Údarás Náisiúnta Iompair
National Transport Authority

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Bus Statistics for Ireland

State Funded Services

Bulletin Topics:

- Total number of passenger journeys
- Bus patronage and general economic data
- Total operated kilometres
- Passenger revenues
- Free Travel Scheme revenue
- Subsidy Payments
- Numbers of buses
- Age of buses
- Operating fleet with Automatic Vehicle Location (AVL)
- Operating fleet with smartcard reading equipment
- Operating fleet that is wheelchair accessible

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 to 2014 inclusive. Some data from prior to 2010 is included such as subsidy payments in order to give a historical perspective to the level of payments in recent years.

Dublin Bus and Bus Éireann currently provide the majority of PSO bus services under contract to the Authority - two other public service contracts are in place with M&A Coaches and Whartons Travel Ltd. The details in respect of these contracts are outlined in Section 11 of this document.

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

The reader of this bulletin may wish to see data on the operational performance of Dublin Bus, Bus Éireann and the other smaller operators. Quarterly reports on the key performance indicators of these public service contracts can be found on the Authority’s website **www.nationaltransport.ie** under the heading Public Transport Services.

The data provided in this bulletin is based on the public transport operators’ annual returns.

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. Rounding has being used and this could affect overall percentages. It should also be noted that some prior year comparative amounts have been reclassified on a basis consistent with the current year.

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

1

Total Number of Passenger Journeys

In 2014 growth returned to passenger journeys on Dublin Bus with an increase of 3.4% on 2013 figures. This followed a number of years of decline in passenger journeys after the economic boom although the rate of decline slowed each year.

It is important to note that in 2010 and over the following years Dublin Bus, in conjunction with the Authority, introduced their Network Direct project. This project saw the redesign of the Dublin Bus service network to provide customers with an improved public transport offering.

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

Bus Éireann passenger journeys suffered a similar drop to Dublin Bus although the decline in passenger journeys slowed in 2011 and stabilised in 2012 and 2013 while in 2014 a reasonably significant increase of 3.7% was seen. This was primarily driven by the success of the reconfiguration of bus services in the regional cities, a project initiated by the Authority. Bus Éireann passenger journeys for 2013 were restated following a review by the operator of the method for calculating passenger journeys.

One important factor that affected both Dublin Bus and Bus Éireann passenger journeys in 2013 was the service days that were lost as a result of industrial action in both companies. For Bus Éireann, no PSO bus services were provided on two days in May and Dublin Bus had no PSO bus services for 3 days in August. This had a dampening effect on the recovery of passenger journeys for both operators during 2013.

The Rural Transport Programme (RTP) saw annual passenger journeys rise substantially between 2010 and 2011; however, this increase was partially due to new reporting methods that included passengers on additional contracted services. Since then RTP passenger journeys have remained reasonably stable between 2011 and 2013 with modest growth in 2014.

Tables 1A and 1B along with Figure 1.1 illustrate the changes in passenger journeys on PSO services across the State.

In Tables 1C and 1D Bus Éireann passenger journeys are broken down by geographic segment. We see that growth is evident in Cork city and Galway city. The other regional cities and Dublin Commuter segment passenger journey numbers remained relatively stable while Stage Carriage services see a decline in numbers. Stage Carriage services include commuter services from over 100 satellite towns and villages to the main gateway cities, town services in Navan, Dundalk, Drogheda, Balbriggan, Sligo and Athlone and non-commercial scheduled services throughout Ireland. A small number of Stage Carriage services have been reclassified more appropriately as city services over the past few years and this has contributed in a small way towards the decline in Stage Carriage passenger numbers. Another factor in the decline is the gradual movement of people from rural areas to the cities thereby reducing the customer base for these mostly rural based services.

Overall Bus Éireann passenger journeys are growing and in 2014 they recovered to levels last seen in 2010.

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
2013	112.49	28.64	1.74
2014	116.26	29.69	1.76

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

Figure 1.1
Public Transport Passenger Volumes 2010-2014

Table 1B
Percentage change of annual passenger journeys

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme
2010	-	-	-
2011	-1.7%	-2.2%	22.4%
2012	-1.5%	0.5%	-0.6%
2013	-0.7%	0.0%	0.5%
2014	3.4%	3.7%	1.1%

Table 1C
Bus Éireann Annual passenger journeys *(millions)* by segment

Year / Segment	Stage Carriage	Dublin Commuter	Cork City	Galway City	Limerick City	Waterford City	Total
2012	5.1	6.8	9.5	3.5	2.9	0.8	28.6
2013	4.5	6.5	10.3	3.8	2.8	0.8	28.6
2014	4.3	6.7	10.9	4.1	2.8	0.8	29.7

Table 1D
Percentage split of Bus Éireann Annual passenger journeys by segment

Year / Segment	Stage Carriage	Dublin Commuter	Cork City	Galway City	Limerick City	Waterford City	Total
2012	17.8%	23.8%	33.2%	12.2%	10.1%	2.8%	100.0%
2013	15.7%	22.7%	36.0%	13.3%	9.8%	2.8%	100.0%
2014	14.5%	22.6%	36.7%	13.8%	9.4%	2.7%	100.0%

Bus Patronage and General Economic Data

Passenger demand for public transport services is correlated to economic activity. Economic growth generally increases employment, net immigration, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect. Consequently, passenger journeys increased greatly during the economic boom but declined radically from 2008 onwards, resulting in a significant reduction in patronage. In 2013 passenger journeys leveled off and began to grow slightly and this trend continued into 2014.

Figure 1.2, shows changes in Dublin Bus and Bus Éireann passenger journeys, alongside some general economic data.

Gross National Product (GNP) is a measure of the value of the goods and services that the country's citizens produced, regardless of their location. Change in GNP is often used as an indicator of the general health of the economy and in broad terms, an increase in real GNP is interpreted as a sign that the economy is doing well.

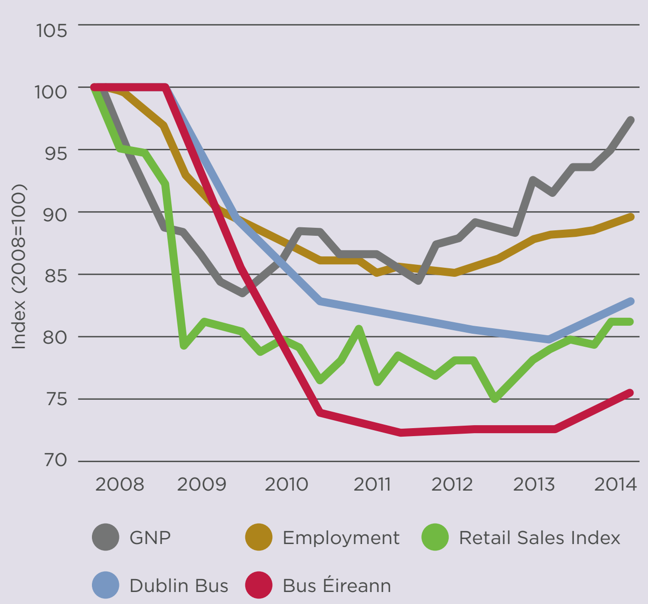
Employment simply highlights changes in the numbers of people at work. As employment increases there is the potential for a higher number of commuter and business trips as well as discretionary travel, if those who have gained employment choose to use public transport.

The Retail Sales Index (RSI) is a short-term indicator of changes in the value of retail sales in Ireland. It provides a measure of retail trading, and supplies a valuable guide to consumer spending behaviour in the Irish economy. The RSI is compiled and published every month by the Central Statistics Office (CSO) and although it is a short-term indicator, it can be a valuable tool for better understanding the general economic climate in Ireland. Further details are available on the CSO website.

Growth returned to the economy in 2013 and this growth strengthened in 2014. Most economic forecasts for 2015 and 2016 predict further growth in the economy. This in turn should create employment and a boost in retail sales which would be expected to increase the demand for public transport especially if economic conditions continue to stabilise and improve. We can see on the right hand side of Figure 1.2 that all the economic data indicators are rising slowly which is a positive sign. Passenger journey numbers are also showing an increase and they will be expected to increase further in 2015. It can also be seen that even with the recovery taking place all the economic data indicators are still below 2008 levels.

Although the economy is the dominant factor behind people's propensity to travel, there are other factors that influence demand, particularly for public transport, and these include fares, service quality, and competition from other modes of transport. The influence of these factors over and above the economic effects of recent years are difficult to estimate, as are the extent and rate to which public transport patronage may improve.

Figure 1.2
PSO Bus Passenger Journeys alongside General Economic Data, 2008-2014



2

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 both 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 2014, this reduction can be partly attributed 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 two measures than in passengers carried (see Section 1) for Dublin Bus, and especially for Bus Éireann, where vehicle kilometres and vehicle seat kilometres operated have been falling, but passenger journeys have been increasing. This again highlights a feature of the success of the reconfiguration of Bus Éireann services in terms of operational efficiency.

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
2013	50.30	33.34
2014	48.71	32.94

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

Table 2B
Percentage change of annual operated vehicle kilometres

Year / Operator	Dublin Bus	Bus Éireann
2010	-	-
2011	-4.6%	-1.9%
2012	-3.3%	0.0%
2013	-3.5%	-3.7%*
2014	-3.2%	-1.2%

**In 2014 Bus Éireann changed the method used to calculate the annual operated vehicle kilometres. As a result of this change Bus Éireann restated their 2013 annual operated vehicle kilometres from 35.94 million kilometres to 33.34 million kilometres. Therefore the comparison between 2012 and 2013 reflects the percentage change before the restatement.*

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
2013	3,222.80	2,012.70
2014	3,115.85	2,007.35

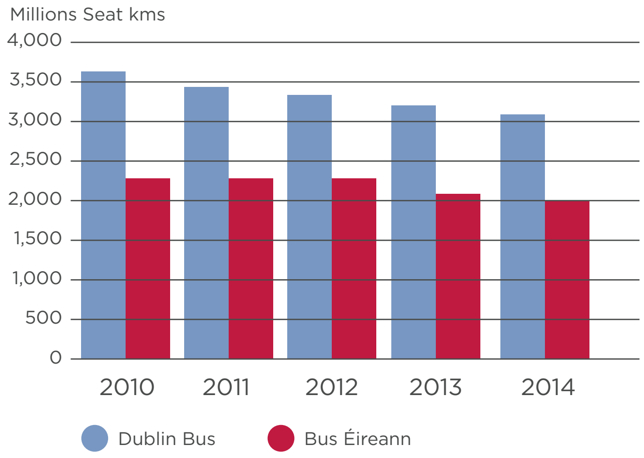
*Note: Figures are in **million seat kilometres** and only include PSO services.*

Table 2D
Percentage change of annual operated vehicle seat kilometres

Year / Operator	Dublin Bus	Bus Éireann
2010	-	-
2011	-4.3%	-1.6%
2012	-3.8%	-0.2%
2013	-3.6%	-3.8%**
2014	-3.3%	-0.3%

***See note under Table 2B above.*

Figure 2
Annual vehicle seat kilometres operated 2010 - 2014



3

Passenger Revenues

In Table 3A passenger revenues for Dublin Bus and Bus Éireann are made up of cash, Leap revenue, and prepaid ticket sales (including Taxsaver 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 Public Service Obligation subsidy, which is outlined in Section 5. Passenger revenue is presented at current prices, that is, figures are not adjusted for inflation and this is the same for other financial data in the bulletin unless otherwise stated. Passenger revenue only relates to contracted PSO services and does not include commercial sources (e.g. the Dublin Bus Airlink airport service or Bus Éireann's Expressway services).

The growth of passenger revenue for Dublin Bus in the years when passenger journeys have been falling is accounted for by fares increases approved by the Authority.

Bus Éireann passenger revenue increased in 2012, 2013 and 2014 as a result of fares increases approved by the Authority and increased Bus Éireann passenger journeys. However, at the same time as Bus Éireann has been experiencing increased passenger journeys in regional cities, (where trips are shorter and fares are lower), they have also been losing passengers on services that provide longer journeys (where fares are higher) and this effect has reduced the gains one would have expected to their overall passenger revenue.

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

Table 3A
Annual passenger revenue *(€ millions)*

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
2013	184.85	69.51	4.66
2014	194.43	73.85	5.19

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

Table 3B
Percentage change in annual passenger revenue

Year / Operator	Dublin Bus	Bus Éireann	Rural Transport Programme*
2010	-	-	-
2011	-0.3%	-2.0%	-
2012	8.4%	5.6%	30.3%
2013	7.4%	5.1%	16.5%
2014	5.2%	6.3%	11.3%

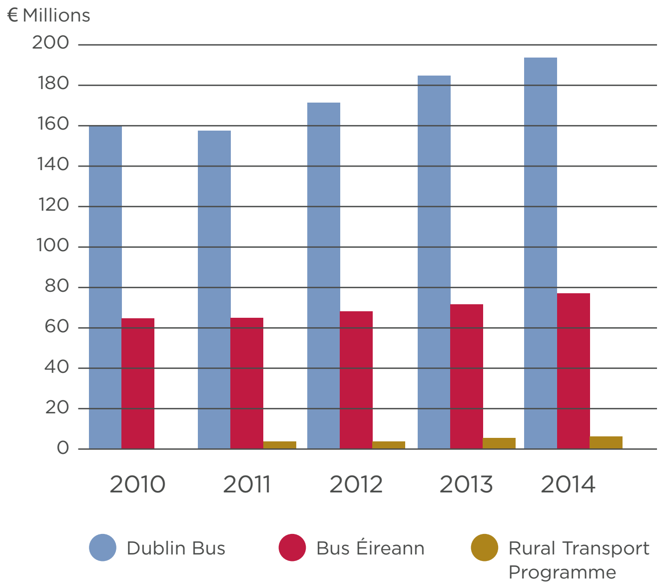
Table 3C
Bus Éireann Annual passenger revenue *(€ millions)* by segment

Year / Segment	Stage Carriage	Dublin Commuter	Cork City	Galway City	Limerick City	Waterford City	Total
2012	16.82	25.85	14.31	4.58	3.61	0.97	66.14
2013	16.94	26.89	16.05	5.08	3.58	0.97	69.51
2014	16.89	28.12	18.20	5.76	3.90	1.00	73.86

Table 3D
Percentage split of Bus Éireann Annual passenger revenue by segment

Year / Segment	Stage Carriage	Dublin Commuter	Cork City	Galway City	Limerick City	Waterford City	Total
2012	25.4%	39.1%	21.6%	6.9%	5.5%	1.5%	100.0%
2013	24.4%	38.7%	23.1%	7.3%	5.2%	1.4%	100.0%
2014	22.9%	38.1%	24.6%	7.8%	5.3%	1.3%	100.0%

Figure 3
Annual Passenger Revenues 2010 - 2014



Tables 3C and 3D show the breakdown of annual passenger revenues for Bus Éireann by segment. If we compare these tables with tables 1C and 1D we note that while Cork City accounts for the greatest number of passenger journeys for Bus Éireann, the Dublin Commuter segment accounts for the greatest passenger revenues. This is because in a city, journeys are generally short with a low fare while in the Dublin Commuter segment the journeys are generally longer and therefore attract more revenue.

4

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 or Invalidity Pension.

Free travel is available on Rural Transport services and on Dublin Bus and Bus Éireann PSO bus transport services. Table 4A shows annual Department of Social Protection (DSP) payments for the Free Travel Scheme for PSO and rural transport bus services. Bus Éireann also receives a payment in respect of its licensed commercial bus services, but this is not included in figure in Table 4A.

Table 4
Relevant annual DSP Free Travel Scheme passenger revenue 2014

Dublin Bus PSO services	€20.59m
Bus Éireann PSO services	€11.98m
Rural Transport Programme (RTP)	€1.50m

5

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 5A.

Dublin Bus, Bus Éireann, M&A Coaches & Whartons Travel Ltd. 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 to Dublin Bus and Bus Éireann is dependent on the operator meeting certain performance criteria under their directly awarded contracts. The public service contracts with Wharton's Travel and M&A Coaches resulted from public tender competitions.

The not-for-profit companies (35 number companies in 2014) that provide services under the Rural Transport Programme are grant-aided by the Government via the Authority. The RTP grant from 2007 to 2014 is included in the table – the year 2007 is the year that rural transport services moved from initiative status to a regular programme status. An additional subsidy payment was made to the Rural Transport Programme in 2014 to ensure that service levels remained the same while the programme restructuring took place.

Table 5A
PSO subsidy payments *(€ millions)*

Year	Dublin Bus	Bus Éireann	RTP Grant	M&A Coaches	Whartons Travel Ltd.	Total
2001	€52.38	€23.81	-	-	-	€76.19
2002	€56.06	€21.77	-	-	-	€77.83
2003	€53.87	€22.86	-	-	-	€76.73
2004	€61.81	€24.00	-	-	-	€85.81
2005	€64.90	€25.20	-	-	-	€90.10
2006	€69.85	€26.46	-	-	-	€96.31
2007	€80.08	€36.60	€8.98	-	-	€125.66
2008	€85.63	€41.85	€9.80	-	-	€137.28
2009	€83.20	€49.37	€10.97	-	-	€143.54
2010	€75.79	€45.22	€11.00	-	-	€132.01
2011	€73.04	€43.41	€10.62	-	-	€127.07
2012	€74.77***	€36.87	€9.77	-	-	€121.42
2013	€64.54	€34.36	€9.63	€0.03*	-	€108.56
2014	€60.04	€34.39***	€10.10***	€0.15	€0.03**	€104.71

Note: Figures are in millions. Source: CIÉ Annual Reports, and Authority statistics from 2010.

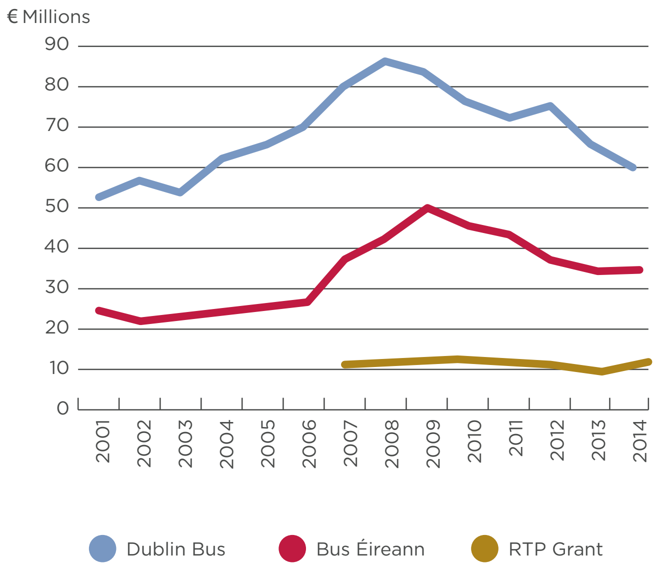
** M&A Coaches PSO contracts began in quarter 2 2013.*
*** Whartons Travel Ltd PSO contracts began in quarter 3 2014.*
**** Additional funds were made available to Dublin Bus in 2012 and to Rural Transport and Bus Éireann in 2014*

Table 5B
Percentage change in PSO subsidy payments

Year	Dublin Bus	Bus Éireann	RTP Grant	Total
2001	-	-	-	
2002	7.0%	-8.6%	-	2.2%
2003	-3.9%	5.0%	-	-1.4%
2004	14.7%	5.0%	-	11.8%
2005	5.0%	5.0%	-	5.0%
2006	7.6%	5.0%	-	6.9%
2007	14.6%	38.3%	-	30.5%
2008	6.9%	14.3%	9.1%	9.2%
2009	-2.8%	18.0%	11.9%	4.6%
2010	-8.9%	-8.4%	0.3%	-8.0%
2011	-3.6%	-4.0%	-3.5%	-3.7%
2012	2.4%***	-15.1%	-8.0%	-4.5%
2013	-13.7%	-6.8%	-1.4%	-10.6%
2014	-7.0%	0.1%***	4.9%***	-3.6%

**** Additional funds were made available to Dublin Bus in 2012 and to Rural Transport and Bus Éireann in 2014*

Figure 4 - PSO Payments, 2001-2014



6

Total Number of Buses

The total number of buses that Dublin Bus and Bus Éireann own and maintain as part of their PSO services is outlined in Table 6. Bus numbers shown are for Quarter 4 of the respective years.

Table 6
Total number of buses

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

Note: Figures only include PSO services.

7

Age of Buses

The numbers in Table 7 reflect the average age of the bus fleets. It should be noted that the Dublin Bus figures may include a very small element of vehicles used for commercial purposes.

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

Table 7
Average age of operator's fleet

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

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

8

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 including that it allows an operator to manage fleet better, know where the vehicle(s) are at any given point and AVL facilitates the provision of real time bus passenger information.

Table 8
PSO operating fleet with Automatic Vehicle Location (AVL) systems on board

Year/Operator	Dublin Bus	Bus Éireann
2014	100%	100%

9

Operating Fleet with Smartcard Reading Equipment on Board

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 was the major public transport smartcard in the Greater Dublin Area, Greater Cork Area and Galway city by the end of 2014. Table 9 shows that 100% of the Dublin Bus fleet is Leap enabled and for Bus Éireann the figure is over 75% and growing.

Table 9
PSO operating fleet with smartcard reading equipment on board

Year/Operator	Dublin Bus	Bus Éireann
2014	100%	78%

10

Operating Fleet with Wheelchair Accessibility

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

Dublin Bus and Bus Éireann's urban bus fleets are fully wheelchair accessible, as can be seen in Table 10. These fleets comprise single and double decker buses appropriate for short commuter journeys, which are fitted with ramps to facilitate wheelchair users.

Bus Éireann's rural and intercity bus services primarily use coaches because those services involve much longer journeys for customers. As coaches are designed to have storage facilities close to ground level with seating above that, the main 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.

Table 10
PSO operating fleet that is wheelchair accessible

Year/ Operator	Dublin Bus	Bus Éireann (Regional City fleet)	Bus Éireann (Coach fleet)
2014	100%	100%	65%

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

11

M&A Coaches & Whartons Travel Ltd.

Following tender competitions, M&A Coaches of County Kilkenny and Whartons Travel Ltd of Cavan were awarded public transport service contracts for the provision of specific bus services. M&A Coaches operate return services between Cashel and Portlaoise while Whartons Travel Ltd operates a return service from Cavan to Longford.

The first M&A public service contract in receipt of PSO funding began operating in May 2013 and this was extended in November 2013 to include additional locations. The 828 service operated by M&A Coaches links with Bus Éireann connections to Dublin at Portlaoise, and to Cork at Cashel.

The route 975 operated by Whartons Coaches Ltd between Cavan and Longford began operations in August 2014 and carried almost 9,000 passengers before the end of the year.

The public service contracts operated by M&A Coaches and Whartons Travel Ltd. involve the return of all fares to the Authority; the subsidy payment in Table 11 is the tendered price net of all fares received.

Table 11

	M&A Coaches		Whartons Travel Ltd.
	Part Year 2013	2014	Part Year 2014
Total number of passenger journeys	2,555	6,499	8,919
Net Subsidy Payment	€31,562	€146,704	€27,227
Numbers of buses	2	2	1
Average age of buses	6.5	7.5	8

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