



## Press Release

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# New OECD report recommends major redesign of Irish transport systems to meet climate targets and improve wellbeing

Key recommendations of the OECD's Report 'Redesigning Ireland's Transport for Net Zero' include:

- Roadspace reallocation, on-demand shared services, such as 'dial a ride' shuttle buses or rental bikes and e-bikes, and better communication of the required changes and their benefits have great transformative potential and need to be scaled up with increased commitment of financial resources by the government
- Transformation is possible but will look different in urban and rural areas. Input from local communities on the reallocation of roadspace is required for success, while ensuring access and services are maintained.
- Enhanced provision of public transport and infrastructure for safe and convenient walking and cycling are essential. These must be combined with the transformative potential of road space reallocation and the widespread expansion of on-demand shared services.
- The electrification strategy should support, rather than hinder, the transition towards sustainable transport systems through allocation of appropriate charging infrastructure for mobility hubs and on-demand shared services

The OECD has today launched a major report outlining key recommendations required for the transport sector to meet its 50% sectoral emissions ceiling target by 2030. The sector represents the second largest source of greenhouse gas emissions in Ireland.

*Redesigning Ireland's Transport for Net Zero: Towards systems that work for people and the planet*, commissioned by the Climate Change Advisory Council, explains why current patterns in passenger transport are incompatible with the sector's ambitious targets and puts forward practical tools and solutions to help transform the sector.

The report identifies that currently, the Irish transport system is car dependent by design, is high in greenhouse gas emissions and does not support improved wellbeing. Findings reveal that the reduction of car dependence is possible in both urban and rural locations, with local input to decisions crucial to success.

The report also finds that measures to reduce car dependence can greatly enhance wellbeing, improving access to services for both urban and rural isolated communities, improving health and road safety, while also benefiting the environment.



The OECD undertook its 'Systems Innovation for Net Zero' analysis for this report, which aims to help policymakers identify policy packages with transformative potential to change behaviour patterns.

Jo Tyndall, Director of the OECD Environment Directorate who launched the report in Dublin today acknowledged the challenge in Ireland but offered encouragement for the challenge ahead.

"This report is focused on a challenge faced by Ireland, and by every other OECD country: how to make sure the transport system increases people's well-being while producing sustainable levels of emissions. In other words, how can the transport system work for both people and the planet.

"Policy makers can play a huge role, and the opportunity is there for them to design and implement meaningful and integrated policy packages that prioritise transformative actions and deliver the emissions reductions required."

Marie Donnelly, Chair of the Climate Change Advisory Council welcomed the publication of the report:

"Recent fuel price volatility has shown us the risk of remaining tied to fossil fuel transport and high energy consumption. A new approach that understands the constraints on people's behaviour is required to achieve the necessary transformation. Reducing car dependence through a balanced suite of measures can reduce energy bills, reduce greenhouse gas emissions, enhance wellbeing and help achieve the sector's emissions' targets," she said.

"Transformation is necessary and possible in both urban and rural Ireland. Local authorities and communities have a key role to play in developing and delivering locally appropriate solutions."

"It is not just about moving to more sustainable modes of transport, but understanding the linkages between planning, transport, policy and economic interventions that can assist the climate challenge, improve our health and be of benefit to everyone in Ireland regardless of geographical location or economic means."

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## **Notes**

This report is the final output of a project carried out by the OECD upon request of the Irish Climate Change Advisory Council. The main objective was to provide insights on ways in which climate change mitigation action can lead to the transformational change needed in the surface passenger transport sector to reach the country's ambitious climate targets (-51% GHG by 2030), while improving well-being outcomes more broadly. The report insights will inform recommendations by the Climate Change Advisory Council to the rest of government.



As part of the project, the OECD conducted interviews with a wide number of stakeholders in Ireland and visited two cities and two counties (Dublin, Cork, Kildare and Sligo) considered by the Climate Change Advisory Council as representative of different types of territories in Ireland.

On-demand shared services means services that do not run to a fixed time table or a fixed route. Vehicles can be shared by one user after another (e.g. rental cycling and micro-mobility such as e-bikes, cargo e-bikes, and e-scooters) or they can carry multiple passengers at once even where those passengers are not travelling together e.g. high-occupancy vehicles like mini-buses as well as car pooling, sometimes facilitated by technology like booking apps.

Mobility hubs are locations where a range of transport options are offered e.g. a train station that also served as a bus stop for many routes and a location for bike rental. In rural and suburban areas, a mobility hub would probably offer park & ride, as a complement to bus and/or train services and rental bikes or scooters.

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