FRIDAY 31ST AUGUST 2026 | ISSUE NO.1919

Freight Transport Association Ireland

Delivering safe, efficient, sustainable logistics.

FTA IRELAND E-NEWS

Latest news and information update for members

Welcome to the August Edition of FTA Ireland eNews

As we move towards Budget 2027, FTA Ireland continues to advocate strongly on behalf of our members to ensure that freight, passenger transport, logistics and supply chain operations are recognised as essential national infrastructure. In August, we submitted our Pre-Budget 2027 recommendations to Government, calling for practical measures that protect competitiveness, support operators facing rising costs, and accelerate a realistic transition to lower-emission transport.

Our submission focuses on key priorities including energy cost stability, enhanced fleet transition supports, accelerated charging and refuelling infrastructure, investment in skills and digital resilience, and a technology-neutral approach to decarbonisation that works for operators of all sizes. As always, our objective is clear: to keep Ireland moving while ensuring the transport and logistics sector remains competitive, sustainable and resilient for the future.

In this month's newsletter, you'll find updates on Smart Tachograph Version 2 compliance requirements, developments in EU weights and dimensions legislation, the latest zero-emission vehicle market trends, apprenticeship successes, and details of our upcoming Sustainable Transport Seminar. Thank you for your continued support and engagement with FTA Ireland.

Niall Cotton
Chief Executive, FTA Ireland

The latest in this month's issue:

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Summer May Be Over, But FTA Ireland Has Been Working Hard for Members

TEXT BY PAUL MAGUIRE

While the summer months are traditionally a quieter period for many businesses, the team at FTA Ireland has been anything but idle. Behind the scenes, we have been actively engaging with Government departments, agencies and policymakers to ensure the voice of our members continues to be heard across a range of critical national policy developments.

Advocacy on behalf of our members remains one of our core priorities, and over recent months we have been heavily involved in preparing submissions and engaging with stakeholders on a number of significant consultations that will have implications for the freight, logistics, passenger transport and supply chain sectors.

Among the key consultations currently underway are:

- The Common Agricultural Policy (CAP) consultation
- The National Bioeconomy Strategy
- The National Ports Strategy
- The Irish Aviation Authority (IAA) Draft Determination on Dublin Airport Charges 2027-2031

It is somewhat unusual that so many consultations of strategic importance to the transport and logistics sector have landed within such a short timeframe. However, each presents opportunities and challenges that could directly impact our members and the wider economy.

Whether it is ensuring efficient freight access through our ports and airports, supporting sustainable fuel pathways through Ireland's Bioeconomy Strategy, or representing industry interests on future airport charging structures, FTA Ireland believes it is essential that the sector has a strong and informed voice at the table.

For that reason, we have dedicated significant time and resources to developing evidence-based submissions on each consultation. These engagements help ensure that policy decisions are informed by the real-world operational experience of those who keep Ireland's goods, people and supply chains moving every day.

Looking Ahead: Sustainable Transport Seminar 2026

Our focus now turns to one of the most important events in the FTA Ireland calendar.

Sustainable Transport Seminar 16 September 2026 Johnstown Estate Hotel, Enfield

This year's seminar promises to be one of our strongest programmes yet, bringing together industry leaders, policymakers, operators and key stakeholders to discuss the challenges and opportunities shaping the future of transport and logistics.

Highlights of the event include:

- Minister Canney Keynote Address
- We are delighted to welcome Minister Canney who will deliver the keynote address, providing valuable insights into Government priorities for transport, logistics, infrastructure and sustainability.
- Launch of the Managers Guide to Distribution Costs (MGDC) 2026
- FTA Ireland will officially launch the latest Managers Guide to Distribution Costs (MGDC) at the seminar.

This marks the eighth consecutive publication of this highly respected benchmark report, which continues to provide members with critical insights into operating costs, productivity trends and performance indicators across the sector.

Decarbonising Forestry Log Haulage in Ireland
Hear directly from Coillte on its work to decarbonise forestry log haulage and the practical steps being taken to support sustainability in one of Ireland's most important supply chains.

Developments in the Insurance Industry
The insurance market remains a key concern for operators across the sector. We will hear about the latest developments in the industry and the ongoing support being provided by Allianz to transport and logistics operators.

A Packed Agenda
In addition to these featured presentations, attendees can look forward to a packed itinerary covering:

- Fleet decarbonisation
- Alternative fuels
- Infrastructure development
- Industry performance benchmarking
- Regulatory updates
- Safety and compliance
- Networking opportunities with industry peers and suppliers

This year's Sustainable Transport Seminar is shaping up to be one of the most valuable industry events of the year.

Whether your focus is operational efficiency, sustainability, compliance, workforce challenges or future-proofing your business, there will be something for everyone.
Book your place today and join fellow industry professionals at the Johnstown Estate Hotel on 16 September.

Don't miss out – get your tickets booked now!
info@ftai.ie or 01 844 7516

FTA Ireland Pre-Budget Submission 2027: Keeping Ireland Moving

TEXT BY NIALL COTTON

FTA Ireland has submitted its Budget 2027 recommendations to Government, calling for urgent action to protect the competitiveness of Ireland's freight, passenger transport, logistics and supply chain sectors while supporting a practical transition to lower-emission transport. The association argues that transport should be recognised as critical national infrastructure due to its central role in supporting trade, exports, imports, regional connectivity and economic growth.

FTA Ireland's core message is that operators are facing increasing pressure from:

- Rising and volatile energy costs
- Labour and skills shortages
- Increasing compliance and operational costs
- Significant investment requirements for decarbonisation
- Insufficient transport energy infrastructure

The submission stresses that climate ambitions must be delivered in a way that is realistic, commercially viable and achievable for operators of all sizes, particularly SMEs.

Top Five Budget 2027 Priorities

1. Create a Commercial Transport Energy Rebate
FTA Ireland proposes replacing the current Diesel Rebate Scheme with a broader, technology-neutral Commercial Transport Energy Rebate covering:

- Diesel during the transition period
- Electricity
- HVO (Hydrotreated Vegetable Oil)
- BioCNG and biomethane
- Hydrogen

The objective is to reduce exposure to energy price volatility while rewarding operators investing in lower-emission technologies.

2. Increase Fleet Transition Supports
The association is calling for enhanced grants and incentives to help operators adopt zero and low-emission vehicles, including:

- Reform of ZEHDV and GRAZE grant schemes
- Greater funding certainty
- Financing and leasing support for SMEs
- A National HDV Electrification Delivery Programme

The goal is to narrow the cost gap between alternative-fuel vehicles and traditional diesel fleets.

3. Accelerate Transport Energy Infrastructure
FTA Ireland wants commercial transport charging and refuelling infrastructure classified as critical infrastructure. Priorities include:

- HGV charging hubs
- Depot charging facilities
- BioCNG and biomethane refuelling stations
- Hydrogen infrastructure
- Faster grid connections for transport operators

The submission highlights that fleet transition cannot succeed without the supporting infrastructure.

4. Strengthen Low-Carbon Fuel Policy
Recommendations include:

- Supporting renewable hydrogen development
- Expanding biomethane and BioCNG use
- Developing a domestic HVO production strategy
- Creating low-carbon freight energy corridors
- ·Strengthening Ireland's Renewable Transport Fuel Obligation (RTFO)

FTA Ireland advocates a technology-neutral approach, recognising that different transport sectors will require different solutions.

5. Invest in Skills, Safety and Digital Resilience
The association is seeking funding for:

- Driver and logistics apprenticeships
- HGV technician training
- Fleet electrification and alternative fuel skills
- Eco-driving programmes
- Cybersecurity and digitalisation grants
- Enhanced support for SME compliance and management training

These measures would help address workforce shortages and improve sector productivity.



Seven Strategic Pillars

The overall submission is built around seven themes:

1. Essential transport and supply-chain resilience
2. Energy cost stability and fair transition supports
3. Fleet transition and SME support
4. Energy infrastructure delivery
5. Low-carbon fuels and circular logistics
6. Skills, workforce and digital resilience
7. Trade connectivity, safety and fair competition

What This Means for Members

If adopted, FTA Ireland's proposals could provide members with:

- Reduced exposure to fuel and energy price fluctuations
- Increased financial support for fleet decarbonisation
- Improved access to charging and refuelling infrastructure
- Enhanced training and workforce development opportunities
- Greater support for SME operators
- Stronger recognition of transport as an essential economic sector

C**onclusion**

FTA Ireland's Budget 2027 submission calls for a balanced approach that protects competitiveness while enabling transport decarbonisation. The association argues that government support should focus on practical, technology-neutral solutions that keep goods, people and supply chains moving while helping operators transition to lower-emission transport in a commercially sustainable way.

LAA Apprentices Announced as Finalists in the Generation Apprenticeship Apprentice of the Year Awards 2026

TEXT AND PICTURES BY ANNA GORECKA

The Logistics Associate Apprenticeship (LAA) programme is delighted to announce that 10 apprentices have been selected as finalists for the prestigious Generation Apprenticeship Apprentice of the Year Awards 2026, recognising outstanding achievement, dedication and professional excellence across Ireland's logistics and supply chain sector.

This year's finalists represent a talented and diverse group of emerging logistics professionals who have demonstrated exceptional commitment to their personal and professional development while making valuable contributions to their organisations.

A particularly significant achievement for this year's cohort is that seven of the ten finalists are female, reflecting the growing participation and leadership of women within the logistics and supply chain industry. This milestone highlights the positive progress being made in attracting a broader range of talent into the sector and reinforces the industry's commitment to diversity and inclusion.

Celebrating Our Finalists

FTA Ireland joins the LAA Steering Group in congratulating the following apprentices on reaching the national finals:

Sergio Valero – BG Freight Line Limited
Shane Mulvihill – Niedax CMD
Dorde Vujanic – Sysco
Jack Naughton – Kuehne + Nagel (Ireland) Ltd.
Geraldine Hartnett – South Coast Logistics
Maha Al Mechkor – Flogas Ireland
Laura Olayemi – Rhenus
Shuailin Wang – Endress+Hauser (Ireland) Ltd.
Beatriz Cruz – Endress+Hauser (Ireland) Ltd.
Anna Teslia – Hawthorn Logistics

These finalists exemplify the core values of the Logistics Associate Apprenticeship programme through their professionalism, commitment and ability to apply academic learning to real-world logistics and supply chain challenges.

Acknowledging Employer and Mentor Support

The success of the LAA programme continues to be driven by the strong partnership between industry and education. The LAA Steering Group extends its sincere appreciation to the participating employers and workplace mentors whose ongoing support, guidance and investment in apprentice development have helped make these achievements possible.

The commitment shown by employers across the sector plays a vital role in developing the next generation of logistics professionals and ensuring that apprentices gain the practical skills, experience and confidence required to succeed in a dynamic industry environment.

Looking Ahead
The winners of the Generation Apprenticeship Apprentice of the Year Awards 2026 will be announced by the National Apprenticeship Office later this autumn. FTA Ireland looks forward to celebrating the achievements of all finalists and sharing the results with members once they are announced.

About the Logistics Associate Apprenticeship
The Logistics Associate Apprenticeship (LAA) is Ireland's national logistics apprenticeship programme, delivered through a partnership between industry and higher education providers. The programme combines workplace learning with academic study, equipping apprentices with industry-relevant skills, recognised qualifications and clear progression pathways for long-term careers in logistics and supply chain management.

For more information about the LAA programme or to learn how your organisation can become an apprenticeship employer, visit www.laa.ie or contact the team at info@laa.ie.

Editor's Note: FTA Ireland congratulates all finalists, their employers and mentors on this outstanding achievement and wishes them every success in the national awards competition



Ireland Places HGV Weights and Dimensions Review at the Heart of EU Presidency Agenda

TEXT BY PAUL MAGUIRE



Ireland has placed the revision of the EU Weights and Dimensions Directive firmly on its agenda during its Presidency of the Council of the European Union, highlighting the importance of the legislation for the future of road freight, vehicle technology and transport competitiveness across Europe.
On 15 July, Minister of State for International and Road Transport, Logistics, Rail and Ports, Seán Canney, addressed the European Parliament's Committee on Transport and Tourism (TRAN) to outline Ireland's transport priorities for the six-month Presidency term. Among the key legislative files identified for progress was the long-running review of the Weights and Dimensions Directive, which governs the maximum authorised weights and dimensions of heavy goods vehicles operating throughout the European Union.

The Directive establishes the rules governing vehicle length, width, axle weights and maximum gross vehicle weights for HGVs across EU Member States. Any changes agreed at European level have the potential to affect vehicle specifications, fleet investment decisions and cross-border operations for Irish transport and logistics businesses.
With Ireland now chairing negotiations between Member States, there is renewed momentum to secure an agreement on the revised legislation during the Presidency period.

Key Changes Under Discussion

Supporting Zero-Emission Trucks

One of the most significant proposals is the introduction of additional weight allowances for zero-emission heavy-duty vehicles, including battery-electric and hydrogen-powered trucks. As these vehicles typically weigh more than conventional diesel vehicles because of battery packs and fuel systems, the proposed changes would allow operators to carry comparable payloads while transitioning to cleaner technologies. For operators considering fleet decarbonisation, this could improve the commercial viability of zero-emission vehicles and help accelerate their deployment across Europe.

Clearer Cross-Border Rules

The revised Directive also seeks to provide greater clarity around the use of longer and heavier vehicle combinations operating across national borders where permitted by neighbouring Member States. This could improve efficiency in international freight operations and create greater consistency across the EU market.

Improved Vehicle Design and Efficiency

The review supports the continued introduction of more aerodynamic cab designs that can improve fuel efficiency, reduce emissions and enhance safety for drivers and vulnerable road users. These measures form part of the EU's wider efforts to improve the sustainability and safety of road transport.

Promoting Intermodal Freight

Further proposals are aimed at encouraging greater use of intermodal transport, making it easier to combine road haulage with rail and maritime freight services. The objective is to improve supply chain efficiency while supporting EU climate and sustainability goals.

Ireland's Position

From an Irish perspective, Minister Canney has welcomed progress on the revised Directive, noting its potential to support the decarbonisation of the road haulage sector while maintaining important safeguards

safeguards relating to road safety and infrastructure protection. Ireland has been particularly supportive of retaining the maximum drive axle weight limit of 11.5 tonnes

What Happens Next?
Negotiations between the Council, European Parliament and European Commission will continue during Ireland's Presidency. Given the significance of the proposals for vehicle operators, manufacturers and logistics providers, the coming months could prove critical in determining the future operating framework for HGVs across Europe.

FTA Ireland will continue to monitor developments closely and keep members informed as the legislative process progresses.

Smart Tachograph Version 2 Software Updates

TEXT BY PAUL MAGUIRE



FTA Ireland is reminding members of the importance of ensuring that Smart Tachograph Version 2 (G2V2) devices are operating on compliant software versions, as enforcement activity relating to tachograph software updates continues to increase across Ireland and Europe.

New EU-mandated security patches are being rolled out for selected tachograph devices, with regulatory authorities placing growing emphasis on software compliance as part of roadside inspections and enforcement campaigns. These updates are designed to address security vulnerabilities, improve functionality and maintain the integrity of digital recording systems that underpin drivers' hours and road transport legislation.

VDO DTCO 4.1 Update Mandatory Since 15 July

Members should be aware that, since 15 July, the software update for certain VDO DTCO 4.1 tachographs has become mandatory.
There have been three versions of the DTCO 4.1 tachograph released since 2023:

1. DTCO 4.1 – Software Version 04.01.26 (v4126) - Mandatory update required to DTCO 4.1b.
2. DTCO 4.1a – Software Version 04.01.40 (v4140) - Update recommended by the manufacturer but currently not mandatory.
3. DTCO 4.1b – Software Version 04.01.41 (v4141) - Current compliant version.

Current guidance indicates that vehicles equipped with the original DTCO 4.1 software version must be updated to the latest approved version, DTCO 4.1b, while DTCO 4.1a remains an acceptable software version at present.

RSA Guidance and Enforcement
The Road Safety Authority (RSA) has issued specific guidance in relation to Smart Tachograph Version 2 software updates. The authority notes that software updates are a legal requirement under Regulation (EU) 2016/799 where they address software defects, security vulnerabilities or reported attacks against tachograph functions.

The RSA has stated that operators who fail to install mandatory updates may face enforcement action and operational delays if inspected during a roadside check. Where a non-compliant software version is identified, operators may be directed to have the update completed by an approved tachograph workshop and provide evidence of compliance within ten days.

Importantly, enforcement applies regardless of the country in which the vehicle is registered. Irish operators travelling internationally should also be aware that enforcement practices vary across EU Member States, with some jurisdictions reportedly imposing immediate roadside penalties.

How to Check Your Software Version
Operators can identify their tachograph software version in one of two ways:
Method 1: Technical Printout
Take a technical printout from the DTCO unit and check the tachograph information section. The number displayed beside "V" identifies the installed software version.



Method 2: Through the Tachograph Menu

- Press OK from the main screen.
- Select Display Vehicle.
- Select DTCO Version.
- Review the software version displayed.



The versions will appear as follows:

- DTCO 4.1 → SW 04.01.26
- DTCO 4.1a → SW 04.01.40
- DTCO 4.1b → SW 04.01.41

Workshop Availability and Costs
NSAI-approved tachograph workshops should have the capability to perform these software updates. However, some workshops may only recently have acquired the necessary VDO software and equipment required to carry out the process.
Operators should expect:
Update time of approximately 20 to 30 minutes for VDO DTCO 4.1 updates.

Costs typically ranging from €60 to €90, reflecting manufacturer charges passed through by workshops.
Potential delays if workshop capacity becomes constrained as update demand increases.
Planning ahead and scheduling updates as part of routine maintenance or calibration activities may help avoid unnecessary downtime.

Stoneridge Update Coming September
Operators using Stoneridge SE5000 Smart 2 tachographs should also prepare for a forthcoming mandatory update expected from 1 September.
The update will apply to SE5000 Smart 2 units currently operating software versions:

- 1214
- 1619

These units will require updating to the latest 24xx software version.
The procedure is expected to take significantly longer than the VDO update, potentially up to 90 minutes, and workshops may charge accordingly.

Compliance Is Becoming a Competitive Necessity

Across Europe, transport authorities are increasingly focused on tachograph integrity and software security. The regulatory trend is clear: software compliance is no longer viewed as an optional maintenance matter but as an essential component of legal operation and enforcement compliance.

For operators engaged in international transport, the risks associated with non-compliance continue to grow. Delays at roadside inspections, workshop directions, administrative burdens, fines and potential reputational damage can all impact operational efficiency and customer service.

FTA Ireland therefore strongly encourages members operating Smart Tachograph Version 2 systems to verify their software versions immediately and arrange any required updates with an approved workshop at the earliest opportunity.

Recording Equipment Updates

2026

Brand	Model	Version(s)	Type Approval(s)	Vulnerable software version(s)	Software version(s) to be used for update	Version(s) after update	Type Approval(s) after update	Software update mandatory as from	Deadline for software update
Stoneridge Electronics AB	SE5000-8.1	Revision B Revision C Revision D Revision E	e5-0002_08 e5-0002_09 e5-0002-10 e5-0002-11	1214 1214 1619 1619	2424 2425 2424, 2525 2626	Revision F Revision G Revision H Revision I	e5-0002-12 e5-0002_13 e5-0002-14 e5-0002-15	01/09/2026	Latest at the next periodic inspection or at first installation
Continental Automotive Technologies GmbH	DTCO 1381	4.1	e1-84-08	04.01.26	04.01.41	4.1b	e1-84-10	15/07/2026	Latest at the next periodic inspection or at first installation

Compliance: Essential for Fair Competition and International Operations

TEXT BY PAUL MAGUIRE / DRIVER AND VEHICLE STANDARDS AGENCY (DVSA)



Recent enforcement activity in the United Kingdom serves as a timely reminder to all transport operators of the importance of maintaining full compliance with both national and international regulations.

As operators increasingly provide services across borders, regulatory authorities are placing greater emphasis on ensuring compliance with licensing requirements, cabotage rules, drivers' hours legislation, vehicle standards, and documentation obligations. This heightened focus means that operators working outside the Republic of Ireland can expect increased scrutiny from enforcement agencies and should ensure that all aspects of their operation are fully compliant before undertaking international journeys.

A notable example occurred on 6 May 2026, when the UK's Driver and Vehicle Standards Agency (DVSA) impounded the first non-UK public service vehicle (PSV) for cabotage offences. The operator, based in the Republic of Ireland, had previously come to the attention of UK authorities after carrying American tourists on a UK-only tour, an activity prohibited under the cabotage rules introduced on 1 April 2025.

Cabotage refers to the transport of goods or passengers between two points within a country by an operator established in another country. While international operators may transport passengers into and out of the UK on authorised international journeys, they are not permitted to undertake domestic passenger transport services that fall outside the scope of those permissions.

The case highlights the increasing use of intelligence-led enforcement. Following an initial investigation in 2025, authorities identified repeated non-compliant activity, including failures to produce the required journey documentation and drivers' hours infringements. The operator was warned that any future breaches could result in vehicle impoundment. Over the following year, enforcement teams continued to gather intelligence and monitor activity, eventually using Automatic Number Plate Recognition (ANPR) technology to identify and intercept a vehicle involved in another unauthorised UK-only tour.
The successful operation resulted in the impoundment of the vehicle, the disruption of the unauthorised tour, and demonstrated the effectiveness of coordinated enforcement between intelligence, policy, and operational teams.

For Irish operators, this case serves as a clear reminder that compliance obligations do not stop at the border. Enforcement agencies across Europe are increasingly sharing intelligence and adopting targeted approaches to identify operators who fail to meet regulatory requirements. Businesses operating internationally must ensure that drivers, vehicles, licences, permits, route authorities, passenger documentation, and operational practices comply with the rules of the jurisdictions in which they operate.

It is equally important to recognise why these regulations exist. Compliance rules are designed not only to promote safety and consumer protection but also to ensure fair competition and fair trade throughout the transport industry. By preventing operators from gaining an unfair commercial advantage through non-compliance, these regulations help create a level playing field for all businesses, whether they are haulage operators, coach companies, bus operators, or other passenger transport providers.

FTA Ireland encourages all members to regularly review their compliance procedures, remain informed of regulatory developments in all markets where they operate, and ensure that management teams, drivers, and operational staff fully understand their obligations.

In an increasingly regulated and closely monitored transport environment, compliance is more than a legal requirement. It is a fundamental business responsibility that protects operators, supports fair competition, and safeguards the integrity and reputation of the transport industry as a whole.

Operators who are compliant not only protect their own business but also contribute to a fair, competitive, and professional transport sector for all haulage and passenger transport providers.

Europe's Transition to Zero-Emission Transport Gains Momentum

TEXT BY PAUL MAGUIRE

As the transition to zero-emission transport continues to gather pace across Europe, with encouraging progress being made across a range of vehicle categories. While the rate of adoption varies by vehicle type and country, the latest ICCT European Heavy-Duty Vehicle Market Development Report for Q1-Q2 2026 highlights a market that is evolving steadily and presents valuable insights for Irish transport and logistics operators as they plan for the years ahead.

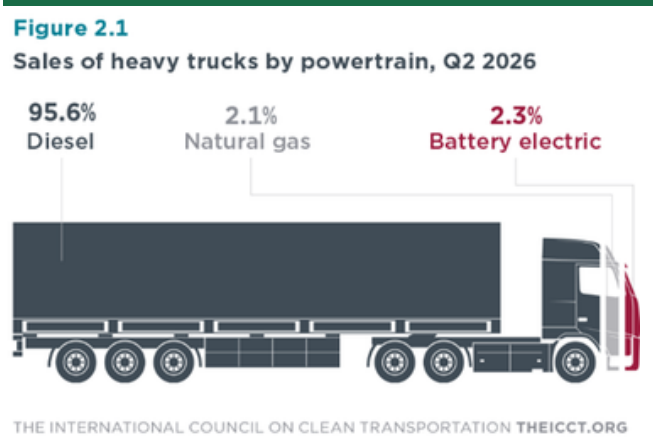
Zero-Emission Heavy Vehicles Continue to Build Market Share
The European market for zero-emission heavy-duty vehicles (ZE-HDVs) is expanding year on year. During the first half of 2026, approximately 14,300 new zero-emission heavy-duty vehicles were registered across the EU. Zero-emission trucks accounted for 4.8% of all truck sales, up from 3.8% during the same period in 2025, while zero-emission buses and coaches increased their market share from 22.7% to 28.3%. While the freight sector remains in the early stages of transformation, the overall trend is highly positive. Continued investment by manufacturers, supportive policy measures and the ongoing rollout of charging infrastructure are creating stronger foundations for the future deployment of zero-emission transport solutions.

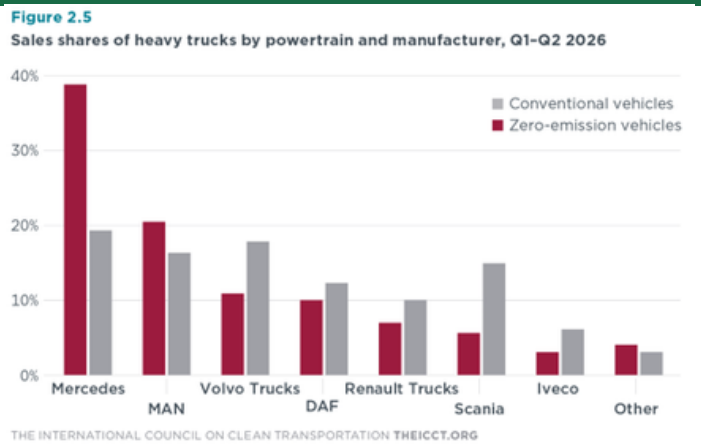
Heavy Trucks: A Market Beginning to Scale
The heavy truck segment is showing particularly encouraging signs of growth. Sales of zero-emission trucks above 12 tonnes nearly doubled during the first half of 2026, increasing from approximately 1,900 units to 3,400 units compared with the previous year. As a result, their share of the EU heavy truck market rose from 1.4% to 2.3%.
Germany continues to establish itself as one of Europe's leading markets for electric heavy trucks. By Q2 2026, zero-emission vehicles represented 4.6% of all heavy truck sales in the country, supported by favourable policy measures including road-toll exemptions for zero-emission vehicles and CO_2-based charging structures for conventional fleets.
For Irish operators, these developments provide valuable insights into how targeted incentives and operational cost advantages can help create commercially viable pathways towards fleet decarbonisation

Urban and Regional Distribution Leading Adoption
Some of the strongest progress is being seen in vehicles between 3.5 and 12 tonnes, commonly used in urban deliveries and regional distribution networks. In this segment, zero-emission vehicles now account for more than one in five new registrations, achieving a market share of 21.1%.
The report notes that electrification has become increasingly established among heavier van fleets, with 63% of heavy-duty van sales now electric.
For operators involved in last-mile delivery, retail distribution and urban logistics, these figures demonstrate that battery-electric vehicle technology is becoming a practical and proven option for an expanding range of operational requirements.

Public Transport Demonstrates What's Achievable
The bus and coach sector continues to showcase the impact that coordinated policy support, investment and technological advancement can deliver.

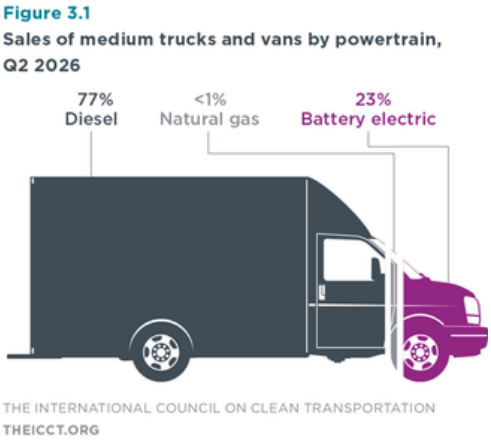
Across the EU, 6,400 zero-emission buses and coaches were sold during the first six months of 2026. Particularly noteworthy was the performance of the city bus segment, where more than 60% of vehicles sold during Q2 2026 were electric, the highest level recorded to date.
These results highlight how quickly adoption can accelerate when the right combination of funding, infrastructure and vehicle availability comes together

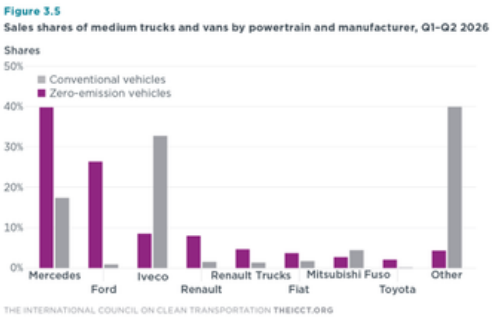




Ireland's Position in the Transition

Ireland remains at an earlier stage of the journey compared with some European markets, but important foundations are being established. The report recorded three zero-emission heavy truck registrations in Ireland during the first half of 2026, representing 0.2% of the market. In the medium truck and van segment, five zero-emission vehicles were registered, accounting for a 1.9% market share. The strongest performance came from the bus and coach sector, where 35 zero-emission vehicles were registered, representing 5.8% of sales. While these figures are modest compared with some European leaders, they also reflect the significant opportunity available as vehicle choice continues to broaden, infrastructure investment increases and operators gain greater experience with zero-emission technologies.





Charging Infrastructure Continues to Expand

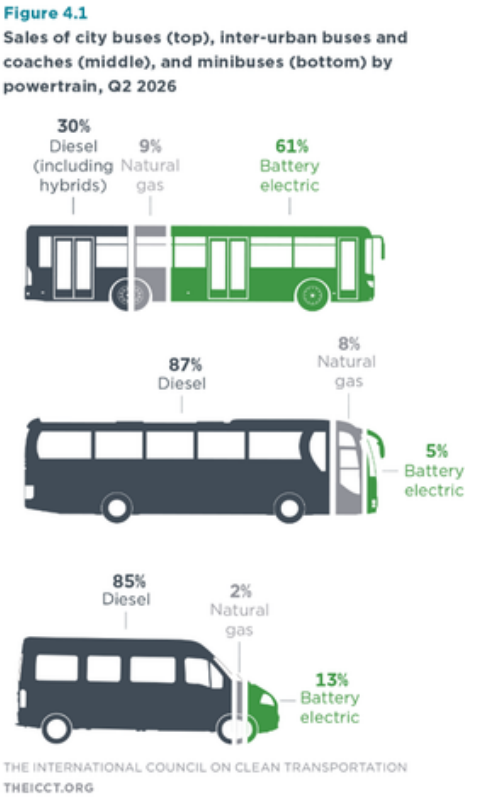
A key enabler of the transition remains the development of reliable charging infrastructure.

For Irish operators assessing future fleet investments, developments in charging infrastructure both domestically and across key European transport corridors will remain an important factor in long-term planning and investment decisions.

Looking Ahead

The first half of 2026 confirms that zero-emission transport is becoming an increasingly important part of Europe's commercial vehicle landscape.

For FTA Ireland members, the key message is one of opportunity. Urban and regional distribution fleets are already benefiting from a growing selection of proven battery-electric vehicles, while developments in heavy-duty transport are creating new possibilities for operators to explore over the coming years. As technology advances and infrastructure continues to expand, businesses have an opportunity to evaluate options, build knowledge and develop fleet strategies that align with their operational requirements and sustainability objectives.



Across Europe, momentum behind lower-emission transport continues to strengthen. For the Irish transport and logistics sector, this represents an opportunity to learn from international experience, embrace innovation where it makes commercial sense, and position businesses to benefit from the operational, environmental and economic advantages that will emerge as the transition continues.

Driver CPC Training 2026

TEXT BY MARINA BONAR



Driver CPC Training Schedule			
September 2026			
Date	**Module**	**Location**	**Time**
Thursday 3rd	Mod. 2	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Monday 7th	Mod. 6	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Tuesday 8th	Mod. 5	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Wednesday 9th	Mod. 4	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Thursday 17th	Mod. 3	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Tuesday 22nd	Mod. 1	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
October 2026			
Date	**Module**	**Location**	**Time**
Monday 5th	Mod. 6	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Wednesday 7th	Mod. 2	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Thursday 8th	Mod. 5	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Tuesday 13th	Mod. 1	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Wednesday 14th	Mod. 4	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm
Thursday 15th	Mod. 3	Unit 4A, Santry Business Park, Swords Road, Santry, D09 P2Y4	08.30am – 4.30pm

Important note:

FTA Ireland request that operators ensure your drivers are fully breifed on the correct time and parking arrangements as per the confirmation letters. Drivers are arriving at 07.45am having been told the course begins at 08.00 not 08.30am.

Transport Manager CPC Qualification

Certificate of Professional Competence (CPC) in Road Transport Operations Management

For transport operators, compliance is essential—but capability is what sustains performance.

The Transport Manager Certificate of Professional Competence (TM CPC) (Passenger or Haulage) is a statutory requirement for those responsible for managing road transport operations in Ireland and across the EU.

As the industry continues to evolve, organisations must ensure they have qualified, competent professionals in place to meet regulatory obligations and manage operations effectively.



A Programme Designed for the Industry

FTA Ireland's TM CPC programme is developed with a clear focus on practical application, regulatory understanding, and operational improvement.

Rather than simply preparing candidates to pass an exam, the programme supports:

- Better operational decision-making
- Improved compliance and risk management
- Long-term capability within member organisations

Benefits to your organisation

- Every operator licence requires a professionally competent Transport Manager
- Building internal capability supports continuity and succession planning
- Investing in training strengthens retention, performance, and safety standards

Who should attend

- Current and aspiring Transport Managers
- Planners, supervisors, and operations personnel
- Employees identified for career progression within transport operations
- Logistics professionals seeking career progression
- Anyone planning to start or expand a transport business

Develop Capability • Strengthen Compliance • Support Your Future

Programme content

Delivered in line with the CILT syllabus (2026), the course provides structured learning across key areas including:

- Legal compliance & operator licensing
- Financial and business management
- Driver hours, tachographs & working time rules
- **Vehicle maintenance & safety**
- Transport operations, costing & planning
- Contracts, documentation & international transport

The focus throughout is on applying knowledge within real operational settings.

Course overview

- 100 hours tutor-led training (industry standard requirement)
- Delivered online via live, instructor-led sessions
- Structured part-time format to accommodate working professionals

Schedule

September/October 2026

- Wednesday 30th September,
  Thursday 1st October
  Friday 2nd October
- Wednesday 7th October
  Thursday 8th October
  Friday 9th October,
- Wednesday 14th October
  Thursday 15th October
  Friday 16th October,

October/November 2026

- Wednesday 28th October
  Thursday 29th October
  Friday 30th October,
- Wednesday 4th November
  Thursday 5th November
  Friday 6th November,

Examination

2nd December 2026 (CILT)

What's included

- Official CILT Training Manual
- FTA Ireland study workbooks and past examination papers
- Mock examinations and structured exam preparation support including personalised study plan and breakdown of mock examination results.

Exam fee

€285
(Payable directly to CILT upon registration)

Supporting Professional Standards in Transport

FTA Ireland is committed to supporting the industry in meeting regulatory requirements while building sustainable, compliant, high-performing transport operations.

This programme is part of that commitment—helping develop the skills and knowledge required to operate confidently within today's regulatory environment.

Further Information & Registration

To learn more or to register your interest, contact FTA Ireland

01 8447516 info@ftai.ie
www.ftai.ie

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Other Upcomming Courses
Transport manager CPC
Dates:
September/October 2026

- Wed 30th Sept, Thu 1st Oct, Fri 2nd Oct
- Wed 7th Oct, Thu 8th Oct, Fri 9th Oct
- Wed 14th Oct, Thu 15th Oct, Fri 16th Oct

October/November 2026

- Wed 28th Oct, Thu 29th Oct, Fri 30th Oct
- Wed 4th Nov, Thu 5th Nov, Fri 6th Nov

Time:
9:00 AM – 1:00 PM
2:00 PM – 5:00 PM

Location: Online via Zoom

Fee: €1,250.00