



# Bus Statistics for Ireland

State Funded Services



## Bulletin Topics:

- numbers of journeys • operated kilometres
- subsidy payments • passenger revenues
- numbers of buses • age of buses

# Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland (“the Authority”). It focuses on bus statistics for those contracts that are subsidised by the State. These bus contracts are subsidised because the operators are required to deliver, what are called, Public Service Obligations (PSO).

On 1st December 2009 the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009 came into effect. Under these Acts the Authority signed contracts with Dublin Bus and Bus Éireann. These contracts were new and much more comprehensive than previous arrangements. Consequently, the annual bus statistics in this bulletin begin in 2010 and cover the period 2010, 2011 and 2012. Some data from prior to 2010 is included such as subsidy payments in order to give a historical perspective to the level of payments in recent years.

Dublin Bus and Bus Éireann currently provide the majority of PSO bus services under contract to the Authority - only one other small contract of this type is in place with M&A Coaches since late 2012.

The Rural Transport Programme provides bus services in many isolated areas of rural Ireland with journeys tending to be local in nature and around 75% of them being delivered door-to-door. It is also grant-aided by the State. Management of this programme was transferred to the Authority in April 2012 and its statistics have also been included to the extent they were collected and are available.

The reader of this bulletin may wish to see data on the contractual performance of Dublin Bus and Bus Éireann. Quarterly reports on the key performance indicators of these public service contracts can be found on the Authority’s website [www.nationaltransport.ie](http://www.nationaltransport.ie) under the heading Public Transport Services.

**Statistics Qualification** - it is important to note that the figures used in this bulletin are intended to illustrate broad trends and are not meant to be read as exact calculations.

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

# 1

## Total Number of Passenger Journeys

Tables 1A and 1B along with Figure 1 illustrate the changes in passenger numbers on PSO services across the State.

In comparison to Dublin Bus and Bus Éireann, the Rural Transport Programme (RTP) has seen annual passenger numbers rise substantially between 2010 and 2011; however, this increase is partially owing to new reporting methods that saw the inclusion of passengers on additional contracted services also being included. Specifically, the Rural Transport Programme began to increase the number of non-RTP funded passengers, e.g. through contracts with the HSE, which resulted in an increased number of passenger journeys on RTP services.

Table 1A  
Annual passenger journeys (*millions*)

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme
2010	117.05	29.13	1.42
2011	115.05	28.48	1.74
2012	113.28	28.63	1.73

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

Table 1B  
Percentage change of annual passenger journeys (*millions*)

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme
2010	-	-	-
2011	-1.7%	-2.2%	22.4%
2012	-1.5%	0.5%	-0.6%



Figure 1  
Public Transport Passenger Volumes 2010-2012



## 2

# Total Operated Kilometres



Total operated vehicle kilometres and vehicle seat kilometres - The changes in both vehicle kilometres and vehicle seat kilometres operated by Dublin Bus and Bus Éireann across the State are shown in Tables 2A to 2D along with Figure 2.

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

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

Given that Dublin Bus and Bus Éireann all operate a variety of vehicles with differing numbers of seats, vehicle seat-kilometres can be more instructive in illustrating actual transport capacity.

Although there was a downward or neutral trend in both measures between 2010 and 2012, this reduction can be partly attributable to route improvements through the reconfiguration of services and a better matching of public transport supply with a changed transport demand. This is illustrated by the fact that greater reductions have occurred in these measures than in passengers carried (see section 1).

Table 2A  
Annual operated vehicle kilometres (*millions*)

Year /Operator	Dublin Bus	Bus Éireann
2010	56.50	38.08
2011	53.90	37.34
2012	52.10	37.34

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

Table 2B  
Percentage change of annual operated vehicle kilometres (*millions*)

Year / Operator	Dublin Bus	Bus Éireann
2010	-	-
2011	-4.6%	-1.9%
2012	-3.3%	0.0%

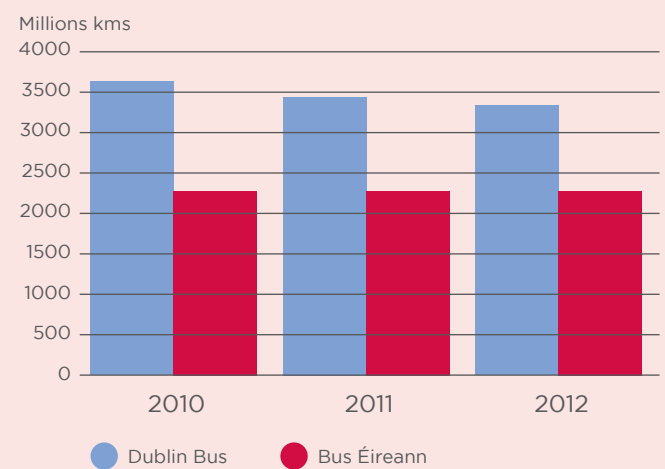
Table 2C  
Annual operated vehicle seat kilometres  
(*millions*)

Year / Operator	Dublin Bus	Bus Éireann
2010	3,629.30	2,298.23
2011	3,475.00	2,260.44
2012	3,342.90	2,255.42

Table 2D  
Percentage change of annual operated  
vehicle seat kilometres (*millions*)

Year / Operator	Dublin Bus	Bus Éireann
2010	-	-
2011	-4.3%	-1.6%
2012	-3.8%	-0.2%

Figure 2  
Annual Vehicle Seat Kilometers Operated



## 3

## Public Service Obligation (PSO) Subsidy



Each year funding is provided for socially necessary but commercially unviable bus services in Ireland. The PSO payments in respect of the bus transport contracts since 2001 are set out in Table 3A.

Dublin Bus, Bus Éireann and M&A Coaches provide these Public Service Obligation (PSO) services under contract to the National Transport Authority. The funding of PSO services is governed by Public Service Contracts between the Authority and the relevant operator, with responsibility for the amount of PSO payments decided by the Authority. Each quarter, 10% of the subsidy payment is dependent on the operator meeting certain performance criteria.

The not-for-profit companies (35 number companies at present) that provide services under the Rural Transport Programme are grant-aided by the Government via the Authority. The RTP grant from 2007 to 2012 is included in the table - the year 2007 is the year that rural transport services moved from initiative status to a regular programme status.

Table 3A  
PSO subsidy payments (€ millions)

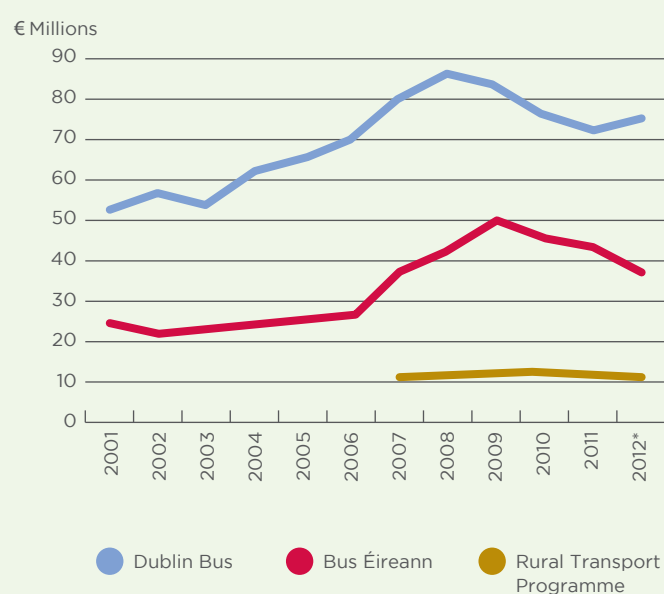
Year	Dublin Bus	Bus Éireann	RTP Grant
2001	€52.38	€23.81	-
2002	€56.06	€21.77	-
2003	€53.87	€22.86	-
2004	€61.81	€24.00	-
2005	€64.90	€25.20	-
2006	€69.85	€26.46	-
2007	€80.08	€36.60	€8.98
2008	€85.63	€41.85	€9.80
2009	€83.20	€49.37	€10.97
2010	€75.79	€45.22	€11.00
2011	€73.04	€43.41	€10.62
2012	€74.77*	€36.88	€9.77

Note: Figures are in millions. Source: CIÉ Annual Reports and Authority statistics from 2010. \*The Dublin Bus 2012 figure includes an extraordinary subsidy payment of €5.33m as part of the €36m funds to CIÉ.

Table 3B  
Percentage change in PSO subsidy payments (€ millions)

Year	Dublin Bus	Bus Éireann	RTP Grant
2001	-	-	-
2002	7.0%	-8.6%	-
2003	-3.9%	5.0%	-
2004	14.7%	5.0%	-
2005	5.0%	5.0%	-
2006	7.6%	5.0%	-
2007	14.7%	38.3%	-
2008	6.9%	14.3%	9.2%
2009	-2.8%	18.0%	11.9%
2010	-8.9%	-8.4%	0.3%
2011	-4.4%	-4.8%	-3.5%
2012	3.2%*	-14.3%	-8.0%

Figure 3  
PSO Payments 2001-2012



\*The Dublin Bus 2012 figure includes an extraordinary subsidy payment of €5.33m.

## 4

# Passenger Revenues



In Table 4A passenger revenues for Dublin Bus and Bus Éireann are made up of cash, Leap revenue, and prepaid ticket sales (including Tax saver tickets), as well as the Free Travel Payment grant from the Department of Social Protection.

The passenger revenues reported in this section do not include the annual subsidy. Passenger revenue is presented at current prices, that is, figures are not adjusted for inflation and this is the same for other financial data in the bulletin. Passenger revenue only relates to contracted PSO services and does not include commercial sources e.g. the Dublin Bus Hop-on Hop-off Tour bus service.

The growth of passenger revenues for Dublin Bus and Bus Éireann in the period when passenger numbers have fallen is accounted for by fares increases approved by the National Transport Authority.

The Rural Transport Programme increased the number of funded passengers through other contracts, for example through contracts with the HSE. The RTP figures include contracted revenue which has resulted in the increased passenger revenues between 2011 and 2012.

Table 4A  
Annual passenger revenue

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme*
2010	159.40	63.97	-
2011	158.86	62.66	3.07
2012	172.13	66.14	4.00

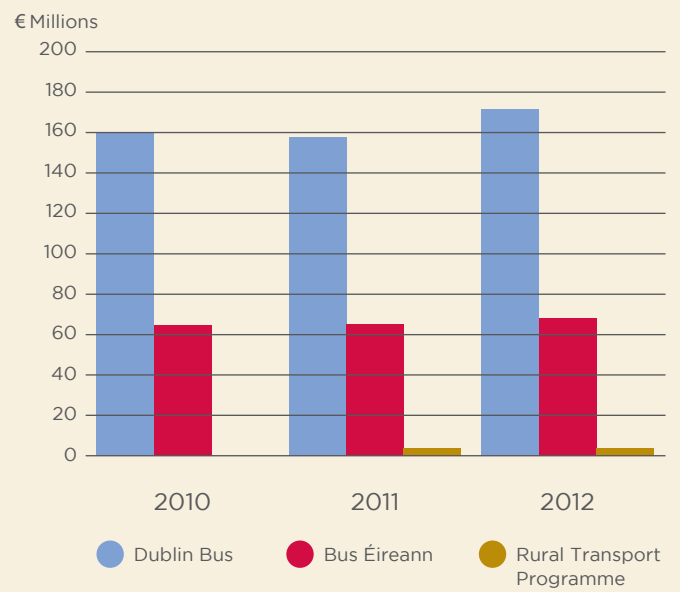
*Note: Figures are in millions and only include PSO services.  
\*Figures include cash fares plus contracted revenue collected.*



Table 4B  
 Percentage change in annual  
 passenger revenue

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme
2010	-	-	-
2011	-0.34%	-2.05%	-
2012	8.35%	5.55%	30.29%

Figure 4  
 Annual Passenger Revenues 2010-2012



## 5

## Total Number of Buses

The total number of buses that Dublin Bus and Bus Éireann maintain as part of their PSO services is outlined in Table 5 below and shows the bus numbers for Quarter 4 of the respective years.

Table 5  
Total number of buses

Operator	Quarter 4 2010	Quarter 4 2011	Quarter 4 2012
Dublin Bus	1,023	940	914
Bus Éireann	400	460	443

Note: Figures only include PSO services

## 6

## Age of Buses

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

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

Table 6  
Average age of operator's fleet

Operator	Quarter 4 2010	Quarter 4 2011	Quarter 4 2012
Dublin Bus	6.8 years	7.7 years	7.5 years
Bus Éireann City fleet	4.8 years (PSO fleet)	6.4 years (PSO fleet)	5.6 years (PSO fleet)
Bus Éireann Services fleet	4.8 years (PSO fleet)	5.5 years*	5.4 years*

Note: Services fleet\* includes Stage Carriage, Dublin Commuter and Expressway





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