



Bus & Rail Statistics

for Ireland -
State Funded Services



Statistical Bulletin: 02/2022
August 2022

Bulletin Topics:

- Total PSO Passenger Journeys
- PSO Passenger Journeys by Region
- Total Operated Vehicle-Kilometres and Vehicle Seat-Kilometres
- Passenger Revenues
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- Free Travel Scheme Revenue
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- Operator Fleets
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Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland (“the Authority”). It focuses on Public Service Obligation (PSO) bus services provided on behalf of the Authority by Dublin Bus, Bus Éireann, the Local Link rural transport programme, as well as other PSO bus routes operated by private operators who have been successful in Authority tender competitions, including services in the Dublin region, Kilkenny city and Waterford city. It also covers heavy rail services provided by Iarnród Éireann (Irish Rail) and Luas light rail services operated and maintained by Transdev Dublin Light Rail Limited.

The data presented in this bulletin for 2021 reflects the gradual reopening of the economy following severe travel restrictions imposed by the Irish government from March 2020 onwards, resulting from the COVID-19 pandemic.

Bus Services

EU Regulation 1370/2007 and the DTA Act 2008 require that Public Service Obligation (PSO) Services should be provided through a Public Service Contract with a competent Authority which in the case of this state is the National Transport Authority. PSO services are socially necessary transport services which may not be commercially viable and as such they usually require a state subsidy to operate.

On the 1st December 2019, the Authority entered into new direct award contracts with Dublin Bus and Bus Éireann. The new direct award contracts provided for the transition from net cost contracts to gross cost contracts in 2021. This brought these direct award contracts into line with the Authority’s competitively tendered contracts. The new contracts include additional measures to encourage improvements to operational performance at an individual route level.

Dublin Bus and Bus Éireann currently provide the majority of PSO bus services under contract to the Authority. In April 2018, the Authority also entered into a contract with Go Ahead Ireland for the operation of a number of local and orbital bus routes in Dublin. A phased implementation of these services commenced in September 2018, with a full transfer being completed by March 2019.

The Authority continued with its commitment of both developing new and enhancing existing public transport services in 2019, and introduced a number of new or improved bus services following competitive tender competitions.

Go Ahead Ireland successfully tendered for the operation of Dublin Commuter routes along the Kildare corridor (formerly operated by Bus Éireann under direct award). Bus Éireann also successfully tendered for the continued operation of city services in Waterford. Each competitively tendered contract incorporated improved standards for punctuality, reliability and customer experience.

Go Ahead Ireland was awarded a contract for the route 197 bus service between Swords and Ashbourne, and City Direct was awarded a contract for the operation of two urban bus routes in Kilkenny City (Routes KK1 and KK2), with services commencing operation in November and December 2019 respectively.

Four other public service contracts were in place with the Authority in 2021, with M&A Coaches Ltd., Andrew Wharton Coach Hire, Bernard Kavanagh and Sons Ltd and J.J. Kavanagh & Sons.

Local Link provides PSO bus services in many areas of rural Ireland with passenger journeys tending to be local in nature but with connections to more regional and intercity services. It also provides a number of services delivering passengers door-to-door. Management of this programme was transferred to the Authority in April 2012. A set of Local Link offices were established by the Authority to administer the provision of Local Link services planned and funded by the Authority. The PSO contract for the 828 bus service operated by M&A Coaches Ltd., expired in June 2021 and management of the replacement service was transferred to Local Link Tipperary.

Rail Services

On the 1st December 2019, the Authority entered into a further 10-year direct award PSO contract with Iarnród Éireann. As with the directly awarded Dublin Bus and Bus Éireann contracts, this contract includes additional measures to encourage improvements to operational performance at an individual route level.

Light Rail Services

The Authority has a statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area (GDA). In September 2014 the Authority, with the Railway Procurement Agency (RPA), now Transport Infrastructure Ireland (TII) jointly entered into a five year contract with Transdev Dublin Light Rail Limited to operate Luas light rail services. In June 2019 the Authority and TII, following a competitive tender process, awarded the Luas Operations and Maintenance (O&M) contract to Transdev Dublin Light Rail Limited.

Statistical Qualifications

The Authority came into effect on 1 December 2009 and hence the annual statistics in this bulletin begin in 2010 and cover the period 2010 to 2021 inclusive. Some data from prior to 2010 is referenced such as passenger journeys in order to give a historical perspective to data in recent years.

The data provided in this bulletin is based on the public transport operator's periodic and annual returns. The figures used are intended to illustrate broad trends and are not meant to be read as exact calculations. There can also be approximations for a number of reasons. Reporting periods could differ slightly due to calculation methods and this would limit the precise accuracy. Other factors could affect figures e.g. severe weather conditions, amendments to routes, et cetera. Rounding has also been used and this could affect overall percentages. It should also be noted that some prior year comparative amounts have been reclassified on a basis consistent with the current year.

Individual routes and services may also change over time, which can impact on passenger and revenue reporting. For example a small number of Bus Éireann services which previously were included in their stage carriage services a few years ago are now more appropriately included in one of their city services, and likewise Dublin Commuter has now been split with some services categorised as Stage Carriage "East".

Where reference is made to Dublin Commuter bus services, these comprise of services operated by both Bus Éireann and Go Ahead Ireland. Dublin Bus have also adjusted their services over the years with the approval of the Authority with more cross city and orbital services now. As such, passengers may be able to complete their journey by taking one trip where previously it may have required two trips. As with commuter bus services, where Dublin city bus services are mentioned, these incorporate services operated by both Dublin Bus and Go Ahead Ireland.

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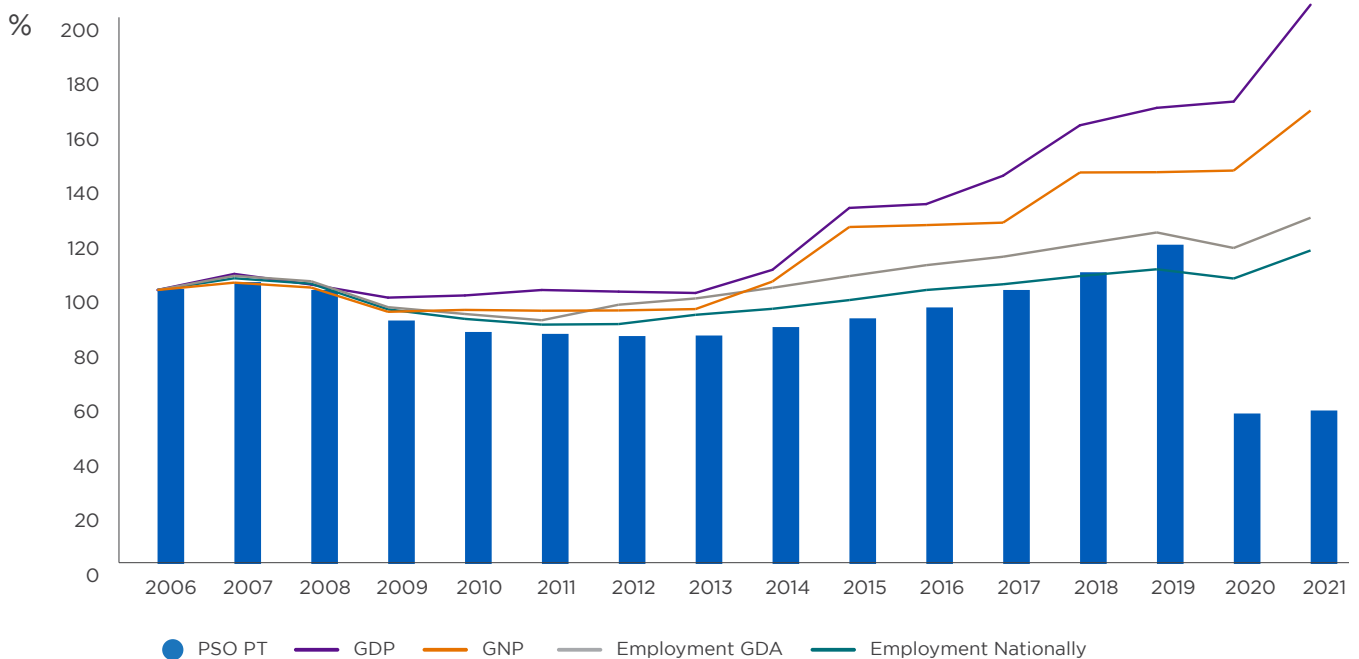
Total PSO Passenger Journeys



Economic Outlook

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, disposable income, and consumer spend, all of which lead to more travel. Economic decline produces the opposite effect. This was clearly demonstrated in the decade prior to the onset of the COVID-19 global pandemic in March 2020.

Public Transport Usage & Economic Performance (Base Year 2006)



In 2007, passengers travelling by public transport were at a peak, based on passenger journeys in the annual reports of the transport operators. As the first sign of economic decline was evident in 2008, passenger journeys on public transport began to decline, with 2009 seeing reductions in patronage in excess of 10% across all modes of public transport. Total passenger journeys on public transport continued to decline, but at a slower rate, over the next three years up to 2012 although some services such as Luas did see some growth as new Luas lines were opened.

By 2013, the decline in total public transport passenger journeys had halted as the economy began to stabilise. In the six years since 2013 growth in total passenger journeys was strong across all modes of PSO funded public transport, growing in excess of 40% to 2019.

The onset of the COVID-19 global pandemic in March 2020 had a significant impact on the use of public

transport across all modes in Ireland. Passenger numbers on PSO services initially fell to between 10%-20% of pre COVID levels experienced in the previous year, as reduced timetables were introduced and capacity restrictions imposed across the public transport network. Public health restrictions including social distancing, the mandatory use of face masks on public transport and restrictions on the movement of people within counties and between counties were all introduced at various stages during 2020, with passengers being advised to only travel if their journey was essential and to consider cycling or walking where feasible. 2021 saw a continuation of public health restrictions including the curtailment of capacity on public transport due to social distancing requirements, resulting in minimal growth in overall patronage. This is in contrast with economic performance where the economy has returned to growth following the reopening of global markets, supported by the introduction of various forms of blended and flexible working arrangements.

Tables 1A and 1B along with Figure 1.1 illustrate the changes in passenger journeys on exchequer funded public transport services across the State between 2010 and 2021.

Table 1A: Annual passenger journeys (millions)

Year / Operator	PSO Bus Services	PSO Rail Services	Light Rail Services	Total PSO Services	Change in passenger journey numbers
2010	147.6	38.2	27.5	213.4	
2011	145.3	37.4	29.1	211.8	-1.6
2012	143.6	36.7	29.3	209.7	-2.1
2013	142.9	36.7	30.5	210.1	0.4
2014	147.7	37.8	32.6	218.1	8.0
2015	151.8	39.7	34.6	226.1	8.0
2016	159.3	42.8	34.0	236.1	10.1
2017	169.3	45.5	37.6	252.5	16.4
2018	179.2	48.0	41.8	269.0	16.5
2019	196.2	50.1	48.3	294.6	25.6
2020	100.6	17.9	19.2	137.7	-156.9
2021	103.7	17.4	19.5	140.5	2.9

Table 1B: Annual passenger journeys (% Change)

Year / Operator	PSO Bus Services	PSO Rail Services	Light Rail Services	Total
2011	-1.6%	-2.2%	5.7%	-0.8%
2012	-1.1%	-1.7%	0.8%	-1.0%
2013	-0.5%	0.0%	4.1%	0.2%
2014	3.4%	2.9%	6.9%	3.8%
2015	2.8%	4.9%	6.1%	3.6%
2016	4.9%	7.9%	-1.6%	4.4%
2017	6.3%	6.3%	10.6%	6.9%
2018	5.8%	5.4%	11.1%	6.5%
2019	9.5%	4.4%	15.6%	9.5%
2020	-48.7%	-64.3%	-60.3%	-53.3%
2021	3.0%	-2.5%	1.6%	2.1%

The data in Table 1A shows the number of passenger journeys carried across each of the main modes of public transport over the period 2010 to 2021. In general the numbers reflect trends in the economy with a fall in passenger journey numbers in 2011. Following a period of stabilisation across all modes, overall passenger journeys began to increase year on year with growth accelerating from 8 million per annum in 2014 to a record increase in excess of 25 million in 2019. As alluded to above, the global pandemic and associated public health related restrictions had a dramatic negative impact on public transport, commencing in March 2020, with only minor gains of 2.1% being made in patronage across all modes in 2021.

The Authority has, however, in partnership with bus operators continued to improve the transport network to ensure that a better service can be provided to the travelling public, to meet evolving patterns of travel demand. This included the launch of two phases of the BusConnects Dublin network, namely the H & C spines, resulting in enhanced high frequency bus services as well as new local, and radial routes on the Malahide and Maynooth bus corridors. Pelletstown rail station also became the first new commuter station to open since 2013, improving connectivity on the Maynooth line. The TFI Go App was introduced, providing a convenient way to reduce the need for cash payments on public transport. The TFI 90 minute fare was also introduced, enabling seamless interchange by passengers between bus, DART and Luas services in the Dublin area.

Figure 1.1: Total PSO Passenger Journeys 2010 - 2021 (millions)

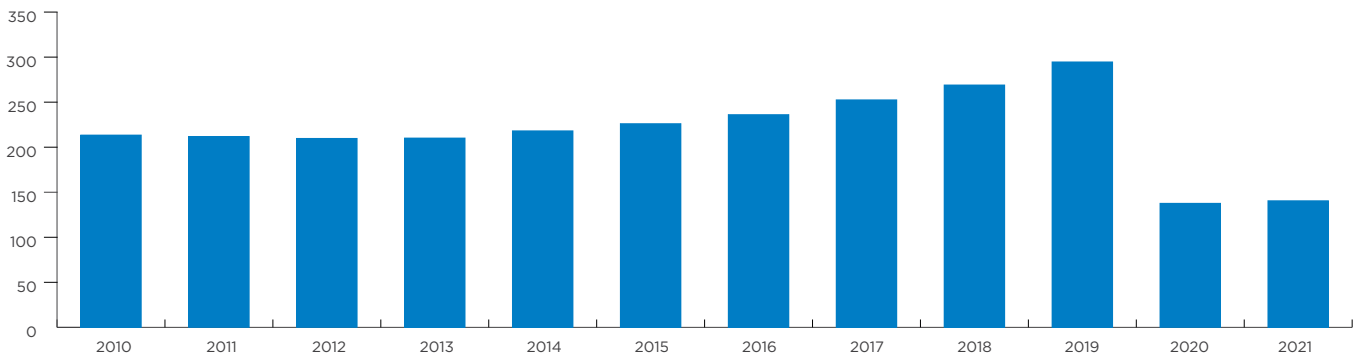


Figure 1.1 shows all PSO passenger journeys combined from 2010 to 2021. This shows that passenger journey numbers declined marginally from 2010 to 2012 as the economy faltered, before stabilising in 2013. There was then a period of consistent growth between 2014 and 2016, averaging 4% annually. 2017 to 2019 saw increasingly greater levels of growth in patronage of

between 6.7% and 9.5%, with record passenger numbers in 2019 of just over 294 million. Due to the impact of COVID-19, 2020 saw the largest decreases to date, with overall patronage falling by over half when compared to the previous year, to 137.7 million. 2021 has seen marginal gains in patronage, as restrictions continued to curtail a return to public transport.

Figure 1.2: PSO Public Transport Passenger Journeys by Mode, 2010 - 2021 (millions)

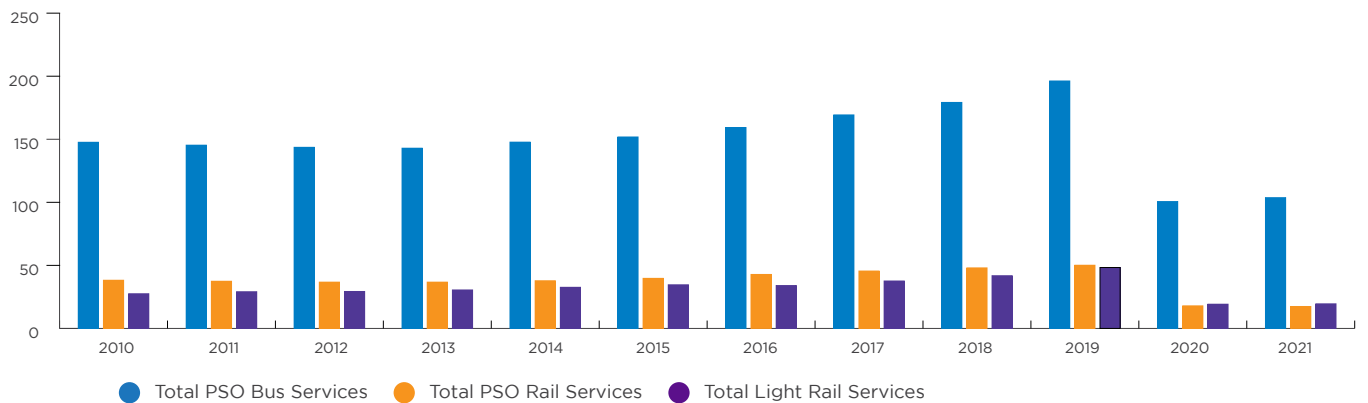


Figure 1.2 shows the total passenger journeys by mode from 2010 to 2021. It is clear from the chart that bus services carry many more passengers nationally than all of the other modes. Bus services have traditionally accounted for just under 70% of public transport journeys, however this share has increased since the outset of the pandemic to 74%, as rail and light rail services have contracted to 12% and 14% respectively.

of 152.7 million. In recent years this has been the result of additional services and passenger growth associated with the transfer of services to Go Ahead Ireland, along with the provision of additional services by Dublin Bus. Patronage on Dublin city bus services fell by 49.2% in 2020 and have grown modestly by 2.1% in 2021, as a result of continued pandemic related restrictions.

Bus Services

Overall patronage on PSO bus services experienced steady growth between 2013 and 2019 for a variety of reasons including improved economic conditions, enhanced services in both recently tendered contracts and in existing direct award contracts, and new bus routes in tendered PSO bus contracts.

PSO bus passenger numbers outside Dublin, predominantly operated by Bus Éireann, saw relatively moderate levels of growth in the years between 2011 and 2017, before patronage grew in excess of 13% in 2018 and 2019 (reaching 39.9 million journeys in 2019) following investment by the Authority in additional services and improved frequencies. Similar to all other PSO services, patronage fell by almost half to 20.0 million in 2020 before moderate gains of 7% were experienced in 2021.

Dublin city bus services carry more than half of the total passenger journeys in Ireland (56.4% in 2020 and 56.1% in 2021). Following a number of years of decreases between 2010 and 2013 as a result of the economic downturn, passenger journeys on Dublin city bus services increased by an average of 4.5% each year to 2019, reaching a peak

Rural bus services provided and managed by Local Link have seen annual passenger journeys rise gradually over the years, albeit on a much smaller scale to that of the larger operators. Increases before 2018 were partially due to new reporting methods that saw the inclusion of passengers on additional contracted services being included. In 2018, Local Link saw strong growth of 19.6%

in passenger journeys, their best year since 2011. This was mainly as a result of the introduction of over 50 new services since 2016. Strong growth continued in 2019 before the pandemic resulted in a decline in patronage of 45.1% in 2020. 2021, however, has seen an encouraging return to growth, with 9.2% on the previous year, despite ongoing public health restrictions.

Rail Services

Rail services operated by Iarnród Éireann had an average growth in patronage of 5.3% between 2014 and 2019, reaching 50.1 million passenger journeys in 2019, which represented a new record level. This was supported by the introduction of a 10-minute Dart service in the latter part of 2018 as well as service enhancements on Intercity and commuter services, providing additional capacity. Rail services, particularly Dublin Commuter and Dart services, suffered the most significant downturn in 2020 of all modes, with a 64% decrease in patronage as a result of the pandemic. 2021 saw a further decline in patronage of -2.5% as significant numbers of commuters continued to work from home.

Light Rail Services

Passenger journeys on Luas services operated by Transdev Dublin Light Rail Limited have largely followed the pattern of other operators with patronage trending upwards until 2019. Increased patronage on this mode was aided by the opening of extensions to both the Green Line and the Red Line between December 2009 and July 2011. The upward trend in patronage was to continue until 2019, where a 15.6% increase saw 48.3 million passenger journeys. The opening of Luas CrossCity on 9th December 2017 undoubtedly influenced the growth of passenger journeys seen in recent years, combined with the introduction of new extended trams on the Green Line in 2019, providing extra passenger capacity. Like other operators, however, the pandemic in 2020 resulted in a steep decline in passenger numbers of 60.3% in 2020, as passengers were advised to avoid public transport unless for essential purposes, with figures for 2021 indicating a marginal return to light rail services of 1.6%.

Factors Influencing Passenger Journeys

From time to time Public transport operators, with the agreement of the Authority, review their reporting methodologies to provide more accurate data on their services. When this occurs the operator usually restates the data for the previous year so as it can be compared with the current year and future years. Bus Éireann restated their 2013 passenger journeys while Iarnród Éireann restated their 2012 passenger journeys. While restatements result in a slight adjustment to the comparison between one year and the next, they do not affect the overall trend in passenger journey growth over a number of years.

In any year, particular events may affect passenger numbers on one or more operators. One such event is industrial action. Bus Éireann service did not operate for two days in May in 2013 and in 2015. In 2017 Bus Éireann services did not operate for 21 days in March and April. Iarnród Éireann had two days of industrial action in August 2014 and a three hour stoppage during the morning peak in October 2015. Iarnród Éireann had two days of industrial action in November 2017 along with a number of stoppages associated with the Bus Éireann dispute. Dublin Bus had no PSO bus services for three days in August 2013 and two days in May 2015. In 2016 Luas lost 12 days due to industrial action and Dublin Bus lost six days.

Weather events can also affect passenger numbers. 2017 saw the arrival of ex-hurricane Ophelia which disrupted most public transport services for at least one day with Luas not operating for a second day due to damage caused by the largest storm to hit Ireland in almost 50 years. Extreme weather events also impacted on 2018 figures, with the onset of Storm Emma in March, resulting in heavy snow and the cancellation of services over a number of days.

March 2020 saw the onset of the COVID-19 global pandemic, which had a dramatic negative impact on the uptake of public transport. Patronage shrank by as much as 80%-90% in the early stages of the pandemic, with government imposed travel restrictions, reduced timetables and capacity restrictions imposed, and with health guidance requiring adequate social distancing and mandatory use of face masks. The significant decreases in the use of public transport resulted in substantial revenue losses, which was absorbed by additional funding from Government to ensure services continued to operate in line with public health restrictions, which continued to varying degrees for large parts of 2021.

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PSO Passenger Journeys by Region



Dublin city bus services are operated by Dublin Bus and Go Ahead Ireland. While they mainly operate within Dublin city & county some services also operate in North Kildare and North Wicklow. In addition to city bus services, commuter bus services operate into Dublin from surrounding counties. These services are operated by Bus Éireann and Go Ahead Ireland. Light rail (Luas) services in Dublin are operated by Transdev Dublin Light Rail Limited and DART and commuter rail services are operated by Iarnród Éireann.

Bus services operated by Bus Éireann provide services to all 26 counties, and similar to that of Iarnród Éireann, offer services to Northern Ireland. Rural bus services operated under the Local Link programme operate in all 26 counties with a small number of services extending into Northern Ireland. Rail services operated by Iarnród Éireann provide services to 23 of 26 counties and services to Northern Ireland.

The tables below present passenger journeys in the Dublin region, the Greater Cork City region, Galway, Limerick and Waterford cities, and the rest of the country, including stage carriage bus services (serving areas outside larger towns and cities) operated by Bus Éireann and Intercity rail services operated by Iarnród Éireann.

Dublin Region

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

Year/ Operator	Dublin City Bus Services	Dublin Commuter Bus Services	Dublin Commuter & Dart Rail Services	Light Rail (Luas) Services	Total Passenger Journeys
2013	112.5	4.9	25.9	30.5	173.8
2014	116.3	5.0	26.5	32.6	180.4
2015	119.8	5.1	28.1	34.6	187.6
2016	125.4	5.5	30.9	34.0	195.8
2017	136.3	5.1	32.8	37.6	211.7
2018	141.5	5.9	34.2	41.8	223.4
2019	152.7	6.6	35.6	48.3	243.2
2020	77.6	3.4	12.8	19.2	113.0
2021	78.9	3.8	11.8	19.5	114.0

Table 2A shows trends in passenger journeys for the Dublin region. In the period between 2013 and 2019 total passenger journeys in the region grew by just under 40% to a total of 243.2 million, before the onset of the pandemic in 2020, resulting in a decline of 129.3 million.

Patronage in the Dublin region in 2021 was largely similar to that of 2020 (+0.9%), with ongoing restrictions impacting heavily on the use of public transport in the capital, however there were some notable observations,

namely a decline of approximately one million passengers on Dublin commuter rail and Dart services reflecting government advice for commuters to work at home.

Dublin city bus services, however, saw an increase in patronage of 1.3 million in 2021 as did commuter bus services and light rail services to lesser extents, demonstrating a gradual return to public transport as society reopened towards the end of 2021.

Table 2B: Dublin Region Annual Passenger Journeys (% Change)

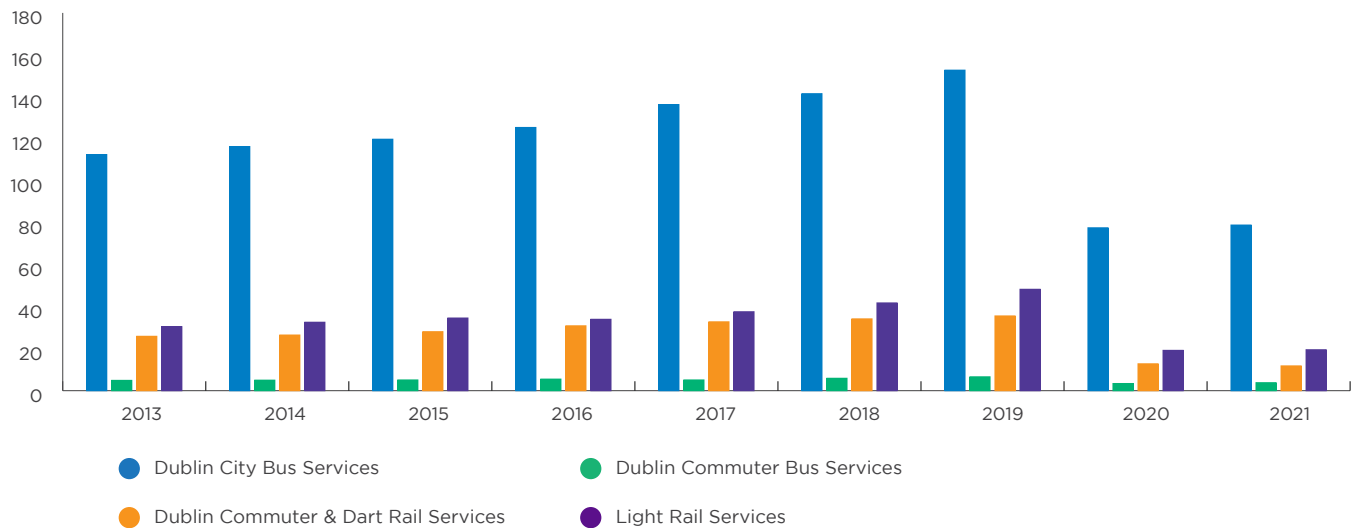
Year/ Operator	Dublin City Bus Services	Dublin Commuter Bus Services	Dublin Commuter & Dart Rail Services	Light Rail (Luas) Services	Total Passenger Journeys
2013 to 2021	-29.9%	-23.5%	-54.4%	-36.1%	-34.4%
2020 to 2021	1.6%	11.2%	-7.7%	1.6%	0.9%

In contrast to the period between 2013 and 2019 where patronage across all modes in the Dublin region grew by just under 40%, table 2B shows the change in passenger demand per mode between 2013 and 2021 when from March 2020 public transport was significantly impacted by the COVID-19 pandemic. In overall terms, the pandemic has resulted in demand for public transport shrinking by just over a third compared to levels seen following the economic crisis in 2013. 2021 has seen patronage levels in Dublin at largely similar levels as the preceding year with a 0.9% increase. Within these figures, however,

passenger numbers on commuter rail and Dart services experienced the greatest decline as government advice continued to be to work at home for large parts of the year. Conversely, commuter bus services saw an increase of 11.2%, albeit from a much lower base.

Figure 2.1 highlights the very high modal share for bus services in the Dublin region from 2013 to 2021. Despite the downturn experienced in the last two years, demand for bus services continued to be significantly greater than that of other modes.

Figure 2.1: Dublin Region Annual PSO Passenger Journeys (millions)



Cork City Commuter Area

Table 2C and Figure 2.2 show the passenger journeys using PSO subsidised public transport in Cork city commuter area. Both Bus Éireann and Iarnród Éireann provide services in the Cork commuter area. The difference in passenger journeys in Cork commuter area compared to the Dublin region has traditionally been significant. The Dublin region typically has approximately

14 passenger journeys on public transport for every one passenger journey in Cork. This has remained the case in 2020 where there were 8.6 million passenger journeys in the Cork commuter area, compared to 114.0 million in the Dublin region. Bus users accounted for 91.6% of public transport journeys in Cork in 2019 and 93.1% in 2021.

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

Year/ Operator	Bus Services	Rail Services	Total Passenger Journeys
2013	10.5	0.9	11.5
2014	11.0	1.1	12.1
2015	11.7	1.1	12.9
2016	12.6	1.2	13.8
2017	12.1	1.3	13.4
2018	13.9	1.3	15.3
2019	15.9	1.5	17.3
2020	7.9	0.6	8.5
2021	8.0	0.6	8.6

Figure 2.2: Cork Commuter annual PSO passenger journeys (millions)

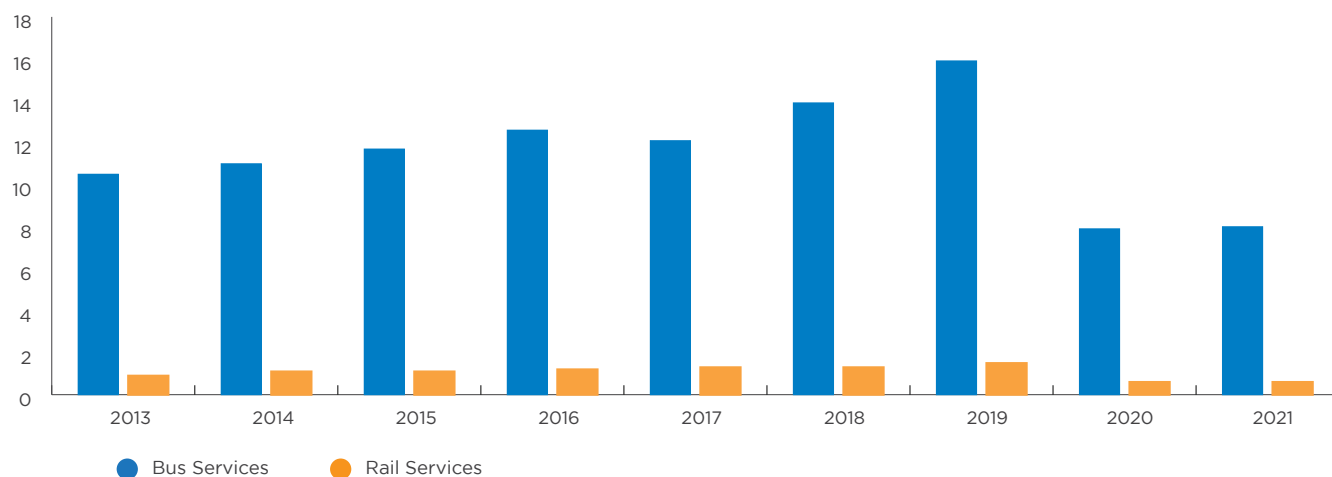


Table 2D: Cork City Area Annual Passenger Journeys (% Change)

Year/ Operator	Bus Services	Rail Services	Total Passenger Journeys
2013 to 2021	-23.9%	-36.5%	-24.9%
2020 to 2021	1.4%	-1.5%	1.1%

Table 2D shows the change in passenger journeys between 2013 and 2021 and also 2020 to 2021. Similar to the Dublin region, 2021 figures remain equally impacted by the pandemic, which has seen demand for public transport in the Cork region fall by 50.3% of patronage in 2019, which also represents a decline of

24.9% compared to 2013. Patronage up to 2019 had been increasing steadily, helped by the reconfiguration of the city network. Similar to that seen in 2020, rail services continue to recover at a slower pace than that seen on bus services in Cork city.

Other Cities and Rural Services

Table 2E and Figure 2.3 show trends in passenger numbers on services outside the Dublin and Cork commuter regions.

Table 2E: Annual Passenger Journeys outside Dublin and Cork regions (millions)

Year/ Operator	Bus Services Galway City	Bus Services Limerick City	Bus Services Waterford City	National Bus Services	Intercity Rail Services	Rural Bus Services (Local Link)	Total
2013	3.8	2.8	0.8	4.2	9.9	1.7	23.3
2014	4.1	2.8	0.8	4.1	10.2	1.8	23.9
2015	4.0	2.8	0.8	4.1	10.4	1.8	23.9
2016	4.2	2.9	0.8	4.2	10.7	1.8	24.7
2017	4.2	3.2	0.8	4.2	11.4	1.9	25.6
2018	4.7	3.5	0.8	5.2	12.4	2.3	28.9
2019	5.7	3.9	1.2	5.8	13.1	2.5	32.3
2020	3.0	2.3	0.7	2.8	4.4	1.4	14.7
2021	3.3	2.6	0.8	3.3	5.0	1.5	16.5

Total passenger journeys on these services increased year on year from 2013 and reached 32.3 million in 2019, before 2020 saw a decline of over 50% to 14.7 million. The position has recovered somewhat more positively outside of Dublin and Cork, with a 12.6% increase in patronage in 2021 (16.5 million). Bus services within

the other regional cities accounted for 40.7% of travel outside of Dublin and Cork in 2021, while Intercity rail services carried approximately 30% of these passengers. National stage carriage bus services and rural bus services operated under the Local Link brand carried the balance of passenger journeys.

Table 2F: Annual Passenger Journeys Outside Dublin and Cork regions (% Change)

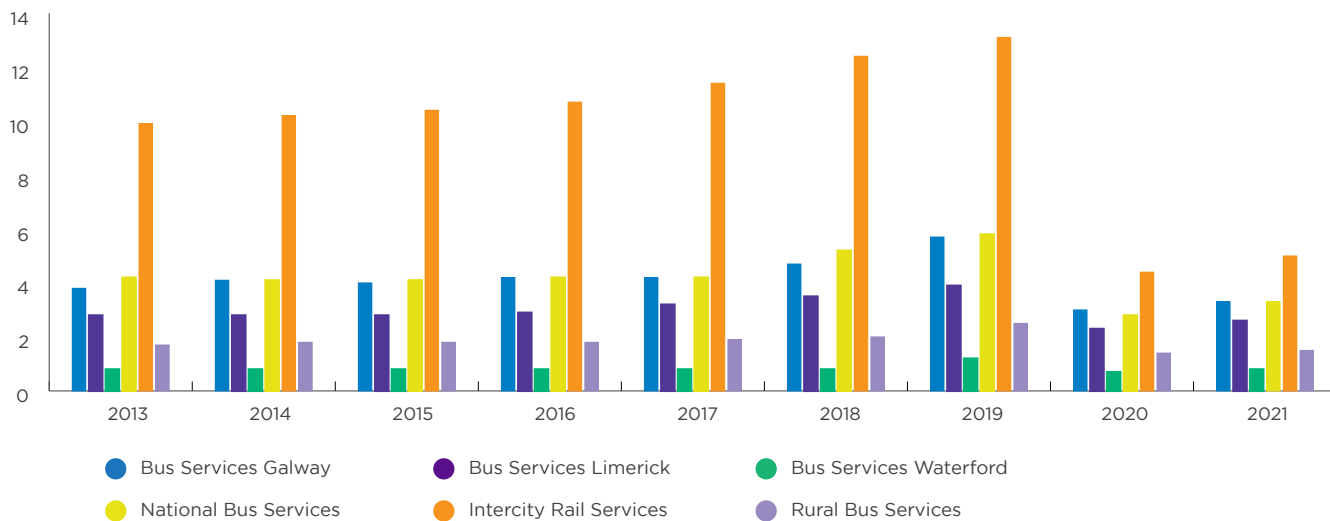
Year/ Operator	Bus Services Galway City	Bus Services Limerick City	Bus Services Waterford City	National Bus Services	Intercity Rail Services	Rural Bus Services (Local Link)	Total
2013 to 2021	-13.4%	-4.4%	-5.9%	-22.4%	-49.5%	-12.4%	-29.0%
2020 to 2021	8.9%	15.1%	8.2%	18.2%	12.1%	9.2%	12.6%

As with the Dublin and Cork city areas, the use of public transport fell dramatically across other regional cities and elsewhere nationally in 2020, with passenger numbers decreasing by over 54%. As discussed above, the position in 2021 has shown signs of recovery with all markets increasing patronage by between 8.2% (Waterford bus services) and 18.2% (national bus services).

The strength of recovery on bus services in the other regional cities has been helped by the introduction of enhanced timetables in Galway, Limerick and Waterford and the promotion of Leap.

Intercity rail passenger journeys grew steadily between 2013 and 2019 (32.1%) before seeing a dramatic decrease in 2020, with passenger demand 55.0% less than that seen seven years previous. Patronage in 2021 has, however, grown by 12.1% year on year, as the gradual easing of nationwide restrictions facilitated a return to public transport for students as well as for leisure and social purposes.

Figure 2.3: Annual PSO Passenger Journeys outside Dublin and Cork regions (millions)



When looking at the change in passenger journeys between 2013 and 2021 the following observations can be made:

- Growth between 2013 and 2019 was strong across all market segments, with an average increase of 38.6%. Following a decline of 36.9% in 2020, a relative recovery was made in 2021 (-29.0%).
- Intercity rail services carry the largest share of passengers outside of the Dublin and Cork areas, with 13.1 million passenger journeys in 2019, gradually increasing from 4.4 in 2020 to 5.0 million in 2021.
- National bus services (stage carriage) experienced strong growth up to 2019, accounting for 5.8 million passenger journeys in that year, before falling to 2.8 million in 2020. It is this market which has seen the strongest year on year patronage increase in 2021, with 3.3 million passenger journeys recorded compared to 2020 (+18.2%).
- Bus services in Galway, Limerick and Waterford also increased patronage in 2021 by an average of 10% compared to 2020, suggesting that performance has been relatively positive across the board as the

country slowly transitioned out of prolonged periods of restrictions on public transport provision in 2021.

Figure 2.4 illustrates the change in passenger demand across all sectors between 2020 and 2021. Whilst the impact of the COVID-19 pandemic has significantly impacted on the use of public transport services since early 2020, the results below demonstrate the relative year on year changes within individual public transport markets as the usage of public transport has evolved during a prolonged period of public health restrictions.

Similar to initial declines observed in 2020, Dublin Commuter and Dart services as well as Commuter rail services in Cork have seen decreases in patronage in 2021, demonstrating that large cohorts of passengers continued to observe government guidance to work from home for large parts of the year.

As previously discussed, 2021 has seen national and regional PSO services perform comparatively better in 2021 compared to the previous year, potentially demonstrating certain parts of the economy gradually returning to public transport services quicker than others, for example city based commuters.

Figure 2.4: PSO Passenger Journey by Sector 2020 to 2021 (% Change)

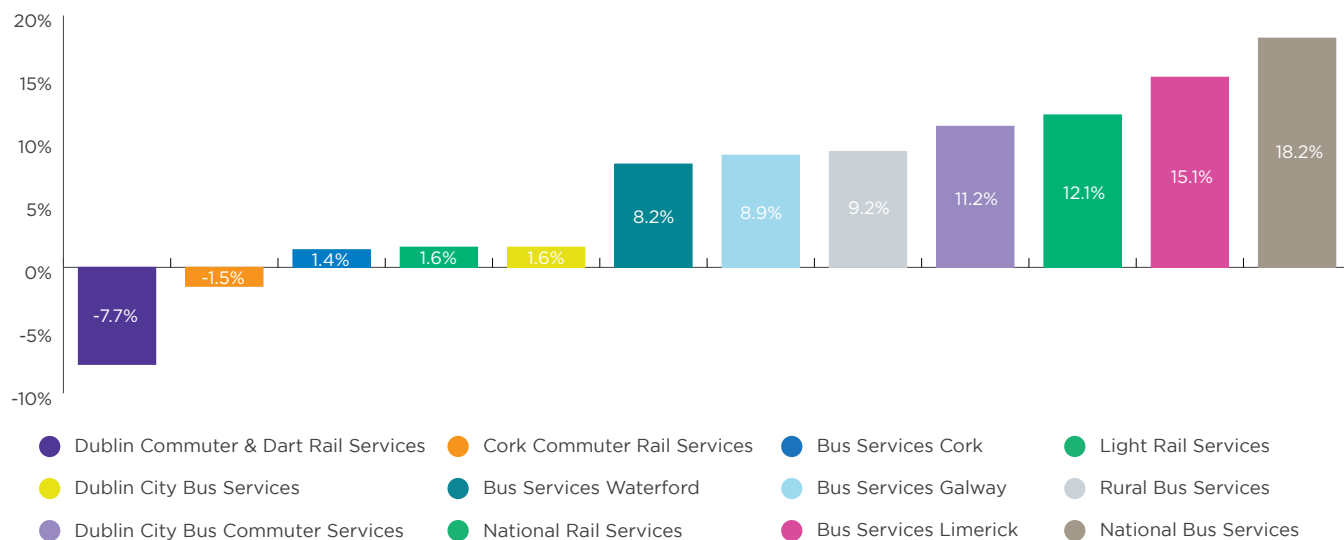


Figure 2.5: PSO Passenger Journeys by Region 2021

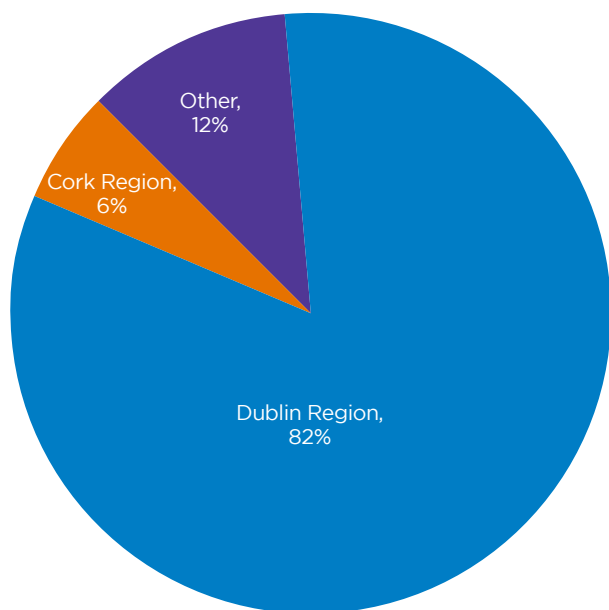


Figure 2.5 shows all passenger journeys in 2021 broken down into three regions: the Dublin region, the Cork region and the rest of Ireland. The trend in 2021 remained similar to previous years with the Dublin region accounting for 82% of all PSO public transport journeys. The Cork region accounts for 6% of all passenger journeys while the rest of Ireland accounts for 12% of all passenger journeys.

3

Total Operated Vehicle-Kilometres and Vehicle Seat-Kilometres



The changes in both operated vehicle-kilometres and vehicle seat-kilometres operated across the three main public transport modes in the State are shown in Tables 3A to 3D along with Figure 3.1.

'Operated vehicle-kilometres' refers to the actual amount of vehicle kilometres that a bus or rail operator has operated in a given period, as opposed to 'scheduled vehicle kilometres' which indicates the number of vehicle kilometres planned to operate according to operator timetables.

'Vehicle seat-kilometres' is a unit of passenger transport capacity measuring the average number of seats available on each vehicle multiplied by the total kilometres travelled by all vehicles operating PSO services.

Given that transport operators operate a variety of vehicles with differing numbers of seats, vehicle seat-kilometres can be instructive in illustrating transport capacity. However on city or commuter services, passengers can stand for a short journey and that will increase the capacity available over the seated capacity. Commuter and Dart rail services in particular offer significant standing capacity on their vehicles and this standing capacity is not included in the vehicle seat kilometres outlined here. Light rail trams have an average of 70 seats per tram with total capacity including standing of 310. As most light rail passengers travel relatively short journeys many of them are required to stand for their journey. Therefore for light rail services the vehicle seat-kilometres includes both seating and standing capacity on their trams.

Factors Affecting Operated Vehicle and Seat Kilometres

In 2017 both vehicle kilometres and seat kilometres on rail services decreased by 5.7% and 4.0% respectively as a result of industrial action by Iarnród Éireann staff, as well as train cancellations due to knock on effects of Bus Éireann industrial action. Services were also impacted due to ex- hurricane Ophelia.

Bus Éireann changed their method used to calculate kilometres operated in 2013 and 2014 and these figures have been restated. As a result, 2013 and 2014 vehicle kilometres operated are not directly comparable with

previous years. Seat kilometres operated have also been restated from 2010 to 2019 to reflect average seat numbers on PSO services.

Operated vehicle kilometres provided by Dublin Bus have also been restated from 2010 to 2019 to reflect revenue generating PSO kilometres as opposed to company operated kilometres, with figures between 2010 and 2013 being approximations based on average seat numbers using the revised methodology.

Bus Services

In general terms, both vehicle-kilometres and vehicle seat-kilometres trended downwards between 2010 and 2014 as passenger journeys fell following economic decline, before stabilising thereafter. The two main bus operators have operated increased vehicle kilometres in recent years, as demand for services has increased and additional services are provided by the Authority.

In 2018, Dublin Bus figures receded somewhat owing to a small portion of services being transferred to Go Ahead Ireland, and also extreme weather events earlier in the year. The tendering of bus services in conjunction with the introduction of other new services nationally led to sustained growth in overall vehicle kilometres operated and seat kilometres in both 2018 and in 2019. This trend continued on Dublin city bus services in 2020 and 2021 with increases seen across both metrics, as service improvements and the introduction of a number of 24-hour services in late 2019 continue to mitigate the impact of the COVID-19 pandemic.

Bus Éireann also experienced gains in both metrics between 2015 and 2019 owing to enhanced service delivery by the Authority outside the Dublin region, with supporting marketing campaigns towards the use of leap. Vehicle seat kilometres increased steadily over the years as a result of bus capacities increasing, allowing them to carry more passengers with the same number of services operated. Both operated kilometres and seat kilometres declined marginally in 2020 as services restrictions were introduced nationally, before rebounding in 2021 by 7.7% in operated km's and 10.87% in seat km's reflecting improved performance that has been seen outside of Dublin and Cork.

Light Rail Services

Vehicle-kilometres operated on light rail services increased significantly in 2011 following the opening of Luas extensions in late 2010. In 2013 the vehicle kilometres reduced as the interval between some services was extended but this was reversed partially the following year. The reduction in vehicle kilometres in 2016 was due to a combination of closing the red Luas line between Jervis and the Point for six weeks to allow for Luas CrossCity works and 12 days of industrial action when no services were operated.

In the years from 2017 to 2019 Luas benefitted from strong growth in passenger journeys. A key contributory factor to the increases in both kilometres operated and seat-kilometres was the opening of the Luas Cross City extension on the Green line in December 2017 and the introduction of extended trams, also on the Green line, further bolstering capacity. Luas services saw the lowest drop off in term of kilometres operated and seat kilometres across the modes in 2020, however results for 2021 have demonstrated the lower take up of light rail services in Dublin city as significant numbers of city workers being advised to stay at home for large parts of the year.

Rail Services

Operated vehicle kilometres on rail services have remained relatively constant over the years between 2010 and 2016 but the operated seat kilometres dropped each year between 2011 and 2014. This is because Iarnród Éireann implemented a fleet strategy which allowed them to maintain the number of services provided but reduce costs by matching more closely the number of carriages required to the number of passengers travelling. In 2015 and 2016 in line with passenger journey numbers growing they adjusted upwards the number of carriages used on various services thereby increasing the number of vehicle seat kilometres. The introduction of a 10 minute Dart service in late 2018 and enhancements on Intercity and Commuter services to and from Dublin and Galway in 2019 resulted in operated kilometre increases of 9.2% and 6.6% in seat kilometres in 2019. Perhaps not surprisingly, the pandemic in 2020 impacted the provision of rail services most significantly of all the modes, as restrictions on the use of public transport altered the travel patterns of regular commuters dramatically. Rail services have, however, rebounded somewhat in 2021 owing to restored provision on intercity services.

Table 3A: Annual operated vehicle kilometres (millions)

Year / Operator	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total	Total Change
2010	87.0	15.950	2.9	105.8	
2011	84.2	15.960	3.7	103.8	-2.0
2012	82.4	15.960	3.8	102.2	-1.6
2013	76.8	15.967	3.5	96.3	-5.9
2014	80.3	15.965	3.7	100.0	3.7
2015	81.2	15.965	3.7	100.8	0.9
2016	82.9	16.0	3.5	102.3	1.5
2017	84.2	15.0	3.7	102.9	0.5
2018	91.0	16.2	4.1	111.3	8.4
2019	98.7	17.7	4.4	120.8	9.5
2020	102.6	14.7	4.3	121.7	0.9
2021	106.1	15.7	4.2	125.9	4.3

Table 3B: Annual operated vehicle kilometres (% Change)

Year/Operator	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total Change
2011	-3.2%	0.1%	27.3%	-1.9%
2012	-2.1%	0.0%	4.0%	-1.6%
2013	-6.8%	0.0%	-7.6%	-5.8%
2014	4.6%	0.0%	3.5%	3.8%
2015	1.1%	0.0%	-0.1%	0.9%
2016	2.1%	-0.1%	-4.7%	1.5%
2017	1.5%	-5.7%	4.9%	0.5%
2018	8.1%	7.7%	11.0%	8.2%
2019	8.5%	9.2%	8.0%	8.6%
2020	3.9%	-16.7%	-1.5%	0.7%
2021	3.4%	6.5%	-3.7%	3.5%
2010 to 2021	21.9%	-1.6%	43.7%	19.0%

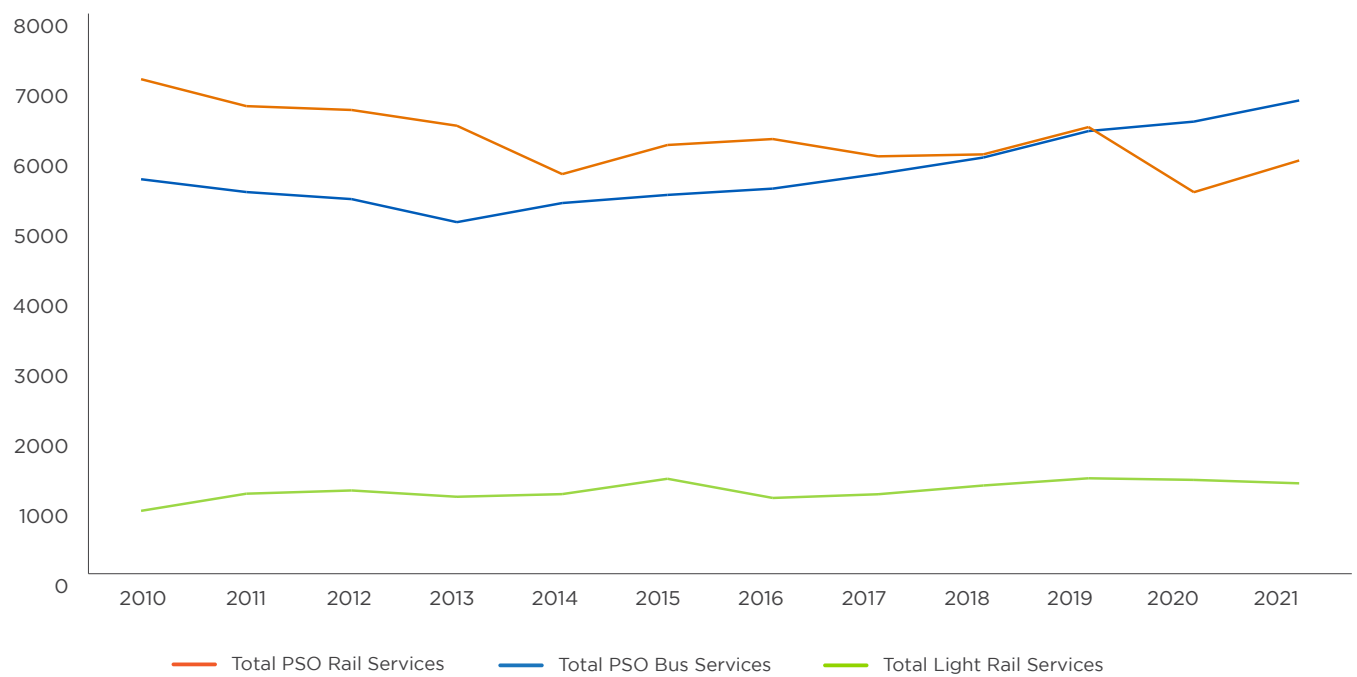
Table 3C: Annual operated vehicle seat kilometres (millions)

Year / Operator	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total	Total Change
2010	5,633.8	7,063.1	898.4	13,595.3	
2011	5,450.7	6,677.6	1,143.1	13,271.3	-323.9
2012	5,349.9	6,623.0	1,188.9	13,161.9	-109.5
2013	5,021.5	6,398.0	1,098.8	12,518.3	-643.6
2014	5,294.0	5,707.0	1,137.0	12,138.0	-380.3
2015	5,410.5	6,123.2	1,135.8	12,669.5	531.5
2016	5,499.7	6,208.3	1,081.9	12,789.9	120.4
2017	5,709.7	5,961.4	1,134.9	12,806.0	16.1
2018	5,944.2	5,986.6	1,260.3	13,191.1	385.1
2019	6,322.3	6,379.1	1,363.4	14,064.8	873.6
2020	6,457.4	5,448.7	1,339.9	13,246.0	-818.8
2021	6,759.5	5,901.9	1,290.8	13,952.2	706.2

Table 3D: Annual operated vehicle seat kilometres (% Change)

Year/Operator	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total Change
2011	-3.3%	-5.5%	27.2%	-2.4%
2012	-1.8%	-0.8%	4.0%	-0.8%
2013	-6.1%	3.7%	-7.6%	-4.9%
2014	-2.8%	-10.8%	3.5%	-3.0%
2015	2.2%	7.3%	-0.1%	4.4%
2016	1.6%	1.4%	-4.7%	0.9%
2017	3.8%	-4.0%	4.9%	0.1%
2018	4.1%	0.4%	11.0%	3.0%
2019	6.4%	6.6%	8.2%	6.6%
2020	2.1%	-14.6%	-1.7%	-5.8%
2021	4.7%	8.3%	-3.7%	5.3%
2010 to 2021	20.0%	-16.4%	43.7%	2.6%

Figure 3.1: Annual Vehicle Seat Kilometres Operated 2010 - 2021



4

Passenger Revenues



Passenger revenues across each of the modes of public transport are shown in Table 4A. Passenger revenues for bus, rail and light rail services are made up of cash fare revenue, Leap revenue, and prepaid ticket sales (including Tax saver tickets), as well as the free travel grant from the Department of Social Protection (DSP). Revenues for rural bus services operated by Local Link also includes revenue which is paid to Local Link from agencies such as the Health Service Executive (HSE) or from community groups for the provision of specific bus services.

Passenger revenues reported in this chapter do not include the annual Public Service Obligation subsidy, which is outlined in Chapter 7. Passenger revenue only relates to contracted PSO services and does not include commercial sources (e.g. Bus Éireann Expressway services).

Changes in passenger revenues is as a result of associated rises or falls in passenger journeys or average fares, or both. As the use of Leap e-purse grows across the modes it has the effect of moderating passenger revenue growth due to the significant fare discount available. The Free Travel Grant from DSP has increased very little since 2010 despite significant increases in free travel passengers, which also has a moderating effect on the growth in passenger revenues.

Significant fares increases were approved by the Authority for 2012 and 2013 to compensate for loss in PSO subsidy and these fare increases enabled the growth in passenger revenues despite passenger journeys falling slightly during this period. Between 2014 and 2019 average fare increases were moderate and it was growth in passenger journeys which was the main contributor to passenger revenue growth. There were no fare changes in 2020 or 2021 other than the introduction of the 90 minute fare in the Dublin metropolitan area.

The 90 minute fare provides a common and simplified fares structure across all modes in Dublin for the first time, allowing free transfer between different transport modes within 90 minutes of initial tag on. The new structure introduced a short fare and a longer distance fare within the metropolitan area covering Leap fares on bus, luas and commuter rail and Dart services (zones 1-4) Fares on rail zones 5&6 and premium services including Xpresso and Nitelink bus services remained at 2019 levels in 2021. The 90 min fare was introduced in late November 2021 and as such, the impact on total fare revenue would have been minimal.

While record passenger journeys have resulted in revenues across all modes increase by 6.8% in 2019, the onset of the COVID-19 global pandemic in March 2020 brought about the single most detrimental impact on fare revenues to date, with a year on year decline of -51.2%, from €660.3 million to €322.5 million. 2021 saw a modest increase in passenger revenues as government restrictions continued to heavily impact on the use of public transport, resulting in a 1.9% increase from the previous year (€328.7 million).

Bus Services

Passenger revenues on bus services nationally rose consistently by an average of 5.7% in the years from 2012 through to 2019. This was primarily driven by significant increases in passenger journeys, to a peak in 2019 where of a total passenger revenue of €660 million, bus services contributed over €345 million (52.3%). Bus revenues fell by 45.8% in 2020, however maintained their share of overall PSO passenger revenue. Of the three modes, passenger revenue on bus services was the only mode to see an increase in 2021, increasing by 4.5% to €195.7m from €187.4m in the previous year.

Typically, just over two thirds of total bus passenger revenues are generated by bus services in Dublin city, peaking at €247million in 2019 before receding to €130.1m in 2020 and €136.2m in 2021. Significant revenue growth occurred in 2018 and 2019 associated with the tendering of bus services and the transfer of a portion of services to Go Ahead and the introduction of enhanced timetables on many routes.

Passenger revenues for bus services outside Dublin peaked in 2019, resulting in a revenue total of €65.7 million for the year. This was despite the full roll out of Leap-enabled machines across the network providing lower leap fares and reflected strong passenger growth, particularly in the regional cities and on national stage carriage services. In line with other services, bus revenues outside of Dublin declined by 40.1% in 2020 to €39.4 million as a result of the impact of the pandemic. However, bus services in regional cities have shown the strongest return to growth on PSO services in 2021 with fare revenue rising by an average of 14%.

Figures for rural bus services operated and managed by Local Link include contracted revenue which has resulted in increased passenger revenues each year between 2011 and 2019. Contracted revenue is revenue

paid to Local Link from agencies such as the HSE or from community groups for the provision of specific bus services. It is this contracted revenue which supported the growth in Local Link passenger revenue from 2012 to 2019. The introduction of a number of high frequency services across the Local Link network from 2017 resulted in a significant upturn in passenger revenues, increasing from €0.4m in 2017 to €1.8m in 2019, as demand for these services grew, before receding to €1.5 million in 2020. In line with regional cities, rural services also experienced a return to growth of 14.5% in 2021, as service levels gradually return to pre pandemic norms.

Light Rail Services

Passenger revenues on Luas light rail services grew moderately from 2013 onwards, following the economic downturn, averaging 4.3% annually. 2016 was an exception due to the closure of the red Luas line from Jervis to the Point for six weeks to facilitate Luas CrossCity works and 12 days of industrial action when no services operated. However, a combination of growth in passenger journeys and moderate fare increases resulted in strong revenue growth from 2017 to 2019, with

passenger revenue peaking at €81 million in 2019, which was largely supported by the opening of Luas CrossCity and improved capacity from extended trams. Luas fare revenue was however badly hit during the COVID-19 pandemic, resulting in a fall of 58.6% in 2020 and a further 1.9% in 2021, reflecting vastly reduced passenger numbers on light rail services during extended periods of heightened public health restrictions.

Rail Services

Passenger revenue on rail services operated by Iarnród Éireann typically account for approximately 36% of total fare revenue on PSO services nationally. Following a period of relative decline as a result of the economic downturn, passenger fare revenue grew at a rate of 5.8% on average between 2013 and 2019, where total revenue increased to a high of €233.8 million. Rail services were significantly impacted in 2020, particularly from a dramatic fall in commuter patronage, resulting in revenues falling by 56.5% to €101.6 million. 2021 saw a further decline of 1.5% on rail services, reflecting the onset of hybrid working and lower levels of rail journeys, particularly on commuter services.

Table 4A: Annual passenger revenue (millions)

Year / Operator	PSO Bus Services	PSO Rail Services	Light Rail Services	Total
2010	€223.4	€162.6	€40.4	€426.4
2011	€221.5	€156.7	€43.7	€421.8
2012	€239.2	€157.9	€46.4	€443.6
2013	€255.0	€166.9	€47.9	€469.8
2014	€268.8	€174.5	€51.2	€494.5
2015	€283.0	€184.2	€54.4	€521.5
2016	€296.8	€193.7	€54.8	€545.3
2017	€305.7	€204.9	€62.0	€572.6
2018	€323.9	€220.9	€73.4	€618.1
2019	€345.5	€233.8	€81.0	€660.3
2020	€187.4	€101.6	€33.5	€322.5
2021	€195.7	€100.1	€32.9	€328.7

*Figures include cash fares, plus contracted revenue collected.

Table 4B: Annual passenger revenue (% Change)

Year / Operator	PSO Bus Services	PSO Rail Services	Light Rail Services	Total
2011	-0.8%	-3.7%	8.0%	-1.1%
2012	8.0%	0.8%	6.4%	5.1%
2013	6.6%	5.7%	3.1%	5.9%
2014	5.4%	4.6%	6.8%	5.3%
2015	5.3%	5.5%	6.3%	5.5%
2016	4.9%	5.2%	0.8%	4.6%
2017	3.0%	5.8%	13.1%	5.0%
2018	5.9%	7.8%	18.4%	7.9%
2019	6.7%	5.8%	10.4%	6.8%
2020	-45.8%	-56.5%	-58.6%	-51.2%
2021	4.5%	-1.5%	-1.9%	1.9%

Figure 4.1: Annual Passenger Revenues 2010 - 2021 (millions)

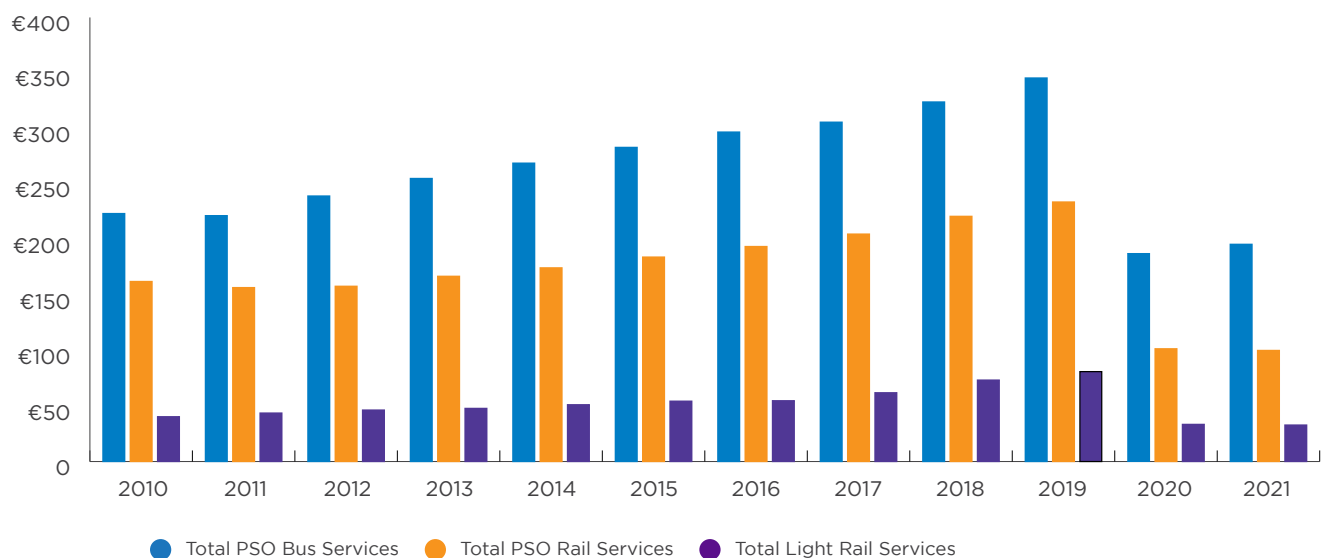


Figure 4.1 shows the annual passenger revenues for each of the public transport modes between 2010 and 2021. In overall terms, in the period up to 2016 PSO passenger revenues grew by an average of 4.2% each year across all modes. In the three years to 2019, however, this accelerated to 6.6%, coinciding with record growth in patronage. If this chart is compared with Figure 1.1 which showed passenger journeys by mode, it can be noted that while bus services nationally carry almost three times the number of passenger journeys compared to rail services, their passenger revenues are more closely aligned. This is because passenger journeys on rail are

often over longer distances and the fare charged is greater than the fare charged on bus where in general terms, passengers are carried a much shorter distance. Similarly with light rail services, while Luas typically carries similar levels of passengers to that of heavy rail services, their revenues are comparatively lower than the other modes as journeys are a lot shorter and therefore have lower fares. As previously discussed, the pandemic in 2020 resulted in significant revenue decline across all modes, with an average reduction of 51.2% nationally. Fare revenues on PSO services stabilised in 2021 with a 1.9% increase across all modes.

5

Passenger Revenues by Region



Table 5A, 5B and Figure 5.1 shows the passenger revenue from 2013 to 2021 for the Dublin region and change experienced over the past nine years. Dublin city bus services (incorporating services operated by Dublin Bus and Go Ahead Ireland) operate within Dublin City & County, while Dublin Commuter bus services (operated by Bus Éireann and Go Ahead Ireland) also serving Dublin, are included. Also included are rail services operated on Dublin Commuter routes, Dart services, as well as light rail services operated within Dublin City only. Passenger revenues on rail services are not broken down by larnród Éireann for the Dublin region and therefore the figures used in tables 5A and 5B are estimates only.

Total passenger revenues in this region grew steadily between 2013 and 2019 by an average of 5.7% annually across all modes, to a peak in excess of €451.7 million in 2019. This was on the back of record growth in patronage prior to 2020 when overall revenues receded

to €219.8 million. 2021 saw a further decline of €4.9m as commuters were advised to work from home for a large portion of the year. This has been most evident in revenues arising from Dublin Commuter bus services, which shrank by 28% in 2021, followed by Commuter Rail and Dart services, the revenues for which also shrank by a further 13.9% from results seen in 2020.

Dublin city bus services, however, saw modest growth in revenues of 4.7% in 2021, which cushioned the overall return in the Dublin region as these represented 63% of overall PSO revenue in the Dublin region in 2021.

Light rail services grew substantially up to 2019, where revenue on Luas services represented the highest revenue growth in the Dublin region at 10.4%. Results for 2021 have seen a stabilisation in fare revenues compared to the previous year, with patronage having grown to a limited extent.

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

Year	Dublin City Bus Services	Dublin Commuter Bus Services	Dublin Commuter & Dart Rail Services*	Light Rail (Luas) Services	Total Passenger Revenue
2013	€184.9	€26.9	€64.2	€47.9	€323.8
2014	€194.4	€28.1	€68.8	€51.2	€342.5
2015	€204.4	€29.6	€73.6	€54.4	€362.0
2016	€211.7	€31.5	€80.9	€54.8	€379.0
2017	€224.7	€29.2	€85.2	€62.0	€401.1
2018	€234.5	€27.6	€90.7	€73.4	€426.2
2019	€247.5	€29.8	€93.3	€81.0	€451.7
2020	€130.1	€18.1	€38.1	€33.5	€219.8
2021	€136.2	€13.0	€32.8	€32.9	€214.9

*Estimated

Table 5B: Dublin Region Annual Passenger Revenues 2013 to 2021 (% Change)

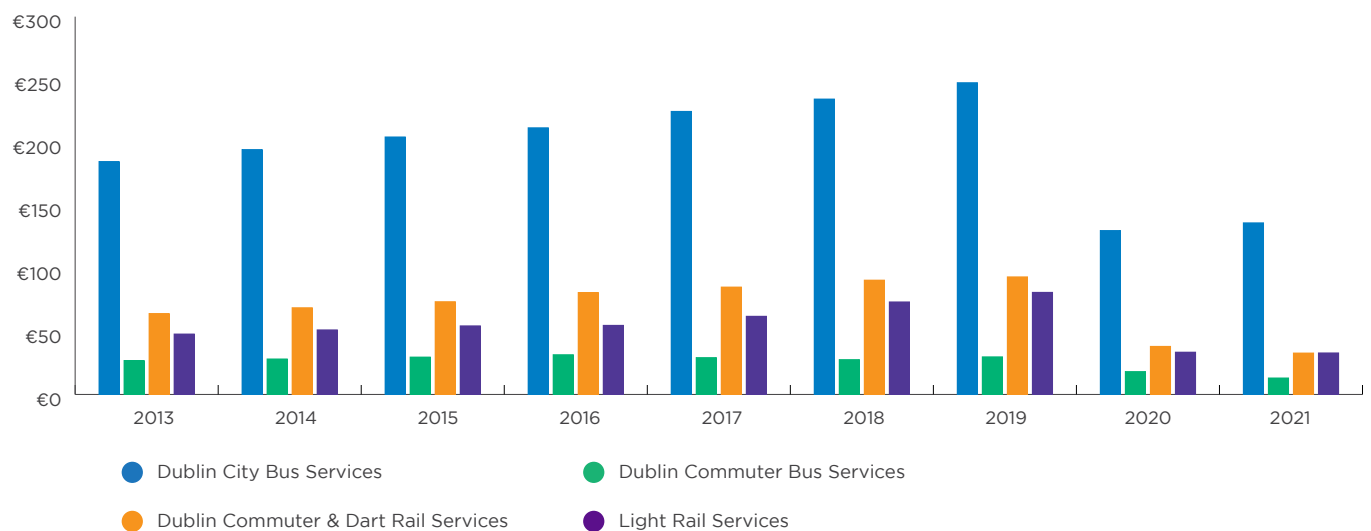
Year/ Operator	Dublin City Bus Services	Dublin Commuter Bus Services	Dublin Commuter & Dart Rail Services*	Light Rail (Luas) Services	Total Revenue Change
2013 to 2021	-26.3%	-51.6%	-48.9%	-31.3%	-33.6%
2020 to 2021	4.7%	-28.0%	-13.9%	-1.9%	-2.2%

*Estimated

Table 5b shows the total change in passenger revenues in the Dublin region between 2013 and 2021 as well as from 2020 to 2021. To put the impact of the COVID-19 global pandemic into context, in the period between 2013 and 2019 there had been an increase of 39.5% in revenue. The passenger revenue in 2021 is in excess of 100 million less than that seen in 2013.

Figure 5.1 shows the revenue trends per mode in the Dublin region and in particular the extent of the decline experienced in 2020 and continued impact of the pandemic on fare revenues in 2021. The dominance of bus services in the Dublin region remains consistent with previous years, with revenues greater than the other modes combined.

Figure 5.1 Dublin Region Annual Passenger Revenues (millions)



Tables 5C and 5D show the breakdown of passenger revenues for areas outside the Dublin region. The majority of PSO bus services are operated by Bus Éireann. All rural bus services operated and managed by Local Link are included here even though a small number of their services operate in the Dublin region. Intercity rail services operated by Iarnród Éireann are also included.

The largest contributor to overall passenger revenue continues to be Intercity rail, with 61% of revenue outside of Dublin (€65.8m) arising from this sector.

Passenger revenues from outside the Dublin region in 2021 totalled €108.1 million. Whilst this figure represents a fall of just over €93 million compared to 2019, it has increased by €7.1 million when compared to 2020 demonstrating a comparatively stronger return to growth than that experienced in the Dublin area. Similar to previous years, passenger revenues outside of Dublin equate to approximately half of that generated in Dublin

city. Bus services in the regional cities experienced strong revenue growth between 2013 and 2019, with average increases of 8.3%. This was largely due to the introduction of enhanced timetables by the Authority, combined with increasingly strong passenger journey growth throughout the network. As with all sectors, 2020 saw annual losses averaging 40.1% across regional city services as public health capacity restrictions were imposed nationally. In 2021, however, regional city bus services have experienced the most pronounced return to revenue growth of all PSO services, with average increases of 14.1%.

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

Year/Operator	Bus Services Cork City	Bus Services Galway City	Bus Services Limerick City	Bus Services Waterford City	National Bus Services	Intercity Rail Services	Rural Bus Services (Local Link)	Total
2013	€16.1	€5.1	€3.6	€1.0	€16.9	€100.6	€0.7	€143.8
2014	€18.2	€5.8	€3.9	€1.0	€16.9	€103.2	€0.5	€149.5
2015	€20.4	€5.9	€4.0	€1.0	€16.8	€107.8	€0.8	€156.8
2016	€22.7	€6.6	€4.3	€1.0	€18.0	€109.7	€0.9	€163.3
2017	€21.7	€6.7	€4.8	€1.0	€17.0	€116.4	€0.4	€168.0
2018	€22.6	€7.5	€5.4	€1.1	€21.2	€126.7	€1.9	€186.4
2019	€25.6	€8.5	€5.7	€1.4	€22.6	€136.1	€1.8	€201.8
2020	€14.6	€5.1	€3.9	€0.8	€13.4	€61.6	€1.5	€101.0
2021	€16.0	€6.0	€4.6	€0.9	€13.1	€65.8	€1.8	€108.1

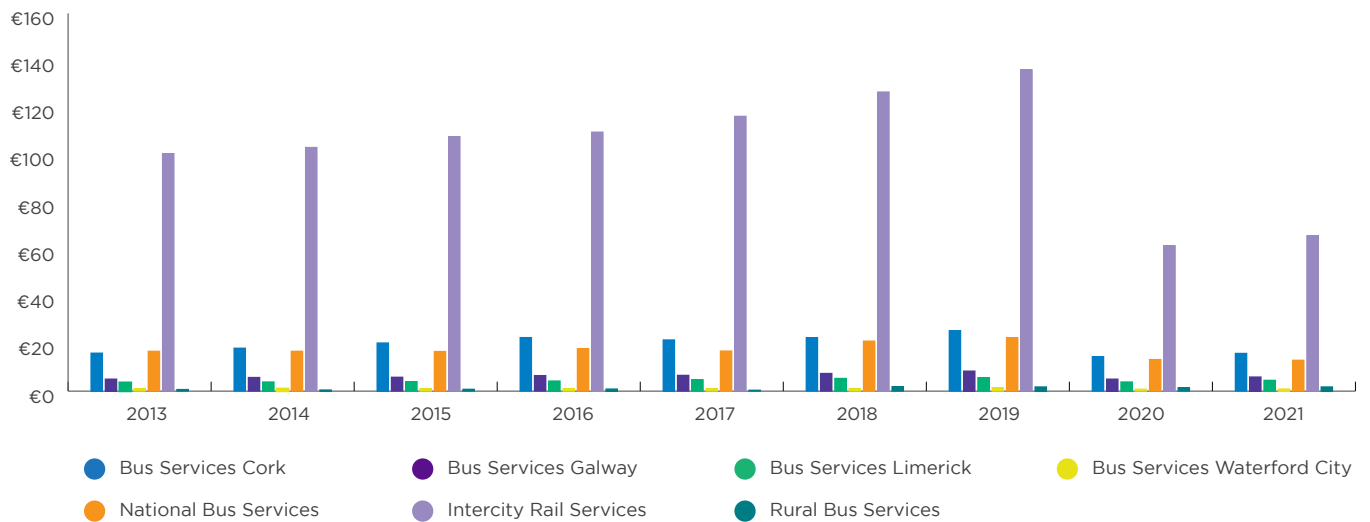
Table 5D: Annual Passenger Revenues Outside Dublin region (% Change)

Year/Operator	Bus Services Cork City	Bus Services Galway City	Bus Services Limerick City	Bus Services Waterford City	National Bus Services	Intercity Rail Services	Rural Bus Services (Local Link)	Total
2013 to 2021	-0.2%	17.8%	28.6%	-9.8%	-22.4%	-34.6%	165.2%	-24.8%
2020 to 2021	9.5%	16.8%	18.0%	12.2%	-2.0%	6.7%	14.5%	7.1%

Passenger revenue growth outside Dublin rose by just over 40% between 2013 and 2019, which is on a par with that seen in Dublin itself, before receding by almost 50% in the year to 2020 due to the impact of the pandemic. Revenue outturns across all market segments up to that time was reflective of a number of interventions by the Authority, namely; moderate or minimal fare increases for example on Intercity rail, improved service

provision through reconfiguration of bus services e.g. city networks, the introduction of greater numbers of contracted services on the rural bus network, and the positive impact of the tendering of services to support passenger growth. It is hoped that these improvements will expedite a return to pre pandemic use of public transport in the near future, a trend which has begun in 2021 with a return to revenue growth of 7.1%.

Figure 5.2: Annual Passenger Revenues outside Dublin Region (millions)



Figures 5.1 and 5.2 show that despite the declines seen in 2020 and 2021, Dublin city bus services account for the largest portion of passenger revenues in the Dublin region, while revenues on Intercity rail services account for the highest revenues outside the Dublin region (approximately 48% of Dublin city bus revenue). However, Dublin city bus services typically carry approximately

12 times more passenger journeys than that of Intercity rail. This is reflective of passengers on bus services in Dublin city taking short journeys and paying a relatively small fare, while passengers on Intercity rail services are taking much longer journeys on average and therefore paying a higher fare.

Figure 5.3 Passenger Revenue Change by Market Segment 2020 to 2021

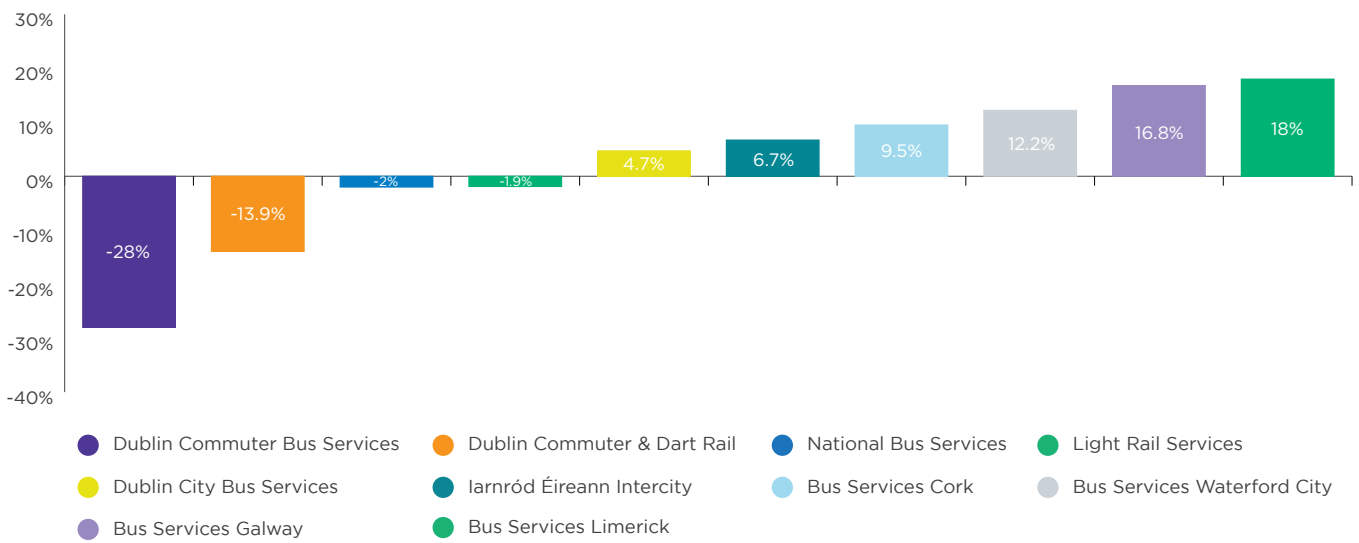


Figure 5.3 shows the passenger revenue change by market segment between 2020 and 2021. To put this chart into context in light of the impact of the COVID-19 pandemic on public transport services, the same comparisons when made between 2013 and 2019 show passenger revenues having increased by 49.3%. As a direct result of passenger numbers decreasing significantly in 2020 and 2021, the revenue outturn when compared to 2013 now shows an average decline of -9.8% across all market segments nationally. The position has improved somewhat from 2020, when passenger revenue across all sectors was -17.9% lower.

The percentage decline in passenger revenue is slightly greater than that of passenger journeys (shown in Figure 2.4), which is related to a similarly dramatic decline in the take up of Tax saver and other period products since 2020, which previously would have supported fare revenues.

Similar to that of passenger journeys, services which ordinarily would either see high levels of commuters have seen the most dramatic decline in passenger revenues, due to the continued impact of the pandemic. The regional cities experienced lesser reductions in revenue by comparison in 2020 and have returned relatively strong rates of growth in 2021 with Galway and Limerick services seeing increases of 16.8% and 18.0% respectively.

6

Free Travel Scheme Revenue



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

Free travel under the Free Travel Scheme is available on most public transport services including PSO bus, rail and light rail services and some ferry services. It is also available on a large number of licensed public bus services operated on a commercial basis. The DSP spends in the region of €76m on the scheme each year on PSO services. Funding for the scheme for PSO operators has remained relatively stable since 2010 and has not responded to the significant increase in passenger journeys undertaken by Free Travel Scheme passengers and the significant growth in the population of those over 66 years of age. The Free Travel Scheme

funding for PSO operators has increased marginally by €7.9m since 2010, with €58.5 million awarded to PSO operators in 2021.

Table 6A shows annual DSP payments for the Free Travel Scheme. The CIÉ group, which includes Dublin Bus, Bus Éireann and Iarnród Éireann, receives a block grant each year and divides the grant among the operating companies under an agreed methodology. The differences in revenue in Table 6A from 2010 to 2018 largely reflects timing differences, although in some cases deductions have been made from the payments when services did not operate due to industrial action. Payments to the scheme between 2019 and 2021 include that paid for operators of competitively tendered services, with the final calculation methodology yet to be confirmed with DSP.

The funding shown in table 6A is included in the passenger revenues in Chapter 4 and 5.

Table 6A: Annual DSP Free Travel Scheme Funding

Year / Operator	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total PSO Services
2010	€33.1	€14.6	€3.0	€50.6
2011	€32.9	€14.6	€4.1	€51.6
2012	€34.2	€14.6	€3.8	€52.6
2013	€34.0	€14.6	€3.4	€52.0
2014	€34.1	€14.5	€3.9	€52.5
2015	€34.1	€14.6	€3.9	€52.7
2016	€34.9	€14.6	€3.9	€53.4
2017	€34.7	€14.6	€3.9	€53.2
2018	€34.7	€14.6	€3.9	€53.2
2019	€38.7	€14.4	€3.9	€57.0
2020	€38.3	€14.4	€3.9	€56.6
2021	€40.3	€14.4	€3.9	€58.5

Table 6B: Annual DSP Free Travel Scheme Passenger Journeys (millions)

	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total
2010	31.6	3.9	2.2	37.7
2011	31.7	4.2	3.1	39.0
2012	32.8	4.5	3.1	40.4
2013	32.7	4.5	3.5	40.7
2014	33.9	4.6	3.6	42.1
2015	34.0	4.6	3.9	42.4
2016	36.3	4.8	3.5	44.6
2017	39.0	4.9	3.7	47.6
2018	40.4	5.0	4.0	49.4
2019	43.4	5.1	4.9	53.3
2020	23.7	1.5	2.0	27.2
2021	25.2	1.1	2.0	28.3

Table 6C: DSP Free Travel Scheme Passenger Journeys (% Change)

	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services	Total Change
2010 to 2021	-20.1%	-72.6%	-8.6%	-24.9%

In recent years the number of people aged 66 years and over has increased by about 3% to 3.5% each year. This increase is reflected in the growing numbers who have availed of the Free Travel Scheme up to 2019, shown in table 6B. In the period between 2010 and 2019 the number of passenger journeys taken under the Free Travel Scheme increased by 41.3% across all modes. The

pandemic in 2020 resulted in a dramatic fall in the use of public transport services across the state, with a similar decline in demand seen for free travel. This resulted in 26.1 million fewer users in 2020, before stabilising marginally in 2021. The majority of the decline continues to be on PSO bus services, with 18.2 million less Free Travel Scheme passenger journeys since 2019.

Table 6D: Average FTS payment per passenger journey (€)

	Total PSO Bus Services	Total PSO Rail Services	Total Light Rail Services
2010	€1.05	€3.71	€1.33
2011	€1.04	€3.49	€1.31
2012	€1.04	€3.22	€1.22
2013	€1.04	€3.22	€0.98
2014	€1.00	€3.13	€1.09
2015	€1.00	€3.16	€1.01
2016	€0.96	€3.07	€1.11
2017	€0.89	€3.00	€1.07
2018	€0.86	€2.95	€0.97
2019	€0.89	€2.83	€0.81
2020	€1.62	€9.40	€1.98
2021	€1.60	€13.31	€1.93

Table 6D shows the average payment per journey taken under the Free Travel Scheme. What we can see in the period up to 2019 across all modes, is that journeys on the scheme have increased while the level of payment

has decreased. As payments to transport operators have remained relatively static in recent years, the falloff in demand due to the pandemic has resulted in average payments per passenger appearing artificially high.

7

Public Service Obligation (PSO) Subsidy



Public Service Obligation (PSO) funding is provided for socially necessary but commercially unviable bus and rail services. Payments in respect of bus and rail transport contracts since 2010 are set out in Table 7B. Payment for PSO services is governed by public service contracts between the Authority and the relevant operator. The requirements for entering into contracts for provision of PSO services is set out in both EU and Irish legislation. Regulation EC 1370/2007 is the EU wide legal framework and the DTA Act 2008 is the national legislation, both governing the regulation of public bus and rail passenger services including the approach for awarding contracts for service delivery and providing PSO compensation for the provision of such services.

The majority of PSO funding goes to Dublin Bus, Bus Éireann and Iarnród Éireann – the C.I.É. operators. Contracts with the two bus companies were renewed in December 2014 and again in December 2019 for a further 5 years. The Authority has also entered into another 10 year direct award contract with Iarnród Éireann in 2019, as it is statutorily required to do. These new direct award contracts provided for the transition from

net cost contracts to gross cost contracts in 2021. This brought these contracts into line with the Authority's competitively tendered contracts. The cost of providing these services are fixed and all fare revenue is transferred to the Authority. PSO payments are then made to the operators to cover the full cost of the operation of the service. Under EU regulation 1370/2007 operators directly awarded public transport contracts are allowed to earn reasonable profit but any higher level of profit is deducted from their annual subsidy payments.

The large public service contracts provide for deductions in payments to operators associated with poor performance across a number of quality metrics as well as incentive payments if performance is higher than the required standard.

A number of additional public transport services, which also receive PSO funding, are provided by other operators procured following public tender competitions. These contracts also operate under a gross cost contract model. Details of these services are outlined in the table below.

Table 7A: Other tendered PSO bus services

Operator	Routes operated
Andrew Wharton Coach Hire	Route 975 between Cavan and Longford
Bernard Kavanagh & Sons Limited	Route 817 between Kilkenny and Dublin
Bus Éireann	Routes W1, W2, W3, W4 & W5 in Waterford City
City Direct	Routes KK1 / KK2 in Kilkenny City
Go Ahead Ireland	24 urban routes in Dublin
Go Ahead Ireland	3 regional routes in Kildare
Go Ahead Ireland	Route 197 between Swords and Ashbourne
JJ Kavanagh & Sons	Route 139 between Naas and Blanchardstown

Rural transport services provided by operators under the Local Link brand are also funded by the Authority. Significant change in the delivery structure for these services took place in recent years, and additional

funding has been provided for new or improved rural transport services. There are now 15 Local Link offices with the role of managing the programme on behalf of the NTA at local level.

Table 7B: PSO Subsidy Payments (millions)*

Year / Operator	Iarnród Éireann	Dublin Bus PSO	Bus Éireann PSO	Rural Bus (Local Link) Services	Luas***	Other Operators	Total
2010	€155.1	€75.8	€45.2	€11.0	€0.0	€0.0	€287.2
2011	€148.7	€73.0	€43.4	€10.6	€0.0	€0.0	€275.8
2012	€166.4	€74.8	€36.9	€9.8	€0.0	€0.0	€287.8
2013	€127.0	€64.5	€34.4	€9.6	€0.0	€0.0	€235.6
2014	€117.4	€60.0	€34.4	€10.1	€0.0	€0.2	€222.1
2015	€98.1**	€57.7	€33.7	€10.7	€0.0	€0.3	€200.5
2016	€133.1	€59.6	€40.8	€11.9	€0.0	€0.3	€245.6
2017	€147.0	€54.0	€52.2	€13.7	€6.7	€0.3	€273.9
2018	€141.3	€47.5	€54.3	€18.6	€0.0	€5.9	€267.5
2019	€128.4	€53.5	€66.4	€22.0	€0.0	€20.1	€290.5
2020	€239.3	€133.4	€101.1	€24.6	€30.2	€35.7	€564.3
2021	€210.2	€146.0	€66.6	€25.3	€32.2	€33.1	€513.3

* All payments shown above represent the net subvention required, i.e. the difference between the cost of operating the service and the fare revenue collected.

** Iarnród Éireann received additional exchequer funds for their Infrastructure Management business which partly compensated them for a reduction in PSO subsidy payments to their Railway Undertaking business which receives the PSO subsidy payments.

*** TII received a once off payment in 2017 of €6.68m for Luas CrossCity mobilisation costs. Also included in 2020 and 2021 are payments to TII to support the operation of Luas light rail services during the Covid-19 global pandemic.

Table 7C: PSO Subsidy Payments (% Change)

Year	Iarnród Éireann	Dublin Bus PSO	Bus Éireann PSO	Rural Bus (Local Link) Services	Luas	Other Operators*	Total
2011	-4.2%	-3.6%	-4.0%	-3.5%			-4.0%
2012	11.9%	2.4%	-15.1%	-8.0%			4.4%
2013	-23.7%	-13.7%	-6.8%	-1.4%			-18.1%
2014	-7.6%	-7.0%	0.1%	4.9%		500.0%	-5.7%
2015	-16.4%	-3.9%	-2.0%	5.9%		50.0%	-9.7%
2016	35.6%	3.2%	21.1%	10.8%		9.8%	22.5%
2017	10.5%	-9.4%	27.8%	15.9%		15.1%	11.5%
2018	-3.9%	-12.0%	4.0%	35.3%		1630.1%	-2.3%
2019	-9.1%	12.8%	22.3%	18.5%		240.4%	8.6%
2020	86.4%	149.2%	52.2%	11.6%		77.6%	94.3%
2021	-12.2%	9.4%	-34.1%	2.7%	6.6%	-7.3%	-9.0%

* See Table 7A: Other tendered PSO Bus services for details

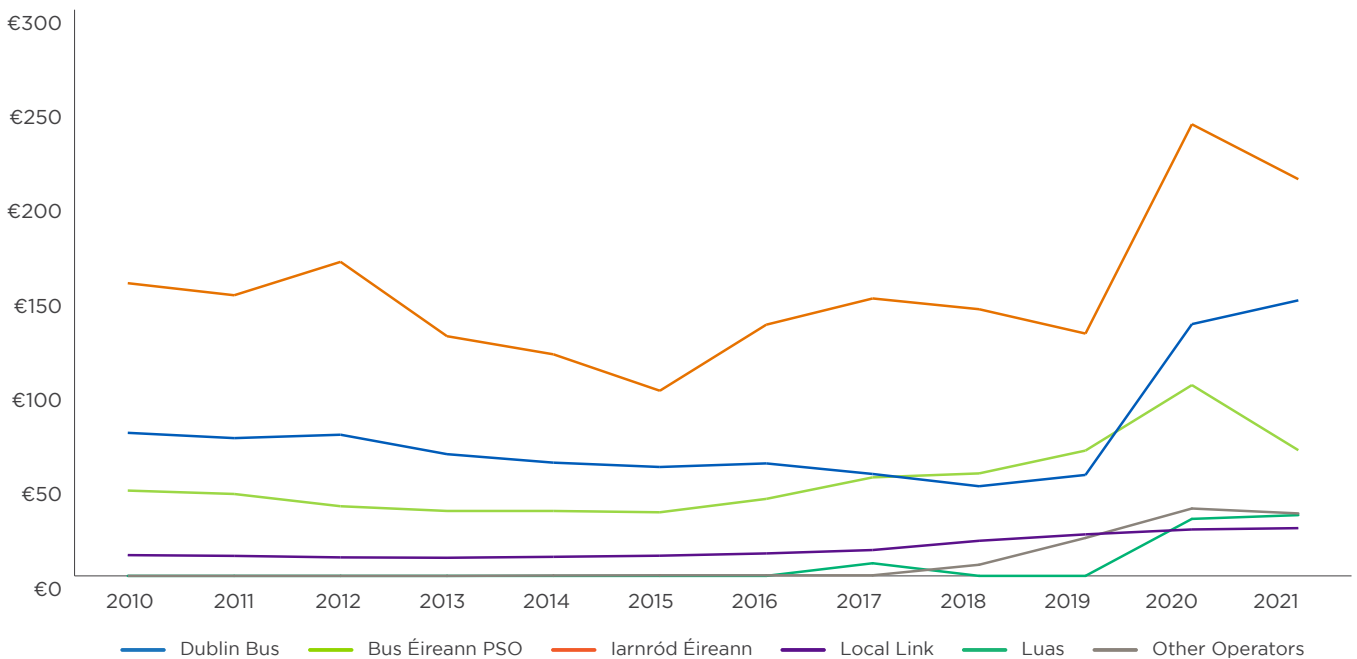
Total PSO funding reached a pre-pandemic high in 2019, supporting record growth in public transport patronage in the same year. Payments to bus operators providing services under gross cost contracts formed the most noteworthy increase in 2019 (€20.1m in total), reflecting the significant investment in enhanced service provision undertaken by the Authority, through the introduction of new services as well as tendering of existing services.

The scale of the impact of the COVID-19 global pandemic on the use of public transport has been substantial. The vast decline in passenger journeys across the State since March 2020 has resulted in considerable fare revenue losses for the Authority, which has been absorbed through additional Government funded subvention to ensure services continued to operate in line with public health restrictions until capacity restrictions were lifted on 1st September 2021 (with the requirement to wear face masks on public transport remaining in place). The funding requirement for subsidised public transport services almost doubled in 2020 from the previous year. Despite a slight reduction in 2021, the €513.3 million paid to operators still represents a 77% increase on 2019 levels.

The subvention requirement for Bus Éireann PSO services have reduced by the greatest extent in 2021, reflecting an encouraging return to growth in patronage and resulting fare revenue in the regional cities and on national services. In 2019, for the second successive year, the PSO payment to Iarnród Éireann fell slightly to €128.4 million. This was partly a result of continued growth in passenger journeys and associated growth in passenger revenues reducing the level of their PSO subsidy. As previously alluded to, the pandemic has impacted the provision of rail services most significantly, as restrictions on the use of public transport continues to alter the travel patterns of regular commuters. Resulting fare revenue losses have been significant, with the necessary subvention to maintain services rising by 86.4% to €239.3 million in 2020 and €210.2 million in 2021.

Subvention paid to Dublin Bus increased in 2021, as a result of a number of factors including new services and contractually agreed indexation to allow for price inflation. However, the main difference between the larger operators in 2021, is that Bus Éireann and Irish Rail continued to drawdown Employment Wage Subsidy Scheme (EWSS) payments where Dublin Bus did not. The EWSS was put in place by government to support businesses from the impact of the COVID-19 pandemic.

Figure 7.1 PSO Payments 2010 to 2021 (millions)



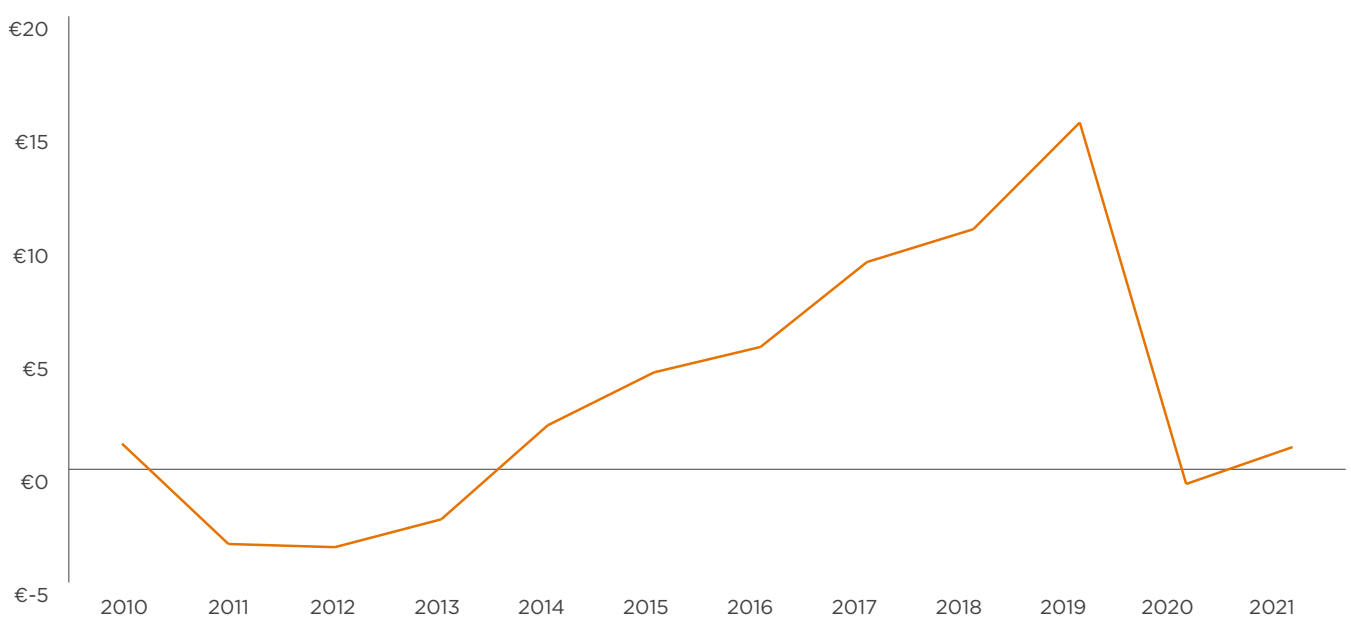
Light rail (Luas) services operated by Transdev Dublin Light Rail Limited experienced deficits between revenue and operating costs between 2011 and 2013. In 2014 Luas operations returned a surplus of €1.94 million, which increased annually to €15.31 million in 2019 as shown in Table 7D and Figure 7.2. Luas did not receive PSO funding from the Authority in 2019, with the Authority agreeing to the balancing of any shortfalls from accumulated cash reserves (which were used to fund the maintenance of

the Luas network along with the Authority's capital grant funds.) In 2017 TII received a once-off PSO grant of €6.68m towards Luas CrossCity mobilisation costs. Since the onset of the pandemic in early 2020, there has been a dramatic decline in passenger journeys and fare revenue. Subvention payments of €30.2 million in 2020 and €32.2 million in 2021 were made to TII, to maintain services in line with public health restrictions resulting in the surplus/deficit outlined in the table below:

Table 7D: Surplus/Deficit on Luas Infrastructure activities before interest, tax and depreciation

Year	€ million
2010	€1.13
2011	-€3.30
2012	-€3.44
2013	-€2.21
2014	€1.94
2015	€4.28
2016	€5.40
2017	€9.15
2018	€10.60
2019	€15.31
2020	-€0.65
2021	€0.98

Figure 7.2 Surplus/Deficit on Luas Service Operations, 2010 -2021 (millions)



8

Operator Fleets



The total fleet that are owned and/or maintained by operators of all PSO services is outlined in Tables 8A, 8B, 8C and 8D. Bus numbers shown are for Quarter 4 of the respective years. Bus numbers required by Dublin Bus and Bus Éireann have increased in recent years as passenger journey numbers have recovered and as a result of the establishment of steady state funding of replacement buses in the fleet. Both the Dublin Bus and Bus Éireann fleets have reduced marginally as a result

of buses being allocated to some services which have recently transferred to Go Ahead Ireland as a result of the tendering of services. Bus Éireann occasionally hire in additional buses to complement services on some routes but those buses are not included in the table. Also included are all buses owned or maintained in the operation of all other competitively tendered contracted bus services, as outlined at the beginning of this bulletin.

Table 8A: Total Number of Buses

Year	Dublin Bus PSO	Bus Éireann PSO	Other tendered PSO Services	Total bus fleet on PSO services
Quarter 4 2010	1023	400	0	1423
Quarter 4 2011	940	460	0	1400
Quarter 4 2012	914	443	0	1357
Quarter 4 2013	907	453	2	1362
Quarter 4 2014	919	453	3	1375
Quarter 4 2015	943	475	4	1422
Quarter 4 2016	967	517	5	1489
Quarter 4 2017	993	542	5	1540
Quarter 4 2018	987	588	128	1703
Quarter 4 2019	985	574	211	1770
Quarter 4 2020	998	587	211	1796
Quarter 4 2021	1034	643	220	1897

From 2022, operators are required by the Authority to report on the environmental performance of their fleets including power source, fuel type usage, emissions etc.

To date, PSO bus fleets which have diversified away from 100% diesel engines include Dublin Bus and Bus Éireann, the compositions of which are shown below.

Table 8B: PSO Bus Fleet by Power Source

Operator	Diesel	Hybrid	Hydrogen
Dublin Bus DAC	78.6%	21.4%	0.0%
Bus Éireann DAC	89.4%	10.1%	0.5%
Other tendered PSO Services	100.0%	0.0%	0.0%

The Luas light rail fleet, shown below in Table 8C, consists of three types of Light Rail vehicle (LRV); those which are 40 metres in length (Citadis 401), those which have been extended to 55 metres (Citadis 402) as part

of the Green Line capacity enhancement programme in 2020 and new 55 metre trams which were purchased as part of the same capital expenditure programme for the Greater Dublin area (Citadis 502).

Table 8C: Total tram fleet - 2021

LRV Type	Number of LRVs in Fleet
Citadis 401	40
Citadis 402	26
Citadis 502	15
Total	81

The national rail fleet is shown below in Table 8D. Individual train types are generally specific to a particular service, such as Intercity (Intercity Railcar or ICR), Commuter (Diesel Multiple Unit or DMU) etc., however variations of sets may be used on multiple leg journeys throughout a typical day. ICR's and DMU's are stated according to

the total number of individual sets comprising one train service, so for example, 3 ICR represents a three set ICR service. Also shown are those sets which are exclusive to a service type, namely Dublin-Cork Intercity (MKIV), Dublin to Belfast Enterprise (DD) and Dart services (EMU).

Table 8D: Total rail fleet - 2021

Train Type	Total Fleet
3 ICR (Intercity Railcar)	84
4 ICR (Intercity Railcar)	100
5 ICR (Intercity Railcar)	50
29000 DMU (Diesel Multiple Unit)	116
2800 DMU (Diesel Multiple Unit)	20
2600 DMU (Diesel Multiple Unit)	16
MKIV (Mark 4 Cork Line Trains)	67
DD (De Dietrich Belfast Enterprise Train)	32
EMU (DART Electrical Multiple Unit)	144
Total	629

9

Age of Buses



Table 9A shows trends in the average age of fleets for PSO bus services. It should be noted that Dublin Bus figures may include a very small element of vehicles used for commercial purposes from 2010 to 2015. From 2016 onwards the average age refers to Dublin Bus buses providing services included in the PSO Direct Award Contract only.

For Bus Éireann, figures for 2010 and from 2017 onwards refer to their entire PSO fleet. Figures for “other services” between 2011 and 2016 includes stage carriage and Dublin Commuter fleet, however on occasion a commercial (Expressway) vehicle could have been used for these services. Also shown are the combined age profile for buses across all other competitively tendered contracted bus services, where depending on the contract, operators provide the buses themselves to the Authority’s specification or they are provided by the Authority for the duration of the contract.

Table 9A: Average fleet age

Year	Dublin Bus PSO	Bus Éireann PSO (city services)	Bus Éireann PSO (other services)	Other tendered PSO Services
Quarter 4 2010	6.8 years	4.8 years		-
Quarter 4 2011	7.7 years	6.4 years	5.5 years	-
Quarter 4 2012	7.5 years	5.6 years	5.4 years	-
Quarter 4 2013	7.5 years	5.4 years	6.1 years	6.5 years
Quarter 4 2014	7.6 years	6.4 years	7.4 years	7.8 years
Quarter 4 2015	7.5 years	6.3 years	6.7 years	8.8 years
Quarter 4 2016	7.5 years	6.3 years	7.4 years	9.8 years
Quarter 4 2017	7.2 years	7.3 years		6.7 years
Quarter 4 2018	6.9 years	6.4 years		5.3 years
Quarter 4 2019	6.6 years	7.9 years		3.5 years
Quarter 4 2020	6.9 years	6.9 years		4.0 years
Quarter 4 2021	5.8 years	6.1 years		4.5 years

The Authority has a target average age for its fleet of 7 years. Capital investment in the fleet by the Authority in the last two years has reduced the average age to more acceptable levels.

10

Major Bus & Rail Network Changes



The major changes to the bus and rail networks over the last number of years are outlined in Tables 10A, 10B and 10C.

Table 10A: Iarnród Éireann Network Changes

Line extensions / re-openings/suspensions	Date
Cork Suburban Rail: Cork to Middleton - Opened	Jul-09
Western Railway Corridor: Ennis to Athenry - Re-opened	Mar-10
Rosslare to Waterford - Passenger Services Suspended	Sep-10
Dublin Suburban Rail (Western Commuter): Clonsilla to M3 Parkway - Opened	Sep-10
Kildare line services commence using the Phoenix Park Tunnel (peak only, Mon - Fri)	Nov-16
Introduction of the new 10-minute DART timetable	Sep-18
Opening of new commuter rail station at Pelletstown in west Dublin	Sep-21

Table 10B: Luas Network Changes

Line extensions	Date
Red Line: Connolly to Docklands - Opened	Dec-09
Green Line: Sandyford to Brides Glen - Opened	Oct-10
Red Line: Belgard to Saggart - Opened	Jul-11
Green Line: St Stephen's Green to Broombridge - Opened	Dec-17

Table 10C: Bus Network Changes

Network redesign phases	Date
Launch of H-Spine Bus Connects services (North East Dublin - Malahide corridor)	Jun-21
Launch of C-Spine Bus Connects services (West Dublin - Maynooth corridor)	Nov-21

11

Wheelchair Accessible Fleet



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

Urban bus fleets operated by Dublin Bus, Bus Éireann, Go-Ahead and other operators are fully wheelchair accessible, as can be seen in Table 11A. These fleets comprise single and double decker low floor buses appropriate for short commuter journeys and are fitted with ramps to facilitate wheelchair users.

The rural, regional and commuter bus services operated by Bus Éireann, Go-Ahead and other operators primarily use coaches because those services involve much longer journeys for customers. As coaches are designed to have storage facilities close to ground level with seating above that, the only way of facilitating wheelchair users is by the use of a lift. The wheelchair lifts, which raise the passenger above the steps and into the coach corridor area, are not as readily suitable for wheelchair access as low-floor buses, but they still contribute towards the

overall accessibility of the fleet. All new replacement buses purchased are accessible, although in a small number of cases, a non-accessible bus may be cascaded from their commercial fleet. It is planned that over the next number of years all Bus Éireann buses which are not accessible will be removed from the fleet.

Double-deck coach fleet provided to Bus Éireann and Go Ahead Ireland for commuter services have a low-floor ramp access to the wheelchair space. The Authority has also procured a number of specially designed single deck buses to operate on commuter services that are low-floor and ramp access and these will be provided over the next few years as funding is available to replace the high-floor coach fleet.

While the Iarnród Éireann fleet of trains are fully wheelchair accessible internally, they require a ramp to enable access between the train and the platform. A portable ramp is used for this purpose and these are currently available at staffed stations and on board some trains or by calling Iarnród Éireann in advance of travel. Trams used on Luas light rail services are all wheelchair accessible from the platform.

Table 11A: PSO Operating Fleet that are Wheelchair Accessible

Year	Urban bus services	Non-urban bus services*			Rail Services (with ramp)	Light Rail Services
		Low-floor ramp	Wheelchair lift	Total accessible		
2013	100%	-	-	-	100%	100%
2014	100%	-	-	-	100%	100%
2015	100%	-	-	-	100%	100%
2016	100%	-	-	-	100%	100%
2017	100%	-	-	-	100%	100%
2018	100%	-	-	-	100%	100%
2019	100%	-	-	-	100%	100%
2020	100%	-	-	-	100%	100%
2021	100%	62%	38%	100%	100%	100%

* Urban bus services include those PSO services operating in Dublin (e.g. Dublin Bus and Go Ahead, including the 197) and the regional cities (e.g. Bus Éireann and City Direct in Kilkenny). Non-urban bus services have been categorised as all other PSO services operating outside of major urban centres (e.g. national stage carriage and commuter).



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