

Sustainability Strategy

2024 - 2030



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CEO's Statement

Sustainability has always been at the heart of our business where we provide sustainable transport infrastructure and services, combined with promoting their use by the general public. Indeed, this is clearly reflected in our mission statement: "to connect Ireland's people and places, by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions".

When we think about sustainability, we think about the three pillars of sustainability: healthy environment, healthy society and healthy economy.

From an NTA perspective, the aim is to strike a balance among these three elements so that both current and future generations can thrive.

Given the NTA's mandate, the environment is the area where much of our efforts are focused and is where we will be able to make the greatest impact. Our ambition is that the NTA will be a key player in Ireland's fight against climate change through the provision of sustainable transport infrastructure and services. Accordingly, in this our first Sustainability Strategy, our planned interventions are mainly related to the environment.



To connect Ireland's people and places, by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions



CEO's Statement

As an organisation, we understand sustainability and the need to continue building awareness and capability throughout our business, in areas including biodiversity, climate and the circular economy. Our ambition to provide a sustainable transport system that is climate resilient will need the support of public transport users, service providers and our staff.

The NTA has a significant role to play in the reduction of carbon emissions from the transport sector and we also have an obligation to reduce the carbon emissions from our corporate organisation by 51% by 2030.

This Sustainability Strategy supports our plans to reduce emissions across all parts of our business and our role across the transport sector. It demonstrates our commitment as a public sector organisation and as the leading agency in public transport provision, to energy efficiency and the transition to a low-carbon economy.



Anne Graham Chief
Executive Officer



We understand sustainability and the need to continue building awareness and capability throughout our business, in areas including biodiversity, climate and the circular economy



Background to our Sustainability Strategy

National Policy

As a public sector body, we are committed to playing our part in leading national efforts to combat climate change. Our Sustainability Strategy is therefore guided by various public sector strategies, mandates, and frameworks.

These include:

- The Department of Transport's Statement of Strategy 2023-2025
- The Climate Action Plan 2024
- The Public Sector Climate Action Strategy 2023-2025
- The National Sustainable Mobility Policy
- The Public Sector Climate Action Mandate 2024.



It is imperative that we align our strategy to national policies to keep us on track for achieving a common goal of protecting our climate.

Many of these policies include ambitions to decarbonise public transport, improve accessibility, create sustainability governance structures and expand green public procurement, all of which have been integrated into our own strategy.

Background to our Sustainability Strategy

International Landscape

The NTA's Sustainability Strategy reflects the key sustainability priorities of the NTA, informed by international sustainability principles such as the UN Sustainable Development Goals (SDGs) and EU sustainability legislation. The SDGs serve as a shared blueprint for peace and prosperity for people and the planet, now and into the future.

The SDGs that our strategy will help achieve are highlighted here. Our 7-year strategy sets out the strategic direction for the organisation to prosper and grow towards a more sustainable future, an ambition that is echoed throughout the SDGs.



Sustainability Goals

Sustainability is central to the NTA's existence as reflected throughout our Corporate Strategy. In addition to our corporate aims, we have captured our sustainability ambitions within three main sustainability goals, informed by the Avoid-Shift-Improve principle.

To achieve our goals, we have then developed a set of underlying sustainability objectives which will support their delivery. These build upon pre-existing strategic objectives from our Corporate Strategy and our other national climate obligations.



AVOID AND REDUCE

Enhanced integration of land use and transport planning, combined with demand management, to reduce the need for motorised travel. Lower the consumption of resources.



SHIFT TO SUSTAINABLE

Promote a shift to sustainable transport modes, enabled by the increased availability of sustainable transport infrastructure and services. Embed an organisational sustainability ethos.



IMPROVE ENERGY EFFICIENCY

Improve the energy efficiency of both the construction and operation of sustainable transport infrastructure and services. Increase the energy efficiency of our office accommodation and minimise waste.

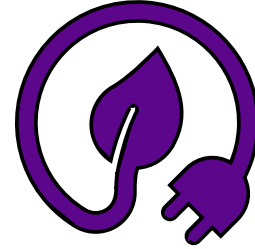
Sustainability Objectives



**AVOID
AND
REDUCE**



**SHIFT TO
SUSTAINABLE**



**IMPROVE
ENERGY
EFFICIENCY**

The NTA aims to reduce emissions across all parts of our business, promote sustainable mobility and deliver a low carbon public transport network across Ireland. Accordingly, the NTA has developed a set of high-level sustainability objectives, which are set out in the table below (and expanded upon in subsequent pages) and which govern our activities.

These objectives relate to both our external public-facing functions and responsibilities, and to our internal corporate activities, including our interactions with other organisations. The former can be summarised as our core objectives to increase the use of public transport, walking and cycling for all trips across Ireland in addition to reducing transport emissions, while the latter relates to how we operate on a day-to-day basis in terms of our buildings and business activities, and how we exercise our functions as they relate to transport operators, local authorities, other government bodies and the private sector.

Sustainability Objectives

1. Further integrate land use and transport planning to decrease the need for motorised travel, to minimise car dependency and to reduce emissions from transport.
2. Promote and expand behaviour change initiatives to encourage more sustainable travel patterns.
3. Design and implement, appropriate and effective measures to incentivise reduced car and road freight movement.
4. Continue to expand the availability of active travel infrastructure, supporting walking, cycling and wheeling.
5. Continue to develop the sustainable public transport services to provide accessible, inclusive and safe train, tram, bus and small public service vehicle services across the State.
6. Continue to provide public transport infrastructure to enable and support the delivery of public transport services across the State.
7. Build public awareness on the availability of sustainable transport infrastructure and services as well as promoting the introduction of new, innovative mobility solutions.
8. Accelerate the adoption of environmentally-friendly practices in the construction and operation of sustainable transport infrastructure and services.
9. Advance the transition of the public transport fleet to low or zero emission vehicles.
10. Embed sustainability across all NTA activities, continuing to increase the emphasis on relevant areas including biodiversity, climate and the circular economy.

Sustainability Goals

Avoid and Reduce

Avoid and Reduce,
Shift to Sustainable

Avoid and Reduce,
Shift to Sustainable

Shift to Sustainable

Shift to Sustainable

Shift to Sustainable

Avoid and Reduce,
Shift to Sustainable

Avoid and Reduce,
Improve Energy
Efficiency

Shift to Sustainable,
Improve Energy
Efficiency

Avoid and Reduce,
Improve Energy
Efficiency

Sustainability Objective 1

Sustainability Objective 1: Further integrate land use and transport planning to decrease the need for motorised travel, to minimise car dependency and to reduce emissions from transport.



Transport development and land use are fundamentally interlinked and co-dependent, with development patterns largely determining the need for travel. An integrated approach to land use planning and transport provision enables the reduction and avoidance of many trips and is at the core of creating a more sustainable transport environment.

New concepts such as 15-minute cities and 10-minute neighbourhoods have emerged in recent years, promoting the principle that, within urban areas, people should be able to meet most of their needs within a short walking or cycling distance of their homes, thus significantly reducing greenhouse gas emissions. 15-minute cities also improve air quality, reduce noise and promote stronger community ties.

Sustainability Objective 1

To achieve the necessary strategic coordination, it is intended to deliver the following measures:

Specific Measures	Target
<p>We will develop transport strategies for the metropolitan areas.</p>	<p>Updated transport strategies to be prepared for the metropolitan areas of Dublin, Cork, Limerick, Galway and Waterford by 2030.</p>
<p>We will plan for and support the delivery of Transport Oriented Development at appropriate locations served by public transport services.</p>	<p>Substantive completion of Transport Oriented Development in Metropolitan areas in line with Department of Housing, Local Government and Heritage targets</p>
<p>We will promote, plan for and support the consolidation of development into existing urban areas.</p>	<p>Delivery of the National Planning Framework targets in relation to consolidated development as measured by the Department of Housing, Local Government and Heritage.</p>
<p>We will collaborate with local and regional authorities to ensure that local and regional authority plans reflect sustainable transport objectives.</p>	<p>All updated Regional Spatial and Economic Strategies, Development Plans and Area Plans aligned with the relevant transport strategies.</p>
<p>We will ensure that large-scale development proposals reflect sustainable transport objectives.</p>	<p>Monitor, review and seek amendments, where required, to large scale developments via our role as a prescribed body in the planning process.</p>
<p>We will collaborate with local authorities in the development and delivery of local transport plans to support sustainable transport, reduce emissions and enhance air and noise quality.</p>	<p>City Centre transport plans developed and implemented in Dublin, Cork, Limerick, Galway and Waterford by 2030</p>

Sustainability Objective 2

Sustainability Objective 2: Promote and expand behaviour change initiatives to encourage more sustainable travel patterns.



Behavioural Change in the transport sector encompasses a wide range of measures which aim to encourage and incentivise sustainable travel behaviour. They can be targeted at individuals, neighbourhoods, workplaces, schools and colleges.

Generally, they involve promotional campaigns and information dissemination which complement the investment in transport infrastructure and services taking place as part of other programmes, although in many cases investment in things like cycle parking, signage and award-based initiatives can form part of a programme.

The behavioural change programmes will align with the Government's wider campaigns to promote awareness of environmental issues and encouragement of more sustainable transport choices with the intended outcome of reducing greenhouse gas emissions and an improvement in health and wellbeing.

Sustainability Objective 2

Supporting that national approach, it is intended to deliver the following measures:

Specific Measures	Target
<p>We will expand the existing Smarter Travel Workplaces and Smarter Travel Campuses programmes.</p>	<p>Offer participation in the programme to all workplaces with greater than 100 employees and all third level institutes. Promote use of an online guide to smaller organisations.</p>
<p>We will expand the Green Schools Travel Programme.</p>	<p>All schools to be offered the Travel Module of the Green Schools Programme by 2030.</p>
<p>We will promote and expand the Smarter Travel Mark scheme, recognising employers' effort to facilitate, support and encourage sustainable travel options for their workforce and visitors.</p>	<p>All public sector organisations to seek the Smarter Travel Mark certification by end 2027.</p>
<p>Undertake the National Household Travel Survey and the Walking and Cycling Index to provide an evidence basis for decision making.</p>	<p>The National Household Travel Survey to be undertaken annually and the Walking and Cycling Index to be undertaken every two years.</p>
<p>We will develop and implement Residential Travel Planning programmes to inform and promote sustainable travel options at a local level.</p>	<p>Undertake a pilot Residential Travel Planning programme by end 2026. Implement a targeted Residential Travel Planning programme by end 2027, aligned with the roll out of enhanced public transport services.</p>

Sustainability Objective 3

Sustainability Objective 3: Design and implement, appropriate and effective measures to incentivise reduced car and road freight movement.



Our ambition for urban areas is less traffic congestion, better air quality, reduced traffic noise and an overall better environment for residents, employees, shoppers and visitors.

While the development of new sustainable transport infrastructure and services will result in increased mode share for sustainable travel, this increase, by itself, will be insufficient to meet Ireland's emissions targets and further efforts are needed.

This will require changed patterns of travel behaviour, encouraging more people who have a viable option to travel by sustainable transport modes, to do so for at least some of their journeys.

Sustainability Objective 3

To achieve the objective above, it is intended to deliver the following measures:

Specific Measures

We will develop and prepare a scheme under the Dublin Transport Authority Act 2008, targeting a shift to sustainable measures for the Greater Dublin Area.

Where appropriate schemes are identified, we will support and assist in the reallocation of road space in urban areas to sustainable transport.

We will support and assist in the implementation of lower speed limits in urban areas.

Identify and assist in the implementation of Filtered Permeability and Low-Traffic Neighbourhoods in appropriate locations in urban areas.

Identify and assist in the implementation of Car Free Zones or Home Zones in appropriate locations in urban areas.

We will expand the Safe Routes to School Programme to all schools across the State.

Target

Develop and prepare a scheme to ensure the Greater Dublin Area can reduce its carbon emissions from transport by 50% by 2030 in line with the Climate Action Plan.

Delivery of a scheme or schemes to increase capacity for walking, cycling and public transport in all cities, regional growth centres and key towns.

All residential areas in cities to operate generally with a 30 kph speed limit.

Identify, in collaboration with local authorities, residential and town or village centre locations where there are issues related to the level of motorised through-traffic and where this traffic could be more appropriately directed onto other roads and streets.

Identify, in collaboration with local authorities, specific locations where sections of streets could be designed in such a way as to give high levels of priority, up to full priority, to non-motorised modes of travel.

Implement Safe Routes to School proposals at 500 additional schools by 2030.

Sustainability Objective 4

Sustainability Objective 4: Continue to expand the availability of active travel infrastructure, supporting walking, cycling and wheeling.



Cycling numbers have grown significantly over the last decade, reflecting an international pattern of an increased number of journeys by cycling.

The 2023 Walking and Cycling Index, which assesses walking, wheeling and cycling in urban areas in the UK and Ireland, records that 25% of residents in the Dublin Metropolitan Area cycle at least once a week, with the cities of Cork, Limerick, Galway and Waterford reporting figures between 15% and 20%. But large percentages of people expressed a willingness to cycle if the infrastructure was improved.

An increased level of cycling provision can reduce levels of traffic congestion, enhance local air quality and biodiversity, reduce noise, deliver health benefits across participants and contribute to a better environment for all.

Walking or wheeling form all or part of almost every journey undertaken and adequate provision for pedestrians is therefore a matter of great importance. A high-quality walking network should be safe, coherent, direct, attractive and comfortable. However, in both urban and rural areas, it is often not of a standard that meets the needs of all users.

Sustainability Objective 4

To expand active travel infrastructure, we will deliver the following measures:

Specific Measures

We will expand the cycle network through the roll out of the cycle network plan across the State.

We will increase the level of cycle parking availability.

We will expand shared mobility provision across the State.

We will support and assist in the provision of high-quality facilities for those walking and wheeling as part of our investment in Active Travel.

We will research, in association with other agencies, low carbon alternatives to road pavement design on Active Travel Schemes.

Target

1,000 additional kilometres of safer, mainly segregated, cycling facilities to be developed by 2030.

Provide an additional 5,000 on-street cycle parking spaces and 1,000 off-street secure cycle parking spaces by end 2028.

Further develop and expand shared mobility schemes in Dublin, Cork, Limerick, Galway, Waterford and other urban areas, inclusive of e-mobility.

Delivery of new and enhanced pedestrian crossings; wider and higher quality footpaths; and fully pedestrianised streets where appropriate, in all cities, towns and villages, and in rural areas where required.

Research to be completed outlining alternatives to pavement used elsewhere and applicability on NTA Active Travel Projects.

Sustainability Objective 5

Sustainability Objective 5: Continue to develop the sustainable public transport services to provide accessible, inclusive and safe train, tram, bus and small public service vehicle services across the State.



Public transport is essential to enable our cities and towns to function and to connect places and people across the country. Besides walking and cycling, public transport is the most climate friendly and sustainable way to travel, particularly with a shift to a low and zero emission bus network.

A just transition of our transport network ensures we provide an improved network with improved safety, improved connectivity and improved equity.

As urban areas expand and as rural populations grow, the need to provide enhanced public transport increases. We intend to meet that need through the provision of programmes such as BusConnects and Connecting Ireland.

Sustainability Objective 5

It is intended to deliver the following measures:

Specific Measures

We will use all available means to improve the perception of personal safety while travelling on public transport services.

We will implement a new network of bus services with a modern ticketing and passenger information solution in each of the city areas, better tailored to meet current and future needs, and enabling more people to use buses for many of their journeys.

We will expand our regional, local and rural bus services according to our Connecting Ireland programme.

We will continually monitor demand for train and tram services, supporting Irish Rail and Transport Infrastructure Ireland in reviewing capacity and scheduling to meet that demand.

We will ensure that sufficient additional and replacement, high-quality, accessible rolling stock and vehicles are available to meet forecast travel demand.

We will improve the integrated payment methodologies for all public transport services.

We will increase the number of journeys taken by public transport.

Target

Safety perception increased on all modes.

Completion of BusConnects network changes in Dublin by 2027, and in Cork, Limerick, Galway and Waterford by end 2028.

Completion of Connecting Ireland programme by 2030, enabling 70% of people in rural Ireland to, at a minimum, have buses that go three times a day to the nearest town.

Increase the capacity and frequency of train and tram services in line with demand and measured by total passenger trips.

41 additional intercity rail carriages to go into passenger service in 2024. 185 new electric/battery electric train carriages to go into operation by 2028. 700 additional fully electric buses by 2030.

Deliver Next Generation Ticketing by 2030.

Achieve a 1/3 increase in public transport journeys by 2030 (versus 2023 baseline).

Sustainability Objective 6

Sustainability Objective 6: Continue to provide public transport infrastructure to enable and support the delivery of public transport services across the State.

While public transport services are essential for many people, those services cannot operate without the relevant infrastructure. Accordingly, the development of the necessary infrastructure is an essential component of the transport system.

The NTA implements some of these infrastructure projects itself, and works with other partners such as local authorities, Irish Rail and Transport Infrastructure Ireland in the implementation of others.

It is intended to deliver the following measures:

Specific Measures	Target
<p>We will implement the bus priority and active travel infrastructure elements of the BusConnects Dublin programme.</p>	<p>Substantial completion of first four BusConnects Core Bus Corridors in Dublin by 2028. Substantial completion of first Sustainable Transport Corridors in Cork, Limerick, Galway and Waterford by 2029.</p>
<p>We will manage with Irish Rail the implementation of the DART+ programme which will improve accessibility and reduce carbon and noise emissions.</p>	<p>Expand DART services to Drogheda by 2026 using battery-electric fleet. Implement DART to Wicklow by 2030 using battery-electric fleet. DART+ West substantially complete by 2030.</p>

Sustainability Objective 6

Specific Measures

We will manage with Transport Infrastructure Ireland, the implementation of MetroLink.

We will deliver a programme of enhanced bus stops, inclusive of bus shelters and other bus infrastructure facilities.

We will manage with Irish Rail, the implementation of network enhancements, plus new/improved stations and other rail schemes.

We will manage with Transport Infrastructure Ireland, enhancements of the existing Luas network plus the development of other light rail projects.

We will develop park and ride sites for the city metropolitan areas.

We will collaborate with local authorities in the preparation of their taxi rank byelaws processes, to support a reduction in private car dependency and emissions.

Target

MetroLink to be well advanced in construction by 2030.

Provide 1,000 enhanced bus stop locations in towns and rural locations by 2030 to support increased public transport usage.

First three phases of Cork Area Commuter Rail Programme completed by 2028.
Woodbrook and Moyross stations open by 2030.
Railway Order application for Navan Rail Line submitted in 2028.

Railway Order application for Luas Finglas to be submitted in 2024.
Replacement fleet for Red Line delivered by 2030.

Six strategic park and rides sites constructed or in construction by 2030.

Consultation and advice provided in all local authority requests within one calendar month.

Sustainability Objective 7

Sustainability Objective 7: Build public awareness on the availability of sustainable transport infrastructure and services as well as promoting the introduction of new, innovative mobility solutions.



When making significant investment in sustainable transport infrastructure and services, it is essential that this is supported by campaigns to raise awareness of same. This could range from localised information campaigns to reflect minor service changes, to national campaigns promoting sustainable transport more generally.

It is important to include all relevant stakeholders as part of these campaigns including policy makers, politicians, road users, businesses, County Councils, the general public, interest and disability groups.

Campaigns should also include an integrated approach, addressing the public's concerns about congestion, safety, liveability and equity.

Sustainability Objective 7

It is intended to deliver the following:

Specific Measures

Continue to run information campaigns around improvements to bus services as part of BusConnects.

Continue to undertake comprehensive public consultations on our plans, projects and fare changes.

Promote the payment options and value for money available to customers to ensure the public is aware of transport choices.

Continue to develop promotional campaigns under the "Transport for Ireland" and "Smarter Travel" brands.

Support "Your Journey Counts" and Government's other sustainable transport promotion and behaviour change initiatives.

Provide public transport information in accessible formats at stops and online.

Improve number of bus stops, particularly in rural areas.

Target

Ensure strong awareness of changes and uptake of new services.

Report annually on the number of public consultations undertaken for projects, plans and other significant changes.

Promote use of Leap card for a faster, easier and more sustainable way to travel via public transport.

As appropriate, undertake significant national and local sustainable travel campaigns and continue to implement the Ready, Set, Cycle campaign, Marchathon, and National Bike Week.

NTA to support "Your Journey Counts".

All stops to have up-to-date, accessible timetable, mapping and fares information by 2030.

All stopping locations to have TFI sign infrastructure by 2030.

Sustainability Objective 8

Sustainability Objective 8: Accelerate the adoption of environmentally-friendly practices in the construction and operation of sustainable transport infrastructure and services.

As a public sector body, the NTA are committed to promoting environmentally friendly practices in all our procurement. We implement Green Public Procurement (GPP) practices and specify low carbon and low waste products for use within our schemes.

We are dedicated to promoting best practice and environmentally sound practices through our policies, projects and plans. The benefits of implementing such practices lead to waste reduction, energy efficiencies and lower costs.

It is intended to implement the following:

Specific Measures	Target
We will embed the use of GPP throughout the Authority.	All relevant staff will receive appropriate training on GPP practices by the end of 2025.
Climate Mitigation Measures on construction sites.	The NTA will request that where practicable, materials for the construction of infrastructure are sourced locally and that waste material generated on site is re-used, to the extent practicable, within the site boundary.

Sustainability Objective 8

Specific Measures

Preparation of Construction Environmental Management Plan (CEMP).

Protection of biodiversity on construction sites.

We will include additional biodiversity measures in planning applications as part of our commitment to sustainable travel.

We will include Sustainable Urban Drainage (SUD) measures in planning applications as part of our investment in sustainable travel. SUD measures promote reduced flooding, natural pollution control, increased biodiversity and resilience to climate change.

Target

All large NTA infrastructure projects will include the preparation and maintenance of a CEMP which shall incorporate environmental best practice in minimising emissions, materials recycling and water reuse.

The NTA will encourage the retention of any trees, hedgerows or habitats lying within the site boundary or along the boundary of the site where practicable.

All relevant projects will incorporate additional tree planting and pollinator species to enhance biodiversity in line with the Biodiversity Action Plan.

All relevant projects will incorporate best practice SUD measures.

Sustainability Objective 9

Sustainability Objective 9: Advance the transition of the public transport fleet to low or zero emission vehicles



The significant increases in public transport services and associated infrastructure will improve reliability and journey times, helping to encourage a mode shift to these modes and away from the private car. Therefore, a key element in terms of sustainability is to ensure that the vehicles and rolling stock are low and zero emission.

The NTA is fully committed to this goal and has commenced the roll-out of low and zero emission vehicles across the State. The benefits from the roll-out of low and zero emission vehicles include a reduction in GHG's, a reduction in noise pollution and an improvement in health.

Sustainability Objective 9

It is intended to deliver the following:

Specific Measures	Target
Transition of metropolitan bus fleets in Dublin, Cork, Limerick, Galway and Waterford to zero emission vehicles.	50% of Dublin metropolitan bus fleet transitioned to low/zero emission vehicles by 2026. 40% of combined bus fleet in Cork, Limerick, Waterford and Galway transitioned to low/zero emission vehicles by 2026.
Introduction of fully-electric town bus services.	Four towns transitioned to electrified bus services by 2026.
Decarbonisation of commuter train services.	Introduction of 185 battery-electric / electric carriages as part of the DART+ programme by 2030.
Transition LocalLink services to low emission / zero emission vehicles.	10% of LocalLink services operated by low / zero emissions vehicles by 2028.
Delivery of electrified rail services in Cork as part of the commuter rail programme.	Planning approval obtained in 2027 for depot development for new electrified services.
New Luas rail fleet.	Framework contract in place in 2026 for the ordering of additional Luas fleet.
We will promote the replacement by SPSV licence holders of fossil-fuelled taxis, hackneys and limousines with sustainable vehicles.	Target that 40% of fleet are sustainable vehicles by 2030.

Sustainability Objective 10

Sustainability Objective 10: Embed sustainability across all NTA activities, continuing to increase the emphasis on relevant areas including biodiversity, climate and the circular economy.



While the above 9 objectives, measures and targets reflect the approach the NTA is taking as an agency to transition Ireland's public transport system to one which significantly reduces carbon emissions, reduces noise and air pollution, and fosters a more healthy and active transport environment, the internally-facing activities of the NTA also require analysis and change.

We will raise awareness of sustainability issues to enable staff to integrate sustainability into their day-to-day activities. We aim to have a culture that promotes environmental performance and a sustainable ethos.

Sustainability Objective 10

It is intended to deliver the following:

Specific Measures

We will educate staff on climate action and sustainability issues and hold regular workshops annually to continue to engage on climate issues.

Monitor waste (incl. food) statistics in our buildings from 2025 onwards.

Draft a Biodiversity Plan for the NTA addressing corporate NTA activities as well as public-facing roles in transport infrastructure and services.

Achieve ISO 50001 (Energy Management Standard) and ISO 14001 (Environmental Management System) accreditation.

Achieve and maintain the NTA's Smarter Travel Mark.

Review all paper-based processes, while also measuring and monitoring paper consumption.

Increase the energy efficiency of the NTA's internal activities and buildings, making every effort to minimise waste.

Promote and expand the NTA's Green Team. Cover topics such as energy use, sustainability, waste and transport.

Target

All staff to be trained in relation to climate and sustainability by end 2025.

95% recycling of food waste annually. Look for potential alternative uses for waste generated.

NTA Biodiversity Plan in place by 2025.

ISO 50001 by end 2025.
ISO 14001 by end 2026.

Maintain the near-zero provision of car parking for staff and monitor and uphold the policy of using sustainable transport for business travel.

Review processes to reduce the consumption of resources.

50% reduction in energy related emissions from the NTA's internal activities by 2030.

6 Green Team initiatives completed annually.

Key Enablers

Throughout our strategy development, we have identified the key enablers necessary for achieving our goals. These enablers form part of our core operating principles and will allow for the integration of our Sustainability Strategy into our overall Corporate Strategy.



Government Funding

As a national body responsible for sustainable transport infrastructure and services, it is imperative that we receive sufficient government funding to be able to fulfil our sustainability goals and objectives.



Organisational Culture

An equal, diverse and inclusive work environment is essential for our organisation to operate effectively. We allow our employees to work flexibly and invest in their training and development, to equip them with the necessary tools to support our sustainable transport ambitions.



Technology & Data

To meet continuously evolving customer requirements, we are delivering technology advancements that can make public transport more attractive and easier to access. By leveraging data for insights and the latest transport technology, we can improve the quality of our sustainable transport infrastructure and services.

Our People and Communities

We aspire to make sustainable transport an accessible and inclusive experience for all – our people, our commuters and our communities. To achieve this, we keep people at the heart of our decision-making.



Bridging the Gap

A priority for the NTA is having an inclusive culture; a culture in which everyone is welcomed, treated equitably and supported to reach their full potential. We understand the importance of having a diverse workforce and the resulting benefits such as improved decision making, innovation, problem solving, talent attraction and retention, and increased employee satisfaction. This should also help to ensure a more inclusive experience for our customers.

The wellbeing of our staff and commuters is imperative for our ambition to make sustainable transport more inclusive, diverse and equal for all. Our interventions include supporting a just transition, upholding national standards for people with disabilities, regular internal culture reviews and providing training for our staff on various topics including unconscious bias. Our corporate strategy is to drive greater equality and diversity to reflect the community we serve.



Driving Equality, Diversity & Inclusion



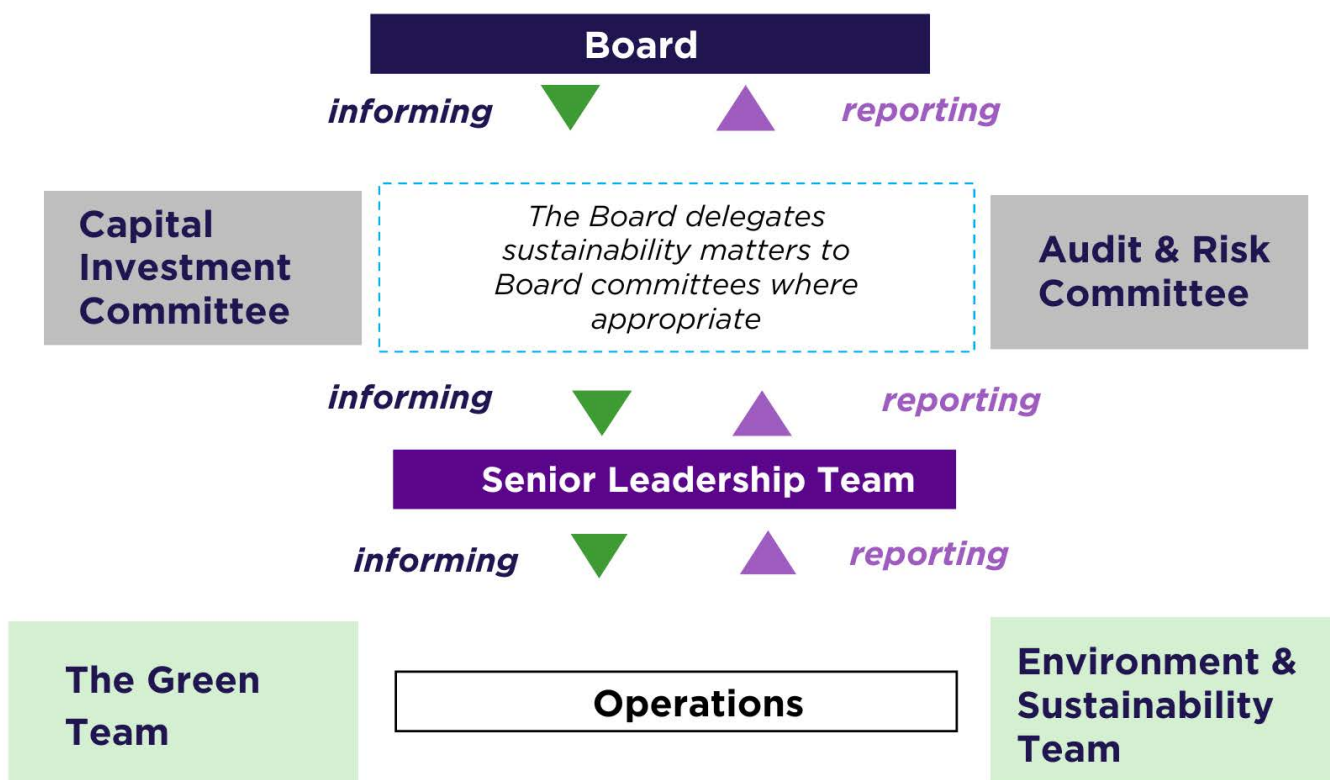
Getting Involved

To encourage greater involvement in sustainable transport design, we have teamed up with local universities to create more internship opportunities for STEM students looking to gain experience in the transport sector. We are also piloting a graduate programme for those looking to build their careers in transport. Integrating new perspectives into our projects can further improve the inclusivity of our outputs.

Governance

Oversight and monitoring of the NTA's Sustainability Strategy is a top priority for the NTA Board. The Board is supported by the Capital Investment Committee, as well as the Audit & Risk Committee.

The NTA has established its Green Team which comprises of a mix of representatives from across the organisation, thus ensuring an appropriate balance of expertise, skills and experience. All members of the Green Team are passionate about the environment and helping the NTA to achieve its carbon emission targets. The Senior Leadership Team, including the Climate and Sustainability Champion, delegate sustainability matters to the Green Team where appropriate.



Measure, Monitor and Report

Delivery Environment

Our Sustainability Objectives will act as a catalyst to drive further change across the organisation. These will supplement the comprehensive series of actions already assigned to the NTA from the Climate Action Plans, National Sustainable Mobility Policy and Public Sector Climate Action Mandates, all of which support Ireland's response to the climate crisis.

The Climate Action Plan calls upon public sector bodies to lead by example. We aim to do this by integrating sustainability into everything that we do and ensuring that all members of our organisation are empowered, responsible and accountable for our sustainability progress.

Measuring, Monitoring and Reporting

Measuring, monitoring and reporting will be important to ascertain where there has been progress and to highlight our achievements and challenges. Ascertaining our achievements will also help to encourage and motivate our staff. In the interests of efficiency, where possible we will use data that is already being collated. Progress around sustainability will be detailed in the Annual Report and other documents as appropriate for the various initiatives.



Údarás Náisiúnta Iompair

Dún Scéine Lána
Fhearchair Baile
Átha Cliath 2 D02
WT20

Tel: +353 1 879 8300
Fax: +353 1 879 8333

National Transport Authority

Dún Scéine Harcourt
Lane Dublin 2 D02
WT20

[www.nationaltransport.i
e](http://www.nationaltransport.ie)