Údarás Náisiúnta Iompair
National Transport Authority

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Bus Statistics for Ireland

State Funded Services

Bulletin Topics:

- Total number of passenger journeys
- Total Operated Vehicle Kilometres and Vehicle Seat Kilometres
- Passenger Revenues
- Free Travel Scheme Revenue
- Public Service Obligation (PSO) Subsidy
- Total Number of Buses
- Age of Buses
- Operating Fleet with Automatic Vehicle Location (AVL) Systems on Board
- Operating Fleet with Smartcard Reading Equipment on Board
- Operating Fleet with Wheelchair Accessibility
- Gross Cost Contract Operators

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. Subsequent contracts were signed in December 2014. Consequently, the annual bus statistics in this bulletin begin in 2010 and cover the period 2010 to 2015 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. Four other public service contracts are in place with M&A Coaches Ltd., Whartons Travel Ltd., Bernard Kavanagh and Sons Ltd. and Bus Éireann. These are gross cost contracts which were awarded following public tender. Gross cost contracts are contracts where the operator does not retain the farebox revenue. The details in respect of these contracts are outlined in Section 11 of this document.

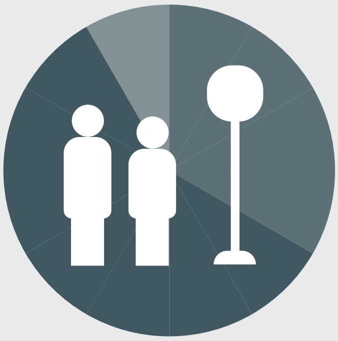
The Rural Transport Programme provides bus services in many areas of rural Ireland with journeys tending to be local in nature and approximately 75% of them being delivered door-to-door. The programme is also grant-aided by the State via the Authority. Management of this programme was transferred to 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 operator's annual returns.

Statistical 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

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 over the past decade. In 2007 passenger numbers travelling by public transport were at a peak.

As the first signs of economic decline were evident in 2008 passenger journey numbers on public transport began to decline. The year 2009 saw largest decline in passenger journeys when numbers fell by more than 10% across all modes of public transport. Total passenger journeys on public transport continued to decline, but at much 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 recover. In 2014 and 2015 growth in total passenger journeys has been strong with total growth rates across all modes of PSO funded public transport of more than 3.5% each year.

The data in Table 1A. shows the number of passenger journeys carried by individual public service obligation operators over the period 2010 to 2015. In general they followed the national trend with a fall in passenger journey numbers in 2011. In 2012 Dublin Bus passenger journeys continued to decline but the level of decline was easing off and in 2014 Dublin Bus passenger journeys grew for the first time in a number of years. Bus Éireann passenger journeys stabilised in 2012 and like Dublin Bus they showed good signs of growth in 2014.

Dublin Bus had a second year of strong growth in 2015 adding around 3.5 million passenger journeys each year in 2014 and 2015. Even with this level of growth in passenger journeys on Dublin Bus it will take a number of years for Dublin Bus to return to passenger number carried before the economic difficulties.

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.

Dublin Bus, Bus Éireann and the Authority are continuing to redesign parts of the network on an on-going basis where they see that a better service can be provided to the travelling public.

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. Growth in 2015 at 1.8% was down on 2014 but the 2014 growth was primarily driven by the success of the reconfiguration of bus services in the regional cities, a project initiated by the Authority. The Cork city network which accounts for about one third of Bus Éireann PSO passenger journeys has had passenger journey growth of more than 20% since 2012 while Galway city network has growth of almost 15% during this time.

However the mainly rural based stage carriage services operated by Bus Éireann have continued to show a decline in passenger journeys and this has kept the overall passenger journeys growth down. 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 and in 2015 was the lost service days that happened as a result of industrial action in both companies. For Bus Éireann, no PSO bus services were provided on two days in May both in 2013 and in 2015 while Dublin Bus had no PSO bus services for 3 days in August 2013 and 2 days in May 2015. This had a dampening effect on the recovery of passenger journeys for both operators during 2013 and 2015.

The Rural Transport Programme (RTP) saw annual passenger journeys rise substantially between 2010 and 2011; however, this increase was partially owing to new reporting methods that saw the inclusion of passengers on additional contracted services being included. Since then RTP passenger journeys have shown some growth although not as much as the larger operators.

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

Table 1A **Annual passenger journeys (millions)**

Year/Operator	Dublin Bus	Bus Éireann	Rural Transport Programme	Total PSO Bus Services
2010	117.05	29.13	1.42	147.60
2011	115.05	28.48	1.74	145.27
2012	113.28	28.63	1.73	143.64
2013	112.49	28.64	1.74	142.87
2014	116.26	29.69	1.76	147.71
2015	119.82	30.23	1.76	151.81

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

Table 1B **Percentage change of annual passenger journeys**

Year/Operator	Dublin Bus	Bus Éireann	Rural Transport Programme	Total PSO Bus Services
2010	-	-	-	-
2011	-1.7%	-2.2%	22.4%	-1.6%
2012	-1.5%	0.5%	-0.6%	-1.1%
2013	-0.7%	0.0%	0.5%	-0.5%
2014	3.4%	3.7%	1.1%	3.4%
2015	3.1%	1.8%	0.2%	2.8%

In Tables 1C and 1D Bus Éireann passenger journeys are broken down by geographic segment. Cork city has the greatest level of growth at over 20% while passenger journeys on the stage carriage services are continuing to fall although the fall off is slowing. Growth in passenger journeys in Cork is driven by the reconfiguration of services in the city and is also helped by the fact that a small number of stage carriage services are reclassified as Cork city services. This second factor is also partly responsible for the fall in passenger journeys on stage carriage services. Another factor in the decline of stage carriage passenger journeys is the gradual movement of people from rural areas to the cities thereby reducing the customer base for these mostly rural based services.

The Dublin Commuter segment passenger journey numbers are growing slowly and in 2015 saw passenger journeys back to 2012 levels. Dublin commuter and Cork city now account for just over 60% of all Bus Éireann PSO passenger journeys.

The other regional cities of Galway, Limerick and Waterford are remaining relatively stable over the past 3 years. Overall Bus Éireann passenger journeys are growing each year for the past 4 years.

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
2015	4.1	6.8	11.7	4.0	2.8	0.8	30.2

Table 1D: Percentage change of Bus Éireann annual passenger journeys by segment

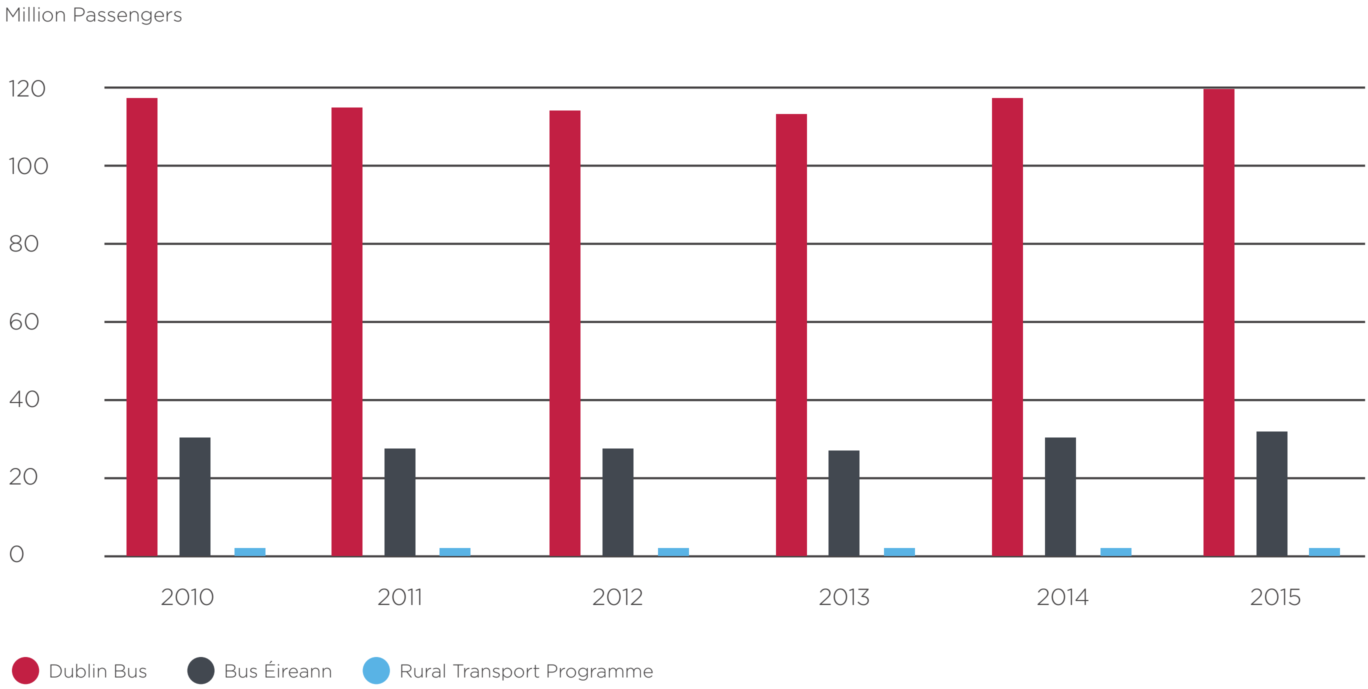
Year/Segment	Stage Carriage	Dublin Commuter	Cork City	Galway City	Limerick City	Waterford City	Total
2012	-	-	-	-	-	-	-
2013	-11.8%	-4.4%	8.4%	8.6%	-3.4%	0.0%	0.1%
2014	-4.4%	3.1%	5.8%	7.9%	0.0%	0.0%	3.7%
2015	-4.7%	1.5%	7.3%	-2.4%	0.0%	0.0%	1.8%

Table 1E: 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%
2015	13.6%	22.5%	38.7%	13.2%	9.3%	2.6%	100.0%

Figure 1.1 shows in graph format the passenger journeys taken on PSO subsidised public transport bus services. It is clear from figure 1.1 that Dublin Bus is the main carrier carrying almost 4 times the number of passenger journeys compared to Bus Éireann PSO services. While the numbers carried on the Rural Transport Programme are relatively small it is a vital service in rural areas for those who avail of it.

Figure 1.1: Public Transport Passenger Journeys by PSO subsidised Bus, 2010 - 2015



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 and 2015. Between Dublin Bus and Bus Éireann PSO services they carried almost nine million additional passenger journeys in 2015 compared to 2013.

In Figure 1.2, the graph 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.

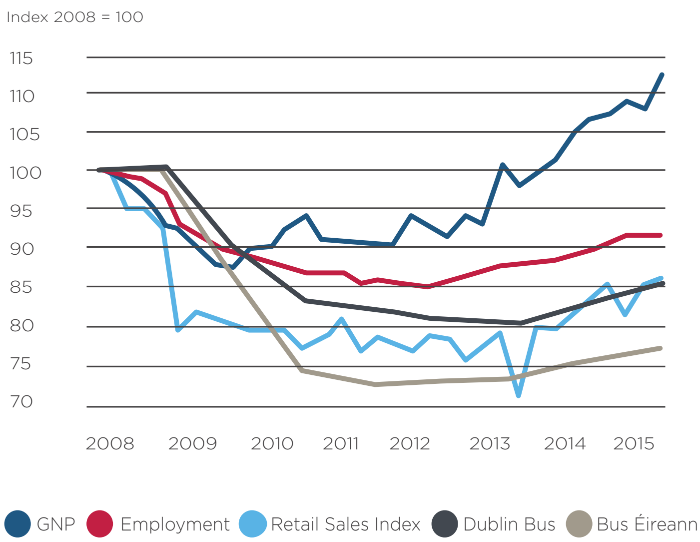
Employment simply highlights changes in the numbers of people at work. As employment increases there is the potential for a higher number of commuter and business trips as well as discretionary travel, if those who have gained employment choose to use public transport.

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.

Strong growth returned to the Irish economy towards the end of 2013 with growth rates for GNP at 4.6% in 2014, 6.9% in 2014 and 5.7% in 2015. Most economic forecasts for 2016 and 2017 predict further growth in the economy although at rates closer to 4% or 5%. The number of people in employment which had reached 2.1 million in 2008 fell to 1.8 million by the end of 2012. In 2013 the numbers in employment began to recover slowly and by the end of 2015 had risen to just under 2 million. Following the growth in employment the retail sales index began to rise although lagging a number of months behind. Growth in passenger journeys also began around this time.

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, traffic congestion and competition from other modes of transport. The influence of these factors over and above the economic effects of recent years would be difficult to estimate, as would the extent and rate to which public transport patronage may improve.

Figure 1.2: Bus Passenger Journeys alongside General Economic Data, 2008-2015



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 2015, 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. The purchase of buses with a number of additional seats by Bus Éireann also increases the seat kilometres available.

Both bus operators changed the method used to calculate kilometres operated and therefore seat kilometres operated also changed for Bus Éireann in 2014 and Dublin Bus in 2015. Following this change in the calculation methodology Bus Éireann restated their 2013 vehicle kilometres operated and vehicle seat kilometres operated while Dublin Bus restated their 2014 figures. As a result the 2013 Bus Éireann vehicle kilometres operated and vehicle seat kilometres operated is not directly comparable with previous years. Similarly Dublin Bus 2014 figures are not directly comparable with previous years.

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	54.73*	32.94
2015	55.34	33.76

*In 2014 Bus Éireann and in 2015 Dublin Bus 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 while Dublin Bus restated their 2014 annual operated vehicle kilometres.

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	-2.8%*	-1.2%
2015	1.1%	2.5%

*In 2014 Bus Éireann and in 2015 Dublin Bus 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 while Dublin Bus restated their 2014 annual operated vehicle kilometres. Therefore the comparison between 2012 and 2013 for Bus Éireann and between 2013 and 2014 for Dublin Bus reflects the percentage change before the restatement.

Figure 2.1: Annual vehicle seat kilometres operated 2010 - 2015

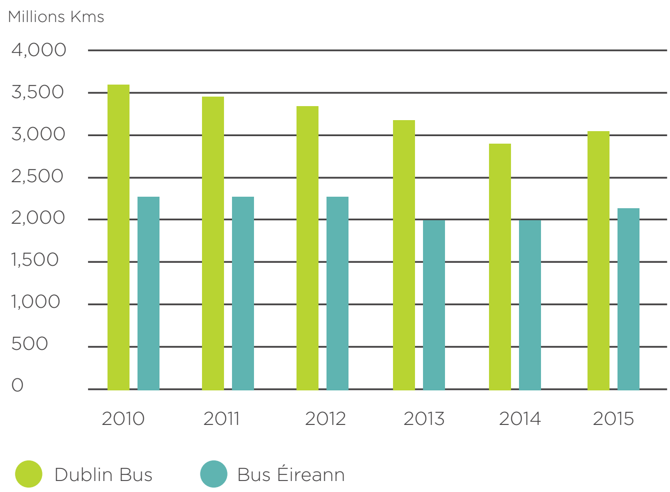


Table 2C: Annual operated vehicle seat kilometres (millions)

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	3,516.56**	2,007.35
2015	3,523.55	2,115.95

**See note under Table 2A

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%
2015	0.2%	5.4%

**See note under Table 2B above

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 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).

Passenger revenue growth is as a result of increased fares and increased passenger journeys. Significant fares increases were approved by the Authority for 2012 and 2013 and these fare increases facilitated the growth in passenger revenues despite passenger journeys falling slightly during this period. In 2014 and 2015 average fare increases have been moderate and it is the growth in passenger journeys on the bus services which has been the main contributor to passenger revenue growth. As the use of Leap e-purse to pay for single journeys on the bus network grows it has the effect to moderate passenger revenue growth due to the significant discount available to Leap e-purse users. The grant payment under the Department of Social Protection's Free Travel Scheme which has not increased since 2010 also has a moderating effect on the growth in passenger revenues.

Passenger revenue growth for Dublin Bus was strong in 2012 and 2013 as a result of fare increases but in 2014 and 2015 the growth in passenger revenue is primarily driven by growth in passenger journeys.

Bus Éireann passenger revenue has increased each year since 2012 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. Passenger revenues increased at the fastest rate in 2014 driven by passenger journey growth of 3.7%. Passenger journey growth in 2015 was lower than in 2014 and this was reflected in the lower growth in passenger revenue.

The Rural Transport Programme 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. It is this contracted revenue which is supporting the strong growth in the RTP passenger revenue.

Table 3A: Annual passenger revenue (€ millions)

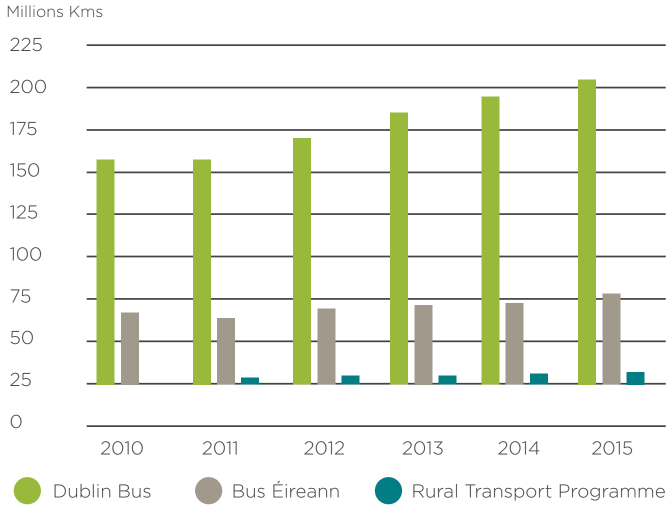
Year/Operator	Dublin Bus	Bus Éireann	Rural Transport Programme*
2010	159.40	63.97	-
2011	158.86	62.66	3.07
2012	172.13	66.14	4.00
2013	184.85	69.51	4.66
2014	194.43	73.85	5.19
2015	205.66	77.79	5.95

Note: Figures are in millions & 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%
2015	5.8%	5.3%	14.6%

Figure 3.1: Annual Passenger Revenues 2010 - 2015



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 city journeys are generally short with a low fare while in the Dublin Commuter segment ,the journeys are generally longer than city journeys and therefore attract more revenue.

The growth in passenger journeys shown in tables 1C and 1D are reflected here. Cork city which had the greatest increase in passenger journeys also has the greatest increase in passenger revenues. Stage carriage revenues which have fallen slightly since 2012 reflects the fall in passenger journeys and the reclassification of a small number of stage carriage services as Cork city services. The passenger revenues on stage carriage and Waterford services have remained almost the same over the past four years. However as a considerable number of the passengers in this area have free travel passes and the Department of Social Protection have not increased the free travel grant since 2010 which has limited the passenger revenue growth despite fare increases for fare paying passengers. Stage carriage passenger journeys have declined but passenger revenue has remained steady due to approved fare increases.

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
2015	16.78	29.61	20.44	5.94	4.03	0.98	77.79

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%
2015	21.6%	38.1%	26.3%	7.6%	5.2%	1.3%	100.0%

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.

Bus Éireann Free Travel Scheme passenger revenue is divided between their PSO and commercial Expressway services. The total revenue amount received by Bus Éireann remains the same and is divided between PSO and Expressway depending on the number of free travel passenger journeys they carry in any year.

In general revenue from DSP for the free travel scheme has not changed since 2010. The differences in table 4A from one year to the next reflect timing differences in most cases. Also DSP impose penalties on the bus operators if no services are operated such as a result of industrial action as occurred in Dublin Bus and Bus Éireann in 2013.

The Authority now receives a grant from the Department of Social Protection under the Free Travel Scheme for the carrying of passengers with Free Travel passes on the gross cost contracts outlined in Section 11.

Table 4A: Relevant annual DSP Free Travel Scheme passenger revenue (€ Millions)

Year	Dublin Bus PSO services	Bus Éireann PSO services	Rural Transport Programme
2010	€20.59m	€12.5m	-
2011	€20.59m	€12.3m	-
2012	€20.59m	€12.1m	€1.5m
2013	€20.45m	€12.07m	€1.5m
2014	€20.59m	€11.98m	€1.5m
2015	€20.59m	€12.04m	€1.5m

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 and Bus Éireann provide these Public Service Obligation (PSO) services under contract to the National Transport Authority. The funding of these 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.

A small number of additional public transport services are provided by a number of other operators under a Gross Cost Contract model. This is where the service provided results from a public tender competition. The cost of providing the service is fixed based on the tender and all fare revenue is transferred to the Authority.

Currently there are four operators providing services following public tender competitions namely M&A Coaches Ltd., Whartons Travel Ltd., Bernard Kavanagh & Sons Ltd and Bus Éireann.

Each quarter, 10% of the subsidy payment to all the operators is dependent on the operator meeting certain performance criteria under their directly awarded contracts.

The not-for-profit companies that provide services under the Rural Transport Programme are grant-aided by the Government via the Authority. Significant change in the delivery structure for these services took place over the past year or two. There are now 17 Transport Coordination Units (TCU) with the role of managing the RTP at local level. The Authority developed a new brand for the TCUs – locallink, for example Wexford TCU is now known as Wexford Locallink.

The RTP grant from 2007 to 2015 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 RTP in 2014 and 2015 to ensure that service levels remained the same while the programme restructuring took place.

Figure 5.1: PSO Payments, 2001-2015

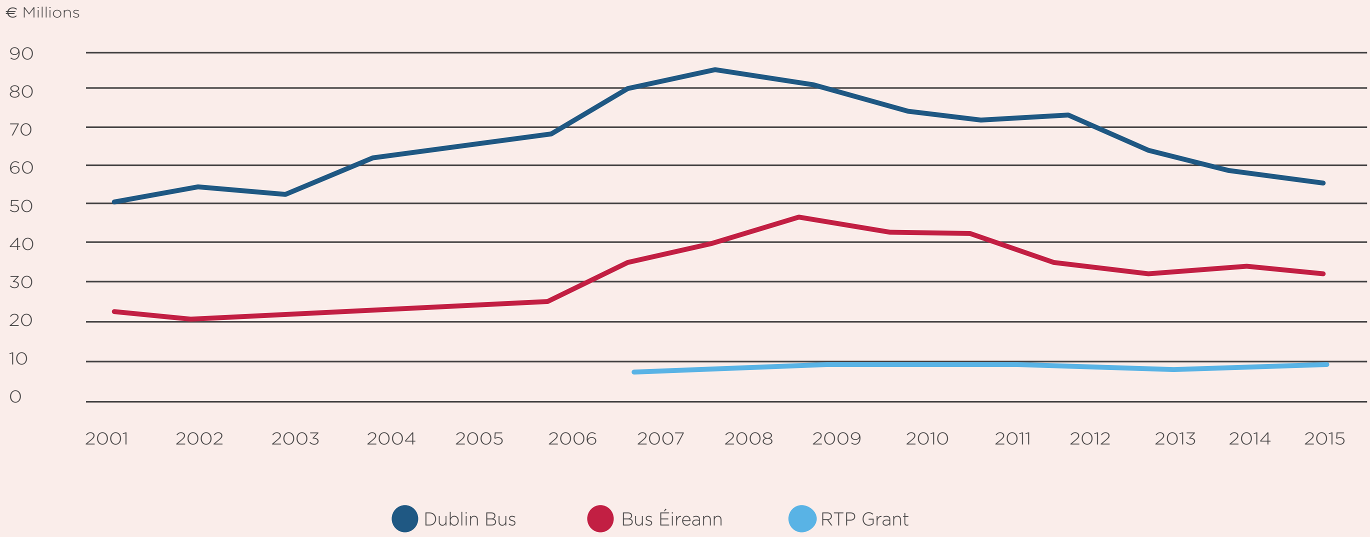


Table 5A: PSO subsidy payments (€ millions)

Year	Dublin Bus	Bus Éireann	RTP Grant	Gross Cost Contract Operators	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*	€0.17	€104.71
2015	€57.70	€33.71*	€10.70*	€0.29	€102.40

Note: Figures are in millions. Source: CIÉ Annual Reports, and Authority statistics from 2010.
* Additional funds were made available to Dublin Bus in 2012, to Bus Éireann in 2014 & 2015 and to Rural Transport in 2014 and 2015

Table 5B: Percentage change in PSO subsidy payments (€ millions)

Year	Dublin Bus	Bus Éireann	RTP Grant	Gross Cost Contract Operators	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%	466.7%	-3.6%
2015	-3.9%	-2.0%	5.9%	70.6%	-2.2%

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. Bus numbers required by Dublin Bus and Bus Éireann have increased in recent years as passenger journey numbers have recovered.

Table 6A: 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
Quarter 4 2015	943	475

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 would be PSO only, whereas the 'services fleet' would include some commercial vehicles.

Table 7A: 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
Quarter 4 2015	7.5 years	6.3 years (PSO fleet)	6.7 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. The AVL information also facilitates the provision of real time bus passenger information which is available on-line and at many bus stops throughout the country.

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

Year/Operator	Dublin Bus	Bus Éireann
2015	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 is the major public transport smartcard in the Greater Dublin Area, Greater Cork Area, Galway city, Limerick city and Waterford city. Table 9A shows that 100% of the Dublin Bus fleet is Leap enabled and for Bus Éireann the figure has been growing steadily over the past three years and now stands at 86% of their entire fleet.

Table 9A: PSO operating fleet with smartcard reading equipment on board

Year/Operator	Dublin Bus	Bus Éireann
2013	100%	67%
2014	100%	78%
2015	100%	86%

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 10A. 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 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 replacement buses purchased are accessible and over the next number of years all Bus Éireann buses which are not accessible will be removed from the fleet.

Table 10A: PSO operating fleet that are wheelchair accessible

Year/Operator	Dublin Bus	Bus Éireann (Regional City fleet)	Bus Éireann (Coach fleet)
2013	100%	100%	56%
2014	100%	100%	65%
2015	100%	100%	80%

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

11

Gross Cost Contract Operators

Following competitive tender competitions, M&A Coaches Ltd. of Co. Kilkenny, Whartons Travel Ltd. of Cavan, Bernard Kavanagh & Sons Ltd. of Co. Kilkenny and Bus Éireann were awarded public transport service contracts for the provision of bus services. M&A Coaches Ltd. operates route 828 return services between Cashel and Portlaoise while Whartons Travel Ltd operates route 975 a return service from Cavan to Longford.

Bernard Kavanagh & Sons Ltd and Bus Éireann operate different elements of route 817 which operates between Kilkenny and Dublin (return) via Castlecomer and from Naas to Castlecomer (return). These routes supplement the commercial bus service provided by JJ Kavanagh on Route 717 (Clonmel – Kilkenny – Dublin – Dublin Airport). The first gross cost contract was awarded in May 2013 to M&A Coaches Ltd. while Whartons Coaches Ltd were awarded a contract in August 2014. Both Bernard Kavanagh & Sons Ltd. and Bus Éireann were awarded gross cost contracts in September 2015.

The PSO subsidy paid to the operators of the gross cost contracts amounts to less than 0.3% of the total PSO allocated to bus operators.

The gross cost contracts awarded following public tender 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 11A:

	M&A Coaches Ltd			Whartons Travel Ltd.	
	Part Year 2013	2014	2015	Part Year 2014	2015
Passenger journeys	2,555	6,499	9,519	8,919	26,305
Net Subsidy Payment	€31,562	€146,704	€139,023	€27,227	€57,203
Numbers of buses	22	2	1	1	1
Average age of buses	6.5	7.5	8.5	8	9

	Bernard Kavanagh & Sons Ltd	Bus Éireann (Gross Cost Contract)
	Part Year 2015	Part Year 2014
Passenger journeys	1,750	185
Net Subsidy Payment	€36,918	€22,778
Numbers of buses	1	1
Average age of buses	9	9

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