed Summary

Complete	Delayed	Total
3	20	23

Electricity

Micro-generation

Action 30	Develop an enabling framework for micro-generation which tackles existing barriers and establishes suitable supports within relevant market segments
Q1 2020 Delayed measure: Assess possible support mechanisms for micro-generation/ renewable self-consumption differentiated by segment (public sector, including schools, residential, community, farming, commercial and industrial etc.), ensuring principles of equity, self-consumption and 'energy efficiency first' are incorporated	
Responsible body: DCCA	
Status: Delayed	
Update: A preliminary analysis of microgeneration support options has been completed. DCCA commenced a detailed piece of analysis in May to support the proposed public consultation/call for evidence in Q3 2020.	

Enterprise

Action 37	Develop networks in key industry sectors and a roadmap of actions to support decarbonisation of large industry
Q1 2020 Delayed measure: Develop network of 15-20 of the largest energy users in Ireland to drive and monitor a public commitment to decarbonisation over the 2020-2030 period	
Responsible body: SEAI	
Status: Delayed	
Update: Once the necessary resourcing is put in place, this action could be delivered in conjunction with participants in SEAI's Large Industry Energy Network .	

Built Environment

Consolidating the Evidence Base and Driving Demand

Action 43	Consolidate data on current retrofit volume and depth to get a full picture of energy efficiency and carbon savings funded by public bodies and those supported by the Energy Efficiency Obligation Scheme across the residential, commercial and public sectors
Q1 2020 Delayed measure: Consolidate the data in order to determine the overall current level of activity and impact	
Responsible body: SEAI	
Status: Delayed	
<p>Update: Data on spending and activity now been identified for the residential sector across SEAI Energy Obligation Scheme, Department of Housing, Planning and Local Government and Department of Community and Rural Development for residential retrofit/energy efficiency. This will be used to inform the work of the Retrofit Taskforce.</p> <p>Further work is required in relation to the public and commercial sectors.</p>	

New Delivery Model

Action 47	Establish a One-Stop-Shop model for energy efficiency upgrades
Q1 2020 Delayed measure: Develop proposals for the implementation of a "One-Stop-Shop model" for residential and commercial energy efficiency upgrades	
Responsible body: DCCA	
Status: Complete	
<p>Update: Proposals for the implementation of a "One-Stop-Shop" model for residential sector have been prepared. This model will be refined by the Retrofit Taskforce over the coming months.</p>	

Funding and Financing Projects

Action 52	Develop and optimise Government funding and grant schemes to drive demand for energy efficiency retrofits that deliver value for money
Q1 2020 Delayed measure: Enhance the delivery model and supports for households with lower incomes to improve the energy efficiency and comfort of their homes	
Responsible body: DCCA	
Status: Complete	
<p>Update: The delivery model and supports of the SEAI energy poverty schemes now align with the revised building regulations. This will improve the supports for eligible households with lower incomes and improve the energy efficiency and comfort of their homes.</p> <p>New building regulations now apply to major renovations on existing buildings. Such dwellings, including houses completed under the Warmer Homes Scheme as appropriate (i.e. when more than 25% of the surface area of the existing dwelling is being renovated), require a building energy rating of B2 or cost optimal equivalent where technically, functionally and economically possible.</p>	

Action 52	Develop and optimise Government funding and grant schemes to drive demand for energy efficiency retrofits that deliver value for money
Q1 2020 Delayed measure: Review and redesign residential, community and commercial energy efficiency grant schemes to ensure alignment with Government objectives and value for money	
Responsible body: DCCA	
Status: Delayed	
<p>Update: The Better Energy Communities scheme has been redesigned to incorporate a "homes only" strand which aims to retrofit homes in an aggregated way to B2/cost optimal level.</p> <p>A review of Warmer Homes scheme has taken place. The Department is also in discussions with SEAI in relation to changes to the Better Energy Homes Scheme which will be implemented in H2 2020. These changes will be in line with Government objectives and deliver value for money. A review of the levels of support provided to projects under the Support Scheme for Renewable Heat has been completed.</p> <p>Prior to the EXEED support scheme opening for the next phase of applications, a review of the supports provided will be carried out. This will ensure commercial supports provided under these schemes are in line with Government policy and provide value for money.</p>	

Action 53	Identify additional options for targeted financing for energy efficiency retrofits in the domestic and commercial sectors
Q1 2020 Delayed measure: Identify potential for further EPC in the commercial sector promoting its wider use where appropriate	
Responsible body: DCCAE	
Status: Delayed	
Update: SEAI continue to offer a suite of supports for public and private bodies to promote Energy Performance Contracting (EPC) including project assistance grants for audits and EPC facilitation, guidance and model contract templates.	

Regulation and Fiscal Measures

Action 63	Address the split incentive issue in the rental market. A special advisory group will make recommendations
Q1 2020 Delayed measure: Submit draft recommendations to the Minister for policy options on addressing the split incentive issue and encouraging improvements in energy efficiency in the rental sector	
Responsible body: Advisory Group (DCCAE, DHPLG, SEAI and other stakeholders as needed)	
Status: Delayed	
Update: Consultation process has concluded and submissions are being analysed. Draft policy recommendations on foot of the public consultations will be developed and considered by the Advisory Group (DCCAE, DHPLG, SEAI and other stakeholders as needed) in Q3 2020.	

Biogas and Biomethane

Action 71	Set a target for the level of energy to be supplied by biomethane injection in 2030
Q1 2020 Delayed measure: Set a 2030 target for the level of energy to be supplied by indigenous biomethane injection. The development of this target will take into account the most recent evidence in relation to domestic supplies of sustainable feedstock and consider how supports to reach such a target would be funded (e.g. exchequer support, PSO, obligation)	
Responsible body: DCCAE	
Status: Delayed	
Update: The draft National Energy & Climate Plan included a level of 1.6TWh of energy to be supplied by indigenous biomethane injection by 2030. A target will be set as part of the final National Energy & Climate Plan which will take into account most recent evidence and consideration of potential supports.	

Transport

EV and CNG Station Network

Action 72	Develop the EV charging network necessary to support the growth of EVs to at least 800,000 by 2030 and set a target for the supply of infrastructure to stay sufficiently ahead of demand
Q1 2020 Delayed measure: Expand the Electric Vehicle Home Charger Grant to include shared parking (e.g. in apartment blocks)	
Responsible body: DCCAE	
Status: Delayed	
Update: SEAI are engaged on modelling and costings behind this action based on work carried out through a Small Business Innovation Research (SBIR) award.	
While some progress has been made on this action, the successful integration of a shared parking solution will require a more dedicated resource (i.e. at SEAI level) so as to enable the required steps to be achieved. A revised workplan is to be set out so as to try and complete this action by Q4 2020.	

Action 72 Develop the EV charging network necessary to support the growth of EVs to at least 800,000 by 2030 and set a target for the supply of infrastructure to stay sufficiently ahead of demand

Q1 2020 Delayed measure: Carry out an updated needs analysis for fast chargers based on a level of 75,000 electric vehicles by 2022, taking into account market developments – including commercial plans for fast charger rollouts following the introduction of fees

Responsible body: DCCAE

Status: Complete

Update: An updated needs analysis for fast chargers based on a level of 75,000 electric vehicles (EV) by 2022, taking into account market developments, was completed in June 2020. The analysis noted the existing publically accessible fast charger network comprising circa 110 charge points with a power greater than 50 kW. Investment of up to €10 million through the [Climate Action Fund](#) in a ESB eCars project to, inter alia, install 142 fast chargers, 90 of which will be 150kW fast chargers, each capable of charging two vehicles, and 52 of which will be 50kW chargers (which may replace existing 22 kW chargers).

The needs analysis took into account a range of considerations including (i) the importance of ensuring adequate charging infrastructure along the main commuting routes, (ii) the location of charging infrastructure in areas of high traffic volume along primary routes, (iii) the concentration of traffic in certain areas, (iv) the importance of placing EV infrastructure across rural and urban areas and (v) the international context.

Based on these considerations, it was determined that the [Motorway and National Primary Road Network](#) would require the greatest number of fast chargers. Based on data provided by Transport Infrastructure Ireland for the annual average daily traffic volumes of light vehicles (cars, vans etc.) making trips of 50km or more on motorways and national primary roads and a number of analytical assumptions regarding average charger utilisation the analysis estimated that a minimum of 157 and a maximum of 289 50kW fast chargers will be required to meet the needs of 75,000 EVs by 2022.

Given the [existing stock of c. 110 fast chargers nationally](#) and the investment in the installation of 142 fast chargers underway through the Climate Action Fund, it is estimated that there will be a sufficient number of fast chargers to meet the needs of 75,000 EVs by 2022.

Action 72 **Develop the EV charging network necessary to support the growth of EVs to at least 800,000 by 2030 and set a target for the supply of infrastructure to stay sufficiently ahead of demand**

Q1 2020 Delayed measure: Develop an overarching charging infrastructure strategy with a target to be set for the supply of infrastructure to stay ahead of demand. Review and update the targets (currently set out in the National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland 2017-2030) for the supply of public charging infrastructure for electric vehicles, taking into account the proposed uptake of electric vehicles set out in this plan

Responsible body: DCCA

Status: Delayed

Update: The development of the 75,000 EV report (above) will feed into the drafting of this strategy. Added consideration also being given to post-COVID context of this strategy e.g. supporting economic/jobs growth, changed travel patterns, Exchequer space, etc.

Initial consultations have taken place with relevant bodies however further engagement with other relevant Gov Depts & Agencies is envisaged including consultation with Local Government. The Report structure is significantly developed with strategy to be prioritised for completion over June-July.

Action 73 **Develop and implement planning rules and guidelines across residential and non-residential parking locations for EV charging infrastructure**

Q1 2020 Delayed measure: Update planning rules and guidelines, as appropriate, based on updated standards, grid requirements and implementation of the revised Directive 2018/844/EU

Responsible body: DHPLG

Status: Delayed

Update: This action was delayed as the implementation of revised exempt development regulations in planning requires approval by both Houses of the Oireachtas. While we were in an interregnum between Governments the exempt development regulations were on hold.

Now that a new Government has convened, this action will be progressed through the Minister and the Oireachtas process. A revised timeline is dependent on Oireachtas scheduling.

Action 74	Ensure our regulatory regime for buildings requires the installation of EV charging infrastructure
Q1 2020 Delayed measure: Transposition of Article 8 of Energy Performance in Buildings Directive on electromobility for residential, non-residential, new and existing buildings	
Responsible body: DHPLG	
Status: Delayed	
Update: Draft regulations to implement the provisions of the Directive went to public consultation from 5th December to 5th of February. All submissions have been reviewed and these regulations will be published in Q3 2020.	

Action 74	Ensure our regulatory regime for buildings requires the installation of EV charging infrastructure
Q1 2020 Delayed measure: Provide for measures to simplify deployment of recharging points in new and existing residential and non-residential buildings and address regulatory barriers	
Responsible body: DHPLG	
Status: Delayed	
Update: These measures will be included in the regulations and accompanying technical guidance to transpose the Energy Performance of Buildings Directive (EPBD). These are delayed as per Action 74a.	

Empowering Modal Shift and Sharing Economy in Transport

Action 99	Publish an updated strategic rail review paper
Q1 2020 Delayed measure: Strategy paper to be produced outlining all feasible options and associated investment implications	
Responsible body: DTTAS	
Status: Delayed	
<p>Update: This action will be underpinned by a comprehensive review of high/higher speeds on the main inter-urban network linking Belfast-Dublin-Cork/Limerick. In Q1 2020 DTTAS submitted an application for funding under the Connecting Europe Facility and established a Steering Group composed of representatives from the Department, the National Transport Authority, the Commission for Rail Regulation and Iarnród Éireann to develop the tender specifications for the review itself. The Group has been assisted by expert advice from JASPERS, an EU/EIB agency with which the Department entered into an agreement in late 2019.</p> <p>During Q2, the Group finalised the tender specifications and the Department has been engaging with colleagues in the Department for Infrastructure (Northern Ireland) to ensure the review reflects the joint ambition of both the Government and the Northern Ireland Executive to progress this significant piece of work and to agree bilateral arrangements in relation to future reporting to the North South Ministerial Council as outlined in the New Decade New Approach agreement. The procurement process will launch shortly with work on the review itself likely to commence in the autumn.</p>	

Action 100 Develop a new rural transport strategy

Q1 2020 Delayed measure: Produce a new rural transport strategy to include:

- a comprehensive assessment of rural travel demand, and methodologies for determining same
- set a target for modal shift and emissions reductions for 2021-2025
- develop proposals for an integrated public transport network
- develop a pilot scheme for a city and its regional hinterland to develop a best practice model
- pilot a car sharing initiative such as a vehicle bank in rural towns

Responsible body: DTTAS

Status: Delayed

Update: DTTAS is undertaking a review of [Sustainable Mobility Policy](#) which includes the rural dimension. All elements of sustainable mobility (public transport, cycling and walking) are encompassed by the policy review. The public consultation phase of the Review concluded on 28 February 2020. Issues relating to rural travel demand and the establishment of targets for modal shift / emissions reduction are being considered as part of the development of a new Sustainable Mobility Policy Statement.

The NTA has statutory responsibility for securing the provision of public passenger transport services nationally. In 2018, the NTA undertook a study to better understand the public transport connectivity gaps between settlements in three pilot counties and the costs associated with bridging these. The study followed an approach consistent with the [National Planning Framework](#) (NPF) and used the latest (2016) [CSO POWSCAR](#) dataset on workplace and education origin and destination information which provides an indication of travel demand from one settlement to another. Following the successful conclusion of this pilot study, the NTA has undertaken a nationwide study to inform the NTA's approach to rolling out improved public transport across the country (excluding the Greater Dublin Area, Regional Cities and Large Towns) and ultimately enable the NTA to present its vision for a countrywide connected, low carbon Public transport network. The analysis work required to undertake this task is to be consolidated and summarised in a publishable format in Q3 2020. This study has involved:

- Settlement hierarchy definitions according to Village, Local Centre, County Town, Regional Centre or City
- Audit of existing services
- Quantifying existing connectivity between settlements
- Network development to bridge gaps
- Development of an appraisal methodology to prioritise interventions

The output from the Connecting Ireland work is a proposed set of suitably timed and structured services to improve the connectivity of many settlements to a wider range of opportunities, increasing the offer from a minimum level of service if during the detailed planning stage, consideration of the demand data that exists indicates the potential to grow patronage. The NTA also has national responsibility for integrated local and rural transport, including management of the Rural Transport Programme (branded as [Local Link](#)). Fifteen Local Link offices located around the country manage the Local Link services on behalf of the NTA. Amongst the Local Link offices' key functions are (i) to establish unmet transport demand for their respective areas through their extended links into their local communities and to put forward plans to the NTA for addressing those demands and (ii) to identify opportunities for improved co-ordination and integration of services.

The NTA published its Local Link Rural Transport Programme Strategic Plan 2018-2022 (available at: https://www.locallink.ie/media/1351/ll_rural-transport-programme_online.pdf) in March 2018. Under the plan, the key objectives for Local Link are to continue to address rural social exclusion and the integration of rural transport services with other public transport services. One of its priority areas is route development and expansion. While delivery of Demand Responsive Transport (DRT) services remains a cornerstone of Local Link, in recent years a local demand has been identified by Local Link offices for higher frequency scheduled services. Since 2016, 75 new regular commuter services have been introduced into the network and these operate at least five times per day over a 5/6/7 day per week schedule. These services are specifically designed to ensure connectivity with other public transport services to facilitate onward journeys to access education, employment, health, recreational and other opportunities. These new regular commuter services have been secured with increased funding from DTTAS. Funding for Local Link services has risen from €12.2m in 2016 to €23 million in 2020. This increase in funding has also enabled improvements to DRT services and the piloting of evening/night-time services which have now been mainstreamed.

In addition to its initiatives to improve regular services, the NTA through Local Link has also designed initiatives to cultivate the provision of small public service vehicle (SPSV) services (i.e. taxi and hackney services) and community transport services in some rural areas. Ireland has a dispersed settlement pattern and low population densities in rural areas presents a challenge to the sustainable provision of such services. As well as a [Pilot Local Area Hackney Scheme](#), the NTA has developed a [Pilot Community Transport Service Scheme](#). The NTA issued a closed call for applications confined to the 15 Local Link Offices in early November 2019. Each successful application will receive up to €6,000 towards the overall costs of running the service. By mid-May, 6 Community Car applications were approved to operate under an exemption from the Taxi Regulation Act 2013 to provide this non-profit community service on a pilot basis in 2020 in Cork, Kerry, Offaly, Longford, Mayo and Louth. This is a twelve month pilot project which is expected to run from January to December 2020.

The Covid-19 public health emergency has been a profound and swift shock to the Public Transport sector, including Local Link services. As with many Local Link Demand Response day services, the Pilot Transport Service Scheme was also repurposed as a 'collect and deliver' service delivering critical medical, food and other supplies from pharmacies and local shops to those vulnerable members of the community. Due to social distancing requirements, the pilot which utilises cars as opposed to buses, will remain primarily as a 'collect and delivery' service until further notice.

Public Sector Leading by Example

Action 147	Introduce a Climate Action Mandate for every public body and a Climate Action Charter for each Local Authority through the use of Ministerial policy directions, or equivalent power
Q1 2020 Delayed measure: Develop framework for commercial semi-state sector to address climate action objectives	
Responsible body: DCCAE	
Status: Delayed	
<p>Update: A draft of a proposed framework is under development in DCCAE in consultation with NewERA. This will require further consultation with DPER and relevant shareholding Departments before finalisation and submission for approval.</p> <p>In parallel, NewERA continue to engage with relevant semi-state bodies in the context of their ongoing advisory role to track how bodies are engaging with commitments in the Climate Action Plan as well as the implications, for the proposed framework, of the changing financial sector landscape arising from Covid-19 response measures.</p>	

Action 150	Support the development of Local Authority climate action leadership and capacities
Q1 2020 Delayed measure: Complete retrofit of the public lighting network comprising 280,000 lights to energy efficient LED Lanterns	
Responsible body: CCMA	
Status: Delayed	
<p>Update: This action is being led through the CCMA and the lighting retrofit project is being led by the Road Management Office in Cork. This work will take place in three regions, each with a separate contract and will be conducted over 2.5 years in each region. A plan has been developed to deliver this ambitious project.</p>	

Action 150	Support the development of Local Authority climate action leadership and capacities
Q1 2020 Delayed measure: Task an expert Advisory Group with recommending appropriate minimum energy efficiency standards or criteria to apply to outdoor lighting and how such a standard should be applied	
Responsible body: SEAI	
Status: Delayed	
<p>Update: SEAI support the Roads Management Office (RMO) who lead the public lighting retrofit programme with programme management and technical support.</p>	

Citizen Engagement, Community Leadership and Just Transition

Action 159	Enhance the effectiveness of climate-related communications, network building and deliberative capacity within and through the NDCA
Q1 2020 Delayed measure: Build a new, localised citizen engagement model through the National Dialogue on Climate Action drawing inspiration from the successful Citizens Assembly model and the report of the Joint Oireachtas Committee	
Responsible body: DCCA	
Status: Delayed	
<p>Update: The new Citizen engagement model consists of a number of strands addressing various segments in Irish Society.</p> <p>Young people are being targeted through an interim "Covid" virtual National Climate Change Action & Awareness Programme (NCCAAP) and the NCCA supported Graduate.ie 2nd level schools competition. They will also be addressed through the Junior Certificate short course in development (by the SEAI in collaboration with DCCA).</p> <p>Academics and professionals are targeted by the Climate Ireland website. Homeowners and property managers are already addressed through existing SEAI resources and a new video resource relating to BER B and carbon is in development (due early July).</p> <p>DCCA is working with Creative Ireland to involve the Arts community in the messaging. A number of Pilot Climate Action Community workshops were held by Local Authorities across the country but roll-out of these has been delayed due to Covid. The EPA is to consider a paper drafted on the approach to Community Engagement. DCYA proposed Youth Council is delayed due to Covid. A policy Paper on the Citizen Engagement Model is currently being drafted for submission to Minister Ryan.</p>	

Action 166	Prioritise the development of supply chain opportunities through appropriately designed and complementary energy and enterprise policies and measures of priority
Q1 2020 Delayed measure: Review 'sector maps' in the 2014 report 'Ireland's Sustainable Energy Supply Chain Opportunity' with a view to updating if necessary with recent insights on supply chain	
Responsible body: SEAI	
Status: Delayed	
<p>Update: Development of an updated supply chain opportunity report is currently under consideration by SEAI. Linked to Action 51a. Delivery may be delayed due to resource constraints.</p>	

Action 167	Expand the SEAI Sustainable Energy Communities Programme from 256 members to 500 by 2025, and 1,500 by 2030
Q1 2020 Delayed measure:	Develop a proposal to use Citizens Information Centre network to offer climate information to citizens and communities
Responsible body:	SEAI
Status:	Delayed
Update:	Discussions have commenced with DCCA and the EPA. However work can only progress if SEAI receives approval for resources.

Q2 2020 Actions

Q2 2020 Summary

Complete	Delayed	Total
34	40	74

Governance of challenge

Action 5	Commence the process of forming carbon budgets for 2021 to 2025, 2026 to 2030 and 2031 to 2035 ahead of a new Climate Action (Amendment) Bill 2019 being enacted
Q2 2020 measure: Subject to enactment of amending legislation, develop initial multi-annual carbon budget	
Responsible body: Climate Change Advisory Council	
Status: Delayed	
Update: Process yet to be finalised to form carbon budgets. Will require input from Minister Ryan before progressing.	

Carbon pricing and cross cutting policies

Action 15	Implement National Planning Framework
Q2 2020 measure: Work with DCCA and SEAI and other stakeholders to encourage and support area-based development initiatives to create sustainable communities that can demonstrate a holistic range of innovative and place-appropriate measures to accelerate transition to a low carbon and climate resilient society	
Responsible body: DHPLG	
Status: Complete	
Update: Work continues with a range of stakeholders as part of the broader implementation of the National Planning Framework, Project Ireland 2040 and, in particular, the advancement of the compact urban growth agenda, including the rollout of Urban Regeneration Development Fund (URDF) projects that practically support the continued development of sustainable communities including the transition to a low carbon and climate resilient society.	
As per timelines set out in the Climate Action Plan 2019, this action commenced in Q2 2020 with commitments to ongoing monitoring and review at appropriate intervals thereafter. Updates will thus also be provided in future progress reports.	

Electricity

Regulatory Streamlining of Renewables and Grid Development

Action 16 We will require, at scale, electricity/gas providers to provide detail on energy use and potential energy savings, for instance as part of consumers bills

Q2 2020 measure: As per action

Responsible body: DCCA

Status: Delayed

Update: Details of billing for energy use (electricity and gas) are matters for energy suppliers and are independently regulated by CRU under the [Suppliers' Handbook \(CRU 2019\)](#) and specifically within the Code of Practice on Billing provisions of the Handbook. Suppliers already provide information to consumers in bill on energy use and on where to access information on energy efficiency measures and on energy consumption benchmarks, in line with these existing CRU requirements.

Effectively these requirements on suppliers largely achieve the intent of the action. The [Energy Efficiency Obligation Scheme](#) administered by the SEAI requires all larger energy suppliers and distributors to deliver energy savings. Obligated parties offer supports to consumers to make homes and businesses more energy efficient and help people to save energy. In the period 2014 to 2019, these parties have supported energy efficiency measures in 275,684 dwellings, representing a another significant scale of activity to this action by suppliers and distributors with their consumers.

There are a number of opportunities arising in the next 18 months or so, within existing regulatory and departmental work programmes, to consider enhancing the requirements on suppliers here, if this has clear added value. A consultation on the Department's planned measures to achieve energy savings under Article 7 of the Energy Efficiency Directive in Q3 or Q4 will include questions on the possibility of adding to requirements on suppliers in this regard.

The CRUs next review (every two years) of supplier obligations, including in respect of bill format, is due in 2021 and can consider the question of expanding the bill for this purpose.

Smart meter deployment is already set to facilitate the provision of better and more consumption information to customers in a cost efficient and user friendly manner using new technology. Under smart bill deployment, which is being rolled out in parallel with smart meters, CRU has already determined that better comparison information is to be provided in bills.

Action 17	Ensure that ESB Networks and EirGrid plan network and deliver on connecting renewable energy sources to meet the 2030 70% RES-E target
Q2 2020 measure:	CRU's public consultation on PR5
Responsible body:	CRU
Status:	Delayed
Update:	CRU advises that the draft determination for PR5 will be published for consultation in the week beginning 13 July. The CRU states that these timelines are consistent with PR5 milestones and accordingly does not anticipate that this will impact on Actions 17c or 17d.

Action 18	Facilitate additional hybrid connections (e.g. solar/wind/batteries) operating in the electricity market to increase RES-E penetration
Q2 2020 measure:	Identify required changes to implement more hybrid connections in the market
Responsible body:	CRU
Status:	Complete
Update:	CRU advises that single owner hybrids are facilitated through existing regulatory policy and that requirements to implement more Hybrids have been identified, working with Eirgrid and ESB Networks.

Action 19	Ensure that the next phase of renewable connection policy is fit for purpose to deliver on renewable energy targets and community projects, and report annually on the timeliness of grid connection
Q2 2020 measure:	Finalise Enduring Connection Policy 2 Policy
Responsible body:	CRU
Status:	Complete
Update:	Decision paper on the Enduring Connection Policy Stage 2 (ECP-2) was published on the 10 June 2020. See: https://www.cru.ie/wp-content/uploads/2020/06/CRU20060-ECP-2-Decision.pdf

Action 22	Further consider facilitation of private networks/direct lines
Q2 2020 measure: Investigate policy options for private networks/direct lines	
Responsible body: DCCA E	
Status: Delayed	
<p>Update: This workstream has not yet been initiated due to resource constraints. Subject to replacement of staff member assigned to this work, a working group will be formed in Qtr 3 2020, to be supplemented if necessary by input from CRU, Eirgrid and ESB networks, to work on scoping options for private wires, with a view towards a consultation document being issued during Q4.</p>	

Action 23	Assess the network development required to integrate higher levels of RES-E and develop a high-level network development plan to (and beyond) 2030
Q2 2020 measure: Assess network development and implications of additional RES on ESB Networks	
Responsible body: ESB N	
Status: Complete	
<p>Update: The report has been completed, a number of network development options are presented and appraised to cater for the levels of RES-E expected on the distribution system, from micro to mini-generation to utility-scale connections. Distribution System-connected RES-E levels considered in the report are based on the outcome of EirGrid's Tomorrow's Energy Scenarios 2019. For information, the public consultation on the Smarter High Voltage and Medium Voltage Customer Connections project, referred to in the previous progress report, is now completed. The public consultation document is available here.</p> <p>A proposal to move towards a 'non-firm' connection approach for generator connections, which would allow for increase in utilisation of existing available capacity, reduce the need for certain reinforcements, and facilitate faster and lower cost connections for generators received favourable responses and was broadly welcomed in submissions received.</p>	

Action 24	Facilitate very high penetration of variable renewable electricity by 2030 (both SNSP and average) through system services and market arrangements
Q2 2020 measure: Deliver the remaining deliverables under the DS3 Programme to enable 75% of the demand on the system to be met from variable renewable generation (75% System Non-Synchronous Penetration - SNSP)	
Responsible body: EirGrid	
Status: Delayed	
<p>Update: There are 2 major areas of outstanding work on the DS3 programme. The first is Rate of Change of Frequency (RoCoF) and the second are bespoke Control Centre Tools. The RoCoF trial which is a prerequisite to the 70% and 70% SNSP trials was delayed due to Covid-19 and started on 16 June 2020. Control Centre Tools similarly impacted by Covid-19. The 70% and 75% SNSP trials are now scheduled to start in February 2021 and June 2021 subject to a successful RoCoF trial.</p>	

Action 24	Facilitate very high penetration of variable renewable electricity by 2030 (both SNSP and average) through system services and market arrangements
Q2 2020 measure: Review of policy regulatory framework for electricity storage to facilitate efficient level of electricity storage to meet 2030 70% renewable electricity target	
Responsible body: CRU	
Status: Complete	
<p>Update: CRU reports good progress to-date on introduction of storage. Several storage projects were successful in the DS3 and CRM auctions in the Single Electricity Market. CRU will conduct a close-out review of progress with storage to be completed by end Q4 2021, identifying areas where further changes to the regulatory policy framework may be required as well as identifying where the framework has facilitated storage.</p> <p>This will facilitate a timely assessment in light of the CRM auction timelines and the new DS3 (system services) arrangements (action 24d). CRU advises that recent correspondence from the TSOs indicates that storage providers are taking up an increasing share of latter revenues, which highlights that development signals are proving effective.</p> <p>Further progress will be reported in Q4 2020 and into 2021 in keeping with agreed Climate Action Plan timelines.</p>	

Off-shore Renewables

Action 25	Facilitate the development of Offshore Wind, including the connection of at least 3.5 GW of offshore wind, based on competitive auctions, to the grid by 2030. We will establish a top team to drive this ambition
Q2 2020 measure: Government decision on offshore grid framework in alignment with NMPF	
Responsible body: DCCA	
Status: Delayed	
Update: Industry consultation paper open until 22 July 2020. Recommendation to Government will follow shortly after the closing date.	

Action 25	Facilitate the development of Offshore Wind, including the connection of at least 3.5 GW of offshore wind, based on competitive auctions, to the grid by 2030. We will establish a top team to drive this ambition
Q2 2020 measure: Consultation on Regulatory Framework for Connections of Offshore Windfarms informed by Government Policy and Offshore Grid Options Paper above	
Responsible body: CRU	
Status: Delayed	
Update: Navigant report on offshore grid options completed and published as part of a public consultation that will close on 22 July. Recommendations on offshore grid policy will be brought to Government in Q4.	

Action 26	Support the ocean energy research, development and demonstration pathway for emerging marine technologies (wave, tidal, floating wind) and associated test infrastructure
Q2 2020 measure: Make license application to test on site	
Responsible body: SEAI	
Status: Delayed	
Update: Test site project has changed the application. New specification being completed (move from wave device testing to floating wind testing means different test site configuration).	

Action 27	Support innovation enterprise hubs and the supply chain for offshore renewable energy
Q2 2020 measure: Conduct an initial review of SEAI supply chain analysis for offshore renewables to identify gaps and explore/recommend how Ireland can exploit them	
Responsible body: SEAI	
Status: Complete	
Update: Industry (IWEA) association group has just completed and published an up to date supply chain analysis report . SEAI inputted into the preparation of this report. No need to duplicate the work. SEAI will evaluate this report.	

Route to Market for Renewable Electricity Generation

Action 29	Support innovation enterprise hubs and the supply chain for offshore renewable energy
Q2 2020 measure: Follow-up workshop with relevant entities (CRU, EirGrid, revenue etc.) to discuss and analyse in detail the proposed recommendation(s)	
Responsible body: SEAI	
Status: Complete	
Update: Through the Corporate Power Purchase Agreement steering group, direct engagement has taken place with relevant Department and agency stakeholders, with a number of the stakeholders members of the group. The consultancy report and possible recommendations are being reviewed by the relevant Government departments as required under action 29e.	

Carbon Capture and Storage

Action 33	Establishment of a Steering Group to examine and oversee the feasibility of the utilisation of CCS in Ireland, and report to the Standing Committee on Climate Action as appropriate
Q2 2020 measure: Monitor progress of Ervia proposal in Cork	
Responsible body: DCCA	
Status: Complete	
Update: The work of the Steering Group is to continue for another 12 months which will allow the group to continue to monitor the Ervia proposal in Cork on feasibility and utilisation of CCS in Ireland.	

Enterprise

Action 34	Engage with the cement and food and drink industry sectors to identify measures to support the achievement of identified potential abatement in these sectors
Q2 2020 measure: Develop action plan to address any identified barriers	
Responsible body: DBEI	
Status: Delayed	
<p>Update: DBEI has convened working groups regarding the two sectors identified within the Climate Action Plan.</p> <p>In relation to the cement sector - DBEI engaged with representatives of the cement sector and began discussions on the opportunities and challenges of conversion to alternative fuel sources, such as waste materials, in their production processes. The cement manufacturers have been progressing measures for the increased use of alternative fuel sources in the future and have identified barriers and opportunities in doing this. The Department is engaging with public sector stakeholders, including officials across Government Departments and agencies with responsibilities for environmental licencing and waste policy.</p> <p>The Department is taking a consensus building approach to addressing the identified barriers and will be facilitating discussion between key stakeholders in the cement sector and public sector stakeholders with a view to addressing the barriers.</p> <p>Regarding the food and drink sectors - Following engagement with the enterprise development agencies, as well as SEAI, the EPA, DCCA, DAFM, Bord Bia's Origin Green programme and IBEC representatives, the Department has identified sub-sectors and specific companies with significant energy usage and will commence direct engagement with these sectors.</p> <p>DBEI has collated and aggregated existing data to understand the current heating processes of companies in the food and drink industry. The Department has reviewed the data with a view to engaging directly with companies to identify the barriers to uptake of abatement technologies. However, the Department will not be engaging with the key stakeholders in the Food and Drink industry in the current circumstances due to the possibility of companies being focussed on immediate and ongoing operational issues, and therefore being unable to provide resources to adequately engage in discussions due to the COVID-19 Pandemic, temporarily pausing progression on this part of Action 34.</p>	

Action 37	Develop networks in key industry sectors and a roadmap of actions to support decarbonisation of large industry
Q2 2020 measure: Develop networks in key industry sectors to allow knowledge sharing, benchmarking and the development of sectoral action plans for decarbonisation	
Responsible body: SEAI	
Status: Delayed	
Update: Once the necessary resourcing is put in place this action could be delivered in conjunction with participants in SEAI's Large Industry Energy Network and other engagement programmes.	

Action 40	Leverage and mobilise business cluster initiatives under the Regional Enterprise Plans and Future Jobs Ireland 2021
Q2 2020 measure: Begin rolling out engagement with relevant clusters	
Responsible body: SEAI	
Status: Complete	
Update: DBEI have evaluated the Regional Enterprise Plans and Future Jobs Ireland and identified 13 potential clusters. SEAI have began the roll-out of engagement with relevant clusters by assessing representation on other SEAI networks, ensuring the clusters are considered in the evolving business engagement strategy and cluster specific reach-out with: information, offer for briefings and deeper engagement.	

Built Environment

Consolidating the Evidence Base and Driving Demand

Action 44	Increase the number of homes and businesses with BERs and DECs
Q2 2020 measure: Assess the feasibility of every home being required to have a BER by a set date	
Responsible body: DCCA	
Status: Complete	
Update: The feasibility of every home being required to have a BER by a set date has been considered by the Department. The Retrofit Taskforce report will incorporate a number of measures aimed at maximising the number of homes with BER in the coming years.	

Action 44	Increase the number of homes and businesses with BERs and DEC
Q2 2020 measure: Develop proposals to strengthen compliance of Large Public Buildings with the DEC and utilise them to improve building performance	
Responsible body: SEAI	
Status: Delayed	
Update: DPER, DCCAE and SEAI are working together with external consultants to deliver a report on the implementation of a comprehensive building upgrade programme for Public Sector buildings in Ireland. This may help inform this work.	

Action 45	Maximise the potential for BER and DEC data to help households and businesses decarbonise their buildings
Q2 2020 measure: Develop a tool to deliver a roadmap to individual homes to achieve BER B2, cost optimal and NZEB	
Responsible body: SEAI	
Status: Complete	
Update: A new BER Advisory Report has been developed to include a roadmap for individual homes to achieve BER B2/cost optimal. The Advisory Report will be launched to the market in Q3 2020. This is underpinned by the update to the DEAP 4 software which was introduced earlier this year.	

Action 45	Maximise the potential for BER and DEC data to help households and businesses decarbonise their buildings
Q2 2020 measure: Develop a roadmap to require that non-domestic rental property meet a minimum BER standard by a defined future date	
Responsible body: DCCAE	
Status: Delayed	
Update: Report on split incentive consultation being prepared.	

Building the supply chain

Action 50	Skill-up current contractors/other industry players in deep retrofit, NZEB and new technology installations
Q2 2020 measure: Consider the roll out of NZEB and Deep Retrofit contractor courses nationwide (specification developed with WWETB)	
Responsible body: DES	
Status: Complete	
<p>Update: 547 individuals have completed training courses in retrofit skills, including with respect to Nearly Zero Energy Buildings (NZEB) to date. It is anticipated that 620 individuals will complete these courses in 2020.</p> <p>Work is ongoing on the delivery of train-the-trainer programmes to ensure that the sector is appropriately positioned to expand to meet expected demand for programmes.</p> <p>It is planned to move to a more blended approach to delivering these courses and it is expected that theory components will be delivered online by 2021. A further update on this measure will be provided in Q4 2020.</p>	

Funding and Financing Projects

Action 52	Develop and optimise Government funding and grant schemes to drive demand for energy efficiency retrofits that deliver value for money
Q2 2020 measure: In the process of transposing Article 7 of the 2018 Energy Efficiency Directive, identify measures and schemes that will enable and drive further retrofitting. Among other measures this could include a new obligation on energy distributors and retailers to achieve energy savings, similar to the existing Energy Efficiency Obligation Scheme	
Responsible body: DCCAE	
Status: Complete	
<p>Update: DCCAE and SEAI have identified measures to enable and drive further retrofitting as part of the preparations for transposing Article 7 of the Energy Efficiency Directive. A decision Paper has been published on the Department's website detailing the high level approach that will be taken for compliance with Article 7.</p>	

Action 53	Identify additional options for targeted financing for energy efficiency retrofits in the domestic and commercial sectors
Q2 2020 measure: Identify and assess additional options for financing of biomass, CHP, district heating and renewable heat projects	
Responsible body: DCCAE	
Status: Complete	
Update: The annual review of the Support Scheme for Renewable Heat , which was completed in Q2 2020, examined the level of supports provided to biomass and anaerobic digestion heating systems including those providing heat input to district heating systems. The level of tariffs were found to be appropriate with a further review to take place each year.	

Regulation and Fiscal Measures

Action 61	Review how and when the replacement of oil and gas boilers in existing dwellings (domestic and commercial) could commence. The review will be completed in 2020
Q2 2020 measure: Complete review on how and when the replacement of oil and gas boilers in existing dwellings could commence	
Responsible body: DCCAE	
Status: Complete	
Update: The replacement of oil and gas boilers has already commenced with grants available for the upgrading of heating systems to heat pumps.	

Local Authorities

Action 65	Develop and establish a climate-action toolkit and audit framework for Local Authority development planning to drive the adoption of stronger climate action policies in relation to the patterns and forms of future development
Q2 2020 measure: Publish updated statutory guidelines under Section 28 of the Planning Act on local authority development plans setting out the appropriate requirements for integration of climate-action considerations in the preparation of the plan	
Responsible body: DHPLG	
Status: Delayed	
Update: The publication of updated Development Plan Guidelines for Planning Authorities under s.28 of the Planning & Development Act, 2000, is a statutory Ministerial function that will be progressed appropriately in accordance with departmental priorities set under a new Programme for Government.	

Action 65	Develop and establish a climate-action toolkit and audit framework for Local Authority development planning to drive the adoption of stronger climate action policies in relation to the patterns and forms of future development
Q2 2020 measure: Develop the Project Ireland 2040 Implementation Report and Project Tracker to include progress in supporting climate-action objectives	
Responsible body: DPER	
Status: Complete	
Update: The Project Ireland 2040 capital tracker and the myProjectIreland interactive map both include details on the implementation of NSO 8 (Transition to a low-carbon and climate resilient society). In addition, the first annual report on Project Ireland 2040 published in May 2019 sets out the achievements on the plan in its first year, including progress on climate action objectives.	

Schools and third level education

Action 67	Set a trajectory for commencing and implementing the Department of Education and Skills deep energy retrofit programme
Q2 2020 measure: Undertake an updated space survey of the higher education sector, to fully ascertain the baseline with regard to energy efficiency and inform future capital investment	
Responsible body: DES	
Status: Delayed	
Update: Delayed due to capacity constraints and impact of Covid 19. Currently forecast initial survey completion by Q4 2020, validation and analysis by Q2 2021.	

Energy Performance Contracting

Action 68	Support the wider deployment and use of EPCs by building capacity and expertise in the public sector
Q2 2020 measure: Develop and deliver EPC facilitator training	
Responsible body: SEAI	
Status: Delayed	
Update: DPER, DCCAE and SEAI are working together with external consultants to deliver a report on the implementation of a comprehensive building upgrade programme for Public Sector buildings in Ireland. This may help inform the need for this action.	

Action 68	Support the wider deployment and use of EPCs by building capacity and expertise in the public sector
Q2 2020 measure: Facilitate PSBs and sectors, as part of their energy efficiency improvement plans, to develop, embed or access, the competencies and resources needed to avail of EPC, (whether centralised EPC expertise or dispersed/tailored approaches)	
Responsible body: SEAI	
Status: Delayed	
Update: DPER, DCCAE and SEAI are working together with external consultants to deliver a report on the implementation of a comprehensive building upgrade programme for Public Sector buildings in Ireland. This may help inform the need for this action.	

Renewable Heat and District Heating

Action 70	Develop a policy framework for the development of district heating in Ireland and support the delivery of two district heating projects under the Climate Action Fund
Q2 2020 measure: Commence the Dublin District Heating System project, supported by the Climate Action Fund, which will provide low carbon heat to businesses and homes in Dublin city	
Responsible body: DCCAE	
Status: Delayed	
Update: This action is delayed. Likely met in Q4 2020. Current delays due to project planning complexity and Covid-19 issues. In any case, Climate Action Fund unable to sign contracts in absence of NORA legislation being passed.	

Biogas and Biomethane

Action 71	Set a target for the level of energy to be supplied by biomethane injection in 2030
Q2 2020 measure: Assimilate policy relevant findings of ongoing research, commissioned by DAFM, SEAI and GNI, in regard to AD technologies more suited to the small-scale applications for biogas in the Irish context	
Responsible body: DCCAE	
Status: Complete	
Update: DAFM, DCCAE, Teagasc and SEAI have worked together to assimilate policy relevant findings of on-going research in relation to anaerobic digestion including small-scale applications.	

Action 71	Set a target for the level of energy to be supplied by biomethane injection in 2030
Q2 2020 measure: Development of a system of certification for renewable gas use in the national grid	
Responsible body: DCCA	
Status: Delayed	
Update: Gas Networks Ireland are developing a 'green gas' certification scheme which is likely to be in place by the end of 2020.	

Action 71	Set a target for the level of energy to be supplied by biomethane injection in 2030
Q2 2020 measure: Assess potential impacts of moving anaerobic digestion above composting in the waste management hierarchy. Consider in particular impacts for the development of the bio economy	
Responsible body: EPA	
Status: Delayed	
<p>Update: The Waste Management Hierarchy is set at European level as part of Directive 2008/98/EC. This directive sets the waste management principles and policies that EU Member States must adopt as a priority order in the waste management hierarchy. This restricts Ireland's ability to work within an altered hierarchy. DCCA have advised that this project will not proceed. The following links provide information on AD supports in Ireland:</p> <ul style="list-style-type: none"> • https://www.seai.ie/publications/Assessment-of-Cost-and-Benefits-of-Biogas-and-Biomethane-in-Ireland.pdf • https://www.seai.ie/data-and-insights/seai-research/research-projects/details/developing-economic-solutions-for-onfarm-anaerobic-digestion-technologies-under-irish-conditions-ecoad • http://www.seai.ie/publications/Bioenergy-Supply-in-Ireland-2015-2035.pdf 	

Transport

EV and CNG Station Network

Action 76	Develop the CNG fuelling network to support the uptake of CNG vehicles
Q2 2020 measure: Assess the current and planned developments of CNG fuelling stations to inform the need to include a dedicated category of support in future calls from Climate Action Fund	
Responsible body: DCCA	
Status: Complete	
<p>Update: DCCA engage with CNG industry regularly and through that engagement, and formally through the recently completed Climate Action Fund Expressions of Interest (EOI) process, CNG projects/organisations have made submissions to DCCA.</p> <p>EOI analysis is currently being finalised and recommendations on future Climate Action Fund funding categories will be made shortly.</p>	

Regulation and fiscal measures

Action 79	Develop a roadmap on the optimum mix of regulatory, taxation and subsidy policies to drive significant ramp-up in passenger EVs and electric van sales from very early in the next decade
Q2 2020 measure: Develop a roadmap to determine the optimum pathway for EV deployment	
Responsible body: DTTAS	
Status: Delayed	
<p>Update: The Electric Vehicle Policy Pathway Working Group was established by DTTAS pursuant to this Action. The aim of this Working Group was to examine measures which could encourage and stimulate the uptake of electric cars and vans in order to achieve the Climate Action Plan targets of 181,000 EVs on Irish roads by 2025 and 936,000 EVs by 2030. The Working Group was chaired by DTTAS and its membership included all relevant Government Departments and the SEAI.</p> <p>Five meetings of the WG were held in Q1-2 2020, and the final report of the Group is currently being finalised. This report examines the pathway which will be required to reach the CAP EV targets and will contain recommendations to Government. It is envisaged that this report will be submitted for Ministerial and Government approval in Q3 2020.</p>	

Empowering Modal Shift and Sharing Economy in Transport

Action 86	Set a road map for more LEVs in public sector fleets
Q2 2020 measure: Develop a clear roadmap to increase the penetration of low emission vehicles in public fleets	
Responsible body: DTTAS	
Status: Delayed	
<p>Update: While transposition of the recast Directive on the Promotion of Clean and Energy-Efficient Road Transport Vehicles, which sets out clear and incrementally increasing targets for LEV procurement in public fleets, into Irish law is not required until 1 August 2021, DTTAS is preparing a Regulatory Impact Assessment for public consultation.</p> <p>It is expected that feedback from public contracting authorities and contracting entities will inform development of a Statutory Instrument transposing the Directive by indicating a feasible and proportionate application of the minimum targets amongst public bodies. Publication of the RIA was scheduled for end-Q2 but encountered some delays in data collection from major public procurement bodies due to COVID-19. A short delay to publication of 1-2 weeks is now anticipated.</p>	

Action 92	Commence the transition to hybrid trains to allow extended electrification of rail services
Q2 2020 measure: Award framework contract for the purchase of bi-mode/electric fleet and place first orders	
Responsible body: NTA	
Status: Delayed	
<p>Update: The DART+ programme includes expanding the existing DART network from 50km to 150km including electrification of the routes. A fleet strategy for DART+ programme has been developed and it was determined that the appropriate vehicle type will be a Battery Electric / direct Electric Hybrid Vehicle. This approach allows for a transition away from diesel vehicles on commuter lines in advance of the completion of the overhead electric infrastructure.</p> <p>A Pre-Qualification tender process commenced in mid-2019, a shortlist of tenders was selected in December 2019 and the next stage of the tender process commenced. The tender process is ongoing and there has been good engagement with the shortlisted tenders including site visits and mid-tender consultations. Due to the COVID-19 restrictions there were delays within the tender process and tenderers ability to compile tenders. On this basis the tender period has been extended with tenders now due in August 2020. The tender evaluation process for the fleet comprises detailed analysis of the tenders submissions and therefore the selection of a preferred tender and associated contract award and order placement will not occur until Q1 2021.</p>	

Action 98	All cities with a population exceeding 75,000 to produce a sustainable transport plan by no later than June 2020 for review by the NTA and DTTAS
Q2 2020 measure: Produce a sustainable transport plan	
Responsible body: Local Authorities	
Status: Delayed	
Update: Transport strategies have been developed and approved in relation to the Greater Dublin Area, Galway and Cork.	
<p>Work has started on the Limerick-Shannon Metropolitan Area Transport Strategy which is the last of the cities with a population over 75,000. It has been hoped to launch a public consultation on a draft Strategy in Q2 but that was delayed by COVID-19 and will now take place later in the year. While not strictly covered by the Action due to the population threshold referenced, work will also start this year on a Metropolitan Area Transport Strategy for Waterford.</p>	

Agriculture, Forestry and Land Use Irish Agriculture

Vigorously Adopting Carbon Abatement Opportunities and the Food Industry
Encouraging this Transformation

Action 101	Bring forward proposals for the introduction of measures to implement the full suite of options set out in the June 2018 Teagasc Report, 'An Analysis of Abatement Potential of Greenhouse Gas Emissions in Irish Agriculture 2021-2030'
Q2 2020 measure: Key steps include design of CAP, knowledge transfer, incentive to diversification in rural economy	
Responsible body: DAFM	
Status: Complete	
<p>Update: Regarding specific proposals the development of Ireland's CAP Strategic Plan is ongoing with the SWOT analysis and Needs Assessment being developed in close consultation with key stakeholders. In particular the Teagasc MACC actions have been mapped against potential incentive measures in the CAP frameworks and regulatory options such as review of the Nitrate action program during 2021. While some limited progress may be possible during the planned CAP transitional period in 2021, the substantive delivery of the measures referred to in this Action will not commence until the new CAP programme commences. This will be at least 2022 and potentially 2023. (See Action 103 for further detail).</p> <p>CAP is seen as a key enabler to reach this ambition, but cannot do so on its own. Regulatory change and market incentives will also be required in supporting farmers to make the appropriate changes over the next decade. Further updates on the CAP process can be found under Action 103. In addition, the Agclimatise roadmap is a step towards achieving some of these environmental ambitions. (See Action 110 for further detail).</p> <p>The European Commission launched their Green Deal in December 2019 positioning Europe as carbon neutral by 2050. As part of this EU Green Deal the Farm to Fork and Biodiversity Strategies</p>	

have been recently published and identify further areas where environmental ambition must be stepped up. This will likely require a further reduction in emissions and a greater focus on biodiversity.

Additional supporting achievement of the action is contributed through a series of ongoing actions in the Agriculture and Land Use Sector of the All of Government Climate Action Plan and is the means to bringing forward proposals to mobilise the Teagasc MACC in particular the following actions:

- Action 102 – to implement a suite of actions to improve nitrogen use efficiency;
- Action 103 – to support the maximum possible environment and climate ambition in the post-2020 CAP;
- Action 111 – to introduce enhanced knowledge transfer programmes through Teagasc advisory services;
- Action 112 – to develop exemplar networks through the establishment of sign-post farms; and
- Actions 115 – 126 – which promote diversification of land use.

In addition, the proposed AgClimatise roadmap (Action 110) for the agriculture and land use sector under development seeks to lay out a suite of actions and further performance indicators which will be built on environmental sustainability and climate resilience, and contribute fairly to Ireland's climate, air and energy targets.

Action 102 Implement suite of measures to improve nitrogen use efficiency

Q2 2020 measure: Develop a blueprint for low N use suitable to all productivity levels and develop implementation options

Responsible body: Teagasc

Status: Complete

Update: The [Teagasc nutrient advice book](#) has been revised to include tables for nitrogen fertiliser advice for different livestock and cropping systems (dairy, beef, sheep, horses, crops and vegetables) and different levels of productivity (e.g. stocking rates and yield levels) (Sections 12 – 20). This advice supports increased N use efficiency on farms in line with the Teagasc MACC. This includes holistic advice to develop sustainable and efficient nutrient management plans on farms and advice for the use of key nutrient management strategies (e.g. optimised soil fertility incl. lime (sections 6, 7 & 8), low emission slurry spreading (section 9), use of protected-urea N fertiliser sources etc. (section 10) for increasing N use efficiency on farms.

The revised advice has been implemented through a sustainable fertiliser planner within Nutrient Management Planning (NMP) On-line system (section 5) and thus is available through all public and private farm advisory services to farmers across Ireland. Also, it is anticipated that actions on nitrogen fertiliser use will be included in the final Ag Climatise Roadmap.

Action 102 Implement suite of measures to improve nitrogen use efficiency

Q2 2020 measure: Reduce nitrogen fertiliser use through the inclusion of clover in grassland swards

Responsible body: Teagasc

Status: Complete

Update: The [Teagasc nutrient advice book](#) has been revised to provide reduced nitrogen fertiliser advice tables for grass-clover swards reflecting the clover measure within the Teagasc MACC.

Reduced N fertiliser advice for grass-clover swards reflects the capacity of clover to supply nitrogen for the grassland through fixation of atmospheric nitrogen. The revised advice has been implemented through a sustainable fertiliser planner within Nutrient Management Planning (NMP) Online system and is available through all public and private farm advisory services to farmers across Ireland.

Also it is anticipated that actions on nitrogen use and clover (mixed species swards) will be included in the final Ag Climatise Roadmap.

Action 103 Support the maximum possible environment and climate ambition in the post-2020 CAP

Q2 2020 measure: Submit draft CAP Strategic Plan submitted to the European Commission

Responsible body: DAFM

Status: Delayed

Update: The initial timeframe foreseen for the [Common Agricultural Policy \(CAP\)](#) negotiations was concise compared to previous reform processes. The current negotiations on the post-2020 CAP are taking longer than this initial timeframe with the result that there remains uncertainty about the likely content of the new CAP regulatory framework.

In addition, the EU's Multiannual Financial Framework (MFF) for the period 2021-2027 has not yet been agreed. A revised MFF has been proposed in May and it is hoped that agreement may be reached in July. These delays are impacting on the design and development of Member States' CAP Strategic Plans, which were initially due to be submitted to the European Commission on 1 January 2021. Transition measures have been proposed to bridge the gap with the final date for submission of the plans to be agreed as part of the Trilogue negotiations.

The Commission has recently published two strategies aimed at ensuring environmentally sustainable food systems, protecting nature and ecosystems; Farm to Fork and Biodiversity. The Commission have indicated that they will issue recommendations to Member States with regard to reflecting these strategies in their CAP Strategic plans. The Strategies contain a number of recommendations and targets. DAFM has asked for Impact assessments to be completed with regard to these strategies at the earliest juncture, as have the other Member States.

The preparation of Ireland's draft CAP Strategic Plan (CSP) has been under way for some time in the Department. Development of the plan involves a number of stages, including SWOT analysis, needs assessment, intervention design, financial allocations, target setting (including monitoring) and governance systems. The draft CSP will also be subject to an ex-ante evaluation, Strategic Environmental Assessment and Appropriate Assessment.

The Department held a public consultation on the draft SWOT in September and October 2019 as well as a stakeholder workshop in October. The Department also hosted a number of townhall events on the CAP negotiations, including the SWOT analysis.

Consultations on the CAP negotiations and development of the CSP will continue via the CAP Consultative Committee, which comprises representatives of the main stakeholders including farm bodies, NGO's, industry representatives and academia. It also includes Government Departments and Agencies, including DPER, DRCD, DCCA, DPHLG, DCHG (NPWS), Bord Bia, Teagasc and the EPA. The Committee has met on ten occasions, and the current focus of activity (Q3 2020) is on moving from the SWOT analysis phase to the identification of needs.

Action 105 Develop research and innovation infrastructure

Q2 2020 measure: Ensure Ireland has world class capability in greenhouse gas and other environmental abatement technologies, research and development

Responsible body: DAFM

Status: Complete

Update: Building on DAFM’s national research all launched in Q4 2019, DAFM continues to invest in greenhouse gas and other environmental abatement technologies, research and development through its competitive research funding programmes.

DAFM funded a desk study project to review current national greenhouse research capacity, make recommendations on capacity requirements and evaluate the establishment of a National Agricultural Greenhouse Gas Centre of Excellence. This project will be completed in Q2 2021. In addition, during Q2 DAFM have been actively involved in the administration and evaluation process for two ongoing trans-national (European Research Area Networks) funding calls. These calls are open to Irish researchers who wish to submit proposals as part of larger, European consortia and work in partnership with institutions in other MS and third countries.

Currently these calls (details below) have completed the initial review stage and will now move to final review. Successful projects are due to be awarded in Q4 2020/Q1 2021 include:

- [ICT-AGRI-FOOD](#) - Applied and fundamental research enabling digital technology solutions for a transition towards more sustainable and resilient agri-food systems. The total indicative funding provided for Irish applicants (DAFM approved RPO’s) in respect of this Call shall not exceed €526,000. This is made up of a contribution of €350,000 from DAFM and €176,000 from Teagasc.
- [FOSC](#) - The new Horizon 2020 ERA-NET-Cofund on Food Systems and Climate will support basic and applied research and is focused on the interactions between climate change and food systems: assessing the consequences of climate change on agri-food markets and developing sustainable and resilient food value chains in the context of changing food needs and patterns (diets).

The maximum funding available per project is €500,000. DAFM is the sole Irish funding body for this Call.

Furthermore, DAFM continue to work closely with the EPA (responsible for coordinating environmental research in Ireland) and several other government departments, local authorities, state agencies and other stakeholders whose functional areas are relevant to furthering Irish research into climate change-related topics through the climate research coordination group (CRCG). As of Q2 2020 DAFM are contributing towards the publication of the CRCG Second Report on Activities covering the period January–December 2019. This report is due for publication in the second half of 2020.

Finally, in exercising its role as National Delegate and National Contact Point for the agri-food and forestry elements of Societal Challenge 2 of the EU Horizon 2020 Programme, DAFM promotes and assists Irish researchers to compete successfully in EU funded research projects including in the GHG related areas thereby further enhancing their skills and facilitating the leveraging of facilities, technologies, data, etc. available in OMS that helps build and maintain capability levels in this field. As per timelines set out in the Climate Action Plan 2019, this action commenced in Q2 2020 with commitments to ongoing monitoring and review at appropriate intervals thereafter. Updates will thus also be provided in future Progress Reports.

<p>Action 111 Introduce enhanced knowledge transfer programme through Teagasc advisory service</p>
<p>Q2 2020 measure: Engage with Industry to explore establishment of “sign-post” networks or communities within the agricultural sector to be leaders in adopting mitigation measures</p>
<p>Responsible body: Teagasc</p>
<p>Status: Complete</p>
<p>Update: The signpost farms network has been developed and presented to industry partners. The programme has received broad support across the industry and the funding requirements are currently being finalised. The signpost farms will demonstrate the practical implementation of the range of MACC measures for reducing methane, N2O emissions and increasing carbon sequestration.</p> <p>There are a number of components of the signpost programme that are currently being developed - the identification of the farms themselves and the planning of the research and demonstration components of the project.</p> <p>Teagasc has a significant number of Joint Industry / Demonstration programmes (e.g. BETTER Farms) involving demonstration farms. A review of those farms is being undertaken for suitability for inclusion in the Signpost farm programme. The purpose of incorporating existing programmes is to leverage existing relationships with farmers and industry. It is proposed that there will be between 80 and 100 farms identified as signpost farms. The proposed measures which will be implemented on farms as encompassed in the GHG and Ammonia MACCS.</p> <p>Plans are being developed for the research and demonstration components of the Sign Post Farms. The action research elements of the programme and resource planning for this research component are being identified and secondly the practices that need to be planned, implemented and demonstrated on these farms. The research will yield a unique dataset which will combine production data, environmental outcomes, economic data and attitudinal data.</p> <p>The signpost advisory programme is also being planned as a major organisational campaign (similar to the grass 10 programme) to leverage the signpost farms in mainstreaming sustainability messaging into the Teagasc advisory service and into the broader Agricultural Knowledge and Innovation Systems. Sanction is currently being sought for a Programme Manager Position for the Signpost Farms Programme.</p>

Action 112 Develop exemplar networks with leaders in adopting best practice to improve soil fertility and optimise fertiliser use leading to reduced GHG emissions and enhanced carbon sequestration in soil/ biomass

Q2 2020 measure: Engage with individuals and groups to explore establishment of exemplar “sign-post” networks and communities within the agricultural sector to be leaders in adopting best practice to improve soil fertility leading to reduced N₂O emissions and enhanced carbon sequestration in soil/ biomass

Responsible body: Teagasc

Status: Complete

Update: The signpost farms network has been developed and presented to industry partners. The programme has received broad support across the industry and the funding requirements are currently being finalised. The signpost farms will demonstrate the practical implementation of the range of MACC measures for reducing methane, N₂O emissions and increasing carbon sequestration.

The signpost advisory programme is being planned as a major organisational campaign (similar to the grass10 programme) to leverage the signpost farms in mainstreaming sustainability messaging into the Teagasc advisory service and into the broader Agricultural Knowledge and Innovation Systems. Sanction is currently being sought for a Programme Manager Position for the Signpost Farms Programme.

Since March Teagasc has partnered with National Rural Network, Skillsnet and Dairy Sustainability Ireland in delivering the [Signpost Series](#). This is providing weekly updates to agri-professionals in relation to understanding policy and mitigation actions for gaseous emissions. To date 10 webinars have been held and the focus is being broadened to include water quality and biodiversity issues. It is now planned to continue the series to the end of the year.

Same sign post farms for actions 111 and 112. Optimising Soil fertility is an important action across all sign post farms. This action will be realised by implementing a sustainable fertiliser programme to address any soil fertility issues and will also optimise the use of protected urea and manure/slurry on the sign post farms.

Action 117 National Bioeconomy Implementation Group to examine sectoral coherence, network and awareness raising, research and innovation and the circular bioeconomy potential of harnessing the value from side-streams from both agriculture and forestry

Q2 2020 measure: Identify additional opportunities for inclusion of wood based products and derivatives in the Bioeconomy

Responsible body: DAFM

Status: Complete

Update: In order to specifically identify additional opportunities for inclusion of wood-based products and derivatives in the [bio-economy](#), final evaluations of DAFM's 2019 Call took place in Q2 2020 and will now move to the award stage. Proposals identified in this Call will centre on the development of a research ecosystem that will:

- 1) Launch higher value wood and wood-derived products into the market.
 - 2) Generate innovation and unique wood materials/biochemicals that can be exploited.
 - 3) Develop a highly trained work force that can enter the Irish workforce and foster the uptake of those emerging technologies.
 - 4) Sponsor an industry that contributes to Ireland's sustainability targets.
- Projects awarded funding under this research Call will begin in Q3 2020.

Promoting Diversification of Land Use, Part of Gradual Transition

Action 118 Work with industry stakeholders to increase the use of low carbon materials, taking into account international best practice

Q2 2020 measure: Support and include stronger emphasis on the use of timber in public procurement and consider a “think wood first” policy in green procurement where practical

Responsible body: DAFM

Status: Complete

Update: Green public procurement is the responsibility of a number of different collaborating bodies which includes the Department of Communications, Climate Action and Environment, Office of Public Works, Environmental Protection Agency and other Government Departments and agencies.

DAFM is currently inputting to work by the Office of Public Works (OPW) to draft guidelines for “Green Public Procurement for Construction” which will support existing guidelines and provide further information on green choices. Publication is expected in Q1/2021. These guidelines will include specific details on the use of wood, including life cycle analysis, to assist public bodies in making green sustainable choices. DAFM in collaboration with forest stakeholders will explore further initiatives to increase the use of wood across a number of sectors in the economy following the publication of guidelines by OPW in 2021.

DAFM continues to support existing and proposed guidelines by ensuring that the required regulatory framework is in place to ensure wood entering the procurement process comes from legal sources. DAFM is the competent authority for the [EU Timber regulation](#) (EUTR) and [the EU Forest Law Enforcement Governance and Trade \(FLEGT\) action plan](#) which supports the promotion of trade in legally sourced timber. These regulations help to reduce deforestation and also support voluntary certification schemes such as the [Forest Stewardship Council](#) (FSC) and the [Programme for the Endorsement of Forest Certification](#) (PEFC).

DAFM has also agreed to support this year the planned [Wood Awards Ireland](#) competition in Q3/Q4 2020 aimed at architects, engineers, designers who will enter projects where wood is the inherent element. This is a collaborative project by the Wood Marketing Federation with the Royal Institute of Architects of Ireland and other organisations which value wood as a creative and functional design material. It will be the third competition and will feature awards in:

1. Large-scale buildings
2. Small-scale residential buildings
3. Restoration and conservation
4. Furniture – bespoke and production
5. Innovation
6. Wood local – include localised, home grown wood (processing and manufacture)
7. Emerging practices/makers
8. Best International project
9. Third level student wood awards (architecture, engineering, design and research).

DAFM in collaboration with forest stakeholders will explore further initiatives to increase the use of wood across a number of sectors in the economy following the publication of guidelines by OPW in 2021.

Action 118	Work with industry stakeholders to increase the use of low carbon materials, taking into account international best practice
Q2 2020 measure: Examine life cycle analysis and embedded energy in buildings to compare the use of sustainable materials	
Responsible body: SEAI	
Status: Delayed	
Update: SEAI intend to examine this issue through its participation in the European Commission’s SETPlan (Strategic Energy Technology Plan) initiative and also via funding Research Projects and/or specialist consultancy work in the area.	

Action 119	Increase productivity and resilience of the national forest estate and tree species to improve adaptation to climate change to deliver cumulative additional sequestration potential
Q2 2020 measure: Develop and implement national tree gene conservation strategy to ensure the dynamic conservation of key tree species	
Responsible body: DAFM	
Status: Delayed	
<p>Update: The COFORD Council Forest Genetic Resources Working Group has made significant progress on the development of a national forest genetic resources strategy for Ireland within the last 18 months and builds on previous strategies. The work done to date has resulted in the publishing of a COFORD Connect Series in June 2020 titled “Breeding for tolerance to Ash Dieback Disease” which sets out a number of key recommendations to address the devastating impacts of this disease on Ireland’s ash woodlands.</p> <p>A draft strategy has been completed in Q2 -2020 and is currently being finalised. In addition DAFM is providing funding for a new project called GENENET. This project provides funding from DAFM to the National Botanic Gardens and Dublin City University for a period of 2 years. The project is titled, “Reviewing and updating the network of gene conservation units for target native forest species in Ireland”. Ireland currently has 17 conservation units listed on the EUFGIS database which includes populations of oak, birch, mountain ash, alder, ash, aspen and Scots pine. The project will further characterise these 17 sites and add additional sites to the EU network. DAFM have awarded funding of €249,378 to this project.</p>	

Action 122 Improve the accuracy of carbon accounting and existing yield models to optimise carbon sequestration benefits, and investigate the effect of different forest management scenarios on carbon within the context of carbon accounting
Q2 2020 measure: Set up roundwood forecast group to generate updated forecast to model future timber flows
Responsible body: DAFM
Status: Complete
<p>Update: The COFORD Roundwood Forecasting and Wood Mobilisation Group was established in Q3 – 2019 and is currently working on the updating of the round wood forecast to 2040. The existing forecast projects the potential available roundwood production to the year 2035 on the Island of Ireland.</p> <p>DAFM awarded specific tendered work packages to complete the timber forecast to a consortium of consultants which include Silvalytics, Tree metrics and the Icon Group in Q2/2020 which will examine and model the projected potential of the forest estate to supply biomass out to 2040. This work will involve the use of remote sensing, forest stakeholder surveys and analysis of existing spatial and attribute datasets. The forecast will take into account site and other constraints that may impact on production and make adjustments to determine a net realisable forecast. Coillte and the Northern Ireland Forest Service are currently carrying out detailed analysis of their public forests and results will feed in the national forest forecast for the Island of Ireland. Accurate forecasts using the best available information is essential for the sustainable development of the forest sector in Ireland.</p> <p>The project is on schedule and the first draft of the forecast will be available in Q4/2020.</p>

Cost-effective Energy Substitutes

Action 128 Support the use of biomass to increase the level of renewable energy in the heat sector

Q2 2020 measure: Recognise potential interruptions to supply over time

Responsible body: DAFM

Status: Complete

Update: This action is linked to Action 122. DAFM is currently working on assessing the supply demand for biomass in conjunction with work taking place on updating the timber forecast to 2040. The forecast work identified in Action 122 identifies supply disruptions mainly resulting in different harvesting levels which fluctuate over time due to the differences in age class distribution e.g. the amount of new forests created each year is not the same in all years. The forecast work generated identifies forecasted changes in harvesting volumes each year. In the public forest estate adjustments are made to reduce the fluctuations in forecasted supply by reducing or increasing the harvest levels to ensure a constant supply.

Recent developments such as the launch of the Support Scheme for Renewable Heat (SSRH) and sustainability criteria outlined in the recast of the [Renewable Energy Directive](#) (RED II) have the potential to increase demand for sustainable wood biomass.

DAFM continue to licence and fund the construction of forest roads to ensure biomass is mobilised to a number of markets which include sawmills, panel board mills and energy sectors. Funding for forest roads in 2020 has seen the construction of over 33 km of roads to date this year with grant aid totalling €1.37 million. Total forest roads constructed in 2020 is up by 33% compared to this time last year.

It also worth noting that the Forestry (Amendment) (No. 2) Regulations (S.I. No. 39 of 2020) were [changed](#) on 7th February 2020 and provide for DAFM to act as the single consent authority for applications for forest road works licences, where the forest road provides access to a public road (other than a national road) or there is material widening of an existing entrance. Forest road projects that provide access to a national road still require planning permission from the relevant Roads Authority. This change in legislation has streamlined the process and results in part to increase road construction in 2020.

Action 130	Set a target for the level of energy to be supplied by indigenous biomethane injection in 2030, taking account of the domestic supplies of sustainable feedstock and consider how the supports necessary to reach such a target would be funded
Q2 2020 measure: Complete a review of options for the disposal of poultry litter	
Responsible body: DAFM	
Status: Complete	
<p>Update: The review of the options for the disposal of poultry litter has been completed. The review is structured as follows :</p> <ol style="list-style-type: none"> 1. The current situation – tonnes produced and where it goes currently 2. The imports from NI 3. Where the poultry industry is going and by default how that affects litter produced 4. Options for disposal other than land spread with rough costs and pros and cons for e.g. <ol style="list-style-type: none"> a. Brooke’s gasification b. Biogas c. Compost d. Incineration e. Combustion (fluidised bed) 5. Conclusions/ recommendations. <p>The facts and figures are being collated and information drawn from a number of different sources across the Department and from Industry.</p>	

Better Management of Peatlands and Soils

Action 131	Assess and implement mitigation options on rewetted organic soils
Q2 2020 measure: Assess the options for land use management of re-wetted organic soils.	
Responsible body: DCCA	
Status: Complete	
<p>Update: An assessment matrix has been prepared with the support of key stakeholders, namely the Department of Agriculture, Food and the Marine, Teagasc, Bord na Móna, the Environmental Protection Agency (EPA) and the National Parks and Wildlife Service (NPWS).</p>	

Action 133	Assess and implement mitigation options on post-production, peat extraction sites
Q2 2020 measure: Establish a focused research and development programme to ensure robust National Inventory Systems are in place to report and account LULUCF emissions and removals	
Responsible body: EPA	
Status: Complete	
Update: Pilot study for a spatial land-use mapping project completed in Q4 2019. Resources secured and tender issued in Q2 2020 for a spatial analyst to complete the main phase of the project.	

Waste and the Circular Economy

Action 135	Lead the transformation from waste management to circular economy practice through delivery of a new national policy
Q2 2020 measure: Development and publication of Circular Economy Action Plan	
Responsible body: DCCAЕ	
Status: Delayed	
Update: An initial draft has been prepared and engagement with the new Minister and his team over the coming weeks will determine prioritisation of measures within the context of the new Programme for Government.	

Action 136	Revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets
Q2 2020 measure: Prepare and publish transposition legislation instruments for following waste streams: Waste	
Responsible body: DCCAЕ	
Status: Delayed	
Update: Public consultation on Circular Economy Legislative Package (CELP) concluded on 21 February 2020. Legislative drafting is substantially completed and, subject to transfer of Ministerial functions, transposition is expected to be completed in July 2020.	

Action 136	Revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets
Q2 2020 measure: Prepare and publish transposition legislation instruments for following waste streams: Packaging	
Responsible body: DCCAE	
Status: Delayed	
Update: Public consultation on CELP concluded on 21 February 2020. Legislative drafting is substantially completed and, subject to transfer of Ministerial functions, transposition is expected to be completed in July 2020.	

Action 136	Revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets
Q2 2020 measure: Prepare and publish transposition legislation instruments for following waste streams: WEEE & Batteries	
Responsible body: DCCAE	
Status: Delayed	
Update: Public consultation on CELP concluded on 21 February 2020. Legislative drafting is substantially completed and, subject to transfer of Ministerial functions, transposition is expected to be completed in July 2020.	

Action 136	Revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets
Q2 2020 measure: Prepare and publish transposition legislation instruments for following waste streams: Landfill	
Responsible body: DCCAE	
Status: Delayed	
Update: Public consultation on CELP concluded on 21 February 2020. Legislative drafting is substantially completed and, subject to transfer of Ministerial functions, transposition is expected to be completed in July 2020.	

Action 136	Revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets
Q2 2020 measure: Prepare and publish transposition legislation instruments for following waste streams: End of Life Vehicles	
Responsible body: DCCAE	
Status: Delayed	
Update: Public consultation on CELP concluded on 21 February 2020. Legislative drafting is substantially completed and, subject to transfer of Ministerial functions, transposition is expected to be completed in July 2020.	

Action 140	Maintain Government leadership in taking responsibility for own resource consumption, particularly single use plastics, energy, waste and water
Q2 2020 measure: Extend Green Government Initiative	
Responsible body: DCCAE	
Status: Complete	
Update: An extended Green Government initiative has been agreed with the EPA under the National Waste Prevention Programme taking account of current Covid-19 protocols that require significant workplace displacement out of office to home.	
The revised initiative includes enhanced and further roll out of Resource Efficiency Action Planning (in design); Green Public Procurement online training (start 1 July); updated green public procurement criteria for public procurers (contracted February 2020 for delivery Sept 2020) plus workplace education and awareness of food waste prevention.	

Action 142	Regulate and incentivise producers of waste, particularly packaging, to ensure the prevention of waste and the use of recycled materials in packaging products
Q2 2020 measure: New Packaging Waste Directive transposition	
Responsible body: DCCAE	
Status: Delayed	
Update: A new national waste policy for the years 2020-2025 will be published in September 2020. The policy, entitled 'A Waste Action Plan for a Circular Economy' will outline a range of initiatives in the areas of plastic packaging and single use plastics.	

Public Sector Leading by Example

Action 145	Develop a strategy to achieve at least a 30% reduction in CO₂eq. emissions by 2030 and a 50% improvement in public sector energy efficiency
Q2 2020 measure: Prepare report on optimal sectoral approach, having regard to capacity and cost effectiveness	
Responsible body: SEAI	
Status: Delayed	
Update: DPER, DCCAIE and SEAI are working together with external consultants to deliver a report on the implementation of a comprehensive building upgrade programme for Public Sector buildings in Ireland. This is expected to be completed by the end of 2020.	

Action 146	Strengthen incentives and supports to enable managers and Energy Performance Officers to deliver on targets for 2020 and new 2030 targets
Q2 2020 measure: Require public sector bodies to comply with requirements for Display Energy Certificates including getting SEAI to establish an online register of DECs so compliance can be assessed	
Responsible body: SEAI	
Status: Delayed	
Update: The work carried out for the study referenced in 145c is likely to provide a level of baseline data that could be used for this online register. Consideration is also being given to inclusion of the gathering of this data as part of the upcoming development of the monitoring and reporting system.	

Action 149	Enable the deployment of electric vehicles in public sector fleets
Q2 2020 measure: Introduce a new public procurement framework contract for EVs which would allow public bodies to purchase EVs with reduced administrative burden	
Responsible body: OGP	
Status: Delayed	
Update: The OGP have established two Dynamic Purchasing Systems (DPS) for the Supply of Vans and Minibuses and also for the Supply of Passenger Cars to the Public Sector. As part of these two DPS's, DPER are now finalising the direct drawdown arrangements for battery electrical vehicle (BEV's) specifications for both Passenger Cars and Vans in conjunction with DCCAIE, DTTAS and SEAI. The OGP are planning to have these arrangements in place for the second half of 2020, with electric vans available in October, followed by electric cars in November. However, with the current Covid 19 situation vehicle production worldwide has been impacted which may also delay project delivery estimates.	

Action 150	Support the development of Local Authority climate action leadership and capacities
Q2 2020 measure: Establish pilot project in a number of LAs to engage with local communities and roll out and animate climate change initiatives	
Responsible body: CCMA	
Status: Delayed	
<p>Update: Pilot Climate Action Community workshops - Lets Talk Climate Action in Dublin City Council (October and Nov 2019) and South Dublin City Council (Feb /March – stopped due to COVID) areas.</p> <p>Community Awareness/Training programme developed in a LEADER company in Mayo that was to be run out through the other LAs in the region with the support of local companies - COVID restrictions has prevented this.</p> <p>Mayo/CARO also ran Climate-Fest last September in conjunction with the Castlebar Eco-Congregation and the Sisters of Mercy. Running similar events in other counties under consideration.</p>	

Action 151	Implement an enhanced approach to energy performance and renewable energy capability in school buildings
Q2 2020 measure: Develop a renewables plan for the third level education sector to promote the installation of renewables and campus district heating systems from 2020	
Responsible body: DES	
Status: Delayed	
<p>Update: Delayed due to impact of Covid 19 on key data collection phase. Currently programmed for delivery during Q3 2020.</p>	

Action 153	Introduce civil service mileage rates for electric vehicles reflecting the cost incurred by drivers using their own vehicles for work
Q2 2020 measure: As per action	
Responsible body: DPER	
Status: Delayed	
<p>Update: It is noted that there is still limited EV penetration in the Irish market. Work is ongoing on the introduction of a dedicated civil service mileage rate for EVs. DPER will keep this matter under review in the context of Government objectives on decarbonisation</p>	

Citizen Engagement, Community Leadership and Just Transition

Action 167 Expand the SEAI Sustainable Energy Communities Programme from 256 members to 500 by 2025, and 1,500 by 2033

Q2 2020 measure: Develop a proposal to establish community investment portal to streamline application process for public funding

Responsible body: SEAI

Status: Complete

Update: A proposal to develop a new digital platform to underpin communities grants has been received by the Department from SEAI.

Action 168 Provide improved training and support initiatives for community and voluntary stakeholders to support community, local and national low-carbon development, incorporating community outreach elements

Q2 2020 measure: Pilot and develop models of good practice on climate change adaptation and mitigation at a community level

Responsible body: DRCD

Status: Delayed

Update: Due to Covid-19 social restrictions, the meeting date of the Cross Sectoral Group scheduled for the 25th June will now take place remotely on the 10th July. The meeting will discuss the work plan of the group which will include Climate Change actions among others.

The LCDC annual event, and the proposed civic-forum type event, where DRCD could have included climate action information or outreach sessions, now unlikely to proceed this year.

A number of actions have been progressed that will contribute to this action:

1. DRCD and DCCAIE made presentations at a series of webinars organised by the Irish Environmental Network regarding the SDGs during the week of 25th May 2020.
2. DRCD met with DHPLG on the 15th June to discuss the guidelines for the new Local Economic and Community Plan cycle. Climate Action and SDGs will form part of these guidelines. A working group is to be established to progress this.
3. DRCD are planning a full skills analysis as part of the implementation of the C&V Strategy. A meeting of this sub-group scheduled to take place on the 26th June will now take place shortly after the CSG meeting scheduled for the 10th July date to be finalised at that meeting.

Action 173	Review ways to improve how current energy poverty schemes target those most in need
Q2 2020 measure: Identify means of increasing efficiencies, reducing costs and increasing capacity and skills in delivery of current energy poverty schemes	
Responsible body: DCCAE	
Status: Complete	
Update: The Retrofit Taskforce has identified aggregation of retrofit projects as a method of increasing efficiency, reducing costs and increasing capacity across all retrofit delivery, including energy poverty schemes. The Taskforce Report is scheduled to be published in October 2020.	

Appendix 1 – Overall delivery rates to date: Climate Action Plan 2019

Delivery Table for Q2/ Q3 2019

	Measures Completed/ On Schedule in the Quarter	Measures still delayed	Delivery Rate
Ongoing	53/53	0	100%
Q2/Q3 2019	96/123	27	78%
Total Climate Action Plan Delivery to date	149/176	27	85%¹

Delivery Table for Q4 2019

	Measures Completed/ On Schedule in Quarter	Measures Subsequently Delivered	Total Measures Delivered to date	Measures still delayed	Delivery Rate
Q2/Q3 2019	96/123	23/27	119/123	4	97%
Q4 2019	113/157	N/A	113/157	44	72%
Total Climate Action Plan Delivery to date	209/280	23/27	232/280	48	83%

¹ In the published Q2/Q3 progress report, the total delivery rate was derived by combining the ongoing measures with those due for delivery in the quarters. In order to maximise transparency in subsequent quarters, progress in relation to ongoing measures is now reported separately.

Delivery Table for Q1 2020

	Measures Completed/ On Schedule in Quarter	Measure Subsequently Delivered	Total Measures Delivered to date	Measures still delayed	Delivery Rate
Q2/Q3 2019	96/123	24/27	120/123	3	98% ²
Q4 2019	113/157	15/44	128/157	29	82% ³
Q1 2020	18/41	N/A	18/41	23	44%
Total Climate Action Plan Delivery to date	227/321	39/71	266/321	55	83%

Delivery Table for Q2 2020

	Measures Completed/ On Schedule in Quarter	Measure Subsequently Delivered	Total Measures Delivered to date	Measures still delayed	Delivery Rate
Q2/Q3 2019	96/123	25/27	121/123	2	98%
Q4 2019	113/157	17/44	130/157	27	83%
Q1 2020	18/41	3/23	21/41	20	51% ⁴
Q2 2020	34/74	N/A	34/74	40	46%
Total Climate Action Plan Delivery to date	261/395	45/94	306/395	89	77%

² The published progress report for Q2/Q3 reported a delivery rate of 85%. The higher rate is now reported as this update reflects measures that were subsequently delivered since the end of the quarter. In addition, to maximise transparency, progress in relation to ongoing measures is now reported separately.

³ Similarly, the published progress report for Q4 2019 reported an original delivery rate of 72%.

⁴ The published progress report for Q1 2020 reported an original delivery rate of 44%.