Údarás Náisiúnta Iompair
National Transport Authority

Statistical Bulletin Number: 02/2017
July 2017

Bus and Rail Statistics for Ireland – State Funded Services

Bulletin Topics:

- Total Number of PSO Passenger Journeys
- PSO Passenger Journeys by Region
- Total Operated Vehicle Kilometres and Vehicle Seat Kilometres
- Passenger Revenues
- Passenger Revenues by Region
- Free Travel Scheme
- Public Service Obligation (PSO) Subsidy
- Total Number of Buses
- Age of Buses
- Rail Network Changes
- Operating Fleet with Wheelchair Accessibility
- Gross Cost Contract Operators

Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland ("the Authority"). It focuses on bus services provided by Dublin Bus, Bus Éireann, the Rural transport Programme and a small number of private operators who have been successful in tender competitions to operate a number of routes. On the rail side it focuses on heavy rail services provided by Iarnród Éireann (Irish Rail) and Luas light rail services.

On 1st December 2009 the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009 came into effect. Under these Acts the Authority signed contracts with Dublin Bus, Bus Éireann and Iarnród Éireann. These contracts were new and much more comprehensive than previous arrangements. Subsequent contracts were signed with Dublin Bus and Bus Éireann in December 2014. The contract with Iarnród Éireann was a 10 year contract and will remain in place until November 2019. These contracts are subsidised because the operators are required to deliver what are called Public Service Obligations (PSO). PSO services are socially necessary transport services which may not be commercially viable and require a state subsidy to operate.

The Authority has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area. In September 2014 the Authority co-signed with the Railway Procurement Agency (RPA), now part of Transport Infrastructure Ireland (TII) a five year contract with Transdev Dublin Light Rail Limited to operate the Luas services. The Authority has assigned aspects of its statutory function to the RPA and in turn to TII, however, Luas fares, marketing, promotions, customer facing website and apps and their alteration are determined by the Authority.

Between 2013 and 2016 the Authority had issued two separate bulletins dealing with PSO passenger services one focused on bus operators and the second focused on rail operators. This year we have combined the bulletins into one which will focus on all PSO transport operators. By combining the two bulletins it will allow us show regional data based on rail and bus together.

The Authority came into effect on 1 December 2009 and hence the annual statistics in this bulletin begin in 2010 and cover the period 2010 to 2016 inclusive. Some data from prior to 2010 is included such as subsidy payments in order to give a historical perspective to the level of payments in recent years.

Dublin Bus and Bus Éireann currently provide the majority of PSO bus services under contract to the Authority. Four other public service contracts were in place in 2016 with M&A Coaches Ltd., Andrew Wharton Coach Hire, Bernard Kavanagh and Sons Ltd. and Bus Éireann. As these contracts are very small in comparison to the main transport operators the details in respect of these contracts are outlined in Section 12 of this document.

The Rural Transport Programme provides bus services in many areas of rural Ireland with passenger journeys tending to be local in nature and a number of them being delivered door-to-door. The programme is also grant-aided by the State via the Authority. Management of this programme was transferred to the Authority in April 2012 and its statistics have also been included to the extent they were collected and are available.

Data on the operational performance of the transport operators in the form of quarterly reports on the key performance indicators of these public service contracts can be found on the Authority's website www.nationaltransport.ie under the heading Public Transport Services.

The data provided in this bulletin is based on the public transport operator's annual returns.

The 2016 data in the bulletin is provisional as at the date of publishing a number of the operators had not finalised their 2016 annual accounts. However it is not anticipated that the trends illustrated by the 2016 data in this bulletin will vary significantly.

Statistical Qualification - it is important to note that the figures used in this bulletin are intended to illustrate broad trends and are not meant to be read as exact calculations. Rounding has being used and this could affect overall percentages. It should also be noted that some prior year comparative amounts have been reclassified on a basis consistent with the current year.

There can also be approximations for a number of reasons. Reporting periods could differ slightly due to calculation methods and this would limit the precise accuracy. Other factors could affect figures e.g. severe weather conditions, amendments to routes, et cetera.

1

Total Number of PSO Passenger Journeys

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, disposable income and consumer spend, all of which lead to more travel. Economic decline produces the opposite effect. This was clearly demonstrated over the past decade. In 2007 passenger numbers travelling by public transport were at a peak. As the first signs of economic decline were evident in 2008 passenger journey numbers on public transport began to decline. The year 2009 saw largest decline in passenger journeys when numbers fell by more than 10% across all modes of public transport. Total passenger journeys on public transport continued to decline, but at much slower rate, over the next three years up to 2012 although some services such as Luas did see some growth as new Luas lines were opened.

By 2013 the decline in total public transport passenger journeys had halted as the economy began to recover. Over the past three years growth in total passenger journeys has been strong with total growth rates across all modes of PSO funded public transport. Total PSO passenger journeys grew by 8 million in 2014, a further 8 million in 2015 and grew by 10 million in 2016.

Tables 1A and 1B along with Figure 1.1 illustrate the changes in passenger journeys on exchequer funded public transport services across the State between 2010 and 2016.

Table 1A Annual PSO Public Transport Passenger Journeys, 2010-2016 (millions)

Year/ Operator	Dublin Bus	Bus Éireann PSO Services	Rural Transport Programme	Iarnród Éireann	Luas	Total Passenger Journeys	Change in Passenger Journey numbers
2010	117.05	29.13	1.42	38.23	27.53	213.36	
2011	115.05	28.48	1.74	37.38	29.10	211.75	-1.61
2012	113.28	28.63	1.73	36.74	29.32	209.70	-2.05
2013	112.49	28.64	1.74	36.74	30.51	210.12	0.42
2014	116.26	29.69	1.76	37.80	32.61	218.12	8.00
2015	119.82	30.23	1.76	39.66	34.60	226.07	7.95
2016	125.35	32.12	1.79	42.81	34.03	236.10	10.03

Note: Figures are in millions and only include PSO services.

Table 1B Percentage change of annual passenger journeys

Year/ Operator	Dublin Bus	Bus Éireann PSO Services	Rural Transport Programme	Iarnród Éireann	Luas	Total Passenger Journeys
2011	-1.7%	-2.2%	22.5%	-2.2%	5.7%	-0.8%
2012	-1.5%	0.5%	-0.6%	-1.7%	0.8%	-1.0%
2013	-0.7%	0.0%	0.6%	0.0%	4.1%	0.2%
2014	3.4%	3.7%	1.0%	2.9%	6.9%	3.8%
2015	3.1%	1.8%	0.2%	4.9%	6.1%	3.6%
2016	4.6%	6.3%	1.6%	7.9%	-1.6%	4.4%

The data in Table 1A. shows the number of passenger journeys carried by individual operators over the period 2010 to 2016. In general they followed the national trend with a fall in passenger journey numbers in 2011. In 2012 Dublin Bus and Iarnród Éireann passenger journeys continued to decline but the level of decline was easing off. In 2013 passenger journey numbers stabilised at Bus Éireann and Iarnród Éireann and the rate of decline at Dublin Bus continued to ease off. In 2014 passenger journeys grew for all operators for the first time in a number of years. In 2014 we saw growth of 8 million passenger journeys and this level of growth continued in 2015. In 2016 the growth in passenger journeys was even stronger with an additional 10 million passenger journeys carried by the PSO operators.

Luas passenger journeys did not follow the pattern of the other operators with growth each year except in 2016. Growth in Luas passenger journeys in 2011 was aided by the opening of extensions to both the green line and the red line between December 2009 and July 2011. The falloff in passenger numbers in 2016 can be attributed to two events. The red line between Jervis and the Point was closed for 6 weeks during the summer to allow for Luas Cross City works and Luas services did not operate for 12 days between February and May 2016 due to industrial action. Both these events would have had a significant impact on Luas passenger journeys. However a number of passengers may have transferred to Dublin Bus services during these events and helped boost Dublin Bus passenger journeys.

While Dublin Bus may have carried additional passengers when Luas services were not available they will also have seen passenger journey growth mitigated by six days of industrial action in September 2016 when they had no services operating.

While recovery in the economy was a significant element in the growth of passenger journeys from 2012 there are a number of other factors which would have contributed in the change in passenger journey numbers. From 2010 Dublin Bus, in conjunction with the Authority, introduced their Network Direct project. This project saw the redesign of the Dublin Bus service network to provide customers with an improved public transport offering.

One of the outcomes of the project was the introduction of increased cross-city and orbital connections. This has had an impact on total passenger journeys because whereas previously a passenger making a cross-city trip needed to take one journey into the city centre and then another to their final destination, in many cases after the network changes, they only needed to make one combined trip. This should be borne in mind in assessing changes to Dublin Bus passenger journeys. While the network change would account for some of the reduction in passenger journeys up to 2013, the economic environment would also have had a significant effect.

Bus Éireann passenger journeys suffered a similar drop to Dublin Bus although the decline in passenger journeys slowed in 2011 and stabilised in 2012 and 2013 while in 2014 a reasonably significant increase of 3.7% was seen. Growth in 2015 and 2016 combined was just over 8% and this growth was primarily driven by the success of the reconfiguration of bus services in the regional cities of Cork and Galway, a project initiated by the Authority. The Cork city network which accounts for almost 40% of Bus Éireann PSO passenger journeys has had passenger journey growth of more than 20% since 2013 while Galway city network has growth of 10% during this time. However the mainly rural based stage carriage services operated by Bus Éireann have suffered much more than their city counterparts and growth returned to this sector in 2016 for the first time in many years.

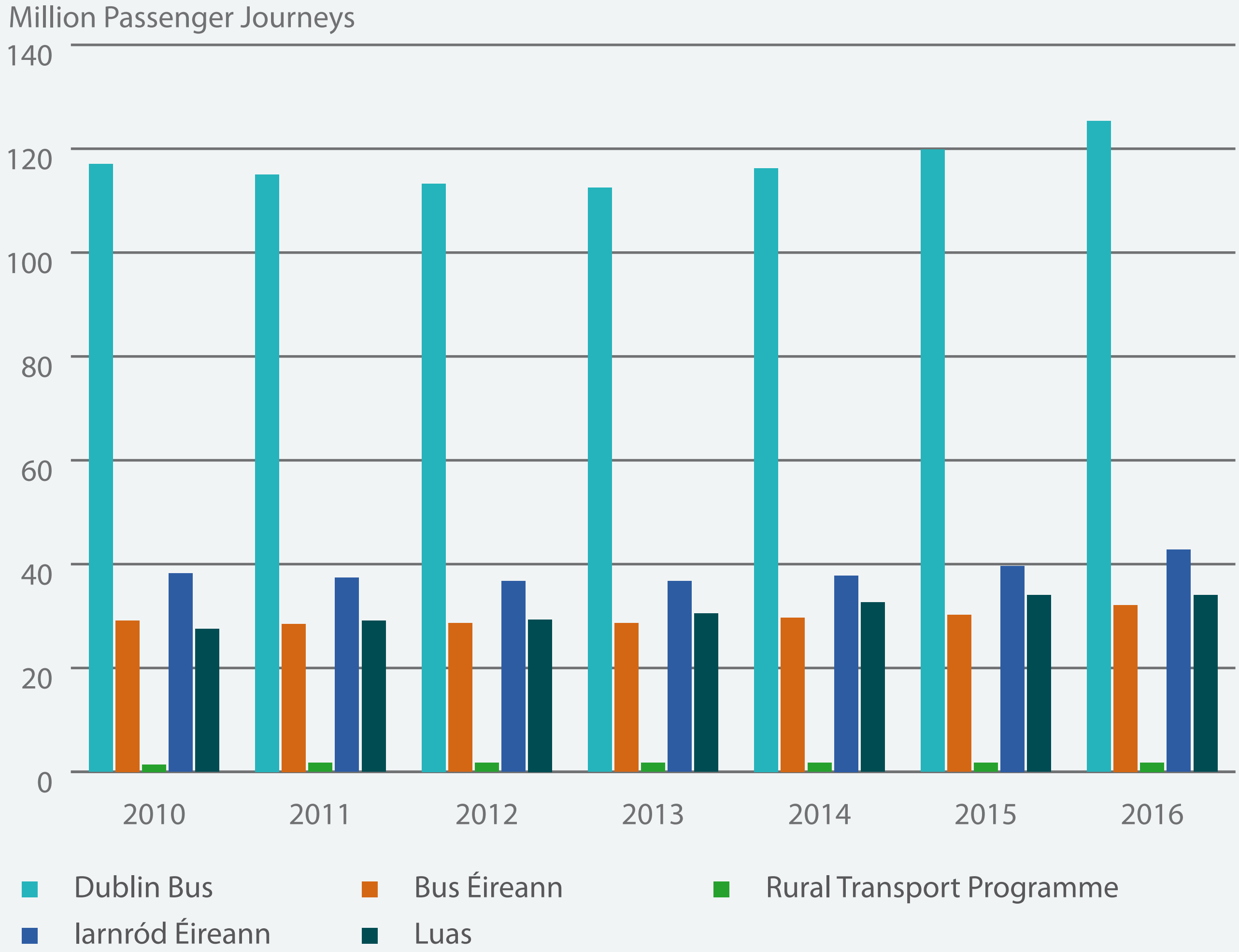
Dublin Bus, Bus Éireann and the Authority are continuing to redesign parts of the network on an on-going basis where they see that a better service can be provided to the travelling public. Rail travel does not offer this flexibility but over time extensions can be added to the network and lightly used lines closed to passenger services. Details of changes to the rail network are included at Section 10 of this bulletin.

The Rural Transport Programme (RTP) saw annual passenger journeys rise substantially between 2010 and 2011; however, this increase was partially owing to new reporting methods that saw the inclusion of passengers on additional contracted services being included. Since then RTP passenger journeys have shown some growth although not as much as the larger operators.

The public transport operators over time review all aspects of their operations with a view to improving their services and enabling them to get more accurate data on their services. As a result of these improvements the method of counting passenger journeys has become more accurate. When this occurs the operator usually restates the data for the previous year so as it can be compared with the current year and future years. Bus Éireann have restated their 2013 passenger journeys while Iarnród Éireann has restated their 2012 passenger journeys. While the restatement will result in a slight adjustment to the comparison between one year and the next it will not affect the overall trend in passenger journey growth over a number of years.

In any particular year there may be events which will affect the passenger journey numbers for one or other operator. One such event is industrial action. The Luas industrial action in 2016 is already mentioned above as is the 2016 Dublin Bus industrial action. For Bus Éireann there was no PSO bus services operated on two days in May both in 2013 and in 2015 while Dublin Bus had no PSO bus services for three days in August 2013 and 2 days in May 2015. Iarnród Éireann had two days of industrial action in August 2014 and a three hour stoppage during the morning peak in October 2015. This industrial action would have a dampening effect on the passenger journeys for the operators in the relevant year.

Figure 1.1: PSO Public Transport Passenger Journeys, 2010-2016



In Figure 1.1 we see the total passenger journeys from 2010 to 2016. It is clear from the chat that Dublin Bus carries many more passengers than all of the other PSO operators. In table 1C. below it shows that Dublin Bus actually carried 53% of all PSO passenger journeys in 2016. Iarnrod Éireann is next carrying 18% of passenger journeys with Luas and Bus Éireann carrying around 14% each. The Rural Transport Programme carries just 1% of the total PSO passenger journeys.

Figure 1.3. shows all passenger journeys combined from 2010 to 2016. This clearly shows that passenger journey numbers declined from 2010 to 2012 and stabilised in 2013. The chart shows strong growth in the following three years 2014, 2015 and 2016.

Table 1C Percentage of 2016 PSO Passenger Journeys carried by each operator

Year/ Operator	Dublin Bus	Bus Éireann PSO Services	Rural Transport Programme	Iarnród Éireann	Luas	Total Services
Passenger Journeys 2016	125.35	32.12	1.79	42.81	34.03	236.10
% of Total Passenger Journeys by Operator	53%	14%	1%	18%	14%	100%

Figure 1.2: 2016 PSO Passenger Journeys split by operator

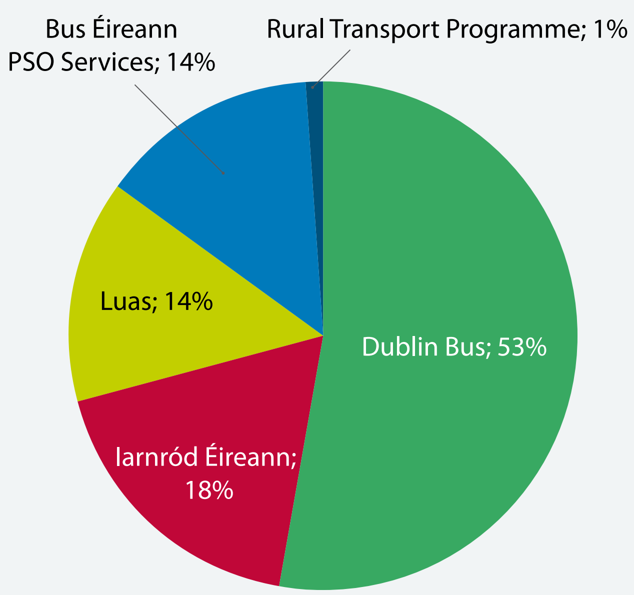
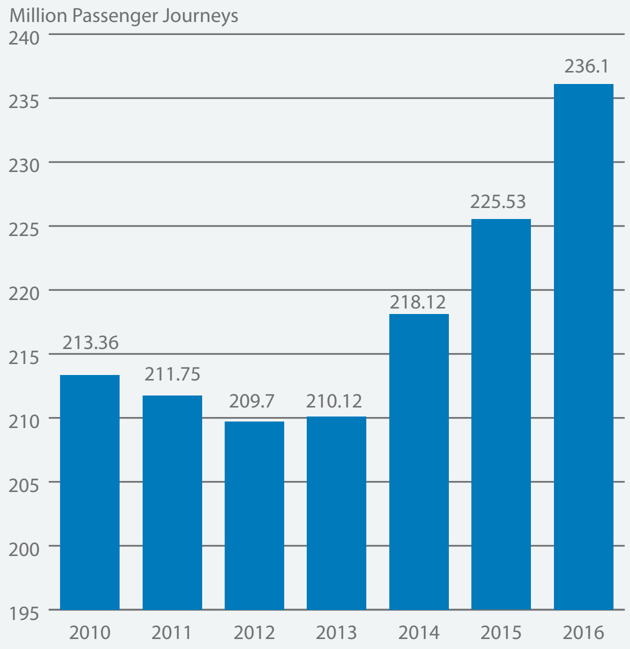
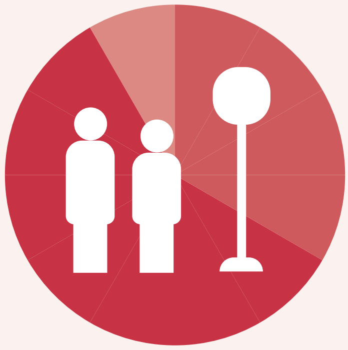


Figure 1.3: Total PSO Passenger Journeys 2010 to 2016 in millions



2

PSO Passenger Journeys by Region



As we saw in Table 1.C Dublin Bus carries over half of the total passenger journeys in Ireland. While they mainly operate within Dublin County they also offer some services in North Kildare and North Wicklow. While Iarnród Éireann carried just 18% of the passenger journeys they operate over a much larger geographical region providing services in 23 of the 26 counties along with services to Northern Ireland. Bus Éireann PSO services provide services to all 26 counties and similar to Iarnród Éireann offer services to Northern Ireland. Luas on the other hand provide services in Dublin city only.

In the tables below we will look at passenger journeys in the Dublin Region, the Greater Cork City Region and the rest of the country which will include Galway, Limerick and Waterford cities, stage carriage services on Bus Éireann and Iarnród Éireann intercity services. As outlined earlier the data shown in this bulletin is intended to highlight trends in public transport services partially funded by the exchequer and are not intended as exact calculations. This is especially true when looking at passenger journeys and in chapter 4 at passenger revenues. This is due to changes in routes and services over time. A correction to the 2013 and 2014 passenger journeys has been made for the Cork City and Stage Carriage sectors when a large Stage Carriage route transferred to a Cork City route. No corresponding adjustment was made to the passenger revenues in chapter 4. However for a number of other more minor route changes no adjustment has been made to the data shown. Dublin Bus also adjust their services and with more cross-city and orbital services now passengers may be able to complete their journey by taking one trip while previously it may have required two trips.

Table 2A and figure 2.1 show the passenger journeys for Dublin Bus, Bus Éireann Dublin commuter services, Iarnród Éireann DART and Dublin commuter services and Luas for the last four years. Each year since 2013 passenger journeys have grown on each of these services with the exception of Luas in 2016 when partial line closure for 6 weeks and industrial action reduced passenger numbers.

Table 2B shows that the overall passenger journey growth rate over this period was almost 13% with strongest growth on Iarnród Éireann services where there was 19.3% growth over this period. All other services had growth rates of between 11.4% and 13.2%.

Table 2A Dublin Region Annual PSO Passenger Journeys (millions)

Year/ Operator	Dublin Bus	Bus Éireann Dublin Commuter	Iarnród Éireann DART & Dublin Commuter	Luas	Total Passenger Journeys
2013	112.49	6.45	25.94	30.51	175.39
2014	116.26	6.73	26.53	32.61	182.13
2015	119.82	6.79	28.12	34.60	189.33
2016	125.35	7.30	30.95	34.03	197.62

Table 2B Percentage Growth of Dublin Region Annual PSO Passenger Journeys 2013 to 2016

Year/ Operator	Dublin Bus	Bus Éireann Dublin Commuter	Iarnród Éireann DART & Dublin Commuter	Luas	Total Passenger Journeys
2013 to 2016	11.4%	13.2%	19.3%	11.5%	12.7%

Figure 2.1: Dublin Region Annual PSO Passenger Journeys

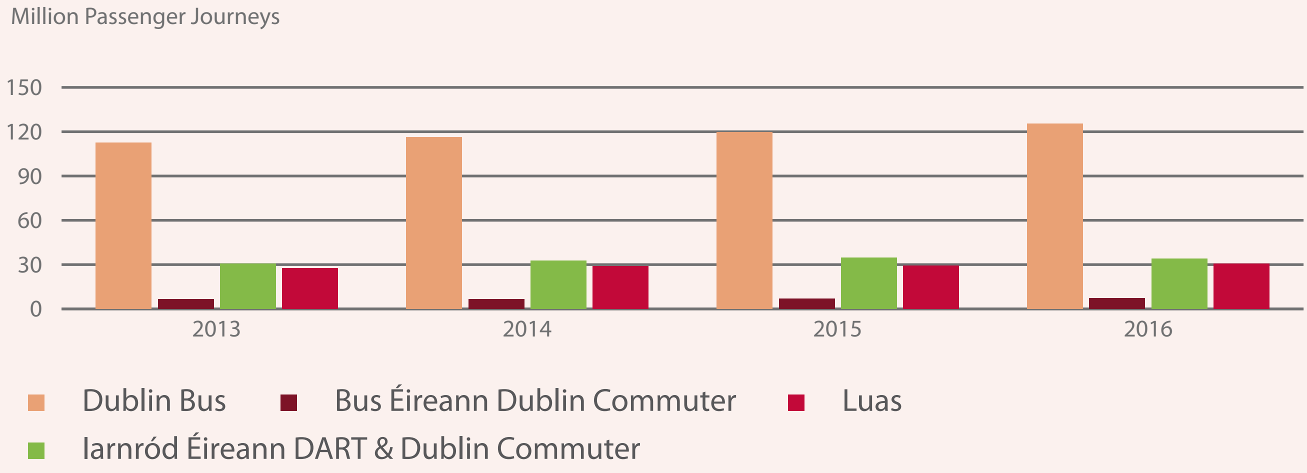


Table 2D shows the passenger journey growth over the last four years. Growth has been very strong at 20.3% with Iarnród Éireann Cork commuter services growing from a low base by 29%. The growth in Cork city by Bus Éireann has been greatly helped by the reconfiguration of bus services in the city as outlined in section 1 of the bulletin.

Table 2C Cork Commuter Annual PSO Passenger Journeys (millions)

Year/ Operator	Bus Éireann Cork City	Iarnród Éireann Cork Commuter	Total Passenger Journeys
2013	10.55	0.93	11.48
2014	11.05	1.06	12.11
2015	11.75	1.10	12.85
2016	12.60	1.20	13.81

Table 2D Percentage change of Cork Commuter Annual PSO Passenger Journeys 2013 to 2016

Year/ Operator	Bus Éireann Cork City	Iarnród Éireann Cork Commuter	Total Passenger Journeys
2013 to 2016	19.5%	29.2%	20.3%

Figure 2.2: Cork Commuter Annual PSO Passenger Journeys

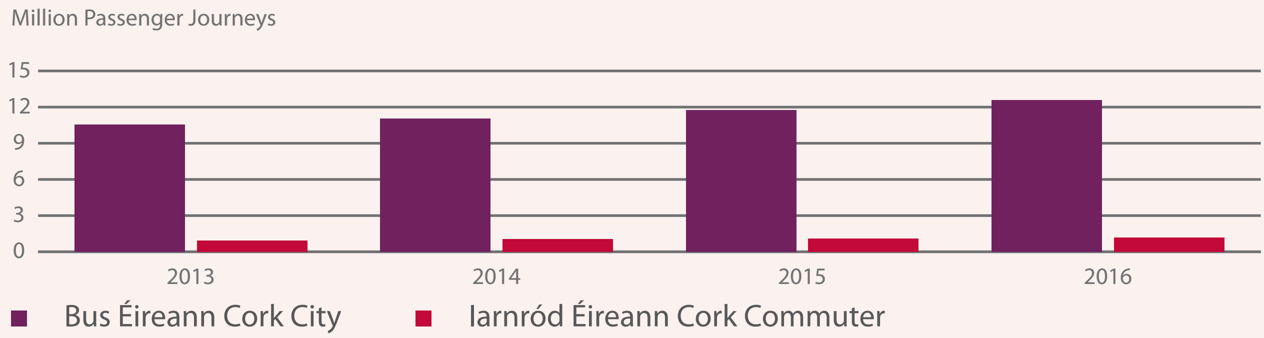


Table 2C and Figure 2.2 show the passenger journeys using PSO subsidised public transport in Cork commuter areas. Both Bus Éireann and Iarnród Éireann provide services in the Cork commuter area. It is striking the difference in passenger journeys in Cork commuter area compared to the Dublin region which has about 14 times more passenger journeys, 13.81 million in Cork commuter area compared to 197.62 million in the Dublin region.

Outside of the Dublin region and the Cork commuter area services are provided by Bus Éireann in Galway, Limerick and Waterford cities, town services in Drogheda, Dundalk, Navan, Balbriggan, Athlone and Sligo, Stage Carriage commuter services from over 100 satellite towns and villages to the main gateway cities and non-commercial scheduled services throughout Ireland . Iarnród Éireann provides intercity services outside the Dublin region and Cork city commuter services. Table 2E and figure 2.3 show the passenger numbers on these services.

Table 2E Annual PSO Passenger Journeys Outside Dublin region and Cork commuter (millions)

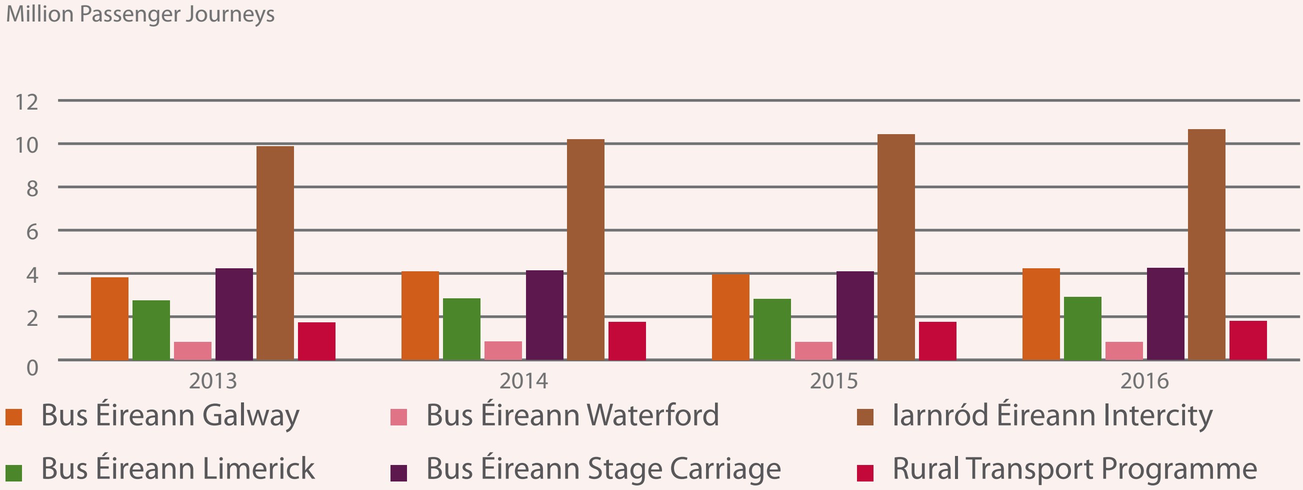
Year/ Operator	Bus Éireann Galway	Bus Éireann Limerick	Bus Éireann Waterford	Bus Éireann Stage Carriage	Iarnród Éireann Intercity	Rural Transport Programme	Total
2013	3.82	2.76	0.83	4.24	9.88	1.74	23.26
2014	4.09	2.84	0.85	4.13	10.21	1.76	23.88
2015	3.96	2.82	0.83	4.09	10.44	1.76	23.89
2016	4.23	2.92	0.83	4.25	10.66	1.80	24.68

Total passenger journeys on these services was 24.68 million in 2016 just less than double the numbers for the Cork commuter area but again only a small fraction of the numbers using public transport in the Dublin region. Iarnród Éireann intercity services carry just less than half of these passengers while Bus Éireann carry just over half of these passengers and the Rural Transport Programme carries just less than 2 million of these passenger journeys.

Table 2F Percentage change of Annual PSO Passenger Journeys Outside Dublin region and Cork commuter

Year/ Operator	Bus Éireann Galway	Bus Éireann Limerick	Bus Éireann Waterford	Bus Éireann Stage Carriage	Iarnród Éireann Intercity	Rural Transport Programme	Total
2013 to 2016	10.9%	5.8%	-0.6%	0.2%	7.9%	3.3%	6.1%

Figure 2.3: Annual PSO Passenger Journeys Outside Dublin region and Cork commuter



Overall growth in these mostly small cities and rural areas in considerably less than in the Cork commuter area or the Dublin region. Again growth in Galway city is helped by the reconfiguration of services as outlined in section 1. Bus Éireann in Waterford city and Bus Éireann stage carriage services have lost passenger journeys between 2013 and 2016 but we can see from table 2E above that passenger numbers have stabilised or have begun to grow in these areas in 2016.

When looking at the growth in passenger journeys between 2013 and 2016 we can see four different levels of growth. (i) Iarnród Éireann DART & Dublin commuter and Bus Éireann Cork city are growing at rates around 20% while Iarnród Éireann Cork commuter is showing growth rates of almost 30%. (ii) The second band of growth are those growing at 10% to 13% and this group includes Dublin Bus, Luas, Bus Éireann Dublin commuter and Bus Éireann Galway. (iii) The third band are experiencing somewhat slower passenger journey growth at between 3% and 8% and includes Bus Éireann Limerick, Iarnród Éireann intercity and the Rural Transport Programme. (iv) The fourth group are those areas where passenger journey numbers have not shown any significant growth or fallen over the past three years and this includes Bus Éireann Waterford where numbers have fallen slightly at 0.6% and Bus Éireann Stage Carriage services where passenger journey numbers have shown no significant growth over the past four years. However from table 2E. we can see that in 2016 passenger numbers stabilised or grew slightly in these two sectors.

Figure 2.4 illustrates the growth rates in the different sectors with Iarnród Éireann Cork commuter growing strongest and Bus Éireann Waterford City showing a slight decline in passenger journeys over the period 2013 to 2016.

Figure 2.4: PSO Passenger Journey by Sector Percentage Change 2013 to 2016

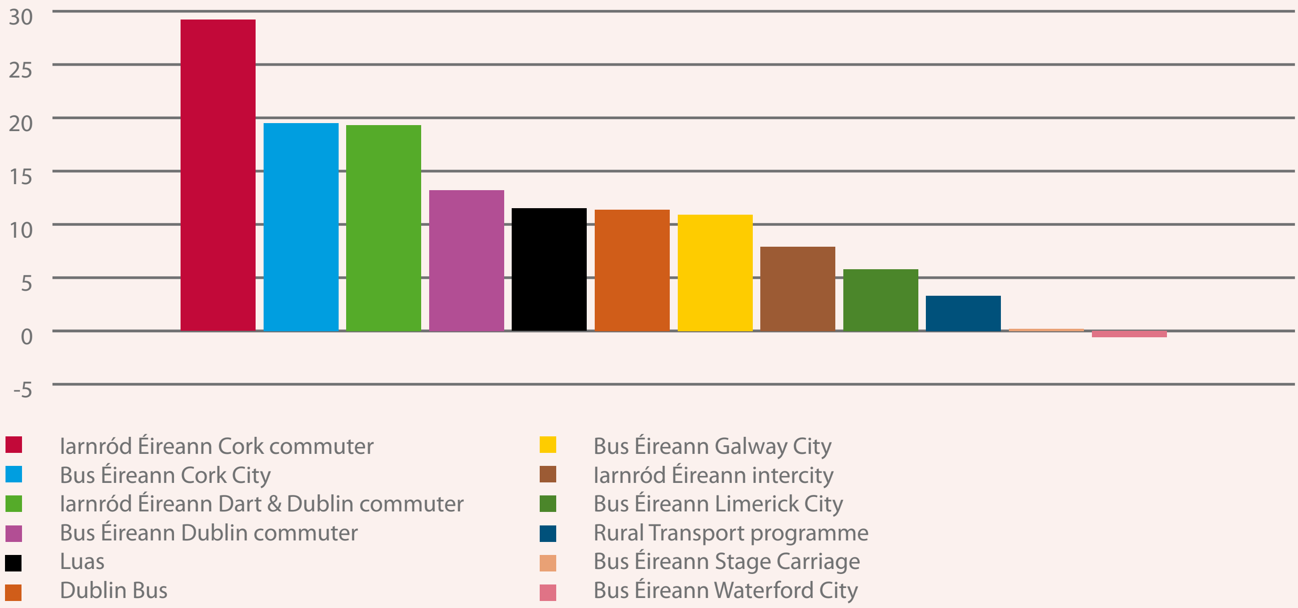


Figure 2.5: PSO Passenger Journeys by Sector 2016

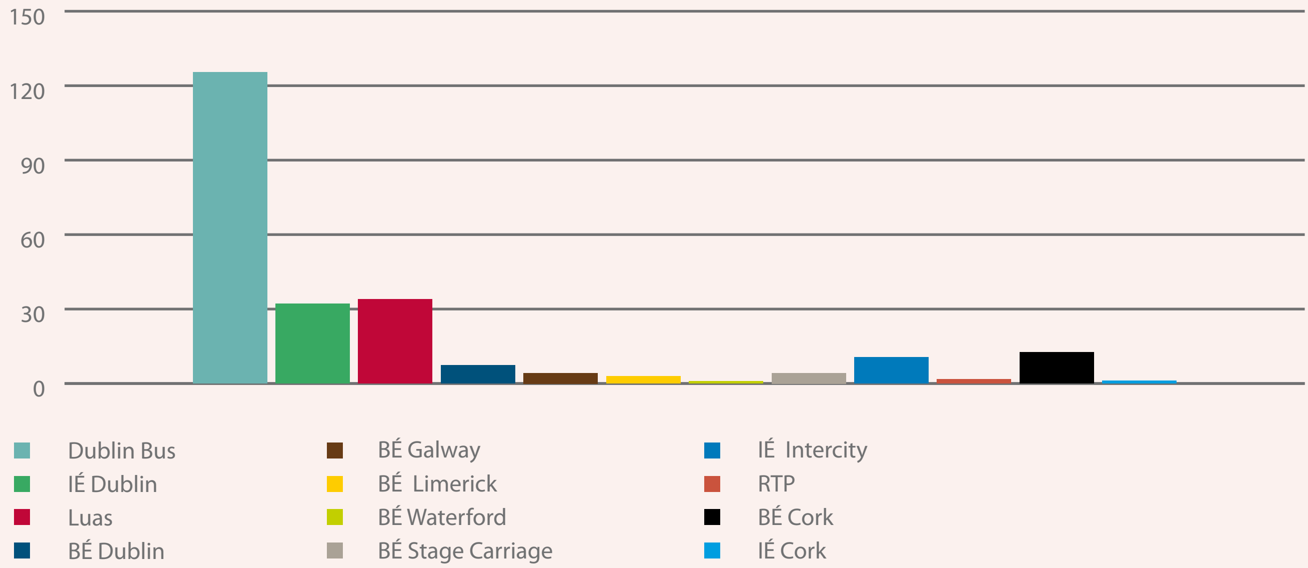


Figure 2.5 shows in pie chart format all passenger journeys in 2016 broken down by sector. We see Dublin Bus carries more than half of the passenger journeys. Passenger Journeys in Dublin account for 84% of the total passenger journeys taken nationwide outlining the importance of public transport in the Dublin region. Cork city accounts for just 6% while the rest of the country accounts for the balance of 10%.

3

Total Operated Vehicle Kilometres and Vehicle Seat Kilometres

The changes in both vehicle kilometres and vehicle seat kilometres operated by Dublin Bus, Bus Éireann, Iarnród Éireann and Luas across the State are shown in Tables 3A to 3D along with Figure 3.1.

'Operated vehicle kilometres' refer to the actual amount of vehicle kilometres that a bus or rail company has operated in a given period, as opposed to *'scheduled vehicle kilometres'* which would indicate the number of vehicle kilometres that they intended to operate as per their cumulative timetables.

'Vehicle seat-kilometres' meanwhile, is a unit of passenger transport capacity measuring the total number of seats available multiplied by the kilometres travelled.

Given that Dublin Bus, Bus Éireann and Iarnród Éireann operate a variety of vehicles with differing numbers of seats, vehicle seat-kilometres can be more instructive in illustrating actual transport capacity. However on city or commuter services passengers can stand for a short journey and that will increase the capacity available over the seated capacity. Iarnród Éireann commuter and DART in particular offer significant standing capacity on their vehicles and this standing capacity is not included in the vehicle seat kilometres outlined here. The Luas vehicle seat-kilometres on the other hand do include standing capacity on their trams.

In general both the vehicle kilometres and vehicle seat kilometres tended downwards between 2010 and 2014 as passenger journeys fell for the two bus operators and have increased slightly over the past few years as passenger journey numbers have recovered. Iarnród Éireann operated vehicle kilometres have remained steady over this time. Luas vehicle kilometres increased significantly in 2011 following the opening of Luas extensions in late 2010. In 2013 the vehicle kilometres reduced as the interval between some services was extended but this was reversed partially the following year. The 4.7% reduction in vehicle kilometres in 2016 is due to a combination of closing the red Luas line between Jervis and the Point for six weeks to allow for Luas Cross City works and 12 days of industrial action when no services were operated.

When we look at vehicle seat kilometres operated between 2010 and 2016 we see similar broad trends as compared to vehicle kilometres for the two bus operators and Luas with vehicle seat kilometres down slightly at Dublin Bus in 2016 compared to 2010, up significantly at Luas and 2016 almost the same at Bus Éireann as in 2010. Bus Éireann seat kilometres have increased more rapidly than vehicle kilometres in 2016 and this is due to the purchase of larger buses by Bus Éireann for a number of their services.

Iarnród Éireann vehicle seat kilometres reduced significantly between 2010 and 2014. Over the past two years vehicle seat kilometres at Iarnród Éireann have risen again as passenger demand grows. However the vehicle seat kilometres operated by Iarnród Éireann is significantly less in 2016 compared to six years earlier. This is because Iarnród Éireann implemented a fleet strategy which allowed them to maintain the number of services provided but reduce costs by matching more closely the number of carriages required to the number of passengers travelling. Overall both operated vehicle kilometres and vehicle seat kilometres have reduced since 2010 at the two bus operators and Iarnród Éireann while at the same time the numbers of passenger journeys have increased by over 8% on these services indicating an increase in efficiency by the operators. Meanwhile Luas have increased both vehicle kilometres and seat kilometres significantly since 2010. While passenger journeys have increased by over 20% since 2010 Luas also has got a number of line extensions which has contributed to the growth in both vehicle kilometres and seat kilometres.

Both bus operators changed the method used to calculate kilometres operated and therefore seat kilometres operated also changed by Bus Éireann in 2014 and Dublin Bus in 2015. Following this change in calculation methodology Bus Éireann restated their 2013 vehicle kilometres operated and vehicle seat kilometres operated while Dublin Bus restated their 2014 figures. As a result the 2013 Bus Éireann vehicle kilometres operated and vehicle seat kilometres operated is not directly comparable with previous years. Similarly Dublin Bus 2014 figures are not directly comparable with previous years.

Table 3A Annual operated vehicle kilometres (millions)

Year/Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas
2010	56.50	38.08	15.95	2.897
2011	53.90	37.34	15.96	3.687
2012	52.10	37.34	15.96	3.835
2013	50.30	33.34*	15.967	3.544
2014	54.73*	32.94	15.965	3.667
2015	55.34	33.76	15.965	3.664
2016	55.32	35.74	15.955	3.490

*In 2014 Bus Éireann and in 2015 Dublin Bus changed the method used to calculate the annual operated vehicle kilometres. As a result of this change Bus Éireann restated their 2013 annual operated vehicle kilometres while Dublin Bus restated their 2014 annual operated vehicle kilometres.

Table 3B Percentage change of annual operated vehicle kilometres (millions)

Year/Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas
2011	-4.6%	-1.9%	0.1%	27.3%
2012	-3.3%	0.0%	0.0%	4.0%
2013	-3.5%	3.7%*	0.0%	-7.6%
2014	-2.8%*	-1.2%	0.0%	3.5%
2015	1.1%	2.5%	0.0%	-0.1%
2016	0.0%	5.9%	-0.1%	-4.7%

*In 2014 Bus Éireann and in 2015 Dublin Bus changed the method used to calculate the annual operated vehicle kilometres. As a result of this change Bus Éireann restated their 2013 annual operated vehicle kilometres while Dublin Bus restated their 2014 annual operated vehicle kilometres. Therefore the comparison between 2012 and 2013 for Bus Éireann and between 2013 and 2014 for Dublin Bus reflects the percentage change before the restatement.

Table 3C Annual operated vehicle seat kilometres (millions)

Year/Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas
2010	3,629.3	2,298.2	7,063.1	898.4
2011	3,475.0	2,260.4	6,677.6	1,143.1
2012	3,342.9	2,255.4	6,623.0	1,188.9
2013	3,222.8	2012.7**	6,398.0	1,098.8
2014	3516.56**	2,007.4	5,707.0	1,137.0
2015	3,523.6	2,116.0	6,123.2	1,135.8
2016	3,458.7	2,326.7	6,208.3	1,081.9

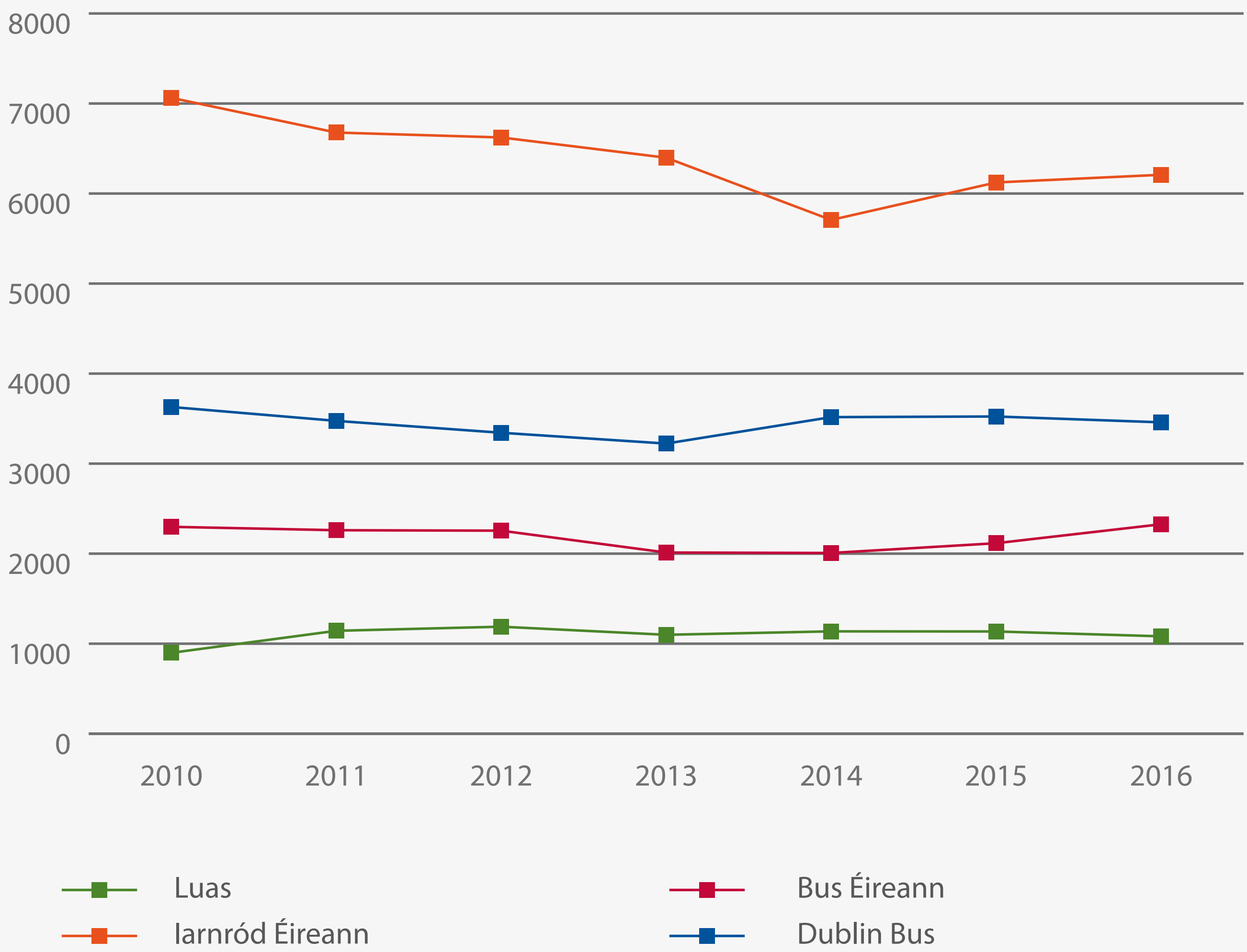
**See note under Table 2A above

Table 3D Percentage change of annual operated vehicle seat kilometres (millions)

Year/Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas
2011	-4.3%	-1.6%	-5.5%	27.2%
2012	-3.8%	-0.2%	-0.8%	4.0%
2013	-3.6%	-3.8%**	-3.4%	-7.6%
2014	-3.3%**	-0.3%	-10.8%	3.5%
2015	0.2%	5.4%	7.3%	-0.1%
2016	-1.8%	10.0%	1.4%	-4.7%

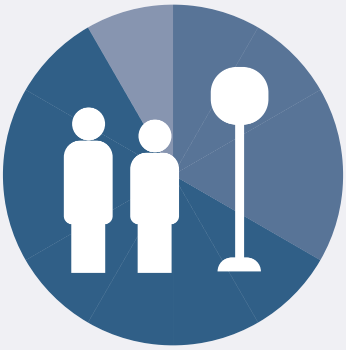
**See note under Table 2B above

Figure 3.1: Annual vehicle seat kilometres operated 2010 -2015



4

Passenger Revenues



In Table 4A the passenger revenues for Dublin Bus, Bus Éireann, Iarnród Éireann, Luas and Rural Transport Programme are made up of cash fare revenue, Leap revenue, and prepaid ticket sales (including Taxsaver tickets), as well as the Free Travel grant from the Department of Social Protection.

The passenger revenues reported in this section do not include the annual Public Service Obligation subsidy, which is outlined in Section 7. Passenger revenue is presented at current prices, that is, figures are not adjusted for inflation and this is the same for other financial data in the bulletin unless otherwise stated. Passenger revenue only relates to contracted PSO services and does not include commercial sources (e.g. the Dublin Bus Airlink airport service or Bus Éireann's Expressway services).

Passenger revenue growth is as a result of increased fares and/or increased passenger journeys. Significant fares increases were approved by the Authority for 2012 and 2013 to compensate for loss in subsidy and these fare increases facilitated the growth in passenger revenues despite passenger journeys falling slightly during this period. In 2014 and 2015 average fare increases have been moderate and it is the growth in passenger journeys on the transport services which has been the main contributor to passenger revenue growth.

In 2016 the average fare increase was close to 1% but passenger number grew by 4.4% or 10 million additional passenger journeys leading to growth in passenger revenue across all operators of 4.5%. As the use of Leap e-purse to pay for single journeys on the bus and rail network grows it has the effect of moderating passenger revenue growth due to the significant discount available. The Free Travel Grant from the Department of Social Protection has not increased since 2010 despite the increase in free travel passengers and this also has a moderating effect on the growth in passenger revenues.

If we look at the operators on an individual basis we see some variations compared to the overall pattern. Passenger revenue growth for Dublin Bus was strong in 2012 and 2013 as a result of fare increases but in 2014, 2015 and 2016 the growth in passenger revenue is primarily driven by growth in passenger journeys. The growth in Leap e-purse is moderating passenger revenue growth on Dublin Bus as the use of Leap e-purse continues to grow each year.

Bus Éireann passenger revenue has increased each year since 2012 as a result of fares increases approved by the Authority and increased Bus Éireann passenger journeys. However, at the same time as Bus Éireann has been experiencing increased passenger journeys in regional cities, (where trips are shorter and fares are lower), they have been losing passengers on services that provide longer journeys (where fares are higher) and this effect has reduced the gains one would have expected to their overall passenger revenue. Passenger revenues increased at the fastest rate in 2016 driven by passenger journey growth of 6.3%. As Leap e-purse is used mostly on short city journeys it does not have as significant an effect on Bus Éireann revenues compared to Dublin Bus and therefore passenger revenue growth was strong in 2016.

Iarnród Éireann passenger revenue growth has been steady for the past few years at around 5% per year since 2013. This growth reflects fare increases in 2013 and 2014 when growth in passenger journeys was weak but in 2015 and 2016 with average passenger journeys growth of 6% each year the growth in revenues reflects the growth in passenger journeys.

Luas passenger revenues have grown each year since 2011 and unlike the other operators fare increases tended to be lower on Luas services. Growth in revenues was closely linked to growth in passenger journeys. In 2016 passenger revenues remained flat but this was due the closure of the red Luas line from Jervis to the Point for six weeks to facilitate Luas Cross City works and to 12 days of industrial action when no services operated.

The Rural Transport Programme increased the number of funded passengers through other contracts, for example through contracts with the Health Service Executive (HSE). The RTP figures include contracted revenue which has resulted in the increased passenger revenues each year since 2011. Contracted revenue is revenue paid to RTP companies from agencies such as the HSE or from community groups for the provision of specific bus services. It is this contracted revenue which is supporting the strong growth in the RTP passenger revenue.

Table 4A Annual passenger revenue (€ millions)

Year / Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas	Rural Transport Programme*
2010	159.4	63.97	162.59	40.43	-
2011	158.86	62.66	156.65	43.66	3.07
2012	172.13	66.14	157.91	46.44	4.00
2013	184.85	69.51	166.89	47.89	4.66
2014	194.43	73.85	174.52	50.67	5.19
2015	205.66	77.79	184.18	54.37	5.95
2016	212.08	84.12	193.67	54.83	6.88

Note: Figures are in millions and only include PSO and rural transport services.
*Figures include cash fares, plus contracted revenue collected.

Table 4B Percentage change in annual passenger revenue

Year / Operator	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas	Rural Transport Programme
2011	-0.3%	-2.0%	-3.7%	8.0%	-
2012	8.4%	5.6%	0.8%	6.4%	30.3%
2013	7.4%	5.1%	5.7%	3.1%	16.5%
2014	5.2%	6.2%	4.6%	5.8%	11.4%
2015	5.8%	5.3%	5.5%	7.3%	14.6%
2016	3.1%	8.1%	5.1%	0.8%	15.6%

Figure 4.1: Annual Passenger Revenues 2010 - 2016

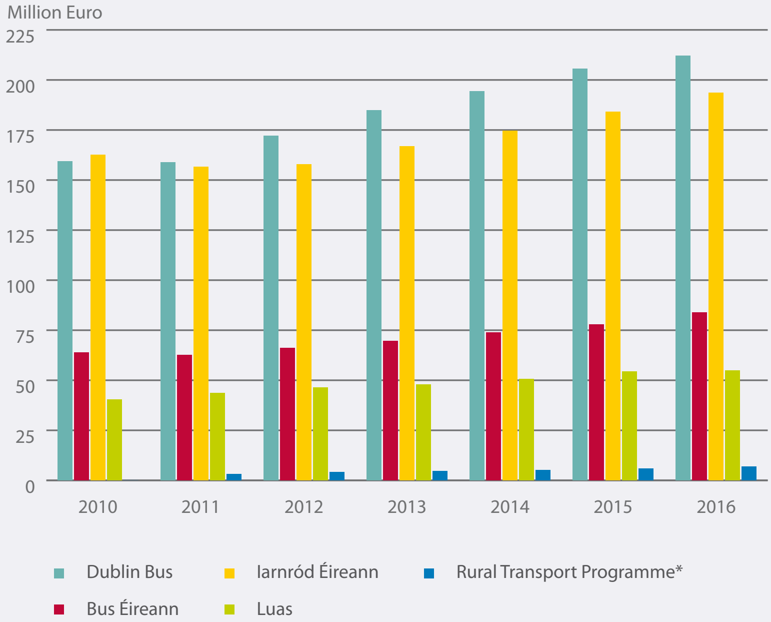


Figure 4.1 above shows the annual passenger revenues for each of the operators. If we compare this chart with Figure 1.1 which showed passenger journeys by operator we note that while Dublin Bus carries almost three times the number of passenger journeys compared to Iarnród Éireann their passenger revenues are similar. This is because Iarnród Éireann carries some of their passenger's long distances and the fare charged is far greater than the fare charged by Dublin Bus who in general carries their passengers a much shorter distance.

5

Passenger Revenues by Region

Table 5A and 5B show the passenger revenue from 2013 to 2016 for the Dublin region and the growth over the past three years. Dublin Bus and Luas operate all their passenger services in the Dublin region while Iarnród Éireann DART and commuter services along with Bus Éireann's Dublin commuter routes are included in the Dublin region here. Passenger revenues from Iarnród Éireann are not broken down by Dublin region and therefore the figures used in tables 5A and 5B are estimates only.

Total passenger revenues in this region have been growing steadily over the past 3 years with Iarnród Éireann passenger revenue growth showing strongest. This reflects the growth in passenger numbers of almost 20% during the same period reflecting the strong relationship between passenger revenues and passenger journeys.

Table 5A Dublin Region Annual Passenger Revenues (€ millions)

Year/ Operator	Dublin Bus	Bus Éireann Dublin Commuter	Iarnród Éireann DART & Dublin Commuter*	Luas	Total Passenger Revenues
2013	184.85	26.89	64.00	47.89	323.63
2014	194.43	28.12	68.50	50.67	341.72
2015	205.66	29.61	73.50	54.37	363.14
2016	212.08	31.47	83.50	54.83	381.88

*Estimated

Table 5B Percentage Growth of Dublin Region Annual Passenger Revenues 2013 to 2016

Year/ Operator	Dublin Bus	Bus Éireann Dublin Commuter	Iarnród Éireann DART & Dublin Commuter*	Luas	Total Passenger Revenues
2013 to 2016	14.7%	17.0%	30.5%	14.5%	18.0%

*Estimated

Figure 5.1: Dublin Region Annual Passenger Revenues (€ millions)

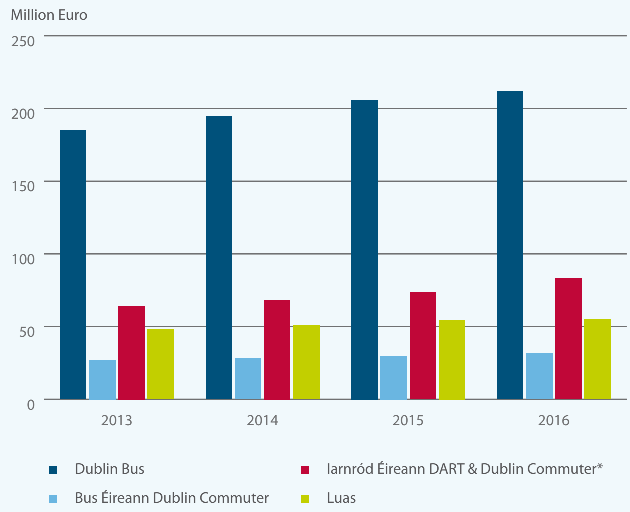


Table 5C and 5D below show the breakdown of passenger revenues in selected areas outside the Dublin region. Most of the areas are served by Bus Éireann with Iarnród Éireann Intercity also providing services. Passenger revenues from all areas outside the Dublin region are less than 40% of the Dublin region passenger revenues. Passenger revenue growth outside Dublin is just over 11% between 2013 and 2016 somewhat less than the growth of 18% in the Dublin region. When we look at the individual areas outlined in tables 5C and 5D we see that strongest growth over the past 3 years is in Bus Éireann passenger revenues in Cork city with growth of over 40%. Galway city and Limerick city passenger revenues are also showing good growth.

Table 5C Annual Passenger Revenues Outside Dublin region (€ millions)

Year/ Operator	Bus Éireann Cork City	Bus Éireann Galway City	Bus Éireann Limerick City	Bus Éireann Waterford City	Bus Éireann Stage Carriage	Iarnród Éireann Intercity	Rural Transport Programme	Total
2013	16.05	5.08	3.58	0.97	16.94	100.55	4.66	131.78
2014	18.20	5.76	3.90	1.00	16.89	103.18	5.19	135.92
2015	20.44	5.94	4.03	0.98	16.78	107.83	5.95	141.51
2016	22.71	6.57	4.34	1.05	17.99	109.69	6.88	146.51

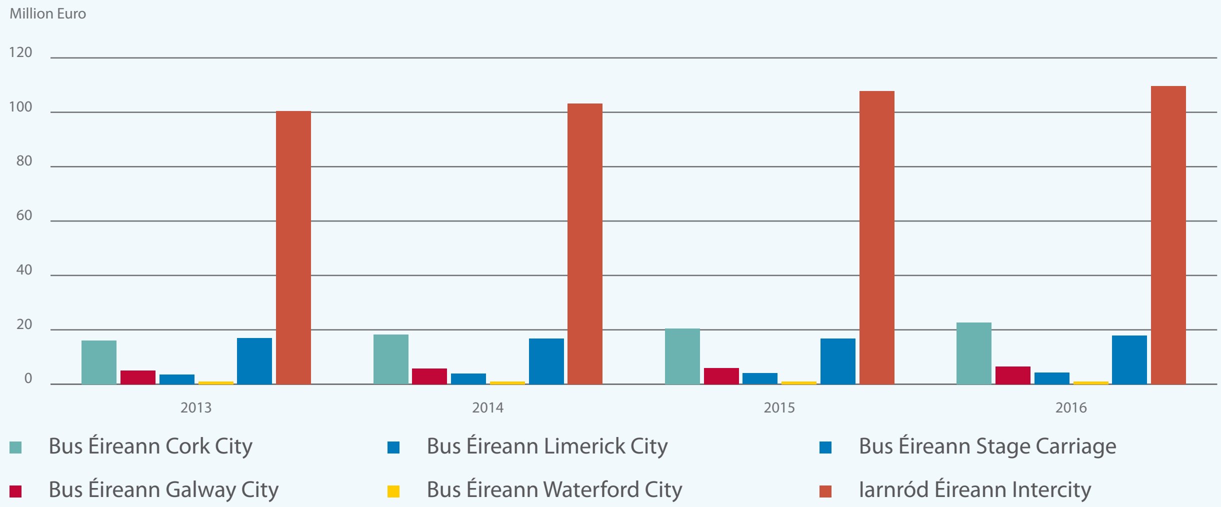
Table 5D Percentage change of Annual Passenger Revenues Outside Dublin region 2013 to 2016

Year/ Operator	Bus Éireann Cork City	Bus Éireann Galway City	Bus Éireann Limerick City	Bus Éireann Waterford City	Bus Éireann Stage Carriage	Iarnród Éireann Intercity	Rural Transport Programme	Total
2013 to 2016	41.5%	29.3%	21.3%	7.9%	6.2%	9.1%	47.6%	11.2%

This growth in passenger revenues is partially due to fare increases but mainly as a result of the strong passenger journey growth in these cities as outlined in tables 2D and 2F earlier. Passenger journey growth and subsequently passenger revenue growth was primarily driven by the success of the reconfiguration of bus services in Cork, Galway and Limerick, a project initiated by the Authority.

Passenger revenues on Iarnród Éireann intercity services have grown by just 9% which is just 1% more than passenger journey growth over the same period. This indicates that most of the growth in revenues came from additional passengers rather than an increase in fares. Fare increases on the Iarnród Éireann intercity network have been considerably less than on other public transport services over the past number of years.

Figure 5.2: Annual Passenger Revenues Outside Dublin Region



It is clear when we look at Figures 5.1 and 5.2 that Dublin Bus collects the largest amount of passenger revenues in the Dublin region and Iarnród Éireann Intercity services collects the greatest revenues outside the Dublin region. While Dublin Bus carried 125 million passenger journeys in 2016 Iarnród Éireann intercity services carried just short of 11 million however passengers on Dublin Bus are taking short journeys paying a relatively small fare while passengers on Iarnród Éireann intercity services are taking much longer journeys and therefore paying a much higher fare.

Figure 5.3: Passenger revenue change by segment 2013 to 2016

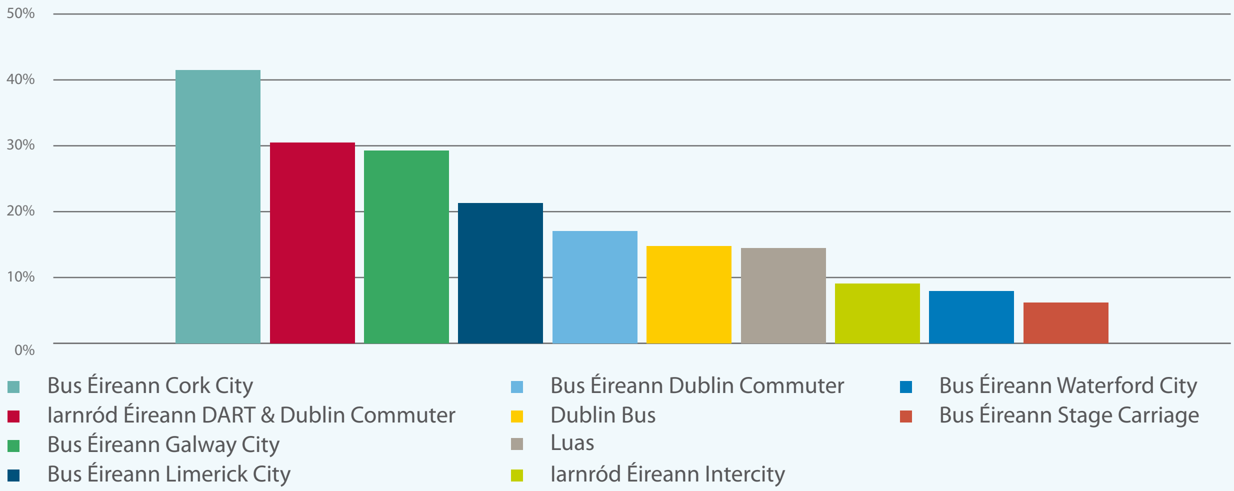
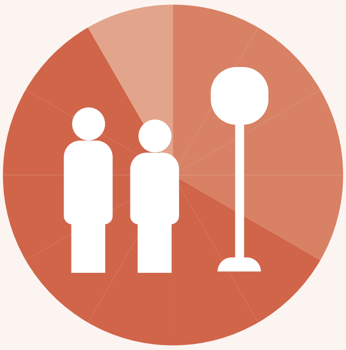


Figure 5.3 shows the passenger revenue change by segment between 2013 and 2016. This table is broadly similar to Figure 2.4 earlier which showed the change in passenger journeys over the same period. The growth in passenger revenue is stronger than passenger journeys and this is accounted for by the increase in fares over this period. Financial data on Iarnród Éireann Cork commuter is not readily available and has been excluded from figure 5.3. Bus Éireann Cork city services are showing strongest passenger revenue growth and this is strongly based on passenger journey growth of 23% since 2013 as outlined in table 2D earlier. At the lower end of the table Bus Éireann Stage Carriage and their Waterford city services are showing the least growth in revenues which reflects the changes in passenger journeys on these services.

6

Free Travel Scheme



The Department of Social Protection's Free Travel Scheme is available to all persons aged 66 and over living permanently in the State. Some people under 66 may also qualify such as carers in receipt of a Carer's Allowance and certain other persons in receipt of a Disability Allowance or Invalidity Pension.

Free travel under the Free Travel Scheme is available on all transport services including bus, train, tram and some ferry services. It is available on exchequer funded services and on a large number of commercial services. The Department of Social Protection spends in the region of €76m on the scheme each year. Funding for the scheme has remained stable since 2010 and has not responded to the increase in passenger journeys undertaken by Free Travel Scheme passengers

Table 6A shows annual Department of Social Protection (DSP) payments for the Free Travel Scheme. The CIÉ group which includes Dublin Bus, Bus Éireann commercial and Bus Éireann PSO services and Iarnród Éireann receive a block grant each year and the CIÉ group divide the grant among the various operations. The differences in table 6A from one year to the next reflect timing differences in most cases.

Table 6A DSP Revenue for Free Travel Scheme by Operator (€ million)

Year	Dublin Bus PSO services	Bus Éireann PSO services	Iarnród Éireann	Luas	Rural Transport Programme
2013	€20.45	€12.07	€14.60	€3.40	€1.5m
2014	€20.59	€11.98	€14.50	€3.91	€1.5m
2015	€20.59	€12.04	€14.63	€3.91	€1.5m
2016	€20.13	€13.29	€14.60	€3.91	€1.5m

Over the past four years the number of people aged 65 years and over has increased by about 3% to 3.5% each year. This increase is reflected in the numbers availing of the Free Travel Scheme and Table 6B below highlights that. Table 6C shows that the numbers travelling under the scheme have increased by just over 9% since 2013.

Table 6B DSP Free Travel Scheme Passenger Journeys in Millions

Year	Dublin Bus PSO services	Bus Éireann PSO services	Iarnród Éireann	Luas	Total
2013	23.07	8.84	4.53	3.47	39.91
2014	23.80	9.30	4.64	3.60	41.34
2015	23.97	9.22	4.62	3.86	41.66
2016	25.58	9.76	4.76	3.53	43.63

Table 6.C Change in DSP Free Travel Scheme Passenger Journeys 2013 to 2016

Year	Dublin Bus PSO services	Bus Éireann PSO services	Iarnród Éireann	Luas	Total
2013 to 2016	10.9%	10.4%	5.2%	1.9%	9.3%

7

Public Service Obligation (PSO) Subsidy

Each year funding is provided for socially necessary but commercially unviable bus and rail services in Ireland. The Public Service Obligation (PSO) payments in respect of the bus and rail transport contracts since 2001 are set out in Table 7A. The bulk of the PSO funding goes to the 3 CIÉ companies namely Dublin Bus, Bus Éireann PSO services and Iarnród Éireann. These companies were awarded public service contracts in 2009 with Dublin Bus and Bus Éireann for a period of 5 years and Iarnród Éireann for a period of 10 years. The contracts with the two bus companies were renewed in December 2014. These direct award public service contracts are operated on a net cost basis - the operators retain passenger revenues and also receive PSO subsidy payments.

A small number of additional public transport services are provided by a number of other operators under a Gross Cost Contract model. This is where the service provided results from a public tender competition. The cost of providing the service is fixed based on the tender and all fare revenue is transferred to the Authority. In 2016 there were four operators providing services following public tender competitions namely M&A Coaches Ltd., Andrew Wharton Coach Hire, Bernard Kavanagh & Sons Ltd and Bus Éireann.

The operators provide these PSO services under contract to the National Transport Authority. The provision of PSO payments is now governed in detail by both EU and Irish legislation. Regulation 1370/2007 is the EU wide legal framework governing the regulation of public bus and rail passenger services and sets out the methodology in terms of awarding contracts for service delivery and providing PSO compensation for the provision of such services. The funding of these PSO services is governed by Public Service Contracts between the Authority and the relevant operator, with responsibility for the amount of PSO payments decided by the Authority subject to the level of exchequer funding available.

The not-for-profit companies that provide services under the Rural Transport Programme are grant-aided by the Government via the Authority. Significant change in the delivery structure for these services took place over the past few years. There are now 17 Transport Coordination Units (TCU) with the role of managing the RTP at local level better known under the brand name *locallink.*

The Rural Transport Programme grant from 2007 to 2015 is included in the table – the year 2007 is the year that rural transport services moved from initiative status to a regular programme status. An additional subsidy payment was made to the RTP in 2014 and 2015 to ensure that service levels remained the same while the programme restructuring took place.

Table 7A PSO subsidy payments (€ millions)

Year	Iarnród Éireann	Dublin Bus	Bus Éireann	RTP grant	Other Operators and Support costs	Total
2001	€146.02	€52.38	€23.81	-	-	€222.21
2002	€155.48	€56.06	€21.77	-	-	€233.31
2003	€168.26	€53.87	€22.86	-	-	€244.99
2004	€171.42	€61.81	€24.00	-	-	€257.23
2005	€179.99	€64.90	€25.20	-	-	€270.09
2006	€188.72	€69.85	€26.46	-	-	€285.03

Year	Iarnród Éireann	Dublin Bus	Bus Éireann	RTP grant	Other Operators and Support costs	Total
2007	€189.91	€80.08	€36.60	€8.98	-	€315.57
2008	€181.15	€85.63	€41.85	€9.80	-	€318.43
2009	€170.62	€83.20	€49.37	€10.97	-	€314.16
2010	€155.14	€75.79	€45.22	€11.00	-	€287.15
2011	€148.69	€73.04	€43.41	€10.62	-	€275.76
2012	€166.42*	€74.77*	€36.87	€9.77	-	€287.83
2013	€127.03	€64.54	€34.36	€9.63	€0.03	€235.59
2014	€117.37	€60.04	€34.39*	€10.10*	€0.43	€222.33
2015	€98.11**	€57.70	€33.71*	€10.70*	€1.02	€201.24
2016	€133.06	€59.56	€40.84	€11.86	€3.57	€248.88

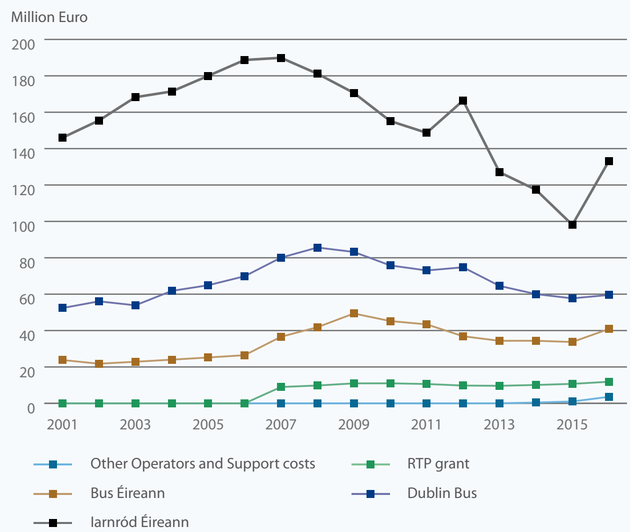
Note: Figures are in millions. Source: CIÉ Annual Reports, and Authority statistics from 2010.
* Additional funds included in the above figures were made available to Iarnród Éireann in 2012, Dublin Bus in 2012, to Bus Éireann in 2014 & 2015 and to Rural Transport in 2014 and 2015
**Iarnród Éireann received additional exchequer funds for their Infrastructure Management business which partly compensated them for a reduction in PSO subsidy payments to their Railway Undertaking business which receives the PSO subsidy payments.

Table 7B Percentage change in PSO subsidy payments each year

Year	Irish Rail	Dublin Bus	Bus Éireann	RTP grant	Other Operators and Support costs	Total
2002	6.5%	7.0%	-8.6%	-	-	5.0%
2003	8.2%	-3.9%	5.0%	-	-	5.0%
2004	1.9%	14.7%	5.0%	-	-	5.0%
2005	5.0%	5.0%	5.0%	-	-	5.0%
2006	4.9%	7.6%	5.0%	-	-	5.5%
2007	0.6%	14.6%	38.3%	-	-	10.7%
2008	-4.6%	6.9%	14.3%	9.1%	-	0.9%
2009	-5.8%	-2.8%	18.0%	11.9%	-	-1.3%
2010	-9.1%	-8.9%	-8.4%	0.3%	-	-8.6%
2011	-4.2%	-3.6%	-4.0%	-3.5%	-	-4.0%
2012	11.9%	2.4%	-15.1%	-8.0%	-	4.4%
2013	-23.7%	-13.7%	-6.8%	-1.4%	-	-18.1%
2014	-7.6%	-7.0%	0.1%	4.9%	1320.0%	-5.6%
2015	-16.4%	-3.9%	-2.0%	5.9%	139.8%	-9.5%
2016	35.6%	3.2%	21.1%	10.8%	249.6%	23.7%

In tables 7A and 7B we can see that the PSO payments increased by almost 24% in 2016. This was the first major increase since 2007 when the PSO funding increased by 10%. During the economic crash the PSO funding was reduced each year for a number of years although additional payments were made some years to assist the transport operators.

Figure 7.1: PSO payments 2001 to 2016



Luas experienced deficits between Luas revenue and operating costs between 2011 and 2013. In 2014 Luas operations returned a surplus of €1.94m and this has increased each of the last two years to €5.4m in 2016. Although, Luas does not receive PSO funding from the Authority, the Authority has agreed to the balancing of any shortfalls from the RPA's accumulated cash reserve (this reserve is the source of funding for the maintenance of the Luas network along with the Authority's capital grant funds.) While Luas returned a surplus in 2016 on its operating activities is should be remembered that all capital works such as the rail lines and the trams are funded by the exchequer.

Table 7C (Deficit) / surplus on Luas infrastructure activities before interest, tax and depreciation

Year	Luas (€ millions)
2009	2.74
2010	1.13
2011	(3.30)
2012	(3.44)
2013	(2.21)
2014	1.94
2015	4.28
2016	5.40

Figure 7.2: Deficit)/Surplus on Luas Infrastructure Activities, 2009 -2016

8

Total Number of Buses

The total number of buses that Dublin Bus and Bus Éireann own and/or maintain as part of their PSO services is outlined in Table 8A. Bus numbers shown are for Quarter 4 of the respective years. Bus numbers required by Dublin Bus and Bus Éireann have increased in recent years as passenger journey numbers have recovered and as a result of the establishment of steady state funding of replacement buses in the fleet.

Table 8A Total number of buses

Year/Operator	Dublin Bus	Bus Éireann
Quarter 4 2010	1,023	400
Quarter 4 2011	940	460
Quarter 4 2012	914	443
Quarter 4 2013	907	453
Quarter 4 2014	919	453
Quarter 4 2015	943	475
Quarter 4 2016	967	517

Note: Figures only include PSO services

9

Age of Buses

The numbers in Table 9A reflect the average age of the bus fleets. It should be noted that the Dublin Bus figures may include a very small element of vehicles used for commercial purposes.

For Bus Éireann the figures for 2010 refer to their PSO fleet, while thereafter the city fleet would be PSO only, whereas the 'services fleet' would include some commercial vehicles.

Table 9A Average age of operator's fleet

Year/Operator	Dublin Bus	Bus Éireann (City fleet)	Bus Éireann (Services fleet)
Quarter 4 2010	6.8 years	4.8 years (PSO fleet)	4.8 years (PSO fleet)
Quarter 4 2011	7.7 years	6.4 years (PSO fleet)	5.5 years
Quarter 4 2012	7.5 years	5.6 years (PSO fleet)	5.4 years
Quarter 4 2013	7.5 years	5.4 years (PSO fleet)	6.1 years
Quarter 4 2014	7.6 years	6.4 years (PSO fleet)	7.4 years
Quarter 4 2015	7.5 years	6.3 years (PSO fleet)	6.7 years
Quarter 4 2016	7.5 years	6.3 years (PSO fleet)	7.4 years

Note: Service Fleet includes Stage Carriage, Dublin Commuter and some Expressway (Occasionally a vehicle could be used for PSO and commercial purposes and this can effect providing the average age of the PSO fleet only)

10

Rail Network Changes

The major changes that have occurred to both the Iarnród Éireann and Luas network over the last number of years are outlined in Tables 10A and 10B.

Table 10.A Iarnród Éireann Network changes

Line extensions / re-openings/closures	Date
Cork Suburban Rail: Cork to Midleton - Opened	July 2009
Western Railway Corridor: Ennis to Athenry – Re-opened	March 2010
Rosslare to Waterford - Passenger Services Suspended	September 2010
Dublin Suburban Rail (Western Commuter): Clonsilla to M3 Parkway - Opened	September 2010
Kildare line services commence using the Phoenix Park Tunnel (peak only, Mon – Fri)	November 2016

Table 10B Luas Network changes

Line extensions	Date
Red Line: Connolly to Docklands - Opened	December 2009
Green Line: Sandyford to Brides Glen - Opened	October 2010
Red Line: Belgard to Saggart - Opened	July 2011

11

Operating Fleet with Wheelchair Accessibility

With low-floor wheelchair accessible buses, access to part or all of the passenger area is direct from the bus stop apron. This enables easier access for wheelchair users and those with limited mobility. Accessing low floor buses can also require that appropriate bus stop infrastructure, for instance kerbs of a specific height, are in place.

Dublin Bus and Bus Éireann's urban bus fleets are fully wheelchair accessible, as can be seen in Table 11A. These fleets comprise single and double decker buses appropriate for short commuter journeys, which are fitted with ramps to facilitate wheelchair users.

Bus Éireann's rural and intercity bus services primarily use coaches because those services involve much longer journeys for customers. As coaches are designed to have storage facilities close to ground level with seating above that, the only way of facilitating wheelchair users is by the use of a lift. The wheelchair lifts, which raise the passenger above the steps and into the coach corridor area, are not as readily suitable for wheelchair access as low-floor buses, but they still contribute towards the overall accessibility of the fleet. All replacement buses purchased are accessible and over the next number of years all Bus Éireann buses which are not accessible will be removed from the fleet.

The Luas fleet of trams is all wheelchair accessible. While the Iarnród Éireann fleet of trains is fully wheelchair accessible their trains require a ramp to enable boarding from the platform to the train carriages. A special portable ramp is used for this purpose and these are currently available at staffed stations and on board some trains.

Table 11A PSO operating fleet that are wheelchair accessible

Year/Operator	Dublin Bus	Bus Éireann (Regional City fleet)	Bus Éireann (Coach fleet)	Iarnród Éireann	Luas
2013	100%	100%	56%	100%	100%
2014	100%	100%	65%	100%	100%
2015	100%	100%	80%	100%	100%
2016	100%	100%	80%	100%	100%

Note: Bus Éireann's coach fleet is wheelchair accessible by use of a lift.

12

Gross Cost Contract Operators

Following competitive tender competitions, M&A Coaches Ltd. of Co. Kilkenny, Andrew Wharton Coach Hire of Cavan, Bernard Kavanagh & Sons Ltd. of Co. Kilkenny and Bus Éireann were awarded public transport service contracts for the provision of bus services. M&A Coaches Ltd. operates route 828 return services between Cashel and Portlaoise while Andrew Wharton Coach Hire operates route 975 a return service from Cavan to Longford.

Bernard Kavanagh & Sons Ltd and Bus Éireann operate different elements of route 817 which operates between Kilkenny and Dublin (return) via Castlecomer and from Naas to Castlecomer (return). These routes supplement the commercial bus service provided by JJ Kavanagh on Route 717 (Clonmel – Kilkenny – Dublin – Dublin Airport).

The first gross cost contract was awarded in May 2013 to M&A Coaches Ltd. while Whartons Travel Ltd. were awarded a contract in August 2014. Both of these contracts were retendered during 2016 and M&A Coaches Ltd and Andrew Wharton Coach Hire were successful in winning the contracts. In the case of route 975 operated by Andrew Wharton Coach Hire. there was an increase in the number of services per day from three to five in each direction.

Both Bernard Kavanagh & Sons Ltd. and Bus Éireann were awarded gross cost contracts in September 2015.

The term of the contract for Route 817 (Castlecomer-Naas) operated by Bus Éireann expired in December 2016. However, following a review of the service, it was decided not to re-tender this service due to very low passenger numbers.

The PSO subsidy paid to the operators of the gross cost contracts amounts to less than 0.2% of the total PSO allocated to bus operators.

The gross cost contracts awarded following public tender involve the return of all fares to the Authority; the subsidy payment in Table 12A is the tendered price net of all fares received. The Authority receives a grant from Department of Social Protection to compensate for the fare forgone for carrying free travel pass holders on these contracted services since 2015.

Table 12A

	M&A Coaches Ltd				Andrew Wharton Coach Hire.		
	Part Year 2013	2014	2015	2016	Part Year 2014	2015	2016
Passenger journeys	2,555	6,499	9,519	15,218	8,919	26,305	32,562
Net Subsidy Payment	€31,562	€146,704	€139,023	€157,191	€27,227	€57,203	€100,775
Numbers of buses	2	2	2	2	1	1	2
Average age of buses	6.5	7.5	8.5	9.5	8	9	10
Buses wheelchair accessible	50%	50%	50%	50%	100%	100%	100%
Percentage of Free Travel Pass passenger journeys	N/a	N/a	49%	42%	N/a	40%	40%

	Bernard Kavanagh & Sons Ltd		Bus Éireann (Gross Cost Contract)	
	Part Year 2015	2016	Part Year 2015	2016
Passenger journeys	1,750	6,287	185	605
Net Subsidy Payment	€36,918	€122,315	€22,778	€61,699
Numbers of buses	1	1	1	1
Average age of buses	9	10	9	10
Buses wheelchair accessible	100%	100%	No	No
Percentage of Free Travel Pass passenger	65%	64%	42%	44%

Údarás Náisiúnta Iompair
National Transport Authority

Further information

Media enquiries:
Dermot O'Gara
T. + 353 (0)18798346

Statistical enquiries:
Charlie Brophy
T. + 353 (0)1 8798393