

# Update on IAM progress in Ireland

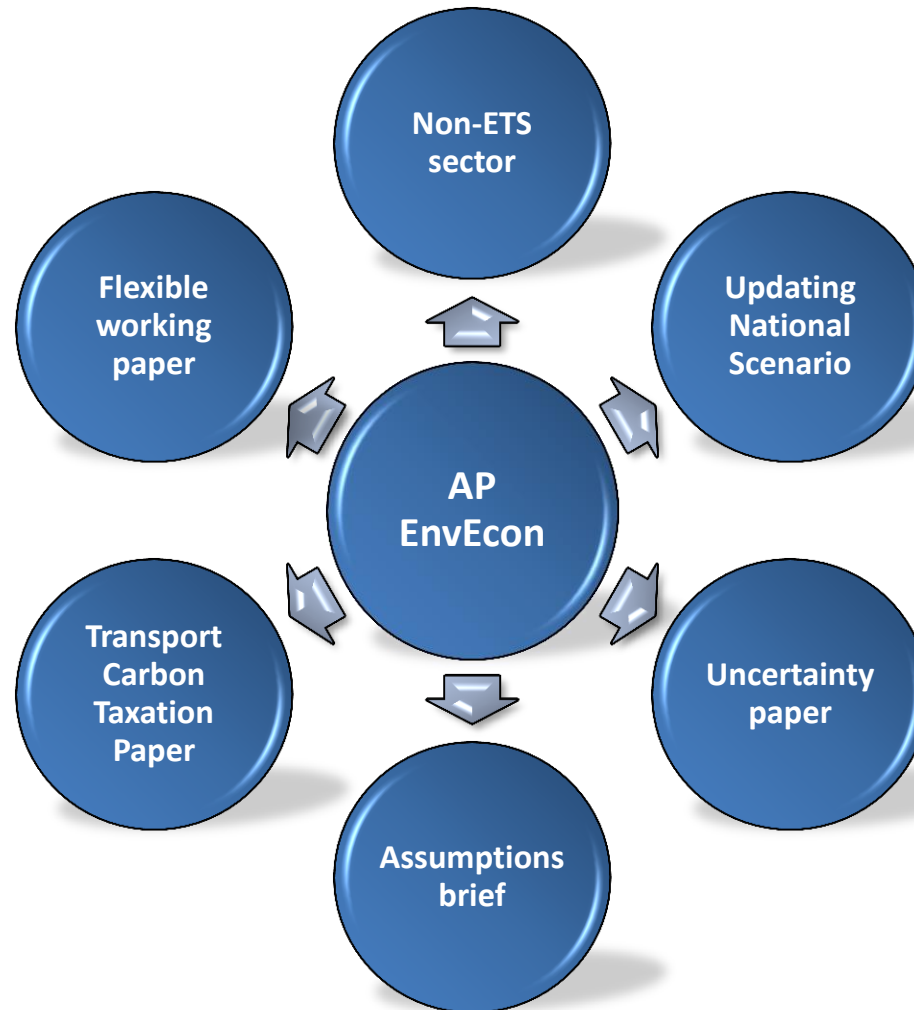


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# Recent work and current progress

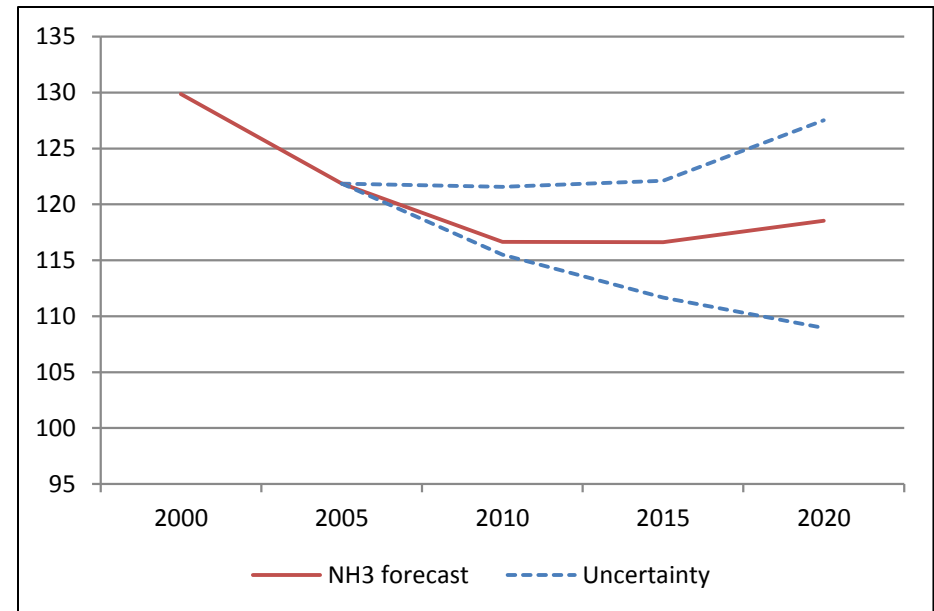


# Updating National Scenario

- Loaded latest energy scenarios into *GAINS Ireland* model
- Considerable adaptation and re-checking required
- Process is much improved - adaptation of national data, revisiting splits
- Awareness of measures and their details is critical – particular relevance to efficiency measures
- Detailed assumptions report in development to support loaded scenarios
- Revisiting certain controls and sectors (e.g. construction/cement, waste/incineration)
- Awaiting agriculture data

# Uncertainty paper

- Uncertainty assessed and presented for NH<sub>3</sub> emissions within the agriculture sector in Ireland, using the WAM scenario 2009
- Uncertainty measured amongst activity and control shares
- **Methodology:** Schöpp *et al.* (2005), POV method, CV between uncertain parameters, covariance, expert elicitation
- **Results: ± 8%**
  - Low uncertainty in animal numbers
  - Constant uncertainty within control shares
  - Small deviation over past 10 years



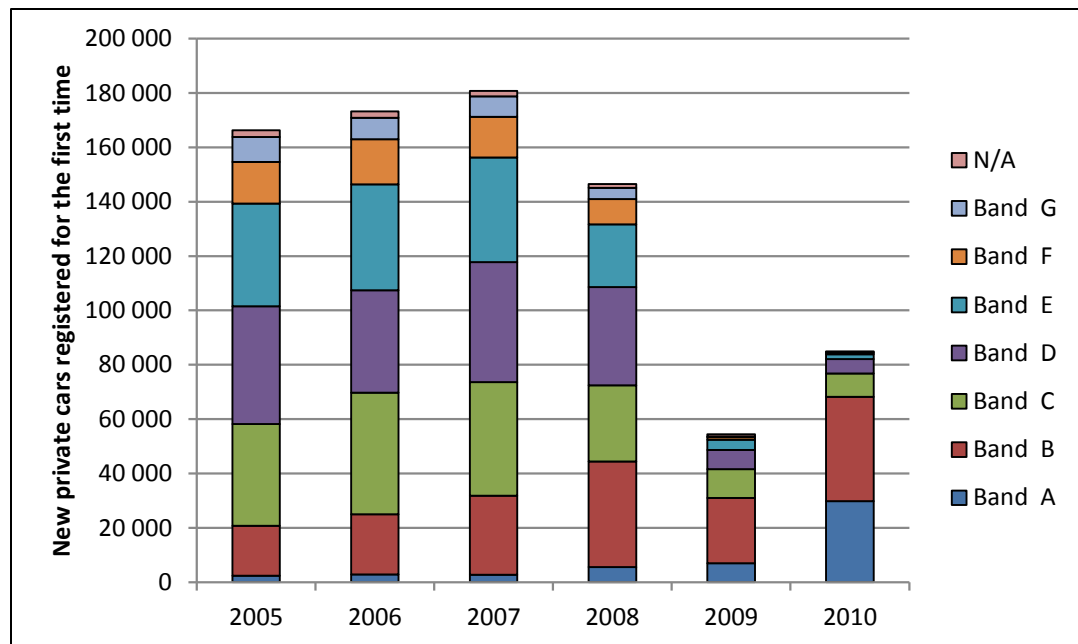
# Assumptions brief

- **Scenario analysis** and **scenario development** are an integral part of the *GAINS Ireland* model, and *IMP Ireland* project.
- Scenarios in Ireland developed by SEAI, with national energy forecasts published annually detailing trends up to 2020.
  - Baseline
  - NEEAP/NREAP
  - Exploratory
- Scenarios are developed on the basis of different assumptions
- Assumptions brief undertakes an in-depth analysis of the latest SEAI scenarios in order to gain an understanding of the assumptions implicit in each
- Assumptions focus on energy efficiency policies and measures modelled in each scenario, with specific examination of assumed values for expected energy savings, energy supply and costs



# Transport Focused Carbon Taxation Paper

- New VRT/MT rates introduced in July 2008 – based on CO<sub>2</sub> emissions
- Carbon tax also introduced
- Coincided with recession
- Increased sales in Bands A and B type vehicles
- Behavioural effect or vehicle efficiency improvement?
- Revenue loss
- Restructuring of bands expected
- Submission made to Government
- Paper in submission to Transport Policy, considers carbon tax too



Band	g/km CO <sub>2</sub>	% OMSP	Annual motor tax
Band A:	≤ 120	14% OMSP	€104
Band B:	121-140	16% OMSP	€156
Band C:	141-155	20% OMSP	€302
Band D:	156-170	24% OMSP	€447
Band E:	171-190	28% OMSP	€630
Band F:	191-225	32% OMSP	€1,050
Band G:	> 225	36% OMSP	€2,100

# 'Flexible working' paper

- Policy investigation piece
- Extensive GIS mapping
- Work from home ~ 1 day a week/fortnight
- Broadband network
- Home/work location
- Occupational types
- Transport services
- Demographic & socio-economic working group



# Non-ETS sector paper

- Examination of potentials and costs associated with progressing towards compliance with Non-ETS Target
- Utilisation of GAINS and nationally evaluated measures
- Also data and information drawn from international literature and application of measures elsewhere
- Inclusion of non-technical options
- Consideration of the balance of effort across the non-traded sectors
- **Key headings:** Potential for mitigation, costs, benefits



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