



Irish Sovereign Green Bond

Allocation Report 2025



Rialtas na hÉireann
Government of Ireland

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The top front cover photograph shows the new waste water treatment plant in Arklow, county Wicklow which has eliminated the discharge of raw sewage into the Avoca river. More information is in the case study on pages 44 to 49 of this Report.

Introduction

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

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

Ireland has two ISGBs outstanding: 1.35% Treasury Bond 2031 (€7,148.1 million outstanding end-May 2026) and 3.0% Treasury Bond 2043 (€6,517.2 million outstanding end-June 2026)

In total this Report details €2,307.8 million of allocations to eligible green projects. These proceeds were raised in two transactions, both in the 3.0% Treasury Bond 2043. In September 2025 €500 million nominal was sold via auction at a price of €94.30. An additional €2,000 million nominal was sold by syndicated tap in May 2026 at a price of €91.814.

The ISGB Working Group has decided to allocate these proceeds to 2025 eligible green projects. This represents approximately 59% of climate and environmental related expenditure during the year.

Table 1: Proceeds raised and allocations timeline

Year	2017/18	2019	2020	2021	2022	2023	2024	2025	2026* (see Note 5)
Opening proceeds Starting balance	Nil	1,034,361,382	1,317,704,382	197,572,652	Nil	Nil	Nil	Nil	Nil
Proceeds from sales of ISGBs	2,983,410,000	2,252,380,000	1,268,980,270	838,844,500	Nil	3,444,140,000	804,566,910	471,500,000	1,836,280,000
Total proceeds for allocation (3)	2,983,410,000	3,286,741,382	2,586,684,652	1,036,417,152	Nil	3,444,140,000	283,590,000	471,500,000	Nil
Allocations to eligible green projects	1,949,048,618	1,969,037,000	2,389,112,000	2,501,421,019 (See note 1)	1,979,136,133 (See note 2)	520,976,910 (See note 3)	283,590,000	2,307,780,000 (see note 4)	Nil
Unallocated proceeds endyear balance	1,034,361,382	1,317,704,382	197,572,652	Nil	Nil	Nil	Nil	Nil	Nil
Nominal ISGB debt outstanding at year-end	3,000,000,000	5,000,000,000	6,100,590,000	6,848,090,000	6,848,090,000	10,348,090,000	11,165,240,000	11,665,240,000	13,665,240,000

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

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

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

Note 4 - €1,836,280,000 from proceeds in 2026 was retrospectively allocated to 2025

Note 5 - 2026 figures are to end-June 2026

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

Acknowledgements

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

Those Government departments and State bodies are as follows:

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

Green Budgeting

Overview

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

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

DPER has tracked and reported on climate-favourable expenditure each year since 2018 which has facilitated the reporting of the allocations from Ireland's Sovereign Green Bonds. The framework used for this exercise is discussed in the staff paper *An Introduction to the Implementation of Green Budgeting in Ireland*, with the latest staff publication in this series, [Climate and Environmental Expenditure in REV 2026](#), published in January 2026.

Green Budgeting Reforms

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

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

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

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

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

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

Criteria for Assessment

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

1. **Climate change mitigation** – the process of holding the increase in the global average temperature to well below 2 °C and pursuing efforts to limit it to 1.5 °C above pre-industrial levels, through human intervention to reduce the source or enhance the sinks of greenhouse gases.
2. **Climate change adaptation** – preparation for and adjustment to both the current effects of climate change the predicted impacts in the future.
3. **Protection of Water and Marine Resources** – achieving good environmental status of bodies of water, including bodies of surface water, groundwater, and marine water, or preventing the deterioration of bodies of water that already have good environmental status.
4. **Transition to a Circular Economy and Waste Management** - maintaining the value of products, materials and other resources in the economy for as long as possible, enhancing their efficient use in production and consumption, thereby reducing the environmental impact of their use, minimising waste and the release of hazardous substances at all stages of their life cycle.

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

5. **Pollution Prevention and Control** – prevention and control of the direct or indirect introduction of pollutants into air, water or land as a result of human activity.
6. **Protection and Restoration of Biodiversity and Ecosystems** – protection and support for the variability between and among living organisms arising from all sources including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part.

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

Revised Estimates Volumes for Public Services (REV) 2026 Overall Results – Favourable & Unfavourable Expenditure

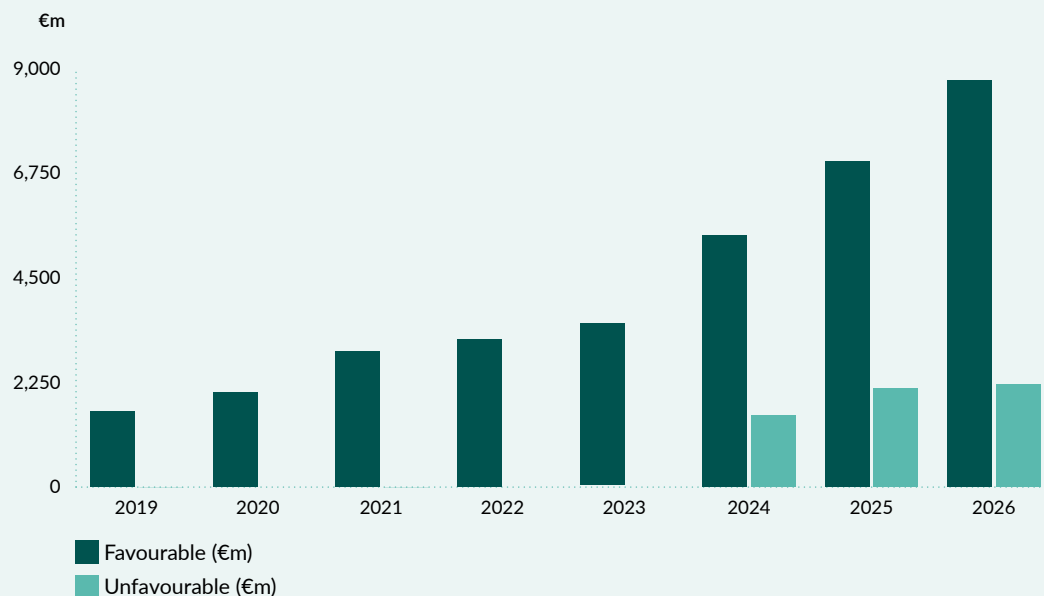
On the basis of assessment undertaken at REV2026, it was considered that c. €8.7billion of Voted expenditure allocated for 2026 will have a probable favourable impact on climate and environmental criteria. This includes expenditure items which will have an impact in varying degrees across the range of criteria. These include activities targeting emissions reductions through residential, public, and community retrofitting and public transport investment, furthering adaptation and resilience through flood risk management and other programmes, funding for State agencies implementing climate and environmental policies, programmes aimed at protection of the environment and the enhancement of biodiversity and ecosystems, more sustainable agriculture practices, agri-environmental schemes, and a range of programmes in relation to waste management and water quality.

It was also considered that some €2.2billion of expenditure allocated in REV 2026 will have a probable unfavourable impact on the criteria chosen for assessment. This includes expenditure items which are considered fossil fuel subsidies or other potentially harmful supports, involve emissions-intensive activities in transport, agriculture and industry, or involve the provision of funding which enables those activities, and those which involve infrastructure and construction projects which likely resulting in net unfavourable impacts on the criteria assessed.

The below table demonstrates the breakdown between favourable and unfavourable expenditure since 2019.

Figure 1 - Break Down of Expenditure between Assessed Criteria.

The value of this exercise is not in making a determination of the relative climate or environmental

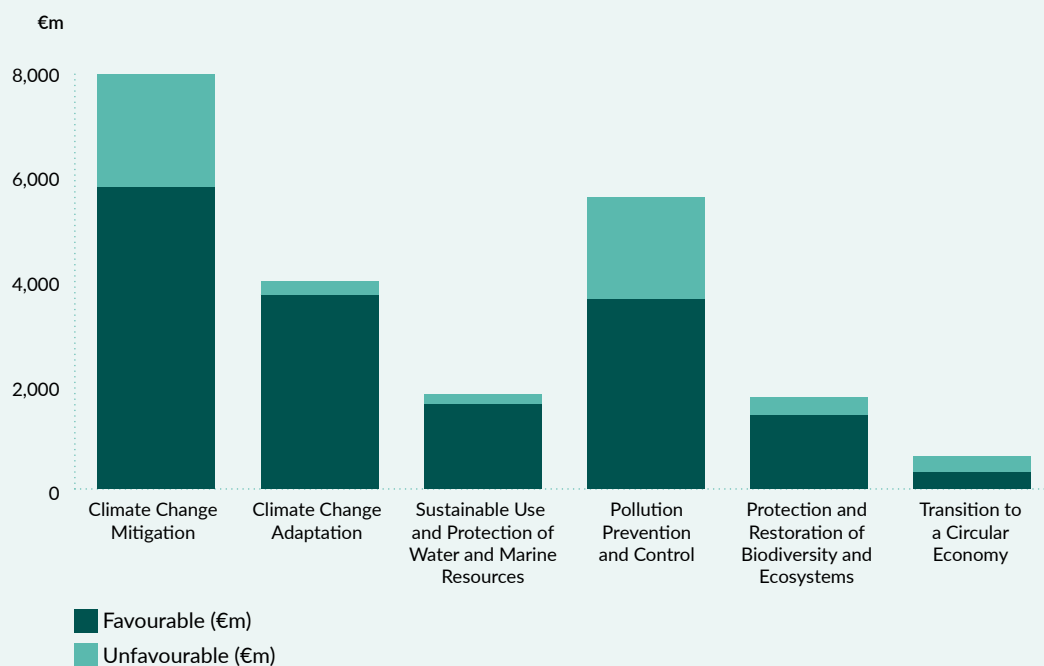


friendliness of individual measures for its own purposes, but rather in encouraging Government Departments to consider the climate and environmental impacts of their spending plans in the policy development phase, taking steps to ensure negative impacts are minimised to the greatest extent possible, and ensuring that measures intended to have positive impacts are as effective in doing so as they can be.

The year-on year increases highlight both growth in the quantum of relevant expenditure by the Irish State and improvements in scope and methodology that allow for more granular and more detailed consideration of individual spending programmes.

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

Figure 2 - Break Down of Expenditure between Assessed Criteria.



This exercise aims to provide additional detail to inform the cost effectiveness and value-for-money impact of Government expenditure. Green budgeting is a process of iterative development for DPER, based on the best available information, and is subject to ongoing review. Identifying relevant, reliable and consistent approaches for undertaking such assessments and ensuring this information appropriately informs the policy-making and budgetary processes is a key challenge for administrations globally, and DPER expects to continually refine its approaches.

Looking Forward

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

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

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

Governance and Project Selection

As set out in the ISGB Framework, the ISGB Working Group oversees the reporting on the allocation of proceeds to eligible green projects. It is comprised of representatives from the:

- Department of Finance
- Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation
- Department of Housing, Local Government and Heritage
- Department of Transport
- Department of Agriculture, Food and the Marine
- Department of Climate, Energy and the Environment
- Office of Public Works (OPW)
- National Treasury Management Agency

The Working Group consulted with other Government departments and State bodies in carrying out its remit. This includes the identification of eligible green projects which are evaluated and selected for allocation under the ISGB Framework based on the use of proceeds criteria. These projects are, where relevant, in line with those identified in the Revised Estimates for Public Expenditure – see this [link](#) for more details.

The objective is to allocate proceeds from the sale of ISGBs to eligible green projects which:

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

This Report outlines how the allocations were made in 2025 across the six eligible green categories set out in the ISGB Framework:

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

Sustainability risks associated with financed projects are assessed and monitored through a combination of Ireland's Green Budgeting framework, ex-ante appraisal processes, environmental assessment requirements (where applicable), ex-post evaluation mechanisms, Climate Action governance arrangements and associated regulatory oversight. These processes are supported by national legislation, including the Climate Action and Low Carbon Development Act, and apply across the eligible expenditure categories financed under the programme.

This Report is based on the projects/programmes deemed eligible through the regular selection and evaluation process. It includes all eligible programmes which received ISGB allocations during the year ended 31 December 2025. No projects or programmes were removed during the reporting period.

Compliance Review

ISS Corporate Solutions report review is an external review of the Allocation and Impact Reports against the commitments set forth in the Framework. As such, it does not represent a financial audit, assurance engagement, independent verification of the allocation of proceeds or the underlying expenditure data.

Based on the procedures performed, nothing has come to ISS' attention to indicate that Ireland has not followed the core principles and key recommendations of the Harmonised Framework for Impact Reporting, ICMA, June 2024. Ireland reported within the fiscal year following issuance and yearly thereafter, disclosed the expected environmental impacts of financed projects, its approach to sustainability risk management, and the currency used for reporting. The ISS-Corporate Report is available at this [link](#)

Allocation Table and Analysis for the year ended 2025

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

- **Eligible Green Categories:** Projects/Programmes/Schemes aligned with the six eligible green categories as set out in the ISGB Framework.
- **Notes:** Each Project/Programme/Scheme has an explanatory note.
- **Project/Programme/Scheme:** These have been identified by the ISGB Working Group.
- **2025 Expenditure:** The expenditure numbers for 2025 used in this Report are based on a provisional outturn principally provided by the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation in its databank and will be subject to finalization later in 2026 in the 2025 Appropriation Accounts.
- **Allocation from ISGB Proceeds:** The amount allocated to each Project/Programme / Scheme is shown and is sub-totalled by eligible green category.

The total allocation of proceeds to 2025 is **€2,307.8** million which is a full allocation of the proceeds raised in an auction of ISGBs in September 2025 and a syndicated tap in May 2026. The management of proceeds is aligned with the process as set out in the ISGB Framework.

Allocation Table for 2025

Table 3: Allocation Table

Eligible Green Category and Programmes	Note	Eligible Green Expenditure € '000s	ISGB Proceeds Allocation € '000s
Built Environment / Energy Efficiency			
Non-Residential Energy Efficiency Programmes	1	10,395.0	6,177.7
SEAI Admin and General Expenses	2	31,495.0	18,717.3
Energy Efficiency - Retrofitting	3	89,996.0	53,484.0
Estate Regeneration & Social Housing Improvement	4	10,700.0	6,358.9
Category total		142,586.0	84,737.9
Clean Transportation			
Public transport Investment	5	1,142,846.0	679,185.6
Public Service Provision Payments	6	846,000.0	502,772.0
Active Travel Infrastructure	7	302,150.0	179,565.7
Greenways	8	52,200.0	31,022.1
EV Grants and Infrastructure (formerly Carbon Reduction)	9	105,700.0	62,816.8
Low Emission Vehicle incentivisation	10	44,400.0	26,386.6
Category total		2,493,296.0	1,481,748.8
Climate Change Adaptation			
Flood Risk Management (OPW)	11	104,445.0	62,070.9
Climate Initiatives	12	1,218.0	723.8
Category total		105,663.0	62,794.8
Environmentally Sustainable Management of Living Natural Resources and Land Use			
Forestry and Bio-energy	13	73,285.0	43,552.8
Environmental Protection Agency - Administrative expenses	14	48,544.0	28,849.4
National Heritage (National Parks and Wildlife Service)	15	65,500.0	38,926.2
Waste Management Programmes	16	12,600.0	7,488.1
International Climate Change Commitments	17	27,750.0	16,491.6
Environmental and Climate Research	18	17,100.0	10,162.4
Peatlands Restoration and Management	19	5,000.0	2,971.5
Category total		249,779.0	148,442.0
Renewable Energy			
Energy Research Programmes	20	21,876.0	13,000.8
Category total		21,876.0	13,000.8
Sustainable Water and Wastewater Management			
Uisce Éireann (Domestic Services)	21	809,000.0	480,783.2
Rural Water Programme	22	61,035.0	36,272.7
Category total		870,035.0	517,055.8
Grand Total		3,883,235.00	2,307,780.00

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

Notes to the 2025 Allocation Table

1 Non-Residential Energy Efficiency Programmes

Energy savings supported through advisory services and capital funding in the commercial and public sectors (GWh per annum) achieving the 2025 output target of 540 GWh against the target of 485GWh.

Public sector

The [Public Sector Partnership Programme](#) delivered 80Gwh in 2025. This programme is based around engagement with public bodies. This includes training; advice on operational actions public bodies can take to reduce day-to-day energy consumption and the administration of a system for monitoring and reporting of energy data in the public sector. The M&R system is required for Ireland's reporting on targets for the sector and has been expanded to encompass carbon emissions and other obligations on public bodies.

Business

In 2025, the [Excellence in Energy Efficient Design \(EXEED\)](#) scheme completed 40 projects with an estimated saving of 7.1 ktCO₂ and equating to €4.4m support provided. There were 1,550 [Support Scheme for Energy Audits \(SSEA\)](#) vouchers redeemed, this equates to €4m support provided to businesses. [The Energy Academy](#) has 35 modules available with over 12,700 active members and issued over 1400 certificates in 2025. [The Large Industry Energy Network \(LIEN\)](#) accounted for approx. 386GWh was saved across the network in 2025. Market Surveillance Authority (MSA) for energy labelling, tyre labelling & ecodesign had a target of 350 retailer and product compliance audits (stores, web, testing) and achieved 357. The MSA carried out 65 Online energy labelling audits against a target of 55. Some of the business/commercial schemes were partially funded by EEOS, CAF and MCF in 2025.

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

This funding enables SEAI's commitment to advancing the Government's energy agenda.

By maintaining and enhancing SEAI's capacity, the organisation remains well-positioned to drive sustainable energy solutions across Ireland.

The 2025 allocation funded the following critical areas:

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

SEAI received an allocation to fund an increase in staff to 265 whole-time equivalents. This strategic move aims to bolster SEAI's workforce, enabling them to tackle energy challenges effectively.

In summary, funding not only fortifies SEAI's operational capabilities but also underscores its pivotal role in shaping Ireland's sustainable energy landscape. By aligning with the Government's priorities, SEAI continues to drive positive change and contribute to a greener, more resilient future.

3. Energy Efficiency - Retrofitting

In response to the Programme for Government commitment, a newly revised ten year Energy Efficiency Retrofit Programme was launched in 2021 to retrofit 36,500 local authority homes by 2030.

This new programme set a minimum Building Energy Rating (BER) performance requirement of B2. The upscaling of the works included in the programme sees a substantial overall increase in funding being made available for attic and wall insulation, windows and doors and heating upgrades, specifically the installation of a heat pump and associated works.

In 2025, total expenditure reported under the Energy Efficiency subhead was €90m, which allowed 2,673 properties to reach a minimum BER rating of B2. This represents an outturn of 99.99% of funding recouped. The target for 2025 of 2,500 units has been exceeded by close to 200 additional units.

4. Estate Regeneration & Refurbishment

Limerick Regeneration Thermal Upgrade Programme

Implemented under the Limerick Regeneration Framework Implementation Plan includes works to 1,529 houses, both existing social and private homes. A rolling programme of thermal upgrades and environmental improvements to existing homes is underway with the main aim to achieve a C1 rating for minor upgrade works and a B2 rating (or cost optimal equivalent) for works classified as major renovations. 1,255 houses have been upgraded with 157 currently on site and 117 in preparation (e.g. awaiting contractor mobilisation, tender publication, etc.). The bulk of the houses were built between the 1930s and early 1980s. These property improvements have a real impact on the comfort levels of residents, while also improving the physical environment and appearance of the areas. In 2025, €3.5m expenditure was recouped by the local authority in respect of the Programme.

The Sligo Thermal Upgrade Programme

This includes works to 358 houses, both existing social and private homes. A rolling programme of thermal upgrades and environmental improvements to existing homes has just completed. The main aim was to achieve a C1 rating for minor upgrade works and a B2 or higher rating for works classified as major renovations. 332 houses have been upgraded. These property improvements have a real impact on the comfort levels of residents, while also improving the physical environment and appearance of the areas. In 2025, €7.2m expenditure was recouped by the local authority in respect of the Programme.

5. Public Transport Investment

The [Rail Project Prioritisation Strategy](#), which was prepared with the assistance of the European Investment Bank, the Department of Infrastructure in Northern Ireland and rail agencies across the island, was published in December 2025. It outlines how to best sequence and optimise the recommendations of the [All-Island Strategic Rail Review](#) which was launched in July 2024.

Cork Area Commuter Rail Phase 1 is currently under construction. A new ‘through’ platform at Kent Station opened in April 2025, as well as re-signalling of the network, and double-tracking from Glounthaune to Middleton, with a view to these works being complete in 2026.

The Infrastructure Managers Multi Annual Contract (IMMAC) provides a multi-annual investment programme to protect the national railway system by funding maintenance and safety projects needed to maintain safety and services levels in railway operations. €380m in IMMAC funding was allocated to [Iarnród Éireann](#) for 2025.

A series of rail station upgrades are ongoing across the country. In October 2025 a new platform opened in Ceannt Station in Galway to serve commuter services, and planning permission for Moyross station was granted by Limerick City and County Council. Work also commenced at Oranmore station to provide an additional platform and a passing loop, increasing capacity on the line between Athenry and Galway.

BusConnects Dublin

In 2025, contracts for the construction of two [BusConnects](#) Dublin Core Bus Corridors were signed, facilitating the commencement of construction of the major infrastructure component of the programme. In addition, more than 120 electric buses were in passenger service in Dublin by the end of 2025.

To date, the first seven phases of new bus service routes as part of the bus network in Dublin have been implemented, with two of these phases implemented in 2025.

Regional BusConnects

Government approved the Preliminary Business Case for the BusConnects Cork Programme in October 2025. This will enable the major infrastructure element, the Sustainable Transport Corridors, to enter the planning system in 2026. Implementation planning is underway for the new redesigned bus networks in Cork, Galway, Limerick, and Waterford. There are approximately 60 electric buses in passenger service in Limerick. In Galway, planning approval have been received for the Cross City Link and the Dublin Road schemes.

MetroLink

In July 2025, Government published the National Development Plan Review and committed funding to [MetroLink](#) to move the project from planning into construction. [An Coimisiún Pleanála](#) published its decision to grant the Railway Order for MetroLink, with conditions, on 2 October 2025. In November 2025, Government approved a policy proposal to establish a dedicated MetroLink delivery body and the preparation of legislation to give effect to this proposal. MetroLink will enter passenger service in the 2030s.

Light rail (Luas)

An Coimisiún Pleanála published its decision to grant the Luas Finglas Railway Order in October 2025. The Department of Transport published [NDP Review 2025](#) Sectoral Investment Plan for Transport, which included a commitment to begin construction on the Luas Finglas project by 2029.

A public consultation on the Emerging Preferred Route for the Cork Light Rail project (or “Luas Cork”) was held from April to June in 2025. Transport Infrastructure Ireland published the report on this public consultation in October 2025, and a second round of consultation is due to be held in 2026.

Key works ongoing

Secure Approval Gate 2 consent for MetroLink, and continue to put in place the appropriate governance and resource capacity to advance the procurement process for the project.

Advance projects through the approval process in an efficient and timely manner, including securing Approval for BusConnects Dublin at Approval Gate 3 and securing Approval Gate 1 consent for the Cork Area Commuter Rail Programme.

The Enterprise Fleet Replacement Programme Final Business Case received Government approval at Approval Gate 3 of the Infrastructure Guidelines in February 2026. Alongside approvals from the Northern Ireland Executive and the Special EU Programmes Body, this has enabled the [signing of a contract](#) for the new fleet, as well as progression of related infrastructure.

The [Foynes Line Reinstatement Project](#) encompasses necessary rehabilitation works on 42km of the currently disused Limerick to Shannon Foynes Port railway line, to safely reinstate the line for operational rail freight transport. Works are scheduled for completion in Q4 2026 and the line is expected to open for freight traffic in 2027. A case study on this project is in this Report - see page 40.

The redevelopment of Galway Ceannt Station is currently underway to deliver an integrated transport hub in the heart of Galway City Centre, which will provide an improved customer experience and capacity for future growth with three additional platforms. The project is scheduled to be complete in 2026.

Phase 1 of the Cork Area Commuter Rail Programme consists of a signalling upgrade, a through-platform at Kent Station and construction of double-tracking from Glounthaune to Midleton is expected to be completed in 2026.

6. Public Transport Services

The National Transport Authority is responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland. Its 2025 annual report sets out the achievements and detail around public transport over the course of the year. A selection of data from it is outlined below in this note.

Key achievements in 2025

- Railway Order application approved for [Luas Finglas](#)
- [BusConnects](#) Dublin E-Spine and F-Spine launched
- [Woodbrook DART station opened](#)
- [The Dublin Road Transport Corridor planning application approved for BusConnects Galway](#)
- Railway Order application approved for [DART+ Coastal North](#)
- Final 3 approvals for [Core Bus Corridor Schemes](#) granted in 2025
- Deployment of 124 fully operational electric buses by BusConnects Dublin
- 36 new or Railway Order application approved for DART+ Coastal North Railway Order, application approved for [Metrolink](#), enhanced bus routes in rural Ireland ([Connecting Ireland Rural Mobility Plan](#))
- 25% increase in the number of fully electric vehicles in the [SPSV](#) fleet

Public Transport Fares

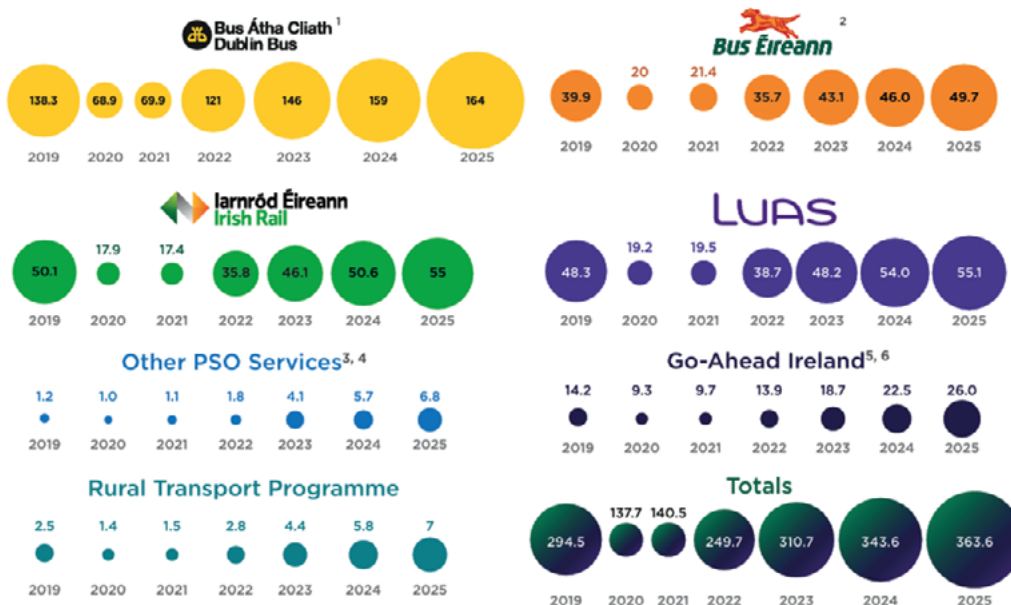
The government's 20% cost-of-living fares-reduction was retained in 2025, along with an extension of the eligibility of the Young Adult Leap Card Scheme to include those aged up to 25. Further fare incentives were introduced in 2025, including the extension of free travel for children under 9 and the allowance for companions to travel for free with [Department of Social Protection Free Travel Scheme passengers](#).

2025 saw the implementation of the first phase of the new [National Fares Strategy](#) in the Dublin region. This formalised a new 'Dublin City Zone', extending to approximately 23 km from the centre of Dublin, encompassing the current area of validity of TFI 90 Leap Card travel. It also introduced a new 'Dublin Commuter Zone' (extending from the outer edge of the Dublin City Zone to approximately 50 km from the centre of Dublin).

Public Transport Usage

There was continued growth in the use of contracted public transport services in 2025. Overall, passenger numbers on contracted bus and rail services increased by almost 20 million (+6%), with resulting revenues also increasing by over €20 million when compared to the previous year, to over €574 million. This can be seen in Tables 4 and 5.

Table 4 : Passenger numbers 2025



^{1,2,3} Operator uplift factors are applied to most bus ticket transaction data to account for under-recording of passengers at ticket machines

⁴ See Table 4

⁶ Go-Ahead Ireland data relates to 25 urban routes in Dublin, 5 regional routes in Kildare, route 197 between Swords and Ashbourne and routes W4 and W6.

Difference (2025v2024) (millions)

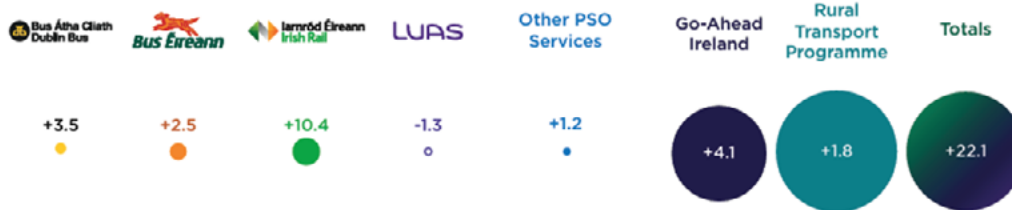
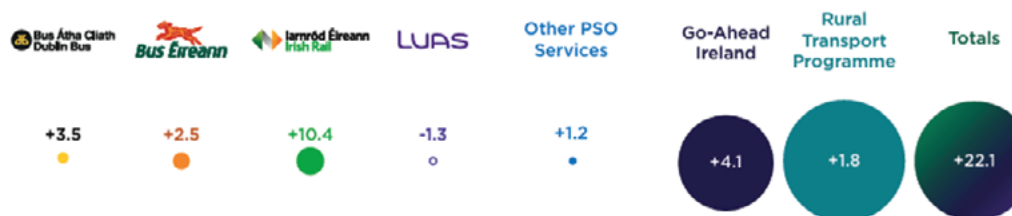


Table 5: Passenger Revenues for NTA contracted services 2019-2025

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Other PSO Services	Go Ahead Ireland	Rural Transport Programme	Total
2019	230.6	94.5	233.8	81.0	1.4	17.1	3.3	661.7
2020	119.7	52.4	101.6	33.5	1.3	12.5	3.0	324.0
2021	125.2	53.8	100.1	32.9	1.4	13.5	3.3	330.2
2022	158.6	71.2	166.5	48.4	2.0	15.6	4.4	466.7
2023	166.2	78.8	191.6	56.7	2.8	21.2	6.4	523.7
2024	172.2	81.1	204.8	58.2	3.2	24.2	8.3	552.1
2025	175.7	83.6	215.2	56.9	4.4	28.3	10.1	574.2
Difference (2025v2024)	+3.5	+2.5	+10.5	-1.3	+1.2	+4.1	+1.8	+22.2



Public Transport Usage

Contracted bus and rail services were regularly revised in 2025 to stimulate growth in public transport use and to respond to changes in demand and the effects on services of traffic congestion. Key network developments are listed in detail in the National Transport Authority's Annual Report 2025.

7. Active Travel

The [Active Travel Programme](#) has seen a significant increase in funding since the start of the decade and has achieved full allocation spend annually since 2022. Dedicated Active Travel teams have also been established in each local authority area. A consequence of this success is that there is a significant pipeline of projects to be funded, including a significant number reaching the high-cost construction stage.

Project expenditure is managed throughout the year by the National Transport Authority, working in close collaboration with local authorities. In the event that additional funding becomes available before year end, the NTA is in a position to approve expenditure on projects that are in the pipeline for delivery in order to mitigate underspend in other policy areas. This was the case in 2025, additional funding became available under the TII Greenways Programme and was transferred to the Active Travel Programme before year-end.

2025 saw the completion of various sections of the Royal Canal and Dodder Greenway projects in Dublin, the Bray DART Interchange, Battery Road Active Travel Scheme in Longford and the Harry Reynolds Pedestrian and Cycle Bridge in Balbriggan.

Notable projects which continued or began construction in 2025 include the Newtown Road Pathfinder Phase 2 and 3, Wexford; Ballyshannon to Bundoran Active Travel Cycle Scheme in Donegal; the Carrickmacross/Oriel Road Active Travel Scheme in Monaghan and Ballybane & Castlepark Active Travel Scheme in Galway City. Work is also continuing on the Waterford Sustainable Transport Bridge which will connect the Waterford Greenway and the city centre to the evolving North Quays area.



The HEBO 9 shearleg crane lifts the South Main Span into place, at Waterford's new Sustainable Transport Bridge.



Battery Road Active Travel Scheme in Longford

The list below outlines high-profile projects which are scheduled to be delivered and commenced in 2026.

Projects to be completed in 2026

- **South Dublin – Templeville Road and Glendown Road:** 2km link, including connection to existing Dodder Greenway
- **Cork City – Glanmire Urban Greenway:** 2km link connecting the communities of Glanmire and Riverstown
- **Limerick – TUS to City Centre:** 2km link which also connects Thomond Park
- **Galway City – Ballybane and Castlepark Cycle Network:** 2.5km link, connecting existing infrastructure on the Dublin Road
- **Waterford – Sustainable Transport Bridge:** connecting the city centre with the North Quays Strategic Development Zone
- **Donegal – Kilmacrennan Road AT Scheme, Letterkenny:** 1km link in the north of the town, adjacent to Letterkenny University Hospital

Projects to be commenced in 2026

- **Dun Laoghaire Rathdown – Living Streets (Phase 2), Dun Laoghaire:** 3km of streetscape improvements in the town centre
- **Dublin City – Finglas Village Improvement Scheme:** Upgraded pedestrian, cycle and bus priority at the junction
- **South Dublin – Firhouse Road:** 2.5km link, including junction upgrade works
- **Cork City – Sarsfield Road to MTU:** 2km link, including connections to the N408.

8. EV Grants and Infrastructure

Ireland surpassed its Climate Action Plan target for 2025, with over 200,000 electric vehicles now registered. This exceeded the target of 195,000 by the end of 2025 and highlights the growing demand for EVs in Ireland.

From July 2025, new and existing battery electric vehicles (BEVs) became eligible for a new green-stripe registration plate. The green “flash” is a simple but effective way to make zero-emission vehicles more visible on our roads and reflect EV ownership.

The 2025 grant scheme for taxis, hackneys and limousines ([eSPSV25](#)) saw a record-breaking number of applications, showing strong interest across Ireland’s small public-service vehicle industry to make the switch to electric.

In 2025, two major rounds of EV charging-hub grants under the Light Duty Vehicle (LDV) initiative were announced. In June, 53 new fast and ultra-fast recharging hubs were approved across the national road network, delivering 175 new charging points.

In October, a further 90 hubs were approved across 90 locations, delivering 192 additional high-powered (circa 250 kW) chargers.

The [Shared Island Sports Club EV Charger Scheme](#), a procurement framework for installing EV chargers at sports clubs across Ireland was established, supporting grassroots sport, and embedding EV infrastructure into everyday places.

In the year ahead, [ZEV](#) will publish and begin implementing a refreshed National EV Infrastructure strategy that sets out the next phase of Ireland EV-charging rollout. This updated plan will build on the progress of recent years and ensure charging infrastructure keeps pace with rapidly growing EV adoption.

Work will continue at pace on the Light Duty Vehicle (LDV) charging programmes moving into full delivery. Heavy Duty Vehicle (HDV) Charging Infrastructure will be a key component in the new EV Infrastructure Strategy (2026-2028) while a pathway report from the HDV Electrification Working Group is expected to be published in early 2026.

Local Authorities will complete their EV Charging Infrastructure Strategies with ZEV supporting a Local Authority EV Charging infrastructure pilot programme in advance of LA full implementation. Planned infrastructure mapping outlined in image below.

Ongoing Support;

- A purchase grant for battery electric vehicles (BEVs) such as M1 (passenger cars), N1S (light commercial vehicles), L1e-B (mopeds), L3 (motorbikes), N1L (large panel vans)
- A home charging scheme
- An apartment charging scheme
- Benefit-in-kind tax relief for BEVs
- Vehicle Registration Tax relief of up to €5,000 for BEVs
- A low rate of annual motor tax.

9. Greenways

10km of Greenway infrastructure with 14km of quiet road / road space reallocation and active travel on national roads delivered in 2025. Milestones included the section opening on the South Kerry Greenway as well as a section of the Grand Canal Greenway in Counties Dublin and Kildare with active travel projects also completed in Counties Offaly, Kerry, Mayo and Cork.

In 2025, schemes were progressed within the Greenway programme with several projects moving into Phase 3: Design and Environmental Evaluation of a defined eight stage process – this is the phase immediately prior to statutory consents submission (Phase 4).

In 2026, delivery is expected on the following schemes:

- South Kerry Greenway
- Grand Canal Greenway
- Blacksod Bay Road space Reallocation
- South East Greenway

Construction work will start or continue on the following schemes:

- Grand Canal Greenway (Counties Dublin and Kildare)
- South East Greenway
- South Kerry Greenway
- Ulster Canal Greenway: Section 7 (Monaghan Town to the Border)
- South Kerry Greenway

10. Low Emission Vehicle (LEV) Incentivisation Tax foregone

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

- **Vehicle Registration Tax Relief** – Up to €5,000 for new battery-electric vehicles (BEVs). This measure has been extended to the 31st December 2026.
- **Accelerated Capital Allowance (ACA)** – BEV/PHEVs (Plug-in Hybrid Electric Vehicles) and their associated recharging infrastructure qualify under the ACA scheme. This scheme enables businesses to identify and buy the most energy efficient equipment, including electric charging infrastructure, and write down the cost of such equipment in the year of purchase rather than over the traditional 8 years.
- **Benefit in Kind (BIK)** BEVs qualify for a tapered BIK relief, which was extended to 31 December 2027 in the Finance (No.2) Act 2023. For the purpose of calculating BIK liability, the original market value of an electric vehicle may be reduced by €20,000 for 2026 and €10,000 for 2027. Additionally, as of 1 January 2026, a new A1 vehicle category was introduced which provides reduced BIK rates for electric cars, with rates of 6-15%, depending on business mileage.
- **Low Motor Tax** – BEVs qualify for the lowest tax band of motor tax at €120 per annum, while a PHEV is typically taxed at circa €170 per annum.

In 2025 the tax foregone from the VRT EV relief was €44.4m and there were 21,000 eligible.

11. Flood Risk Management

Flood Risk Management

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

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

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

Capital Projects Overview

- The OPW has completed 56 flood relief schemes since 1997 which provide protection to over 13,580 properties and an economic benefit to the State in damages and losses avoided estimated to be in the region of €2 billion.
- Since 2018, as part of a phased approach to scheme delivery, the OPW has trebled the number of schemes at design and construction to some 100 schemes at this time.
- The Springfield Flood Relief Scheme reached Substantial Completion in 2025 protecting over 20 properties.
- Capital investment in flooding projects, associated flood risk management measures and programmes was over €104m in 2025.

Expenditure Summary

- Some €61.3m (59%) of the total expenditure in 2025 was incurred by ten schemes that were under construction during this period, including the Crossmolina Flood Relief Scheme (€7.2m) King's Island Flood Alleviation Scheme (€17.9m), Glashaboy Flood Relief Scheme (€9.4m), and Morrison's Island Public Realm and Flood Defence Project, Cork (€7.2m).
- The OPW continued to fund Local Authorities under the Minor Flood Mitigation Works and Coastal Protection Scheme, with approximately €1.8m in funding approved under the Scheme in 2025. Since 2009, over 900 projects have been approved for funding of over €70m to the end of 2025. Completed projects provide flood protection to over 8,000 properties. Approximately two-thirds of these properties are outside those areas to be protected by the major flood relief schemes; the Scheme plays a valuable role in broadening the range of properties that benefit from flood protection across Ireland.

Work will continue on the flood relief schemes at construction during 2026, with the substantial completion of up to two schemes anticipated.

12. Climate Initiatives

The [National Dialogue on Climate Action](#) (NDCA) 2023-2025 work programme was completed in 2025. Among the key outputs in 2025 were:

Funding for An Taisce's National Climate Change Action & Awareness Programme (NCCAAP). This is an extensive national programme which delivers climate action initiatives that support national carbon emission targets. It includes the Climate Ambassador Programme (which delivered 471 climate communications in 2025), Climate Action Week which ran in 17 Local Authority Areas and the expansion of climate education initiatives to support education and awareness around sustainability.

- **Climate Literacy:** the NDCA carried out the fifth annual Climate Conversations survey which gives insights into Irish attitudes to climate action.
- **Consultative Fora:** The NDCA held the sixth National Climate Stakeholder Forum in May 2025. This looked at developing a model for greater community climate action. The fifth National Youth Assembly on Climate took place in April 2025 as part of the all-of-government approach to including children and young people in decision making.

In recognition of the vital role sport plays in communities in Ireland, the NDCA launched a new Sports Sustainability Programme in 2025. This initiative will support grassroots sports clubs introduce sustainability measures.

An extensive review of functions, objectives and learnings from the programme commenced in late 2025 and is being finalised. Enabling people and communities to take part in local climate action will be a key objective of the next phase of the NDCA which will be rolled out in 2026.

Among the key recommendations for community climate action that have emerged from this work in 2025 are:

- Amplifying the community space allows groups to coalesce and achieve more
- Local Authorities should be supported to enhance the community climate action they are already doing
- Community organisations have a proven track record in delivering practical solutions
- €1.7m was allocated to the NDCA reflecting the commitment to engaging citizens and communities in achieving our climate goals. Implementation of initiatives to grow participation in local climate action will be a key focus of the NDCA in 2026.

A major next expansion of the NDCA's work will involve the development of community amplification networks. These networks are intended to:

1. Build awareness of the climate challenge and the actions people can take locally
2. Support local groups in developing climate action initiatives
3. Embed climate solutions into local action
4. Ensure a joined-up approach to taking climate action at local level

The draft NDCA report also suggested starting at Decarbonisation Zone (DZ) level and building momentum.

13. Forestry and Bio-energy

The latest Forestry Programme 2023-2027 (FP23) was launched in September 2023, and the Interim Afforestation Scheme (Via General De Minimis) bridged the gap between the 2014-2020 programme and FP23. Some €59.9m was paid out in 2025, servicing new and existing Afforestation Grants and premia liabilities. There was a significant increase in premiums for planting trees in these new Schemes, ranging from between 46% to 66%, along with a longer term of 20 years for farmers. Grant rates for forest establishment were also showing increases of around 20%. It is intended that these substantial increases will incentivise behavioural change and re-engage landowners and farmers with forestry. Some 1,573.36ha was planted in 2024, and this increased by 61% in 2025 to 2,527.4ha.

DAFM refocused delivery on the Forestry Support Schemes in 2023 in the new Forestry Programme. These include supports for Sustainable Forest Management, Climate Resilient Reforestation, Reconstitution, and Infrastructure & Technology Investments (Forest Roads). The support Schemes also included advice, training, and promotional activities for the Forestry Programme 2023. Just over €13.095m was spent on these support Schemes in 2024, an increase of 5m on 2023. Building on this a total of €19.0m was spent in 2025 on the support measures.

Some €6.79 million was spent in 2025 on Forestry Development, the National Forest Inventory and other supports such as payments for Afforestation Environmental Assessments, which are necessary for issuing Forestry Licences which involved more ecological input.

14. Environmental Protection Agency – Administrative expenses

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

An example of energy efficiency projects carried out in 2024 was the refit of the EPA building in Monaghan which involved Building Fabric & Air Tightness Improvements leading to a BER of A3.



Monaghan Heating Upgrade 18 tonne CO2e reduction

EPA building in Monaghan Heating Upgrade

Table 6: EPA & CCAC

	(€000's)
EPA Pay	25,282
Pay (workforce planning subject to DPENDR approval on selected posts)	225
EPA Non-Pay	11,064
Pension	5,891
CCAC Pay	993
CCAC Non Pay	785
Capital – General	3,823
CCAC – Research	451

15. National Heritage

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

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

DHLGH, alongside the Heritage Council, provide funding for the National Biodiversity Data Centre. The National Biodiversity Data Centre is a national centre for the collection, collation, management, analysis and dissemination of data on Ireland's biological diversity. Biodiversity data are a key requirement for understanding our natural surroundings, for tracking change in our environment and for gaining a greater insight on how we benefit from, and impact upon, the ecosystem goods and services provided by biological diversity. 2025 saw the continued growth of the National Biodiversity Database. At the end of 2025 there were 9,068,460 occurrence records from 18,576 different species published on Biodiversity Maps.

Besides the two mentioned outputs above, the budget of the NPWS was applied across a wide range of actions and measures to benefit nature and biodiversity in Ireland. Conservation measures were implemented on 110 + Natura sites, maintenance was carried out on 500km of trails in our parks and reserves, invasive species were removed from 750 hectares of land under NPWS management, there were 25 strategic high nature value land acquisitions totalling approx. 949 hectares, 9,784 licences were issued under the Wildlife Acts and the Birds & Habitats Regulations 2011, 243 Local Biodiversity Action Plan projects were funded across 31 Local Authorities at a cost of €2.49 million and finally, 460 Farm Plans and 24 Action for Nature plans were active and financially supported at a cost of €3.1 million. These referenced measures are only a proportion of the entire work carried out by the NPWS but give a good indication of how funding to the NPWS benefits Irish nature

16. Waste Management Programmes

Landfill remediation

In 2025 12.3 million euro was drawdown in respect of 93 sites in 25 Local Authorities. This funding is to progress legacy landfill sites through 3 stages of environmental risk assessment, regularisation through the application for Certificate of Authorisation (CoA) to the EPA and the final remediation works, as required.

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

Remediation of Diesel Laundering Sites

Funding is provided to assist local authorities in carrying out their role as competent authorities under waste legislation to ensure that any waste generated and left abandoned by diesel launderers is disposed of without endangering human health and without harming the environment. Funding of €400,000 was allocated to two local authorities in 2025 to fund the clean-up and removal of diesel sludge relating to incidences of illegal diesel laundering.

Remediation of EPR waste stream stockpiles posing an environmental threat:

Ireland uses the [Extended Producer Responsibility \(EPR\)](#) model for dealing with a number of waste streams and the approved compliance schemes continue to operate successfully with each approved compliance scheme operating on a not-for-profit basis.

Changes to markets and economics have left some EPR streams with a negative or very low value waste product. The non-compliance by a minority of actors outside of the compliance schemes in these streams has resulted in the creation of sites of concern which pose an environmental threat. An effective system of waste management is critical to the welfare of the environment and society in general and when private actors fail to meet their obligations, local authorities must use the appropriate enforcement powers. Enforcement action on these sites was deployed to secure compliance with the law and to ensure the protection of our natural environment. The State have committed to fund the remediation of these sites.

The [WERLAs](#) identified eight sites of concern, seven sites containing tyre stockpiles and one site containing farm plastic stockpiles. To date, seven sites have been completely remediated and one site has yet to be commenced. A total of €3.67m has been spent on these projects to date.

Funding allocation is made on the basis of a need to respond to what may be very urgent environmental situations.

17. International Climate Change Commitments

Under the heading 'International Climate Change Commitments' the Minister for Climate, Energy and the Environment was responsible for the allocation of €27.75 million in financial support for international climate action. This prioritises its financial support to multilateral climate funds under the [UNFCCC](#).

The Green Climate Fund (GCF) helps developing countries limit or reduce their greenhouse gas emissions and adapt to climate change. In October 2023, Ireland pledged €40 million to the GCF's second replenishment cycle (GCF-2) to be delivered over the four years from 2024-2027. It provided €15 million to GCF-2 in 2025.

The Global Environment Facility (GEF) is an established funding mechanism to provide new and additional grant and concessional funding to developing countries to meet the agreed incremental costs of measures to achieve global environmental benefit. Ireland pledged €10 million to the eighth replenishment of the GEF provided in annual instalments of €2.5 million over a four-year period of 2022-2025. The ninth replenishment of the GEF will be agreed in July 2026.

The Climate and Clean Air Coalition (CCAC) Trust Fund is used to build capacity, enable peer-to-peer engagement and support leadership at a national level for Parties who need it for climate pollutants including methane. €1.5 million was provided in 2025. The CCAC is an entity under the United Nations Environment Programme.

IEA Clean Energy Transition Programme aims to accelerate global clean energy transitions. The programme provides independent, cutting-edge support to governments whose energy policies will significantly influence the prospect for – and the speed of – the global transition towards sustainable energy production and use. The Department announced a €5 million pledge over five years towards the IEA CETP, with the first instalment of €1 million disbursed in 2025.

The Santiago Network aims to catalyse the technical assistance of relevant organisations, bodies, networks and experts, for the implementation of relevant approaches for averting, minimising and addressing loss and damage at the local, national and regional level, in developing countries which are particularly vulnerable to the adverse effects of climate change. The Department provided €2.975 million in 2025, as part of a multiyear agreement to provide the network €4 million (an additional €1 million will be provided by the Department of Foreign Affairs).

€60,000 was provided to the Climate Youth Negotiator Programme to provide support for three delegates from a developing country to participate in the programme, which is also attended by two Irish youth delegates. The CYNP is hosted by Interalia gGmbH based in Germany, having previously been hosted by the Future Leaders Network.

Recognising the importance of the multilateral process to international climate action, €400,000 was provided to the UNFCCC Trust Fund for Participation, €350,000 was provided to the UNFCCC Trust Fund for Supplementary Activities. €115,000 was provided to the IPCC Trust Fund and €150,000 was provided to IPCC Working Group III support.

The Initiative for Climate Action Transparency (ICAT) is an organisation aimed at improving transparency in climate action efforts, specifically focusing on the measurement, reporting, and verification of climate-related actions. ICAT provides tools and resources to help countries and other entities better track and assess the impacts of their climate policies, strategies, and actions. In 2025 the Department provided €1.2 million to ICAT. ICAT is housed under the United Nations Office for Project Services (UNOPS).

The Department provided €1.5 million to the NDC Partnership (NDCP). The NDCP is a global coalition that aims to support countries in their efforts to implement their NDCs under the Paris Agreement on climate change. The partnership helps countries translate their climate pledges into actionable plans, with a focus on both reducing emissions and adapting to climate impacts. An additional €1 million was provided to the NDC Partnership Action Fund. The NDC PAF is a fund created under the Partnership with the aim to provide catalytic, rapid-response funding for countries requesting immediate technical assistance to enhance and implement their NDCs. Launched during COP26 in Glasgow the fund specifically targets support gaps where no partner or funding currently exists. The NDC Partnership is housed under UNOPS.

For 2026 under the heading 'International Climate Change Commitments' the allocation remains the same at €27.75 million to support international climate action. Of this allocation €6.75 million has been committed. €5 million will be disbursed to the Green Climate Fund. This contribution is the final instalment of Ireland's €40 million pledge made to GCF-2 in 2023. The replenishment process for GCF-3 is expected to begin later this year. €750,000 will be provided to the Santiago Network marking the end of a multiyear agreement which began in 2024. €1 million will be provided to the IEA CETP as part of a €5 million pledge made in 2025.

18. Environmental and Climate Research

Climate Action Modelling Group

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

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

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

In 2025, monies from the CAMG budget were used to develop and maintain energy and climate models and to provide analytical support and outputs to multiple policy areas, including on understanding the impacts of implementing the Energy Efficiency Directive; Avoid-Shift-Improve analysis on policies to meet transport targets; input into Land Use Review Phase II; the Carbon Budget Programme; and the Sectoral Emission Ceilings. It has also informed Ireland's EU negotiations on climate and energy policy, such as the EU 2040 target negotiations.

The Environmental Protection Agency manages a responsive and agile research programme that delivers scientific evidence to support policy development and broader decision making. The EPA is managing a portfolio of more than 200 live research projects and is providing funding for 55 strategic partnership projects with other research funding organisations. In 2025, the EPA Research programme received funding of €12.1m from DCEE, which was used to fund new research and service existing research projects from previous research calls and strategic partnership.

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

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

The EPA made 57 new research awards in 2025 including:

- 12 additional awards under the EPA Research 2024 Call
- 24 awards under the EPA Research 2025 Call
- 15 awards under national and international strategic partnerships
- 5 awards under the EPA's Fast Track to Policy Programme

The 24 new projects under the Research 2025 Call Awards are significant in terms of further building environmental research capacity in Ireland. It will support 148 research staff across 10 Higher Education Institutions and will have a wider reach through 34 collaborating organisations across the public and private sectors in three different countries.

The EPA published 31 new research reports and accompanying highlights videos in 2025, this included a milestone 500th EPA Research Report published in December 2025 on the topic [Operationalising Resilience in Climate Action](#). Three Evidence Synthesis reports from the Fast Track to Policy programme were also published. All reports are available on the [Research Publications](#) section of the EPA website.

The EPA chairs the National Environmental Research Coordination Group (NERCG), which provides a national forum for the strategic coordination of environmental research in Ireland. It brings together key public bodies including research funding organisations, policymakers and implementing agencies. Data collected from these organisations was analysed and used to produce the [Climate Research in Ireland 2024](#) report which published in December 2025.

Knowledge transfer from EPA Research is essential to facilitate uptake of science and evidence into policy. The EPA IMPACT project, which completed in 2025, has delivered new expertise and knowledge within the EPA Research Team that will enhance proactive knowledge transfer and the potential for policy impact from our funded research.

19. Peatlands Restoration and Management

This includes funding from [Shared Island](#) (€4 million) and [Carbon Fund](#) (€5 million), the remaining budget of €5 million is classified as eligible green expenditure for allocation from the proceeds of sales of Irish Sovereign Green Bonds.

The conservation objective for Ireland's raised bog network is to restore the favourable conservation status of active raised bog in Ireland. The national Climate Action Plans and the Programme for Government commit to the delivery of a number of peatland rehabilitation actions, which includes the National Parks and Wildlife Service (NPWS) Peatlands Restoration Programme for the raised bog habitat within the Special Area of Conservation (SAC) and Natural Heritage Area (NHA) Networks.

The NPWS continues to implement an accelerated programme of peatland restoration across Ireland's network of protected raised and blanket bogs. Under the NPWS raised bog restoration programme peatland habitat restoration measures were undertaken on 185 hectares across 6 Raised Bog SACs and works commenced on a further 375 hectares across 4 Raised Bog SACs. In addition, an extensive programme of restoration preparatory actions was undertaken on additional sites within the protected raised bog network.

20. Energy Research Programmes

The Sustainable Energy Authority of Ireland (SEAI)

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

1. SEAI RD&D Funding Programme:

The SEAI RD&D Funding Programme focuses on:

1. Innovative Energy Research: Supporting ground-breaking projects that explore novel solutions, technologies, and approaches.
2. Transition Acceleration: Removing barriers and accelerating the adoption of sustainable energy practices.
3. Capacity Building: Growing Ireland's national capability to access, develop and apply world-class research insights, strengthening the evidence base for policy and innovation, and equipping professionals with the skills and knowledge needed to propel Ireland's energy transition.

2. 2025 Energise Fellowship Programme

2025 marked a significant evolution of SEAI's support for researcher development with the launch of the first standalone Energise Fellowship Programme, delivered as a separate call from the main RD&D Programme. The programme attracted a substantial increase in interest, reflecting both strong demand and growing recognition of the value of policy-relevant and practice-oriented research placements. This Fellowship Programme plays a central role in strengthening Ireland's national research capacity by supporting the development of skilled researchers who can contribute directly to the country's clean energy transition.

3. 2025 Funding Highlights:

In 2025, funding was awarded to 34 new innovative energy research projects. These include 25 RD&D projects and 9 fellowships. Collectively, these projects received awards totalling approximately €21 million over their term (1-4 years for projects, 2 years for fellowships).

These investments are crucial for driving research, testing, and implementation of energy solutions that align with national priorities.

These investments support Ireland's climate and energy targets by enabling research across a wide array of areas, such as renewable energy systems, energy efficiency, transport, and community energy.

In 2025, SEAI published its inaugural SEAI National Energy Research, Development & Demonstration Funding Programme Research Impact Report, providing details on the outputs and early impacts from projects funded through the annual funding calls of 2018 and 2019. [impact-report-2025-national-energy-research-development-and-demonstration-funding-programme.pdf](#)

4. Project Portfolio:

As of the end of 2025, the SEAI RD&D Programme was actively funding 156 live projects.

Cumulatively, between 2018 and 2025, a total of 343 projects have received SEAI funding.

These projects span renewable energy, smart grids, energy systems integration, community, energy efficiency, transport, geothermal energy and storage, and energy policy research.

Further details of all SEAI and publicly funded energy research projects can be searched for within the National Energy Research Database available at: <https://www.seai.ie/seai-research/research>

21. Capital Expenditure provided to Uisce Éireann for domestic services²

Uisce Éireann continues to support the achievement of Government policy, including the revised National Development Plan, the new housing plan Delivering Homes, Building Communities 2025-2030, the Water Services Policy Statement, and the Climate Action Plan. During 2025, Uisce Éireann prioritised €809m eligible Green expenditure. This level of investment enables Uisce Éireann to make necessary, multi-generational improvements to water and wastewater infrastructure. It is targeted at enhancing health and quality of life, protecting our environment, benefiting communities and is critical for growth and development across Ireland.

Among the projects completed in 2025 was the new Waste Water Treatment Plant for Arklow, which was completed on time and on budget, and is included in this Report as a separate case study. The upgrade of the Ringsend Waste Water Treatment Plant was also completed in 2025, also on time and on budget, and the Minister for Housing, Local Government and Heritage, James Browne TD, attended the opening of the upgraded plant on February 25th.

Uisce Éireann is progressing projects across the country, protecting the environment and strengthening water services for urban and rural communities.

The scope of works included in this project included:

- A new eastern collector sewer from the Cuirt Ard/Caheroyn Road junction to a new terminal pumping station at Pairc na hAbhainn.
- A new southwestern collector sewer from Gort Mhaoilir / Small Raheen Estate to the Wastewater Treatment Plant.
- A new sewer from North Gate St to connect to the eastern collector sewer to allow the removal of a stormwater overflow.
- The decommissioning of the main Caheroyn pumping station.
- The installation of a rising main from the new pumping station at Pairc Na hAbhainn to the Wastewater Treatment Plant in Newford.
- Connection of the new and existing sewer network together.

The extra capacity will also enable the economic expansion of Athenry to continue apace in the coming years. The works have ensured that the treatment of wastewater is fully compliant with EU Urban Wastewater Treatment Directives and Wastewater Discharge License Emission Limit Values, and has eliminated all non-compliant combined sewer overflows within the area.

Uisce Éireann, working in partnership with Westmeath County Council, has completed a major upgrade of the newly revamped Portloman Water Treatment Plant, significantly improving water quality across Mullingar and strengthening the water supply for more than 63,000 people.

This €8 million investment has enhanced the performance, reliability, and sustainability of the drinking water supply serving homes and businesses in Mullingar and the surrounding areas.

Located on the shores of Lough Owel, the Portloman Water Treatment Plant supplies high-quality drinking water to the region and uses membrane ultrafiltration as its primary treatment process. As part of the upgrade, these membrane units were replaced and the wider treatment process was further optimised to ensure continued compliance with drinking water standards.

The project also delivered substantial improvements in energy efficiency, with the installation of 160kW solar PV panels and new high-performing energy-efficient pumps. These measures will reduce carbon emissions by 39 tonnes annually from the solar installation alone, with a further 21-tonne reduction achieved through pump upgrades.

Uisce Éireann's commitment to sustainability was central to the project. In addition to the renewable energy and energy-efficiency upgrades, the team reused the sludge dewatering centrifuge at another site, extending the life of existing assets in a resource-efficient way. Wildflower landscaping was also introduced to support and enhance local biodiversity.

Project Focus 1

Uisce Éireann's Athenry Sewerage Scheme

In late 2024, Uisce Éireann completed works on the Athenry Sewerage Scheme Network Upgrade project [1]. The €13 million investment involved an upgrade to the wastewater network infrastructure in Athenry, reducing the risk of sewer flooding and addressing non-compliant sewer overflows into the River Clarin. It will also improve the capacity of the sewer network allowing for current and future population growth and supporting the social and economic development of Athenry and the surrounding area.

The scope of works included in this project included:

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- A new southwestern collector sewer from Gort Mhaoilir / Small Raheen Estate to the Wastewater Treatment Plant.
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Representatives from Uisce Éireann and the local community pictured at the River Clarin in Athenry to mark the completion of the €13 million Athenry Sewerage Scheme Network Upgrade.

Note 1 - while this project was completed and commissioned in October 2024, it is representative of the type of projects undertaken by Uisce Éireann which receive allocations from the ISGB programme.



Portloman Water Treatment Plant, Mullingar, County Westmeath



Wildflower landscaping at Portloman Water Treatment Plant

Project Focus 2

Portloman Water Treatment Plant, Mullingar

Uisce Éireann, working in partnership with Westmeath County Council, has completed a major upgrade of the newly revamped Portloman Water Treatment Plant, significantly improving water quality across Mullingar and strengthening the water supply for more than 63,000 people.

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22. Rural Water Programme

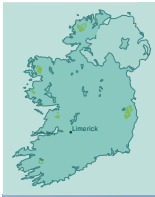
The Rural Water Programme (RWP) comprises a range of funding measures that are aimed at improving the quality, quantity and reliability of the water services to rural dwellers where public (Uisce Éireann) water services are not available.

The Programme promotes energy efficiency by reducing water wastage, optimising system operations, and supporting sustainable infrastructure upgrades in rural water supplies in areas not served by Uisce Éireann.

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

Key measures include:

- helping rural water supplies to achieve wholesome and clean water that is compliant with the Drinking Water Regulations;
- consolidating smaller water supplies to increase efficiency through the benefits of economies of scale including achieving energy/chemicals cost savings;
- water conservation and supporting good practices to contribute to reducing leakage and the unnecessary energy and consumables costs caused by water wastage;
- upgrade water treatment processes to optimise efficiency including through use of more energy efficient equipment and improved operational practices;
- allowing water quality deficient group water schemes to be taken in charge by Uisce Éireann ensuring greater economies of scale through supply, from the national water services utility, that is safe and reliable;
- developing more efficient piped water supplies and central waste water collection systems through expansion of the public network;
- supporting repair/replacement of defective domestic wells and domestic waste water treatment systems (septic tanks) to achieve wholesome and clean drinking water and minimising risks to the environment.



Case Studies of Allocations

A. Limerick–Foynes Rail Freight Line



Installation of new trackbed looking towards Foynes port in county Limerick.

The reinstatement of the 42-kilometre Limerick–Foynes Railway Line represents a landmark moment in Irish transport infrastructure. Linking Limerick City with Foynes Port — one of Ireland's most important deepwater maritime gateways — the project revives a historic strategic freight corridor that first opened in 1858 and had lain dormant since operations ceased in 2001.

This ambitious reinstatement forms a central pillar of Iarnród Éireann's Rail Freight 2040 Strategy and the Shannon Foynes Port Company's Vision 2041. By re-establishing reliable rail connectivity to the port, the project supports a major shift from road to rail freight, directly contributing to Ireland's national decarbonisation targets and Climate Action Plan.

Heavy goods vehicle movements on the national road network will be significantly reduced, lowering carbon emissions, improving air quality, easing congestion and building greater resilience into the Mid-West region's logistics network.

The line also forms part of the [EU TEN-T](#) network, advancing European objectives for seamless, low-emission integration between rail and maritime transport modes. Economically, the project enhances Ireland's export competitiveness by providing industries with a more sustainable, reliable and cost-effective transport option for both imports and exports through Foynes Port.

Construction commenced in early 2023 following extensive design, ecological and environmental surveys and preparatory studies. The transformation of the disused corridor has been comprehensive. Outdated jointed rail and timber sleepers have been fully replaced with modern continuous welded rail laid on concrete sleepers. This upgrade delivers smoother running characteristics, substantially reduced maintenance needs and a significantly lower environmental footprint over the line's operational life.

Extensive vegetation clearance, drainage renewal and restoration of the track formation have created a structurally robust corridor. These works ensure the line can safely accommodate the anticipated increase in freight loads and volumes while improving its resilience to more frequent extreme weather events associated with climate change.

Environmental stewardship has remained a defining feature of the project from the outset. Major bridge works were delivered with exceptional sensitivity. The River Maigue bridge was refurbished entirely offsite, completely avoiding any intervention in the riverbed. This innovative approach protected sensitive aquatic ecosystems and eliminated the risk of sediment release into the watercourse during construction.

Similarly, at Robertstown, the original multi-span viaduct was replaced with a single-span bridge, removing the need for any in-river working and fully protecting the tidal tributary of the Shannon Estuary. Further enhancements to culverts, underbridges and historic stone arch structures have been completed across the route, significantly improving long-term climate resilience.

By early 2025, track laying had been completed along almost the entire length of the line. This was supported by the installation of new boundary fencing, upgraded road level crossings and extensive new ducting and drainage systems. The project has now progressed into the systems installation phase. Modern signalling equipment, telecommunications infrastructure and CCTV-equipped level crossings are currently being installed to ensure the highest standards of operational safety.

Commissioning of the full line, including seamless integration with the existing Limerick rail network, is scheduled for October 2026. This will be followed by a period of driver training and familiarisation before commercial freight services commence in early 2027.

Sustainability

Sustainability was not treated as an add-on however was embedded at the heart of the project through engineering judgement, construction planning and proactive project management. Every major decision was evaluated for its long-term environmental, social and economic impact, creating genuinely sustainable outcomes that go far beyond regulatory compliance.

Strategically, the project will deliver a substantial modal shift from road to rail freight. By offering a viable, high-capacity alternative to heavy goods vehicles, the reinstated line is expected to remove thousands of lorry journeys from the region's roads in years to come.

This will generate significant ongoing reductions in carbon emissions, noise pollution and road wear while improving safety for other road users. The engineering decisions made during reinstatement — ensuring high durability and capacity — have maximised the potential for this modal shift to be sustained for decades.

One of the standout achievements of the project has been the emphasis on asset retention and life extension. Rather than adopting a default position of wholesale replacement, the design team carried out detailed inspections and structural assessments of existing bridges and structures. Where feasible, these assets were carefully upgraded through targeted interventions including masonry repairs, repointing, waterproofing, parapet strengthening and localised strengthening works. This philosophy dramatically reduced embodied carbon, minimised construction waste and preserved the historic character of the Victorian-era corridor while bringing the structures up to modern loading and durability standards.

The project's environmental sensitivity was particularly evident in how it navigated two Special Areas of Conservation within the Lower River Shannon. Works were meticulously planned and sequenced to minimise ecological disturbance. In-river activities were avoided wherever possible and temporary works footprints were kept to an absolute minimum. On one section, a protected saltmarsh species was carefully translocated during construction and successfully reinstated afterwards. Invasive species management, particularly of Japanese knotweed, was rigorously implemented across the corridor. To further support local biodiversity, artificial badger setts were constructed, and extensive landscape reinstatement was carried out using native Irish species, including whitethorn hedgerows and wildflower mixes applied through hydroseeding. These measures not only complied with stringent regulatory requirements but actively enhanced local ecology.

Resource efficiency formed another key pillar of the sustainability strategy. Approximately 75% of all excavated material was reused within the railway corridor, dramatically reducing the need for off-site disposal and the import of new aggregates. This not only lowered transport-related emissions but also reduced pressure on local quarries.

In addition, concrete mixes incorporating increased levels of Ground Granulated Blast Furnace Slag (GGBS) were specified for many elements, achieving meaningful reductions in embodied carbon without any compromise on strength or durability. These measures were underpinned by robust environmental governance.



At Adare, County Limerick, the Maigue River bridge refurbishment. more details on projects across Ireland's railway network can be seen on this interactive map: <https://www.irishrail.ie/en-ie/interactive-map>

Sustainability objectives were integrated into the project's risk register and actively monitored throughout construction. Regular reviews ensured that environmental commitments were not only met but, where possible, exceeded. This proactive approach delivered both programme certainty and genuine environmental protection across multiple simultaneous work fronts.

The project demonstrates exemplary whole-life thinking. Engineering solutions were selected not merely on the basis of initial cost or speed of construction, but through careful consideration of long-term durability, maintainability and adaptability. The result is a modern, resilient railway that will require significantly less intervention and resource input over its operational life, representing outstanding value for the public investment.

The infrastructure has also been future-proofed to accommodate potential increases in freight traffic and changing climate conditions. Beyond its core freight function, the Limerick–Foynes line is set to play a vital enabling role in the Shannon Estuary's development as a major international hub for offshore renewable energy.

Foynes Port is positioning itself to support the manufacture, assembly and deployment of large-scale floating wind turbines as well as the production and export of green energy vectors such as hydrogen and ammonia. The rail connection provides a sustainable, high-capacity link between the port and inland manufacturing, storage and distribution facilities, strengthening the entire supply chain for this rapidly growing sector.

The corridor also preserves the future possibility of reintroducing passenger services on the line, subject to further investment. This forward-thinking approach ensures the infrastructure can adapt to Ireland's evolving mobility needs over the coming decades.

Through the consistent and intelligent application of sustainable engineering principles across a complex and technically demanding project, the Limerick–Foynes Rail Freight Line has set a new benchmark. By combining modal shift, asset reuse, rigorous biodiversity protection, resource efficiency and long-term climate resilience, the project delivers substantial and lasting benefits for Ireland's environment, economy and communities. It stands as an outstanding example of climate-aligned infrastructure development and offers a replicable model for future rail reinstatement and transport projects.



Case Studies of Allocations

B. Arklow Wastewater Treatment Plant



Completed Arklow Wastewater Treatment Plant Site

Uisce Éireann has successfully completed the construction of the €139 million, Arklow Wastewater Treatment plant and has eliminated the discharge of raw sewage into the Avoca river.

Arklow was identified by the Environmental Protection Agency (EPA), as an area where wastewater was discharged into the Avoca River without any treatment. This practice of discharging untreated wastewater to the river is no longer acceptable. The European Commission took Ireland to the Court of Justice of the EU for its failure to ensure that urban wastewater in 38 agglomerations across the country is adequately collected and treated to prevent serious risks to human health and the environment.

There were multiple planning delays due to site selection, however, planning was submitted in September 2018 for the construction of the Arklow Wastewater Treatment Plant with construction commencing in 2021.

Ward and Burke Construction Ltd. completed these works overseen by engineers Ayesa, 6 months ahead of schedule and on budget.

What was involved in this project?

The Arklow Wastewater Treatment Plant project included the following:

- Demolition and site clearance of the Old Wallboard Factory.
- Architectural Design to produce an art piece along the coast of Arklow.
- Construction of a new wastewater treatment plant (WwTP) to treat 24,000 population equivalents (with the option to expand to 36,000 population equivalents) at the Old Wallboard Factory site located at Ferrybank, Arklow.

On the site of the Wastewater Treatment Plant there are:

- An Inlet Works Building including a storm water tank.
- A Sludge Tank Enclosure. An Odour Control Unit (OCU) will be located within the Sludge Tank Enclosure.
- An Administration Building.
- A process building including six secondary treatment tanks.
- Upgrade to the Rock Revetment along the coast.

Construction of two interceptor sewer pipelines (along North and South Quay) to bring untreated wastewater to the proposed Wastewater Treatment Plant. Tunnelling works took place using a specialised Tunnel Boring Machine (TBM) to make way for the new sewer pipelines along the North and South Quays, and under the River Avoca.

Construction of a marine sea outfall pipe to safely discharge the treated wastewater effluent to the Irish Sea. This new pipe was brought by boat from Norway and was installed along the seabed over Summer 2022 using specialised equipment and marine vessels. The long sea outfall pipe comprises of a HDPE pipe with an internal diameter of approximately 630 mm. Six vertical diffusers will emit the effluent approximately 900 metres out to sea at a depth of approximately 10 metres below sea level. Flow through the long sea outfall pipe will be via gravity. Storm overflow and storm water storage site at the Alps. Underpinning of the 19 Arches bridge and Quay Wall works to accommodate installation of new interceptor sewer. Landscaping and associated ancillary works.

What are the benefits of this project?

- The new wastewater treatment plant (WwTP) will end the practice of discharging untreated wastewater into the Avoca River.
- Cleaner water will enhance Arklow's amenity value and act as a platform for social and economic development.
- The project includes the capacity for future growth in the area, new connections for housing and development can now be accepted.
- The wastewater treatment plant will bring benefits in terms of health and integrity of the environment.
- Improve the water quality for recreational swimming, surfers, fishing, boating and sightseeing.
- As a result of this project, water quality in the Avoca River in Arklow will improve significantly. Cleaner water will enhance Arklow's amenity value and act as a platform for social and economic development. The project includes the capacity for future growth in the area.
- The provision of a wastewater treatment plant for Arklow is a requirement under both European and national legislation. A sustainable wastewater treatment plant will bring benefits in terms of health, integrity of the environment and improved water quality.

Stakeholder Engagement

There was regular engagement with the community throughout the duration of the project. Ward There was a full time Community Liaison Officer (CLO) who liaised with the community. Uisce Éireann would like to thank the local community for their patience and cooperation whilst we delivered this essential project.

Progress Highlights:

The Arklow Wastewater Treatment Plant has been fully operational and treating all incoming flows since Q4 of 2024. It has also garnered huge interest at home and abroad due to its visually appealing buildings, recently winning the prestigious Downes Medal, The Architectural Association of Ireland's highest honour. This award is not awarded every year which is a testament to the structure itself. Tunnelling works took place using a specialised Tunnel Boring Machine (TBM) to make way for the new sewer pipelines along the North and South Quays, and under the River Avoca.

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Storm overflow and storm water storage site at the Alps. Underpinning of the 19 Arches bridge and Quay Wall works to accommodate installation of new interceptor sewer. Landscaping and associated ancillary works.



Construction of the Inlet Pumping Station

What are the benefits of this project?

The new wastewater treatment plant (WwTP) will end the practice of discharging untreated wastewater into the Avoca River.

Cleaner water will enhance Arklow's amenity value and act as a platform for social and economic development.

The project includes the capacity for future growth in the area, new connections for housing and development can now be accepted.

The wastewater treatment plant will bring benefits in terms of health and integrity of the environment.

Improve the water quality for recreational swimming, surfers, fishing, boating and sightseeing.

As a result of this project, water quality in the Avoca River in Arklow will improve significantly. Cleaner water will enhance Arklow's amenity value and act as a platform for social and economic development. The project includes the capacity for future growth in the area.

The provision of a wastewater treatment plant for Arklow is a requirement under both European and national legislation. A sustainable wastewater treatment plant will bring benefits in terms of health, integrity of the environment and improved water quality.

Long Sea Outfall

The long sea outfall pipe safely discharges the treated wastewater to the Irish Sea now that the new wastewater treatment plant is operational. This new pipe was brought by boat from Norway and was installed along the seabed over Summer 2022 using specialised equipment and marine vessels.

The long sea outfall pipe comprises of a HDPE pipe with an internal diameter of approximately 630 mm. Six vertical diffusers emit the effluent approximately 900 metres out to sea at a depth of approximately 10 metres below sea level. Flow through the long sea outfall pipe is via gravity. Check out some images of the arrival of the outfall pipe from Norway along with the specialise dredger which helped install the outfall pipe at sea:

Environment and Planning

The process of providing a wastewater treatment plant for Arklow began with the original planning permission being granted to Arklow Town Council in 1994. Due to changes in environmental policy in the following years, a new Environmental Impact Assessment Report (EIAR) was required as part of the planning permission process and in 2005 planning permission for the Arklow Wastewater Treatment Plant was once again granted. This permission expired in early 2015.

Uisce Éireann took responsibility for providing and managing public water services throughout Ireland in 2014. Uisce Éireann is committed to ensuring a new wastewater treatment plant for Arklow is delivered through the development of a new planning process.

Uisce Éireann has completed a series of investigative surveys along the North and South Quays and in Arklow Bay and the estuary of the Avoca River. The information gathered from these surveys informed the design of the wastewater treatment plant, interceptor sewers, marine outfall pipeline and intake pipe crossing the Avoca River. The information was also used in the planning application which was submitted to An Bord Pleanála in 2018.

A number of ecological surveys were undertaken including bat surveys, water birds surveys as well as identification of invasive species. Site investigations were also undertaken at the main project site at the Old Wallboard Factory, North Quay, Ferrybank, Arklow.



Case Studies of Allocations

A. How the Cooley Peninsula SEC Used Community Energy Grants to Fund Home Retrofits



SEC Kerry Houlihan SEAI, Alisha McGarity Cooley Peninsula SEC and Bush Post Primary School and Sheena Gartland Transition Year Programme Coordinator Bush School preparing for interviews capturing the success of the home energy upgrades.

The Cooley Peninsula Sustainable Energy Community (SEC) leveraged SEAI's Community Energy Grant programme to deliver meaningful energy upgrades. The group successfully retrofitted a cluster of homes improving comfort, lowering energy bills, and future-proofing buildings in line with national climate targets.

The SEAI Community Energy Grant programme provides financial and technical support for community-driven energy efficiency projects. These grants help fund improvements to homes, community buildings, and local facilities, ensuring that energy upgrades are accessible and affordable.

The project focused on a small development of homes built several years prior. Although these houses were well-maintained and originally constructed to high standards, their energy performance lagged behind modern expectations. The goal was to upgrade each home from a D BER rating to a B2 with a mixture of:

- Attic insulation
- Older high-U-value windows were replaced with modern PVC double-glazed units
- Heat pumps
- Solar PV systems were installed on properties with suitable orientation.

Residents, many of them elderly, benefited from warmer, healthier homes. The Cooley Peninsula SEC's retrofit project showcases the power of community-driven climate action. By leveraging SEAI's Community Energy Grant programme, the SEC improved energy efficiency, enhanced resident comfort, and strengthened community resilience. Their work demonstrates what is possible when local knowledge, national supports, and community leadership come together and it stands as a compelling blueprint for other SECs across Ireland.

How Arklow SEC Used Community Power to Make Home Insulation Affordable

Arklow Sustainable Energy Community (SEC) formed in 2022. They conducted an Energy Master Plan, through funding from SEAI, and discovered that many homes in the town were struggling with poor energy efficiency. Most had low BER ratings and were expensive to heat. The challenge wasn't just technical, it was financial. Many households wanted warmer, cheaper-to-run homes but didn't know where to start or how to afford it.

Arklow SEC launched an insulation meitheal—a community-led effort to organise group retrofits. The SEC sourced trustworthy, vetted contractors, negotiated affordable group rates, and explained how homeowners could combine this with SEAI grants for home insulation to dramatically reduce costs.

Arklow SEC deliberately chose cavity wall insulation and attic insulation as their first measures. These upgrades offered strong impact on comfort and energy use, quick payback and high grant support through SEAI.

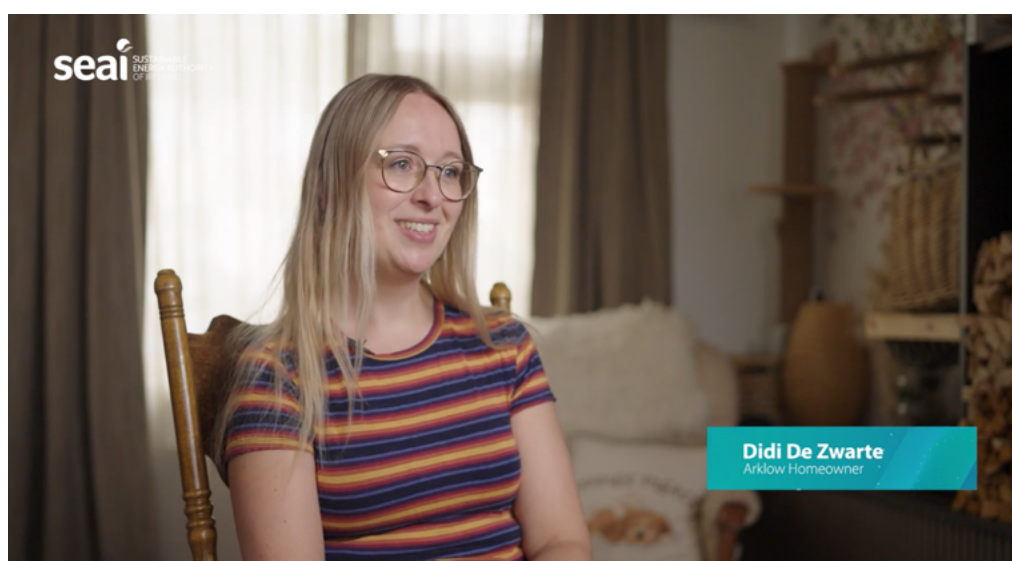
The first meitheal insulated 15 homes, and the process ran smoothly from start to finish. Encouraged by the results, and buoyed by strong word-of-mouth, Arklow SEC ran three more meitheals, bringing the total to 34 upgraded homes.

One of those households was a young couple who bought their first home in early 2023. But after their first winter, they realised the house was simply too cold. They burned through two full tanks of oil and still couldn't keep the home warm. After installing insulation, the house became noticeably easier to heat, more comfortable, and far cheaper to run.

Beyond the technical upgrades, the project created something equally valuable: a sense of shared purpose. The meitheal model brought neighbours together, made the process easier to navigate, and gave homeowners confidence in the contractors and prices being offered.

With a successful formula now in place, Arklow SEC plans to expand the meitheal approach to solar PV and explore additional community energy projects, continuing to combine SEAI support with strong local momentum. What began as a response to cold homes has grown into a powerful example of what communities can achieve when they organise, collaborate, and make retrofit accessible to everyone.

<https://www.seai.ie/plan-your-energy-journey/for-your-community/sustainable-energy-communities/start-an-energy-community>



Ms. Didi De Zwarte, Arklow Homeowner, interviewed about the energy upgrades supported by the SEAI to her home. See <https://youtu.be/BI5YyKHj1lg?si=njtVqA9BhyF--azx>



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