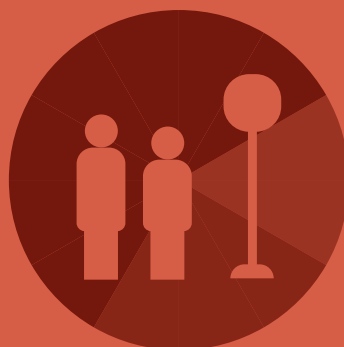




Commercial Bus Services in Ireland (2013 statistics)



Bulletin Topics:

- Number of operators
- Passenger journeys
- Scheduled vehicle kilometres
- Number and age of buses
- Automatic Vehicle Location (AVL)
- Smartcard reading equipment
- Wheelchair accessibility
- Passenger revenue
- Free Travel Scheme revenue
- Total public transport passenger journeys

Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland (“the Authority”). It focuses on bus statistics for licensed bus passenger services operating to a regular schedule in Ireland for the year 2013. The Authority did not include information on Event or Venue specific licences, Temporary services, Demand Responsive services or Specific Targeted services (such as tours, social club events, et cetera) because of the ad hoc and irregular nature of these mainly ancillary services.

These licensed services are often called “commercial” bus services because they are operated without any public subsidy from the Authority. Many of the services, however, receive Free Travel payments from the Department of Social Protection in compensation for the revenue foregone from carrying those entitled to Free Travel.

These bus services are individually licensed by the Authority. Under section 73 (Information, data and statistics) of the Dublin Transport Authority Act 2008, amended by section 75 of the Taxi Regulation Act 2013, the Authority is required to “collect, compile, analyse and prepare information, data or statistics” regarding public transport services in Ireland.

The bus services covered by this bulletin include any licensed service with an origin, intermediate point, or a destination within Ireland (i.e. essentially any service travelling through any part of the State). Bus services subject to an authorisation that are travelling to, from or through Northern Ireland and then into this State are also included in the bulletin. The statistical information for all operators across the State relates to 2013 services.

Last year the Authority wrote to all licensed operators running services with an origin, intermediate point, or a destination within the Greater Dublin Area (GDA)¹ seeking data in respect to 2012, as the legislation at the time only applied to these services. The data in this bulletin includes information for 2012 GDA licensed services for comparative purposes as well as 2013 licensed services for the entire State.

Note that the GDA refers to any service travelling to, from or through any of the GDA counties; the ‘Rest of the State’ refers to any service travelling to, from or through any of the counties in the State other than Dublin, Meath, Wicklow or Kildare; and, ‘Nationally’ refers to all services running to, from or through the State, and these are the meanings assigned to them throughout the document unless otherwise stated.

Readers should be aware that the two principal contracted State funded bus operators, Bus Éireann and Dublin Bus, also provide licensed commercial bus services and so when relevant, their licensed figures are included in the licensed commercial bus services data.

The Authority has produced separate bulletins on State funded services provided by Dublin Bus, Bus Éireann, M&A Coaches and the Rural Transport Programme, as well as bulletins on State funded rail services provided by Iarnród Éireann and Luas. These can be found on the Authority’s website www.nationaltransport.ie under the heading Publications & Statistics.

Statistical Qualification - it is important to note that the figures used in this bulletin are intended to illustrate general features for licensed commercial public bus passenger services including patronage, passenger revenues and the characteristics of the fleet and they are not meant to be read as precise calculations. Rounding has been used and this could affect overall percentages.

¹ The Greater Dublin Area comprises the city of Dublin and the county council areas of South Dublin, Fingal, Dún Laoghaire-Rathdown, Kildare, Wicklow and Meath.

Topics

These statistics had not been collected previously for services operating outside of the GDA and it has involved many of the operators compiling this type of information for the first time.

In repeating this process annually, operators will be able to refine their reporting methods which should strengthen the validation and quality of the data.

In publishing data the Authority has been fully aware of its obligations regarding commercially sensitive information and has therefore ensured that patronage and revenues have been presented in a consolidated and anonymised fashion.

Acknowledgement

The Authority would like to extend its appreciation to the licensed and authorised commercial bus operators for their co-operation and assistance in contributing to this bulletin. **A 100% return** was achieved from all operators with active licences.

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1

Number of Operators



There were 145 operators with licences and authorisations to provide bus services within or through the State in 2013. Of these operators 124 had active licences and provided their transport returns. The other 21 operators had no data returns for a mixture of reasons, including that they were no longer operating any services in or through the State; one operator incorrectly had a licence; and the remaining operators had licences for tours or social club events, et cetera and the Authority did not request this data.

It should be noted that a 100% return was achieved from all operators with active licences. The Authority revokes non-active licences.

It is important to highlight that there is a large variability in the scale and type of services provided by operators. The 124 active operators include large scale inter-city and interurban services that provide connections to and from the country's main towns, cities and airports; commuter services that bring passengers to employment and education; urban and suburban services; as well as rural services that generally link small towns, villages and rural areas.

2

Total number of passenger journeys



Tables 1A and 1B along with Figure 1 highlight the details in respect to licensed passenger numbers for 2012 and 2013. Tables 1C and 1D show licensed commercial public bus passenger numbers across the State in comparison to Public Service Obligations (PSO) services across the State. PSO services are those public transport services that are subsidised by the Government via the Authority.

The national statistics for PSO bus services are made up of PSO figures from Dublin Bus, Bus Éireann, M&A Coaches and services provided under the Rural Transport Programme (RTP) and relate to contracted services that are subsidised by the State. Further information on these services is available in the *Bus Statistics for Ireland – State Funded Services* bulletin no. 03/2014, which likewise refers to 2013 data.

As can be seen in Table 1C, **licensed commercial bus passenger numbers represent about 12% of the total passenger numbers**. However, it must also be borne in mind that journey lengths can vary in size depending on the type of service. For instance, a three kilometre urban journey in Dublin city is not the same as a 200km interurban journey between Dublin and Galway, although they are both counted as one passenger journey.

The percentage of licensed commercial bus passenger numbers is diluted by the large number of Dublin Bus passenger journeys (112.49 million in 2013). A comparison excluding Dublin Bus PSO numbers is presented in Table 1D and shows that excluding Dublin Bus PSO services, licensed services accounted for 39% of passenger journeys.

It should be noted that although total passenger journeys in the GDA between 2012 and 2013 have remained reasonably static, individual operators and routes have seen increases and decreases in passenger journeys over the year.

Table 1A
Annual passenger journeys (millions)

2012	
Licensed bus services 2012 (GDA)	12.91
2013	
Licensed bus services 2013 (GDA)	12.88
Licensed bus services 2013 (Rest of State)	7.21
Total Licensed bus services 2013 (Nationally)	20.09

Table 1B
Percentage breakdown in the State of 2013 annual passenger journeys

Licensed bus services 2013 (GDA)	64.11%
Licensed bus services 2013 (Rest of State)	35.89%
Licensed bus services 2013 (Nationally)	100.00%

Figure 1
Licensed annual bus passenger
journeys (millions) 2012 and 2013

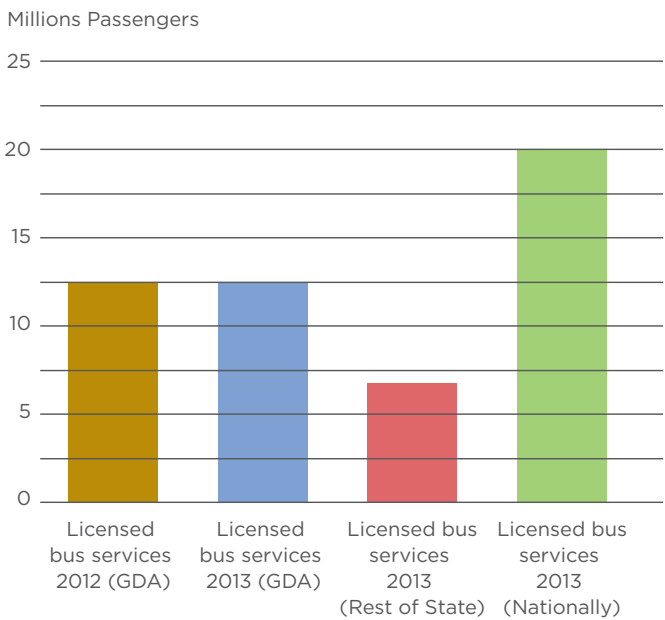


Table 1D
Comparison of licensed and PSO
annual passenger journeys excluding
Dublin Bus PSO services

	Million passengers	Percentage split
Licensed bus services (Nationally)	20.09	38.99%
PSO bus services (Nationally excl. Dublin Bus)*	31.43	61.01%
Total	51.52	100.00%

**Note: PSO services here refer to Bus Éireann, M&A Coaches and Rural Transport Programme (RTP) services only*

Table 1C
Comparison of licensed and PSO
annual passenger journeys

	Million passengers	Percentage split
Licensed bus services 2013 (Nationally)	20.09	12.25%
PSO bus services 2013 (Nationally)*	143.92	87.75%
Total	164.01	100.00%

**Note: PSO services here refer to Dublin Bus, Bus Éireann, M&A Coaches and Rural Transport Programme (RTP) services*

3

Scheduled vehicle kilometres



'Scheduled vehicle kilometres' indicate the number of vehicle kilometres that a bus company planned to operate in a given period, e.g. a year, as per their cumulative timetables.

Tables 2A and 2B along with Figure 2 illustrate the summary of licensed scheduled vehicle kilometres for 2012 and 2013. Table 2C shows licensed commercial scheduled vehicle kilometres in comparison to Public Service Obligations (PSO) bus services across the State excluding Rural Transport, for which many services are demand responsive and vary from day to day.

As can be seen in Table 2C **licensed bus scheduled vehicle kilometres represent nearly 50% of the total licensed and PSO bus figure**, which reflects the fact that a significant proportion of these licensed bus services are operating reasonably long interurban services. In contrast to the section on passenger numbers above, these figures show a much higher percentage for licensed services when comparing licensed and PSO scheduled vehicle kilometres.

Table 2A
Annual scheduled vehicle kilometres (millions)

2012	
Licensed bus services 2012 (GDA)	57.19
2013	
Licensed bus services 2013 (GDA)	60.13
Licensed bus services 2013 (Rest of State)	20.07
Total Licensed bus services 2013 (Nationally)	80.20

Note: The GDA refers to any service travelling to, from or through any of the GDA counties, and 'Nationally' refers to all services running to, from or through the State.

Table 2B
Percentage breakdown in the State of total vehicle kilometres for 2013

Licensed bus services 2013 (GDA)	74.98%
Licensed bus services 2013 (Rest of State)	25.02%
Licensed bus services 2013 (Nationally)	100.00%

Figure 2
Licensed annual scheduled vehicle kilometres (millions) 2012 and 2013

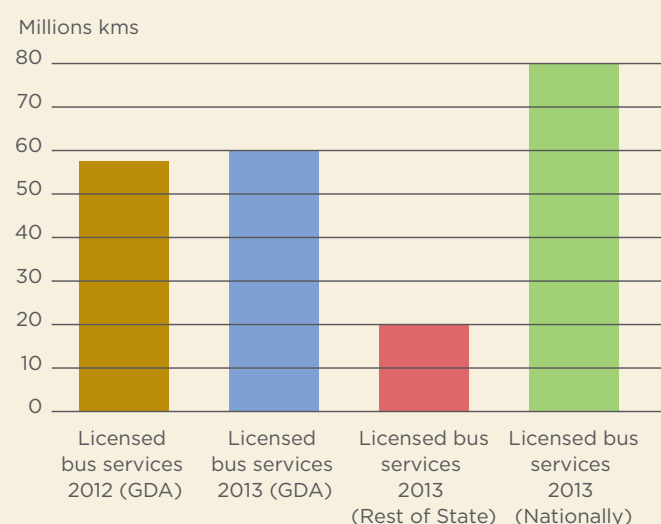


Table 2C
Comparison of licensed and PSO annual scheduled vehicle kilometres

	Million kms	Percentage split
Licensed bus services 2013	80.20	48.19%
PSO bus services 2013	86.24	51.81%
Total	166.44	100.00%

4

Numbers of buses used to provide licensed services



The number of buses that are used to provide licensed bus services in the State is 1,062 as outlined in Table 3A. This year the Authority also asked licensed operators whether their buses were used for other activities as well, to show not only how many buses operators used to provide their licensed services but also how much these buses were used solely for running their licensed services.

For example, if an operator had just one bus and this bus was used 70% of the time for regular licenced services and 30% of the time for private hire services, then the operator would just count that as 0.7 of a vehicle when reporting their exact number of buses used. Using this method of calculation, there were 1,062 buses used for providing licensed services of which 969 buses (91.2%) were solely used for providing licensed services.

Table 3A
Numbers of buses used to provide services

Classification	Number of buses
Number of buses used to provide regular services irrespective of whether partially or fully allocated to the licensed services	1,062
Number of buses operated solely to provide regular licensed services	969

The licensed buses referred to in the tables would include a broad variety of vehicles, such as inter-city coaches, low-floor urban double and single decker buses, as well as midi and mini buses. These buses would have a range of different vehicle designs and numbers of seats and the buses are generally used to suit the type of route being served.

The PSO bus details referred to in Tables 3B, 3C and Figure 3 relate to Dublin Bus and Bus Éireann only and show their bus numbers that applied at the end of 2013. Rural transport services are excluded because, in general, the buses used are mini buses which also perform other types of services such as school transport, community group journeys, and sports journeys.

Table 3B
Numbers of buses used to provide licensed and PSO services

Licensed bus services 2013 (Nationally)	1,062
PSO bus services 2013 (Nationally)	1,360
Total numbers of buses providing services	2,422

Table 3C
Percentage of total number of buses used to provide services

Licensed bus services 2013 (Nationally)	43.85%
PSO bus services 2013 (Nationally)	56.15%
Total numbers of buses providing services	100.00%

Figure 3
Number of licensed and PSO buses providing services nationally in 2013

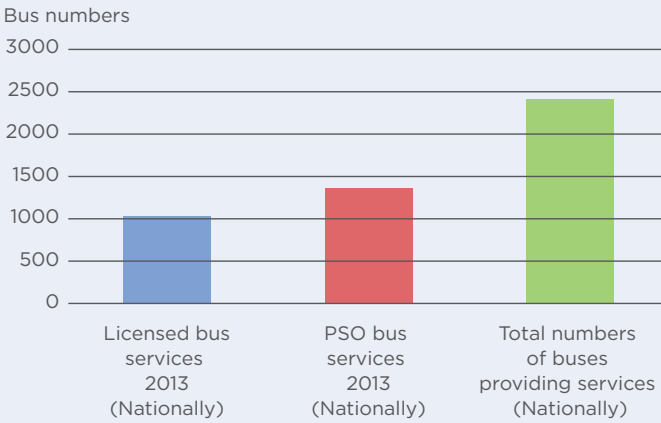


Table 3D
Number of buses used to provide services by operator’s fleet size

Largest* 5 operators number of buses	500
Largest* 10 operators number of buses	608
All licensed operators number of buses	1,062

*Note: Largest here is measured by operator’s fleet size.

Table 3E
Number of buses used to provide services by operator’s fleet size

Number of operators with one bus only	32
Number of operators with two buses only	52
Total number of active operators	124

5

Average age of the licensed bus fleet



The average age of a bus fleet is an important measure as the age of a bus can influence: accessibility standards, vehicle emission levels, fuel efficiency, vehicle safety features, bus maintenance requirements, reliability, and maintaining and attracting passengers, who can have a preference for travelling on newer buses with enhanced features and designs.

As mentioned in section 4, there are 1,062 buses used to provide licensed bus services in the State and the average age of the licensed bus fleet is 6.83 years.

Table 4A shows that the ten operators with the youngest bus fleet have an average bus fleet age of 3.18 years. The ten operators with the oldest bus fleet have an average bus fleet age of 20.00 years, and the average fleet age for all licensed operators is 6.83 years.

Table 4A
Average age in years of the licensed bus fleet

Description	Years	No. of buses
Average age for 10 operators with youngest bus fleet	3.18	114
Average age for 10 operators with oldest bus fleet	20.00	33
Average fleet age for all licensed operators	6.83	1,062

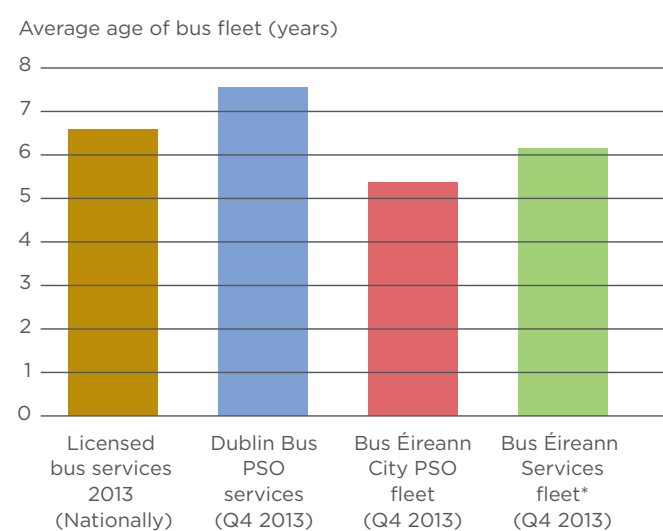
Note: Youngest/oldest here means buses with the lowest/highest cumulative age

Table 4B
Average age of the licensed and PSO bus fleets

Licensed bus services 2013 (Nationally)	6.83 years
Dublin Bus PSO services (Q4 2013)	7.5 years
Bus Éireann City PSO fleet	5.4 years
Bus Éireann non-city fleet*	6.1 years

Note*: Bus Éireann's non-city fleet includes Stage Carriage and Dublin Commuter PSO services.

Figure 4
Average age of the licensed and PSO bus fleets in 2013



Note*: Bus Éireann's non-city fleet includes Stage Carriage and Dublin Commuter PSO services.

6

Operating fleet with Automatic Vehicle Location (AVL) systems on board



Automatic Vehicle Location (AVL) is the term used for automatically determining the geographic location of a vehicle or number of vehicles. Vehicles are generally tracked by placing a Global Positioning System (GPS) electronic device in or on a vehicle. There are a number of benefits to AVL, especially in a public transport context, including that it allows an operator to manage fleet better, know where the vehicle(s) are at any given point and it facilitates the provision of real time bus or rail passenger information.

It should be noted that although many AVL systems may be of benefit to an individual operator, only specific AVL systems are compatible to the State’s real time passenger information (RTPI) facility that is available through on-street displays and through the website, apps or SMS service. Therefore having buses with AVL on board would not be a sufficient guide as to whether these services could participate in the RTPI facility.

As mentioned in section 4, there are 1,062 buses used to provide licensed bus services in the State. Of these 1,062 buses, 639 have AVL systems on board, which means that **60% of the total licensed national bus fleet has AVL systems on board.**

Table 5A and 5B show that the five largest licensed operators (out of the total of 124 active operators), have 482 buses or 75% of all buses with AVL systems on board. This percentage then increases to 86% for the largest 10 operators. These figures indicate that there is a concentration of buses with AVL systems on board among a small group of operators.

Table 5A
Number of buses with AVL systems on board

Largest* 5 operators with AVL on buses	482 buses
Largest* 10 operators with AVL on buses	551 buses
All licensed operators with AVL on buses	639 buses

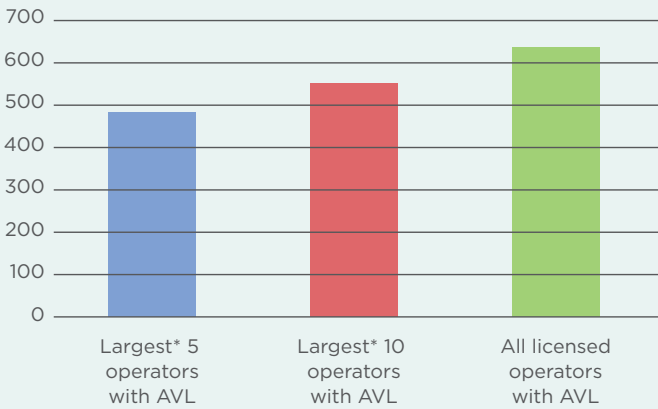
*Note: Largest here is measured by those operators with the biggest AVL fleet size.

Table 5B
Percentage of all AVL buses controlled by larger operators

Largest* 5 operators with AVL on buses	75%
Largest* 10 operators with AVL on buses	86%
All licensed operators with AVL on buses	100%

*Note: Largest here is measured by those operators with the biggest AVL fleet size.

Figure 5
Number of licensed operating fleet buses with AVL systems on board, 2013



7

Operating fleet with smartcard reading equipment



Public transport smartcards are the technological successor to the older magnetic tickets. Smartcards are generally the size of a credit card and contain a microchip that stores and transmits data. This enables them to communicate with a smartcard reading device without actually touching it, once the card is held close to the device.

The Leap card is the only inter-operable public transport smartcard in Ireland. It has been deployed in the GDA and has now been extended to Cork and it is intended for Leap to be rolled out to Galway city in 2014, and to Limerick city and Waterford city in 2015.

The Leap card is also available on a number of different routes that begin outside the GDA and then travel through or finish inside the GDA. Examples of these include a variety of Bus Éireann services in the eastern part of the country and Wexford Bus on the Wexford to Dublin City and Airport route.

The Leap card is available for both publicly subsidised and licensed services and in 2013 there were five bus operators using the Leap card: Bus Éireann, Dublin Bus, Matthews Coaches, Swords Express and Wexford Bus (Bus Éireann and Dublin Bus run both commercial and publicly subsidised services).

There is also a smartcard available with Ulsterbus called Smartlink and as they operate a number of cross-border services, their buses are included in the total figure for operating fleet with smartcard reading equipment on board.

As can be seen in Table 6, **27% of the total licensed national bus fleet has smartcard reading equipment on board**. This refers to buses operating to, from or through the State. This compares with a percentage of 67% for Bus Éireann's PSO fleet in 2013 and with 100% for Dublin Bus' PSO fleet in 2013.

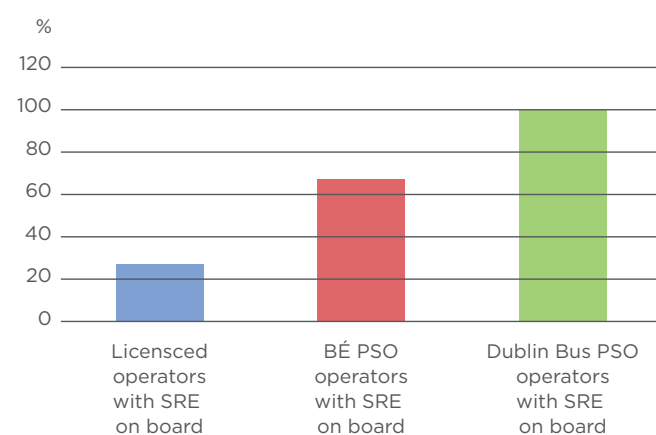
In respect to the Leap card, there are currently 65 buses for licensed services that are operating in the State with Leap card readers on-board. As the Leap card programme continues to be rolled out in the regional cities and beyond, this number will naturally increase.

Table 6
Number of buses with smartcard reading equipment (SRE) on board

Licensed operators with SRE on board	27%
BÉ PSO services with SRE on board	67%
Dublin Bus PSO services with SRE on board	100%
Licensed and PSO bus services nationally	62%

Note: PSO services nationally here refer to Bus Éireann and Dublin Bus only

Figure 6
Licensed and PSO operators with smartcard reading equipment on board by %, 2013



8

Wheelchair accessibility of the licensed services fleet



In subsections A, B, and C below, the wheelchair accessibility of the licensed fleet is examined. It is important to highlight that subsections A and B indicate whether a vehicle is either low-floor wheelchair accessible or is wheelchair accessible through the use of a lift. There are a small number of vehicles within the licensed bus services fleet that are accessible to wheelchairs by being both low-floor and having the use of a lift, although this is less common.

A. Operating fleet that are low floor buses suitable for wheelchair access

Low-floor wheelchair accessible buses are buses where access from the bus stop to part or all of the passenger area is direct from the bus stop apron. There are no steps involved and a wheelchair lift is not used.

Optionally, the bus may lower to kerb level and there may be an entry and exit access ramp for quick and safe wheelchair access. This enables easier access for wheelchair users and those with limited mobility. Accessing low floor buses can also require that appropriate bus stop infrastructure, for instance kerbs of a specific height, are in place.

As mentioned in section 4, there are 1,062 buses used to provide licensed bus services in the State. Of these 1,062 buses, 137 are low-floor wheelchair accessible buses, which mean that **13% of the total licensed national bus fleet are low-floor wheelchair accessible.**

Tables 7A and 7B show that the five largest licensed operators have 95 buses or 69% of all buses that are low-floor wheelchair accessible buses. This percentage then increases to 84% for the largest 10 operators. These figures indicate that there is a concentration of buses that are low-floor wheelchair accessible among a small group of operators.

Table 7A
Number of buses that are low-floor wheelchair accessible (LFWA)

Largest* 5 operators with such buses	95
Largest* 10 operators with such buses	115
All licensed operators with such buses	137

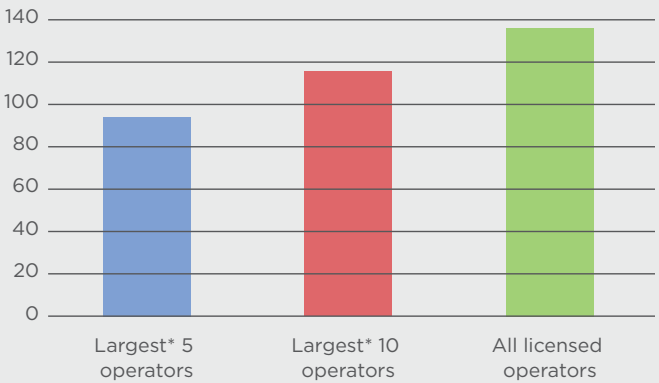
**Note: Largest here is measured by those operators with the biggest LFWA fleet size.*

Table 7B
Percentage of all LFWA buses controlled by larger operators

Largest* 5 operators with such buses	69%
Largest* 10 operators with such buses	84%
All licensed operators with such buses	100%

**Note: Largest here is measured by those operators with the biggest LFWA fleet size.*

Figure 7A
Number of licensed operating fleet that are low-floor wheelchair accessible buses, 2013



B. Operating fleet that have lifts suitable for wheelchair access

Buses with wheelchair lifts raise the individual and wheelchair above the steps of the bus and into the coach corridor area. This feature requires a deep space at the footpath which is not always available. The use of wheelchair lifts increases the dwell time at bus stops and may not be as preferable for the passenger as the low-floor, roll-on, roll-off option.

Buses with wheelchair lifts are often only able to carry one passenger using a wheelchair at any given time because only one designated wheelchair space may be available. It can also be the case that the customer using a wheelchair may need to inform the operator in advance that they wish to use the service because seating may need to be removed to provide for a designated wheelchair space.

As mentioned in section 4, there are 1,062 buses used to provide licensed bus services in the State. Of these 1,062 buses, 318 have lifts suitable for wheelchair access, which means that **30% of the total licensed national bus fleet have lifts suitable for wheelchair access.**

Tables 7C and 7D show that the five largest licensed operators have 276 buses or 87% of all buses that have lifts suitable for wheelchair access. This percentage then increases to 92% for the largest 10 operators. These figures indicate that there is a concentration of buses that have lifts suitable for wheelchair access among a small group of operators.

Table 7C
Number of buses that have lifts suitable for wheelchair access

Largest* 5 operators with such buses	276 buses
Largest* 10 operators with such buses	294 buses
All licensed operators with such buses	318 buses

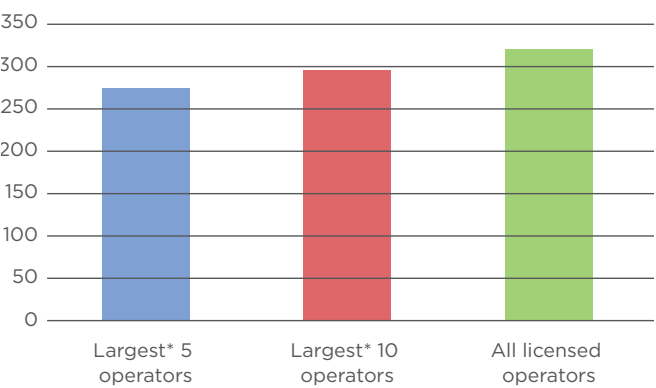
** Note: Largest here is measured by those operators with the biggest fleet size of buses that have lifts suitable for wheelchair access*

Table 7D
Percentages of buses that have lifts suitable for wheelchair access controlled by larger operators

Largest* 5 operators with such buses	87%
Largest* 10 operators with such buses	92%
All licensed operators with such buses	100%

** Note: Largest here is measured by those operators with the biggest fleet size of buses that have lifts suitable for wheelchair access*

Figure 7B
Number of licensed operating fleet that have lifts suitable for wheelchair access, 2013



C. Scheduled kilometres operated with wheelchair accessible vehicles

This shows what percentage of an operator’s total scheduled kilometres were operated with accessible buses, i.e. any vehicles that were either low floor wheelchair accessible or buses with lifts suitable for wheelchair access.

So for instance, if an operator had three buses and one was wheelchair accessible (being either low floor or having a wheelchair lift) then you would expect that 33% of the total scheduled kilometres would be operated with accessible buses. However, if the wheelchair accessible bus was regularly used for licensed services, whereas the other buses were used less often or used as spares, then you would expect the percentage to be much higher because most of their services would be provided with the wheelchair accessible bus.

As mentioned in section 3, the figure for annual scheduled vehicle kilometres used to provide licensed bus services is 80.20m for the State. Of these 80.20m scheduled kilometres, 31.45m are scheduled kilometres operated with wheelchair accessible vehicles, which means that **39% of all the licensed scheduled vehicle kilometres run are run with wheelchair accessible vehicles.**

As these figures are derived from an estimation by operators, they are intended to be read as guide figures as opposed to being exact calculations. However, if one considers Table 7G, it shows that there is a reasonable level of consistency between the number of buses that are accessible and the overall percentage of accessible scheduled kilometres reported by operators.

Tables 7E and 7F show that the five largest licensed operators run 90% of total scheduled kilometres being operated with wheelchair accessible vehicles. ‘Largest’ here is measured by those operators running the most scheduled kilometres operated with wheelchair accessible vehicles. The 10 largest licensed operators run 95% of total scheduled kilometres operated with wheelchair accessible vehicles.

The details in Tables 7E and 7F and Figure 7C indicate that there is a concentration of scheduled kilometres run with wheelchair accessible vehicles among a small group of operators.

Table 7E
Number of scheduled vehicle kilometres run with wheelchair accessible vehicles (millions)

Largest* 5 operators by accessible kms run	28.27m
Largest* 10 operators by accessible kms run	29.96m
All licensed operators by accessible kms run	31.45m

**Note: Largest here is measured by those operators running the most scheduled kilometres operated with wheelchair accessible vehicles*

Table 7F
Percentage of scheduled vehicle kilometres run with wheelchair accessible vehicles

Largest* 5 operators by accessible kms run	90%
Largest* 10 operators by accessible kms run	95%
All licensed operators by accessible kms run	100%

**Note: Largest here is measured by those operators running the most scheduled kilometres operated with wheelchair accessible vehicles.*

Figure 7C
Scheduled vehicle kilometres run with
wheelchair accessible vehicles, 2013

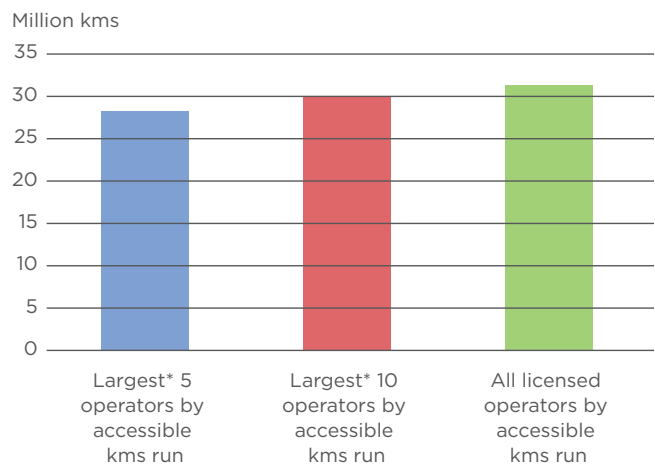


Table 7G
Licensed service buses by wheelchair
accessibility

	Number of buses	% split
Number of buses that are low-floor wheelchair accessible	137	13%
Number of buses that have lifts suitable for wheelchair access	318	30%
Total wheelchair accessible vehicles	455	43%
Total numbers of buses providing licensed services	1,062	100%

Note: 39% of licensed scheduled vehicle kilometres run are run with wheelchair accessible vehicles.

9

Passenger revenue

Licensed commercial passenger revenue consists of all revenue from ticket sales (including cash, Leap card, Tax saver, online & prepaid tickets), as well as commercial sector subsidies. The vast majority of the licensed commercial passenger revenue is from ticket sales alone. **It is important to note that revenues from the Department of Social Protection Free Travel payments and private hire services are not included in the revenue figures in this section of the bulletin.**

The Department of Social Protection Free Travel payments for licensed and PSO national bus services are outlined separately in section 10 'Free Travel Scheme revenue'.

A commercial sector subsidy in respect of licensed commercial passenger services refers to when, for example, a business park pays a bus operator to run a particular scheduled route that serves a business park area.

As can be seen from Tables 8A and 8B, **licensed bus passenger revenue represents about 34% of the total passenger fare revenue figure in the State.** The PSO bus services national passenger revenue is made up of passenger fare revenue figures from Dublin Bus, Bus Éireann and the Rural Transport Programme (RTP). It does not include PSO subsidy payments in respect of these services and does not include the Free Travel payments.

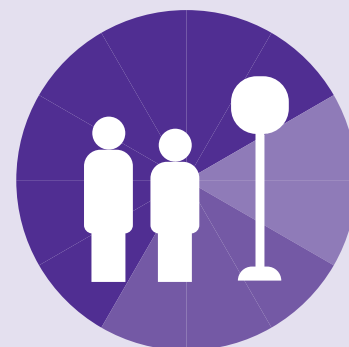


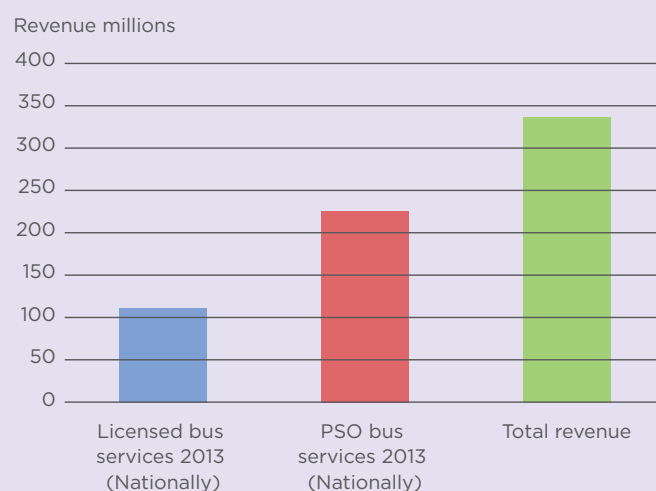
Table 8A
Annual passenger fare revenue
(€ millions)

Licensed bus services (nationally)	114.66
PSO bus services (nationally)	225.00
Total	339.66

Table 8B
Percentage of total annual passenger fare revenue

Licensed bus services (nationally)	33.76%
PSO bus services (nationally)	66.24%
Total	100.00%

Figure 8
Annual licensed and PSO passenger revenue (excluding DSP payments) 2013



10

Free Travel Scheme revenue



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

Free travel is available on the majority of State funded bus and rail transport including Dublin Bus, Bus Éireann, Iarnród Éireann and Luas services - the exception is the PSO services operated by M&A Coaches where a concessionary fare has been applied. Free travel is also available on a number of licensed commercial services operated by private bus companies and Bus Éireann.

Table 9 shows annual Department of Social Protection (DSP) payments for the Free Travel Scheme for licensed services and PSO bus services.

As Bus Éireann receives a payment in respect of its licensed and PSO services, their payment is split between the licensed bus services and the Bus Éireann PSO services amounts.

Table 9
Selected annual DSP Free Travel
Scheme passenger revenue

Licensed bus services (Nationally)*	€18.480m
Dublin Bus PSO services	€20.594m
Bus Éireann PSO services (Nationally)	€12.071m
Rural Transport Programme (RTP)	€1.500m

Note: This includes the Free Travel Scheme revenue for Bus Éireann licensed services nationally but it does not include cross-border Free Travel payments.*

11

Approximate number of licensed annual Free Travel Scheme passenger journeys



As mentioned in Section 10, the Department of Social Protection's Free Travel Scheme is available on a number of licensed commercial services operated by private bus companies and Bus Éireann.

The figure for total licensed bus passenger journeys in the State for 2013 was 20.09 million (as outlined in Section 2). Of these 20.09 million journeys, 4.75 million were indicated by operators as Free Travel Scheme (FTS) journeys, which mean that **24% of all licensed bus passenger journeys in the State were taken by FTS passengers.**

It should be noted that these figures have been calculated by using an approximate percentage provided by operators and multiplying this by the total passenger journeys on the respective routes. The figures should therefore be taken as indicative only rather than precise calculations.

Table 10B shows that the five largest licensed operators with FTS passengers carried 72% of all FTS passengers. This percentage then increases to 82% for the largest 10 operators.

Table 10A
Number of licensed annual Free Travel Scheme passenger journeys

Largest* 5 operators with FTS passengers	3.40 million
Largest* 10 operators with FTS passengers	3.90 million
All licensed operators with FTS passengers	4.75 million

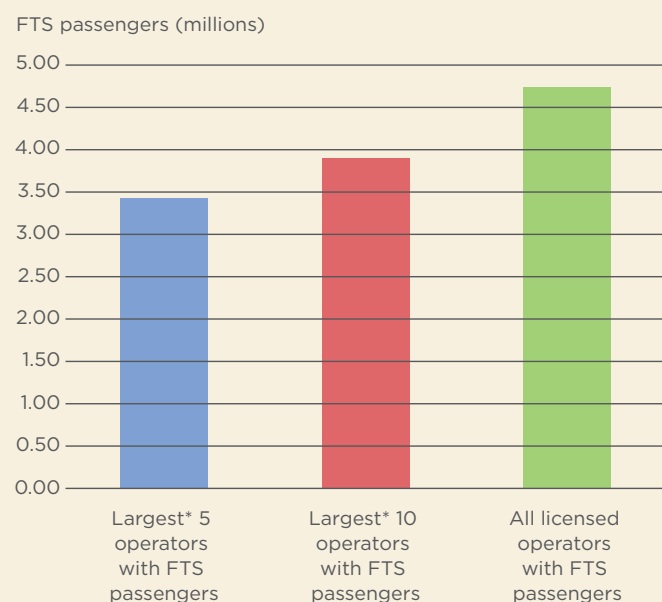
**Note: Largest here is measured by those operators carrying the largest number of FTS passengers*

Table 10B
Percentage of licensed annual Free Travel Scheme passenger journeys

Largest* 5 operators with FTS passengers	72%
Largest* 10 operators with FTS passengers	82%
All licensed operators with FTS passengers	100%

**Note: Largest here is measured by those operators carrying the largest number of FTS passengers*

Figure 9
Number of licensed annual Free Travel Scheme passenger journeys, 2013



12

Availability of Tax saver tickets by licensed service operators



The TaxSaver Commuter Ticket Scheme allows employees to avail of public transport commuter tickets if they are travelling to work by public transport. The scheme involves employers providing employees with public transport commuter tickets while saving on employer PRSI payments. The employee usually then pays for the ticket in regular payments or in a lump sum.

Employees participating in the scheme benefit from reduced tax and PRSI payments. The scheme is generally known as the TaxSaver scheme but other names can be used by individual public transport operators.

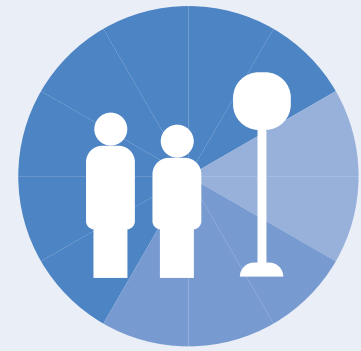
The information in Table 11 shows that 14% of all operators offer at least one form of TaxSaver ticket. These tickets are generally used by passengers on regular scheduled services and commuter type services. An annual ticket is the period of time that is usually offered by operators for tickets under the TaxSaver scheme.

Table 11
Number of operators offering Tax saver tickets

Description	Number	%
All licensed operators offering multiple Tax saver tickets e.g. Annual and Quarterly	5	4%
All licensed operators offering at least one Tax saver ticket e.g. Annual	17	14%

13

Total public transport passenger journeys in Ireland



One of the benefits of conducting this research into licensed commercial public bus services is that it assists in compiling total public transport passenger journeys for Ireland.

The figures do not include any passenger journeys from privately-provided school transport services as this information is not available. Passenger numbers from the Department of Education & Skills (DES) school transport schemes are included, as well as schoolchildren using all other scheduled public transport services.

Tables 12A and 12B provide national passenger journey information. Approximately **272 million public transport passenger journeys were made in Ireland in 2013**. Approximately 75% of these public transport trips were made using bus services.

If we exclude the Department of Education & Skills school transport schemes and focus on public transport that is available to all public passengers, then approximately 231 million public transport passenger journeys were made in Ireland in 2013 and roughly 71% of all public transport trips in Ireland were made using bus services.

Table 12A
Total passenger journeys including
Department of Education & Skills
school transport schemes

Operator	Passenger journeys (millions)	% split of passenger total
Dublin Bus (PSO) ref i	112.49	41.3%
Bus Éireann (PSO) ref ii	29.69	10.9%
Licensed commercial bus services operating through GDA	12.88	4.7%
Licensed commercial bus services operating through the rest of the State	7.21	2.6%
Rural Transport Programme ref iii	1.74	0.6%
Iarnród Éireann ref iv	36.74	13.5%
Luas ref v	30.51	11.2%
Department of Education & Skills school transport schemes ref vi	41.12	15.1%
Total	272.38	100.00%

Note: See references for respective data sources.

Figure 10A
Public transport passenger journeys
in Ireland, 2013 (including school
transport schemes)

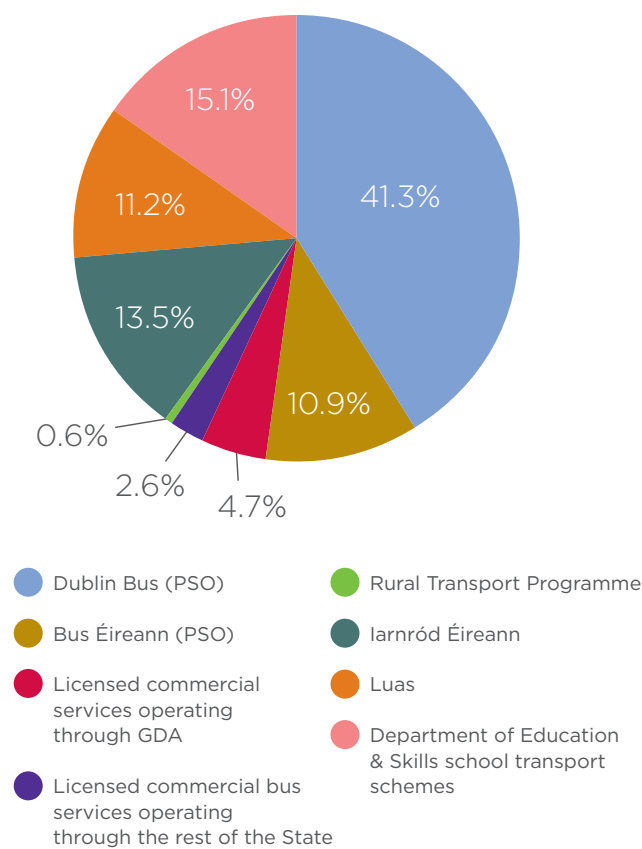
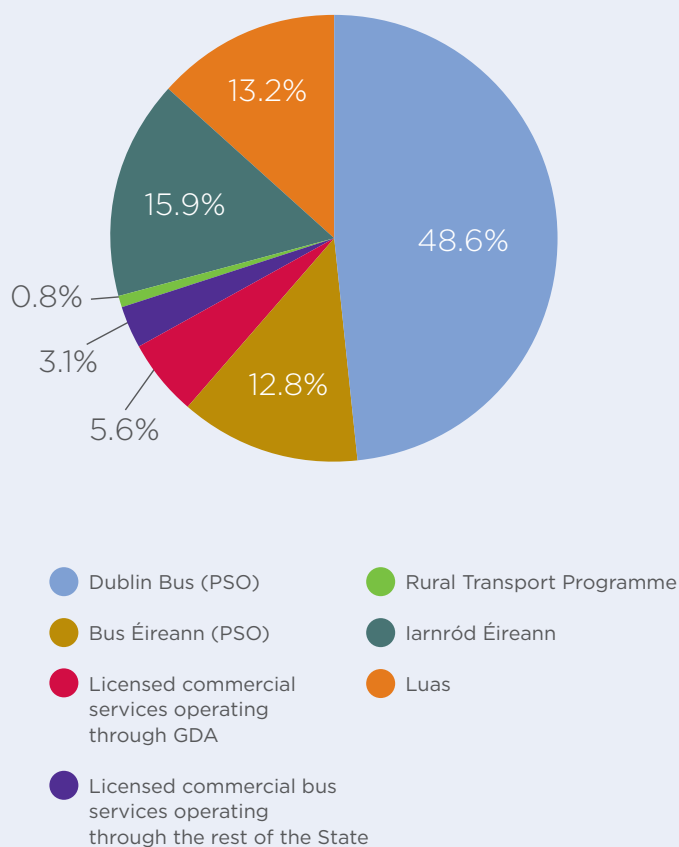


Table 12B
Total passenger journeys excluding
Department of Education & Skills
school transport schemes

Operator	Passenger journeys (millions)	% split of passenger total
Dublin Bus (PSO) ref i	112.49	48.6%
Bus Éireann (PSO) ref ii	29.69	12.8%
Licensed commercial bus services operating through GDA	12.88	5.6%
Licensed commercial bus services operating through the rest of the State	7.21	3.1%
Rural Transport Programme ref iii	1.74	0.8%
Iarnród Éireann ref iv	36.74	15.9%
Luas ref v	30.51	13.2%
Total	231.26	100.0%

Note: See references for respective data sources.

Figure 10B
Public transport passenger journeys
in Ireland, 2013 (excluding school
transport schemes)



Notes to Tables 12A and 12B:

- i. NTA (2014), "Bus Statistics for Ireland - State Funded Services, Statistical Bulletin Number 03/2014, June 2014", National Transport Authority, Dublin; available at: http://www.nationaltransport.ie/wpcontent/uploads/2013/10/Bus_Statistical_Bulletin_June_2014_Final_for_web.pdf
- ii. NTA 2014 (as number i)
- iii. NTA 2014 (as number i)
- iv. NTA (2014), "Rail Statistics for Ireland, Statistical Bulletin Number 04/2014, June 2014", National Transport Authority, Dublin; available at: http://www.nationaltransport.ie/wpcontent/uploads/2013/10/Rail_Statistics_for_Ireland_June_2014.pdf
- v. NTA 2014 (as number iv)
- vi. Bus Éireann (2014), "Annual Report 2013", Bus Éireann, Dublin, p.11; available at: <http://www.buseireann.ie/pdf/1399641742-Annual-Report-2013.pdf>

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