



**Údarás Náisiúnta Iompair**  
National Transport Authority



Annual Report  
& Financial Statements

**2018**

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# From the Chairperson

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## Fred Barry

The strong growth in demand for public transport we have experienced in recent years continued during 2018 and the number of passengers using bus and rail services was at an all-time high time.

This is positive from the perspective of increasing transport efficiency and sustainability, but because of the low level of investment in public transport infrastructure in the aftermath of the economic downturn, services can be very crowded at peak travel times. This trend seems set to continue and underscores the need to further expand and develop public transport infrastructure, particularly in our major urban areas.

Fortunately, the Government has published a long-term investment strategy, the National Development Plan 2018 – 2027, which includes very significant developments such as the BusConnects Programme, the MetroLink and a DART Expansion Programme, as well as other important public transport projects.

This allowed the Authority to commence public consultations on the emerging proposals in respect of MetroLink and BusConnects. The feedback from the public from these consultations is an essential and very helpful input into the design of these schemes, which are expected to be submitted to An Bord Pleanála for statutory approvals in 2020.

The Authority has a very broad remit, ranging from strategic transport planning to securing value for money from transport subsidies to being a Regulator. This necessarily means that the Board has a heavy workload, and I would like to thank my colleagues on the Board for their dedication and commitment throughout the year. Fiona Ross and Frank Gleeson resigned from the Board in June and July respectively, with our thanks for their service. Kevin Kelly was appointed to the Board in August. Kevin brings very welcome additional expertise concerning disability and accessibility issues to the Board.

I would particularly like to acknowledge the management and staff of the Authority. They have a very strong ethos of public service, matched with a very strong work ethic. They achieve a great deal on our behalf, some of which can be read about in this report, with very limited resources.

My thanks to Minister Shane Ross and to the Department of Transport, Tourism and Sports for their continuing support and encouragement during the year.

A handwritten signature in blue ink that reads "Fred Barry".

Fred Barry, Chairperson  
June 2019





# Chief Executive's Overview

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## Anne Graham

2018 was a good year for public transport services. Passenger journeys were the highest ever recorded. Public transport services received a 93% satisfaction rating among users of those services and the operators can take a lot of credit for their performance.

In Dublin, surveys showed that more than half of all commuters travelling into the city centre at the peak morning travel time used public transport.

We need to continue along this trajectory in order to increase the use of public transport and reduce dependence on private transport, particularly in urban areas.

In April, the Authority formally entered into a contract with Go-Ahead Ireland for the operation of a number of local and orbital bus routes in Dublin.

In September, the new operator commenced the phased implementation of services in Dublin. While some teething issues were experienced initially, they were quickly overcome.

As a result of the transfer of routes to Go-Ahead Ireland we were able to re-deploy the Dublin Bus resources to provide additional capacity at peak times across the Dublin Bus network.

In December Bus Éireann, which successfully tendered for the operation of bus services in Waterford City, commenced the roll-out of a much enhanced timetable of services using a brand new fleet of buses.

The bus fleets operated by Go-Ahead Ireland in Dublin and Bus Éireann in Waterford City are the first to have the new Transport for Ireland livery for subsidised public transport services.

The introduction of a new DART timetable in September marked the biggest change to commuter rail timetables since the DART network came into service in 1984. This was a significant challenge for the operator and its staff, as well as rail commuters who had to cope with changes to long established travel patterns. However, the dust quickly settled after the initial implementation period and the new timetable is working well.

Unfortunately, the commuter rail system is experiencing capacity issues at peak travel times due to the improvement in the economy and there is an urgent need for additional rail fleet to meet the increase in passenger numbers. While preparations for the

procurement of new rail fleet are well advanced, the process of having rail fleet built is a lengthy one. Accordingly, the Authority together with Iarnród Éireann, is examining options for acquiring second-hand fleet that could be put into service in the short-term. However, because of the unusual gauge of the Irish railway network, the options for acquiring suitable used fleet are limited.

It is unfortunately the case that the reduced investment in major public transport infrastructure projects, following the economic downturn in 2007 and the recent upsurge in demand for travel due to the improvement in economic conditions, is placing some strain on the public transport network.

The launch of the National Development Plan 2018 – 2027 was the catalyst for the commencement of the public consultation phases of some major public transport infrastructure projects, which are the key to creating a truly integrated public transport network across the Greater Dublin Area and adding the required capacity.

In March, public consultations began on the emerging preferred route for MetroLink. By the time the consultation ended in May approximately 8,000 submissions had been received.

In July, the BusConnects Dublin Programme was launched beginning with a public consultation on proposals for the redesign of the bus network. I think it is fair to say most people could not have predicted the huge public response to those proposals. Indeed, we believe that the 30,000 submissions received in response to the initial public consultation may be a record for a public transport project! We are grateful for all of the comments and submissions that we received and we are determined to ensure that the views are fully considered in the preparation of the next iteration of the bus network.

Proposals for Core Bus Corridors, i.e. the bus priority and traffic management changes required to support the bus network, were launched towards the end of the year and have only recently concluded.

The cancellation of ferry services operated by Irish Ferries due to delays in the delivery of a new car ferry resulted in the first significant case for the Authority in its capacity as the national enforcement body for EU regulations on passenger rights in the maritime and land transport areas. There was intensive engagement between the Authority and the operator and the Authority's decision in the matter was finally announced early in 2019.

The success of the TFI Leap Card scheme continued unabated during 2018. In May, the 3 millionth TFI Leap Card was sold, which is quite a remarkable achievement. Once again we offered TFI Child Leap Card holders the opportunity to travel free on bus and rail services for a period over the summer. Advances in technology are adding new options for fare payments. Accordingly, the Authority is actively engaged on the next evolution of the TFI Leap Card scheme.

The Authority put considerable effort into the co-ordination and management of public transport arrangements for the Papal Mass in the Phoenix Park on 26 August. The arrangements ran smoothly although attendance at the Mass was lower than originally anticipated.

Local Link services in rural areas continue to develop and grow. At the request of the Minister for Transport, Tourism and Sport the Authority developed a pilot scheme for the operation of Local Link evening and night-time services in order to provide an alternative to car travel for social activities. The pilot ran until the end of the year when it was decided to extend the pilot for a further period.

The transition to a wheelchair accessible taxi fleet continued. This was again assisted by the provision of grant funding to assist operators to purchase suitable vehicles. During the year 679 wheelchair accessible licences were added to the fleet bringing the overall number to 2,220. We also launched a major publicity programme to encourage more people to join the taxi sector.

Since its establishment the Authority has been significantly under-resourced. Our staffing complement in particular has been well below what we require in order to effectively undertake our statutory and non-statutory functions. A great deal of work was undertaken during the year on the development of a strategic resourcing plan to identify the needs in that regard and consultations with our parent Department and the Department of Public Expenditure and Reform. I am pleased that this culminated in approval for the filling of a significant number of key posts in 2019, which will assist greatly in building our capacity to deliver on our mandate.

A handwritten signature in black ink, reading "Anne Graham". The signature is fluid and cursive, with the first name "Anne" and the last name "Graham" clearly distinguishable.

Anne Graham, Chief Executive  
June 2019



# Key Developments & Achievements in 2018



## January

- Launch of Local Link bus service for the Iveragh Peninsula in South Kerry



## February

- Commencement of campaign to recruit an additional 1,600 taxi drivers
- New maximum taxi fare comes into effect
- New off-street coach park in Dublin opens for business



## March

- New dublinbikes station opens in Smithfield
- New bus service between Naas and Blanchardstown (Route 139) enters into operation
- Start of public consultation on emerging preferred route for north-south metro line in Dublin (MetroLink)



## April

- Launch of project to reduce the carbon footprint of bus shelters nationally



## May

- Sales of TFI Leap Cards pass the 3 million mark



## June

- Launch of new anti-racism campaign across public transport services
- Route 456 re-aligned to give a coherent service along the Castlebar – Westport – Kilmaine – Galway corridor





## July

- Baby on Board badge for expectant mothers is introduced on public transport services
- Evening and night-time bus services are introduced in rural areas on a pilot basis
- Start of public consultation on initial proposals for the redesign of the bus network in Dublin
- Kids Go Free campaign launched to encourage children to use public transport



## August

- Special transport arrangements put in place for Papal Mass
- General traffic ban during the afternoons from St. Patrick Street, Cork with associated changes to bus services to improve accessibility to the city centre



## September

- Go-Ahead Ireland commences operation of bus services in Dublin, starting with Route 175 from Citywest to UCD
- Significant improvements made to bus services in Galway City
- 10-minute DART timetable comes into operation



## October

- Launch of improved service levels on bus routes operated by Dublin Bus
- Survey shows 93% satisfaction rating for public transport services



## November

- Official opening of new cantilevered pedestrian and cycle bridge in Navan, Co. Meath
- Official opening of Cork's revamped Kent Rail Station
- Extension of commuter fare zones in Cork and Waterford cities



## December

- Enhanced Waterford bus service is introduced incorporating brand new bus fleet
- Launch of low emission bus trial in Cork
- Start of public consultation on draft Integrated Implementation Plan for the Greater Dublin Area





# Delivering Bus and Rail Services

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# Delivering Bus and Rail Services

*Passenger numbers on the principal contracted services increased by 16.3 million*

## Contracted Bus and Rail Services

The Authority has entered into public transport services contracts with a number of public transport operators, both State-owned and private companies, for the provision of bus and rail services that are socially necessary but not generally commercially viable. Accordingly, these contracts include payments to operators to meet the real cost of providing services. These services are often referred to as Public Service Obligation or “PSO” services.

There are two types of public transport services contract. They are:

- » Net cost contracts under which the operator retains all fare revenue. The Authority’s contracts with Dublin Bus, Bus Éireann and Iarnród Éireann (Irish Rail) fall into this category;
- » Gross cost contracts under which the Authority retains all fare revenue. All competitively tendered contracts currently fall into this category including the Go-Ahead Ireland and Luas light rail contracts<sup>1</sup>.

Some contracts are awarded without a competitive tendering process. They are known as Direct Award Contracts. The Authority has Direct Award Contracts with Dublin Bus, Bus Éireann and Iarnród Éireann.

The Authority also contracts with a large number of operators to provide rural transport services nationally through the Local Link Programme. These are gross cost contracts which are competitively tendered. In addition, the Authority has direct award contracts with a small number of fleet owning Local Link groups to provide transport services.

1. The Luas operating contract was awarded jointly by the Authority and Transport Infrastructure Ireland. The Authority has assigned the day-to-day management of the Luas operating contract to Transport Infrastructure Ireland.

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## Direct Awards

The Authority's contracts with Dublin Bus, Bus Éireann and Iarnród Éireann are due to expire in December 2019.

In the case of Iarnród Éireann, the Authority is statutorily required to award a further 10-year contract to Iarnród Éireann.

In the case of Dublin Bus and Bus Éireann, the Authority is statutorily obliged to consult with stakeholders including operators and users of the bus services in question, in advance of any decision to directly award bus contracts. These public consultations took place in October.

In November, the Authority decided to enter into further direct award contracts with Dublin Bus and Bus Éireann for a five-year period from December 2019, with a provision in the Bus Éireann contract that a small number of specified routes serving Drogheda, Balbriggan, Dublin City, Wicklow, Arklow and Gorey be removed from the contract and competitively tendered at some point in 2021.

The Authority subsequently commenced the preparation of replacement direct award contracts, which will include additional measures to improve operational performance at an individual route level.

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## Passenger Numbers and Revenues

Passenger numbers on the principal contracted services increased by 16.3 million or 6.5%, which resulted in an increase in revenues of €46.1 million or 8%.

Luas revenues again exceeded operating costs. An operating surplus of €9.2 million was generated, which is used to part-fund the maintenance of the Luas network.

Public transport services were impacted by Storm Emma and the cold spell which struck Ireland in late February / early March. Heavy snowfall caused significant disruption to services during that period.

**Table 1 – Annual passenger journeys on principal contracted services (€ millions)**

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Rural Transport Programme	Other Services	Totals
2017	136.2	31.1	45.5	37.6	1.9	0.1	252.4
2018	140.0	35.3	48.0	41.8	2.0	1.6	268.7
Increase	3.8	4.2	2.5	4.2	0.1	1.5	16.3

*Table 2 – Passenger revenues for contracted services (€ millions)*

<b>Year</b>	<b>Dublin Bus</b>	<b>Bus Éireann</b>	<b>Iarnród Éireann</b>	<b>Luas Light Rail</b>	<b>Rural Transport Programme</b>	<b>Other Services</b>	<b>Totals</b>
<b>2017</b>	224.7	80.3	204.9	62.0	7.3	0.2	579.4
<b>2018</b>	232.7	87.1	220.9	73.4	9.2	2.2	625.5
<b>Increase</b>	8.0	6.8	16	11.4	1.9	2.0	46.1

*Table 3 – PSO compensation payments to public transport operators (after performance deductions)*

<b>Operator / Programme</b>	<b>Service type</b>	<b>Contract type</b>	<b>Operational Area or Route</b>	<b>2017 compensation payment (€m)</b>	<b>2018 compensation payment (€m)</b>
<b>Iarnród Éireann</b>	Rail	Direct Award	National	147.0	141.3
<b>Dublin Bus</b>	Bus	Direct Award	Dublin Metropolitan	54.0	47.5
<b>Bus Éireann</b>	Bus	Direct Award	National (excluding Dublin)	52.2	54.3
<b>Rural Transport Programme</b>	Bus / Demand Responsive Transport	Various	National	13.7	18.6
<b>Tendered Services</b>	Bus	Tendered	Various	0.5	11.3
<b>Transdev Ireland Limited</b>	Luas Light Rail	Tendered	Dublin Metropolitan	6.7	0.0
<b>Totals</b>				274.1	273.0

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## *Competitively Tendered Contracts*

In September, Go-Ahead Ireland commenced the operation of a number of new and existing orbital routes in Dublin on a phased basis. The first four phases were successfully implemented by the end of the year comprising:

- » 9 September - Route 175 (new route);
- » 7 October - Routes 45A, 45B, 59, 63, 63A, 75, 75A;
- » 21 October - Routes 111, 184, 185; and
- » 2 December - Routes 17A, 33A, 33B, 102.

Some teething issues were encountered at each stage of the roll-out, but were quickly resolved in each case as the new operator and its staff became familiar with the day-to-day operation of the bus routes.

In March, Go-Ahead Ireland was confirmed as the preferred bidder for the contract relating to the operation of six major commuter bus routes along the Kildare corridor. Those routes link Dublin city centre to towns in counties Kildare, Offaly, Laois and Meath. As a result, the operator was able to begin making the preparations needed in order to enter into the formal contract including construction of a bus depot.

In March, JJ Kavanagh commenced operations on a new bus route (Route 139) between Naas and Blanchardstown.

The Authority carried out a tender competition to select a preferred bidder for the operation of a new bus route between Swords and Ashbourne. The tender process was well advanced by year end.

The process of procuring bus services in Kilkenny City commenced.

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## *Performance of Contracted Operators*

Service quality performance is monitored on an on-going basis by independent mystery shopping surveys commissioned directly by the Authority. During the year the Authority rolled out improved service quality performance indicators in respect of its contracts with Dublin Bus and Bus Éireann.

Reliability and low-frequency punctuality performance are now monitored by the Authority, through the assessment of recorded automatic vehicle location (AVL) data from each bus service operated compared to the scheduled timetable.

During the year the Authority regularly met operators to review performance against targets and to agree remedial actions to address variances.

Deductions in performance payments of €0.2 million and €0.16 million were applied to Bus Éireann and Dublin Bus respectively for failing to meet reliability and punctuality performance standards in some cases.

Table 4 shows the trend in vehicle kilometres operated by the main operators providing bus and rail services under public transport contracts.

*Table 4 – Annual operated vehicle kilometres (millions)*

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas
2017	56.0	36.9	15.1	3.7
2018	54.9	42.7	16.2	4.1
Increase	-1.1	5.8	1.1	0.4

## Fares

In November, the Authority approved a range of fare adjustments in respect of the principal contracted public transport services. The main features of the fare adjustments were:

- » Continued simplification of public transport fares in the Dublin area;
- » Introduction of a new annual add-on ticket for the Dublin region, allowing annual ticket holders to benefit from discounted travel on the Luas or bus networks;
- » Reduction in some intercity rail single fares for the second year in a row; and
- » Extension of the commuter fare zones in Cork and Waterford, resulting in significantly lower bus fares for commuters.

The approved fare adjustments came into effect on 1 December - see Table 5.



*Table 5 - Approved changes in fares*

Service	Fare Type	Change
<b>Dublin Bus</b>	Multi-operator monthly and annual tickets	-6.0% to 4.9%
	Dublin Bus monthly and annual tickets	4.50%
	Adult Leap and cash singles	-3.8% to 5.3%
	Schoolchild & Child Leap and cash singles	-4.8% to 8.3%
	Pre-paid and Nitelink tickets	-14.9% to 3.0%
<b>Bus Éireann</b>	Stage Carriage Leap and cash singles, Adult, Child & Student	0.0% to 7.7%
	Stage Carriage Child & Student return and 10 Journey	-3.1% to 4.3%
	Stage Carriage Adult return and 10 Journey	-3.7% to 3.0%
	Bus Éireann monthly and annual tickets	-5.0% to 2.9%
	City Leap fares	0.0% to 7.7%
	City cash fares	0.0% to 7.7%
	Pre-paid Leap tickets	0.0% to 3.8%
	Cork region multi-operator monthly and annual fares	0.9% to 1.4%
	Other multi-operator monthly and annual fares	0.00%
	Town services fares	5.3% to 9.1%
<b>Iarnród Éireann</b>	Dublin Short Hop Zone adult Leap, cash single, return, 3-day & 7-day	-7.2% to 17.4%
	Short Hop Zone Child Leap and cash single and return	-7.1% to 13.6%
	Short Hop Zone schoolchild cash	0.0% to 2.5%
	Short Hop Zone schoolchild Leap	0.00%
	InterCity single and return, Adult, Child & Student	1.3% to 11.1%
	InterCity weekly	0.8% to 1.7%
	Cork region commuter	0.0% to 4.8%
	Monthly and annual for Iarnród Éireann & multi-operator	0.9% to 2.1%
<b>Luas</b>	Monthly and annual multi-operator tickets	-6.0% to 4.9%
	Child Leap and cash singles	0.0% to 8.3%
	Adult Leap and cash singles	-4.0% to 13%
	Adult and Child Cash return	-6.8% to 9.1%
	Adult, Child & Student Pre-paid fares	0.0% to 9.0%



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## Changes to Services

Services provided under public transport services contracts are regularly revised to stimulate growth in public transport use and to respond to changing demand.

The Authority approves all proposed revisions in advance of their implementation.

The Authority considered 142 proposals for changes to bus and rail services. The principal approved changes implemented or proposed changes in planning are described in the following paragraphs.

### *Dublin Bus*

The following new routes were approved for implementation:

- » Route 40E (Tyrellstown to Broombridge) providing a link to Luas and rail services at Broombridge from Tyrellstown and West Finglas;
- » Route 155 (Bray to Ballymun) providing a new cross-city service between Ballymun in north Dublin and Bray Rail Station in County Wicklow via Dublin City University, Dublin city centre and University College Dublin; and
- » Route 66E (Maynooth to Merrion Square) providing services via the Green Lane / Easton Road area of Leixlip.

The following changes to existing services were implemented during the course of the year:

- » Timetable changes were made to Routes 33 and 33A which provide a combined 30-minute frequency all day every day between Skerries, Rush, Lusk and Swords. This represents a substantial improvement on the previous service level;
- » Route 53 (Talbot Street to Dublin Ferryport) was realigned, and the timetable revised to provide a new bus service to destinations in the north inner city; and
- » As a result of the commencement of the transfer of a number of routes to Go-Ahead Ireland, the Authority was able to use the Dublin Bus driver and vehicle resources previously allocated to those routes in order to provide additional frequency on other routes operated by Dublin Bus.

### *Iarnród Éireann*

A new 10-minute timetable for DART rail services was implemented by Iarnród Éireann in September.

Improvements to Northern, Maynooth and Phoenix Park Tunnel rail commuter services were introduced in December which provided:

- » More frequent off-peak and weekend services between Maynooth / Drogheda and Connolly, including extended morning and evening operating hours between Maynooth and Connolly on Sundays;
- » Introduction of Monday to Friday off-peak services between Hazelhatch and Grand Canal Dock, via Phoenix Park Tunnel.

### ***Bus Éireann (Dublin Metropolitan Area)***

A revised timetable of services on Route 115 was approved in order to provide hourly services from Mullingar and services up to every 30 minutes from Kilcock. The revised timetable includes additional limited stop peak time services from Mullingar and an additional peak time morning service from Kilcock.

### ***Bus Éireann (Regional Cities)***

#### ***Cork***

- » Timetable improvements were made to Route 207A (The Glen to City Centre).
- » In August, the Authority took over responsibility for the operation of Route 213 which connects the park and ride facility at Black Ash with the city centre. The Authority approved the extension of the route further into the city centre and an improved timetable was also implemented.

#### ***Galway***

In September, a number of significant improvements to services in Galway City were implemented including:

- » Amalgamation of Routes 401 and 403 in order to create cross-city Route 401 between Salthill and Parkmore Industrial Estate;
- » Improved frequency on Route 404 between Oranmore and Newcastle and Route 409 between the City Centre and Parkmore Industrial Estate; and
- » Routes 402 (Merlin Park to Seacrest), 405 (Rahoon to Ballybane) and 407 (Eyre Square to Bóthar an Choiste) were adjusted by adding resources to reflect actual running times caused by adverse traffic conditions, whilst maintaining original core frequencies for passengers.

#### ***Waterford***

- » Improved timetables were introduced on Bus Éireann services in Waterford City in order to provide an earlier start and a later finish to services and more frequent services at weekends including, for the first time, services on Sunday and public holidays.

## Large Towns

- » The Authority approved Drogheda Town service Route D1 (Drogheda - Bettystown - Laytown) and D2 (Laytown - Drogheda via Coast Road), with a combined frequency between Route D1 and D2 of every 15 minutes;
- » The process of procuring bus services in Kilkenny City commenced; and
- » Planning work continued on the development of urban bus services in Mullingar, Sligo, Carlow and Portlaoise towns.

## Interurban

- » In June, Route 456 was re-aligned to give a coherent, more readily understood service across the operating week along the Castlebar - Westport - Kilmaine - Galway corridor;
- » In tandem with this change, Route 420 (Castlebar to Ballina) and Route 421 (Ballina to Claremorris) were introduced; and
- » Route 422 (Castlebar to Headford) was revised to maintain regular access to bus services to smaller settlements along the corridor and provide interchange with Route 456.

# Licensed Bus Services

Private and public operators may operate public bus passenger services on a commercial basis, subject to obtaining a licence from the Authority.

## Statistics

Passenger numbers on licenced bus services increased nationally by 1.8 million or 7%. The rate of increase was broadly in line with the rate of increase in respect of the principal contracted bus and rail services.

**Table 6 – Total annual passenger trips on commercial bus services (millions)**

Year	Greater Dublin Area	Rest of State	Total	Increase
2017	18.4	7.4	25.8	0.5
2018 (Preliminary)	19.6	8.0	27.6	1.8

## Licensing Activity

There was a significant increase in bus licensing activity during the year with the Authority receiving 15% more applications and making 8% more decisions than in 2017.

Of the applications for new and / or amended licences, 64% were processed within the indicative timeframes for the consideration of such applications as set out in the Authority's Guidelines for the Licensing of Public Bus Passenger Services.

Table 7 outlines the principal regular commercial services for which the Authority granted licences. Some significant new services for which licences were granted are shown in Table 8.

**Table 7 – Bus licensing activity**

Type	Received	Decisions Made <sup>2</sup>	Offered	Issued	Cancelled	Refused
New application	325	316	293	268	40	5
Amendment of existing licence	206	211	138	213	32	2
Renewal of licence	44	51	0	51	0	0
Transfer of licence between operators	20	16	0	16	0	0
Revocation of licence by the Authority	16	16	0	16	0	0
Temporary suspension of licence	4	4	0	4	0	0

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2. Includes decisions made on applications received during 2017, which were carried over into 2018.

**Table 8 – New licensed regular services**

Operator	Route Number	Route	Service
<b>John Paul Healy</b>	842	Ballymahon to Dublin via Mullingar and M4 Motorway	Commuter service with limited off peak and weekend services
<b>Cummer Coaches Ltd t/a GoBus</b>	430	Ballina to Galway via Castlebar and Tuam	5 daily services
<b>Galway Bus Limited</b>	416	Knocknacarra to Parkmore	Commuter service to Parkmore and Ballybane Industrial Estates
<b>Slieve Bloom Coach Tours Ltd.</b>	841	Mountmellick – Midlands Regional Hospital Tullamore	3 services per day Monday - Saturday

### ***Fees for Licensing Public Bus Passenger Services***

Following consultation with the industry, revised bus licensing fees were approved for implementation in 2019. The revised fees are based on the principles of being fair and proportionate, simple and easy to understand, and not creating a barrier to entry to the industry.

### ***Compliance Activity***

The Authority continued its practice of targeting compliance operations on activities by operators that pose the greatest threat to the integrity of the bus licensing system or the safety of bus passengers and other road users. Compliance operations again comprised a mixture of overt and covert activity.

Compliance operations were undertaken in 14 counties. As a result of these operations over 3,100 buses and coaches were inspected.

A number of enforcement operations were conducted in conjunction with other agencies including An Garda Síochána, TISPOL (European Traffic Police Network), the Road Safety Authority, the Department of Employment Affairs and Social Protection as well as the Department for Infrastructure in Northern Ireland.

## ***International Bus Services***

The Authority is the designated competent authority in Ireland for the purposes of EU Regulation 1073 of 2009 on the common rules for access to the international market for coach and bus services. The role of the Authority includes the following tasks:

- » Issue of authorisations to Irish bus operators to operate bus services outside of the State; and
- » Assessment of applications from other EU Member States; and
- » Monitoring and securing compliance by bus operators from other countries when operating within the State.

Authorisations for international bus services can only be issued with the agreement of all the designated competent authorities of Member States in whose territories passengers are either picked up or set down.

## **Local Link**

Local Link provides high-quality, community-based public transport services across rural areas in line with local needs.

In 2018, more than 2.2 million passenger trips were made of which 1 million were made by the holders of Free Travel Passes.

Surveys undertaken by the Authority during the year showed that national awareness of the Local Link brand increased from 36% in July to 46% in November.

## ***Strategy***

In March 2018, the Authority published its first strategic plan for the Local Link Rural Transport Programme covering the period from 2018 to 2022. The key priorities of the Programme include addressing rural social exclusion and the integration of rural transport services with other public transport services.

The Programme mission statement is “to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs”.

## ***Procurement***

Following detailed preparatory work, the Authority commenced a procurement process in October for the selection of organisations to manage the delivery of rural transport services over the period 2019 to 2022.

The Authority’s contracts with the existing 17 organisations, which had been due to terminate on 31 December 2018, were extended for a further period to allow for the completion of the tendering process.



## Service Developments

In total 11 new regular Local Link services were implemented during the course of the year as outlined in Table 9.

Following discussions with the Department of Transport, Tourism and Sport, the Authority commenced a pilot project to assess the demand for evening and night-time services in rural areas on Fridays and Saturdays. Local Link offices were invited to submit proposals for services following which the Authority approved the implementation of 65 services in 26 counties between July and December. Of these:

- » 23 services were extensions to existing regular public transport services; and
- » 42 services were demand responsive services.

**Table 9 - New and improved rural transport services introduced in 2018**

Local Link Area	From	To
Cavan-Monaghan	Ballyhaise	Cavan Town / Cavan General Hospital
Cavan-Monaghan	Cavan town	Monaghan town
Cavan-Monaghan	Corlough	Cavan
Donegal	Buncranna	Carndonagh and Malin Head
Donegal	Glen	Letterkenny
Galway	Portumna	Ballinasloe
Galway	Gort	Loughrea
Galway	Loughrea	Ballinasloe
Sligo-Leitrim-Roscommon	Gorteen - Ballymote	Sligo
Sligo-Leitrim-Roscommon	Sligo	Bundoran
Waterford	Ardmore	Dungarvan

# Passenger Rights

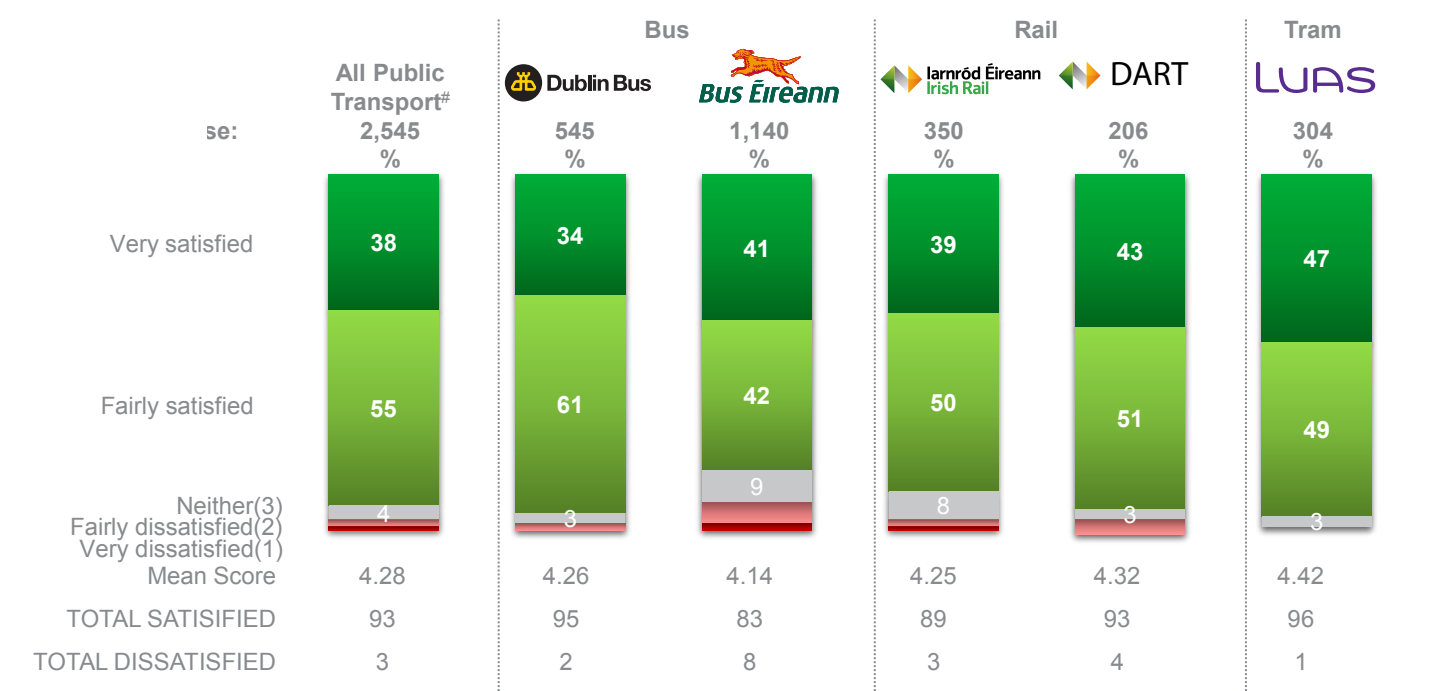
The Authority is the designated enforcement body in Ireland for EU Regulations concerning the rights of passengers when travelling by rail, sea and bus / coach. Those rights include non-discrimination and assistance for disabled persons and persons with reduced mobility, provision of information to all passengers before and during their journey, assistance to all passengers in the event of delays and, in certain circumstances, compensation for delays and cancellation of journeys.

The Authority received a large number of enquires and complaints as a result of the cancellation of ferry services by Irish Ferries on its Ireland / France and Ireland / UK routes over the summer period due to the late delivery of a new vessel. As a result, the Authority commenced a significant investigation into the response by Irish Ferries to its customers.

## Public Transport Customer Satisfaction Research

The Authority again commissioned brand consultants Kantar Millward Brown to measure customer satisfaction levels across contracted public transport operators and services. Interviews with more than 2,500 customers were conducted during May and June. According to the findings, 93% of passengers are satisfied with the service provided by their transport operator. This is up from 91% compared to the last time this research was carried out in November 2017. Customer satisfaction with the DART rail service showed a marked improvement from 84% to 93%.

Figure 1 – Overall customer satisfaction by public transport mode



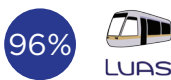
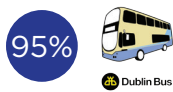
# TFI customer Satisfaction research feedback from over 2,500 public transport users in 2018



More than **9** people in **10** are satisfied with public transport

**93%**  
All Public Transport

↑  
2% since 2017



↑  
9% since 2017

Only 3% dissatisfied - the main issues around timing



A key driver of satisfaction overall is **punctuality** and **frequency**

## Reason for using public transport...



**1 in 5** say the service provided by public transport has improved over the past 12 months



Only 3% say it is worse than before

**1 in 3** use public transport everyday/every weekday



Over **7 in 10** use a Leap Card



**79%** did not mention any issues for improvement

Research conducted Oct/Nov '17 and May/June '18





# Enhancing the Travel Experience

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# Enhancing the Travel Experience

*More than 230,000 TFI Leap Visitor Cards were sold during 2018*

## Transport for Ireland (TFI)

The Authority commissioned further surveys throughout 2018 to track the level of TFI brand awareness among the general public.

TFI brand awareness among the general public grew from 42% in April to 49% in July and 56% in November.

Among public transport users TFI brand awareness increased from 50% in April to 64% in November.

## Promoting TFI, TFI Leap Card and Local Link Bus Services

The following campaigns and activities were undertaken by the Authority during the course of the year:

In January, the Leap Card brand name commenced evolving into TFI Leap Card, helping to tie the two brands more closely together.

The Authority collaborated with the organisers of many major public events, such as the St. Patrick's Festival, the Papal Visit, Bray Air Display and Fleadh Cheoil, in order to highlight public transport options for people attending those events.

The Authority worked in partnership with Fáilte Ireland and Dublin Airport Authority to make public transport information available to visitors to Ireland. The TFI Leap Visitor Card was also strongly promoted through Aer Lingus' inflight magazine as well as at various locations in Dublin Airport and online. As a result, more than 230,000 TFI Leap Visitor Cards were sold over the course of the year.

- » New Local Link routes were promoted locally using targeted press and radio advertisements.
- » In May, the Authority partnered with RTÉ 2fm to secure strategic TFI branded sponsorship of the Eoghan McDermott show.
- » In June the Authority launched its Baby on Board badge campaign to make it easier for expectant mothers to obtain a seat on crowded buses and trains.

- » The annual TFI Leap Card Kids Go Free campaign continued to grow in impact with 715,000 free trips over the two weeks in July, up from 658,000 free trips in 2017. In all, 6,000 cards were distributed to children via transport operators. This was the first year of the promotion that all Bus Éireann services were TFI Leap Card enabled.
- » In August, the Authority again joined forces with the Immigrant Council of Ireland, public transport operators and Dublin City Council to run a further campaign to tackle racism on public transport services. The key message, *Join us on the Journey*, was widely promoted.
- » Targeted TFI Leap Card campaigns were run in Cork, Limerick, Galway and Waterford throughout the second half of the year. These campaigns included offering a €1 promotional fare in Cork in September. A campaign was also run in Waterford in November to promote TFI Leap Card usage.
- » A national television and radio campaign for Local Link took place in September.
- » In September, the Authority again promoted its suite of apps to new and returning students at third level colleges around the country.
- » Between September and December, the Authority undertook a major campaign to create awareness among public transport users in Dublin of the transition of some bus services to Go-Ahead Ireland.
- » In December, the Authority ran a communications campaign to announce the delivery of a new bus fleet for Waterford City.

## TFI Leap Card

More than 823,000 cards were sold during the year, an increase of 17% over 2017. The value of travel credit used to pay for travel reached €209 million, and by the end of the year the cumulative value of top-ups processed since the launch of TFI Leap Card in December 2011 amounted to €826 million.

Usage of the Leap Top-Up App for Android mobile phones grew substantially (66%) and over €44 million in top-ups were processed by app users, accounting for almost 20% of the value of all top-ups during the year.





*Table 10 – TFI Leap Card Growth*

Measure	2018 totals	Growth over 2017
<b>TFI Leap Cards sold</b>	823,580	17%
<b>Free Travel Passes issued</b>	166,150	3%
<b>Travel Credit Value topped up</b>	€228.6 million	24%
<b>Travel Credit Value used</b>	€209.0 million	19%
<b>Ticket product sales</b>	€100.3 million	7%
<b>Journeys (excluding Free Travel Pass Holders)</b>	156.9 million	19%
<b>Journeys by holders of Free Travel Passes</b>	30.4 million	16%
<b>TFI Leap App Top-Ups</b>	€46 million	66%

## Evolution of TFI Leap Card Scheme

The Authority advanced a public procurement competition for a mobile ticketing solution for intercity train and longer-distance bus journeys, where the cheapest price is typically obtained by booking online in advance of the journey.

## Planning Journeys

In the course of 2018, Transport for Ireland's travel information services calculated more than 33 million journey plans and served 4.4 million real time departure boards.

Passenger information for services operated by Go-Ahead Ireland was incorporated into TFI passenger information systems.

# Apps

App downloads increased on the back of targeted promotional campaigns. There was a noticeable increase in downloads of the Authority's suite of apps as a result of efforts to promote the apps to third level students at the start of the 2017 / 2018 academic year.

There was also an increase in downloads and usage during December due to the commencement of an "always on" Google downloads campaign and the Authority's public transport promotion for the Christmas period.

The Authority implemented a range of "push" notifications to users of the TFI Real Time Ireland App. The notifications provide helpful tips on key app features as well as providing timely and relevant travel information. This resulted in a steady increase in the number of sessions for which the TFI Real Time Ireland App is used.

The Leap Top-Up App was updated on two occasions during the year. In April new features were introduced including ticket purchase, card and ticket information screens and email receipts. In June users were given access to fare capping information enabling them to see how close they are to reaching their daily or weekly fares cap.

*Table 11 – App downloads*

App	Description	Downloads 2018	Downloads 2017
<b>Leap Top-Up</b>	Free app for NFC-enabled Android phones. The app allows users to instantly top-up their TFI Leap Card, check their balance and buy tickets.	252,605	176,708
<b>TFI Real Time Ireland</b>	Provides arrivals information in real time for train, bus and tram services	179,283	68,112
<b>TFI Journey Planner</b>	Provides journey planning, timetable and travel information for all licenced public transport providers.	161,527	124,151
<b>TFI Driver Check</b>	Allows users to verify that the taxi they are about to hire has been correctly registered and that the driver is licenced to operate the vehicle.	27,291	22,338
<b>TFI Cycle Planner</b>	Provides information on the best cycling routes in Dublin, Cork, Galway, Limerick and Waterford, based on individual cycling capabilities.	10,086	6,343

## Social Media

The Authority's TFI Twitter account (@TFIupdates) continued to be an important channel to promote and highlight public transport developments.

In addition, a TFI Instagram account was set-up, Facebook activity was increased and a new social media management platform was employed.

## Websites

TFI Leap Card website activity grew significantly in 2018 after appearing to level off in 2017. The Transport for Ireland website surpassed the 1 million mark for new visitors for the first time, with 1.2 million new visitors in 2018.

The Local Link website saw huge spikes in traffic following the airing of a major television and radio campaign in September. As a result, the website received more visits during September than in 2017 as a whole.

Overall, the Authority's websites attracted more than 4.1 million sessions during the year.

*Table 12 – Consumer-facing websites*

Website	Description	Session 2018	Session 2017	% Change
<a href="http://www.leapcard.ie">www.leapcard.ie</a>	Dedicated website for customers of TFI Leap Card	1,597,092	1,408,932	13%
<a href="http://www.transportforireland.ie">www.transportforireland.ie</a>	Helps people plan and make journeys by public transport	1,714,091	1,363,428	26%
<a href="http://www.nationaltransport.ie">www.nationaltransport.ie</a>	Corporate website for the Authority	486,149	379,453	28%
<a href="http://www.busconnects.ie">www.busconnects.ie</a>	Provides information about the BusConnects Dublin Programme	203,057	33,302	510%
<a href="http://www.locallink.ie">www.locallink.ie</a>	Dedicated website for rural transport services	105,321	10,201	932%
<a href="http://www.smartertravelworkplace.ie">www.smartertravelworkplace.ie</a>	Provides sustainable transport information to employers and employees	29,911	36,777	-19%
<b>Total</b>		<b>4,135,621</b>	<b>3,232,093</b>	

## Real Time Passenger Information (RTPI)

During 2018, work was undertaken to configure the TFI Real Time Ireland App and real time on-street displays to show predictions for services operated by Go-Ahead Ireland.

The Authority again commissioned surveys at regular intervals during the year to measure the accuracy of the predicted arrival times of buses at bus stops and take corrective action where necessary.

Dublin Bus services continued to achieve high arrival accuracy rates averaging 97% per quarter while the Authority continues to work with Bus Éireann to improve their accuracy rates, which averaged 81% in 2018.

*Table 13 – Real time passenger information displays*

Area	No. of displays
Dublin	604
Meath	14
Kildare	16
Wicklow	13
Cork	49
Galway	19
Limerick	16
Waterford	12
Louth	1
Total	744

## Travel Information Systems and Services (TISS)

The first TISS procurement was terminated when it became clear that it was likely to result in a more expensive and less functional system for the provision of journey planning and real time passenger information.

A new process was initiated with a view to splitting the procurement process into two parts.



# Putting Strategic Plans in Place for the Future

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# Putting Strategic Plans in Place for the Future

*A draft Integrated Implementation Plan for the Greater Dublin Area was placed on public display in December*

## Transport Strategy and Integrated Implementation Plan for Greater Dublin Area

The Transport Strategy 2016-2035 for the Greater Dublin Area, which was approved by the Minister for Transport, Tourism and Sport in 2016, provides the overall framework for transport development across the region. It underpins much of the work of the Authority and provides the basis for an integrated approach to land use and transport planning.

During 2018 it also supported decision making in relation to transport infrastructure in the Greater Dublin Area to be included in the Government's National Development Plan 2018 - 2027, published in February 2018.

In accordance with the provisions of section 12 of the Dublin Transport Authority Act 2008, the Authority is required to make an Integrated Implementation Plan covering a six-year period of the Transport Strategy. The current Integrated Implementation Plan was adopted in 2013 and runs to the end of 2018.

Subsequent to the publication of the National Development Programme, the Authority undertook preparation work for a new Integrated Implementation Plan, which must be submitted to the Minister for Transport, Tourism and Sport for determination. A draft Integrated Implementation Plan was prepared and placed on public display in December. The draft Plan was accompanied by an Environmental Report and a Natura Impact Statement.

## Planning at National, Regional and Local Levels

At national level, the Authority continued to provide input into the preparation of the National Planning Framework in advance of its publication in February. This included on-going liaison with the Department of Housing, Planning and Local Government.

At regional level, the Authority continued to provide input into the preparation of Regional Economic and Social Strategies (RSES). The principal basis for this involvement related

to an on-going working relationship with the regional authorities at each stage in the preparation of the RSES with a particular emphasis on the inclusion of policies supporting the integration of land use planning with transport planning and investment at regional, metropolitan area and settlement levels. This was articulated in reports submitted by the Authority to the regional authorities on matters to be taken into consideration in the preparation of the RSES.

Consistent with the Authority's statutory remit, there continued to be a particularly strong focus on the State's largest urban centres i.e. the Greater Dublin Area and the Cork, Limerick, Galway and Waterford metropolitan areas. There was a high level of engagement with local authorities and other agencies in those centres in the preparation or review of statutory plans, Strategic Development Zone planning schemes and transport studies. This engagement also complemented the Authority's public transport planning and transport investment function.

## Transport Planning - Greater Dublin Area

The Authority continued to work closely with local authorities, State agencies and other stakeholders on a range of policy issues, initiatives and proposed transport investments. This work had a particular focus on the following:

- » Engagement in the preparation of statutory development plans, the preparation or review of Strategic Development Zone planning schemes, local area plans, local transport plans, masterplans and non-statutory transport studies.
- » Involvement with local authorities in various transport demand management, public transport service planning and traffic management initiatives.
- » Continued involvement with Grangegorman Development Agency's Consultative Group.

There was a marked increase in the number of planning applications on which the Authority made written submissions, reflecting the general increase in the number of applications received by planning authorities during the year. This increase was particularly evident in the number of Strategic Housing Developments across all local authority areas, with large-scale commercial developments particularly evident in the Dublin City Centre and Docklands areas.

Around 90 written submissions made by the Authority related to plans or development in the Greater Dublin Area including statutory development plans, local area plans, planning schemes and masterplans. A selection of the more significant planning applications on which submissions were made, is presented in Table 14.



**Table 14 – Authority’s principal planning submissions within Greater Dublin Area**

<b>Development Plans</b>	
»	South Dublin – Variation No. 1 to the County Development Plan – Rezoning to the West of Grange Castle
<b>Local Area Plans, Masterplans, Planning Schemes</b>	
»	Dún Laoghaire-Rathdown: Draft Stillorgan Local Area Plan
»	Dublin City: Cherry Orchard Local Area Plan – Pre-Draft Issues Paper
»	Grangegorman SDZ: Draft amendment to Planning Scheme
»	Wicklow County Council: Pre Draft Newtownmountkennedy Local Area Plan
»	Fingal County Council: Draft Rivermeade Local Area Plan
»	Wicklow County Council: Draft Bray Municipal District Local Area Plan – Material Amendments
»	South Dublin County Council: Clonburris SDZ Planning Scheme, Material Alterations
»	Fingal County Council: Draft Rush Urban Framework Plan
»	Dún Laoghaire-Rathdown County Council: Ballyogan and Environs Local Area Plan (Pre-Draft Issues Paper)
»	Dún Laoghaire-Rathdown County Council: Draft Stillorgan Local Area Plan, Material Alterations
»	Dublin Airport Strategic Issues Paper, June 2018
»	Kildare County Council: Kildare Local Area Plan 2019 – 2025, Public Consultation Issues Paper
»	Fingal County Council: Draft Barnhill Local Area Plan
<b>Significant Planning Applications</b>	
»	An Bord Pleanála: Strategic Housing Development, Student Accommodation and Apartments at the former Blake’s Site, Stillorgan
»	Dublin City Council: Office Development at Townsend Street
»	An Bord Pleanála: Strategic Housing Development, 526 Residential Units at Saggart
»	An Bord Pleanála: Strategic Housing Development, 536 Residential Units at St. Paul’s Raheny
»	An Bord Pleanála: Strategic Housing Development 450 Residential Units at Barnhall, Leixlip, Co. Kildare
»	Dún Laoghaire - Rathdown County Council: Strategic Housing Development at Doyle’s Nursery, Cabinteely
»	Dún Laoghaire-Rathdown County Council: Proposed change of use at passenger ferry terminal
»	An Bord Pleanála: Magee Barracks, Kildare Town
»	An Bord Pleanála: Permanent continuance of use of existing long term car park (Quickpark), Swords Road
»	Dún Laoghaire - Rathdown County Council: Cherrywood Town Centre

# Transport Planning – Other Areas

The Authority continued to work with local authorities outside of the Greater Dublin Area, in particular those in the Cork, Limerick, Galway and Waterford metropolitan areas.

It is envisaged that this on-going engagement will provide a stronger basis over time for the Authority's existing and developing roles in these cities in terms of transport investment, the organisation of public transport services, the preparation of transport strategies and more generally, in influencing the integration of land use and transport planning at all levels.

## Cork

The Authority, in conjunction with Cork City Council, Cork County Council and Transport Infrastructure Ireland, continued work on the preparation of the Cork Metropolitan Area Transport Strategy (CMATS).

The work undertaken for CMATS addresses all transport modes, with an objective to provide a strategic planning framework for the integrated development of transport infrastructure and services over the next two decades. It will be used to inform transport investment levels and investment prioritisation over both the longer and shorter terms and will be able to inform sustainable integrated land use and transport policy formulation at the strategic (metropolitan area) level, as part of the Cork Metropolitan Area Strategic Plan (CMASP) currently being prepared by the Southern Regional Assembly.

The Authority continued its participation in the Cork Area Strategic Plan Group, at both Steering Committee and Transport Sub-Committee levels and worked with Cork County Council on the transport assessment process pertaining to nine development locations within the Metropolitan Area, identified as urban extension areas in the County Development Plan. The Authority also engaged with both local authorities through a number of submissions made on planning applications and Part 8 applications.



## Galway

The Authority continued to work with Galway City Council, with a particular focus on the implementation of the Galway Transport Strategy objectives, through the forward planning process and the delivery of infrastructure and services.

This work has included the Galway City Centre Traffic Management Study, the Galway Cross City Route for public transport, as well as other walking, cycling and traffic management enhancements in the city centre.

The Authority also engaged with Galway City Council on the preparation of local plans, including the preparation of a local area plan for Ardaun and the preparation of a transport study for the Parkmore area.



## Other Areas

The Authority engaged with local authorities in other regional cities and large towns, in various transport demand management, public transport service planning and traffic management initiatives.

In the case of Waterford City, the Authority continued its work with Waterford City and County Council on the City / environs transport investment requirements, particularly in the context of the planning scheme for the North Quays Strategic Development Zone.

## Planning Submissions

The Authority made 13 written submissions to local authorities regarding statutory plans, planning applications and scoping of Environmental Impact Assessments.

Table 15 lists a selection of the more significant development proposals on which submissions were made.

**Table 15 – Authority’s principal planning submissions outside the Greater Dublin Area**

Development Plans	
»	Draft Monaghan County Development Plan 2019 - 2025
»	Galway City Council: Draft amendment to Galway City Development Plan
Local Area Plans, Planning Schemes	
»	Galway City Council: Draft Ardaun Local Area Plan, Material Alterations
Significant Planning Applications – Submissions Made	
»	An Bord Pleanála: Shannon Foynes Port Company, Jetty Extension and Port Capacity Extension
»	Cork County Council: Road Improvement and Sustainable Transport Works at Glanmire
»	An Bord Pleanála: Residential Development, Jacobs Island, Cork City
»	Cork City Council: Wilton Town Centre Redevelopment, Cork

# Regional Transport Models

During the year, the planned 2016 Rebase of the Regional Modelling System was started. This is a process to update the Authority's transport models to incorporate the comprehensive information provided through the 2016 census, complemented by extensive additional travel surveys undertaken in the same timeframe.

During the first half of the year the focus of rebase was on the revision and update of the public transport, road and active mode networks and services for each of the five regional models. In parallel, the National Demand Forecasting Model was updated using newly estimated trip rates, car ownership, long distance travel etc. These components were then brought together to enable the estimation on the choice models. The estimation of the choice models and the refinement of the inputs started towards the end of the year with a view to the delivery of a revised Regional Modelling System in 2019.

In parallel with, and in support of the updates task, the Regional Modelling System structure was reviewed and refinements were carried out to improve performance and to iron out any issues that had been identified during the use of the model following the collation of information from model users and developers.

To encourage use of the models the Authority engaged with a wide range of stakeholders including public authorities and academic organisations.





# Upgrading Infrastructure





# Upgrading Infrastructure

## *Public consultation commenced on MetroLink and BusConnects Dublin*

### Capital Investment

The Authority has responsibility for three public transport capital investment programmes:

- » Greater Dublin Area Capital Programme;
- » Regional Cities Sustainable Transport Programme; and
- » Public Transport Accessibility Programme.

While the Authority has statutory responsibility for the Greater Dublin Area Capital Programme, the Authority manages the Regional Cities Sustainable Transport Programme and Public Transport Accessibility Programme on behalf of the Department of Transport, Tourism and Sport.

In the case of all three Programmes, the Authority is responsible for determining the projects to be funded and managing expenditure. However, the necessary works are normally implemented by State agencies, transport operators and local authorities acting on behalf of the Authority.

*Table 16 – Distribution of capital payments (€ million)*

Implementing Agency	Greater Dublin Area Capital Programme	Regional Cities Capital Programme	Accessibility Capital Programme	Total
Bus Éireann	9.1	-	0.1	9.2
Cork City Council	-	10.4	-	10.4
Cork County Council	-	1.3	-	1.3
Dublin Bus	0.1	-	0.1	0.2
Dublin City Council	6.8	-	-	6.8
Dún Laoghaire-Rathdown County Council	2.6	-	-	2.6
Fingal County Council	1.2	-	-	1.2
Galway City Council	-	0.8	-	0.8
Iarnród Éireann	12.9	-	1.1	14.0
Kildare County Council	1.2	-	-	1.2

<b>Limerick City &amp; County Council</b>	-	2.0	-	2.0
<b>Maynooth University</b>	0.2	-	-	0.2
<b>Meath County Council</b>	3.0	-	-	3.0
<b>National Transport Authority</b>	103.3	1.0	2.6	106.9
<b>South Dublin County Council</b>	2.0	-	-	2.0
<b>Transport Infrastructure Ireland</b>	80.7	0.1	-	80.8
<b>Waterford City &amp; County Council</b>	-	2.6	-	2.6
<b>Wicklow County Council</b>	0.5	-	-	0.5
<b>Totals</b>	223.6	18.2	3.9	245.7

## Greater Dublin Area Capital Programme

The Authority's statutory Integrated Implementation Plan for the Greater Dublin Area 2013 - 2018 sets out the infrastructure investment programme to be pursued over the lifetime of the Plan under the following four sub-programmes:

- » Heavy Rail;
- » Light Rail;
- » Bus; and
- » Sustainable and Integrated Transport.

*Table 17 – Greater Dublin Area capital programme*

<b>Sub-programme</b>	<b>Expenditure (€ million)</b>
<b>Heavy Rail</b>	13.1
<b>Light Rail</b>	82.7
<b>Bus</b>	97.5
<b>Sustainable and Integrated Transport</b>	30.2
<b>Total</b>	223.5



## Heavy Rail

Under this sub-programme funding is provided to Iarnród Éireann for the maintenance and development of rail infrastructure in the Greater Dublin Area.

## DART Expansion

The Authority together with Iarnród Éireann continued work on the pre-planning stage of the DART Expansion Programme. The following elements were progressed:

- » A DART Expansion Programme Transport Demand Study was completed which was an extensive transport modelling and appraisal of the proposed DART Expansion Programme;
- » A Connolly Station enhancement study was commenced to evaluate the possible options for platform changes and enhancements at Connolly Station, and the track layout and junctions serving Connolly to optimise the capacity of the station to handle through running or termination of trains from the 4 connecting radial routes served by Northern Line, Maynooth Line, Phoenix Park Tunnel Line and South-East Line;
- » A Docklands Station options study was commenced to carry out an evaluation of the possible options to expand Docklands Station, including the option to relocate it to better serve the IFSC / Docklands area;
- » A Maynooth Line transport study was commenced to assess the transport implications associated with the permanent closure of level crossings on the Maynooth Line and evaluate the impact on pedestrian / cyclist flow and vehicle flow on the adjacent environment;
- » The Kildare Line tie-in study was completed to review the options to tie-in the Kildare Line to the DART Expansion scheme connecting to the Phoenix Park Tunnel, with an integrated solution covering the immediate requirements of the DART Expansion Programme with provision to allow future development of the DART Underground project; and
- » A rail fleet advisory service contract was commenced to prepare an overall rail fleet strategy covering the period up to 2038, carry out an analysis of the differing types of propulsion options available and an assessment of their suitability for the operation of commuter services in the Dublin region and potentially in the Cork region, and develop a detailed technical specification for the appropriate fleet to be used in the subsequent tendering process.



## Dublin City Centre Re-signalling Project (CCRP)

CCRP is a central element of the upgrading of commuter rail services for the Greater Dublin Area. It is designed to replace the outdated hard-wired signalling system with computer controlled solid-state interlocking (SSI) signalling technology. The project is divided into 4 interrelated phases for ease of management.

Work continued on phases 2, 3 and 4 during 2018, and work was substantially completed on Phases 2 and 3.

## National Train Control Centre

Design and planning work continued for the development of a modern National Train Control Centre, which will integrate signalling and communications control across the entire rail network, thereby optimising rail traffic management. The preliminary design for the Control Centre was finalised taking into consideration the likely requirements of potential other agencies who may be co-located in the centre. A tender process for the detailed building design was progressed on the basis of the preliminary design.

The technical requirements specification for the traffic management system was finalised and the tender process commenced.

The detailed business case for the project was completed and independently reviewed, and submitted to the Department of Transport, Tourism and Sport for approval.

## *Light Rail*

### Luas Cross City

Some final construction activities continued into 2018, comprising minor snagging works and some non-track related works.

Seven new 55-metre trams, which were acquired as part of the Luas Cross City project, were brought into service on the extended Green Line during the early months of the year. This additional capacity, along with fine-tuning of various junction and traffic signal arrangements, allowed the new line to deliver a much enhanced public transport service along its overall corridor.

## Luas Green Line Infrastructure Upgrade

Passenger growth along with the implementation of Luas Cross City requires additional passenger capacity to be provided on the Luas Green Line.

The Green Line Infrastructure Upgrade project provides for:

- » Conversion of 26 of the 43-metre trams currently operating on the Green Line to 55-metre trams;

- » Procurement of 8 new 55-metre trams to enable a higher frequency service; and
- » Extension of Sandyford Depot to accommodate the maintenance of 55-metre trams.

During the year, the manufacture of the tram extensions commenced and the order for 8 additional 55-metre trams was placed.

## MetroLink

Work continued on the option selection study and the preliminary design and planning phase of the MetroLink project to provide high-capacity, high-frequency rail services between Swords and the south city.

In March public consultation commenced on the MetroLink scheme with the public invited to provide their feedback on the Emerging Preferred Route. The published proposals identified that a number of design decisions remained under consideration for the project. These included:

- » Tunnel Configuration: twin or single bored tunnel;
- » Depot location and crossing of M50 motorway; and
- » Elevation of the alignment along the R132 road at Swords.

Approximately 8,000 submissions were received by the end of the consultation period. These were carefully reviewed and the design team assessed the potential to make various changes to the scheme to address many of the issues raised. Extensive work on revising and refining the proposals continued during the remainder of the year, with the objective of bringing forward amended proposals for the scheme.



## Bus BusConnects Dublin

BusConnects is a plan to fundamentally transform Dublin's bus system, so that bus commuting will become a viable and attractive choice for employees, students, shoppers and visitors. It aims to overhaul the current bus system in the Dublin region by:

- » Building a network of "next generation" bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
- » Completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers;
- » Developing a state-of-the-art ticketing system using credit and debit cards or mobile phones to link with payment accounts and making payment much more convenient;
- » Implementing a cashless payment system to vastly speed up passenger boarding times;



- » Revamping the fare system to provide a simpler fare structure, allowing seamless movement between different transport services without financial penalty;
- » Implementing a new bus livery providing a modern look and feel to the new bus system;
- » Rolling out new bus stops with better signage and information and increasing the provision of additional bus shelters; and
- » Transitioning to a new bus fleet using low emission vehicle technologies.

In July, the Authority published initial proposals for a revised network of services across the Dublin region and sought feedback and suggestions on the draft plans.

A comprehensive public consultation process was undertaken in relation to these proposals, with a key element of the communications and engagement process being the provision of 33 public information events across the whole geographical area of Dublin and including Kildare, Wicklow and Meath. Each of these events was hosted by the Authority, with personnel from the Authority and Dublin Bus available to explain the proposals and answer queries. This process allowed detailed conversations with members of the public and enabled over 15,000 people to engage face-to-face with the dedicated teams at a local level.

All of the published information was made available on a dedicated BusConnects website. Additionally, a public information campaign supported the consultation process, with posters on buses and at bus shelters plus radio advertisements advising people of the consultation and inviting them to take part. Each public event location and date was also advertised in advance in the local papers and notified on the BusConnects website, in addition to being communicated to all public representatives.

Over 30,000 submissions were received, potentially one of the highest responses ever in Ireland to a public consultation process. Following the conclusion of the public consultation period at the end of September, the Authority commenced reviewing and assessing all of the submissions.

A separate project under the overall BusConnects Dublin Programme is the Core Bus Corridor project, which involves the development of proposals for enhanced bus lanes along the key bus corridors into Dublin City. The work of identifying the emerging preferred routes for the radial Core Bus Corridors was completed during the year. In all, sixteen corridors are proposed for development. Public consultation material for all of the radial Core Bus Corridors was prepared in advance of the public consultation process that commenced in November 2018. The public consultation on the radial bus corridors is being undertaken on a phased basis with the first four corridors commencing in November.

## Dublin Region Bus Fleet Renewal

In total 205 buses were purchased by the Authority for the Dublin region and entered into service during the year. This comprised the provision of buses to Dublin Bus and also to Go-Ahead Ireland who commenced operating certain routes in the Dublin region during 2018.

In total 141 double deck buses were delivered to Dublin Bus during the year, replacing life-expired vehicles and also replacing 61 vehicles from the existing fleet which were returned to the Authority for transfer to Go-Ahead Ireland.

In the case of Go-Ahead Ireland 64 new buses, comprising 24 double deck buses and 40 single deck buses, were delivered to Go-Ahead for the operation of contracted services. This was supplemented by the transfer of 61 existing double deck buses from Dublin Bus, which were replaced by new buses purchased by the Authority as part of the 141 new vehicles referenced above.

## Regional Bus / Coach Fleet Renewal

The regional bus and coach fleet comprises a number of different vehicle types. In all, 83 vehicles were acquired during the year for services operated by Bus Éireann. This total comprised of 25 double deck buses, 8 single deck buses, 18 double deck coaches and 32 midi buses. An additional five midi buses were acquired for the provision of new town services in Kilkenny.

*Table 18 – Delivery of new buses / coaches for Dublin and Regional Services*

Operator	2017	2018
Dublin Bus	102	141
Bus Éireann	76	83
Kilkenny Service	0	5
Go Ahead	0	64
<b>Totals</b>	<b>178</b>	<b>293</b>

## Coach Parking

A new off-street coach park in Dublin's Docklands, which has space for fifty vehicles, opened for use in January. The charges to bus operators using the coach park are €10 for up to 3 hours of parking and €15 for more than 3 hours of parking in any single day. A system to facilitate cashless payments by bus operators has been put in place.

In light of the entry into operation of the coach park, Dublin City Council undertook a review of the Dublin City Council Parking Control Bye-laws 2014, with one objective of the review being consideration of the introduction of parking charges for buses / coaches using on-street parking spaces.



## Bus Shelters

A project to enhance the quality of illumination and energy efficiency of bus shelter units nationwide was completed in April. Part of the improvements included the use of smart technology regulating the flow of energy consumed, ensuring the shelter lights only come on between the hours of dusk and dawn. As a result of the upgrade, energy usage by bus shelters has reduced by 88%, saving more than 1,000 tonnes in carbon emissions annually. In addition to the installation of new bus shelters, improvements and running repairs were made to many shelters as part of an on-going programme of bus shelter enhancements.

## Sustainable and Integrated Transport

This sub-programme supports a wide range of projects in the Greater Dublin Area and the regional cities of Cork, Galway, Limerick and Waterford, with a particular focus on developing:

- » Sustainable transport infrastructure in urban areas; and
- » Integration measures such as TFI Leap Card, Real Time Passenger Information and the TFI Journey Planner which facilitate seamless travel by public transport.

During the year a number of key projects were delivered through the Programme, including:

- » Newcomen Bridge – Additional pedestrian / cycle bridge (Dublin City);
- » Wyattville Road/R118 cycle and bus facilities (Dún Laoghaire-Rathdown);
- » North South cycle and pedestrian corridor (Maynooth, Co. Kildare);
- » Cantilevered bridge provision for cyclists and pedestrians (Navan, Co. Meath);
- » Bus Market Opening bus stop Infrastructure (Citywest, South Dublin);
- » Cork City Movement Strategy – Patrick's Street bus corridor (Cork City);
- » On-street cycle parking, further phases (Dublin City Centre);
- » CSO Junction, Skehard Road Strategic Corridor (Cork City);
- » Ballybrack Valley Cycleway, Phases 2 and 3 (Cork County); and
- » Mahon Segregated Cycle Route Access (Cork).

In addition to two on-going studies (Dublin City Car Parking Signage Strategy; Liffey Cycle Route review), the Authority commissioned a study of the Liffey Crossing in Celbridge, to identify local measures to support sustainable transport in the vicinity of the single bridge crossing in the town.

The expenditure and delivered outputs are set out in Tables 19 and 20 respectively.

**Table 19 – Expenditure on sustainable transport measures in Greater Dublin Area**

	Bus	Walking / Cycling	Safety	Traffic Management	Other	Total
<b>Expenditure (€m)</b>	1.3	13.4	0.0	2.8	0.0	17.5
<b>Share of total expenditure (%)</b>	7%	77%	0%	16%	0%	100%

*Table 20 – Sustainable transport measures implemented in Greater Dublin Area*

<b>Implementation Body</b>	<b>Dublin City Council</b>	<b>Dún Laoghaire-Rathdown County Council</b>	<b>South Dublin County Council</b>	<b>Fingal County Council</b>	<b>Meath County Council</b>	<b>Kildare County Council</b>	<b>Total</b>
<b>New footpaths (metres)</b>	855	2,899	100	0	295	406	4,555
<b>Shared footpath / cycle track (metres)</b>	0	122	0	0	147	320	589
<b>Greenway (metres)</b>	0	0	0	0	0	0	0
<b>New cycle lanes / tracks (metres)</b>	699	2,000	0	0	0	55	2,754
<b>New bus lanes (metres)</b>	0	0	0	0	0	0	0
<b>Traffic calming (metres)</b>	0	0	0	0	0	0	0
<b>Bus stop improvements (no.)</b>	0	17	13	0	0	0	30
<b>Traffic junction improvements (no.)</b>	1	3	0	0	2	1	7
<b>Roundabouts (no.)</b>	0	0	0	0	0	0	0
<b>Cycle Parking Racks (no.)</b>	738	250	0	0	0	0	988
<b>Pedestrian / Toucan crossings provided (no.)</b>	7	1	0	8	6	1	23
<b>Bridge Crossings (no.)</b>	0	0	0	0	1	0	1

*Table 21 – Expenditure on sustainable transport measures in regional cities*

	Bus Network	Walking & Cycling	Traffic Management	Integration / Support	Safety	Other Projects <sup>3</sup>	Total
<b>Expenditure (€ million)</b>	Total	8.2	4.1	0.1	0.1	2.0	17.2
<b>Share of total expenditure (%)</b>	16.3%	47.7%	23.8%	1%	0.6%	11.6%	100%

*Table 22 – Sustainable transport measures implemented in regional cities<sup>4</sup>*

Local Authority	Cork City Council	Cork County Council	Total
<b>New footpaths (metres)</b>	4,680	3,861	8,541
<b>Shared footpath / cycle track (metres)</b>	800	925	1,725
<b>New cycle lanes / tracks (metres)</b>	195	0	1,195
<b>New bus lanes (metres)</b>	1,547	0	1,547
<b>Bus stop improvements (no.)</b>	13	0	13
<b>Traffic junction improvements (no.)</b>	10	0	10
<b>Pedestrian / Toucan crossings provided (no.)</b>	17	0	17



3. The bulk of this expenditure related to works at Kent rail station (Cork) and Colbert rail station (Limerick)

4. No measures were implemented in Galway, Limerick and Waterford in 2018



# Public Transport Accessibility Programme

The programme of accessibility retrofitting works undertaken during the year comprised the following main elements.

## *Rail*

During 2018 accessibility improvement works were completed at the following rail stations:

- » Dublin to Sligo Line - Sligo, Edgeworthstown, Longford, Dromod, Carrick-On-Shannon, Boyle, Ballymote, Collooney
- » Athlone to Westport / Ballina Line - Roscommon, Castlerea, Ballyhaunis, Claremorris, Foxford, Ballina, Castlebar, Westport
- » Mallow to Tralee Line - Rathmore, Banteer, Millstreet, Killarney, Farranfore, Tralee
- » Dublin to Wexford Line - Arklow, Gorey, Enniscorthy, Wexford, Rosslare Strand, Rosslare Europort

The detailed design and planning application process for pedestrian bridges, ramps and / or lifts at Carlow, Ennis, Castleknock and Edgeworthstown train stations was nearing completion.

## *Bus Éireann*

The Authority continued its preparations for the roll-out of wheelchair accessible bus stops nationally in conjunction with Bus Éireann and relevant local authorities.

A wheelchair accessible bus stop was constructed in Clifden, Co. Galway and design and preparatory works were undertaken for the provision of wheelchair accessible bus stops at Ardee, Co. Louth, Castleblaney, Co. Monaghan and Donegal town as well as detailed design and tender for works at bus stations in Cavan, Monaghan and Drogheda.

In addition, wheelchair accessibility audits of all bus stations and towns with a population in excess of 5,000 were undertaken to facilitate planning for the future accessibility programme.

## *Taxis and Hackneys*

For the fifth consecutive year, the Authority offered grants to assist taxi and hackney operators with the purchase of wheelchair accessible vehicles or the conversion of standard vehicles to carry wheelchair passengers.

As a result, 679 wheelchair accessible licences were added to the taxi and hackney fleet, with



82 wheelchair accessible licences upgrading their vehicles, bringing the total number of such vehicles to 2,220 or 10.7% of the fleet. In excess of 5,000 were undertaken to facilitate planning for the future accessibility programme.

### *Travel Assistance Programme*

The Authority continued to support the travel assistance scheme which is managed by Dublin Bus. The scheme aims to give people with disabilities the confidence to use public transport.

Under the scheme an assistant can accompany people who need help using public transport and to plan a journey on Dublin Bus, Luas and DART. More than €100,000 was allocated to the scheme in 2018.

## Public Bike Schemes

Users of the bike share schemes in Cork, Galway and Limerick made 338,358 trips during the year, which was similar to trip levels in 2017.

The bike share scheme celebrated its 1 millionth trip in Cork during 2018. Arising from the expansion of the Galway scheme in 2017, there was a 64% increase in the number of trips made in Galway in the full operational year of 2018. However, there was a drop in usage in Cork (3.4%) and Limerick (14.5%).

Overall, the schemes attracted more than 2,981 new users in 2018.

Two additional bike stations were opened at Kent Rail Station in Cork City in November.

*Table 23 – Public bike schemes (usage)*

City	Total trips in 2017	Total Trips in 2018
Cork	281,266	271,581
Galway	23,758	39,005
Limerick	32,481	27,772
Total	337,505	338,358

*Table 24 – Public bike schemes (membership)*

Membership type	Total at end December 2017	Total at end December 2018
<b>Cork</b>	11,278	13,464
<b>Galway</b>	3,312	3,843
<b>Limerick</b>	2,955	3,199
<b>2 or 3 cities combined</b>	229	251
<b>Total</b>	17,774	20,757





# Smarter Travel Programmes

Smarter Travel Workplaces and Smarter Travel Campus are national voluntary behaviour change programmes supporting large employers and third level institutions to develop and implement sustainable travel plans for employees and student bodies respectively.

During the year the Authority intensified its support to business park clusters (especially in the regional cities of Cork and Galway), where traffic congestion was becoming a key issue for employers and the IDA.

The Authority organised and delivered events to encourage and promote changes in travel behaviour at participating organisations. Those events included walking and cycling challenges as well as seminars and award schemes.

## Green-Schools Travel Programme

Green-Schools Travel Officers carried out 1,964 school visits during the year. In all, 111 “walkability” audits were carried out and the findings presented to the relevant local authorities.

193 schools were awarded Green Flags for the travel theme in recognition of success in promoting and implementing sustainable travel.

In February approximately 5,000 primary and secondary school pupils attended the Green-School Climate Action Expo. The Travel Zone at the Expo was supported by the Authority and the Department of Transport, Tourism and Sport.

Once again, Green-Schools ran a number of national events to encourage schoolchildren to get active on their school commute including:

- » The BIG Travel Challenge during February;
- » National Scoot to School Week in March, which had over 2,000 participants; and
- » National Walk to School Week in May, which had over 20,000 participants.





# Small Public Service Vehicles

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# Small Public Service Vehicles

*2018 saw a reversal of the decline in the number of drivers in the fleet*

## Introduction

The small public service vehicle or SPSV sector comprises taxi, hackney and limousine vehicles and their drivers

## Driver Licensing

In February, the Authority launched a taxi driver recruitment campaign in response to the decline in numbers of drivers in the SPSV sector in recent years.

By the end of the year:

- » 1,205 new drivers had been recruited, a 47% increase on the previous year;
- » 26,405 drivers were licensed, an overall increase of 2% on the previous year.

## Vehicle Licensing

The Authority is the licensing authority for vehicles and dispatch operators. This includes the granting and renewal of vehicle and dispatch operator licences, together with all associated licensing, vehicle inspection, technical and compliance activity. These licences require renewal on at least an annual basis, allowing the Authority to monitor the quality of the vehicles and service provided.

The vehicle licensing requirements for taxis and hackneys include requirements that new vehicles entering the fleet must be wheelchair accessible and all vehicles must comply with certain age restrictions.

By the end of the year, the Authority's target to achieve a 10% increase in the share of wheelchair accessible vehicles in the SPSV fleet by 2020 had been exceeded.





*Table 25 – Categories of vehicle licence in the SPSV fleet on 31 December 2018*

Type	Standard Taxis	Wheelchair Accessible Taxis	Standard Hackneys	Wheelchair Accessible Hackneys	Local Area Hackneys	Limousines	Total
Number	15,064	2,115	1,477	105	13	1,959	20,733
Share of total number (%)	72.7%	10.2%	7.1%	0.5%	0.1%	9.4%	100%

## Electric Vehicle Grant Scheme

2018 was the first year of operation of the eSPSV grant scheme, designed to encourage the acquisition of electric and low emission vehicles by new and existing taxi and hackney operators. The grant scheme is operated by the Authority on behalf of the Department of Transport, Tourism and Sport.

In all, 44 grant payments were made during 2018 comprising 41 grants in respect of plug-in hybrid electric vehicles and three grants in respect of battery electric vehicles.

## Compliance Activity

### *Enforcement Activities*

The Authority's 23-strong taxi compliance team, which operates nationally, continued to focus on education, deterrence and enforcement measures to maintain high levels of compliance by SPSV operators with the regulatory framework.

Compliance activities included:

- » Vehicle and driver licencing checks;
- » Roadside vehicle and driver audits, including participation in multi-agency compliance operations with other agencies such as An Garda Síochána, the Revenue Commissioners and the Department of Social Protection); and
- » Investigation of consumer complaints.

Almost 200,000 vehicle and driver licencing checks were undertaken during the year in respect of 19,624 individual vehicles, which represents over 93% of licensed vehicles. Based on these checks compliance officers elected to undertake 17,610 roadside audits. As a result, 1,878 Fixed Payment Notices were issued for a variety of offences. More than one-third of all Fixed Payment Notices issued were result of the failure by a driver to notify details of the vehicle being operated.

**Table 26 - Roadside vehicle checks and audits undertaken**

Year	No. of Checks	No. of Roadside Audits	Fixed Payment Notices
2017	151,561	10,959	1,512
2018	199,369	17,610	1,878

### Prosecutions

- » The Authority initiated 326 prosecutions for a range of offences.
- » The most serious offences related to the operation of unlicensed vehicles and use of unlicensed drivers.
- » More than one-third of prosecutions taken were due to the failure of operators to pay Fixed Payment Notices.
- » More than 90% of prosecutions taken by the Authority were successful.

**Table 27 - Prosecutions by offence category**

Category		Cases
Unlicensed SPSV Operator	No Driver Licence	57
	No Vehicle Licence	54
	No driver and no vehicle licence	47
	Allow an unlicensed driver/vehicle to operate/Failure to keep accurate records	20
	No Dispatch Operator licence	5
Failure to pay Fixed Payment Penalty		114
Illegal display of taxi sign		19
Exceeding the maximum number of passengers		6
Failure to take the shortest route		2
Advertising an unlicensed SPSV service		1
Charging above metered fare/agreed fare		1
Total		326

# Consumer Complaints

The number of customer complaints was up by 14%.

Of the 1,312 complaints received, approximately 50% could not be progressed for various reasons, including the failure of complainants to provide information or their unwillingness to act as a witness for the purposes of a prosecution, as well as the absence of sufficient evidence to support a prosecution.

Complaints which do not fall within the ambit of the Authority, are referred to other agencies including An Garda Síochána and the Office of Tobacco Control.

*Table 28 – Complaints about SPSV services*

<b>Nature of Complaint</b>	<b>2017</b>	<b>2018</b>
<b>Conduct, behaviour and identification of a driver</b>	445	530
<b>Condition, roadworthiness and cleanliness of vehicles</b>	72	50
<b>Matters relating to the hiring and booking of vehicles</b>	248	261
<b>Overcharging or other matters relating to fares (failure to issue receipt)</b>	380	468
<b>Identification and the general appearance of vehicles, including advertisements</b>	1	3
<b>Total</b>	1,146	1,312



# Vehicle Clamping

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# Vehicle Clamping

*2018 marked the first full year of regulation of clamping activities within the State*

## Appeals

There are two stages in the clamping appeals process. The first stage involves an appeal to the clamping operator. The second stage involves an appeal to the Authority.

The volume of cases referred to the Authority was consistent throughout the year.

The average number of second-stage appeals per month was just over 150 while the average number of complaints per month was 4.

However, in the absence of similar data for 2017 as a whole, it is not possible to identify any trends at this stage.

## Appeals and Complaints

Tables 29 and 30 show the outcome of clamping appeals and complaints made by the Clamping Appeals Officer. Consideration of 106 appeals and 7 complaints was still in progress at the end of the year.

*Table 29 - Clamping Appeals & Complaints Activity*

Appeals	No.	Complaints	No.
Brought Forward from 2017	48	Brought Forward from 2017	3
Received in 2018	1,841	Received in 2018	51
Total 2018	1,889	Total 2018	54
Completed in 2018	1,783	Completed in 2018	47
Cases undecided at end 2018	106	Cases undecided at end 2018	7

**Table 30 – Summary of Second - Stage Clamping Appeals Completed**

Number	Second - Stage Appeal Outcomes				
Total	Withdrawn <sup>5</sup> From Process	Allowed (Full Refund)	Not Allowed		
1,783	64	728	No Refund	Partial Refund	Full Refund
			978	12	1

**Table 31 - Summary of Clamping Complaints Completed in 2018**

Number	Second - Stage Appeal Outcomes			
Total	Withdrawn <sup>6</sup> From Process	Upheld	Partly Upheld	Not Upheld
47	4	11	5	27

## Signage Compliance Evaluation

The Authority is mindful that effective signage, which complies with the requirements of the legislation, is key to the successful regulation of the industry and furthermore that effective regulation is central to achieving fair and consistent parking experiences for motorists.

With this in mind, in December the Authority commissioned the first of an expected long-term programme of signage compliance evaluations. The purpose of these evaluations is to ascertain the standard of technical compliance of the signage at clamping places nationally.

Following each evaluation, a comprehensive report will be sent to the relevant parking controller who then has a period of 12 weeks within which to remedy any instances of non-compliance.

Enforcement action will be taken, where appropriate, against parking controllers who have not remedied the instances of technical non-compliance following the 12-week period.

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5. Second-stage appeals may be withdrawn from the process to avoid duplication or where a parking controller decides unilaterally to reverse a first-stage appeal refusal prior to the Clamping Appeals Officer determining the matter.

6. Complaints may be withdrawn from the process to avoid duplication.



## Other Compliance Activities

As part of its role, the Authority proposes to investigate reports of unlawful clamping activities that are brought to its attention.

Towards the end of the year, the Authority carried out its first compliance operation to identify whether such activities were being undertaken. However, this did not result in any prosecutions.

## Other Work

Since the clamping legislation came into effect, the Authority has noted a significant variance in the description of offences cited by parking controllers as the basis for vehicle clamping.

In order to ensure consistency across the industry and create certainty for motorists, the Authority developed a standard description of offences for use by parking controllers and clamping operators. Whilst implementation of the standard descriptions is not mandatory, the work undertaken was well-received by the industry and should be of benefit to the industry and motorists.

## Code of Practice

The Authority is empowered to establish a code of practice both to provide practical guidance to parking controllers and clamping operators, and to establish industry standards in relation to general behaviour and the performance of duties. During 2018, preliminary research was undertaken to inform the layout and content of the code.





# General Corporate Matters





# General Corporate Matters

*The Authority's Transport for Ireland website became available in Irish*

## Strategic Resourcing

The Authority continued to monitor its staffing requirements in the context of on-going operations and delivering upon its strategic programme.

The Authority's Strategic Staffing Plan was updated during 2018 and sanction was subsequently received to recruit for a number of key positions in the organisation. The Authority recruited 25 new staff during the year covering new and existing roles and back-filling roles vacated by leavers.

## Protected Disclosures

The Authority did not receive any protected disclosures during the year.

## Information and Communications Technology (ICT)

The protection of ICT systems from the increasing threat of cyber security continued to be a key strand of the Authority's ICT and security strategy. A strong focus was taken on overseeing the security governance of the suppliers who manage our systems, and on ensuring a consistent and transparent approach to security and compliance.

The Authority's security operations matured considerably over the year. The Authority assesses its maturity against industry standards annually, and uses this process to drive constant improvement.

The Authority undertook a programme to prepare for the National Information Security (NIS) Directive that came into effect in 2018. The Authority has taken an active and collaborative role in improving the overall security of the transport operator ecosystem, and has worked with transport operators to drive security improvements, achieve GDPR compliance and to oversee Iarnród Éireann's journey to becoming compliant with the NIS Directive.

The Authority continues to run on-going security awareness campaigns and provides annual security and data protection training to all staff. The Authority installed a number of security improvements to protect against the threat of malware on email.



A significant move to adopt cloud technology has taken place, and a significant component of the transport modelling function is now undertaken in the cloud; in addition, the business intelligence function supporting bus market opening is now also based in the cloud.

A number of strategic ICT initiatives were implemented to make the Authority's systems more stable, resilient and supportable. A Business Continuity Plan was drafted and agreed for all of the Authority functions. The Disaster Recovery component has been tested for all key systems.

Effective ICT support is critical to the procurement of a number of the Authority's strategic work programmes through the provision of project management services, IT strategy and specification of future technical and security requirements, as well as data and information analytics requirements.

In total, 78 projects were delivered during the course of the year with over 90% meeting the relevant quality, schedule and cost criteria.

## Data Protection

A large programme of work took place, ensuring 98% compliance with the General Data Protection Regulations by the time the Regulations came into force in May. An operational governance model was subsequently put in place to maintain compliance and to ensure that all new systems are compliant.

## Irish Language

In September, the Authority's Transport for Ireland website became available in Irish.

## Oireachtas Liaison

During the course of the year the Authority responded to 610 Parliamentary Questions and 887 written enquiries from public representatives. The Authority endeavours to provide a substantive response to public representatives within 10 working days.

The Authority participated at 10 Oireachtas Committee meetings. The Authority also responded to a request from the Joint Committee on Transport, Tourism and Sport for a briefing note on Project Ireland 2040.

**Table 32 – Attendance at Oireachtas Committee meetings**

Month	Committee	Issue for discussion
January	Joint Committee on Transport, Tourism and Sport	Accessibility of public transport services
February	Joint Committee on Transport, Tourism and Sport	Traffic management and congestion in Galway
March	Joint Committee on Rural and Community Development	Rural transport policy
April	Joint Committee on Transport, Tourism and Sport	MetroLink
May	Joint Committee on Transport, Tourism and Sport	Traffic congestion in the Dublin area, proposed College Green plaza, Luas and related issues
June	Joint Committee on Transport, Tourism and Sport	BusConnects – Core Bus Corridors
June	Joint Committee on Rural and Community Development	Rural transportation
July	Joint Committee on Transport, Tourism and Sport	BusConnects – Redesign of Dublin Area bus network
October	Joint Committee on Climate Change	Third Report of the Citizens' Assembly
December	Joint Committee on Transport, Tourism and Sport	BusConnects Dublin – Bus network redesign and Core Bus Corridors

## Freedom of Information Requests

There was a marked increase in the number of requests received by the Authority.

In all, 163 requests were received in 2018 compared to 88 during 2017.

This significant increase appears to be related to the commencement of public consultations in respect of a number of major public transport projects.



# Role of National Transport Authority





# Role of National Transport Authority

*The Authority is a statutory non-commercial State body, which operates under the aegis of the Department of Transport, Tourism and Sport.*

The Authority was established on foot of the Dublin Transport Authority Act 2008.

It was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act. However, it was subsequently renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended the Authority's functions to include the licensing of buses and small public service vehicles nationally.

The Taxi Regulation Act 2013, which consolidated and updated primary legislation in relation to the licensing of small public service vehicles and drivers, also extended the geographic scope of some of the Authority's functions nationally.

The Public Transport Act 2016 further extended the Authority's power to make bye-laws regulating the use of certain subsidised public bus services by passengers.

The Vehicle Clamping Act 2015, which gives the Authority responsibility for the regulation of clamping activities nationally, came into operation on 1 October 2017.

The Authority also has some specific functions in respect of infrastructure and the integration of transport and land use planning in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the eastern region comprising 40% of the population of the State and 43% of total State employment by place of residence.

## Statutory Functions

In broad terms, the Authority's statutory functions can be summarised as follows:

### *National (including the Greater Dublin Area)*

- » Procure public transport services by means of public transport services contracts;
- » Provide integrated ticketing, fares and public transport information;
- » Develop an integrated, accessible public transport network;
- » Licence public bus passenger services that are not subject to a public transport services contract;



- » Manage the Rural Transport Programme;
- » Provide bus infrastructure and fleet;
- » Provide cycling infrastructure and schemes to promote cycling;
- » Develop and implement a single public transport brand;
- » Develop and maintain a regulatory framework for the control and operation of small public service vehicles (taxis, hackneys and limousines) and their drivers;
- » Regulate vehicle clamping activities in the State;
- » Prepare statutory submissions on Regional Planning Guidelines;
- » Collect statistical data and information on transport;
- » Enforce EU passenger rights in rail, maritime and bus and coach transport;
- » Validate EU authorisations and journey forms in relation to bus and coach travel in accordance with EU Regulation No. 1073/2009; and
- » Operate as the national conciliation body for electronic toll service providers.

### *Greater Dublin Area alone*

- » Undertake strategic planning of transport;
- » Invest in all public transport infrastructure;
- » Secure the effective management of traffic and the effective management of transport demand.

## Other Functions

In addition to its statutory functions the Authority also undertakes a number of functions on behalf of the Department of Transport, Tourism and Sport on a non-statutory basis. The non-statutory functions include:

- » Planning and funding of sustainable transport projects in the regional cities of Cork, Galway, Limerick and Waterford;
- » Administration of the Smarter Travel Workplaces and Smarter Travel Campus Programmes;
- » Management of the Green-Schools Travel Programme;
- » Provision of accessibility funding to transport operators and other relevant bodies; and
- » Strategic transport planning for the regional cities (Cork, Galway, Limerick and Waterford).

# Governance

## *Board*

The Authority is governed by a Board of twelve members appointed by the Minister for Transport, Tourism and Sport. Three positions on the Board are ex officio positions reserved for the Chief Executive, another senior manager of the Authority and the Chief Executive, Dublin City Council.

Board members may be appointed for a period of up to five years and may be re-appointed. However, Board members may serve a maximum of ten years. This restriction does not apply to the ex officio members who stand appointed for as long as they occupy the relevant position.

## *Advisory body*

The role of the Advisory Committee on Small Public Service Vehicles is to provide advice to the Authority or the Minister for Transport, Tourism and Sport, as appropriate, in relation to issues relevant to small public service vehicles and their drivers.

Members of the Advisory Committee are appointed by the Minister for Transport, Tourism and Sport.

# Information on Board Members

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## Fred Barry



Fred Barry was appointed Chairman of the National Transport Authority in November, 2017. He is also a non-executive director of Ervia, and of the PM Group, and has recently been appointed Chairman of the National Children's Hospital Development Board. He was previously an executive director of various companies within the Jacobs Engineering Group Inc., the National Roads Authority, was a non-executive director of the Irish Academy of Engineering and of the National Development Finance Agency.

He was Chief Executive of the National Roads Authority from 2005 to 2015. Prior to that he worked internationally with Jacobs for 25 years, where his management roles included Group Managing Director for the UK and Ireland. He is a Chartered Engineer, also qualified as a barrister, and is a Fellow of Engineers Ireland and of the Irish Academy of Engineering.

## Hugh Creegan



Hugh Creegan is Director of Transport Investment and Taxi Regulation at the Authority and is the Deputy CEO. He previously worked with the National Roads Authority as Section Head with responsibility for Public-Private Partnerships, Commercial Operations and Strategic Planning. He is a civil engineer with wide experience on major projects in the public and private sectors, including the Dublin Port Tunnel, the M50 widening and associated free-flow toll collection.



## Ann Fitzgerald



Ann Fitzgerald is an independent Non-Executive Director and is currently Vice Chair of the Irish Takeover Panel. She chaired the Consumer Strategy Group which led to the Government's decision to set up the National Consumer Agency, served as CEO of the Agency for five years, until October 2012. Prior to that she was the Secretary General of the Irish Association of Investment Managers, having joined the Association from the Department of Industry & Commerce in 1989. Ann has over 20 years' experience as a Non-Executive Director, primarily in commercial and non-commercial bodies in the public sector.

## Anne Graham



Anne Graham was appointed Chief Executive Officer of the National Transport Authority in January 2015. Prior to that she served as the Authority's Director of Public Transport Services. Anne is a Chartered Engineer and holds a Masters of Engineering Science in Transportation from UCD and an MBA from DCU. She has worked with the Dublin Local Authorities as a Civil Engineer, as Project Manager on many projects and as an Area Manager in the South West area of Dublin City, bringing local authority services closer to consumers in four local offices.

## Dr Berna Grist



Dr Berna Grist BL is Adjunct Professor in the School of Architecture, Planning and Environmental Policy at University College Dublin. A barrister and chartered town planner, she holds a PhD from the University of Ulster on The Legislative and Regulatory Framework for Development in the Republic of Ireland and has published widely in the fields of planning and environmental law, public policy and governance.

During the period 2001-2006, she served as a member of An Bord Pleanála and, in 2013, she was appointed to the Expert Group advising the Minister for Housing and Planning on a successor to the National Spatial Strategy 2002-2020.

## Owen Keegan



Owen P. Keegan was appointed Dublin City Manager in September 2013 having served as County Manager of Dún Laoghaire-Rathdown County Council from February 2006. Before joining the Council he worked for Dublin City Council, where he was Assistant City Manager and the Director of Traffic. Prior to October 1993 he worked as an economist for DKM Economic Consultants/Davy Stockbrokers. He has also worked in the Department of Finance, and the Economic and Social Research Institute and for two periods in the Department of the Environment, Community and Local Government. Mr Keegan is from Dublin. He holds degrees in Public Administration, Economics and Civil Engineering.

## Kevin Kelly



Kevin Kelly has direct experience of disability, having lost his sight in 2001, at the age of fourteen. He currently holds the position of Head of Policy, Advocacy & Campaigns with the NCBI. Prior to this, he was the Advocacy and Communications Manager with The Asthma Society of Ireland. He also served as interim CEO of The Society during his tenure. Prior to that, Kevin worked as a parliamentary assistant in Leinster House. He has also worked on local and national media. He holds a Degree in Journalism from DCU and a Master's in Public Affairs and Political Communications from DIT.

## Pat Mangan



Pat Mangan served as an Assistant Secretary in the Department of Transport from 1995 to 2010 where his responsibilities included public transport, transport investment and finance. Prior to that, he was head of road policy in the Department of the Environment and chaired the Dublin Transportation Initiative. He is currently a member of the Council of the Chartered Institute of Logistics and Transport in Ireland.

## Frank O'Connor



Frank O'Connor is Chief Executive Officer of Airtel ATN Limited, a supplier of data communication solutions for the aviation industry. He co-founded the company in 1998. Prior to co-founding Airtel, he worked in several software development companies including US multi-nationals Retix and CACI. He started his career in 1976 at Systems Dynamics, where he spent eight years including two in Germany and the Netherlands.

He was a non-executive director at Aer Lingus in 2014/15.

## Sinéad Walsh



Sinéad Walsh whose background is disability and special needs education, brings over two decades of evidence based disability awareness activism on the front line of public transport to the National Transport Authority.

Sinéad supported Irish PSOs including Bus Átha Cliath in its successful transition to universally accessible low floor fleets. Sinéad successfully collaborated with leading disability activists in the development and delivery of customer care training and innovation for Irish public transport operators.

Sinéad supports public transport which is accessible, equitable and stable, serving the needs of all the community.

Sinéad Walsh is a graduate of Trinity College Dublin with Masters in Digital Media.





# Financial Statements

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*For the year ended 31 December 2018*

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# Authority Information

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## Board Members:

Mr Fred Barry  
(Chairperson)

Ms Anne Graham  
(Chief Executive Officer)

Mr Hugh Creegan

Ms Ann Fitzgerald

Mr Frank Gleeson (appointment came to an end on 1 July 2018)

Dr Berna Grist

Mr Owen Keegan

Mr Pat Mangan

Mr Frank O'Connor

Ms Fiona Ross (appointment came to an end on 26 June 2018)

Ms Linda Saunders (appointment came to an end on 1 January 2018)

Ms Sinéad Walsh

Mr Kevin Kelly (appointed on 3 August 2018)

## Solicitors:

McCann Fitzgerald  
Riverside One  
37-42 Sir John Rogerson's Quay  
Dublin 2  
D02 X576

## Bankers:

Allied Irish Banks plc  
1- 4 Baggot Street Lower  
Dublin 2  
D02 X342

Bank of Ireland plc  
Lower Baggot Street  
Dublin 2  
D02 Y754

## Auditors:

Comptroller and Auditor General  
3A Mayor Street Upper  
Dublin 1  
D01 PF72

# Governance Statement and Board Members' Report

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*For the year ended 31 December 2018*

## Governance

The National Transport Authority (“Authority”) is a statutory non-commercial state body which operates under the aegis of the Department of Transport, Tourism and Sport (“DTTAS”).

The Authority, established on foot of the Dublin Transport Authority Act 2008, was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act. However, it was subsequently renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended the Authority’s functions to include the licensing of buses and small public service vehicles nationally.

The Taxi Regulation Act 2013, which consolidated and updated primary legislation in relation to the licensing of small public service vehicles and drivers, also extended the geographic scope of some of the Authority’s functions nationally.

The Vehicle Clamping Act 2015 gives the Authority responsibility for the regulation of clamping activities nationally.

The Public Transport Act 2016 further extended the Authority’s responsibilities to empower it to make bye-laws regulating the use of certain subsidised public bus services by passengers.

The Authority retains some specific functions in respect of infrastructure and integration of transport and land use in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the region.

The functions of the Board of the Authority are set out in Section 14 of the Dublin Transport Authority Act 2008. The Board is accountable to the Minister for Transport, Tourism and Sport and is responsible for ensuring good governance and performs this task by setting strategic objectives and targets and taking strategic decisions on all key business issues. The regular day to day management, control and direction of the Authority are the responsibility of the Chief Executive Officer (CEO) and the senior management team. The CEO and the senior management team must follow the broad strategic direction set by the Board and must ensure that all Board members have a clear understanding of the key activities and decisions related to the entity and of any significant risks likely to arise. The CEO acts as a direct liaison between the Board and management of the Authority.



# Board Responsibilities

The work and responsibilities of the Board are set out in the Authority Corporate Governance documents entitled 'Guiding Principles for the NTA', 'Corporate Structure and Matters reserved for the Board' and 'Code of business conduct for Authority members'. The second of these documents contain the matters specifically reserved for Board decision. Standing items considered by the Board include:

- » Declaration of interests;
- » Reports from the Audit and Risk Committee;
- » Financial reports / management accounts;
- » Risk management;
- » Performance reports; and
- » Reserved matters.

Section 32 of the Dublin Transport Authority Act 2008 requires the Board of the Authority to keep, in such form as may be approved by the Minister for Transport, Tourism and Sport with consent of the Minister for Finance, all proper and usual accounts of all moneys received and expended by it, including a Statement of Income and Expenditure and Retained Revenue Reserves and a Statement of Financial Position.

In preparing these financial statements, the Board of the Authority is required to:

- » Select suitable accounting policies and apply them consistently;
- » Make judgments and accounting estimates that are reasonable and prudent;
- » Prepare the financial statements on the going concern basis unless it is inappropriate to presume that it will continue in operation; and
- » State whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.

The Board is responsible for keeping adequate accounting records which disclose, with reasonable accuracy at any time, its financial position and enables it to ensure that the financial statements comply with Section 32 of the Dublin Transport Authority Act 2008. The maintenance and integrity of the corporate and financial information on the Authority website is the responsibility of the Board.

The Board is responsible for approving the annual plan and budget. An evaluation of the performance of the Authority by reference to the annual plan and budget was carried out in December 2018.

The Board is also responsible for safeguarding the Authority's assets and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Board considers that the financial statements of the Authority give a true and fair view of the financial performance and the financial position of the Authority at 31 December 2018.

# Board Structure

The Authority is governed by a Board of twelve members appointed by the Minister for Transport, Tourism and Sport. Three positions on the Board are ex officio positions reserved for the Chief Executive Officer and another senior manager of the Authority and the Chief Executive Officer, Dublin City Council. Board members may be appointed for a period of up to five years and may be re-appointed. However, Board members may serve a maximum of ten years. This restriction does not apply to the ex officio members who stand appointed for as long as they occupy the relevant position. The Board met on 12 occasions, of which 11 were scheduled meetings and one specially convened meeting. Minutes of Board meetings are published on the Authority's website.

The table below details the appointment period for current members:

## Board Member

Mr. Fred Barry	Chairperson	28 November 2017
Ms. Anne Graham (Chief Executive Officer)	Ordinary member (ex officio)	7 January 2015
Mr. Hugh Creegan (Deputy Chief Executive Officer)	Ordinary member (ex officio)	29 November 2010
Mr. Owen Keegan (Chief Executive Officer, Dublin City Council)	Ordinary member (ex officio)	3 September 2013
Ms. Ann Fitzgerald	Ordinary Member	24 September 2015
Dr. Berna Grist	Ordinary Member	1 December 2009 (Re-appointed December 2014)
Mr. Pat Mangan	Ordinary Member	24 September 2015
Mr. Frank O'Connor	Ordinary Member	24 September 2015
Ms. Sinead Walsh	Ordinary Member	24 September 2015
Mr. Kevin Kelly	Ordinary Member	3 August 2018

The Board completed an external Board effectiveness and evaluation review in June 2018.

The Board has established an Audit and Risk Committee ("ARC") comprising three Board members and two external members. The role of the ARC is to support the Board in relation to its responsibilities for issues of risk, control and governance and associated assurance. The ARC is independent from management of the organisation. In particular the Committee ensures that the internal control systems including audit activities are monitored actively and independently. The ARC reports to the Board after each Committee meeting and formally in writing annually.

The members of the ARC are Mr. Frank O'Connor (Chairperson), Mr. Pat Mangan, Mr. Brian Hayes (Independent Member and Partner in the firm of Moore Stephens, Chartered Accountants), and John Smyth (Independent Member). Fiona Ross was a member of the ARC until her term of appointment came to an end in June 2018. In January 2019, Fred Barry was appointed as a member of the ARC. There were seven meetings of the ARC in 2018.

## Schedule of Attendance, Fees and Expenses

A schedule of attendance at the Board and Committee meetings for 2018 is set out below including the fees and expenses received by each member:

	Board	ARC	Fees 2018 (€)	Expenses 2018 (€)	Fees 2017 (€)	Expenses 2017 (€)
<b>Number of meetings</b>	12	7				
	Meetings eligible to attend (Meetings attended)					
<b>Mr. Fred Barry</b>	12 (12)		20,520	-	1,854	-
<b>Ms. Anne Graham</b>	12 (12)		-	-	-	-
<b>Mr. Hugh Creegan</b>	12 (12)		-	-	-	-
<b>Ms. Ann Fitzgerald</b>	12 (11)		11,970	-	11,970	-
<b>Mr. Frank Gleeson</b>	7 (1)		6,194	-	11,970	-
<b>Dr. Berna Grist</b>	12 (11)		11,970	-	11,970	-
<b>Mr. Owen Keegan</b>	12 (12)		-	-	-	-
<b>Mr. Pat Mangan</b>	12 (12)	7 (7)	-	-	-	-
<b>Mr. Frank O Connor</b>	12 (11)	7 (7)	11,970	-	11,970	-
<b>Ms. Fiona Ross</b>	6 (5)	3 (3)	5,643	-	11,970	-
<b>Ms. Sinead Walsh</b>	12 (11)		11,970	-	11,970	-
<b>Mr. Kevin Kelly</b>	5 (5)		4,719	-	-	-
<b>Ms. Linda Saunders</b>	-		-	-	11,970	449
<b>Mr. John Fitzgerald</b>	-		-	-	8,820	-
<b>Other Expenses*</b>			-	-	-	1,070
			84,956	-	94,464	1,519

\* Other Expenses relate to the cost of accommodation for one Board meeting held outside Dublin



Mr. Brian Hayes, who is an external member of the ARC, attended all seven ARC meetings during the year. His fee for the year, payable to the accountancy practice Moore Stephens, was €14,760 (including VAT) (2017: €14,760 (including VAT)).

Mr. John Smyth, who is an external member of the ARC, was appointed on 21 September 2018. He attended the two ARC meetings which he was entitled to attend during the year. His fee for the year, payable to SRA Ireland Limited, was €5,904 (including VAT).

Mr. Pat Mangan has waived the Authority Board fees payable to him.

There were three directors – Ms. Anne Graham, Mr. Hugh Creegan and Mr. Owen Keegan – who did not receive a Board fee under the One Person One Salary (OPOS) principle. Expenses for the three directors are incurred as part of their contract of employment and not as a result of their attendance at board meetings; therefore their expenses have not been included in this note.

## Key Personnel Changes

Ms Linda Saunders' appointment came to an end on 1 January 2018.

Ms Fiona Ross resigned from the Board with effect from 26 June 2018.

Mr Frank Gleeson resigned from the Board with effect from 1 July 2018.

The Minister for Transport, Tourism and Sport appointed Mr Kevin Kelly to the Board for a three year term commencing on 3 August 2018.

## Disclosures Required by the Code of Practice for the Governance of State Bodies (2016)

The Board is responsible for ensuring that the Authority has complied with the requirements of the Code of Practice for the Governance of State Bodies (“the Code”), as published by the Department of Public Expenditure and Reform in August 2016.

The following disclosures are required by the Code:

## Consultancy Costs

Consultancy costs include the cost of external advice to management and exclude outsourced “business-as-usual” functions.

	<b>2018 €'000</b>	<b>2017 €'000</b>
Transport advisory services	1,271	910
Legal	1,449	695
Tax and financial advisory	67	39
Data protection and GDPR preparation	161	206
Pensions and human resources	8	8
	<b>2,956</b>	<b>1,858</b>
Consultancy costs charged to the Income and Expenditure and Retained Revenue Reserves	2,247	1,436
Consultancy costs capitalised	709	422
	<b>2,956</b>	<b>1,858</b>

## Legal Costs and Settlements

The table below provides a breakdown of amounts recognised as expenditure in the reporting period in relation to legal costs, settlements and conciliation and arbitration proceedings relating to contracts with third parties. This does not include expenditure incurred in relation to general advice received by the Authority which is disclosed in Consultancy costs above.

	<b>2018 €'000</b>	<b>2017 €'000</b>
Legal proceedings	142	165
Conciliation and arbitration payments	-	-
Settlements	-	-
	<b>142</b>	<b>165</b>

# Travel and Subsistence Expenditure

Travel and subsistence expenditure is categorised as follows:

	2018 €'000	2017 €'000
<b>Domestic travel and subsistence</b>		
Board	-	2
Employees	70	81
<b>International travel and subsistence</b>		
Board	-	-
Employees	21	20
	<b>91</b>	<b>103</b>

# Hospitality Expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves includes the following hospitality expenditure:

	2018 €'000	2017 €'000
Staff hospitality	6	1
Client hospitality	-	-
	<b>6</b>	<b>1</b>

# Statement of Compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with the Code. The Authority was in full compliance with the Code for 2018.

## Signed on behalf of the Board of the National Transport Authority



**Mr. Fred Barry**  
Chairperson



**Ms. Anne Graham**  
Chief Executive Officer

Date: 21<sup>st</sup> June 2019



# Statement on Internal Control

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*For the year ended 31 December 2018*

## Scope of Responsibility

On behalf of the National Transport Authority (“Authority”), I acknowledge the Board’s responsibility for ensuring that an effective system of internal control is maintained and operated. This responsibility takes account of the requirements of the Code of Practice for the Governance of State Bodies (“the Code”).

## Purpose of System of Internal Control

The system of internal control is designed to manage risk to a tolerable level rather than to eliminate it. The system can therefore only provide reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded and that material errors or irregularities are either prevented or detected in a timely way.

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform, has been in place in the Authority for the year ended 31 December 2018 and up to the date of approval of the financial statements.

## Capacity to Manage Risk

The Authority has an Audit and Risk Committee (“ARC”) comprising two Board members, one of whom is the Chair, and two external members, one of whom has financial and audit expertise. The ARC met seven times in 2018.

The Authority has also established an internal audit function using a third party audit firm which is adequately resourced and conducts a programme of work agreed with the ARC.

The Authority has developed a risk management framework, defined related policies and procedures, and also set out its risk appetite. The risk management procedures include details on the roles and responsibilities of staff in relation to risk management. The appropriate elements of the risk management policies and procedures have been issued to all personnel in the Authority. This is to alert everyone and management in particular, about emerging risks and control weaknesses, highlighting the requirement for them to take ownership within their own areas of work. The Authority has a Chief Risk Officer with operational responsibility for administering the risk management framework.

# Risk and Control Framework

The Authority has implemented a risk management system which identifies and reports key risks and management actions being taken to address and, to the extent possible and appropriate, mitigate those risks.

Risk management processes have identified key risks facing the Authority and there are risk registers in place which record these risks. The risks have been evaluated and graded according to their significance. The registers are reviewed and updated by the Board and the ARC at each of their meetings. The outcome of these assessments is used to plan and allocate resources to ensure, insofar as is practicable, that risks are managed to an acceptable level.

I confirm that a control environment containing the following elements is in place:

- Procedures for all key business processes have been documented;
- Financial responsibilities have been assigned at management level with corresponding accountability;
- There is an appropriate budgeting system with an annual budget which is kept under review by senior management and the Board;
- There are systems aimed at ensuring the security of the information and communication technology systems;
- There are systems in place to safeguard the assets; and
- Control procedures over grant funding to outside agencies ensure adequate control over approval of grants and monitoring and review of grantees to ensure grant funding has been applied for the purpose intended.

## On-going Monitoring and Review

Formal procedures have been established for monitoring control processes and control deficiencies are communicated to those responsible for taking corrective action and to management and the Board. I confirm that the following on-going monitoring systems are in place:

- Key risks and related controls have been identified and processes have been put in place to monitor the operation of those key controls and report any identified deficiencies;
- Reporting arrangements have been established at all levels where responsibility for financial management has been assigned; and
- There are regular reviews by senior management of periodic and annual performance and financial reports which indicate performance against budgets/forecasts.

# Procurement

I confirm that the Authority has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2018 the Authority complied with those procedures.

## Capital Investment Funding – Controls

Capital Investment funding in 2018 amounted to €244m (2017: €201m). Controls over this funding include the following:

- » Ensuring that individual projects are aligned with the three public transport capital investment programmes (i.e. Smarter Travel & Sustainable Transport Measures, Heavy Rail Safety & Development and Public Transport Infrastructure) and with strategic plans;
- » Regular liaison with and setting of objectives, targets, budgets and funding availability with the Department of Transport Tourism and Sport (“DTTAS”) and reporting on progress;
- » Preparation and approval of project implementation plans and close liaison in planning projects and monitoring of State agencies, transport operators and local authorities who act on behalf of the Authority in implementing the various projects;
- » Ensuring individual project budgets are established and monitored by senior management with deviations identified and investigated in a timely manner. For large projects, ensuring monthly reporting of actual expenditure versus budget to the Board;
- » Liaising with the Board of the Authority in seeking guidance, relevant approvals and delivery of progress reports;
- » Ensuring appropriate and adequate internal oversight; and
- » Ensuring that satisfactory assurances are obtained through the internal audit process.

## Public Service Obligation (PSO) Funding - Controls

PSO funding in 2018 amounted to €273m (2017: €265m). Controls over this funding include the following:

- » Robust service contracts with public transport operators, both State-owned and private companies, for the provision of bus and rail services that are socially necessary but generally not commercially viable;
- » Ensuring robust controls over the collection of fare revenue on behalf of the Authority;
- » Regular reporting and monitoring of key performance indicators including service reliability and punctuality;



- » Approvals by the Authority of all changes in the public transport services contracts;
- » Revising public transport service contracts to stimulate growth in public transport use and to respond to changing demand;
- » Regular meetings with public transport operators to ensure services are meeting passenger needs and achieving value for money;
- » Reporting to and liaising regularly with the Board of the Authority and the DTTAS; and
- » Ensuring that satisfactory assurances are obtained through the internal audit process.

## TFI Leap Card Integrated Ticketing Scheme - Controls

Public transport fare revenue processed through the TFI Leap Card scheme in 2018 amounted to €320m (2017: €276m). Scheme controls include the following:

- » Performance of an extensive set of system transaction validations on each and every fare transaction processed in the Leap systems;
- » On-going maintenance of a comprehensive framework of financial controls / reconciliations. Among other objectives, these are designed to identify any anomalies between the Leap systems or in the financial movements throughout the Leap scheme;
- » Incorporation of a comprehensive set of security measures to control access, to detect vulnerabilities and to detect anomalous and unusual behaviours on the network. This also includes a number of security reviews and audits of the system, including security penetration tests;
- » On-going maintenance of a comprehensive suite of key performance indicators (financial, operational, ICT etc.) to highlight any unusual business trends;
- » On-going performance review of service providers by scheme management and the Authority's senior management team, combined with close liaison with participating transport operators;
- » Inclusion of a number of business continuity and disaster recovery measures to provide resilience and business continuity assurance;
- » Performance, by independent auditors, of an annual International Standard on Assurance Engagements (ISAE) 3402 review, covering elements of the scheme controlled and managed by the Authority. This is complemented by reviews performed at the larger participating transport operators, by their independent auditors, covering elements of the scheme controlled and managed by the transport operators.

## Review of Effectiveness

I confirm that the Authority has procedures to monitor the effectiveness of its risk management and control procedures. The Authority's monitoring and review of the effectiveness of the system of internal control is informed by the work of the internal and external auditors, the ARC which oversees their work and the senior management within the Authority responsible for the development and maintenance of the internal financial control framework.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2018 in March 2019.

## Internal Control Issues

No weaknesses in internal control were identified in relation to 2018 that require disclosure in the financial statements.

### **Signed on behalf of the Board of the National Transport Authority**

A handwritten signature in dark ink, appearing to read 'Fred Barry', is written over a light blue horizontal line.

**Mr. Fred Barry**

Chairperson

Date: 21<sup>st</sup> June 2019



## Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

### Report for presentation to the Houses of the Oireachtas

#### National Transport Authority

#### Opinion on the financial statements

I have audited the financial statements of the National Transport Authority for the year ended 31 December 2018 as required under the provisions of section 32 of the Dublin Transport Authority Act 2008 (as amended). The financial statements comprise

- the statement of income and expenditure and retained revenue reserves
- the statement of comprehensive income
- the statement of financial position
- the statement of cash flows and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the National Transport Authority at 31 December 2018 and of its income and expenditure for 2018 in accordance with Financial Reporting Standard (FRS) 102 — *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

#### *Basis of opinion*

I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of the National Transport Authority and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

#### Report on information other than the financial statements, and on other matters

The National Transport Authority has presented certain other information together with the financial statements. This comprises the annual report, including the governance statement, and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

I have nothing to report in that regard.

Seamus McCarthy  
Comptroller and Auditor General

30 June 2019

## Appendix to the report

### Responsibilities of Board members

As detailed in the governance statement and Board members' report the Board members are responsible for

- the preparation of financial statements in the form prescribed under section 32 of the Dublin Transport Authority Act 2008(as amended)
- ensuring that the financial statements give a true and fair view in accordance with FRS102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

### Responsibilities of the Comptroller and Auditor General

I am required under section 32 of the Dublin Transport Authority Act 2008(as amended) to audit the financial statements of the National Transport Authority and to report thereon to the Houses of the Oireachtas.

My objective in carrying out the audit is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement due to fraud or error. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the ISAs, I exercise professional judgment and maintain professional scepticism throughout the audit. In doing so,

- I identify and assess the risks of material misstatement of the financial statements whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- I obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal controls.
- I evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures.
- I conclude on the appropriateness of the use of the going concern basis of accounting and, based on the audit evidence obtained, on whether a material uncertainty

exists related to events or conditions that may cast significant doubt on the National Transport Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause the National Transport Authority to cease to continue as a going concern.

- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

### Information other than the financial statements

My opinion on the financial statements does not cover the other information presented with those statements, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, I am required under the ISAs to read the other information presented and, in doing so, consider whether the other information is materially inconsistent with the financial statements or with knowledge obtained during the audit, or if it otherwise appears to be materially misstated. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

### Reporting on other matters

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation. I report if I identify material matters relating to the manner in which public business has been conducted.

I seek to obtain evidence about the regularity of financial transactions in the course of audit. I report if I identify any material instance where public money has not been applied for the purposes intended or where transactions did not conform to the authorities governing them.

I also report by exception if, in my opinion,

- I have not received all the information and explanations I required for my audit, or
- the accounting records were not sufficient to permit the financial statements to be readily and properly audited, or
- the financial statements are not in agreement with the accounting records.



# Statement of Income and Expenditure and Retained Revenue Reserves

For the year ended 31 December 2018

Income	Notes	2018 €'000	2017 Restated €'000
Oireachtas grants			
Public Service Obligation (PSO) funding	2.1	272,999	264,529
Capital Investment funding	2.2	244,001	200,651
Other transport schemes	2.3	18,057	17,904
Administration grant	2	9,116	5,172
Tendered bus routes – Fare revenue		3,340	-
Leap card scheme - Transport operator fees	3	10,751	8,455
Licensing income	4	6,176	6,122
Net deferred funding for pensions	14.3	1,652	1,716
Other income	5	8,998	8,568
Gain on transfer of buses	16	12,445	-
Transfer (to)/from capital account	20	(82,623)	(25,801)
<b>Total income</b>		<b>504,912</b>	<b>487,316</b>

<b>Expenditure</b>	<b>Notes</b>	<b>2018 €'000</b>	<b>2017 Restated €'000</b>
Public Service Obligation (PSO) expenditure	6	271,491	264,087
Capital investment expenditure	7	173,089	168,745
Other grant & programme expenditure	8	24,100	27,493
TFI Leap Card scheme expenditure	3	17,896	15,391
Licensing expenditure	9	5,975	6,115
Employees, secondees and outsourced placement services	10	5,394	4,609
Retirement benefit costs	13	2,411	1,946
Office accommodation costs	11	855	517
Other administrative costs	12	3,107	2,304
<b>Total expenditure</b>		<b>504,318</b>	<b>491,207</b>
<b>Surplus/(deficit) for the year</b>		<b>594</b>	<b>(3,891)</b>
Balance brought forward at 1 January		6,213	10,104
<b>Balance carried forward at 31 December</b>		<b>6,807</b>	<b>6,213</b>

**Signed on behalf of the Board of the National Transport Authority**



**Mr. Fred Barry**  
Chairperson



**Ms. Anne Graham**  
Chief Executive Officer

Date: 21<sup>st</sup> June 2019

# Statement of Comprehensive Income

*For the year ended 31 December 2018*

	Notes	2018 €'000	2017 €'000
<b>Surplus/(Deficit) for the year</b>		594	(3,891)
<b>Other comprehensive income</b>			
Remeasurements of net defined benefit obligation	14.2	467	(6,059)
Adjustment to deferred retirement benefit funding	14.2	(467)	6,059
<b>Total recognised surplus / (deficit) for the year</b>		594	(3,891)

Notes 1 to 29 form part of these financial statements.

**Signed on behalf of the Board of the National Transport Authority**



**Mr. Fred Barry**  
Chairperson



**Ms. Anne Graham**  
Chief Executive Officer

Date: 21<sup>st</sup> June 2019

# Statement of Financial Position

For the year ended 31 December 2018

	Notes	2018 €'000	2017 Restated €'000
<b>Fixed Assets</b>			
Intangible assets	15	32,123	34,300
Property, plant and equipment	16	126,190	39,690
		158,313	73,990
<b>Current Assets</b>			
Receivables	17	4,368	3,968
Cash and cash equivalents		44,713	32,018
		49,081	35,986
Payables: due within 1 year	18	(42,179)	(29,293)
<b>Net current assets</b>		<b>6,902</b>	<b>6,693</b>
<b>Total assets less current liabilities</b>		<b>165,215</b>	<b>80,683</b>
Retirement benefit obligations	14.2	(32,095)	(30,910)
Deferred retirement benefit funding asset	14.2	32,095	30,910
Payables due after more than 1 year	19	(1,011)	(480)
<b>Total net assets</b>		<b>164,204</b>	<b>80,203</b>
<b>Financed by</b>			
Capital account	20	157,397	73,990
Retained revenue reserves		6,807	6,213
		<b>164,204</b>	<b>80,203</b>

Notes 1 to 29 form part of these financial statements.

**Signed on behalf of the Board of the National Transport Authority**



**Mr. Fred Barry**  
Chairperson



**Ms. Anne Graham**  
Chief Executive Officer

Date: 21<sup>st</sup> June 2019



# Statement of Cash Flows

For the year ended 31 December 2018

	Notes	2018 €'000	2017 Restated €'000
<b>Net cash flows from operating activities</b>			
Excess income over expenditure		594	(3,891)
Capital account transfers – fixed assets	20	82,623	25,801
Amortisation of intangible assets	15	8,723	8,095
Depreciation of property, plant and equipment	16	15,560	6,441
Adjustment of fixed assets	15,16	-	425
Loss on disposal of property, plant and equipment	16	-	-
Gain on transfer of buses	16	(12,445)	-
Bank interest payable / (receivable)		14	(1)
(Increase) / decrease in receivables		(400)	(1,700)
Increase in payables		13,417	9,019
<b>Net cash inflow from operating activities</b>		<b>108,086</b>	<b>44,189</b>
<b>Cash flows from investing activities</b>			
Payments to acquire intangible assets	15	(6,546)	(4,835)
Payments to acquire property, plant and equipment	16	(88,831)	(35,924)
<b>Net cash flows from investing activities</b>		<b>(95,377)</b>	<b>(40,759)</b>
<b>Cash flows from financing activities</b>			
Repayment of finance lease obligations		-	(2)
Bank interest paid / (received)		(14)	1
<b>Net cash flows from financing activities</b>		<b>(14)</b>	<b>(1)</b>
<b>Net increase in cash and cash equivalents in the year</b>		<b>12,695</b>	<b>3,429</b>
<b>Cash and cash equivalents at 1 January</b>		<b>32,018</b>	<b>28,589</b>
<b>Cash and cash equivalents at 31 December</b>		<b>44,713</b>	<b>32,018</b>

Notes 1 to 29 form part of these financial statements.

**Signed on behalf of the Board of the National Transport Authority**



**Mr. Fred Barry**

Chairperson



**Ms. Anne Graham**

Chief Executive Officer

Date: 21<sup>st</sup> June 2019

# Notes to the Financial Statements

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*For the year ended 31 December 2018*

## 1. Accounting Policies

The bases of accounting and significant accounting policies adopted by the Authority are set out below.

### a) General

The Authority has its head office at Dún Scéine, Harcourt Lane, Dublin 2. The Authority's primary objective is to secure the provision of an efficient, accessible and integrated transport system in rural and urban Ireland. The Authority is also responsible for the regulation of sectors such as commercial buses and Small Public Service Vehicles ("SPSV").

The Authority is a public benefit entity.

The presentation and functional currency of these financial statements is Euro. All amounts in the financial statements have been rounded to the nearest €1,000.

### b) Basis of Preparation

The financial statements of the Authority for the year ended 31 December 2018 have been prepared in accordance with generally accepted accounting practice in Ireland including FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC), as promulgated by Chartered Accountants Ireland.

The financial statements have been prepared under the historical cost convention. The financial statements are in the form approved by the Minister for Transport Tourism and Sport with the concurrence of the Minister for Finance under the Dublin Transport Authority Act 2008. The financial statements have been prepared in accordance with the Code of Practice for the Governance of State Bodies (2016).

### c) Foreign Currency

#### *Transactions and Balances*

In preparing the financial statements of the Authority, transactions in currencies other than the functional currency of the Authority are recognised at the spot rate at the dates of the transactions or at an average rate where this rate approximates the actual rate at the date of the transaction. At the end of each reporting period, monetary items denominated in foreign currencies are retranslated at the rates prevailing at that date. Non-monetary items that are measured in terms of historical cost in a foreign currency are not retranslated. Exchange differences are recognised in Statement of Income and Expenditure and Retained Revenue Reserves in the period in which they arise, with the exception of

exchange differences on the purchase of fixed assets which are released to the Statement of Income and Expenditure over the relevant asset life.

#### d) Income

##### *Oireachtas Grants*

Income is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves on a cash receipts basis. On occasion where some element of the funding had specific future performance related condition attached, the income is recognised when the condition is met. Details of the grant sources and types for 2018 are set out below:

Department	Grant Type
DTTAS* - Vote	Current grants - subhead B9.2
DTTAS* - Vote	Public Service Obligation Funding - subhead B7.1
DTTAS* - Vote	Smarter travel & sustainable transport measures - subhead B8.1
DTTAS* - Vote	Heavy rail safety & development - subhead B8.2
DTTAS* - Vote	Public transport infrastructure - subhead B8.3
DTTAS* - Vote	Cycling and walking - subhead B8.5
DTTAS* - Vote	Smarter travel grant - subhead B8.1
DTTAS* - Vote	Green schools grant - subhead B8.4
DTTAS* - Vote	Rural Transport Grants - subhead B7.2
DEASP** - Vote	Free travel funding - subhead A38

\* Department of Transport Tourism and Sport (“DTTAS”)

\*\* Department of Employment Affairs and Social Protection (“DEASP”)

The capital account represents the unamortised portion of income applied for capital purposes. Fixed assets are funded from grant income which is transferred to the capital account and amortised in line with amortisation of intangible assets and with depreciation of property, plant and equipment.

### **Licensing**

This relates to income arising from vehicle/driver licensing, assessment and enforcement activities in respect of taxi regulation and commercial bus licensing. Income is recognised on a cash receipts basis.

### **TFI Leap Card Scheme**

Income arises on the recharge of operating costs to the transport operators who participate in the TFI Leap Card scheme. Income is recognised on an accruals basis.

### **Travel Information Systems**

Income arises on the recharge of operating costs to transport operators who benefit from the National Journey Planner and Real Time Passenger Information. Income is recognised on an accruals basis.

### **Bus Shelter Advertising**

This relates to income arising from the sale of advertising space on bus shelters. Income is recognised on an accruals basis.

### **Coach Parking Income**

This relates to income arising from the use of the coach park facility, by coach operators, at the applicable rates. Income is recognised on an accruals basis.

### **Regional Bike Scheme**

Income arises on the hire of bikes and the sale of advertising space. Income is recognised on an accruals basis.

### **e) Tendered Bus Routes – Fare Revenue**

During 2018, the Authority publicly tendered a number of bus routes in the Dublin area. As part of this process, the Authority receives the fare revenue from the operation of these routes. The Authority utilises these revenues in addition to Oireachtas grant funding to fund Public Service Obligation activities.

### **On Bus Cash:**

On bus cash revenue is recognised at point of sale which is the day the service is provided.

### **TFI Leap Card Integrated Ticketing Scheme e-Purse Revenue:**

On bus Leap card integrated ticketing scheme e-purse revenue is recognised on the day in which the service is provided.



### **Taxsaver:**

Taxsaver annual tickets are recognised evenly over the periods in the year which the product relates to.

### **f) Interest Receivable/Interest Payable**

Interest income or expense is recognised on an accruals basis.

### **g) Grant Expenditure**

Expenditure in the year is recognised on the basis of amounts disbursed to grantees and costs incurred for projects that are implemented directly by the Authority.

### **h) Intangible Assets**

Intangible assets are stated at their historical cost or valuation, less accumulated amortisation. Amortisation is charged to the Statement of Income and Expenditure and Retained Revenue Reserves on a straight line basis, at the rates set out below, calculated to write off the assets, adjusted for residual value, over their expected useful lives. A full year's amortisation is charged on the addition of all intangible fixed assets in the year of acquisition and no amortisation is charged in the year of disposal.

Transport systems software 10% -20% straight line

Software development costs are recognised as an intangible asset when all of the following criteria are demonstrated:

- » The technical feasibility of completing the software so that it will be available for use or sale;
- » The intention to complete the software and use or sell it;
- » The ability to use the software or to sell it;
- » The availability of adequate technical, financial and other resources to complete the development and to use or sell the software; and
- » The ability to reliably measure the expenditure attributable to the software during its development.

### **i) Property, Plant and Equipment**

Property, plant and equipment are stated at their historical cost or valuation, less accumulated depreciation. Depreciation is charged to the Statement of Income and Expenditure and Retained Revenue Reserves on a straight line basis, at the rates set out below, calculated to write off the assets, adjusted for residual value, over their expected useful lives. A full year's depreciation is charged on the addition of all property, plant and equipment in the year of acquisition and no depreciation is charged in the year of disposal. Transport infrastructure mainly comprises assets utilised for the regional bike scheme and real time passenger information.

Leasehold property improvements	5% straight line or in line with the lease life
Road passenger vehicles	8.33% straight line
Transport systems hardware	25% straight line
Office equipment	10% furniture & fittings & 25% computer equipment straight line
Transport infrastructure	6.67% - 25% straight line

## **j) Road Passenger Vehicles**

Since 2017, the Authority acquires buses to maintain a centralised and standardised bus fleet for public transport. These buses are in turn made available to public transport operators, through licence arrangements (zero royalty fee) or lease arrangements (nominal annual rental of €1 per bus), to operate public transport services on behalf of the Authority.

The Authority has determined that these buses meet the definition of an asset and that future economic benefits are expected to flow from the buses, thereby allowing recognition of the buses as an asset under FRS 102. Central to this determination is that the Authority is deemed to be a public benefit entity, as set out in the accounting policies. The buses are initially recognised at cost or depreciated cost on acquisition.

The Authority has also determined that neither the licence arrangements nor the lease arrangements with the public transport operators constitute a lease in accordance with Section 20 of FRS 102. Fundamental to this determination is that the Authority, in both cases, retains the right to direct how and for what purpose the buses are used throughout the period of use by the public transport operators.

## **k) Impairment of Fixed Assets**

Whenever events or changes in circumstances indicate that the carrying amount may not be recoverable, fixed assets are reviewed for impairment. The recoverable amount of any affected asset is estimated and compared with its carrying amount. If the estimated recoverable amount is lower, the carrying amount is reduced to its estimated recoverable amount and an impairment loss is recognised immediately in the Statement of Income and Expenditure and Retained Revenue Reserves.

Buses are held for their service potential rather than to provide a financial return. The Authority uses the depreciated replacement cost measurement model to evaluate if any impairment loss has occurred.

If an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but not in excess of the amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised immediately in the Statement of Income and Expenditure and Retained Revenue Reserves.

## **l) Employee Benefits**

### *Short Term Benefits*

Short term benefits such as holiday pay are recognised as an expense in the year. Benefits that have been accrued at year-end are included in the payables figure in the Statement of Financial Position.

### *Retirement Benefits*

The financial statements reflect, at fair value, the assets and liabilities arising from the Authority's pension obligations and recognise the costs of providing retirement benefits in the accounting periods in which they are earned by employees. Retirement scheme liabilities are measured on an actuarial basis using the projected unit credit method. Actuarial gains or losses arising on retirement scheme liabilities are reflected in the Statement of Comprehensive Income. A corresponding adjustment is recognised in the amount recoverable from the State for the unfunded, defined benefit retirement scheme only.

Employees of the Authority participate in the following pension schemes:

» **Defined Benefit Scheme – “NTA Scheme”**

The National Transport Authority Staff Superannuation Scheme 2010 is a defined benefit, final salary pension scheme with benefits and contributions defined by reference to 'model' public sector scheme regulations. This is an unfunded scheme for pensionable public servants appointed before 1 January 2013. Members' contributions are paid over to DTTAS. The costs, liabilities and assets related to the operation of this scheme have been included in the disclosures in Note 14, regarding the defined benefit pension schemes.

» **Defined Benefit Scheme – “Single Scheme”**

The Single Public Service Pension Scheme is a defined benefit, average salary pension scheme. This is an unfunded scheme for pensionable public servants appointed on or after 1 January 2013. Members' contributions are paid over to the Department of Public Expenditure and Reform (DPER). The costs, liabilities and assets related to the operation of this scheme have been included in the disclosures in Note 14, regarding the defined benefit pension schemes.

» **Defined Contribution Scheme – “RPA Scheme”**

A number of employees transferred into the Authority from Transport Infrastructure Ireland (“TII”), having been employees of the Railway Procurement Agency (“RPA”) before its activities were absorbed into TII. They continue to be members of the Railway Procurement Agency Pension and Life Assurance Plan 2003, which is a defined contribution pension scheme. This scheme is closed to new entrants. Pension benefits are funded over the employees' period of service by way of employee and employer contributions to the scheme. Employer contributions are charged to the Statement of Income and Expenditure as they become payable. The Authority does not carry a pension asset/liability for this scheme as it is liable solely for the employer contributions due in respect of these employees.

### **m) Leases**

Leases are classified as finance leases when they transfer substantially all the risks and rewards of ownership of the leased assets to the Authority. Other leases that do not transfer substantially all the risk and rewards of ownership of the leased assets to the Authority are classified as operating leases.

Assets held under finance lease are included in property, plant and equipment and are depreciated and reviewed for impairment in the same way as assets owned outright.

### **As Lessee**

Payments made under operating leases are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves as expenditure over the lease term on a straight line basis.

### **As Lessor**

Payments received under operating leases are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves as income over the lease term on a straight line basis.

### **n) Critical Accounting Judgements and Estimates**

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities at the Statement of Financial Position date and the amounts reported for revenues and expenses during the year. However, the nature of estimation means that actual outcomes could differ from those estimates. The following judgements and estimates are considered important to the portrayal of the Authority's financial condition:

#### **» Depreciation and Residual Values**

The Authority has reviewed the asset lives and associated residual values of all fixed asset classes and has concluded that asset lives and residual values are appropriate.

#### **» Impairment of Fixed Assets**

Whenever events or changes in circumstances indicate that the carrying amount may not be recoverable, assets are reviewed for impairment.

#### **» Road Passenger Vehicles**

The Authority has determined that these buses meet the definition of an asset and that future economic benefits are expected to flow from the buses, thereby allowing recognition of the buses as an asset under FRS 102. Central to this determination is that the Authority is deemed to be a public benefit entity, as set out in the accounting policies.



#### » Retirement Benefit Obligation

The assumptions underlying the actuarial valuations for which the amounts recognised in the financial statements are determined (including discount rates, rates of increase in future compensation levels and mortality rates).

#### » Provisions

The Authority makes provision for a present obligation (legal or constructive) as a result of a past event, if it is probable that the Authority will be required to settle the obligation which it knows to be outstanding at the period end date.

#### o) Receivables

Short term receivables are measured at transaction price including transaction costs, less any impairment.

#### p) Cash and Cash Equivalents

Cash is represented by cash in hand and short-term deposits with financial institutions. Cash equivalents are highly liquid investments that mature in no more than three months from the date of acquisition and that are readily convertible to known amounts of cash with insignificant risk of change in value.

#### q) Payables

Short term payables are measured at transaction price including transaction costs, less any impairment.

#### r) Financial Instruments

The Authority only enters into basic financial instruments transactions that result in the recognition of financial assets and liabilities like trade and other receivables and payables.

Debt instruments (other than those wholly repayable or receivable within one year), including loans and other accounts receivable and payable, are initially measured at present value of the future cash flows and subsequently at amortised cost using the effective interest method. Debt instruments that are payable or receivable within one year, typically trade payables or receivables, are measured, initially and subsequently, at the undiscounted amount of the cash or other consideration expected to be paid or received. However if the arrangements of a short-term instrument constitute a financing transaction, like the payment of a trade debt deferred beyond normal business terms or financed at a rate of interest that is not a market rate or in case of an out-right short-term loan not at market rate, the financial asset or liability is measured, initially, at the present value of the future cash flow discounted at a market rate of interest for a similar debt instrument and subsequently at amortised cost.

Financial assets that are measured at cost and amortised cost are assessed at the end of each reporting period for objective evidence of impairment. If objective evidence of

impairment is found, an impairment loss is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves.

### **s) Provisions for Liabilities**

Provisions are recognised when the Authority has a present obligation (legal or constructive) as a result of a past event, it is probable that the Authority will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

The amount recognised as a provision is the best estimate of the consideration required to settle the present obligation at the end of the reporting period, taking into account the risks and uncertainties surrounding the obligation.

Where the effect of the time value of money is material, the amount expected to be required to settle the obligation is recognised at present value using a pre-tax discount rate. The unwinding of the discount is recognised as finance cost in Statement of Income and Expenditure and Retained Revenue Reserves in the period it arises.

### **t) Prior Period Adjustment**

In 2017, the Authority's asset base expanded significantly. As a result, in early 2018, the Authority performed a thorough and detailed internal review of related management practices. This review resulted in a change in accounting policy, separately recognising and classifying software as an intangible asset in its 2017 financial statements. Following continued review of the intangible assets and property, plant and equipment, the Authority identified additional intangible assets acquired in previous years but not capitalised. This included expenditure on software and hardware outlined below that should be recognised as an asset and then amortised/depreciated in line with other transport systems and transport infrastructure assets.

Accordingly, these assets are now included on the Statement of Financial Position for the first time. This reclassification adjustment has no impact on previously reported surpluses or deficits as all the expenditure had been fully charged to the Income and Expenditure account in previous years. Details of the assets involved are set out below.

#### ***Transport Systems and Transport Infrastructure: Software***

Through the internal review the Authority identified some pre-2017 software expenditure that met the definition of internally generated intangible assets under FRS 102. The review specifically identified a number of ICT systems developed by the Authority, including a number of transport models, an application to support the taxi regulation function, a Real Time Passenger Information (RTPI) system, and some other more minor systems, which had not previously been capitalised as intangible assets in the Statement of Financial Position.

#### ***Transport Systems and Transport Infrastructure: Hardware***

The review also identified an additional system and supporting hardware, the Real Time

Passenger Information (RTPI) system. This system was originally established by Dublin City Council in 2010 and funded through capital grants by the Authority. The system did not therefore meet the criteria for recognition as an asset of the Authority at the time.

In 2014 the scope of the scheme expanded to include other urban centres nationwide. To coincide with the expanded scope of the system, the maintenance agreements, centralised software and display hardware were novated and transferred to the Authority. Certain other network infrastructure and contracts were retained by Dublin City Council. The Authority has decided to capitalise the assets that transferred to the Authority.

Expenditure on hardware for the transport models and the RTPI system had been fully charged to the Statement of Income and Expenditure and Retained Revenue Reserves as it was incurred.

The amounts of the corresponding prior period adjustments are set out below:

<b>Restated comparative figures</b>	<b>2017 Audited Financial Statements €'000</b>	<b>Adjustment €'000</b>	<b>Restated 2017 Financial Statements €'000</b>
<b>Intangible assets</b>			
<i>Transport systems software</i>			
Net book value at 1 January 2017	30,122	7,665	37,787
Amortisation charge for the year	6,779	1,292	8,071
Net book value at 31 December 2017	27,778	6,373	34,151

Restated comparative figures	2017 Audited Financial Statements €'000	Adjustment €'000	Restated 2017 Financial Statements €'000
<b>Intangible assets</b>			
<i>Transport infrastructure software</i>			
Net book value at 1 January 2017	-	173	173
Amortisation charge for the year	-	24	24
Net book value at 31 December 2017	-	149	149

Restated comparative figures	2017 Audited Financial Statements €'000	Adjustment €'000	Restated 2017 Financial Statements €'000
<b>Property, plant and equipment</b>			
<i>Transport systems hardware</i>			
Net book value at 1 January 2017	1,108	434	1,542
Depreciation charge for the year	962	157	1,119
Net book value at 31 December 2017	1,744	277	2,021

Restated comparative figures	2017 Audited Financial Statements €'000	Adjustment €'000	Restated 2017 Financial Statements €'000
<b>Property, plant and equipment</b>			
<i>Transport infrastructure</i>			
Net book value at 1 January 2017	2,028	5,659	7,687
Depreciation charge for the year	1,033	1,109	2,142
Net book value at 31 December 2017	1,484	4,550	6,034

The above adjustments have no effect on the surplus or deficit as presented previously.



<b>Reconciliation of capital account as previously stated</b>	<b>1 January 2017 €'000</b>	<b>31 December 2017 €'000</b>
Capital account as previously stated	34,258	62,641
Adjustment for intangible assets	7,838	6,522
Adjustment for property, plant and equipment	6,093	4,827
Capital account as restated	48,189	73,990

<b>Reconciliation of deficit for the year</b>	<b>2017 €'000</b>
(Deficit) for the year as previously stated	(3,891)
Transfer (to)/from capital account	2,582
Amortisation in line with depreciation (note 7.1)	(2,582)
(Deficit) for the year as restated	(3,891)

## 2. Oireachtas Grants

The following grants were recognised as income in accordance with accounting policy 1(d):

	Note	2018 €'000	2017 €'000
<b>Department of Transport Tourism and Sport (DTTAS)</b>			
Public Service Obligation (PSO) funding	2.1	272,928	264,458
Capital investment funding	2.2	244,001	200,651
Other transport schemes	2.3	16,557	16,404
Administration grant		9,116	5,172
		<b>542,602</b>	<b>486,685</b>

	Note	2018 €'000	2017 €'000
<b>Department of Employment Affairs and Social Protection (DEASP)</b>			
Other transport schemes	2.3	1,500	1,500
Public Service Obligation (PSO) funding	2.1	71	71
		<b>544,173</b>	<b>488,256</b>

## 2.1 Oireachtas Grants - Public Service Obligation (PSO) Funding

PSO funding is drawn down from DTTAS under Public Service Provision Payments subhead B7 and DEASP subhead A38.

	Department	Subhead	2018 €'000	2017 €'000
<b>Iarnród Éireann</b>	DTTAS	B7.1	141,252	146,980
<b>Dublin Bus</b>	DTTAS	B7.1	51,554	53,963
<b>Bus Éireann</b>	DTTAS	B7.1	55,011	52,209
<b>Tendered bus routes</b>	DTTAS	B7.1	19,504	1,074
<b>Transport Infrastructure Ireland</b>	DTTAS	B7.1	-	6,676
<b>Authority direct activities</b>	DTTAS	B7.1	5,607	3,556
<b>Free travel</b>	DEASP	A38	71	71
			<b>272,999</b>	<b>264,529</b>

## 2.2 Oireachtas Grants - Capital Investment Funding

Capital investment funding is drawn down from DTTAS under Public Transport Investment Programme subhead B8.

Transport Infrastructure Ireland	77,244	84,641
Road Passenger Vehicles	82,564	32,366
Bus Éireann	9,513	26,671
Sustainable transport and other projects	39,705	26,383
Iarnród Éireann	12,945	9,840
Regional cities transport	10,523	9,548
Leap card scheme	5,756	4,125
Accessibility schemes	4,658	3,384
Dublin Bus	178	2,066
Technical support	915	1,627
	<b>244,001</b>	<b>200,651</b>

### 2.3 Oireachtas Grants - Other Transport Schemes

The Authority administers a number of other schemes on behalf of DTTAS and DEASP. Grant funding received is shown below:

	Department	Subhead	2018 €'000	2017 €'000
Rural Transport	DTTAS	B7.2	14,594	14,179
Green Schools	DTTAS	B8.4	1,430	1,647
Smarter Travel	DTTAS	B8.1	533	578
			16,557	16,404
Rural Transport	DEASP	A38	1,500	1,500
			<b>18,057</b>	<b>17,904</b>

### 3. TFI Leap Card Scheme

	2018 €'000	2017 €'000
<b>Income</b>		
Transport operator fees	10,751	8,455
<b>Operating expenditure</b>		
Direct operators' costs	7,317	5,680
Personnel costs (Note 10)	1,426	1,402
Other administrative costs (Note 12)	1,917	1,308
Office accommodation costs (Note 11)	91	65
<b>Total operational expenditure *</b>	<b>10,751</b>	<b>8,455</b>
<b>Additional expenditure</b>		
<b>Depreciation</b>	<b>7,145</b>	<b>6,936</b>
	<b>17,896</b>	<b>15,391</b>

\*Operational expenditure incurred in operating the Leap card scheme is recharged to the transport operators who participate in the scheme.



#### 4. Licensing Income

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Taxi vehicle licensing fees</b>	<b>4,136</b>	<b>4,086</b>
<b>Taxi driver licensing fees</b>	<b>1,274</b>	<b>1,369</b>
Taxi enforcement income	83	66
Other taxi income	630	542
<b>Bus licensing income</b>	<b>53</b>	<b>59</b>
	<b>6,176</b>	<b>6,122</b>

#### 5. Other Income

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Bus shelter advertising</b>	<b>5,990</b>	<b>5,440</b>
<b>Travel information systems costs recovered from transport operators</b>	<b>2,384</b>	<b>2,525</b>
Regional bike scheme - sponsorship, subscriptions & hire	593	591
Coach Park Income	30	-
<b>Other income</b>	<b>-</b>	<b>11</b>
Bank interest received	1	1
	<b>8,998</b>	<b>8,568</b>

#### 6. Public Service Obligation (PSO) Expenditure

	<b>2018 €'000</b>	<b>2017 €'000</b>
Iarnród Éireann	141,252	146,980
Dublin Bus	51,554	53,963
Bus Éireann	55,011	52,209
Tendered bus routes	14,604	414
Transport Infrastructure Ireland ("TII")	-	6,676
PSO support costs	2,936	2,077
Public transport initiatives and events	2,148	-
Personnel costs (Note 10)	1,451	242
Other administrative costs (Note 12)	328	123
Office accommodation costs (Note 11)	135	43
Marketing	800	922
Depreciation	1,089	212
Internal audit charges	112	155
Free travel	71	71
	<b>271,491</b>	<b>264,087</b>

The Authority makes payments for the provision of socially necessary but commercially unviable Public Service Obligation (PSO) services. Payments made by the Authority are from monies provided by the Oireachtas through DTTAS.

### **Tendered Bus Routes**

In 2018, the Authority openly tendered the provision of Public Service Obligation (PSO) services for approximately 10% of routes that had been operated by Dublin Bus. Under the provisions of the tender, not only would service levels on the routes in question be maintained, they would actually be increased. Matters such as fares, frequency and scheduling continue to be set by the Authority, and not the operator. Included in the above amounts is establishment and operational expenditure arising from the operation of these services. Also included in the above are costs in relation to the operation and provision of on-going Public Service Obligation (PSO) services on rural routes – branded as Local Link.

### **Public Transport Initiatives and Events**

As part of the Papal visit in 2018, the Authority, in cooperation with the Department of Transport, Tourism and Sport, provided additional funding to public transport operators to facilitate the provision of free travel on all public transport on the day of the visit and additional park and ride facilities.

### **Transport Infrastructure Ireland (TII)**

The Authority and TII are joint clients to the Luas operations contract with Transdev Ireland Limited. Under the Dublin Transport Authority Act 2008, the Authority is required to secure the provision of public transport services within the Greater Dublin Area. The Authority has assigned certain functions in relation to the provision of light rail services to TII. The Authority provided additional funding of €nil in 2018 (€6.7m in 2017) to TII for costs associated with the mobilisation of Luas Cross City services. These costs were funded under the operating contract which included, amongst other costs, the provision of spare parts and specialist tools required for the maintenance of rolling stock.

## 7. Capital Investment Expenditure

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Major capital projects</b>		
Transport Infrastructure Ireland	80,669	84,641
Bus Éireann	9,186	26,671
Iarnród Éireann	12,945	9,840
Dublin Bus	63	2,066
	<b>102,863</b>	<b>123,218</b>

		<b>2018 €'000</b>	<b>2017 €'000</b>
Sustainable transport management and other projects	Note 7.1	17,462	14,449
Other expenditure directly incurred by the Authority	Note 7.1	30,636	18,470
Regional cities transport grant funding	Note 7.1	17,209	9,224
Accessibility scheme funding		4,919	3,384
		<b>173,089</b>	<b>168,745</b>

The major capital projects funded and included in capital investment expenditure were:

	2018 €'000	2018 €'000	2017 €'000	2017 €'000
<b>Transport Infrastructure Ireland</b>				
Luas Cross City	34,507		70,760	
Luas Green Line capacity enhancement	30,627		3,125	
Luas Green Line infrastructure upgrade	1,795		6,277	
Tram refurbishment	8,384		4,334	
MetroLink	5,303		130	
Other projects	53	80,669	15	84,641
<b>Bus Éireann</b>				
New buses	6,994		26,491	
Other projects	2,192	9,186	180	26,671
<b>Iarnród Éireann</b>				
City centre resignalling	5,871		4,297	
Pearse Street station roof renewal	2,700		288	
Central traffic control	2,431		633	
Customer experience & ticketing improvement	640		3,943	
Other projects	591		90	
DART Underground	364		290	
Station upgrade programme	327		104	
Phoenix Park Tunnel	21		133	
Maynooth Line level crossings	0	12,945	62	9,840
<b>Dublin Bus</b>				
Bus refurbishment	-		1,479	
New buses	-		179	
Bus shelter replacement programme	-		-	
Other projects	63	63	408	2,066
		<b>102,863</b>		<b>123,218</b>



## 7.1 Sustainable Transport Management and Other Projects

<b>Sustainable transport management - grants to designated bodies</b>	<b>2018 €'000</b>	<b>2017 Restated €'000</b>
Dublin City Council	6,777	7,693
Meath County Council	3,040	1,946
Dun Laoghaire Rathdown County Council	2,551	1,341
South Dublin County Council	1,974	1,760
Fingal County Council	1,193	520
Kildare County Council	1,174	641
Wicklow County Council	464	507
Maynooth University	196	-
Dublin City University	33	31
Trinity College Dublin	30	-
St. James's Hospital	30	-
University College Dublin	-	10
	<b>17,462</b>	<b>14,449</b>
<b>Other expenditure directly incurred by the Authority</b>		
Depreciation	13,995	5,426
Bus Network redesign	4,403	629
Integrated ticketing	2,433	1,759
Personnel and associated overheads	1,998	1,692
Other systems development	1,618	1,439
Technical support	1,366	1,563
MetroLink	1,325	2,093
Professional fees	1,174	1,058
Core bus network	848	325
Transport models	708	743
DART Underground	495	801
Travel information systems	223	(5)
Luas Cross City communications	106	260
Bus Rapid Transit	-	313
Coach Park development	-	4
Bus pole & shelters maintenance programme	(56)	370
	<b>30,636</b>	<b>18,470</b>
<b>Regional cities transport grant funding</b>		
Cork City Council	10,363	4,246
Waterford City and County Council	2,576	447
Limerick City and County Council	2,042	1,592
Cork County Council	1,327	1,206
Galway City Council	847	1,102
Transport Infrastructure Ireland	54	-
Iarnród Éireann	-	631
	<b>17,209</b>	<b>9,224</b>

In the period, Oireachtas capital investment grants have also been utilised to fund additions to property, plant and equipment and intangible assets, primarily road passenger vehicles, as outlined in notes 15 and 16.

## 8. Other Grant & Programme Expenditure

	2018 €'000	2017 €'000
<b>Other Grant Expenditure</b>		
Rural Transport Programme expenditure	16,912	15,628
Rural Transport Programme depreciation	-	15
Green schools expenditure	1,430	1,571
Smarter travel expenditure	530	428
	18,872	17,642
<b>Other Programme Expenditure*</b>		
Bus shelter expenditure**	206	4,862
Travel information system expenditure	2,456	2,685
Regional bike scheme expenditure	1,235	1,284
Regional bike scheme depreciation	1,187	1,020
Coach park expenditure	144	-
	5,228	9,851
<b>Total</b>	<b>24,100</b>	<b>27,493</b>

\*In 2017, payments of €4.6m were made to Dublin Bus and Bus Éireann for bus shelters.

\*\*In 2018, these payments were paid through the PSO grant. The income surplus from the bus shelter advertising has been utilised to fund capital projects including bus shelter replacement and expansion.

## 9. Licensing Expenditure

	2018 €'000	2017 €'000
Central cost allocated to licensing	2,193	2,230
Taxi enforcement costs	1,257	1,204
Taxi call centre and administration costs	930	1,022
Taxi vehicle licensing costs	692	681
Taxi driver licensing costs	589	632
Taxi licensing - communication costs	287	278
Bus licensing costs	27	68
	<b>5,975</b>	<b>6,115</b>

## 10. Employees, secondees and outsourced placement services

	2018 €'000	2017 €'000
<b>Personnel Costs</b>		
Wages, salaries and staffing costs	6,074	5,532
Outsourced placement services	6,602	3,728
Public sector secondments	588	1,024
Recruitment and training	162	161
Board and Committee members fees and expenses	104	116
	13,530	10,561
<b>Allocated to:</b>		
Central administration	5,394	4,609
Licensing	1,636	1,807
TFI Leap Card scheme	1,426	1,402
Capital investment programme	2,476	1,809
Rural Transport programme	786	489
Public Service Obligation	1,451	242
Travel information systems	361	203
	<b>13,530</b>	<b>10,561</b>

The allocation of personnel and related costs to the Authority's business units is on the basis of the business unit's direct personnel as a percentage of the Authority's overall personnel.

### **Public Sector Secondments**

In 2018, €0.03m (2017: €0.12m) of secondees costs were charged directly to projects and 0.03m (2017: €0.17m) were capitalised. During the year, two secondees transferred to the Authority as employees (2017: nine).

### **Capitalised Employee Costs**

Capitalised employee costs in the financial year amounted to €0.02m (2017: €0.02m).

## 10.1 Wages, Salaries and Staffing Costs

### a) Aggregate employee benefits

	2018 €'000	2017 €'000
<b>Staff short-term benefits</b>	5,543	5,103
Termination benefits	-	-
Employer's PRSI	531	429
	<b>6,074</b>	<b>5,532</b>

The value of the NTA Scheme retirement benefits earned in the period are not included above.

In July/August 2017, nine secondees transferred to the Authority as employees.

### b) Staff short-term benefits

	2018 €'000	2017 €'000
Basic pay	5,464	5,023
Allowances	79	80
	<b>5,543</b>	<b>5,103</b>

c) There were no termination benefits, other long-term benefits or share based payment transactions during the year (2017: €nil).

## 10.2 Employees and Public Sector Secondees

	2018 €'000	2017 €'000
<b>Headcount numbers at year end, on a whole time equivalent basis:</b>		
Employees	92	75
Public sector secondees	4	7
	<b>96</b>	<b>82</b>



### 10.3 Key Management Personnel

Key management personnel in the Authority consist of the Board members, the Chief Executive Officer, the Director of Finance and Corporate Services, the Director of Transport Planning, Investment & Taxi Regulation and the Director of Public Transport Services. Compensation paid to the Authority's key management personnel is set out below:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Basic pay	612	591
Allowances	63	67
	<b>675</b>	<b>658</b>

Termination benefits, post-employment benefits, other long-term benefits and share based payment transactions during the year were nil (2017: nil).

The value of retirement benefits earned in the period is not included above.

### 10.4 Chief Executive Officer

The Chief Executive Officer's remuneration package for the financial period was as follows:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Basic pay - Ms A. Graham	108	103
Allowances	63	67
	<b>171</b>	<b>170</b>

The Chief Executive Officer is a member of a public service pension scheme with standard entitlements; she is not a member of the NTA Scheme.

The value of retirement benefits earned in the period is not included above.

A secondment charge of €26,980 was paid to Dublin City Council during the year (2017: €25,000) relating to the secondment of the Chief Executive Officer.

## 10.5 Employee and Public Sector Seconded Short-Term Benefits Breakdown

Short-term benefits in excess of €60,000 are categorised into the following bands:

Range		Number of personnel	
From	To	2018	2017
€60,000	€69,999	18	17
€70,000	€79,999	5	9
€80,000	€89,999	10	10
€90,000	€99,999	7	10
€100,000	€109,999	5	2
€110,000	€119,999	1	1
€120,000	€129,999	-	-
€130,000	€139,999	3	4
€140,000	€149,999	2	-
€170,000	€179,999	1	1

Note: For the purposes of this disclosure, short term employee benefits in relation to services rendered during the reporting period include salary, overtime, allowances and other payments made on behalf of the employee, but exclude employer's PRSI.

## 11. Office Accommodation Costs

	2018 €'000	2017 €'000
Accommodation	1,313	660
Repairs and maintenance	196	152
Cleaning	149	108
Lighting and heat	90	70
	<b>1,748</b>	<b>990</b>

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Allocated to:</b>		
Central administration	855	517
Licensing	163	108
Capital investment programme	397	190
TFI Leap Clard	91	65
Public Service Obligation	135	43
Rural Transport programme	62	37
Travel information systems	45	30
	<b>1,748</b>	<b>990</b>

The allocation of office accommodation costs to the Authority's business units is on the basis of the business unit's direct personnel as a percentage of the Authority's overall personnel.

## 12. Other Administrative Costs

	<b>2018 €'000</b>	<b>2017 €'000</b>
ICT expenditure	2,157	1,483
Professional service fees	1,195	1,013
Depreciation	867	730
Advertising and promotion	626	572
Internal audit fees and other assurance	378	146
Legal and litigation	935	136
General expenses	122	133
Travel and subsistence	91	110
Telephone and internet	141	103
Printing, postage and stationery	163	101
Insurance	87	84
Bank charges	82	67
External audit fees	58	53
Library and subscriptions	37	34
Meeting expenses *	31	21
	<b>6,970</b>	<b>4,786</b>

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Allocated to:</b>		
Central administration	3,107	2,304
TFI Leap Card	1,917	1,308
Licensing	395	315
Capital investment programme	963	545
Public Service Obligation	328	122
Rural Transport Programme	151	106
Travel information systems	109	86
	<b>6,970</b>	<b>4,786</b>

\*An amount of nil (2017:€1,070) charged to meeting expenses was incurred in respect of the cost of a Board meeting.

The allocation of other administrative costs to the Authority's business units is on the basis of the business unit's direct personnel as a percentage of the Authority's overall personnel.

### 13. Retirement Benefit Costs

Analysis of total retirement benefit costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves are provided below:

	<b>2018 €'000</b>	<b>2017 €'000</b>
<b>Defined benefit pension scheme - NTA Scheme and Single Scheme</b>		
Current service costs	1,759	1,503
Interest on pension scheme liabilities	596	424
	<b>2,355</b>	<b>1,927</b>
<b>Defined contribution scheme - RPA Scheme</b>		
Employer contributions	56	19
	<b>2,411</b>	<b>1,946</b>



## 14. General Description of the Defined Benefit Schemes

### NTA Scheme

This is a public service, defined benefit, final salary pension scheme, with standard entitlements. In accordance with the public sector scheme regulations, the scheme provides a pension calculated at the rate of one eightieth of final salary for each year of pensionable service at the date of retirement. A gratuity or lump sum (three eightieths per year of pensionable service) and spouse's and children's pensions are also applicable.

### Single Scheme

This is a public service, defined benefit, average salary pension scheme, with standard entitlements. In accordance with the public sector scheme regulations, the scheme provides a pension calculated at the rate of one eightieth of average salary for each year of pensionable service at the date of retirement. A gratuity or lump sum (three eightieths per year of pensionable service) and spouse's and children's pensions are also applicable.

### 14.1 Actuarial Assumptions

The valuation for FRS 102 disclosures is based on a full actuarial valuation conducted in February 2019, by a qualified independent actuary and takes into account the requirements of FRS 102 in order to assess the scheme liabilities at 31 December 2018. The principal actuarial assumptions at 31 December are as follows:

	2018 <sup>1</sup>	2017 <sup>2</sup>
Discount rate	1.90% p.a.	1.95% p.a.
Expected future pensionable salary increases	2.70% p.a.	2.91% p.a.
Expected future pension increases	2.20% p.a.	2.41% p.a.
Expected state pension increases	1.70% p.a.	1.91% p.a.
Consumer Price Index increase	1.70% p.a.	1.91% p.a.

The mortality rate explicitly allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age. The table below shows the remaining life expectancy for members attaining age 65 in 2018 and 2038:

- 
1. The rates for 2018 are used as the basis for calculating the Deferred Benefit Obligation at 31 December 2018 and current service costs and the interest on pension scheme liabilities for 2019.
  2. The rates for 2017 are used as the basis for calculating the Deferred Benefit Obligation at 31 December 2017 and current service costs and the interest on pension scheme liabilities for 2018.

<b>Year of attaining age 65</b>	<b>2018</b>	<b>2038</b>
Life expectancy – male	21.4	23.7
Life expectancy – female	23.9	25.8

## 14.2 Movement in Net Retirement Benefit Obligation During the Financial Year

	<b>2018 €'000</b>	<b>2017 €'000</b>
Net retirement benefit obligation at 1 January	(30,910)	(23,135)
Current service costs	(1,759)	(1,503)
Interest costs	(596)	(424)
Pensions paid in the year	703	211
Remeasurement of net defined benefit obligation - actuarial gain/(loss)	467	(6,059)
Net retirement benefit obligation at 31 December	(32,095)	(30,910)

In 2017, the Authority incurred an actuarial loss of €6.1m (2018: gain of €0.5m) primarily due to five new staff members who had significant accumulated liabilities for past service prior to joining the Authority (€4.5m), changes in the salary experience (€1.1m) and changes in actuarial assumptions (€0.5m).

## 14.3 Deferred Funding for Retirement Benefits

The Board recognises amounts owing from the State for the defined benefit unfunded deferred liability for pensions on the basis of the set of assumptions at note 14 above and a number of past events. These events include the statutory basis for the establishment of the pension scheme and the policy and practice currently in place in relation to funding public service pensions including contributions by employees and the annual estimates process. The Board has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The net deferred funding for retirement benefits recognised in the Statement of Income and Expenditure and Retained Revenue Reserves is as follows:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Funding recoverable in respect of current year retirement benefit costs	2,355	1,927
State grant applied to pay retirement benefits	(703)	(211)
	1,652	1,716

#### 14.4 History of Defined Benefit Obligations

	<b>2018 €'000</b>	<b>2017 €'000</b>	<b>2016 €'000</b>	<b>2015 €'000</b>	<b>2014 €'000</b>
Defined benefit obligations	32,095	30,910	23,135	17,815	15,474
Actuarial (gain) / loss on defined benefit obligations	(467)	6,059	3,981	1,367	2,178
As a percentage of the scheme liabilities	1.5%	19.6%	17.2%	7.7%	14.1%

## 15. Intangible Assets

	Intangible assets under construction €'000	Transport infrastructure software €'000	Transport systems software €'000	Total €'000
<b>Cost</b>				
At 1 January 2018	-	236	81,542	81,778
Additions in the year	389	224	5,933	6,546
<b>At 31 December 2018</b>	<b>389</b>	<b>460</b>	<b>87,475</b>	<b>88,324</b>

	Intangible assets under construction €'000	Transport infrastructure software €'000	Transport systems software €'000	Total €'000
<b>Amortisation</b>				
At 1 January 2018	-	87	47,391	47,478
Charge for the year	-	42	8,681	8,723
<b>At 31 December 2018</b>	<b>-</b>	<b>129</b>	<b>56,072</b>	<b>56,201</b>

	Intangible assets under construction €'000	Transport infrastrustructure software €'000	Transport systems software €'000	Total €'000
<b>Net book values</b>				
<b>At 31 December 2017</b>	<b>389</b>	<b>331</b>	<b>31,403</b>	<b>32,123</b>
At 1 January 2017	-	149	34,151	34,300



## 15.1 Intangible Assets

*In respect of prior year – as restated*

	<b>Intangible assets under construction €'000</b>	<b>Transport infrastructure software €'000</b>	<b>Transport systems software €'000</b>	<b>Total €'000</b>
<b>Cost</b>				
At 1 January 2017	-	236	77,267	77,503
Additions in the year	-	-	4,835	4,835
Adjustment in the year	-	-	(560)	(560)
<b>At 31 December 2017</b>	<b>-</b>	<b>236</b>	<b>81,542</b>	<b>81,778</b>

	<b>Intangible assets under construction €'000</b>	<b>Transport infrastructure software €'000</b>	<b>Transport systems software €'000</b>	<b>Total €'000</b>
<b>Amortisation</b>				
At 1 January 2017	-	63	39,480	39,543
Charge for the year	-	24	8,071	8,095
Adjustment in the year	-	-	(160)	(160)
<b>At 31 December 2017</b>	<b>-</b>	<b>87</b>	<b>47,391</b>	<b>47,478</b>

	<b>Intangible assets under construction €'000</b>	<b>Transport infrastructure software €'000</b>	<b>Transport systems software €'000</b>	<b>Total €'000</b>
<b>Net book values</b>				
<b>At 31 December 2017</b>	<b>-</b>	<b>149</b>	<b>34,151</b>	<b>34,300</b>
At 1 January 2017	-	173	37,787	37,960

### *Prior Period Adjustment*

The figures presented above have been restated as outlined in note 1(t).

Adjustments in the year / Charge on adjustments

In 2017, in line with the policy of not capitalising items with a value below €1,000, all items with a cost of less than €1,000 have been removed from the fixed asset register and charged to the Statement of Income and Expenditure and Retained Revenue Reserves.

## 16. Property, Plant and Equipment

	Tangible assets under construction €'000	Road passenger vehicles €'000	Leasehold property improvements €'000	Office equipment €'000	Transport infrastructure €'000	Transport systems hardware €'000	Total €'000
<b>Cost</b>							
At 1 January 2018	-	32,366	1,751	2,495	16,330	5,906	58,848
Additions in the year	667	84,246	239	520	1,456	2,487	89,615
Transfer of buses	-	12,445	-	-	-	-	12,445
Disposals in the year	-	-	-	(147)	-	(585)	(732)
<b>At 31 December 2018</b>	<b>667</b>	<b>129,057</b>	<b>1,990</b>	<b>2,868</b>	<b>17,786</b>	<b>7,808</b>	<b>160,176</b>
<b>Depreciation</b>							
At 1 January 2018	-	2,697	405	1,875	10,296	3,885	19,158
Charge for the year	-	10,537	427	440	2,481	1,675	15,560
Disposals	-	-	-	(147)	-	(585)	(732)
<b>At 31 December 2018</b>		<b>13,234</b>	<b>832</b>	<b>2,168</b>	<b>12,777</b>	<b>4,975</b>	<b>33,986</b>
<b>Net book values</b>							
<b>At 31 December 2018</b>	<b>667</b>	<b>115,823</b>	<b>1,158</b>	<b>700</b>	<b>5,009</b>	<b>2,833</b>	<b>126,190</b>
At 1 January 2018	-	29,669	1,346	620	6,034	2,021	39,690

In 2017, the Authority commenced purchasing buses directly, in the first year of assembling a centralised and standardised bus fleet for public transport. Previously, bus operators who operated public service obligation routes directly acquired buses which were funded through capital grants from the Authority. The Authority purchased buses to the value of €84.2m (2017: €32.3m).

In 2018, the Authority completed a bus fleet harmonisation to ensure a consistent fleet profile across the bus operators in the Dublin area. This resulted in the Authority receiving a transfer of a number of buses with a varying age profile from Dublin Bus for a nominal fee of €1. These were subsequently reassigned to other bus operators. The Authority recognised the transfer of these buses at depreciated cost, on the date of transfer, resulting in an accounting gain on transfer of €12.445m.

## 16.1 Property, Plant and Equipment

*In respect of prior year – as restated:*

	<b>Tangible assets under construction €'000</b>	<b>Road passenger vehicles €'000</b>	<b>Leasehold property improvements €'000</b>	<b>Office equipment €'000</b>	<b>Transport infrastructure €'000</b>	<b>Transport systems hardware €'000</b>	<b>Total €'000</b>
<b>Cost</b>							
At 1 January 2017	-	-	644	2,188	15,841	4,341	23,014
Additions in the year	-	32,366	1,107	339	489	1,623	35,924
Transfer of buses	-	-	-	(32)	-	-	(32)
Disposals in the year	-	-	-	-	-	(58)	(58)
<b>At 31 December 2017</b>	<b>-</b>	<b>32,366</b>	<b>1,751</b>	<b>2,495</b>	<b>16,330</b>	<b>5,906</b>	<b>58,848</b>
<b>Depreciation</b>							
At 1 January 2017	-	-	373	1,456	8,154	2,799	12,782
Charge for the year	-	2,697	32	451	2,142	1,119	6,441
Disposals	-	-	-	(32)	-	-	(32)
Ajustments	-	-	-	-	-	(33)	(33)
<b>At 31 December 2017</b>	<b>-</b>	<b>2,697</b>	<b>405</b>	<b>1,875</b>	<b>10,296</b>	<b>3,885</b>	<b>19,158</b>
<b>Net book values</b>							
<b>At 31 December 2017</b>	<b>-</b>	<b>29,669</b>	<b>1,346</b>	<b>620</b>	<b>6,034</b>	<b>2,021</b>	<b>39,690</b>
At 1 January 2017	-	-	271	732	7,687	1,542	10,232

### *Prior Period Adjustment*

The figures presented above have been restated as outlined in note 1(t).

### *Adjustments in the year / Charge on adjustments*

In 2017, in line with the policy of not capitalising items with a value below €1,000, all items with a cost of less than €1,000 have been removed from the fixed asset register and charged to the Statement of Income and Expenditure and Retained Revenue Reserves.

## 17. Receivables

	<b>2018 €'000</b>	<b>2017 €'000</b>
Trade debtors	686	877
Prepayments and accrued income	3,152	2,590
Licensing income	7	15
Other	523	486
	<b>4,368</b>	<b>3,968</b>

## 18. Payables: amounts falling due within one year

	<b>2018 €'000</b>	<b>2017 €'000</b>
Trade creditors	753	658
TFI Leap Card scheme liabilities	22,845	18,309
Accruals and deferred income	12,086	4,208
VAT	5,061	5,001
PSWT payable	722	577
PAYE/PRSI	190	151
TFI Leap Card scheme capital expenditure	-	145
Employee pension contributions and levies payable to the state	118	119
Onerous Lease liability	90	90
Other creditors	20	35
Bus payment retention	294	-
	<b>42,179</b>	<b>29,293</b>

### *Employee Pension Contributions and Levies Payable to the State*

Included in this figure is an amount of €59,249 (2017: €57,751) representing pension related deductions due to be paid over at year end. An amount of €356,434 (2017: €243,837) has been deducted from employees and paid in respect of pension related deductions for the year ended 31 December 2018.

### *TFI Leap Card Scheme Liabilities*

TFI Leap Card scheme liabilities represents card deposits and unutilised travel credit on cardholder accounts.

### *Accruals and deferred Income*

Included in this balance is deferred income of €8 million received from DTTAS for working capital for Public Service Obligation activities.



## 19. Payables: Amounts Falling Due after More than One Year

	<b>2018 €'000</b>	<b>2017 €'000</b>
Onerous lease liability	390	480
Bus payments retention	621	-
	1,011	480

## 20. Capital Account

	<b>2018 €'000</b>	<b>2017 €'000</b>
Balance at 1 January	73,990	48,189
<b>Transfer to/(from) Statement of Income and Expenditure:</b>		
Income allocated for capital purposes	106,906	40,759
Capitalisation of lease payment	-	3
Adjustment of fixed assets	-	(425)
Amortisation in line with depreciation	(15,560)	(6,441)
Amortisation in line with amortisation	(8,723)	(8,095)
	82,623	25,801
Adjustment of fixed assets	784	-
<i>Movement in year</i>	83,407	25,801
Balance at 31 December	157,397	73,990

## 21. Taxation

All relevant taxes are paid as they fall due. The Authority complies with any guidance received from Government Departments.

## 22. Operating Leases

The Authority operates as a lessee and lessor as outlined below.

The Office of Public Works (OPW) provides office accommodation to the Authority in Dun Sceine, Harcourt Lane, Dublin 2. There is no formal lease in place. The Authority paid €0.9m in 2018 in respect of this office accommodation (2017: €0.5m).

### 22.1 Operating Leases - Rental Obligations

The Authority also leases office accommodation at 72 Charlemont Street, Dublin 2. The lease period expires in April 2025 and annual lease charges are €85,000 per annum.

During 2018, the Authority entered into a lease for additional office accommodation at Floor 1, No. 5, Harcourt Centre, Dublin 2. The lease period expires in July 2024, and annual lease charges are €235,215 per annum.

The Authority has commitments in respect of a lease, entered into by the Commission for Taxi Regulation (CTR), on office accommodation at 35 Fitzwilliam Square. In April 2006, a third party assigned a lease to the CTR. The 35 year term of the lease will expire on 27 April 2024. There is no option to surrender the lease and annual rent payable is €170,000 with five year rent reviews. With a view to optimising the Authority's accommodation arrangements, the CTR's staff were relocated to the Authority's main office and then the CTR premises was sub-let at an annual rental of €80,000 per annum. An onerous lease provision of €749,700 was introduced to the Authority's 2015 financial statements, in relation to the rent differential to the end of the lease term in 2024. The provision is being unwound over the period of the remaining lease term. As at 31 December 2018, the remaining provision of €479,700 is disclosed across notes 18 and 19.

## 22.2 Operating Lease as a Lessee

### *Commercial property*

The commercial property (35 Fitzwilliam Square) lease has a lease term of twenty years and provides for periodic upward revision of the rental charge according to prevailing market conditions. There are no options for early termination of the lease.

The commercial property (72 Charlemont Street) lease has a lease term of nine years and provides for periodic upward revision of the rental charge according to prevailing market conditions. There are no options for early termination of the lease.

The commercial property (Floor 1, No. 5, Harcourt Centre) lease has a lease term of six years and provides for periodic upward revision of the rental charge according to prevailing market conditions. There are no options for early termination of the lease.

### *Motor vehicles*

Motor vehicles (three vehicles) have a lease term of three years on a straight line basis over the term of the lease.

Future minimum rentals payable under non-cancellable operating leases as at 31 December 2018 are as follows:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Within one year	502	276
After one year but not more than five years	1,961	1,032
More than five years	327	446
	<b>2,790</b>	<b>1,754</b>

## 22.3 Operating lease as a lessor

The commercial property (35 Fitzwilliam Square) lease has a term of 11 years and includes a clause to terminate the lease after the first five years. Future minimum rentals receivable under non-cancellable operating leases as at 31 December 2018 are as follows:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Within one year	80	80
After one year but not more than five years	320	320
More than five years	27	107
	<b>427</b>	<b>507</b>

## 23. Capital commitments

The authority had capital commitments for road passenger vehicles of €73m at 31 December 2018 (2017: €9.3m).

## 24. Other commitments

### *Capital grant - contractual commitments*

The Authority has commitments with Local Authorities and delivery agencies to provide them with funding for various projects. At 31 December 2018, an amount of €114.2m (2017: €102.8m) is yet to be drawn down on approved projects as follows:

	<b>2018 €'000</b>	<b>2017 €'000</b>
Transport Infrastructure Ireland	67,073	69,003
Regional cities / Accessibility capital funding	7,129	10,481
Bus Éireann	977	7,050
Iarnród Éireann	14,929	5,508
Sustainable transport management & other projects	18,259	5,242
Dublin Bus	4,417	3,474
TFI Leap Card scheme	1,416	2,059
	<b>114,200</b>	<b>102,817</b>

## 24.1 Individual projects where future committed total expenditure is projected to exceed €6.35m

Project	Cumulative expenditure to 31/12/2017 (previous years) €'000	Expenditure in 2018 (current year) €'000	Committed: subsequent years €'000	Uncommitted: subsequent years €'000	Expected project total 2018 €'000	Expected project total 2017 €'000
<b>Transport Infrastructure Ireland</b>						
Luas Cross City*	338,419	34,507	3,153	6,421	382,500	368,000
Luas Green Line infrastructure upgrade	6,514	1,795	73	794	9,176	11,560
Luas Green Line capacity enhancement	3,459	30,626	44,170	10,565	88,820	88,900
Carrickmines park & ride	-	-	7,234	46	7,280	7,900
<b>Iarnród Éireann</b>						
Pearse St Station roof	288	2,700	9,145	4,367	16,500	16,500
Total in relation to projects where expenditure > €6.35m			63,775			
Contractual commitments in relation to other projects < €6.35m			50,425			
Total contractual commitments			<b>114,200</b>			

\*These amounts are a combination of grant funding by the NTA and own funds provided by TII.



## **25. Contingent liabilities**

The Authority is involved in a small number of legal cases, the outcomes of which are uncertain. Potential future costs in relation to these cases have not been provided for due to this uncertainty.

## **26. Projects administered on behalf of other bodies**

The Authority administers on behalf of DTTAS, the Department's funding of accessibility projects, sustainable transport investment in regional cities, the green schools programme and Rural Transport Programme.

## **27. Related party disclosures**

Please refer to note 10.3 for a breakdown of the remuneration and benefits paid to key management.

The Board of the Authority adopted procedures in accordance with guidelines issued under the Code of Practice for the Governance of State Bodies in relation to the disclosure of interests by Board members and these procedures have been adhered to in the year. There were no transactions in the year in relation to the Board's activities in which the Board Members had any beneficial interest.

## **28. Subsequent Events**

There have been no significant events since the year end that would result in adjustment to the financial statements.

## **29. Approval of financial statements**

The financial statements were approved by the Authority on 21st June 2019

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