

Proposal to Directly Award a Public Bus Services Contract to Bus Éireann in 2014

1. Consultation Paper

September 2013



Table of contents

1. Introduction.....	3
Overview	3
Background.....	3
Legislative background	4
Extent and variety of services in Bus Éireann’s current contract.....	5
Objectives	6
2. Consideration	7
Assessment Stages	7
Non-Statutory Consultation	7
Views expressed in the Public Consultation.....	7
Economic Environment	8
Bus Éireann Performance	9
General Economic Interest.....	9
Services for inclusion in a competitive tender	10
3. Proposal for this Public Consultation	12
Conclusions for Public Consideration	12
Specific Service Proposals	12
Making a Submission.....	13

Appendix 1: Services within Contract in December 2014

Appendix 2: Services under consideration for removal from Contract in 2016

1. Introduction

Overview

The National Transport Authority (the “Authority”) is proposing (i) to enter into another direct award contract with Bus Éireann in 2014 and (ii) to amend that contract in 2016 to reduce the services within that contract by approximately 10% and (iii) provide the removed services through a separate contract following an open tender process.

This paper sets out, for the purposes of consultation, the rationale for the Authority’s proposal in relation to the direct award to Bus Éireann of a new contract to operate certain Public Service Obligation bus services outside the Dublin city area from December 2014 and the Authority’s proposal to competitively tender for operators to provide a subset of these bus services in 2016. A direct award contract is one awarded to an operator without competitive tendering, as permissible under national and European Union legislation.

The paper should be read in conjunction with the following papers, which are also publicly available during the consultation period:

- Technical Report on Contract Options.
- Economic analysis of a directly award bus contract outside the Dublin bus market (prepared by Ernst and Young for the Authority)
- Report on operation of 2009 direct award contract with Bus Éireann.

Background

The provision of a good quality frequent bus service, properly integrated with other forms of public transport, is of vital importance to the economic growth and social well-being of the country as a whole. Buses provide access to workplaces, commercial and retail centres, and are particularly important to those without access to a car. Buses have an important social function in linking communities to each other and to the services they require. Finally, a good quality bus service should encourage more people to travel by bus in preference to the car, reducing the environmental impact associated with car travel.

To address the fact that certain bus services may be socially necessary but not commercially viable the state is allowed under European and national law to subsidise contracts which require operators to deliver, what are called, Public Service Obligations (PSO) services.

Current Public Service Obligation bus services outside the Dublin city region are mainly provided by Bus Éireann under a direct award contract with the National Transport Authority. The Authority has also contracted with M&A Coaches to provide PSO services and, in addition, the Rural Transport Programme provides PSO services.

The contract with Bus Éireann expires on 30th November 2014. Services within the Dublin city region are provided by Dublin Bus under a separate Direct Award contract.

The Authority must now consider how to provide public bus passenger services outside Dublin following the expiry of the current contract. The options to be considered are whether to award another direct award contract to Bus Éireann or to competitively tender all of the Bus Éireann public bus services or pursue a combination of tendering some services and a reduced size direct award contract for remaining services. The appropriate durations for any new directly awarded or competitively tendered contracts also need to be considered.

This report examines options in detail and highlights the key issues involved in reaching a decision on a recommended proposal for the bus market outside Dublin.

This report concludes with

- A proposal to directly award the contract to Bus Éireann for the operation of all public bus services outside Dublin from December 2014, along with
- A proposal to commence competitively tendering a 10% portion of the public bus service market outside Dublin in 2014/2015 with the target of a contract for those services being in place from Autumn 2016 onward.

In addition to the examination of contract options set out in this report, the Authority commissioned Ernst & Young consultants to undertake an economic analysis of directly awarding public bus service contracts outside Dublin, in order to inform the Authority's consideration of this matter.

The Authority has also undertaken a review of the operation of the public bus services to which the 2009 direct award contract relate. Both reports are available during this consultation period.

Legislative background

In 2007 **EC Regulation 1370/2007 – on public passenger transport services by rail and by road** was adopted. The Regulation creates a framework regulating how Member States award exclusive rights and pay compensation for transport services which include Public Service Obligations (PSO).

The purpose of the Regulation is to ensure transparency in the award of subvention for public transport services by requiring all PSO transport services to be subject to contracts.

In preparation for EC Regulation 1370/2007 Ireland progressed legislation in two stages, the first involving the enactment of the **Dublin Transport Authority Act 2008 (DTA Act)** and the second involving the **Public Transport Regulation Act 2009 (PTR Act)**.

The result of the enactment of these two Acts was the establishment of the National Transport Authority one of whose principal functions is to “... *secure the provision of public passenger transport services*” (section 11(1)(e)(i) of the Act of 2008) by means of entering into public transport services contracts (section 48). In relation to the provision of public bus services, that section stipulates that the Authority has to do so either by means of directly

awarded contracts or following a competitive tendering procedure. However, in relation to the services then being operated by Dublin Bus and Bus Éireann, the Act put an obligation on the Authority to enter into directly awarded contracts with the two companies for a period of 5 years (section 52).

These directly awarded contracts were signed between the Authority and the two bus operators on 1st December 2009. The contracts meet the current criteria set down in EU law, setting standards of operational performance and customer service and containing penalties for under-performance.

On expiry of the current direct award contract in 2014, the Authority must have regard to the provision of Section 52(6)(c) in determining whether it can enter into a subsequent direct award with Bus Éireann, which provides:

(i) Subject to subparagraph (ii), the Authority may enter into direct award contracts subsequent to those which the subsection (3) applies.

(ii) Where the Authority proposes to enter into direct award contracts subsequent to those referred to in subsection (3)(a), it may only do so where it is satisfied that the continued adequacy of the public bus services to which the contracts relate can only be guaranteed in the general economic interest by entering into such direct award contracts.

Regulation 1370 also places an obligation on the Authority to ensure that “... *at least one year before the launch of the invitation to tender procedure or one year before the direct award*” that a notice is placed in the Official Journal describing the type of award envisaged and the services and areas potentially covered by the award (Article 7(2)).

Where the Authority proposes to enter into a new direct award contract, section 52(6) of the 2008 Act states that “...*it shall invite and consider submissions from the holder of the direct award contract in question and from any other interested parties, including users of the public bus passenger services that are the subject of the contract.*”.

Extent and variety of services in Bus Éireann’s current contract

Bus Éireann operates throughout the state. Its services include

- subsidised public transport services under its current direct award contract with the Authority;
- commercial services, under its Expressway brand, that are licensed by the Authority, and
- school transport services on behalf of the Department of Education and Skills, by way of an administrative arrangement with that Department:

The services provided under its contract with the Authority are quite varied, with significantly different characteristics.

Rural services are spread throughout the country's rural areas; these services link towns and villages. City services in Cork, Galway, Limerick and Waterford are very similar to the services provided by Dublin Bus. Their Commuter services bring people to and from cities from mid-range distances and include a significant operation delivering commuters into Dublin city each day. Finally, Bus Éireann operates a number of town services – examples include Dundalk, Tralee and Athlone.

Arising from all their various operations, all major Bus Éireann bus depots are currently shared (Public Service Obligation buses, commercial Expressway services and school services use the same depots).

Objectives

The objectives of the Authority in entering into any public bus services contract are to:

- i. Ensure the provision of high quality and accessible bus services at best value for money to the Exchequer;
- ii. Enable strong monitoring of, and enforcement of compliance by, the contracted operators with the terms of their contracts;
- iii. Improve the customer experience of public transport;
- iv. Ensure public transport integration is not compromised; and
- v. Be compliant with the Dublin Transport Authority Act 2008, the Public Transport Regulation Act 2009, EC Regulation 1370/2007 and EU procurement requirements.

2. Consideration

Assessment Stages

A staged approach to the assessment of Authority options in relation to the procuring of bus services under public bus service contracts in 2014 has been undertaken.

The assessment stages have been:

- Identification of the key requirements of any future bus services contract
- Examination of how best to ensure continued public transport integration;
- Examination of strategic options for contracting bus services in Dublin, including options for segmentation;
- Consideration of any potential impacts in relation to the incumbent operators and market entrants;
- Review of legal issues;
- A market sounding exercise, including with incumbent operators;
- An informal public consultation to seek the views of other stakeholders and the general public in relation to potential bus market opening;
- Review of operation of the current direct award contract, and
- Development of proposals in relation to the scope of tendered and or direct awarded contracts in December 2014.

Non-Statutory Consultation

The Authority carried out non-statutory public consultation in 2012 on the future contracts including the possibility of re-awarding the contract fully or partially.

Also via the Official Journal of the European Union, a market consultation was held with international and domestic bus operators on matters such as contract size, revenue risk, appetite to enter the Irish market, contract duration and depot facilities.

Views expressed in the Public Consultation

Following advertisement in the national press and on the Authority's website, a total of 62 consultation submissions were received. Members of the public made 28 submissions and 26 submissions were made on behalf of organisations or stakeholders. A total of 8 submissions were submitted from the Dublin City Council workshop held on the 27th June in Civic Offices, Wood Quay. At the time, the Authority published the submissions and its summary analysis of the issues that had been raised. That report is available on the website www.nationaltransport.ie.

The themes that the public were asked to submit views on were deliberately broad-based and included quality of service, integration and value for taxpayer money.

There were some quite polarised views, for example, the existing PSO companies and the private operators presented diametrically opposed views. However a broad consensus of opinion emerged which can be summarised as:

Quality of Service

Reliability, punctuality and frequency were strongly viewed as key factors in the provision of a good quality of service. A minimum frequency of service and ensuring a commitment to such a service via strong contractual conditions, as well as ensuring flexibility of a service and its capacity to respond to changes in demand, were regarded as essential.

The contract should condition the quality of service required in terms of reliability, punctuality, cleanliness, comfort, maintenance, passenger services and transport infrastructure. A standard of service that reflects passenger needs was strongly expressed.

Integration

Almost all submitters strongly advocated better integration including expansion of the real time and Leap card initiatives. Integration of modes through better network planning and timetable connections was another other strong theme. Probably the most common and strongest view was the need to integrate fares now that there is an integrating smartcard available (Leap). Interestingly private sector operators who submitted views strongly endorsed integration of ticketing and information.

Value for taxpayer money (contracts for new operators)

Many submitters made the general points that competition generally increased efficiencies and produced better performance, and that subsidy savings could be achieved which could be used to increase and improve services. A strong theme was that the procuring of multiple operators should not undermine integration. In fact some submitters valued integration so highly that they were wary of increasing the number of operators because of the risk of a fragmented transport system.

A comprehensive submission from the Competition Authority noted that a staged transition to opening of the bus market would be a pragmatic approach for the Authority given the 2014 deadline and the complexities of the tender process. They also noted that competitive tendering in other countries was achieved in many cases by a gradual approach including a structured downsizing of the state operators. They also raised the point of access to facilities including stops, stations and depots for the winning bidder.

Irish private operators advised on the need for realistic sized contracts.

Economic Environment

The Authority commenced the assessment of the Direct Award contract early in 2012. At that time the Authority's analysis was that a proportion of their current services should be competitively tendered to commence in December 2014 alongside a reduced Direct Award contract to Bus Éireann from 2014.

However, Ireland remained in a critical economic state in 2012 with a reliance on IMF and EU loans, and with the banking sector still relying heavily on state funding. The C.I.É. group of which Bus Éireann is a subsidiary was in very challenging financial circumstances and required refinancing.

Consequently, the Authority judged that it was not in the general economic interest of the state for the Authority to determine, at that time, that a significant Direct Award contract would be awarded to Bus Éireann given the financial circumstances of the holding CIE Group – the nature of what they could discharge as a company was in question. Without clarity on their capacity, any decision of the Authority could have undermined the continued provision of public transport services in the state.

It was considered more prudent to allow the finances of the C.I.É. group to become more stable and to then consult publicly on a proposal to open part of the market outside Dublin to competition. As a result the next Bus Éireann Direct Award contract will contain a provision that a portion of their services will be removed by December 2016, at latest, and that portion will have been tendered with the effect that new contract/s for a portion of the market outside Dublin will be in place by target date of September 2016.

Bus Éireann Performance

Since 2009 the Authority has reviewed the performance of Bus Éireann against the requirements of the contract. Overall, Bus Éireann achieved a high level of compliance with the required performance obligations for this reporting period.

The Authority also reviewed on a regular basis the performance obligation with the objective of continuously improving the delivery of the services. Since the beginning of the Contract, reporting across their operations has been dis-aggregated to ensure that overall averages are not masking poorly performing sectors, some performance obligation targets have been revised upwards where it was considered appropriate to do so, and certain reporting frequencies have been increased.

The detailed report on their performance is one of the documents now available for public consideration.

General Economic Interest

Section 52(6)(c)(ii) of the Dublin Transport Authority Act 2008 requires that the Authority must be “*satisfied*” that the continued adequacy of the public bus passenger services can “*only be guaranteed*” in the general economic interest by entering into a subsequent direct award contract.

The key advantages associated with competitive tendering of public transport services arise from the effects of competitive pressures and market discipline. By putting a service out to tender, market forces are brought to bear to reveal the most economically efficient provider, thereby leading to lower costs. An enhanced level of customer service quality can also feature as an element of the contract award criteria. Additionally, the presence of a number of operators in a market allows for benchmarking of performance.

Experience from a range of countries supports the contention that competitive tendering of public bus services yields benefits. The results regarding an initial move to competitive tendering are encouraging, although with a cautionary finding that second and subsequent awards, while still offering cost benefits, can lead to increased unit costs from the first tender. While some of the observed increases can be attributed to developments which would be evident in the scenario without tendering (such as fuel and other cost increases) at least some of the increases represent an erosion of the initial gains through market evolutions such as authorities becoming more specific in their requirements and bidders becoming more experienced. However, the clear finding of the literature is that enhanced value for money is available through a move to competitive tendering.

A further benefit put forward for moving to competitive tendering relates to the potential for enhanced customer service levels. There is evidence of service improvements and the Competition Authority has noted the potential benefits in this regard.

Bus Éireann is involved in delivering subsidised services across a very wide geographical area. In 2012, 29 million passengers journeys were carried. This is obviously a major market, and the strategic importance of the functioning of that market to regional and national economic performance has been to the forefront of the Authority's consideration. The costs and risks arising from an ill-considered competition are substantial. Consequently, care must be taken in progressing even if the changes are well proven in other jurisdictions.

Tendering the entire market in one contract is not seen as prudent and would not accord with international practice for initial market competitions. Furthermore, the re-structuring of many services is on-going and the interface with rural transport services is currently being examined in detail, all of which are assisted by having a knowledgeable incumbent. The Authority considers it is in the public interest to leave Bus Éireann with a scale of operation which remains efficient for the company's resources and overheads.

Consequently the Authority has determined that tendering about 10% of the market presents little, if any, risk to Bus Éireann's overall operations while giving the opportunity to test market pricing, offer opportunities to improve efficiency and customer service, as well as the possibility (which will depend on the outcome of the competition in which Bus Éireann can participate) of bringing new operators into the market, and enabling benchmarking. There is clear merit in a contained competitive tendering process for a segment of the national market in order to test the process and understand the capacity to realise the potential benefits.

Services for inclusion in a competitive tender

A significant amount of service reconfiguration is likely to be required over the coming years for rural stage carriage services in particular. This will arise from an optimisation of rural transport services and PSO services and also an efficiency configuration of rural PSO services. To date the re-organisation of rural transport and PSO stage carriage services has only been undertaken in the South East region, so the South East region is seen as the only realistic candidate for tendering of PSO stage carriage services at this time.

Opening of Bus Éireann PSO city bus services to competition would pose fewer challenges than the rural services. There are significant PSO bus operations in four cities outside Dublin (Cork, Galway, Limerick and Waterford). Commercial operators of city bus services already have a significant presence in two of these cities (Galway and Waterford).

If depots are not available to market entrants, this may adversely impact on tender prices. In looking at the characteristics of the various cities, it is considered that Galway and Limerick are sufficiently large to attract interest from potential market entrants, but also sufficiently small that bus and depot transfer from Bus Éireann may not be essential to secure an economically advantageous tender price. Waterford is the smallest city operation and could be grouped with services in other cities thereby creating a geographical spread of tendering opportunities.

Tendering Cork city services is also an option, but these services comprise almost 20% of the Bus Éireann PSO operations. The consequential management of a 20% downsizing in terms of staffing and overheads would be very challenging to achieve without triggering a need for additional PSO subsidy. Consequently, tendering the entire Cork network is not recommended, although individual corridors could be considered.

There is potential for some outer Dublin commuter PSO services currently operated by Bus Éireann to be tendered. Services on certain corridors are likely to be less depot-dependent and may be suitable for tendering. The PSO services on the coastal Dublin commuter corridor (including Dundalk, Drogheda, Balbriggan, Dublin, Wicklow, Arklow and Wexford) could be considered for tendering.

Dundalk, Tralee, Athlone and other town services are considered too small in terms of likely value to be gained by tendering, although they are realistic possibilities.

Taking the above considerations into account, there are a number of ways in which the above route tendering options could be combined to open up between 7% and 10% (in terms of bus fleet size) of the PSO services operated by Bus Éireann outside Dublin. These include

- Tender the Waterford City and portion of Cork city services together as presented above
- Tender either the Cork city portion or Waterford City services together with the Dublin coastal commuter services presented above
- Tender the Waterford city and South East stage carriage services presented above.

3. Proposal for this Public Consultation

Conclusions for Public Consideration

The provisions in the Dublin Transport Authority Act 2008 as amended by the Public Transport Regulation Act 2009 create a high threshold of test for not opening up the bus market to competition. The Authority considers that the general economic interest would be best served in the coming 5 years by Bus Éireann retaining a substantial proportion of services but not all services. There is value in introducing competition in bus services market outside Dublin while maintaining a smaller Direct Award Contract. The Authority's research of international experience indicates that there is likely to be a cost saving associated with tendering of bus services.

The Authority considers that tendering in the order of 10% of the services would be a scale that would encourage good competition at tender stage and would provide a satisfactorily sized operation for on-going benchmarking with Bus Éireann. It would also leave 90% of current services with Bus Éireann, a manageable downsizing to be planned for and achieved by that company. Furthermore, Bus Éireann could compete in the tender competition if they wished. The decision to leave 90% of services with Bus Éireann is based on the Authority's assessment that the current Bus Éireann service would be considered to be of good quality by international standards with a relatively modern fleet and a well-presented offering to the customer.

The Authority has delayed its proposals until now due to the financial problems of the CIE Group which were remedied to a sufficient extent, pending the conclusion of bank financing arrangements, by an emergency extra Government subsidy of €36m in 2012 for the delivery

The requirements regarding tender notification in EC Regulation 1370/2007 are that one year has to elapse from the point of decision before actual tendering can commence. This means that, assuming a final decision of the Authority this coming November 2013, the earliest date when competitive tendering can occur will be in November 2014. Therefore the realistic target date for the conclusion of contract award/s and the mobilisation of services by operator/s is Autumn 2016.

Specific Service Proposals

The Authority is obliged to carry out a statutory consultation exercise at a time when it has determined the proposed nature and extent of another proposed direct award contract

This paper has set out, for the purposes of consultation, the background to the Authority's proposal in relation to the direct award to Bus Éireann of a new contract to operate Public Service Obligation public bus services outside the Dublin area from December 2014, and the

rationale behind this proposal. In considering the proposals below the public may wish, in conjunction, to read the other papers which the Authority is making publicly available during the consultation period.

A new contract for the operation of all services outside the Dublin area will be awarded to Bus Éireann on 1st December 2014 for the operation of bus services set out in Appendix 1.

The duration of the Direct Award contract will be for a period of five years until 30th November 2019, except for approximately 7% to 10% of the services.

The 7% to 10% quotient of services will only remain within the Bus Éireann Direct Award contract for a maximum of two years, until November 2016 at latest. The Authority will tender these with the objective of commencement of operation by the winning tenderer in Autumn 2016.

Due to the extent and variety of services provided by Bus Éireann there are a number of options open to the Authority for arriving at an approximate 7% to 10% quotient of services for tendering.

The services for tendering will be drawn from a combination of the following:

- **All city services in Waterford**
- **Some city services in Cork**
- **Some rural stage carriage services in the south east region**
- **Certain Dublin commuter services.**

Possible combinations are:

- **Tender the Waterford City and portion of Cork city services together**
- **Tender either the Cork city portion or Waterford City services together with a portion of the Dublin coastal commuter services presented above**
- **Tender the Waterford city and South East stage carriage services.**

Making a Submission

The Authority invites written submissions or observations on the above proposals for the Bus Éireann Direct Award contract.

Written submissions and observations may be made via the website www.nationaltransport.ie or by post to:

Bus Contracts,
National Transport Authority,
Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin 2.

All submissions must include the full name and address of the person making the submission and where relevant the name of the body or organization represented.

All submissions and observations received within the timeframe set out will be taken into consideration.

The closing date for all submissions is Friday 11th October 2013 at 5.00pm.

Appendix 1:: Services within Contract in December 2014

Scope of contract with Bus Éireann

- A. The direct award contract will provide the operator with the exclusive right to operate public bus passenger services that it currently provides in accordance with the provisions of section 7 of the Transport Act 1958 and section 8 of the Transport (re-organisation of Córas Iompair Éireann) Act 1986.
- B. Services operated under the contract will be those included in the current contract, and listed in Table A1 below, allowing for the fact that the Authority may make alterations to elements of the current or new direct award contract which relate to the provision of services contained within the contract, subject to there being no amendment to the scope of the relevant exclusive right referred to in (i) above.
- C. The proposed duration of the contract will be for a period of 2 years or 5 years, depending on the service.
- D. The services set out in Table A2 Appendix 2 will have contract duration of a maximum of two years for each service and will be competitively tendered for commencement of service by the winning tenderer in Autumn 2016.

Table A1:

Bus services currently¹ provided by Bus Éireann in accordance with the 2009 contract with the National Transport Authority

Regional city services

Location	Route No.	Route Description
Cork City	201	Mayfield - Blackpool - Knocknaheeny - Bishopstown
	202	Knocknaheeny - City Centre - Mahon
	203	Ballyphehane - City Centre - Farranree
	204	St Patricks St - Friars Walk
	205	CIT - St Patrick St - Kent Station
	206	Grange - South Douglas Road - South Mall
	207	Donnybrook - City Centre - Ballyvolane - Glen Heights Park
	207A	Well Rd - City Centre - Montenotte
	208	Mayfield - City Centre - Bishopstown
	208A	Lottamore - St Patrick St
	209	Pouladuff - St Patrick St - Audley Place
	212	Merchants Quay - Glenthorn
	214	St Patrick St - Cork University Hospital
	215	Cloghroe - Blarney - City Centre - Mahon Point
	216	Cork University Hospital - City Centre - Mount Oval
	219	Mahon - Douglas - Ballyphehane - Bishopstown
	221	Cork - Riverstown - Knockraha
	222	Cork - Carragaline - Crosshaven - Fountainstown
	223	Cork - Monkstown - Ringaskiddy - Haulbowline
	226/226A	Kent Stn - City Centre - Cork Airport - Kinsale
Limerick City	301	Regional Hospital - City Centre - Westbury
	302	Caherdavin - Cratloe Rd(LIT, Thomond Pk.) - City Centre
	303	Pineview - City Centre - O'Malley Pk
	304	UL - City Centre - Raheen - Ballycummin
	305	St Mary's Pk - City Centre - Lynwood Pk
	306	Edward St - City Centre - Ballynanty

¹ As of end August 2013

Galway City	401	Salthill - Eyre Square
	402	Merlin Pk - Eyre Sq - University Rd (NUIG) -Seacrest
	403	Eyre Sq - Castlepark - Parkmore Rd
	404	Eyre Sq - University Rd (NUIG) -Newcastle
	405	Ballybane - Eyre Sq - University Rd (NUIG)- Ragoon
	407	Eyre Sq - Bothar an Choiste
	409	Parkmore - Dublin Rd (GMIT) -Eyre Sq
	410	Eyre Sy - Dublin Rd (GMIT)- Oranmore
Waterford City	601	Ballybeg - The Quay
	602	St Johns Pk - Patrick St
	603	WIT - The Quay
	604	Carrickphierish Rd - The Quay
	605	Oakwood - The Quay - Waterford Regional Hospital

Regional town services

Location	Route No.	Route Description
Balbriggan	104	Balbriggan Rail Station - Drogheda Street - Millfield Shopping Centre
Navan	110	Shopping Centre - St Oliver's Church/Hospital/ Kilcarne Bridge
Drogheda	173	NORTHSIDE SERVICE West Street - Brookville - Bóthar Brugha SOUTHSIDE SERVICE: West Street - Rathmullen Park - Rathmullen Rd
Dundalk	174	Bus Station/Long Walk - Bay Estate/Fatima
Athlone	459/459A	Monksland/Bus Station - Athlone I. T. - Garrycastle
Sligo	478	Bus Station - I.T. Sligo - Carraroe Retail Park
	478A	Bus Depot - Oakfield Cross - Carrowmore

Dublin commuter belt services

Route No.	Route Description
65	Galway - Roscommon - Athlone - Longford (Rail Station) -Cavan - Monaghan - Armagh - Lurgan -Belfast
70	Galway - Athlone - Mullingar - Navan- Drogheda (Bus Station) -Dundalk
100	Drogheda - Dunleer Castlebellingham - Dundalk - Newry
101	Dublin - Airport - Balbriggan - Drogheda - Termon Abbey
101X	Wilton Tce - Balbriggan -Drogheda - Termon Abbey
103	Dublin - Ashbourne - Kilmoon - Duleek /Ratoath
105	Dublin - Blanchardstown Shopping Centre -Ashbourne - Ratoath
107	Dublin - Ashbourne -Navan - Nobber - Kingscourt - Kells
108	Dublin - Kells - Baileboro
109	Dublin - Blanchardstown S. C. -Dunboyne - Dunshaughlin - Navan - Kells - Cavan
109A	DCU - Airport - Ashbourne -Ratoath - Dunshaughlin - Navan - Kells
111	Wilton Tce - Blanchardstown SC - Trim - Athboy -Cavan
115/115A	Dublin - Lucan - Maynooth - Enfield - Kinnegad - Mullingar - Longford
120	Dublin - Lucan - Celbridge - Clane - Prosperous - Edenderry/Tullamore
123	Dublin - Celbridge -Clane - Prosperous - Naas - Robertstown - Newbridge
124	Dublin -Naas - Newbridge -Kildare - Portlaoise
126	Dublin - Kill Village -Naas - Newbridge - Kildare
130	Dublin - Naas -Kilcullen - Athy
132	Dublin - Tallaght (Hospital) -Blessington -Tullow - Carnew - Enniscorthy -Wexford -Rosslare Europort
133	Dublin Airport - Dublin -Bray -Kilmacanogue -Newtownmountkennedy - Ashford - Wicklow
134	Navan - Dunsany - Dorey's Forge
135	Scurroughstown - Navan
136	Ross Cross - Navan
161	Dundalk - Greenore - Carlingford - Omeath - Newry
162	Cavan (Bus Station) - Clones - Monaghan - Dundalk
163	Dublin - Drogheda - Donore
166	Dundalk - Carrickmacross - Cavan
167	Dundalk - Louth - Ardee
168	Dundalk - Castlebellingham - Anagassan
175	Monaghan - Cootehill - Rockcorry -Cavan
177	Dublin - Airport - Drogheda -Ardee - Carrickmacross -Monaghan
182	Drogheda - Collon - Ardee
187	Kells - Virginia - Ballyjamesduff - Oldcastle
188	Drogheda - Slane - Navan - Trim
189	Drogheda - Baltray - Termonfeckin - Clogher Hd - Grangebellew
190	Drogheda - Bettystown - Laytown

Stage carriage services

Route No.	Route Description
66	Westport - Castlebar - Ballina - Sligo - Enniskillen
72	Limerick - Nenagh -Borrisokane - Birr - Athlone
73	Waterford - Kilkenny (Rail Stn) - Carlow (Bus Park) - Portlaoise - Athlone - Longford
232	Cork - Ballincollig
233	Cork - Ballincollig - Macroom
235	Cork - Blarney - Stuaque - Rylane
236	Cork - Bandon - Bantry - Glengarriff - Castletownbere
237	Cork - Cork Airport -Bandon- Clonakilty - Skibbereen - Schull - Goleen
239	Cork - Bandon - Courtmacsheery - Butlerstown
240	Cork - Cloyne - Ballycotton
241	Cork - Midelton - Whitegate - Trabolgan
243	Cork - Mallow - Buttevant - Newmarket
245	Cork - Fermoy - Mitchelstown
246	Cork - Glanmire - Sallybrook - Sarsfield Court
248	Cork - Mallow Road Barracks - Carriganavar - Glenville
252	Cork - Cork Airport - Kinsale - Bandon - Clonakilty - Skibereen - Glengarriff - Kenmare
257	Macroom - Millstreet - Killarney
258	Macroom - Rylane Lower
259	Macroom - Renanirree
260	Cork - Youghal - Ardmore
261	Cork - Carrigtwohill - Midelton - Ballinacurra
270	Sneem - Kenmare - Killarney
271	Tralee - Kerry Airport - Killarney
272	Tralee - Listowel - Ballybunion - Moyvane - Tarbert
273	Tralee - Castlegregory - Cloghane
274	Tralee - Ballyheigue - Ballyduff
275	Tralee - Dingle
276	Dingle - Ballyferriter - Dunquin
277	Dingle - Ballydavid
278	Tralee - Kilfenora -Fenit
279	Killarney - Killorglin - Tralee
280	Ring of Kerry: Tralee - Killarney - Killorglin - Cahersiveen- Waterville - Sneem - Kenmare
281	Killarney - Inch - Dingle
282	Castletownbere - Kenmare - Killarney
284	Tralee -Farranfore - Killarney
285	Tralee - Kerry Airport -Farranfore - Furies -Killarney (Bus Station)
313	Limerick - Ardnacrusha
314	Limerick - Foynes - Tarbert - Ballybunion
320	Limerick - Croom - Charleville
321	Limerick - Rathkeale - Newcastle West
322	Lorrha - Terryglass - Coolbawn - Nenagh
323	Limerick - Killaloe - Newport - Nenagh - Borrisokane - Birr
324	Kilbarron - Borrisokane - Nenagh
328	Limerick - Hospital - Galbally/Mitchelstown

Route No.	Route Description
329	Limerick - Meanus - Bruff - Kilfinane
332	Limerick - Newport - Rearcross - Cappamore - Cappawhite - Dundrum /Rearcross
333	Limerick - Ennis (Bus Station) - Miltown Malbay - Doonbeg
334	Crosses of Annagh - Kilmaley - Ennis
336	Limerick - Ennis - Kilrush - Kilkee
337	Limerick - Ennis - Lisdoonvarna - Doolin
341	Shannon - Limerick - Newport - Cappamore - Bilboa Cross
343	Limerick - Shannon Airport
344	Ennis - Newmarket-on-Fergus - Shannon - Shannon Airport
345	Scariff - Killaloe - Limerick
346	Limerick - Tulla - Scariff - Whitegate
347	Limerick - Oola - Limerick Junction - Tipperary
348	Scariff - Flagmount - Feakle - Tulla - Ennis
349	Scariff - Feakle - Gort
360/360A	Waterford - WIT - Tramore
362	Waterford - Dungarvan
365	Waterford - Thomastown
366	Waterford - Dungarvan - Cappoquin - Lismore
367	Waterford - Carrick-on-Suir - Clonmel
370	Waterford - WIT - New Ross - Duncannon - Wexford - Rosslare Europort
371	New Ross - Foulksmills - Adamstown - Wexford
372	New Ross - Foulksmills - Wellington Bridge - Wexford
373	New Ross - Fethard on Sea - Wellington Bridge - Wexford
374	New Ross - Inistioge - Kilkenny
375	New Ross - Killealy - Enniscorthy
377	Wexford - Enniscorthy
378	Wexford - Churchtown
379	Wexford - Curracloe - Kilmuckridge - Gorey
380	Wexford - Ferrycarrig - Crossabeg
381	Wexford - Blackhall
382	Wexford - Adamstown - Wexford
383	Wexford - Kilmore Quay
384	Dublin - Arklow - Gorey
385	Wexford - Rosslare Strand - Rosslare Europort
416	Galway - Spiddal - Carna
417	Galway - Corofin
419	Galway - Oughterard - Recess - Clifden
421	Galway - Oughterard - Recess - Clifden - Westport
420	Galway - Cong
422	Westport - Castlebar- Claremorris - Tuam- Galway
423	Galway -Galway GMIT- Kinvara- Lisdoonvarna - Doolin -Cliffs of Moher
424	Galway - Spiddal- Carraroe - Lettermullen
425/425A	Galway - Claregalway- Mountbellew - Roscommon- Longford
429	Galway - Claregalway- Tuam - Ballyhaunis- Castlerea
432	Galway - Cong
434	Galway - Oranmore- Kinvara- Gort
439	Ballina - Swinford- Castlebar - Westport
440	Ireland West Airport - Castlebar - Westport - Dooagh(Achill Island)

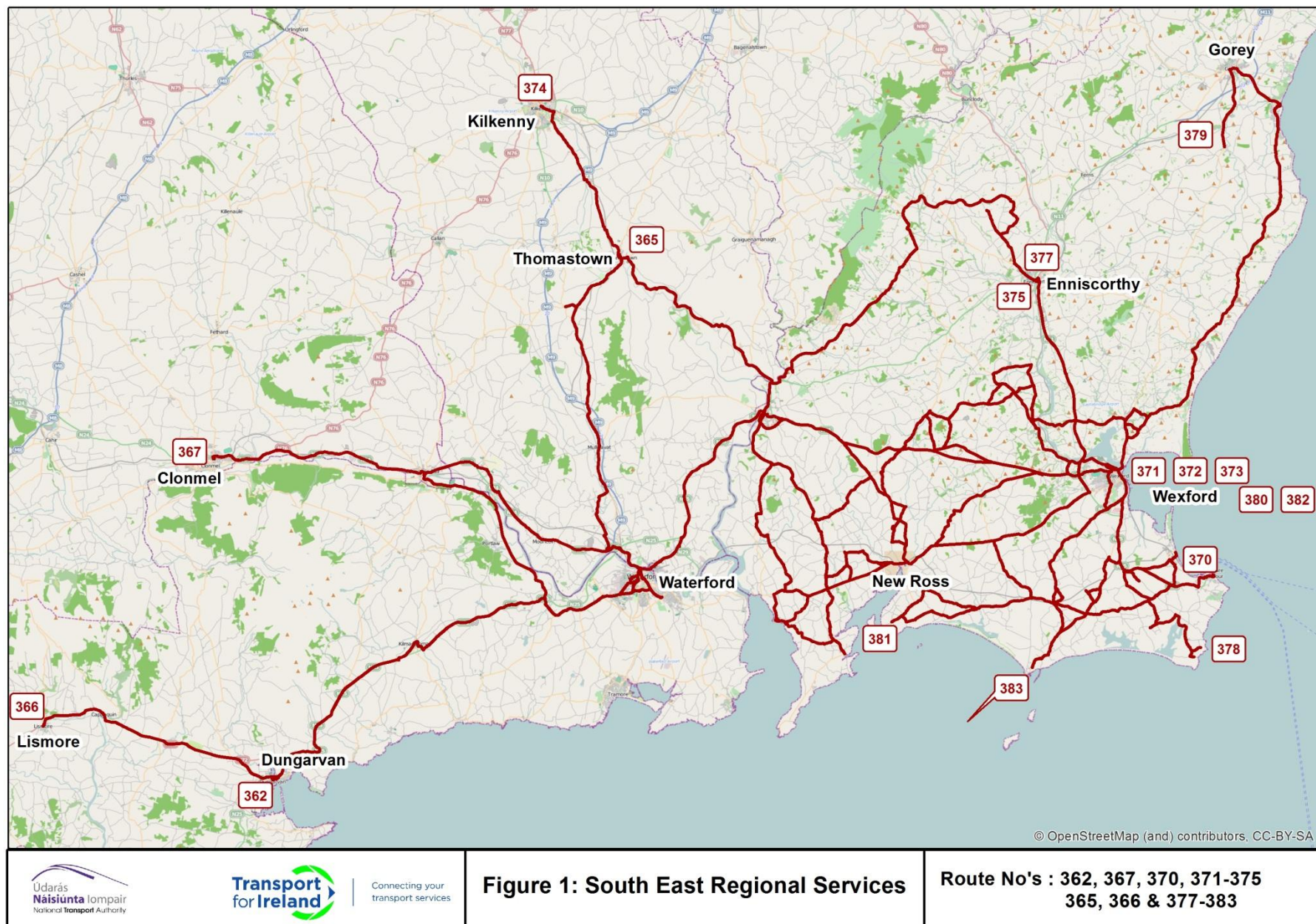
Route No.	Route Description
442	Charlestown - Kiltimagh - Castlebar - Westport
443	Ballina - Cooneal - Farragh Cross
444	Ballina - Dromore West
445	Ballina - Killala - Ballycastle
446	Ballina - Belmullet- Blacksod
447	Finea - Castlepollard - Mullingar
450	Westport - Louisburgh - Killadoon
451	Ballina - Charlestown - Longford
454	Ballina - Crossmolina - Lahardane - Castlebar - Westport
455	Ballina - Moygownagh - Crossmolina
456	Galway - Cong -Ballinrobe - Westport - Castlebar - Ballina
457	Castlerea - Ballintubber - Roscommon
458	Sligo - Enniscrone - Ballina
460	Sligo - Castlerea
461	Roscommon - Athlone
462	Sligo - Ballinamore - Carrigaleen
463	Carrigaleen - Longford
464	Carrigaleen - Enniskillen
465	Carrigallen - Ballyconnell- Cavan
466	Athlone - Ballymahon- Longford
467	Longford - Lanesboro - Roscommon
468	Strokestown - Elphin - Carrick on Shannon
469	Sligo - Drumkeeran - Drumshambo - Carrick on Shannon- Mohill-Longford
470	Sligo - Manorhamilton - Glenfarne - Dromahair
471	Sligo - Ballymoate - Riverstown
472	Sligo - Strandhill
473	Sligo - Rosses Pt
474	Sligo - Maugherow
475	Sligo - Ballisodare - Collooney - Coolaney
476	Tubbercurry - Killavil - Bunninadden - Ballymoate
479	Aclare - Tourlestrane - Coolaney - Sligo
480	Sligo - Bundoran - Ballyshannon- Donegal - Ballybofey - Letterkenny/Derry
483	Ballyshannon - Kinlough - Ballintrillick - Sligo
485	Ballyshannon - Bundoran
486	Ballyshannon- Enniskillen- Lough Derg
487	Strabane - Raphoe - Letterkenny
489	Letterkenny - Carrigans - St Johnston - Strabane
490	Donegal - Killybegs - Glencolumbkille
491	Letterkenny - Ballybofey
492	Donegal - Glenties - Dungloe
494	Strabane - Lifford - Ballybofey
495	Ballyshannon - Bundoran- Kinlough - Manorhamilton

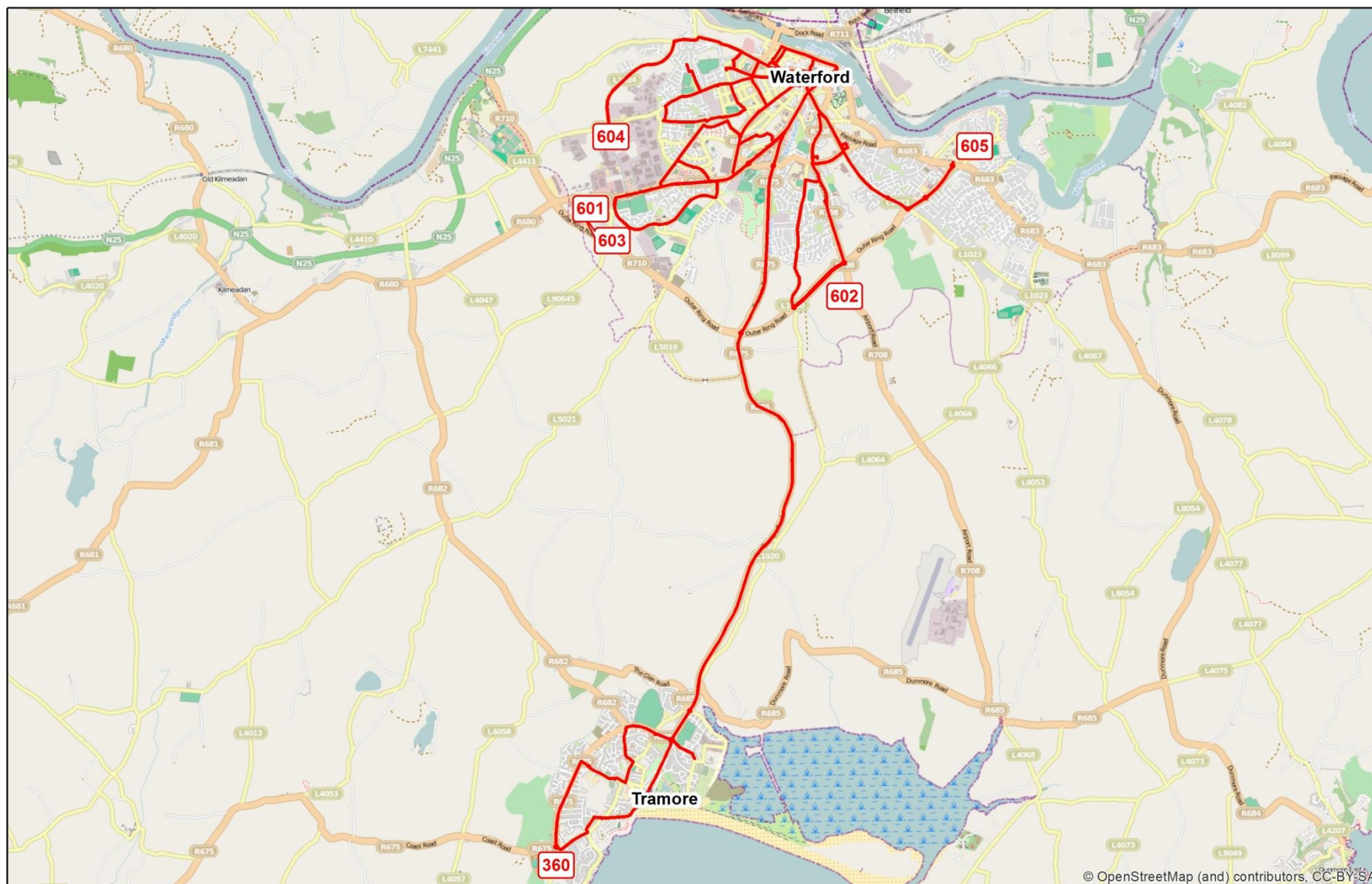
Appendix 2: Services under consideration for removal from Contract in 2016

Table A2: Bus services² being considered for removal for competitive tendering. A quotient of 10% of Bus Éireann's overall PSO operation will be selected from the options below and will be provided under a separate contract by late 2016.

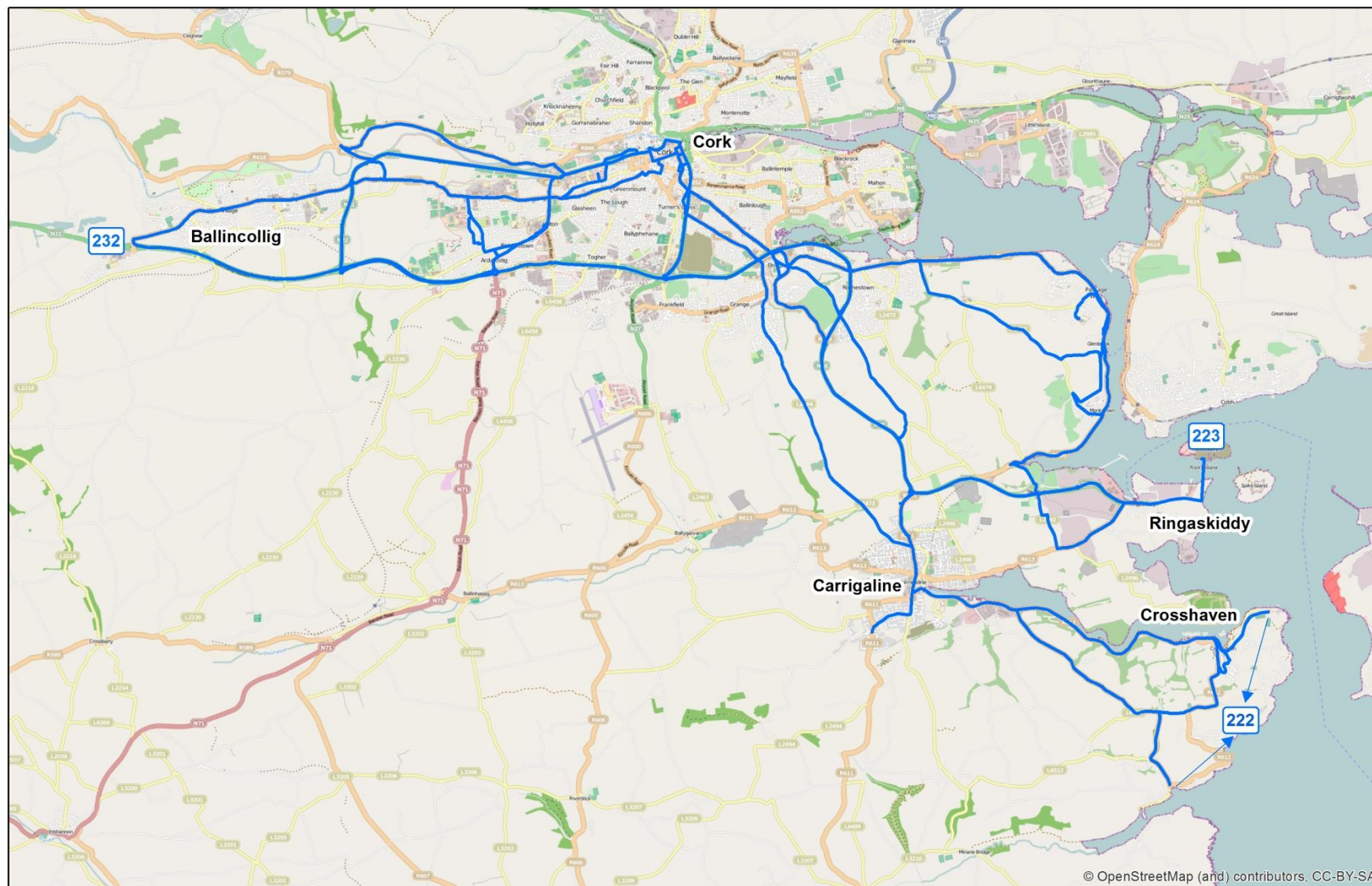
Cork city	222	Cork - Carragaline - Crosshaven - Fountainstown
	223	Cork - Monkstown - Ringaskiddy - Haulbowline
	232	Cork - Ballincollig
Waterford City and Tramore	601	Ballybeg - The Quay
	602	St Johns Pk - Patrick St
	603	WIT - The Quay
	604	Carrickphierish Rd - The Quay
	605	Oakwood - The Quay - Waterford Regional Hospital
	360/360A	Waterford - WIT - Tramore
Dublin Commuter	100	Drogheda - Dunleer Castlebellingham - Dundalk - Newry
	101	Dublin - Airport - Balbriggan - Drogheda - Termon Abbey
	101X	Wilton Tce - Balbriggan - Drogheda - Termon Abbey
	133	Dublin Airport - Dublin - Bray - Kilmacanogue - Newtownmountkenedy - Ashford - Wicklow
Stage carriage (selected southeast region services)	362	Waterford - Dungarvan
	365	Waterford - Thomastown
	366	Waterford - Dungarvan - Cappoquin - Lismore
	367	Waterford - Carrick-on-Suir - Clonmel
	370	Waterford - WIT - New Ross - Duncannon - Wexford - Rosslare Europort
	371	New Ross - Foulksmills - Adamstown - Wexford
	372	New Ross - Foulksmills - Wellington Bridge - Wexford
	373	New Ross - Fethard on Sea - Wellington Bridge - Wexford
	374	New Ross - Inistioge - Kilkenny
	375	New Ross - Kiltelty - Enniscorthy
	377	Wexford - Enniscorthy
	378	Wexford - Churchtown
	379	Wexford - Curracloe - Kilmuckridge - Gorey
	380	Wexford - Ferrycarrig - Crossabeg
	381	Wexford - Blackhall
	382	Wexford - Adamstown - Wexford
	383	Wexford - Kilmore Quay

² Currently provided by Bus Éireann in accordance with the 2009 contract with the National Transport Authority which will remain within the Bus Éireann direct award contract for a maximum of two years.

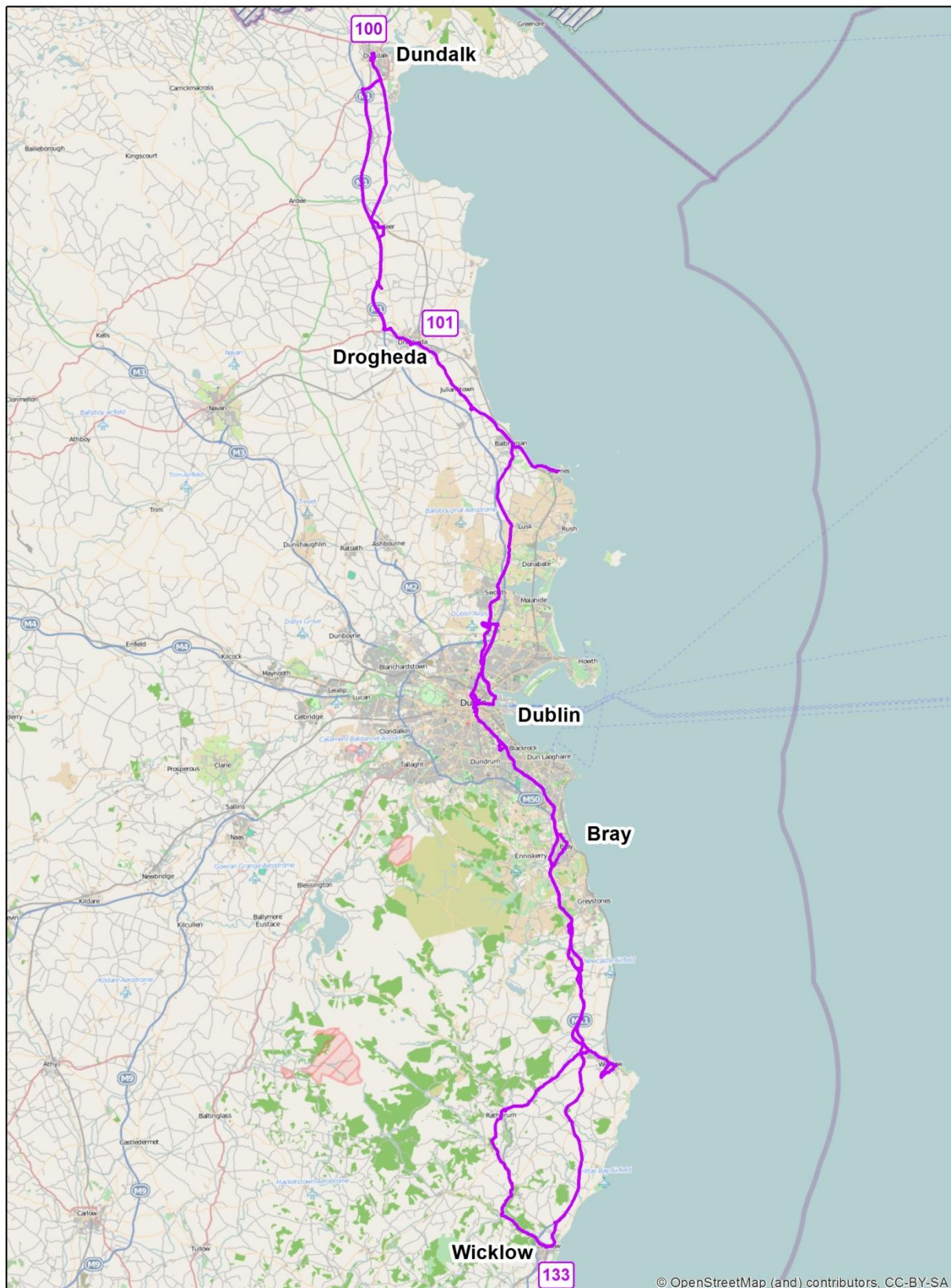




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Udarás
Na Siúnta Iompair
National Transport Authority

Transport
for Ireland

Connecting your
transport services

Figure 4:
Dublin Coastal Commuter

Route No's : 100, 101 & 133