



Annual Report & Financial Statements 2024

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From the Chairperson

In July 2024, the DART marked 40 years of providing a crucial and sustainable transport link in the lives of millions of Dubliners and visitors to the city. The world has changed at pace over those 40 years with ever-growing need for sustainability, smarter and efficient technology, and public transport interconnectivity. Tapping on or off public transport with a Leap Card or looking up bus timetables on a mobile phone would have been the store of science fiction in 1984 but is now our reality. At NTA we are working tirelessly to ensure that public transport passengers in Ireland for the next 40 years have a reliable infrastructure, sustainable fleet, and latest technology to plan and undertake their journeys.

Planning for the future

During the year, work continued on the expansion of DART with the progression of the DART+ programme including the submission of a Railway Order application to An Bord Pleanála for DART+ Coastal North. We note An Bord Pleanála's decisions on the DART+ West and South West. In light rail, a Railway Order application for Luas Finglas was submitted.

In the Dublin BusConnects programme, tendering work proceeded on the Liffey Valley to City Centre and Ballymun / Finglas to City Centre Core Bus Corridors in 2024 whilst we await decisions on judicial reviews taken on other core bus corridors. A temporary bus depot approved in Jamestown will free up space in existing depots for further electric charging infrastructure to be installed and more electric buses to start operating.

We also finalised and approved the Cork BusConnects Preliminary Business Case and approved a new bus depot on the Kinsale Road to support our plans for an enhanced bus network for Cork City. We consulted with the public and stakeholders regarding the future BusConnects Network in Waterford.

The Capital Programme Committee of the NTA Board continues to oversee the increasing investment in sustainable transport infrastructure including Luas fleet proposals, Metrolink, DART+, the various BusConnects programmes in Dublin, Cork, Limerick, Galway and Waterford and the roll out of Next Generation Ticketing (NGT) in the Greater Dublin Area amongst many projects.

Sustainability is at the core of the NTA's work and requires continued focus and commitment to implement the Avoid – Shift – Improve principle. During the year, the Board approved the Sustainability Strategy for the organisation as well as the Climate Emissions Roadmap.

Providing the transport network of today

Whilst advancing projects and programmes for the future, work continues on the public transport system of today. This included in Transport Regulation the publication of the Taxi Maximum Fares Order as well as continuation of the electric Small Public Service Vehicle (eSPSV) and Wheelchair Accessible Vehicle (WAV) grant schemes.

Local Link services continued to expand during 2024 with 45 new or enhanced routes delivered under the Connecting Ireland programme. These additional routes complement the existing network crossing the country each day from Route 954 departing from Malin Head in Co. Donegal five times daily to Route 265 arriving in the Mizen Head area in Co. Cork twice daily.

Continuing the trend of recent years, NTA together with local authorities across Ireland added 184 kilometres of new, or upgraded, footpaths and cycleways to the national network.

NTA together with transport operator partners continuously monitor and review public transport passenger and vehicle safety. In October 2024, NTA issued guidance to transport operators in relation to prohibiting e-scooters on public transport prompted by safety concerns in relation to many lithium-ion batteries. Furthermore, the NTA notes the Government's intention to establish a transport security force and we will work with the Department of Transport and other stakeholders in relation to the Government's proposal.

Acknowledgements

I would like to express my gratitude to the then Minister for Transport Eamon Ryan for meeting the NTA Board in January 2024 to discuss public transport matters and his continuing support during the year. I would also like to express my gratitude to the Minister for Transport and the Ministers of State, together with their officials in the Department of Transport for their continuing support during the year and I look forward to working with the new Minister for Transport Darragh O'Brien and the new Ministers of State, Seann Canney and Jerry Buttimer in 2025.

I would like to thank Board members for their continuing commitment and time throughout the year as well as external members that support the work of our Board Sub-Committees whose expertise and guidance we value. I express my gratitude to the members of the Taxi Advisory Committee and Transport Users Advisory Group who advise us as we develop policies and plans. The Board was pleased to meet representatives from the Taxi Advisory Committee in July 2024 and from the Transport Users Advisory Group in September 2024 to hear of the committees' work. I would also like to thank Waterford City and Council for the informative presentations during the October 2024 Board meeting held in Waterford City.

After another busy year in the NTA, I would like to acknowledge the work done by all parts of the NTA comprising the Board, Chief Executive and staff in working towards our goals and objectives. I would also like to recognise the invaluable support provided by transport and contracted operators, Transport Infrastructure Ireland, and to all other bodies and stakeholders that continue to support the NTA in its work.

As we drew towards the close of the year we learnt of the passing of John Henry, formerly of the Dublin Transportation Office (DTO). I would also like to express the NTA's condolences to the family and friends of Mr Henry.

Finally, in December 2024, CEO Anne Graham retired from her role with the NTA. On behalf of the NTA Board, I wish to express its sincere thanks and gratitude to Anne for the work she has accomplished during her time in the NTA. We wish her all the best for the future.



Peter Strachan, Chairperson



Chief Executive's Overview

2024 was an exceptionally busy year for NTA with a record number of people using public transport in Ireland. In addition, major projects, plans and initiatives commenced, were advanced and completed during the year.

There were a number of key achievements and some challenges that the NTA had to contend with in 2024. Though much improved in 2024, reliability and punctuality of PSO bus services primarily caused by resource availability and traffic congestion particularly in our urban areas continued to cause some issues. That said, the NTA in consultation with the operators worked tirelessly to resolve the issues. Operators made great strides in 2024 recruiting additional drivers with their focus now turning to recruiting additional vehicle mechanics of which there is a significant shortage in the State at present.

The new Direct Award Contracts for Dublin Bus and Bus Éireann commenced in December 2024 and will run to 2029.

As part of our move to greener and more sustainable bus and rail fleet, we continued to make progress in this regard. During the year, NTA accepted delivery of 149 double-deck battery-electric urban buses and 10 single-deck (long length) battery-electric urban buses. In addition, the first of the new DART carriages were delivered in October 2024 for testing and commissioning, prior to deployment. The first batch of 65 battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in 2026.

Regarding planning for major projects, railway orders were approved by An Bord Pleanála (ABP) in 2024 for DART+ West and DART+ South West. In addition, a further nine Core Bus Corridor (CBC) applications were approved by ABP.

Our investment in active travel continued apace in 2024. In 2024, €321 million was allocated to active travel projects throughout the state. Some of the major active travel schemes completed were the Marina Promenade in Cork, Wolfe Tone Bridge in Galway and the Clontarf to City Centre scheme in Dublin. Work continued on several other major active travel schemes in 2024.

In early 2024, we awarded the framework contract for the Next Generation Ticketing (NGT) system. In mid-2024, NTA Board approved the first call off from this contract focusing on the Greater Dublin Area with implementation planning and mobilising commencing in late 2024.

Our bus network redesign continued in 2024. The new N2 route under BusConnects Dublin network redesign was delivered. In addition, enhancements were made to Sligo Town bus services with the addition of new route S3 and enhancements to existing route S1. The implementation plan for the BusConnects Network Redesigns for Cork, Limerick and Galway were progressed in 2024 and a public consultation was held in Summer 2024 regarding the Draft Waterford BusConnects Network Redesign proposals for the city.

The 20% fare reduction for Public Service Obligation (PSO) operated services was maintained in 2024. We also published the Fares Determination report in early 2024 which will see the creation of a new Dublin City and Dublin Commuter zone. Phase 1 of the Fares Determination was implemented in 2024 with the second phase being implemented in Q2 of 2025.

In 2024, a record number of new SPSV Driver licences were issued. In addition, we also undertook a public consultation on National Maximum Taxi Fare Review 2024. The maximum taxi fare was updated in December to reflect the increased operational costs facing SPSV drivers.

I wish to acknowledge that the NTA continued to receive significant additional Exchequer funding during the year in particular to address the increased cost of delivery of PSO services. NTA has also received approval to increase its workforce to meet the increasing workload. Through this recruitment, we will strive to have an inclusive workforce that reflects the diversity in our society.

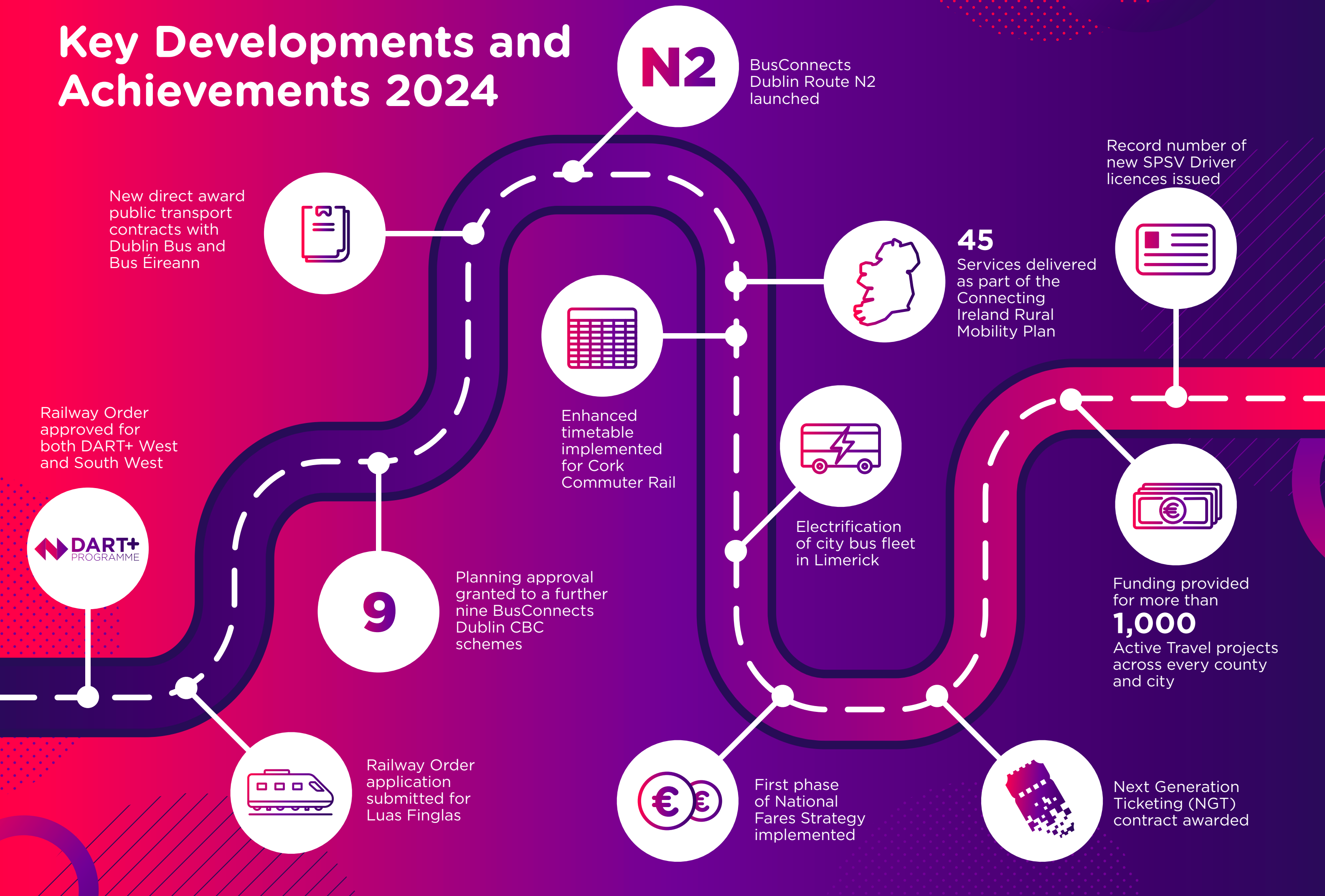
I would also like to acknowledge the work of staff in the NTA who despite the challenges and work pressures posed by the various projects that the NTA are involved in, worked tirelessly and with dedication throughout the year.

Finally, it would be remiss of me not to mention the NTAs former CEO, Anne Graham, who finished her term in December 2024. Ms Graham spent ten years as CEO of the National Transport Authority and in that timeframe led the NTA as it expanded significantly taking on more powers and functions. Ms Graham's leadership and direction extoll the values of commitment to public service values. On behalf of all in the NTA, I wish her well in her retirement.

A handwritten signature in black ink that reads "Hugh Creegan". The script is fluid and cursive, with the first letters of "Hugh" and "Creegan" being capitalized and prominent.

Hugh Creegan, Interim Chief Executive

Key Developments and Achievements 2024



Purpose and Function

NTA is a statutory non-commercial State body, which operates under the aegis of the Department of Transport.

The remit of NTA is primarily concerned with the planning, development and funding of sustainable transport modes, that is public transport, cycling and walking, on a national basis. NTA's remit also extends to the regulation of commercial public bus services as well as the small public service vehicle sector and vehicle clamping.

NTA manages the capital investment programme nationally for public transport, cycling and walking, funding transport operators, local authorities and other bodies for approved projects on behalf of the Department of Transport.

NTA is also the approving authority for the three mega public transport projects supported by the current National Development Plan 2021 – 2030. These are;

- › **BusConnects Dublin**
- › **MetroLink**
- › **DART+ Programme**

NTA's remit includes meeting the demand for sustainable transport services across Ireland as well as working with stakeholders to reduce carbon emissions from a transport perspective.

Enabling Legislation

NTA was established in December 2009 on foot of the Dublin Transport Authority Act 2008.

It was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act. However, it was subsequently renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended NTA's functions to include the licensing of buses and small public service vehicles nationally.

The Taxi Regulation Act 2013, which consolidated and updated primary legislation in relation to the licensing of small public service vehicles and drivers, also extended the geographic scope of some of the organisation's functions nationally.

The Public Transport Act 2016 further extended NTA's powers to empower it make bye-laws regulating the use of certain subsidised public bus services by passengers.

The Vehicle Clamping Act 2015, which gives NTA responsibility for the regulation of clamping activities nationally, came into operation on 1 October 2017.

NTA also has some specific functions in respect of infrastructure and the integration of transport and land use planning in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the region comprising 40% of the population of the State and 43% of total State employment by place of residence.

People and Organisation



People and Organisation



+4%
In female employees
(total of 40%)



Relocation to
Haymarket House,
Smithfield
successfully



0
Data breaches
reported to the
Data Protection
Commission



Over **30**
Key Learning and
Development
opportunities
delivered



70
Recruitment
competitions
held across
the year



311
Total employees,
with most
working on a
hybrid basis

Role and Governance

NTA Board

NTA is governed by a Board of twelve members appointed by the Minister for Transport. Three positions on the Board are ex officio positions reserved for the Chief Executive and another senior manager of NTA and the Chief Executive, Dublin City Council.

Board members may be appointed for a period of up to five years and may be re-appointed for a further term. Board members may serve a maximum of ten years as set out in enabling legislation. This restriction does not apply to the ex officio members who stand appointed for as long as they occupy the relevant position. The Board members in office at year end were:

Our Board Members

The Board members as of 31 December 2024 are;



**Hugh Creegan, Interim CEO
(ex officio member)**



Brian McCormick



Iain Docherty



Frank O'Connor



Ann Fitzgerald



Eleanor O'Neil



Joyce Loughnan



**Richard Shakespeare,
Dublin City Council CEO
(ex officio member)**



Pat Mangan



Peter Strachan, Chairperson

Board Chairperson

The Minister for Transport appointed Mr Peter Strachan as Chairperson of NTA on 11 April 2023.

Board Gender Balance

The Code of Practice for the Governance of State Bodies (2016) specifies a minimum target of 40% representation of each gender in the membership of State Boards.

At the end of 2024, the Board had three female (30%) and seven male (70%) members.

NTA has made the Department of Transport aware of the current gender imbalance on the Board and it is anticipated that this will be taken into consideration by the Department when filling future vacancies at Board member level.



Our Organisation/Our People

As of 31 December 24, NTA had a total employee headcount of 311 with the majority working on a blended/hybrid basis. A total of 70 recruitment competitions were held across seven recruitment sprints in 2024 covering new and existing roles. NTA also had a number of contract staff who are not directly employed working to assist the organisation in meeting its large programme of work both on day-to-day business/support roles and on major projects.



Table 1 – The gender profile of the employees at 31/12/2024

2024 Employees	Numbers	Percentage
Male	186	60%
Female	125	40%
Total	311	100%

The gender profile of the organisation shifted positively with an increase of 4% in female employees in 2024. The roles in NTA continue to be predominantly in the science, technology engineering and mathematics (STEM) fields. The primary drivers behind the imbalanced gender profile of the organisation is due to lower levels of female participation in technology and engineering roles and a lower proportion of females engaging in STEM qualifications in general. The interventions to address this issue included the provision of coaching opportunities for staff as well as a review of recruitment processes and HR policies. Additionally, NTA launched its inaugural NTA Graduate Programme in 2024, participated for the first time in the Dublin City University (DCU) STEM Teacher Internship Programme (STInt) and continued to support the Junior Achievement Ireland programme (JAI).

Gender Pay Gap Reporting

In 2024 the mean gender pay gap for NTA employees was 8.69%. More information is available on this in our Gender Pay Gap Report.

Learning and Development

Key Learning and Development opportunities delivered during 2024 included the delivery of over 30 organisation-wide internal courses across a broad range of areas such as management, climate action, communications, FOI, data protection, disability awareness and neurodiversity. Other initiatives in this space included the launch of a self-service learning management system for staff in 2024 and the procurement of trainers to deliver a leadership development programme to commence in 2025. External training and further education opportunities were also provided to employees coupled with participation at industry specific events.



Equality, Diversity and Inclusion (EDI)

NTA continued to progress its EDI action plan in 2024. Based on the output of a culture survey in December 2023, an EDI learning programme was delivered across 2024 with programmes specifically for the executive team, line managers and for all staff of the organisation. NTA EDI Strategy 2025-2027 was finalised and further surveys will be undertaken in 2025 to track and monitor progress.

Project Big Move 2024

NTA's relocation to Haymarket House, Smithfield was successfully completed in 2024 with a modern, sustainable (BER A3 rating) and fit-for-purpose office delivered on time, under budget and aligned with NTA needs and wider government policy. The transition of NTA staff from four existing office locations in Dublin 2 to NTAs new consolidated workspace in Dublin 7 was completed in Q4 2024 with minimal disruption to day-to-day operational activities. The new office provides a range of enhanced facilities and enabling technologies to support NTA in delivering upon its public transport mandate.

Our Corporate Responsibilities

Protected Disclosures

NTA received two protected disclosures in 2024 under two separate communications.

Irish Language

The provision of services and information in the Irish language to members of the Irish-speaking community continued throughout 2024.

In March 2024, NTA submitted its first return to An Coimisinéir Teanga regarding Irish language advertising and placement of advertising in Irish language media in 2023 as specified in Section 10A of the Official Languages Acts.

NTA completed the University of Galway organisation survey / questionnaire on Irish language competency in March 2024. A staff version of the survey was circulated to staff members at the same time. In November 2024, the Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media set January 2025 as the date by which public services in and to Gaeltacht Language Planning Areas will be provided through Irish by NTA in accordance with Section 18E of the Acts.

Members of NTA staff continued to attend seminars provided by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media regarding current and future requirements under the Official Languages Acts.

NTA continues to publish news items on its website regarding new transport services in Gaeltacht areas as well as certain items of national or regional importance. We continue to resolve complaints and issues referred to us by An Coimisinéir Teanga as well as responding to matters raised by members of the public.

Data Protection

In 2024, NTA continued to build on and enhance our data protection framework and culture.

The importance of strong data protection frameworks is widely recognised throughout NTA and this message was promoted strongly by a dedicated network of data champions. This network worked closely with their business unit managers and colleagues ensuring data protection principles, policies and practices remain embedded into day-to-day operations. This network also worked closely with the data protection team in ensuring that data protection was considered at the earliest possible stage of any new and ongoing projects. The group continued to meet regularly to discuss data protection compliance across NTA, upskill and share knowledge. This complemented our continuing awareness and training programme amongst our staff.

In 2024, no data breaches were reported to the Data Protection Commission.

Information and Communications Technology (ICT)

In 2024, NTA maintained a strong cyber posture, particularly focusing on third-party suppliers. This effort ensured that all new suppliers were onboarded securely, managing and operating key systems with robust security measures in place.

NTA's Security Operations matured considerably over the year, with a significant focus on threat detection, team resilience, incident management, cyber incident simulation, and incident recovery. These efforts culminated in achieving a mature NIS 2 readiness score, reflecting our advanced preparedness for the upcoming directive.

We also oversaw the cyber posture of the transport operators, working collaboratively to enhance their security measures. This included extensive preparation for the NIS 2 directive, which was supposed to come into force in October 2024, but has been delayed into 2025. As part of this preparation, we established the initial National Competent Authority team to support the directive, ensuring that we are well-positioned to oversee the security of Essential and Important Entities in the Roads Sector.



Strong project management governance was ensured across all major technology projects, including the four key technology project and numerous smaller projects. This governance was crucial in supporting the successful implementation of technology and the transition to our new building, known as Project Big Move.

Our business intelligence (BI) platform was extended to support the new financial management system and the Axio ticketing system. Several new dashboards were introduced, covering fleet emissions, bus network performance, and congestion analysis, providing valuable insights for decision-making.

Additionally, we defined our AI strategy and governance framework to oversee the introduction of AI technologies. This included undertaking several proof-of-value projects to test and understand the potential of AI, ensuring that we are prepared for its integration into our operations.

Overall, 2024 was a year of significant advancements in ICT for NTA, marked by enhanced security, robust project management, and strategic technological implementations.

Transport Planning



Transport Planning

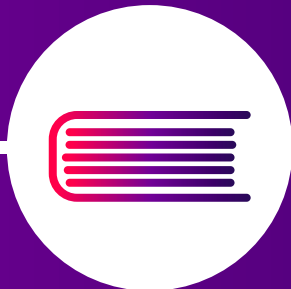


10
Draft Local
Transport Plans for
public consultation

56
Submissions in respect
of county and city
development plans,
local area plans and
other plans



11
Final Local
Transport Plans



Two
Planning guidance
documents
published in 2024



170
Reviewed applications
for developments in
2024, on which 96
submissions were made

A good transport system is one that benefits people by facilitating and encouraging social, cultural and economic development. From this point of view Ireland's needs are set to become more and more complex in the years ahead, and providing for those future needs is at the heart of what NTA is about.

Throughout 2024, NTA continued to engage with local authorities nationally on the preparation of development plans and local area plans as well as being consulted on the preparation of numerous local transport plans (LTPs) for key towns and other settlements. Much of this work was undertaken to assist with the prioritisation of transport investment in local areas.

Transport Planning Initiatives

Key transport planning initiatives undertaken by NTA in 2024 included:

Dublin City Centre Transport Plan, the purpose of which is to identify and prioritise changes to the current transport arrangements which are necessary to fulfil the vision for the city as a sustainable, dynamic, and inclusive place, as set out in the Dublin City Development Plan. The plan also facilitates the implementation of NTA's Transport Strategy for the Greater Dublin Area 2022-2042 by providing a more detailed framework for accommodating significantly higher numbers of people travelling into the city centre, in particular by rail, bus, cycling and walking. The plan was published in July 2024 and the first elements (bus gates on north and south quays) have been implemented, resulting in a significant reduction in through traffic which has allowed for quicker and more reliable bus movement through the city.



Local Transport Plans (LTP) and Studies, sets out the detailed framework for investment in public transport, walking and cycling for settlements. They are undertaken based on the methodology developed by NTA with TII. In 2024, NTA continued to collaborate with local authorities on the LTP programme. Work progressed on 30 LTPs in 2024, with the publication by local authorities of 10 draft LTPs for public consultation and 11 final LTPs. It is expected that 10 LTPs will be published in draft form in 2025 with a number to be finalised during the year.



Planning Submissions

Plans: NTA made 56 submissions relating to various stages in the preparation of county and city development plans, local area plans and other plans. These submissions often represent the final stages of detailed and comprehensive engagement with local authorities throughout the plan-making processes.

Planning Applications: NTA reviewed 170 applications for developments in 2024, on which 96 submissions were made. These range in scale from small infill developments on NTA Core Bus Corridor schemes to large-scale residential developments of several hundred units and major infrastructure developments such as DART+, the Slane bypass, and a formal submission on the planning application for a major development proposal for Dublin Port.



During 2024, work continued on **NTA's National Forecasting Project**, its purpose being to collect information from each local authority, relating to future population, employment and education development, which will feed directly into the regional models ensuring a more accurate distribution of future year growth. This work will tie into the National Planning Framework (NPF) forecasts once published and should be completed in 2025.

NTA published two planning guidance documents in 2024:-

- › Publication of document titled **Planning Cities and Towns for Successful Bus Services**, to guide future planning decisions towards outcomes that are supportive of public transport; and
- › Publication of document titled **Area-Based Transport Assessment (ABTA) and LTPs – Supplementary Advice Note** to provide further brief guidance on the application of ABTA

Transport Modelling

In 2024, work on updating the Regional Modelling System continued with significant progress on upgrades to the modelling of park and ride, walking and cycling, the long-distance model and the representation of travel demand. The Regional Modelling System continued to be used intensively for a wide range of projects and initiatives. In 2024, third party use of the models was moved to AWS which enhanced security, capacity and access for major projects such as Metrolink and Bus Connects.

The annual data collection programme for 2024 included the household travel surveys, the regional city multi-modal cordon surveys and the National Rail Census. The Annual National Household Surveys published on NTA website (<https://www.nationaltransport.ie/>) presents detailed data on all the trips taken by the representative sample in the survey. The national results for 2024 compared to 2023 are as follows:

Reasons for Trip (excl. Return Home)	2017*(%)	2022(%)	2023(%)	2024(%)
Work/Business	28	20	20	21
Education	23	19	18	19
Shopping	16	17	16	15
Social	14	18	20	18
Personal	2	3	3	3
All Others	17	24	23	23

Significant progress was made on Greater Dublin Area (GDA) Demand Management Scheme which will contribute towards the delivery of the GDA Transport Strategy 2022-2042 Environment and Climate goals the GDA Transport Strategy 2022-2042 Environment and Climate goals. Necessary co-ordination with the National Demand Management Strategy has delayed the finalisation of the of the draft scheme. The project led to the development of the Carbon Reduction Playbook, the All-Ireland Freight Model, Stock Models for Car and Goods which will be integrated into the regional models. The transport modelling team has provided technical support to the Department of Transport for the National Demand Management Strategy.

The modelling team continued to develop its collaboration on transport modelling, data and transport planning with departments and agencies on key projects in the sector such the freight pilot projects, the speed limits review, cost of congestion and climate action plans (DoT); vulnerable road users and accident rates research (RSA); carbon budgets (CCAC); school transport business case review (DoEdu); carbon projections (EPA, SEAI); noise and air quality Mapping (EPA, LAs). Engagement with academia continued with a number of peer-reviewed publications, conference papers and lecture modules delivered.

Transport Services



Transport Services



45

New or enhanced bus routes in rural Ireland introduced by Connecting Ireland



32 million

Increase in passenger numbers on contracted bus and rail services (+10.6% from 2023)

240,000

Passengers carried by TFI Local Link on the Clonmel Town Bus Service



Revenue increased by
€28.4 million
(+5.4% from 2023)



100,000

Journeys a week on Local Link services

10 new

Saturday services and six new Sunday services in Cork Commuter network



Encouraging people to make the shift to public transport is primarily about making sure we can provide a positive customer experience.

The continued rollout of a Young Adult and Student Leap Card, resulted in fares for young people being reduced by 50%, while the previous 20% reduction in fares for everybody else was maintained throughout 2024. The implementation of Connecting Ireland continued during 2024, with the introduction of 45 new or enhanced bus routes in rural Ireland. In Dublin, we improved bus services for communities across the region with the introduction of the orbital Route N2 as part of the BusConnects network redesign in September.

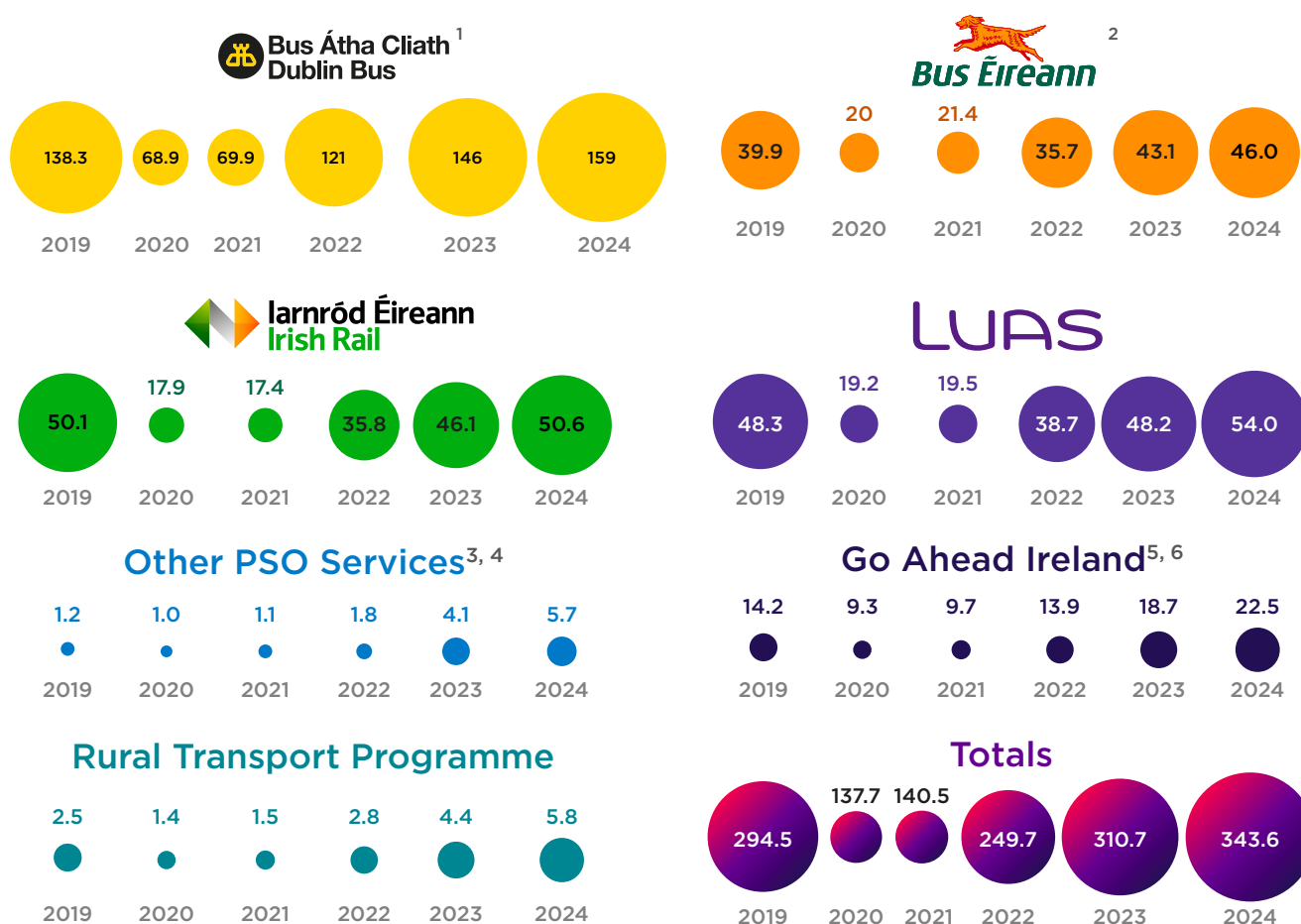
NTA's contracts with public transport operators for the provision of socially necessary but commercially unviable bus and rail services include payments to operators to meet the real cost of providing services. The operators are compensated in accordance with their contracts for the provision of the services.

Passenger Numbers and Revenues

There was exceptional growth in the use of contracted public transport services in 2024, exceeding the 2019 pre-pandemic levels and reaching the milestone of 1 million passenger journeys daily.

Overall, passenger numbers on contracted bus and rail services increased by over 32 million (+10.6%), with resulting revenues also increasing by €28.4 million when compared to the previous year, to €552.1 million.

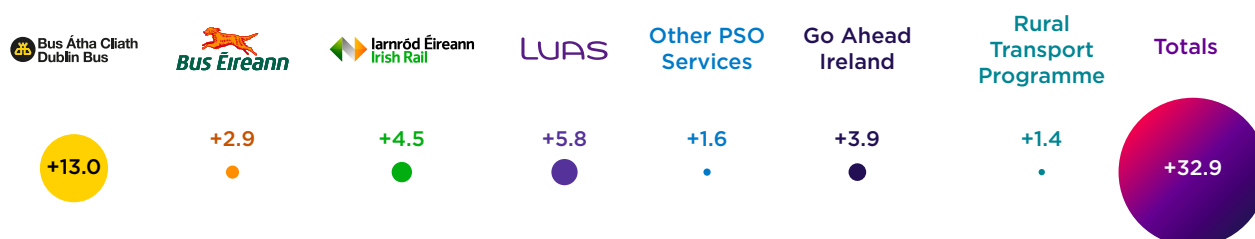
Table 2 - Annual passenger journeys on principal contracted services (millions)



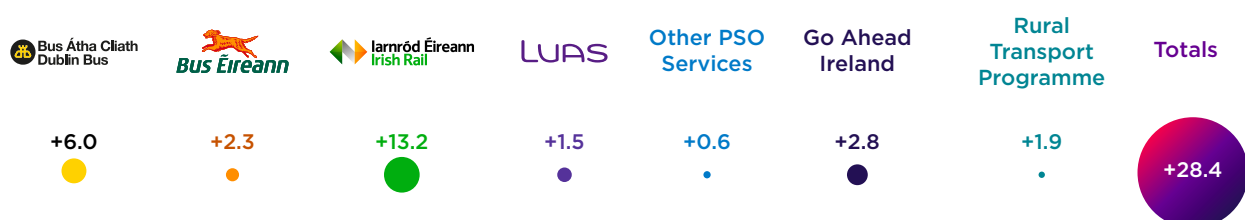
^{1, 2, 3, 5}Operator uplift factors are applied to most bus ticket transaction data to account for under-recording of passengers at ticket machines

⁴See Table 4

⁶Go-Ahead Ireland data relates to 25 urban routes in Dublin, 5 regional routes in Kildare, route 197 between Swords and Ashbourne and routes W4 and W6.

Difference (2024v2023) (millions)**Table 3 – Passenger revenues for contracted services (millions)**

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Other PSO Services	Go Ahead Ireland	Rural Transport Programme	Total
2019	230.6	94.5	233.8	81.0	1.4	17.1	3.3	661.7
2020	119.7	52.4	101.6	33.5	1.3	12.5	3.0	324.0
2021	125.2	53.8	100.1	32.9	1.4	13.5	3.3	330.2
2022	158.6	71.2	166.5	48.4	2.0	15.6	4.4	466.7
2023	166.2	78.8	191.6	56.7	2.8	21.2	6.4	523.7
2024	172.2	81.1	204.8	58.2	3.2	24.2	8.3	552.1
Difference (2024v2023)	+6.0	+2.3	+13.2	+1.5	+0.6	+2.8	+1.9	+28.4



Fares

Fares on PSO public transport services remained unchanged in 2024, with the continuation of the government's 20% cost-of-living fares-reduction committed to remain in place during 2024. An extension of the eligibility of the Young Adult Leap Card Scheme was also announced, to include those aged up to 25.

The first phase of the 2024 fares determination was implemented in June, which introduced a new flat town fare of €1.50 for Leap Card users on regional town services in Athlone, Balbriggan, Carlow, Drogheda, Dundalk, Navan and Sligo.

Other changes will see the implementation of the new Dublin City Zone and the new Dublin Commuter Zone, alignment of Intercity rail fares and further simplification of cash fares structures in Dublin.

Contracted Bus and Rail Services

Direct Award Contracts

NTA's contracts with Dublin Bus and Bus Éireann expired in November 2024. Following the decision to enter into further direct award contracts with Dublin Bus and Bus Éireann for a five-year period from December 2024, NTA subsequently entered into negotiations with both transport operators for the replacement direct award contracts, which included measures to improve operational performance across these contracts. These contracts were signed in late November and came into effect in December

Competitively Tendered Contracts

The procurement and mobilisation of a number of significant contracts progressed during 2024.

The Outer Dublin Metropolitan Area (ODMA) contract, currently operated by Go-Ahead Ireland, was retendered under three lots, North, South or the combined North and South package of routes. Following the tender process Go-Ahead Ireland were identified as the preferred tenderer and a Letter of Intent to enter into a new contract was issued in late 2024, with mobilisation commencing shortly thereafter, including the sourcing of a new depot to the north of Dublin City.

Route 139 was awarded to incumbent JJ Kavanagh, with the new contract commencing in April, including an increase in frequency to hourly.

A tender competition for the operation of route 245x between Cork and Dublin was undertaken during 2024, with Bus Éireann being awarded the contract.

A tender competition for the operation of new bus services in Portlaoise was undertaken during 2024, with City Direct being awarded the contract.

The retendering of bus services in Kilkenny City commenced in late 2024, including service enhancements to the current timetable.

NTA extended the terms of a number of existing contracts as follows:

- › The Dublin Commuter Contract provided by Go-Ahead Ireland was extended for 1 year to November 2026.
- › Contract with City Direct in respect of services in Kilkenny City to January 2025.
- › The Waterford City Contract provided by Bus Éireann was extended for one year to June 2026.

PSO Determinations

In case where a licensed operator informs NTA that they intend to cease operation of their licensed service NTA can undertake a PSO Determination. The purpose of the PSO Determination is to assess if there is a need for NTA to step in and secure these licensed services via a contract. NTA carried out the following PSO Determinations and took the following actions over the course of 2024:

- › Route 706 operating from Galway to Dublin City Centre and Dublin Airport was assessed in April and it was concluded that there was not a Public Service Obligation to introduce new services to replace route 706.

- › Routes 410, 411 and 412 in Galway City secured via an Emergency Direct Award contract awarded to City Direct beginning operations in October 2024.
- › Route 816 operating between Portarlington – Monasterevin – Kildare Village was assessed and an amended service was secured via an emergency Local Link tender competition putting in place a new Route 806 operating more frequent service between Portarlington – Monasterevin which began operation in December 2024.

Emergency Direct Award Contracts

Emergency agreements were put in place for NTA to provide PSO funding for the continued provision of essential bus services which had been formerly licensed to operate on a commercial basis. This allowed essential bus services which were no longer commercially viable to continue operating.

- › Routes 410, 411 and 412 in Galway City were awarded to City Direct to begin operations in October 2024.

Table 4 – Principal operators of tendered bus services

Operator	Routes operated
Andrew Wharton Coach Hire	Route 975 between Cavan and Longford
Moorhill Capital Ltd	Route 310 in Limerick
Finnegan Bray Ltd	Routes 143 and 144
Bus Éireann	Routes W1, W2, W3, W4 and W5 in Waterford City
Bus Éireann	East Coast Commuter Routes 101, 101X, 131 and 133
Bus Éireann	Routes CW1 and CW2 in Carlow Town
City Direct	Routes KK1 / KK2 in Kilkenny City
JJ Kavanagh and Sons	Route 139 between Naas and Blanchardstown
City Direct	Routes 410, 411 and 412 in Galway City
City Direct	Routes PL1 and PL2 in Portlaoise Town

Performance of Contracted Operators

NTA's contracts with public transport operators include performance standards. A 2024 Report detailing the performance of operators against these performance standards is published on NTAs website by clicking [here](#). NTA also publishes quarterly information on operator performance on its website, which can be accessed at <https://www.nationaltransport.ie/public-transport-services/public-transport-contracts/operator-performance/quarterly-performance-reports/>.

NTA met operators at regular intervals during the year to review their performance against the agreed performance standards and to agree remedial actions to address any under-performance. This included adding additional capacity to meet additional demand or amending the timetable or journey time for routes to address reliability issues caused by staff availability or increased congestion.

Network Development

Contracted bus and rail services were regularly revised in 2024 to stimulate growth in public transport use and to respond to changes in demand and the effects on services of traffic congestion. Key network developments in 2024 included:

Limerick – Shannon – Ennis Corridor

The Limerick – Shannon – Ennis corridor enhancement saw the introduction of the first 24-hour route (343) in the mid-west region operating between Limerick – Shannon – Shannon Airport, seven days a week, every 20 minutes during peak hours and 30 minutes during off-peak; also providing local public transport connections within Shannon town. The corridor also saw the enhancement of the 330 Shannon Airport to Ennis route for passengers wishing to travel onwards to Ennis and Newmarket-on-Fergus. The enhancements also include new and improved routes; Route 316, Sixmilebridge to Shannon and Route 317, Limerick to Ennis via Sixmilebridge and Quin.

These new and improved routes are a collaboration between the Department of Education and the Department of Transport, supported by NTA and Bus Éireann, and will pilot and introduce greater integration of transport networks with school transport routes.

Town Bus Services

A new route S3 and later evening services on the S1 launched in Sligo Town in December, 2024. The S3 provides local public transport connectivity to Finisklin Business Park, Magheraboy and Doorley Road areas and provides connections with Bus and Rail services in Sligo Town. With the addition of later evening services on S1, the entire Sligo Town bus network now operates up to midnight supporting the night time economy of the town.

Mobilisation of new town services in Portlaoise was substantially complete in late 2024, with a new operator depot being established and the recruitment of drivers having been completed.

A public consultation took place on a proposed Letterkenny Town Bus Service in July 2024.

BusConnects Dublin Area Network Redesign launch

Route N2 of Dublin Area Bus Network Redesign (NRD) was launched in September in advance of the launch of the wider Phase 6a. Communications to launch this service included local press, local radio, social media, bus shelters, booklet door drops within the vicinity of the new routes and brand ambassador activity.

Other network development initiatives progressed in 2024 include;

- › BusConnects Cork – Planning continued for implementation of the Network Redesign.
- › BusConnects Limerick and Galway – Planning commenced for implementation of the Network Redesign.
- › BusConnects Waterford – Public consultation held on the Draft Network Redesign proposals in Summer 2024.

- › Connecting Ireland – 45 new and enhanced routes in 2024.
- › Amendments to various routes to address capacity and congestion issues across the network; and
- › Planning for the provision of new town bus networks in Mullingar, Ennis and Letterkenny as well as undertaking work to further improve and enhance pre-existing town services in Sligo, Kilkenny, Athlone, Dundalk and Drogheda.

Rail

NTA and Irish Rail introduced hourly Enterprise services between Dublin and Belfast; including pre-9am arrivals in both cities. Further enhancements were made on the Dublin – Galway route including early morning and late evening services to Galway, new Tullamore services and extra services on Sundays. Extra services were also provided on the Dublin – Waterford route including a later evening service in both directions and additional services on Sundays. The Cork Commuter network saw 10 new Saturday services and six new Sunday services in each direction, delivering a consistent half hourly Saturday and hourly Sunday service.

Additional services were added at a number of stations including Oranmore, Attymon, Monasterevin and Newry, enhancing connectivity in these areas. A new station opened at Kishogue providing additional commuting options for residents and visitors to the area. Broombridge was added as a stop on all Dublin – Sligo services, providing for easier interchange with LUAS Green Line services.

Finally, the expansion of the Intercity railcar fleet, with 41 new carriages added provided for improved capacity on key routes including Galway, Limerick, Waterford, Tralee, and Westport to Dublin Heuston and Sligo to Dublin Connolly.

TFI Local Link

The ongoing investment in TFI Local Link, through the Connecting Ireland Rural Mobility Plan, saw further expansion of the network along with continued increase in passenger numbers. Journey numbers reached a record high during 2024 with approximately 100,000 journeys a week on Local Link services.

Total passenger journeys on all TFI Local Link services were 5.8 million for 2024, a 33% increase on the 4.35 million journeys completed in 2023. The main growth in passenger journeys is seen on the Regular Rural Services (RRS) with 4.7 million passenger journeys in 2024, compared to 3.2 million in 2023.

In addition to the introduction of Connecting Ireland new and enhanced RRS routes, TFI Local Link introduced the Clonmel town service at the end of 2023. The town service has proved to be another success for TFI Local Link carrying almost 240,000 passengers during 2024.

NTA has started to upgrade the existing network of Demand Responsive Routes (DRTs) to the next generation of Smart DRT services, with a competitive tender completed during 2024.

Following a competitive tender process, fifteen new contracts were awarded to transport co-ordination units (TCUs) to manage and administer TFI Local Link on behalf of NTA along with providing insight and connections into the local community.

Licensed Bus Services

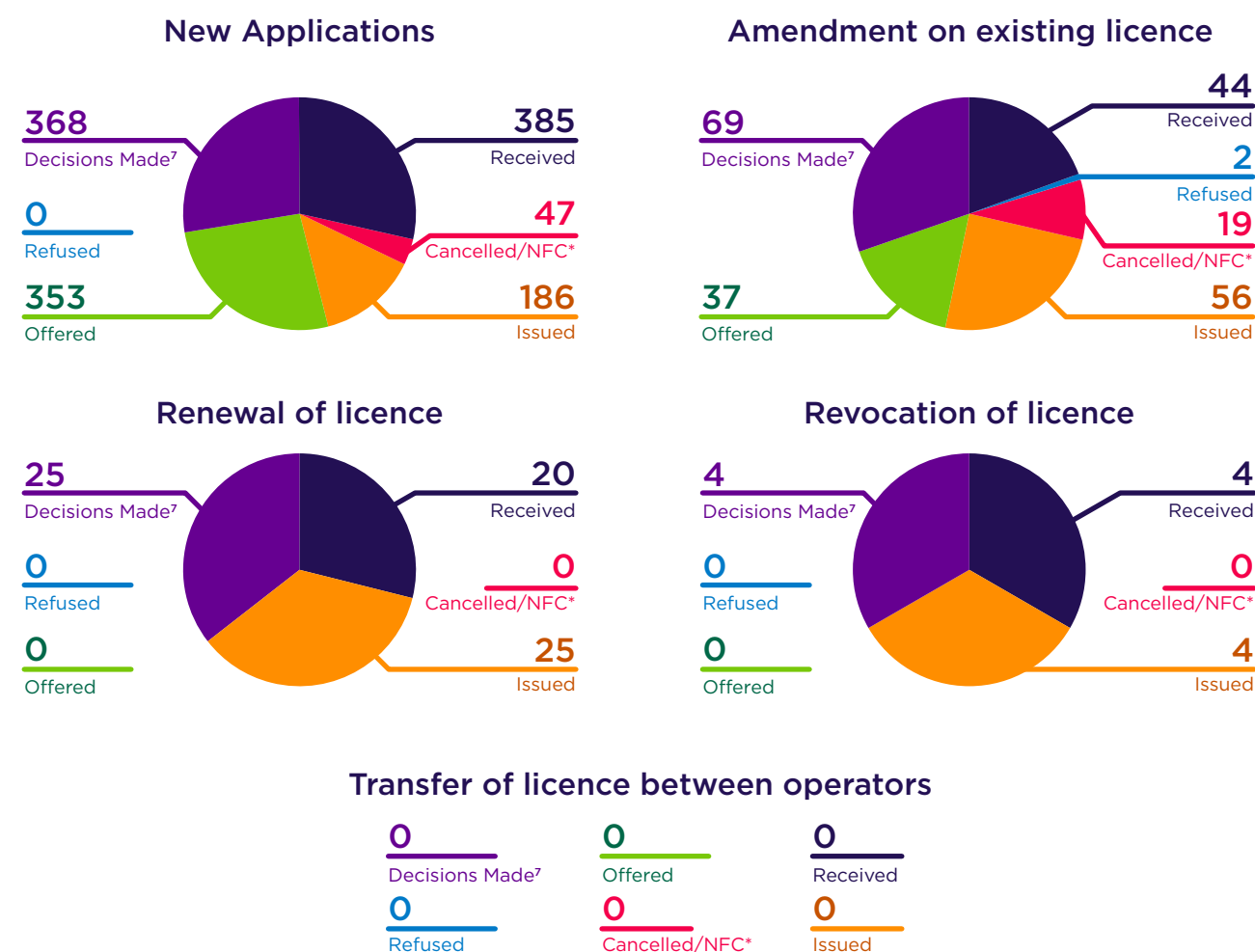
NTA is responsible for the licensing of public bus passenger services. Licensed public bus passenger services are often called ‘commercial bus services’, as they are operated without any public subsidy from NTA. They are also called ‘route licences’ as different routes are individually licensed by NTA.

Licensing Activity

Figure 1 below provides data on NTA’s bus licensing work during 2024.

466 decisions were made in 2024.

Table 5 – Bus Licensing Activity 2024



⁷Includes decisions made on applications received during 2023, which were carried over into 2024.

*NFC – No Further Consideration

Climate and Sustainability



Climate and Sustainability



Published first
NTA Sustainability
Strategy



Over 700
Events during Bike
Week with over
75,000 people
taking part



85
Organisations
were awarded
the The Smarter
Travel Mark



Over 280
TFI Smarter Travel
partners



Almost
223,000
Total trips made
on Public Bike Hire
Schemes in 2024
(+23% from 2023)



16,864
Staff and students
participate in Marchathon
and Walktober

Transitioning to a more Sustainable Transport System

Ireland's commitment to achieving carbon neutrality by 2050 requires transformative action across all sectors. As the national agency for the provision of accessible, high-quality, sustainable transport, the NTA plays a significant role in reducing greenhouse gas (GHG) emissions by enhancing active travel networks, expanding public transport and integrating environmental protection into transport planning. These efforts are key to realising Ireland's climate goals and bring co-benefits like reduced congestion and reducing air pollution over time.

NTA Sustainability Strategy (2024-2030)

We are proud to have published our first Sustainability Strategy in 2024, outlining a roadmap to support Ireland's climate goals through sustainable transport infrastructure and services. This strategy commits to reducing the NTA's corporate emissions by 51% by 2030 and advancing sustainable mobility across Ireland's transport sector. We have set out 10 high-level sustainability objectives for our organisation. These objectives provide the blueprint to deliver on our sustainability ambitions, including expanding active travel infrastructure, providing safe, accessible and inclusive public transport, and transitioning away from fossil fuels. Our strategy aligns with national and international climate policies, emphasising energy efficiency, biodiversity, and a just transition to a low-carbon economy. It aims for measurable progress through governance, monitoring, and community engagement.



Avoid and reduce



Shift to sustainable



Improve energy efficiency

Promoting Sustainable Mobility

Within the transport sector, road transport accounted for approximately 95% of emissions in 2023. Passenger cars alone represent half of all road emissions. Shifting to active travel and public transport is critical to reducing emissions over time, leading to cleaner air and healthier communities.

Investing in active travel infrastructure can transform our daily commutes and significantly reduce our carbon footprint. For example, if everyone in Ireland cycled or walked for trips under 4km, it could cut national transport emissions by an estimated 9%. Through the Active Travel Programme, our aim is that every community in Ireland will have access to active travel options.

To support a shift to greater use of public transport, services need to be regular, reliable and accessible for users. A full double-decker bus can take nearly 16 cars off the road, significantly reducing traffic and emissions for everyone. Likewise, a single intercity train traveling approx. 250 kilometres can replace around 90 private car trips and avoid 1.5 tonnes of CO₂ in one journey.

TFI Smarter Travel

TFI Smarter Travel is a national behaviour change programme, supporting workplaces and campuses to develop and implement sustainable and active travel plans for staff and students. There are over 280 partners in the programme across the public and private sectors. Key initiatives undertaken in 2024 included:

The Smarter Travel Mark

As one of Government's Pathfinder Programmes, the Smarter Travel Mark is awarded to workplaces and campuses that support and promote active and sustainable travel on the commute and beyond for their workforce, students and visitors, resulting in a reduction in single-person car usage. Employer led sustainable travel initiatives are essential to reducing the impact of collective dependence on the car as a mode of travel. Application for the Smarter Travel Mark is open to workplaces and campuses of any size from the private or public sectors. At the end of 2024, 85 organisations had been awarded the Mark.

Step Challenges

The springtime step challenge, Marchathon and the autumn step challenge, Walktober, encouraged staff and students to switch their mode of travel from using private cars to walking for their commute and beyond. Both challenges saw 16,864 staff and students from 241 Smarter Travel partner organisations participate, forming 3,670 teams. In 2024, participation grew compared to 2023, with a 15% increase in partner organisations, a 24% increase in the number of teams, and a 12% increase in overall participants. Feedback showed that 43% of respondents walked more during their commute throughout Marchathon and Walktober, while 45% planned to continue walking more even after the challenges ended.

National Bike Week

National Bike Week took place from Saturday 11th to Sunday 19th May 2024 with events coordinated through local authorities and local sports partnerships. Green Schools assisted many of the local authorities with school events as well as running their own school events during Bike Week. All 31 local authority areas were represented during Bike Week. Over 700 events were uploaded to the Bike Week website including family fun cycles, group cycles, bike festivals, pedal parades, cycle safety training, balance bike events, bike clinics, bike fests, lunchtime city cycles, heritage cycles, school cycling events, bike yoga and much more. Over 75,000 people took part in the events organised across the county.

Safe Routes to School

In March 2021 the Safe Routes to School programme was launched by the Department of Transport and NTA. The programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates, and increase the number of students who walk or cycle to school by providing walking and cycling facilities. Since 2021, the programme has engaged 421 schools across Ireland through three tranches. By the end of 2024, 91 front-of-school treatments have been completed, and 63 at detailed design or construction stages. By the end of 2024 cycle and scooter parking has also been provided to 822 schools as part of the Safe Routes to School programme.



Public Bike Hire Schemes

The regional bike scheme has been operated by NTA since 2014, with schemes in Cork, Limerick and Galway. In 2022, a bike scheme was added in Waterford. In total, almost 223,000 trips were made on Public Bike Hire Schemes in 2024 which was a 23% increase compared to 2023.

National Climate Action

Ireland has set out a national vision of transitioning to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050. Ireland must reduce emissions by 51% by 2030, compared to 2018. The annual Climate Action Plan is a roadmap of actions to enable sectors to deliver upon this target. Everyone has a role to play in delivering upon these ambitions, and public bodies such as the NTA must lead by example in achieving national targets.

Ireland's Transport Emissions

By 2030, the Irish transport sector is tasked with halving its emissions, dropping from approx. 12 million tonnes of carbon dioxide equivalent (MtCO₂eq) to 6 MtCO₂eq. In 2023, the transport sector accounted for 21.4% of Ireland's total GHG emissions. To achieve these targets, significant emission reduction measures must be implemented. These include avoiding unnecessary travel, shifting to sustainable modes of travel and improving the efficiency of motorised travel. We are committed to addressing these challenges by implementing demand management measures, enhancing options for sustainable mobility, and investing in low emission public transport infrastructure.

Our Role in Reducing Emissions

As a public sector leader in the transport sector, we are committed to demonstrating climate action by implementing and transparently reporting, emission reduction measures. Our efforts are central to supporting the Department of Transport's goal for

walking, cycling, and public transport to account for 50% of all journeys by 2030. We aim to ensure that 70% of people in rural Ireland have access to at least three daily bus services to their nearby towns by 2030. By promoting active travel and transitioning to a low-carbon transport system, we will create cleaner air, safer streets, and reduce congestion, improving public health and fostering a stronger sense of community. We are taking action to reduce emissions and deliver meaningful change. As laid out in our Sustainability Strategy, we will reduce emissions across all parts of our business, encourage the shift towards sustainable mobility, and improve the efficiency and carbon performance of Ireland's public transport network.

Climate Action Mandate

We are working closely with transport operators to measure and report our GHG emissions annually, in line with the Public Sector Climate Action Mandate. We have made strong progress on the Mandate's actions and have submitted our latest progress update through the Sustainable Energy Authority of Ireland (SEAI)'s Monitoring and Reporting system, reflecting our ongoing efforts to reduce emissions from both our facilities and transport operations. As required by the Mandate, we have completed a further update of our Climate Action Roadmap during 2024, and the document will continue to be updated on an annual basis. The NTA obtained Gold Certification in the Smarter Travel Mark during 2024 and were also compliant with Circular 1/2020, ensuring emissions from official air travel are offset as required.

Urban Bus Fleet: Transition to Zero

During 2024, NTA accepted a further 149 double-deck battery-electric urban buses bringing the total to 309, and a further 10 single-deck (long length) battery-electric urban buses bringing the total to 55.

During 2024, works were completed on the first phase of 30 charging guns and associated infrastructure at Bus Éireann's Roxboro depot in Limerick, enabling the first 34 double-deck battery-electric buses to be added to Bus Éireann's Limerick city bus fleet. Works to deliver a second phase of a further 40 charging guns also commenced. Similarly, a first phase of charging guns was completed at Dublin Bus Phibsboro depot in Dublin which is capable of supporting the operation of upwards of 80 battery-electric buses on Dublin city bus services, with works to deliver a second phase of 20 charging guns also having commenced during 2024.

Works were also advanced on the first phase of 40 charging guns and associated infrastructure at Dublin Bus Harristown depot. Completion of all works underway at the end of 2024 will make available a further 100 charging guns, bringing the total to 284, capable of supporting the operation of up to 318 battery-electric buses.

NTA Emissions Profile

The image below shows the sources of emissions which arise as the NTA is delivering upon our mission to "connect Ireland's people and places, by providing sustainable transport infrastructure and services as well as working to reduce transport demand, all helping to lower carbon emissions". The NTA will continue to capture material emissions arising from our activities, alongside implementing decarbonisation activities to reduce carbon emissions to meet NTA and national targets.

Public Transport

Emissions arising from public transport

- Fuel usage for all PSO transport services (large emissions source)
- Additional emissions from maintenance and depot operations
- Maintenance of and electricity of NTA funded public transport infrastructure (e.g. passenger information displays)
- Ticketing (e.g. Leap card materials / smart ticketing).



Urban Bus



Regional Coach



Local Link



LUAS Tram



DART Train



Inter-City and Commuter Train



Construction of sustainable transport infrastructure and procurement of large public transport vehicles including:

- Active travel infrastructure
- Connecting Ireland programme
- BusConnects
- Luas
- MetroLink
- DART+



Other Purchased Goods and Services

- Emissions arising from
- Cloud services
 - Advisory services
 - Public education collateral
 - Owned equipment in data centres
 - Others



Waste Generated in Operations

- Emissions from waste generated in operations (office waste)



Business Travel

- Emissions from the transportation of employees for business-related activities in vehicles owned or operated by third parties



Employee Commuting

- Emissions from employee journeys to and from the workplace

Air | Rail | Bus | Car

CORPORATE EMISSIONS



Emissions from Electricity Use

- Electricity for assets owned or directly controlled (office and vehicles)



Emissions from Fuel Use

- Fuel use from assets owned or directly controlled (compliance team vehicles)

End-of-life treatment of sold products:

- Disposal of Leap cards and other NTA materials



Looking Ahead

As we move into 2025, we will continue to advance initiatives that reduce the need for personal car journeys, promote sustainable transport choices, and enhance the efficiency and environmental performance of existing transport modes. Guided by our Sustainability Strategy, which aims to accelerate the adoption of sustainable travel patterns and the introduction of innovative mobility solutions, these efforts seek to create a healthier environment, society, and economy for current and future generations.

To achieve our goals, we will invest further in active travel infrastructure, delivering new cycling and walking routes nationwide to encourage more people to choose active travel. We will also continue to expand our fleet of electric buses and battery-electric trains nationally, building on recent progress to further reduce emissions and provide accessible, low-carbon transport for everyone.

While significant progress is being made, challenges remain. The development of new sustainable transport infrastructure and services will increase the mode share of sustainable travel, but this alone will be insufficient to meet Ireland's emissions targets. Some areas outside our cities still lack convenient access to public transport, and changing long-standing travel habits takes time. Delivering major infrastructure projects involves complex planning and funding hurdles. Additionally, the increase in efficient public transport provision may displace some active travel journeys, as people might for example choose buses over cycling or walking.

Achieving Ireland's climate goals requires sustained investment and a collective shift toward sustainable travel. We are committed to addressing gaps and working with stakeholders to build a cleaner, more connected transport future. Strong partnerships and collaboration are essential to meet our longer-term sustainable mobility goals.

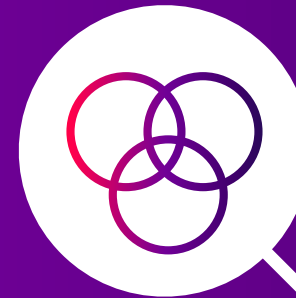
Customer First



Customer First

N2

Orbital route
launched



351,360

Child, Student,
and Young Adult
Leap Cards issued



804,478

Active Leap Top-Up
App users



4.7 million

Passengers carried
by TFI Local Link
Regular Rural
Services



W6

Route created
from W61 and
W62 merge



19

Wheelchair-
accessible
bus stops
constructed



Over

1 million

Daily passenger
journey



TFI Leap Top-Up,
App top-ups
increased by
**7% to
€188.7m**

NTA delivered a significant programme of initiatives to enhance customer experience in 2024 with each one being supported by communications campaigns designed to inform and engage public transport passengers. NTA undertakes an annual customer satisfaction survey which is published on NTA website. The results for 2024 show that 82% of respondents had a positive view towards the TFI brand with 94% of respondents feeling safe on board public transport services.

In respect of customer focused activities, see below a highlight of the key programmes and initiatives advanced during 2024.

TFI Leap Card

In 2024, Leap Card continued to perform strongly details of which are provided in the table below.

Table 6 - Leap Card Statistics

Measure	2024	2023	% Change 2024 v 2023
TFI Leap Cards sold	1,187,204	1,170,505	+1%
Travel Credit Value topped up (€m)	€273.8m	€249.5m	+10%
Travel Credit Value used (€m)	€228.7m	€210.1m	+9%
Ticket product sales (€m)	€34.3m	€33.7m	+2%
Journeys (excluding Free Travel Passes)	233.2m	207.8m	+12%
TFI Leap Top-Up App top-ups (€m)	€188.7m	€161.2m	+7%

Young Adult & Student Card

In January 2024, the maximum age of the Young Adult Leap Card users increased from 23 to 25 years old.

A total of 351,360 Child, Student, and Young Adult Cards were issued in 2024.

NOW AVAILABLE FOR AGES 19-25

The upper age for TFI Young Adult Leap Card applicants has increased. If you're a Young Adult aged 19-25, or a Student in third level education, you can get 50% off public transport fares using a TFI Young Adult or Student Leap Card.

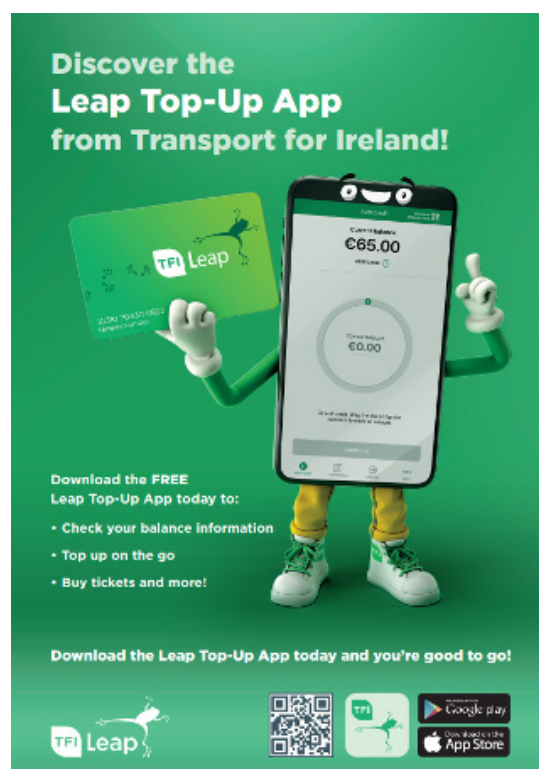
To apply, visit leapcard.ie

Leap Top-Up App

2024 saw the highest active user count ever with 804,478 active users. This increase was encouraged by an advertising campaign promoting the Leap top-up app in November and December.

TFI 90-Minute (TFI 90) Fare

In December, research conducted by Ipsos B&A showed that over 80% of Leap Card holders in the Dublin area reported that they benefited from the ability to transfer for free between TFI services with the TFI 90 fare, a 12% increase since January 2024. 64% of respondents indicated they have taken extra public transport journeys because of the availability of the TFI 90 fare. Throughout the year the TFI 90 fare was promoted across Dublin both on the interior and exterior of TFI services as well as across online and on-street advertising space.



Fares Determination

In June 2024, phase 1 of the NTA Fares Determination launched, changes included a new €1.50 flat town fare on regional town bus services. This phase was supported by communications activity including the creation of updated fares cards, online advertising and posters.

Taxi Fares Customer Information Campaign

NTA rolled out a customer information campaign on taxi fares in 2024. The campaign, which ran across social media and the radio, informed passengers about how their taxi fare is calculated as well as their related customer rights. The campaign is available on the NTA website

Marketing the TFI network

Throughout 2024, NTA delivered several initiatives to enhance customer experience. Each of these was supported by a communication campaign to help inform public transport customers.

TFI Network Campaign

Throughout July and August, NTA ran a TFI network awareness campaign. The campaign included video adverts across social media, digital audio, online, YouTube and press.



BusConnects Network Redesign in Dublin

In September 2024, Orbital route N2 launched as part of the BusConnects Network Redesign in Dublin. The launch was supported by online, radio and local press advertising as well as a targeted social media campaign

In November, routes W61 and W62 merged to create a unified W6 route, offering improved public transport links to key areas including Maynooth, Celbridge, Saggart and Tallaght. This enhancement was also supported by a communications campaign including brand ambassadors, flyers and an advertising campaign focussed within the areas served.

Please Offer Me a Seat (POMAS) Card/Badge

In July and August, the 'Please Offer Me a Seat' card and badge initiative was promoted. The campaign's 'No Need to Explain' messaging was targeted to provide passengers with an invisible disability or hidden illness the opportunity to discreetly communicate their need for a seat using the TFI 'Please Offer Me a Seat' badge or card. The campaign included image and video adverts on social media, digital display, video-on-demand, on-board operator space and bus shelters.



We're Transport for Ireland.
We're transport for you.

Across the TFI Network, we respect difference and diversity. So, let's celebrate what makes us unique – and together, we can make public transport a pleasant place for everyone.

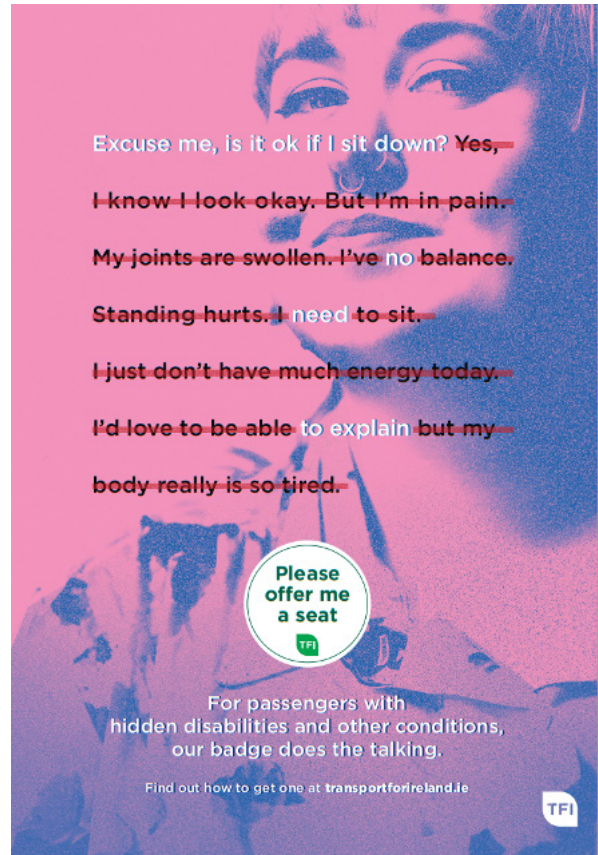
To plan your journey, visit transportforireland.ie









Excuse me, is it ok if I sit down? **Yes,**

~~I know I look okay. But I'm in pain.~~

~~My joints are swollen. I've no balance.~~

~~Standing hurts. I need to sit.~~

~~I just don't have much energy today.~~

~~I'd love to be able to explain but my~~

~~body really is so tired.~~

Please offer me a seat
TFI

For passengers with hidden disabilities and other conditions, our badge does the talking.

Find out how to get one at transportforireland.ie

TFI

Inclusivity

In September, NTA ran its 'Inclusivity' campaign to communicate to the public that the TFI public transport network is an inclusive space where diversity is welcomed and celebrated. Media for this campaign included digital audio, social media, operator and bus shelter space.

Staff Respect

In Q4 of 2024, NTA ran its annual 'Staff Respect' campaign encouraging passengers to show respect towards public transport drivers and staff. Media for this campaign included digital audio, social media, operator and bus shelter space.

E-Scooter guidance

In October, new guidance was introduced which banned the carriage of e-scooters on-board TFI services. An information campaign was developed to ensure customers were given advance notice of this. The campaign went live on digital audio, social media, operator and bus shelter space.

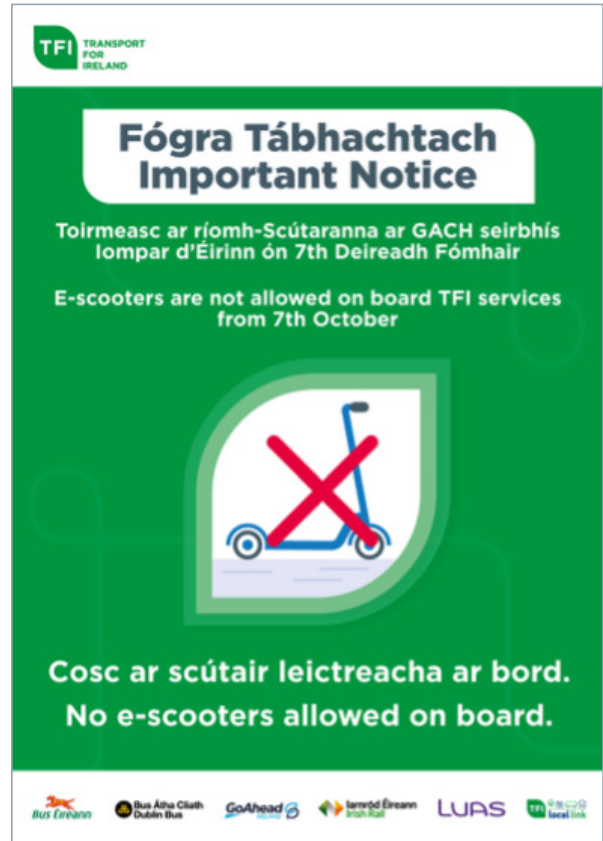


**We're Transport for Ireland.
We're transport for 1 million
journeys a day.**

To everyone who has travelled by bus, train and tram,
we say **'thanks a million'** as the TFI Network proudly
celebrates an average of **1,000,000 journeys a day.**

Visit transportforireland.ie

Logos for Bus Éireann, Bus Átha Cliath, GoAhead, Iarnród Éireann, TFI, LUAS, and others are at the bottom.



TFI TRANSPORT FOR IRELAND

**Fógra Tábhachtach
Important Notice**

Toirmeasc ar ríomh-Scútaranna ar GACH seirbhís
Iompar d'Éirinn ón 7th Deireadh Fómhair

**E-scooters are not allowed on board TFI services
from 7th October**

**Cosc ar scútair leictreacha ar bord.
No e-scooters allowed on board.**

Logos for Bus Éireann, Bus Átha Cliath, GoAhead, Iarnród Éireann, LUAS, and others are at the bottom.

1 Million Daily Passenger Journeys

In October, to celebrate providing over 1 million daily passenger journeys, NTA ran a campaign thanking public transport customers. The new record number of daily journeys represented an increase of 12% compared to the same time in 2023. The campaign titled 'Thanks a Million campaign' included advertising placed across social media, radio, and video on demand channels.



Nighttime Economy (NTE) Initiative

From November, to support of the Night-Time Economy Initiative, NTA, in partnership with the Department of Transport and the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media, ran an awareness campaign to promote evening and night-time TFI services. The campaign, titled “The TFI Network works later than you think” was developed in collaboration with the night-time economy advisors in pilot areas including Dublin, Cork, Sligo and more. Promotional activity included social media, poster and radio advertising.

TFI Christmas

In December, a campaign reminding people of TFI service schedules over the festive period was ran across radio, social media, on street and on-board vehicles.

TFI Local Link

TFI Local Link reached a new milestone of carrying 100,000 passengers a week through the vast interconnected network. Several launches and communications campaigns helped drive this growth:

- › The ‘Above & Beyond’ Campaign
- › Evening & Weekend Services Campaigns
- › College Connections Campaign
- › Wild Atlantic Way Campaign
- › 100,000 Passengers Campaign

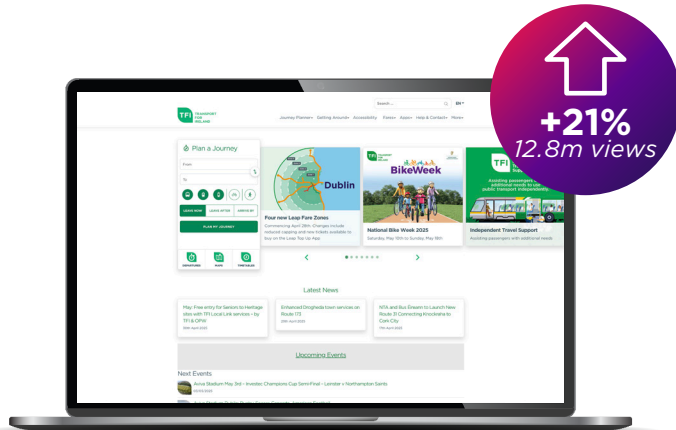
In 2024, NTA conducted brand awareness research which showed that the TFI Local Link brand has 84% awareness nationally, rising to 91% in rural Ireland.



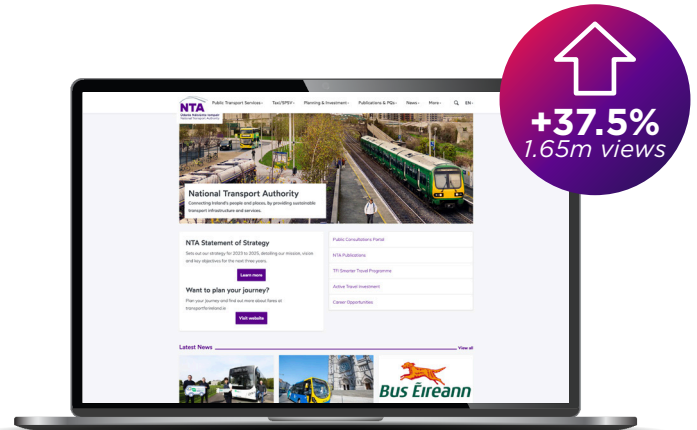
NTA Websites

Across the 4 NTA websites, 2024 saw a 26% increase in page views compared to 2023. In addition, enhancements were made to a number of our webpages including;

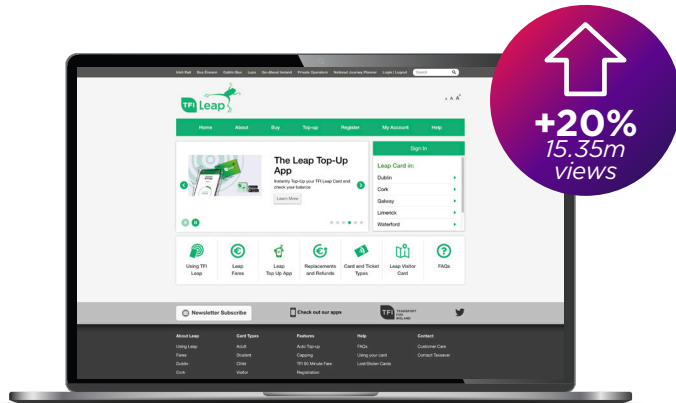
- › Revamped website and homepage layout
- › New – Parliamentary Questions
- › New – Park & Ride investment Programme (P&R)
- › Revamped: Active Travel Investment Programme section
- › Enhanced Capital Programme Office – Infrastructure Guidelines



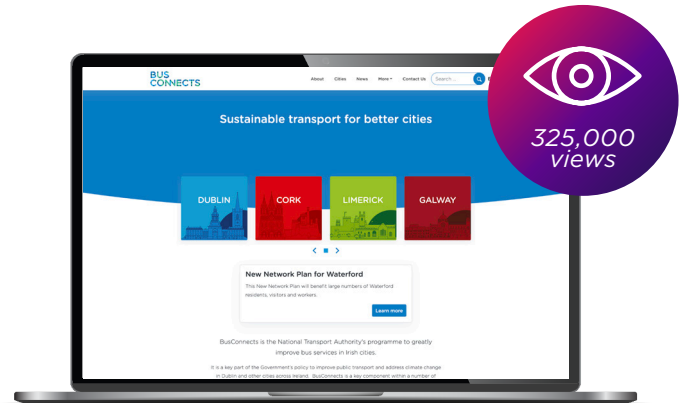
TransportforIreland.ie



NationalTransport.ie



Leapcard.ie



Busconnects.ie

Customer Contact

In 2024, the customer contact team continued to support passengers using a blend of webform and direct email replies. This promoted self-serve and encouraged the use of the Journey Planner, TFI-Live app, timetable links and 'Contact us' pages on our online platforms, whilst also offering direct support and appropriate escalation, as required.

Main categories of enquiry and/or complaint in 2024 related to:

- › Service Issues: Real Time Passenger Information, punctuality and reliability
- › Operator Issues: Driving issues and driver/passenger interaction
- › Scheduling: New route issues, suggestions for new services/feedback on current routes and timetables.

TFI Consolidated Customer Contact Centre (CCC)

The CCC project is bringing the contact channels for the TFI network into one dedicated customer care service. This will make it easier for customers to get in touch about issues, seek information and make complaints. In 2024, the first phases of the CCC commenced operations by dealing with Bus Éireann PSO service queries from 17th September 2024 and Iarnród Éireann on 15th October 2024. Dublin Bus was then added on the 3rd December 2024. Go Ahead Ireland, Luas, and NTA corporate will follow in 2025.

Wheelchair Accessible Bus Stops / Bays

During 2024, construction was completed on 19 wheelchair-accessible bus stops including locations in Clare, Tipperary, Monaghan, Limerick, Laois and Cork. Wheelchair accessible bus bays and upgrade of the external bus stations environs were completed in Cork and Ennis and the remaining four locations at Macroom, Clonmel, Longford and Busáras progressed through the design process.

Bus Stations Internal Accessibility Upgrade

Following the approval of the bus station programme business case in early 2024, Bus Éireann has continued to develop the designs for the first group of stations to be upgraded to the required internal accessibility standards. The initial priority locations are Sligo, Waterford, Athlone and Cork.

Rail Stations

NTA Board approved the Iarnród Éireann business case to bring all stations in its programme up to current accessibility standards.

Wheelchair accessible lifts and bridges were opened to the public in Little Island and Banteer Co. Cork. Construction also commenced on accessibility works including lifts and bridges at Rathmore, Maynooth, Athy and Rathdrum in 2024.

Vision Ireland Wayfinding Centre

Vision Ireland (formerly NCBI) developed a transport training centre on Botanic Road in Dublin. NTA part-funded this project which officially opened in early 2024.

Stakeholder Engagement



Stakeholder Engagement



186

Requests received under the Freedom of Information Act



12

public consultations held by the NTA



74

Press releases issued



13

Media events



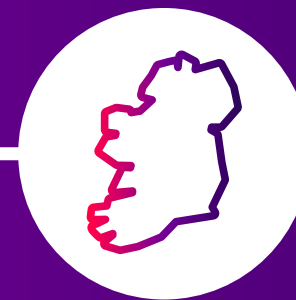
93

Published news items



222

Published documents



3,918

Queries received by the Oireachtas Liaison Unit



756

Parliamentary questions received by the Oireachtas Liaison Unit

NTA engages with many stakeholders and 2024 was another exceptionally busy year in that regard. In this section, details regarding the extent of Stakeholder Engagement by the Authority is outlined.

Transport User Advisory Group (TUAG)

NTA Transport User Advisory Group (TUAG) was established in February 2022. The TUAG met four times in 2024 and made a presentation to NTA Board. The group continues to provide feedback on proposed projects, programmes, purchases and designs by NTA. TUAG includes representatives from a variety of users of the public transport system, active travel infrastructure nationally and includes representation from people with disabilities and older people. This engagement provides NTA with a wide spectrum of views from both service users and other stakeholders.

Freedom of Information (FOI), Access to Information on the Environment (AIE), and Re-Use of Public Sector Information (RPSI)

There were 181 requests received under the Freedom of Information Act 2014 [FOI] and five requests received under the European Communities (Access to Information on the Environment) Regulations [AIE]. Overall, there was a total of 186 FOI and AIE requests in 2024 which was a slight decrease of 2% compared to 2023. A total of 186 FOI requests and seven AIE requests were closed during the year.

On the NTA website, we publish FOI/AIE data and disclosure logs which provides details on 2024 AIE and FOI non-personal requests.

Office of the Ombudsman

During 2024, the Ombudsman referred 23 cases to NTA seeking a response to complaints and queries raised by members of the public with that Office. As of the end of 2024, none of these complaints had been upheld.

Consultations

There were 12 public consultations in 2024:

Table 7 – List of Public Consultations

Consultation	Open Date	Close Date	Number of submissions
Bus Route 187 Amendment	26.03.2024	15.04.2024	46
Bus Route 343 Amendment	18.04.2024	09.05.2024	77
Bus Route 233 Amendment	23.04.2024	13.05.2024	66
Bus Route 370 Amendment	29.04.2024	20.05.2025	61
Clamping Regulations Public Consultation	28.06.2024	19.07.2024	2
Taxi Public Consultations – National Maximum Taxi Fare Review 2024	04.07.2024	16.08.2024	617
BusConnects Waterford Draft New Bus Network	08.07.2024	16.08.2024	297
Letterkenny Town Bus Service	17.07.2024	14.08.2024	26
CycleConnects Environmental Assessment and Updated Network	27.09.2024	25.10.2024	29
Connecting Ireland October 2024 Consultation	18.10.2024	15.11.2024	89
Gorey – Wexford Bus Service Consultation	02.12.2024	06.01.2025	4
Proposal to make bye-laws amending the National Transport Authority (Public Passenger Transport Services) Bye-Laws 2019 S.I. No. 273 of 2019	27.11.2024	08.01.2025	0

Meetings with Local Communities and Local Authorities

NTA attended a number of Local Community events and local authority meetings in respect of its role and plans for public transport. Some of the events and meetings attended include;

- › BusConnects Waterford Network Redesign
- › Cork City Council
- › Dublin City Council Transportation SPC
- › Dún Laoghaire-Rathdown County Council
- › Galway County Council
- › Kildare County Council
- › Letterkenny Town bus service proposals
- › Meath County Council
- › South Dublin County
- › Wicklow County Council

Press Office/ Media

NTA published 93 news items, issued 74 press releases and undertook 13 media events in 2024.

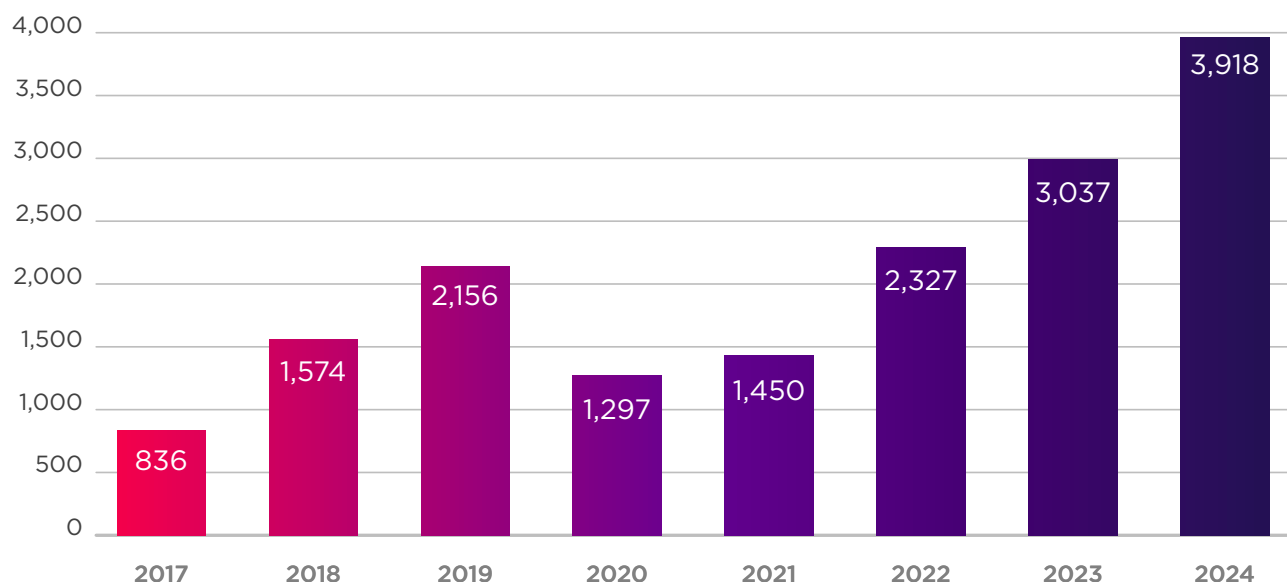
Publications

NTA published a total of 222 documents in 2024 on its website and public consultations portal.

Oireachtas Liaison Unit

The Oireachtas Liaison function is responsible for managing, coordinating and responding to all queries that are received from elected representatives, Department of Transport and local authorities. Significant growth of 29% occurred in 2024 compared to 2023 in terms of the number of cases processed. The Oireachtas Liaison Unit received 3,918 queries in 2024 including 756 Parliamentary Questions;

Figure 1 – Oireachtas Liaison Cases 2017 – 2024



Oireachtas Committees

NTA attended three Oireachtas Committee meetings in 2024, details of which are below;

Table 8 – Oireachtas Committee Meetings

NTA Representative(s)	Date	Event
CEO; Director of Public Transport Services; Director of Transport Regulation	17/04/2024	Joint Committee on Disability Matters
CEO; Deputy CEO; Director of Public Transport Services; Director of Finance and Corporate Services	02/05/2024	Public Accounts Committee
CEO; Deputy CEO; Director of Public Transport Services	10/07/2024	Joint Committee on Transport and Communications

Transport Infrastructure



Transport Infrastructure

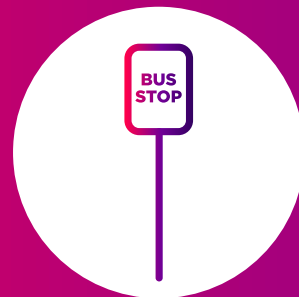
Railway Order application submitted for DART+ Coastal North



79
Locations fitted with solar-powered lighting solutions



Over **500**
TFI-branded poles installed



Railway Order application submitted for Luas Finglas



195
New bus shelters nationwide



3,400
Stops cleaned and maintained monthly

110
Electric buses introduced into service by BusConnects Dublin



€321
Million of funding to local authorities in 2024 for Active Travel



Proposals for a new P&R facility at Ashford/Rathnew

New DART carriages delivered in October 2024



First double-deck electric buses operating in Limerick



NTA continued to invest in transport infrastructure projects across the state. Some of the key programmes and projects advanced in 2024 are outlined in this section.

Transport Infrastructure planning highlights:

- › A Railway Order application was approved by An Bord Pleanála for DART+ West and South West;
- › A Railway Order application was submitted to An Bord Pleanála for DART+ Coastal North;
- › A Railway Order application was submitted to An Bord Pleanála for Luas Finglas;
- › The Railway Order documentation for the Metrolink programme was submitted to An Bord Pleanála in September 2022; two rounds of statutory public consultation were undertaken, the first concluded in early 2023 and the second concluded in October 2024. An oral hearing was held between February and March 2024.
- › First double-deck electric buses operating in Limerick.
- › In 2024, following the grant of scheme approval for the first of the 12 BusConnects Dublin Core Bus Corridors, a further nine have now received approval to construct from An Board Pleanála.

DART+ Programme

The DART+ Programme is a transformative programme of projects which aims to modernise and improve existing rail services in the Greater Dublin Area (GDA). It will provide a sustainable, reliable and more frequent rail service improving capacity and electrifying the rail corridors serving Dublin. The planning and design of all elements of the DART+ Programme further progressed in 2024. The DART+ Programme includes the following:

- › **DART+ West Project** – The Railway Order (RO) application for the DART+ West project was submitted to An Bord Pleanála (ABP) in July 2022, and in July 2024 ABP issued its determination granting approval to Iarnród Éireann for progressing the electrification, resignalling, track work, station work needed to enable electrified DART services to operate the railway line from Dublin city centre to Maynooth. Two judicial reviews were lodged in the High Court against the approved RO in 2024 which is currently under review and an outcome is expected in 2025. The proposed new depot facility to accommodate the new DART+ Fleet, which is located west of Maynooth, was not approved within the RO and ABP has requested that a new RO application is made in respect of the depot which will be progressed in 2025.



- › **DART+ South-West Project** – A RO application was submitted to ABP in March 2023 for the DART+ South West project. In November 2024 ABP issued its approval for progressing all of the work needed to enable electrified DART services to operate on the line – electrification, resignalling, the installation of additional track (to four tracks) between Heuston and Park West/Cherry Orchard), a new station at Heuston West, and various other works.
- › **DART+ Coastal North project** – A RO application for DART+ Coastal North was lodged in July 2024 and is with ABP for determination.
- › **DART+ Coastal South Project** – Design work is ongoing at present on the DART+ Coastal South project, to plan for the enhanced DART service level between Bray and Greystones. Additional design works have commenced to establish the feasibility of operating an hourly DART service to Wicklow town using battery-electric train sets that could operate along the un-electrified section between Greystones and Wicklow.
- › **DART+ Fleet Project** – The first of the new DART carriages were delivered in October 2024 for testing and commissioning, prior to deployment. The first batch of 65 battery-electric train carriages are expected to enter service on the Dublin to Drogheda line, in 2026.
- › **DART+ Charging Infrastructure Project** – To enable the roll-out of the DART trains to Drogheda, new battery-electric charging infrastructure is being developed at Drogheda station. This will allow the DART trains to operate on battery power between Malahide and Drogheda, in advance of the extension of overhead electric wires in future. In 2024, construction works were ongoing, and the new infrastructure is expected to be commissioned in 2025.



Cork Area Commuter Rail Programme

The Cork Area Commuter Rail (CACR) will deliver increased train capacity and frequency, providing for more connected communities and a more sustainable transport network. The programme represents the largest ever investment in the Cork rail network.

Significant progress was made on several elements of the programme in 2024. At Cork Kent Station, works on an additional platform were significantly advanced. The main civil works contract for twin-tracking of Glounthaune to Midleton was awarded and the contractor commenced site clearance and fencing works. Work on the upgrade of the signalling and communications infrastructure in the Cork area also advanced with the installation of new track side troughing and modelling of the new infrastructure.

In addition, a consultant contract was awarded to progress the designs for the remaining elements of the programme. 2024 saw the mobilisation of their design team and the commencement of a number of design reviews in preparation for a public consultation on the preferred options in 2025.

Rail Stations

› Limerick Colbert Station Transport Interchange

Colbert Station Interchange is a key transport node in the mid-west region of Ireland. This project was to develop a new and improved interchange facility at the station. A staged handover of the new facilities to the bus and rail operators was completed in 2024, and the public is now benefiting from the enhanced ticket offices, toilets, bus concourse, set-down areas, and parking.



› Galway Ceannt Station Upgrade Project

Ceannt Station Upgrade Project is a significant investment, a transport gateway to Galway city and the wider region in the west of Ireland. The project includes replacing the existing train hall roof, constructing new platforms, a new southern entrance, and modern customer facilities. Substantial progress was made in 2024, including the removal of the old train hall roof, the commencement of the new roof's foundation, the transformation of the old engine shed into staff accommodation, and the completion of foundations for three new platforms.

› Woodbrook Station

A new DART station is being constructed between Bray and Shankill to enhance public transport connectivity and support sustainable development in the Woodbrook-Shanganagh area. On-site works commenced in 2023 and continued through 2024 with main work nearing completion. It is expected for the station to open in August 2025.

› Kishoge Station Opening

As part of the Kildare Route Project (KRP), a series of infrastructure improvements were made between Inchicore depot and Cherryville Junction on the Dublin to Cork line, including the provision of Kishoge Station. Works to refurbish Kishoge Station for passenger service were completed in August 2024. The station now serves the Portlaoise to Heuston commuter services, with a 14-minute journey time to Heuston, as well as trains on the Newbridge/Hazelhatch to Connolly/Grand Canal Dock route. The station will be served by just under 100 trains each way from Monday to Friday, 36 trains on Saturdays, and 15 trains on Sundays, delivering enhanced public transport connectivity to the area.

MetroLink

The MetroLink programme aims to develop a high-capacity, high-frequency automated rail corridor from Charlemont to Swords, integrating Dublin Airport, Irish Rail, DART, bus, and Luas services into a cohesive public transport system for the Greater Dublin Area. The Railway Order application is currently with An Bord Pleanála and an oral hearing was held between February and March 2024. A second round of statutory consultation was concluded in October 2024. In mid-2024 Dr Sean Sweeney was appointed as MetroLink Programme Director. Planning, design and tender documentation for the MetroLink programme, including advanced and enabling works, developed throughout 2024.



Luas Finglas

Luas Finglas is a 3.9 km extension of the Luas Green Line from Broombridge to Charlestown, featuring a 350-space Park and Ride facility near the M50 at St Margaret's Road. The alignment is primarily off-road, ensuring a high-quality public transport service with trams running every 7.5 minutes during peak times and a journey time of approximately 30 minutes from Charlestown to Trinity College. In 2024, TII advanced the scheme's reference design and Environmental Impact Assessment Report, while the Preliminary Business Case underwent an external assurance process and a review by the Major Projects Advisory Group (MPAG). Government consent for the investment proposal was granted on October 22, 2024, allowing NTA to approve TII to lodge a Railway Order application on November 18, 2024.

Luas Cork

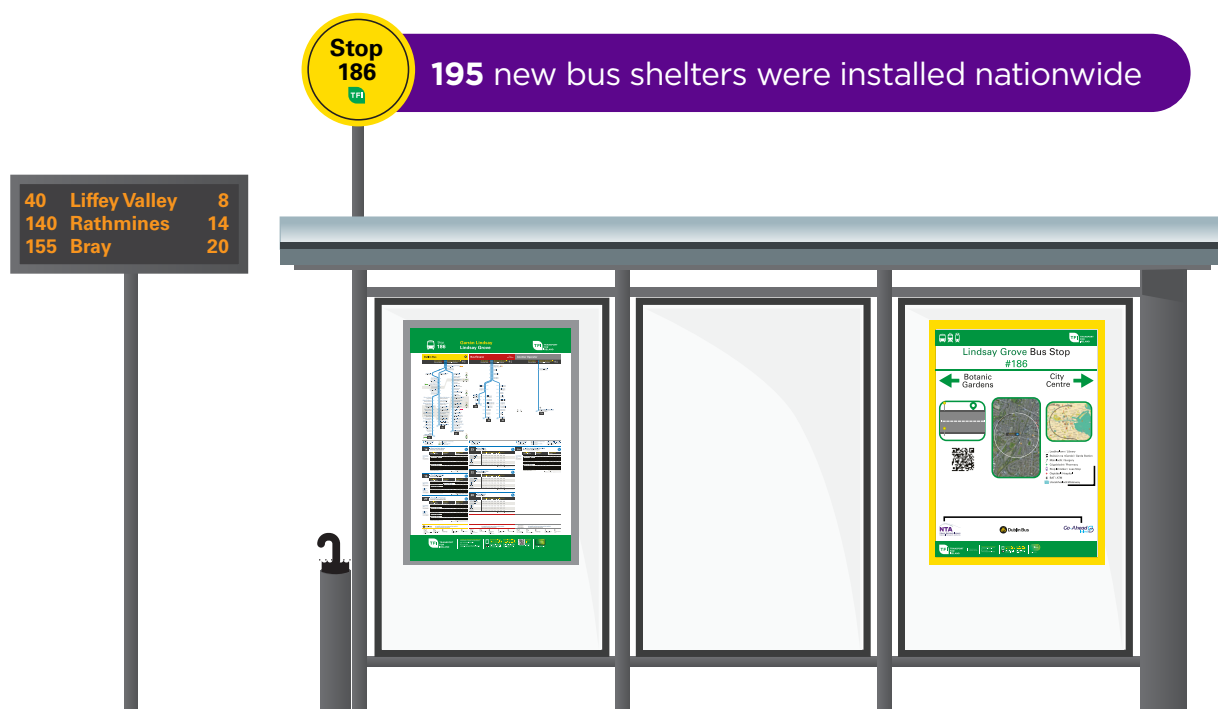
An Emerging Preferred Route (EPR) was selected for non-statutory public consultation (NSPC) to commence in April 2025. Public consultation is to include events to inform stakeholders and interested parties.

TII intends to conduct a second round of NSPC on the Preferred Route in 2026 and it is currently anticipated that a Railway Order application will be submitted to An Bord Pleanála in 24 to 36 months following the closure of the NSPC.



Bus Shelters and Bus Stops

NTA continued to work closely with local authorities to obtain consents and implement new bus shelters and new and enhanced bus stops during 2024.



› Bus Shelters

During 2024, NTA installed 195 new bus shelters nationwide. Further progress was made on a programme to deliver solar-powered courtesy lighting solutions at bus shelters where lighting was not available due to power supply issues, with a further 79 locations so-fitted.

› Bus Stops

There are over 12,500 bus stops nationwide and a programme is underway to provide enhanced facilities and travel information at each one. The enhancement of bus stop facilities and travel information continued nationwide throughout 2024 with the following key highlights:

- › TFI-branded poles were installed and passenger waiting areas and kerbing were improved at over 500 bus stops.
- › New infrastructure was installed at 66 bus stopping locations in County Laois ahead of the launch of the Portlaoise town bus service.
- › Construction work completed at 58 bus stops to support the launch of a new northern orbital route (N2) in Dublin on September 29, 2024.
- › Construction works progressed for the introduction of the E-Spine, F-Spine and O-Route under the BusConnects Dublin Network Redesign programme.
- › Approximately 120 additional bus stop upgrades were completed at rural locations and in Dublin City to enhance route 83.
- › Enhanced travel information posted at 3,489 stops nationwide.

- › Emergency repairs were carried out at 673 bus stops, and over 3,400 stops were cleaned and maintained monthly through Service Level Agreements with Bus Éireann and Dublin Bus.
- › Multiple on-site stop location assessments undertaken with Dublin and Cork local authorities to progress future phases of BusConnects Network Redesign.

Park and Ride

NTA is in the process of developing Park and Ride (P&R) sites at strategic locations outside of the main cities, with the initial focus on the N11/M11 corridor and the M1 corridor. Key achievements during 2024 were:

- › Tendering for the construction of a new P&R facility at Fassaroe on the western outskirts of Bray in County Wicklow was undertaken and contract award is expected in early 2025, with construction commencing soon thereafter.
- › Proposals for a new P&R facility at Ashford/Rathnew further south along the N11/M11 were presented to Wicklow County Council on 6th November 2024 and progressed through the Part 8 statutory planning process. The Part 8 planning was approved in April 2025.
- › Planning and design work also continued on new and upgraded P&R sites at Kilpedder north of the Ashford/Rathnew site on the N11/M11, at Lissenhall interchange on the M1, on the N7/M7 at Kill in County Kildare, at Raheen on the southwest outskirts of Limerick city, at Junction 6 of the M6 on the eastern side of Galway city and at several other locations in Dublin, Cork, Limerick and Galway.

Additional Bus Depot Capacity

NTA recognises the need to provide additional depot capacity for the urban bus fleet in order to support new and enhanced services and the transition to zero-emission buses. During 2024, the following progress was made on this front:

- › Main construction works at Jamestown Road temporary bus depot in Finglas, Dublin were 58% complete by year-end 2024, with an interim bus-parking area handed over to Dublin Bus on schedule in early September 2024. These works are expected to be completed by mid-2025.
- › Identification of potential sites for one or more further new bus depots in Cork City and in south Dublin/ north Wicklow, with discussions with landowners underway in several locations.

BusConnects Programme

In 2024, significant progress was made in the execution of the BusConnects programme in the cities of Dublin, Cork, Limerick, Galway, and Waterford with the following key highlights:

BusConnects Dublin

Key achievements included the launch of a new orbital route, a milestone of 110 fully operational electric buses in Dublin, planning consent for another nine Core Bus Corridor (CBC) schemes and the conclusion of a competitive procurement process for the Next Generation Ticketing project.

› BusConnects Dublin – Core Bus Corridors

The Dublin CBC programme encompasses the delivery of approximately 230km of dedicated bus lanes and 200kms of cycle tracks, across 12 schemes. Key achievements in 2024 included the approval of 9 of the new schemes by An Bord Pleanála, following the approval of the first scheme in 2023. The CBC schemes that have received approval are:

- › Liffey Valley to City Centre
- › Clongriffin to City Centre
- › Ballymun/Finglas to City Centre
- › Belfield/Blackrock to City Centre
- › Swords to City Centre
- › Blanchardstown to City Centre
- › Ringsend to City Centre
- › Lucan to City Centre
- › Tallaght/Clondalkin to City Centre
- › Templeogue/Rathfarnham to City Centre

Tenders for the construction of the first two schemes, Liffey Valley to City Centre and Ballymun and Finglas to City Centre were issued, with construction expected to begin in the second half of 2025. A Client Partner consortium with expertise in large transport infrastructure projects has been established to support the delivery of all 12 schemes.

› BusConnects Dublin – Electric Fleet and Electrification of Existing and New Depots

To date, the Transition to Zero Project has introduced 110 electric buses into service, with charging capacity in place in Summerhill and Phibsboro depots. In total, the electric bus fleet covered nearly 2 million kilometres in 2024.

› BusConnects Dublin – Next Generation Ticketing

In April 2024, NTA awarded an overall framework contract for the design, supply, installation and operation of a new multi-modal ticketing system. This large and complex technology project is now in the analysis and design phase and will take approximately three years to deliver.

BusConnects Cork

BusConnects Cork aims to transform the region's bus system, making public transport more accessible to more people. In 2024, the Cork programme went through extensive planning and design phases for its projects.

› BusConnects Cork – Sustainable Transport Corridors

The Cork Sustainable Transport Corridors will deliver approximately 91kms of new bus lanes and bus priority measures and 98km of cycle facilities. In 2024, significant progress was made in finalising designs and conducting environmental impact assessments, with planning documentation set to be submitted to An Bord Pleanála in late 2025 or early 2026.

› BusConnects Cork – Network Redesign

Work is ongoing to launch new and amended services across multiple phases. In 2024, service planning was prioritised, focusing on defining stop locations and termini to ensure the redesigned network meets community needs. Phase launches will be agreed and will depend on fleet availability, drivers, and completion of any infrastructure works required to accommodate the services.

› BusConnects Cork – Electric Fleet and Electrification of Existing and New Depots

In 2024, civil works were ongoing at the Capwell Bus Depot to increase the maximum import capacity for the electrical charging infrastructure. The identification of new bus depot sites began in 2024, to accommodate the expanded electrified fleet needed for the redesigned bus network, with planning permissions anticipated in 2025. Electrification works will be completed via NTA's national depot electrification framework, with procurement commencing from the end the 2025.

BusConnects Galway, BusConnects Limerick and BusConnects Waterford

› BusConnects Regional – Sustainable Transport Corridors

Galway has three STC schemes in progress or completed. The Cross City Link scheme has received conditional approval from An Bord Pleanála (subject to judicial review), while the Dublin Road scheme's Preliminary Business Case has been approved, with a submission to An Bord Pleanála planned for 2025. The Parkmore Road scheme was completed in December 2024. In Limerick, the Milford Plassey Park Junction project was completed in 2024, introducing traffic signals, dedicated pedestrian and cycle crossings, bus priority measures, and various infrastructure improvements.

› BusConnects Regional – Network Redesign

Implementation planning for the new bus networks in Limerick commenced in April 2024, and in May 2024 for Galway. In Waterford, the network redesign's first public consultation concluded in early August 2024 with implementation planning commencing in 2025.

› BusConnects Regional – Electric Fleet and Electrification of Existing and New Depots

In 2024, the electrification of Roxboro Depot in Limerick was completed, with further expansions anticipated by 2025. In Galway, the procurement process is underway, and a contractor is expected to be selected in 2025.

Active Travel

NTA is the Approving Authority for sustainable travel projects being implemented by local authorities throughout the State, with funding predominately focused on Active Travel projects which improve facilities for those walking, wheeling and cycling. Active Travel is seen as a critical component of Ireland's Climate Action Plan, with a 50% increase in daily active travel journeys required by 2030. To facilitate this, NTA funding to local authorities has increased from an average of €34 million per year, between 2015 and 2019, to €321 million in 2024, with over €1 billion invested in sustainable infrastructure between 2020 and 2024. This level of funding is to continue into 2025 with approximately €290 million allocated for NTA funded active travel projects.

› Active Travel Grants Programme

The National Sustainable Mobility Policy, the Climate Action Plan, and other Government policies encourage modal shift, where possible, away from private car use and towards more sustainable transport modes such as walking or cycling. The Active Travel Grants Programme funds projects supporting strategic pedestrian and cyclist routes, access to schools, permeability links, urban greenways and some minor public transport improvement projects.

The 2024 funding covered over 1,000 Active Travel projects, which will contribute to the reaching the target of delivering 1,000 km of new and improved walking and cycling infrastructure across the country by the end of 2025, with 938km achieved by the end of 2024.



Transport Regulation



Transport Regulation

20,564

licensed taxis,
hackneys and
limousines by the
end of the year



352

non-grant aided
new accessible
vehicles added
to the fleet



753

grant-aided electric
vehicles added to
the fleet



eSPSV 2024
Grant funded at
€13.5m



438

WAV grants
approved



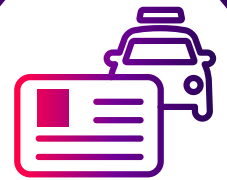
1,199

new licences
issued (+34%
from 2023)



2,087

new SPSV Driver
Licences issued



268,066

individual vehicle
suitability inspections
conducted



Small Public Service Vehicle (SPSV) Sector

Vehicle Licensing

At the end of 2024, there were 20,564 licensed taxis, hackneys and limousines. The fleet is both greener and more accessible: 20.5% of all SPSVs are now wheelchair accessible and fully electric vehicles now represent 12.8% of the overall fleet.

Covid-19 resulted in a significant contraction of the fleet in 2020 and 2021, with numbers dropping 11.6% at the height of the impact. This downward trend was reversed from 2022 on, with numbers recovering to 93.2% of pre pandemic levels in 2023. At the end of 2024, the national fleet had grown to 96.8% of pre pandemic levels.

Growth in the sector is shown by the number of new vehicle licences issued and the addition of new licence holders: in 2023, 897 new licences were issued; in 2024, 1,199 new licences were issued – an increase of 34%. There was a significant increase to the number of new vehicle licence holders also, i.e. those licence applicants who did not already hold a vehicle licence: this number increased from 384 in 2023 to 657 in 2024 – an increase of 71%.

Limousine numbers grew strongly in 2024 with 475 new limousine licences added to the fleet. Limousines make up 12.2% of the SPSV fleet.

Vehicle Suitability Inspections

A total of 268,066 individual vehicle suitability inspections were conducted in 2024, an increase of 4% on 2023.

Accessible Vehicles

Applications for new taxi and hackney licences have been limited to accessible vehicles since 2010, in an effort to enhance the accessibility of the fleet. To assist existing and new licence holders purchase an accessible vehicle, NTA has offered Wheelchair Accessible Vehicle (WAV) grants to applicants since 2014. Between 2014 and 2024, over 4,500 grants were approved by NTA under the WAV Grant Scheme, including 438 in 2024. Of those 2024 grants, 372 related to new SPSV licence holders.

Since 2023 NTA also has recorded a significant increase in non-grant aided accessible vehicles being added to the taxi and hackney fleet. In 2022, the percentage of new, non-grant aided WAV licences that were added to the taxi and hackney fleet was 11.5%. In 2023, this rose to 36%, and in 2024, this rose again to 48.6%. In 2024, 346 non-grant aided new taxi and hackney licences were added to the fleet.

In 2024, NTA met its 2025 target under the National Sustainable Mobility Policy Action Plan to grow the number of accessible vehicles in the fleet. 20.5% of all SPSVs are now wheelchair accessible. Looking to taxis and hackneys only, this cohort of the fleet comprises 23.3% accessible vehicles.

Sustainable Vehicles

The eSPSV 2024 Grant, funded at €13.5m by the Department of Transport's ZEV (Zero Emission Vehicles Ireland) office, was administered by NTA to assist with the transfer of the SPSV fleet to sustainably fueled vehicles. Grants of up to €25,000 were available for existing SPSV licence holders who scrapped their older and/or high mileage diesel/petrol taxis, hackneys or limousines and this made up 81% of the grant allocations. There were also grants of up to €12,500 available to go green on an existing, licensed vehicle, which was outside the scrappage criteria.

In 2024, 753 grant-aided electric vehicles were added to the fleet.

The number of fully electric vehicles in the fleet increased from 1,981 at the end of 2023, to 2,368 by year end 2024 – an increase of 33.2%. Fully electric vehicles now represent 12.8% of the overall fleet.

Local Area Hackney Services

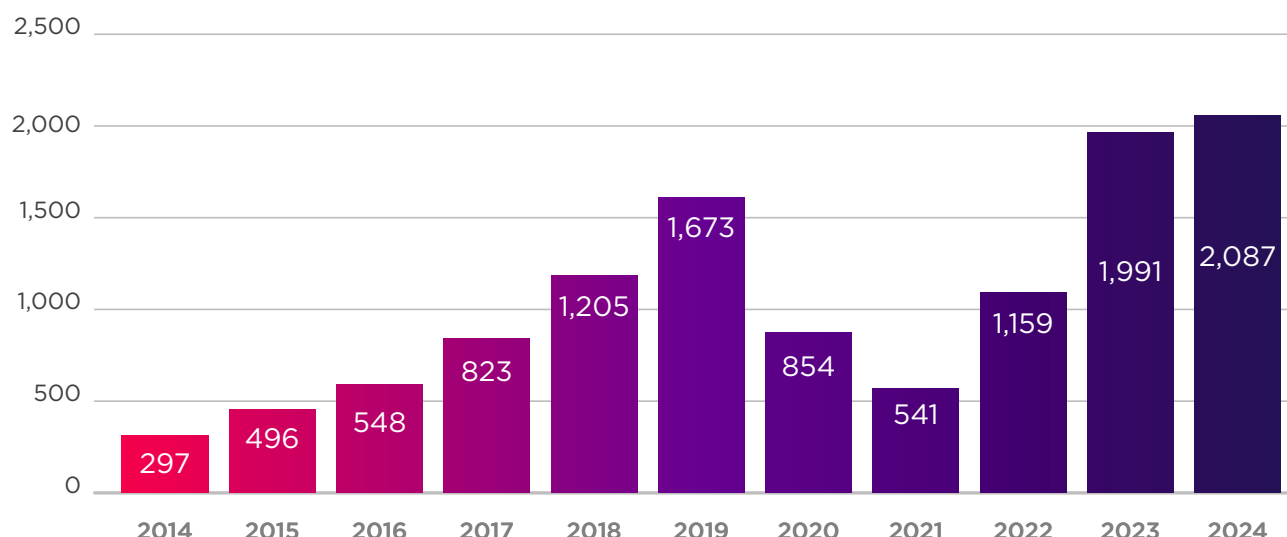
NTA provides for the issuance of special local area hackney licences to enhance rural transport provisions. These special licences are limited to a local area of operation, typically where the applicant resides, and applicants are not required to meet a number of standard licence application requirements, making it easier for them to commence operations for their local area. In recognition of the low number of local area hackney licence holders, NTA administered two local area hackney grant schemes in recent years, one in 2019 and one in 2023 to promote this special licence type. These grant schemes provided financial support to part time, rural hackney operators in areas that could not support a full time hackney service.

Despite these efforts, at the end of 2024, there were 24 local area hackney services licensed throughout the State, with only one that was established through grant aided schemes. Applications for non-grant aided local area hackney licences remain open.

Driver Licensing

An Garda Síochána is the SPSV Driver Licensing Authority. NTA supports An Garda Síochána with a number of related administrative tasks, including the administration of the SPSV Driver Entry Test.

In 2024, the monthly average for new driver licences issued by An Garda Síochána was 174. This compared with a monthly average of 166 in 2023. 2024 is the highest year for new driver licences since NTA began reporting. In all, 2,087 new SPSV Driver Licences were added to the sector in 2024.

Figure 2 – New SPSV Driver Licences Issued, 2014 to 2024

As with 2023, the outlook for driver licence numbers remained strong. The first step in becoming a driver is to pass the SPSV Driver Entry Test. 2024 saw 7,096 tests completed, which is on a par with 2023 test numbers with both years showing significantly higher test numbers than previous years.

In 2024, 3,799 licences were renewed out of a potential 4,094, or 93%. A 9% increase on licence renewals compared to 2023

National Maximum Taxi Fare Review 2024

Following a public consultation in July 2024, the national maximum taxi fare was updated in December to reflect the increased operational costs facing SPSV drivers⁸. The maximum taxi fare was increased by a weighted average of 9%

Enforcement Activities

Almost 166,865 vehicle and driver remote licensing checks were carried out during 2024 in respect of 18,618 individual vehicles. This means that 90% of taxi, hackney and limousine licences were checked whilst operating throughout the year.

Compliance Officers carried out 15,924 face-to-face audits of drivers and vehicles at the roadside.

Because of these compliance activities, 904 Fixed Payment Notices (on the spot fines) were issued in 2024 for offences cited in Schedule 8 to the Taxi Regulation (Small Public Service Vehicles) Regulations 2015 (as amended) in line with customer protection and safety. This is a 28% increase on 2023.

79% of Fixed Payment Notices issued were paid on time in 2024, with the remainder being referred for court prosecution in the District Courts nationwide.

⁸S.I. 479 of 2024: Taxi Regulation (Maximum Fares) Order 2024

Prosecutions

NTA initiated 156 criminal prosecutions in 2024, of which nearly half (47%) related to the operation of an unlicensed service.

Complaints

NTA received 1,713 complaints in 2024 in respect of the SPSV sector, a decrease of 4% compared to 2023. In 70% of cases, no further action was deemed necessary or possible following the initial investigation. Another 2% of the complaints received was referred to other agencies for attention, including An Garda Síochána, the Department of Social Protection and Revenue.

There are five categories of complaint which can be dealt with by NTA under legislation. They are:

- › Condition, roadworthiness and cleanliness of the vehicle
- › Conduct, behaviour and identification of an SPSV driver
- › Overcharging and other matters relating to fares
- › Hiring and booking of the SPSV
- › Identification and general appearance of the SPSV

Vehicle Clamping

A motorist whose vehicle has been clamped and/or relocated is entitled to appeal that activity, in the first instance, to the relevant parking controller. If they are not satisfied with the outcome of the first-stage, the appellant may move their appeal forward to the second stage of the appeal process where the Authority facilitates an independent review of the matter by a Clamping Appeals Officer.

The NTA also investigated 61 complaints in 2024.

Appeals to a Clamping Appeals Officer through NTA

Where a Clamping Appeals Officer allows an appeal, the parking controller is required to refund the motorist the relevant charge(s). In 2024, four parking controllers were involved in 90% of the appeals made through NTA.

Table 9 – Clamping Appeals to NTA

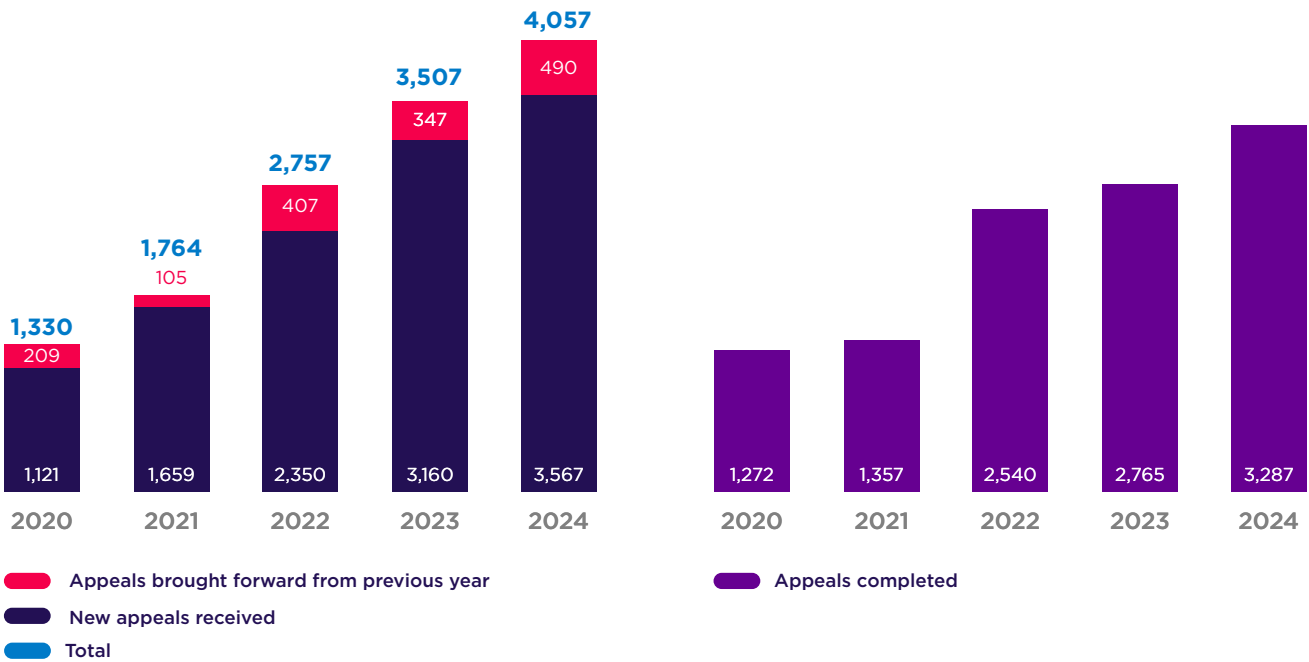
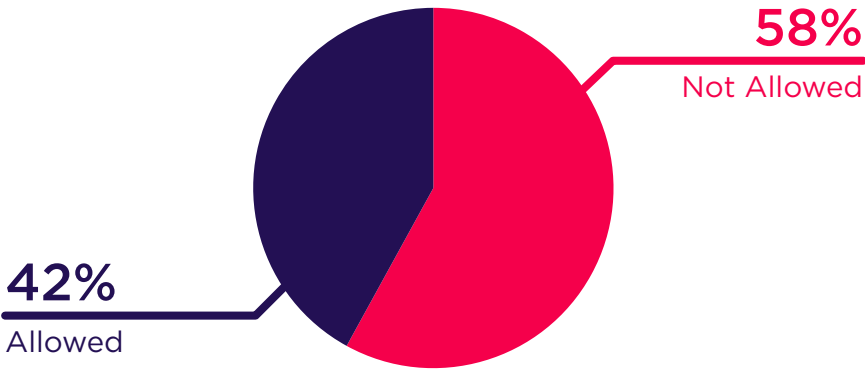


Fig 3 – Outcome of Completed Clamping Appeals 2024



EU Passenger Rights

As the designated National Enforcement Body for Ireland for EU Passenger Rights, NTA responded to 19 enquiries from the public regarding their rights under the Regulations, the majority of which concerned maritime transport.

The main issues raised related to lack of information, cancellations, re-routing and reimbursement.

Financial Statements

For the year ended 31st December 2024



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Authority Information

Board Members

Mr. Peter Strachan (Chairperson)	
Ms. Anne Graham (Chief Executive Officer)	(Term came to an end, 15th December 2024)
Mr. Hugh Creegan (Interim Chief Executive Officer)	(Appointed on an interim basis, 16th December 2024)
Mr. Richard Shakespeare	(Appointed on an interim basis, 31st October 2023, permanently from 11th January 2024)
Ms. Ann Fitzgerald	
Mr. Pat Mangan	
Mr. Frank O'Connor	
Mr. Brian McCormick	
Mr. David Gray	(Resigned, 5th November 2024)
Mr. Iain Docherty	
Ms. Eleanor O'Neill	
Ms. Joyce Loughnan	

Solicitors

McCann Fitzgerald
Riverside One
37-42 Sir John Rogerson's Quay
Dublin 2
D02 X576

Bankers

Allied Irish Banks plc
1-4 Baggot Street Lower
Dublin 2
D02 X342

Auditors

Comptroller and Auditor General
3A Mayor Street Upper
Dublin 1
D01 PF72

National Treasury Management Agency
Treasury Dock
70 North Wall Quay
D01 A9T8

Governance Statement and Board Members' Report

For the year ended 31st December 2024

Governance

The National Transport Authority (“Authority”) is a statutory non-commercial state body which operates under the aegis of the Department of Transport (“DoT”).

The Authority, established on foot of the Dublin Transport Authority Act 2008, was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act. However, it was subsequently renamed the National Transport Authority in the Public Transport Regulation Act 2009, which extended the Authority’s functions to include the award and monitoring of Public Service Obligation Contracts, and the licensing of buses and small public service vehicles nationally.

The Taxi Regulation Act 2013, which consolidated and updated primary legislation in relation to the licensing of small public service vehicles and drivers, also extended the geographic scope of some of the Authority’s functions nationally.

The Vehicle Clamping Act 2015 gives the Authority responsibility for the regulation of clamping activities nationally.

The Public Transport Act 2016 further extended the Authority’s responsibilities to empower it to make bye-laws regulating the use of certain subsidised public bus services by passengers.

The Authority retains some specific functions in respect of infrastructure and integration of transport and land use in the Greater Dublin Area, reflecting the particular public transport and traffic management needs of the region.

The functions of the Board of the Authority are set out in Section 14 of the Dublin Transport Authority Act 2008. The Board is accountable to the Minister for Transport and is responsible for ensuring good governance and performs this task by setting strategic objectives and targets and taking strategic decisions on all key business issues. The regular day to day management, control and direction of the Authority are the responsibility of the Chief Executive Officer (CEO) and the senior management team. The CEO and the senior management team must follow the broad strategic direction set by the Board and must ensure that all Board members have a clear understanding of the key activities and decisions related to the entity and of any significant risks likely to arise. The CEO acts as a direct liaison between the Board and management of the Authority.

Board responsibilities

The work and responsibilities of the Board are set out in the Authority's Corporate Governance documents entitled 'Guiding Principles for the NTA', 'Corporate Structure and Matters reserved for the Board' and 'Code of business conduct for Authority members'. The second of these documents contain the matters specifically reserved for Board decision. Standing items considered by the Board include:

- › Declaration of interests,
- › Reports from the Audit and Risk Committee,
- › Financial reports / management accounts,
- › Risk management,
- › Performance reports; and
- › Reserved matters.

Section 32 of the Dublin Transport Authority Act 2008 requires the Board of the Authority to keep, in such form as may be approved by the Minister for Transport with consent of the Minister for Finance, all proper and usual accounts of all moneys received and expended by it, including a 'Statement of Income and Expenditure and Retained Revenue Reserves' and a 'Statement of Financial Position'.

In preparing these financial statements, the Board of the Authority is required to:

- › Select suitable accounting policies and apply them consistently,
- › Make judgments and accounting estimates that are reasonable and prudent,
- › Prepare the financial statements on a going concern basis unless it is inappropriate to presume that it will continue in operation; and
- › State whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.

The Board is responsible for keeping adequate accounting records which disclose, with reasonable accuracy at any time, its financial position and enables it to ensure that the financial statements comply with Section 32 of the Dublin Transport Authority Act 2008. The maintenance and integrity of the corporate and financial information on the Authority website is the responsibility of the Board.

The Board is responsible for approving the annual plan and budget. An evaluation of the performance of the Authority by reference to the annual plan and budget was approved in January 2025. The Board reviews the performance of the Authority by reference to the annual plan and budget at regular intervals throughout the year.

The Board is also responsible for safeguarding the Authority's assets and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Board considers that the financial statements of the Authority give a true and fair view of the financial performance and the financial position of the Authority at 31st December 2024.

Board structure

The Authority is governed by a Board of ten members appointed by the Minister for Transport. Three positions on the Board are ex officio positions reserved for the Chief Executive Officer, another senior manager of the Authority and the Chief Executive Officer, Dublin City Council. Board members may be appointed for a period of up to five years and may be re-appointed. However, Board members may serve a maximum of ten years. This restriction does not apply to the ex officio members who stand appointed for as long as they occupy the relevant position. The Board met on 11 occasions and minutes of board meetings are published on the Authority's website. On 31st December 2024, the Board had 3 (30.0%) female and 7 (70.0%) male members.

The table below details the appointment period for current members:

Board Member	Role	Date Appointed
Mr. Peter Strachan	Chairperson	11th April 2023
Mr. Hugh Creegan (Interim Chief Executive Officer)	Ordinary Member (ex officio)	29th November 2010
Mr. Richard Shakespeare (Chief Executive Officer, Dublin City Council)	Ordinary Member (ex officio)	31st October 2023
Ms. Ann Fitzgerald	Ordinary Member	24th September 2015 Reappointed 23rd September 2020
Mr. Pat Mangan	Ordinary Member	24th September 2015 Reappointed 23rd September 2020
Mr. Frank O'Connor	Ordinary Member	24th September 2015 Reappointed 23rd September 2020
Mr. Brian McCormick	Ordinary Member	1st August 2019 Reappointed 31st July 2022
Mr. Iain Docherty	Ordinary Member	23rd December 2021
Ms. Eleanor O'Neill	Ordinary Member	23rd December 2021
Ms. Joyce Loughnan	Ordinary Member	23rd December 2021

The table below details the resignation / end of term details for members who served during 2024:

Board Member	Role	End of Term / Resigned
Ms. Anne Graham (Chief Executive Officer)	Ordinary Member	15th December 2024
Mr. David Gray	Ordinary Member	5th November 2024

The Board completed a Board effectiveness review in December 2024.

The Board has established an Audit and Risk Committee ("ARC") comprising three Board members and two external members. The role of the ARC is to support the Board in relation to its responsibilities for issues of risk, control and governance and associated assurance. The ARC is independent from the management of the organisation. In particular, the Committee ensures that the internal control systems including audit activities are monitored actively and independently. The ARC reports to the Board after each Committee meeting and formally in writing annually.

The members of the ARC are Mr. Brian McCormick who was appointed as a member on 21st April 2022 and was appointed ARC Chairperson on 15th November 2024, Ms. Joyce

Loughnan was appointed on 18th November 2022, Dr Cyril Sullivan was appointed on 15th July 2022, Mr Bernard McLoughlin was appointed on 15th July 2022 and Ms Ann Fitzgerald was appointed on 15th November 2024 with Mr. David Gray resigning as ARC Chairperson on 5th November 2024. There were 6 meetings of the ARC in 2024.

The Board established the Capital Programme Committee (“CPC”) in November 2022 comprising of three Board members and representatives from the NTA’s Capital Programme. The Board may appoint additional members if it so determines, including additional independent members from outside the Board. The role of the CPC is to support the Board in undertaking their functions related to the NTA’s Capital Programme. Given the scale of capital investment for which the NTA is responsible, the establishment of the CPC, and the delegation of certain functions of the Board to the CPC, provides for a more effective oversight arrangement in respect of activity in this area. In particular, the CPC provides more focussed oversight to the various major projects and programmes forming the overall NTA Capital Programme.

The CPC reports to the Board after each Committee meeting. The members of the CPC are Iain Docherty (CPC Chairperson) who was appointed on 18th November 2022, Eleanor O’Neill who was appointed on 18th November 2022 and Peter Strachan who was appointed on 20th April 2023. Ann Fitzgerald was also appointed to the CPC on 20th January 2023 and following the appointment of Peter Strachan as Chair of the NTA Board (and consequently as a member of the CPC), her official term came to an end on 20th April 2023. There were 10 meetings of the CPC in 2024.

Schedule of attendance, fees and expenses

A schedule of attendance at the Board and Committee meetings for 2024 is set out below including the fees and expenses received by each member:

	Board	ARC	CPC	Fees 2024 €	Expenses 2024 €	Fees 2023 €	Expenses 2023 €
Number of meetings	11	6	10				
	Meetings eligible to attend (Meetings attended)						
Mr. Peter Strachan	11(10)	-	10(10)	20,450	9,300	14,888	1,220
Ms. Joyce Loughnan	11(9)	6(4)	-	11,929	1,500	11,970	51
Ms. Anne Graham**	10(10)	5(5)	-	-	-	-	-
Mr. Hugh Creegan**	11(11)	-	10(10)	-	-	-	-
Mr. Richard Shakespeare	11(7)	-	-	-	30	-	-
Ms. Ann Fitzgerald	11(9)	1(1)	-	11,929	-	11,970	-
Mr. Pat Mangan	11(11)	-	-	-	-	-	51
Mr. Frank O’Connor	11(9)	-	-	11,929	-	11,970	-
Mr. Brian McCormick	11(11)	6(6)	-	11,929	1,500	11,970	-
Mr. David Gray	9(9)	5(4)	-	10,159	2,092	11,970	1,227
Mr. Iain Docherty	11(10)	-	10(10)	11,929	3,161	11,970	4,107
Ms. Eleanor O’Neill	11(9)	-	10(10)	11,929	30	11,970	-
Other Expenses*				-	-	-	4,166
				102,183	17,613	98,678	10,822

*Other Expenses relate to the cost of accommodation for one Board meeting held outside Dublin in 2023.

**Both Anne Graham and Hugh Creegan are not members of the ARC and the CPC respectively however they attended these committee meetings to provide additional relevant expertise.

Dr. Cyril Sullivan, who is an external member of the ARC, attended four meetings of the ARC during the year. His fee for the year was €1,045 (2023: €1,539).

Mr. Bernard McLoughlin, who is an external member of the ARC, attended five meetings of the ARC during the year. His fee for the year was €1,283 (2023: €1,539).

Mr. Pat Mangan has waived the Authority Board fees payable to him.

Ms. Anne Graham, Mr. Hugh Creegan and Mr. Richard Shakespeare did not receive a Board fee under the One Person One Salary (“OPOS”) principle. Expenses for Ms. Anne Graham and Mr. Hugh Creegan are incurred as part of their contract of employment and not as a result of their attendance at board meetings therefore, their expenses have not been included in this note. Richard Shakespeare does not receive a Board fee under the OPOS principle as he held the position of Chief Executive Officer for Dublin City Council at the time of appointment to the Board.

Key personnel changes

The following change to Board membership took place during the year:

- › Richard Shakespeare was appointed on an interim basis on the 31st October 2023. Subsequently he was appointed as a permanent member on 11th January 2024.
- › Anne Graham reached the end of her tenure term on the 15th December 2024.
- › David Gray resigned on the 5th November 2024.
- › Hugh Creegan was appointed on an interim basis as Chief Executive Officer on the 16th December 2024 having been a permanent member of the Board since 29th November 2010.

Disclosures required by the Code of Practice for the Governance of State Bodies (2016)

The Board is responsible for ensuring that the Authority has complied with the requirements of the Code of Practice for the Governance of State Bodies (“the Code”), as published by the Department of Public Expenditure, NDP Delivery and Reform in August 2016. The following disclosures are required by the Code:

Consultancy costs

Consultancy costs include the cost of external advice to management and exclude outsourced “business-as-usual” functions.

	2024 (€'000)	2023 (€'000)
Transport and property advisory services	2,513	2,504
Legal	2,196	3,263
Tax and financial advisory	233	239
Data protection and GDPR preparation	27	13
Pensions and human resources	5	5
	4,974	6,024
Consultancy costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves	3,916	5,756
Consultancy costs capitalised	1,058	268
	4,974	6,024

Legal costs and settlements

The table below provides a breakdown of amounts recognised as expenditure in the reporting period in relation to legal costs, settlements and conciliation and arbitration proceedings relating to contracts with third parties. This does not include expenditure incurred in relation to general advice received by the Authority which is disclosed in Consultancy costs above.

	2024 (€'000)	2023 (€'000)
Legal proceedings	970	256
Conciliation and arbitration payments	-	-
Counterparty legal costs paid by the State body	-	-
Settlements	-	-
	970	256

All costs are shown net of insurance proceeds.

Travel and subsistence expenditure

Travel and subsistence expenditure is categorised as follows:

	2024 (€'000)	2023 (€'000)
Domestic travel and subsistence		
› Board	11	4
› Employees	108	93
International travel and subsistence		
› Board	5	2
› Employees	44	60
	168	159

Hospitality expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves includes the following hospitality expenditure:

	2024 (€'000)	2023 (€'000)
Staff hospitality	6	20
Client hospitality	1	-
	7	20

Statement of compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with the Code. The Authority was in full compliance with the Code for 2024.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Mr. Hugh Creegan
Interim Chief Executive Officer

27 June 2025

Statement on Internal Control

For the year ended 31st December 2024

Scope of responsibility

On behalf of the Authority, I acknowledge the Board's responsibility for ensuring that an effective system of internal control is maintained and operated. This responsibility takes account of the requirements of the Code.

Purpose of system of internal control

The system of internal control is designed to manage risk to a tolerable level rather than to eliminate it. The system can therefore only provide reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or detected in a timely way.

The system of internal control, which accords with guidance issued by the Department of Public Expenditure, NDP Delivery and Reform, has been in place in the Authority for the year ended 31st December 2024 and up to the date of approval of the financial statements.

Capacity to manage risk

The ARC is comprised of three Board members and two external members. Individual members of the ARC have appropriate expertise in the areas of finance, audit and risk. The ARC met six times in 2024.

The Authority has also established an internal audit function using a third-party audit firm which is adequately resourced and conducts a programme of work agreed with the ARC.

The Authority has developed a risk management framework, defined related policies and procedures, and has also set out its risk appetite. The risk management procedures include details on the roles and responsibilities of staff in relation to risk management. The appropriate elements of the risk management policies and procedures have been issued to all personnel in the Authority. This is to alert everyone, and management in particular, to emerging risks and control weaknesses, highlighting the requirement for them to take ownership within their own areas of work. The Authority has a Chief Risk Officer with operational responsibility for administering the risk management framework.

Risk and control framework

The Authority has implemented a risk management system which identifies and reports key risks and management actions taken to address and, to the extent possible and appropriate, mitigate those risks.

Risk management processes have identified key risks facing the Authority and there are risk registers in place which record these risks. The risks have been evaluated and graded according to their significance. The registers are reviewed and updated by the Board and the ARC at each of their meetings. The outcome of these assessments is used to plan and allocate resources to ensure insofar as is practicable that risks are managed to an acceptable level.

I confirm that a control environment containing the following elements is in place:

- › Procedures for all key business processes have been documented;
- › Financial responsibilities have been assigned at management level with corresponding accountability;
- › There is an appropriate budgeting system with an annual budget which is kept under review by senior management and the Board;
- › There are systems aimed at ensuring the security of the information and communication technology systems;
- › There are systems in place to safeguard the assets; and
- › Control procedures over grant funding to outside agencies to ensure adequate control over approval of grants and monitoring and review of grantees to ensure grant funding has been applied for the purpose intended.

On-going monitoring and review

Formal procedures have been established for monitoring control processes which include communicating any control deficiencies identified to those responsible for taking corrective action. Deficiencies are also reported to senior management and the Board. I confirm that the following on-going monitoring systems are in place:

- › Key risks and related controls have been identified and processes have been put in place to monitor the operation of those key controls and report any identified deficiencies;
- › Reporting arrangements have been established at all levels where responsibility for financial management has been assigned; and
- › There are regular reviews by senior management of periodic and annual performance and financial reports which indicate performance against budgets/forecasts.

Procurement

I confirm that the Authority has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2024 the Authority complied with those procedures.

Capital Investment funding - controls

Capital Investment funding in 2024 amounted to €993m (2023: €893m). Controls over this funding include the following:

- › Ensuring that individual projects are aligned with the four public transport capital investment programmes (i.e. Heavy Rail Safety and Development, Public Transport Infrastructure, Accessibility and Active Travel Investment) and with strategic plans;
- › Regular liaison with and setting of objectives, targets, budgets and funding availability with the Department of Transport (DoT) and reporting on progress;

- › Preparation and approval of project implementation plans and close liaison in planning projects and monitoring of State agencies, transport operators and local authorities involved in implementing the various projects;
- › Maintain and update relevant NTA project policy and procedures documents in line with any updates to governmental policy and procedures such as the Infrastructure Guidelines (formerly the Public Spending Code), or other relevant sectoral guidance such as the Transport Appraisal Framework;
- › Ensuring individual project budgets are established and monitored (including regular forecasting activities) by senior management with deviations identified and investigated in a timely manner. For large projects, ensuring monthly reporting of actual expenditure claimed versus budget to the Board;
- › Ensuring projects and programmes are governed in line with the requirements of the Authority's Project Approval Guidelines which provide a framework for, and a phased approach to the development, management and delivery of sustainable mobility projects of all types, for all capital values and for Information and Communication Technology (ICT) projects, funded by the Authority;
- › Ensuring projects and programmes are assessed, governed, and delivered in line with the requirements of the Infrastructure Guidelines, Transport Appraisal Framework and other relevant guidance;
- › Liaising with the Board of the Authority and other relevant Boards/ Committees such as the Department of Transport's Major Project Governance Oversight Group in seeking guidance, relevant approvals and delivery of progress reports;
- › Ensuring appropriate and adequate internal and external oversight; and
- › Ensuring that satisfactory assurances are obtained through the internal audit process.

Public Service Obligation (PSO) funding - controls

PSO funding in 2024 amounted to €701m (2023: €575m). Controls over this funding include the following:

- › Robust service contracts with public transport operators, both State-owned and private companies, for the provision of bus and rail services that are socially necessary but generally not commercially viable;
- › Ensuring robust controls over the collection of fare revenue on behalf of the Authority;
- › Ensure for larger contracts, operators submit Revenue Protection Plans to the Authority detailing how revenues are protected;
- › For all larger contracts, the Authority undertakes Fare Evasion Surveys to audit levels of fare evasion;
- › Ensure where fare evasion levels exceed a defined threshold, the Authority can deduct payments from operators to compensate for lost revenue while transport operators benefit from any fare evasion rate better than the standard to incentive transport operators to focus on improvements in this area;
- › Regular reporting and monitoring of key performance indicators including service reliability and punctuality;
- › Approvals by the Authority of all changes in the public transport services contracts;
- › Revising public transport service contracts to stimulate growth in public transport use and to respond to changing demand;

- › Regular meetings with public transport operators to ensure services are meeting passenger needs and achieving value for money;
- › Reporting to and liaising regularly with the Board of the Authority and DoT; and
- › Ensuring that satisfactory assurances are obtained through the internal audit process.

In Budget 2022 the Government announced a plan to introduce a Young Adult Card (YAC) scheme on all public transport, which would give a 50% discount to YAC holders from the standard adult fare. The scheme applies to young adults in the age group 19 to 25 inclusive since Budget 2023 (previously 19 – 23 years) and those in full time third level education. The scheme was introduced on PSO services initially.

Controls similar to those outlined above for PSO funding were applied to the funding provided to the commercial bus sector.

Leap card integrated ticketing scheme - controls

Public transport fare revenue processed through the Leap card scheme in 2024 amounted to €300m (2023: €275m). Controls over this scheme include the following:

- › Performance of an extensive set of system transaction validations on each and every fare transaction processed in the Leap systems;
- › On-going maintenance of a comprehensive framework of financial controls/ reconciliations. Among other objectives, these controls are designed to identify any anomalies between the Leap systems or in the financial movements throughout the Leap scheme;
- › Incorporation of a comprehensive set of security measures to control access, to detect vulnerabilities and to detect anomalous and unusual behaviours on the network. This also includes a number of security reviews and audits of the system, including security penetration tests. Reviews of the Leap Card system conducted in 2024 identified a number of opportunities for enhancement of access management controls. The actions required will be progressed as a priority and regular status updates will be provided to the ARC;
- › On-going maintenance of a comprehensive suite of key performance indicators (financial, operational, ICT etc.) to highlight any unusual business trends;
- › On-going performance review of service providers by scheme management and the Authority's senior management team, combined with close liaison with participating transport operators;
- › Inclusion of a number of business continuity and disaster recovery measures to provide resilience and business continuity assurance;
- › Performance, by independent auditors, of an annual International Standard on Assurance Engagements (ISAE) 3402 review, covering elements of the scheme controlled and managed by the Authority. This is complemented by reviews performed at the larger participating transport operators, by their independent auditors, covering elements of the scheme controlled and managed by the transport operators; and
- › An external Payment Card Industry Data Security Standard assessment for the Authority's Leap Card NFC Top up application was completed in 2024. This external certification is required due to the volume of transactions reaching the relevant threshold.

Road Passenger Vehicles assets – controls

Road Passenger Vehicles in 2024 have a net book value of €519m (2023: €437m). Controls over the assets include the following:

- › Ensuring all procurements comply with all EU public procurement regulations;
- › Procurement teams are actively engaged and included in all aspects of the procurement of Road Passenger Vehicles;
- › Contract awards for the purchase by the Authority of Road Passenger Vehicles in excess of management approval thresholds are approved by the Board for the Authority's purchase of Road Passenger Vehicles;
- › Ensuring that handover arrangements for Road Passenger Vehicles, to and from the transport operators, are included as a core provision within all relevant operators' contracts. Ensuring that the operator's responsibilities in relation to asset management are clearly outlined within these contracts;
- › Ensuring for direct award contracts, lease agreements are in place regarding conditions of use of the Authority's Road Passenger Vehicles assets by the operator. The agreements in place detail the upkeep requirements for assets;
- › Detailed Road Passenger Vehicle inspections at depots completed by an expert contractor;
- › Quarterly reports are provided on the Road Passenger Vehicles assets used by the operators, including any issues arising in relation to the operation, maintenance or repair of assets, and evidence that, issues relating to assets have been presented separately within the reports;
- › Ensuring robust controls are in place around the identification, recording and classification of assets including the maintenance of a detailed fixed asset register which is updated, reconciled and reported monthly; and
- › Ensuring the safeguarding of assets through ongoing dialogue with the transport operators on the use of the assets including annual physical verification reviews and transport operator confirmations of asset condition and status, including any indications of impairment.

Cyber security – controls

The Authority has implemented a number of cyber security controls to mitigate cyber risk and anticipate cyber security threats occurring. To achieve a cyber-resilient set of security controls, the Authority has implemented the following:

- › Ensuring that cyber security governance, risk and compliance processes are effectively implemented across the Authority, with effective reporting to the Chief Information Officer (CIO), Senior Management, Audit and Risk Committee and Board as appropriate and with defined frequency.
- › The Authority has implemented security controls in line with the National Institute of Standards and Technology (NIST) Cyber Security framework, structured around five security functions (Identify, Protect, Detect, Respond, and Recover).

- › The Authority security team supports compliance with PCI DSS (Payment Card Industry Data Security Standard), GDPR (General Data Protection Regulation), the NIS (Network and Information Security) Directive and the Irish Public Sector Cyber Security Baseline Standard;
- › Effectively implementing vulnerability management processes to ensure that all security vulnerabilities are identified, tracked, risk assessed/accepted and resolved in accordance with the agreed vulnerability and patch management policy;
- › Undertaking security reviews and penetration tests of systems ensuring systems are secure when launched and remain secure on an ongoing basis;
- › Ensuring that all security incidents and data breaches are effectively managed through the incident management process;
- › Providing a secure cloud and on-premises posture by securing our networks, infrastructure and applications, and by implementing industry security practices defined by our cloud providers;
- › Implementing security monitoring and threat intelligence capabilities to ensure that the Authority can identify security threats at an early stage, and to be able to anticipate them while protecting our networks, infrastructure and applications;
- › Incorporating a comprehensive set of security measures to ensure that business continuity and disaster recovery are managed through specific processes and enabled by appropriate technology solutions. Our business continuity, incident management, cyber response and disaster recovery plans are regularly tested and reviewed annually to ensure that they are up to date and fit for purpose;
- › Ensuring that user access is provisioned in line with our internal policies and access assigned to standard and privileged users is valid and in compliance with the business “need-to-know” principle;
- › Performing regular third-party risk management reviews of our suppliers and strategic partners to identify risk at the outset of a project and on an ongoing basis. Additionally, appropriate contractual KPIs (Key Performance Indicators) are defined and measured monthly. Our security team have implemented multiple layers of defence, to oversee contract compliance from a security perspective and segregation of duties so that the security team can effectively consult and advise the IT team in relation to implementing appropriate security controls;
- › All our project initiatives are following our secure by design and by default methodology and have security controls built in at the outset of any project or procurement activity. Our advisory and architecture services have been structured to be included in each phase of the Authority project approval guidelines and our team of security officers and architects are contributing with security-oriented controls and suggestions;
- › Ensuring that all Authority employees receive security awareness training at induction and annually. Additionally, regular awareness emails and advisories are sent based on the dynamic cyber threat landscape;
- › Undertaking monthly “simulated” phishing campaigns to Authority employees to constantly measure the phishing threat, and provide additional training if required; and
- › Continuously implementing data privacy and data protection controls in our security operations and processes - such as data classification, data loss preventions reviews and security monitoring to ensure that GDPR compliance is achieved and supported with adequate technical and organisational measures.

Review of effectiveness

I confirm that the Authority has procedures to monitor the effectiveness of its risk management and control procedures. The Authority's monitoring and review of the effectiveness of the system of internal control is informed by the work of the internal and external auditors, the ARC which oversees their work and the Senior Management within the Authority responsible for the development and maintenance of the internal control framework.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2024 in February 2025.

Internal Control issues

No weaknesses in internal control were identified in relation to 2024, or at the date of signing the financial statements, that require disclosure in the financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Mr. Hugh Creegan
Interim Chief Executive Officer

27 June 2025

Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas (p1/3)



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

National Transport Authority

Opinion on the financial statements

I have audited the financial statements of the National Transport Authority for the year ended 31 December 2024 as required under the provisions of section 32 of the Dublin Transport Authority Act 2008 (as amended). The financial statements comprise

- the statement of income and expenditure and retained revenue reserves
- the statement of comprehensive income
- the statement of financial position
- the statement of cash flows, and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the National Transport Authority at 31 December 2024 and of its income and expenditure for 2024 in accordance with Financial Reporting Standard (FRS) 102 – *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of the National Transport Authority and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Report on information other than the financial statements, and on other matters

The National Transport Authority has presented certain other information together with the financial statements. This comprises the annual report, the governance statement and Board members' report, and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

Delay and cost overrun on the National Train Control Centre project

In July 2019, the National Transport Authority approved an Iamród Éireann project to develop a National Train Control Centre (NTCC), to manage and regulate all train movements on the national rail network. The project includes the construction of a new train control centre building at Heuston Station, the refurbishment of the existing central train control centre at Connolly Station, and the development of a new electronic train traffic management system and back-up facility.

Note 25 to the financial statements discloses that while the new NTCC building at Heuston Station was completed in 2022, there is a significant delay in relation to the development of the train traffic management system and back-up facility.

Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas (p2/3)

Report of the Comptroller and Auditor General (continued)

The original plan was that the new management system and back-up facility would both be commissioned by March 2025. Note 25 discloses that the current estimated date for completion of the commissioning is May 2028. Final acceptance and handover of the completed system (including the back up facility) is expected by November 2028.

The original project budget was €148 million. The current estimated outturn cost for the project is €189 million. This represents a cost overrun of €41 million, or 28%.



Seamus McCarthy
Comptroller and Auditor General

30 June 2025

Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas (p3/3)

Appendix to the report

Responsibilities of Board members

As detailed in the governance statement and Board members' report, the Board members are responsible for

- the preparation of annual financial statements in the form prescribed under section 32 of the Dublin Transport Authority Act 2008 (as amended)
- ensuring that the financial statements give a true and fair view in accordance with FRS102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Responsibilities of the Comptroller and Auditor General

I am required under section 32 of the Dublin Transport Authority Act 2008 (as amended) to audit the financial statements of the National Transport Authority and to report thereon to the Houses of the Oireachtas.

My objective in carrying out the audit is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement due to fraud or error. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the ISAs, I exercise professional judgment and maintain professional scepticism throughout the audit. In doing so,

- I identify and assess the risks of material misstatement of the financial statements whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- I obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal controls.
- I evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures.

- I conclude on the appropriateness of the use of the going concern basis of accounting and, based on the audit evidence obtained, on whether a material uncertainty exists related to events or conditions that may cast significant doubt on the National Transport Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause the National Transport Authority to cease to continue as a going concern.
- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I report by exception if, in my opinion,

- I have not received all the information and explanations I required for my audit, or
- the accounting records were not sufficient to permit the financial statements to be readily and properly audited, or
- the financial statements are not in agreement with the accounting records.

Information other than the financial statements

My opinion on the financial statements does not cover the other information presented with those statements, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, I am required under the ISAs to read the other information presented and, in doing so, consider whether the other information is materially inconsistent with the financial statements or with knowledge obtained during the audit, or if it otherwise appears to be materially misstated. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

Reporting on other matters

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation. I report if I identify material matters relating to the manner in which public business has been conducted.

I seek to obtain evidence about the regularity of financial transactions in the course of audit. I report if I identify any material instance where public money has not been applied for the purposes intended or where transactions did not conform to the authorities governing them.

Statement of Income and Expenditure and Retained Revenue Reserves

For the year ended 31st December 2024

	Notes	2024 (€'000)	2023 (€'000)
Income			
Oireachtas grants			
› Public Service Obligation funding	2.1	701,100	575,479
› Capital Investment funding	2.2	992,860	892,547
› Other Transport funding	2.3	39,986	33,593
› Administration funding	2	42,733	36,589
Fare Revenue	3	501,088	471,017
Licensing income	4	6,463	6,549
Other income	5	9,633	7,742
Net deferred funding for retirement benefits	15.3	4,877	4,818
Total income		2,298,740	2,028,334
Expenditure			
Public Service Obligation expenditure	6	1,163,414	982,086
Ticketing and Transport Technology expenditure	6.1	37,475	35,453
Capital Investment expenditure	7	882,126	870,822
Other Grant expenditure	8	42,411	34,308
Other Programme expenditure	9	3,020	3,231
Licensing expenditure	10	6,525	6,100
Employees, Seconded and Outsourced Placements Services	11	33,446	29,590
Office Accommodation costs	12	8,114	5,161
Other Administrative costs	13	10,153	9,308
Retirement Benefit costs	14	4,230	3,828
Total expenditure		2,190,914	1,979,887
Surplus for the year before Appropriations		107,826	48,447
Transfer to capital account	21	(119,603)	(27,601)
(Deficit)/Surplus for the year after Appropriations		(11,777)	20,846
Balance brought forward at 1st January		41,189	20,343
Balance carried forward at 31st December		29,412	41,189

Notes 1 to 31 form part of these financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson
27 June 2025



Mr. Hugh Creegan
Interim Chief Executive Officer

Statement of Comprehensive Income

For the year ended 31st December 2024

	Notes	2024 (€'000)	2023 (€'000)
(Deficit)/Surplus for the year		(11,777)	20,846
Other comprehensive income			
Remeasurements of net defined benefit obligation	15.2	4,606	(3,516)
Adjustment to deferred retirement benefit funding	15.2	(4,606)	3,516
Total recognised (deficit)/surplus for the year		(11,777)	20,846

Notes 1 to 31 form part of these financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Mr. Hugh Creegan
Interim Chief Executive Officer

27 June 2025

Statement of Financial Position

As at 31st December 2024

	Notes	2024 (€'000)	2023 (€'000)
Fixed Assets			
Intangible assets	16	15,266	17,461
Property, plant and equipment	17	577,278	454,920
		592,544	472,381
Current Assets			
Receivables	18	26,842	21,269
Cash and cash equivalents		115,710	100,148
		142,552	121,417
Payables: due within 1 year	19	(115,749)	(85,638)
Net current assets		26,803	35,779
Total assets less current liabilities		619,347	508,160
Retirement benefit obligations	15.2	(56,118)	(55,847)
Deferred retirement benefit funding asset	15.2	56,118	55,847
Payables due after more than 1 year	20	(6,724)	(3,363)
Total net assets		612,623	504,797
Financed by			
Capital account	21	583,211	463,608
Retained revenue reserves		29,412	41,189
		612,623	504,797

Notes 1 to 31 form part of these financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Mr. Hugh Creegan
Interim Chief Executive Officer

27 June 2025

Statement of Cash Flows

For the year ended 31st December 2024


	Notes	2024 (€'000)	2023 (€'000)
Net cash flows from operating activities			
(Deficit)/ surplus income over expenditure		(11,777)	20,846
Capital account transfers – fixed assets	21	119,603	27,601
Amortisation of intangible assets	16	6,667	7,200
Depreciation of property, plant and equipment	17	59,878	47,017
Loss on disposal of fixed assets	13	286	956
Net bank interest receivable		(202)	(205)
Increase in receivables	18	(5,573)	(9,355)
Increase in payables	19/20	33,472	13,898
Net cash inflow from operating activities		202,354	107,958
Cash flows from investing activities			
Payments to acquire intangible assets	16	(4,573)	(2,612)
Payments to acquire property, plant and equipment	17	(182,421)	(82,594)
Net cash flows from investing activities		(186,994)	(85,206)
Cash flows from financing activities			
Net bank interest received		202	205
Net cash flows from financing activities		202	205
Net increase in cash and cash equivalents in the year		15,562	22,957
Cash and cash equivalents at 1st January		100,148	77,191
Cash and cash equivalents at 31st December		115,710	100,148

Notes 1 to 31 form part of these financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Mr. Hugh Creegan
Interim Chief Executive Officer

27 June 2025

Notes to the Financial Statements

For the year ended 31st December 2024

1. Accounting policies

The bases of accounting and significant accounting policies adopted by the Authority are set out below.

a) General

The Authority had its head office at Dún Scéine, Harcourt Lane, Dublin 2. During 2024, this has changed to Haymarket House, Smithfield, Dublin 7. The new location provides a modern single site workplace capable of accommodating all NTA staff working in a hybrid pattern. The Authority's primary objective is to secure the provision of an efficient, accessible and integrated transport system in rural and urban Ireland. The Authority is also responsible for the regulation of services such as commercial public bus transport services and Small Public Service Vehicles ("SPSV").

The Authority is a public benefit entity.

The presentation and functional currency of these financial statements is Euro. All amounts in the financial statements have been rounded to the nearest €1,000.

b) Basis of preparation

The financial statements of the Authority for the year ended 31st December 2024 have been prepared in compliance with the applicable legislation, and with FRS 102 The Financial Reporting Standard applicable in the UK and the Republic of Ireland issued by the Financial Reporting Council in the UK.

The financial statements have been prepared under the historical cost convention. The financial statements are in the form approved by the Minister for Transport with the concurrence of the Minister for Finance under the Dublin Transport Authority Act 2008. The financial statements have been prepared in accordance with the Code of Practice for the Governance of State Bodies (2016).

c) Foreign currency

Transactions and balances

In preparing the financial statements of the Authority, transactions in currencies other than the functional currency of the Authority are recognised at the spot rate at the dates of the transactions or at an average rate where this rate approximates the actual rate at the date of the transaction. At the end of each reporting period, monetary items denominated in foreign currencies are retranslated at the rates prevailing at that date. Non-monetary items that are measured in terms of historical cost in a foreign currency are not retranslated.

Exchange differences are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves in the period in which they arise, with the exception of exchange differences on the purchase of fixed assets which are released to the Statement of Income and Expenditure over the relevant asset life.

d) Income

Oireachtas Grants

Income is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves on a cash receipts basis. On occasion where some element of the funding has a specific future performance related condition attached, the income is recognised when the condition is met.

Grants are utilised as per the conditions of the grant allocation. Details of the grant sources and types for 2024 are set out below:

Department	Grant Type
DSP** - Vote	Free travel funding - subhead A40
DoT* - Vote	Carbon Reduction (Electric SPSV grants) - subhead B3
DoT* - Vote	Active Travel – subhead A3.1
DoT* - Vote	Smart Demand Responsive Transport – B3.1
DoT* - Vote	Smart travel including bike week grant - subhead A3.2
DoT* - Vote	Cycling and walking - subhead A3.3
DoT* - Vote	Green schools grant - subhead A3.4
DoT* - Vote	Just Transition Fund – B3.2
DoT* - Vote	Rural Transport grants - subhead B3.4
DoT* - Vote	Public Service Obligation Funding - subhead B3.1
DoT* - Vote	Heavy rail safety & development – subhead B4.1
DoT* - Vote	Public transport infrastructure - subhead B4.2
DoT* - Vote	Accessibility retrofit programme – subhead B4.3
DoT* - Vote	Connecting Ireland – subhead B3.1
DoT* - Vote	New Town Services- subhead B3.1
DoT* - Vote	Administration expenditure – subhead B5.2

* Department of Transport (“DoT”)

** Department of Social Protection (“DSP”)

The capital account represents the unamortised portion of income applied for capital purposes. Fixed assets are funded from grant income which is transferred to the capital account and amortised in line with amortisation of intangible assets and with depreciation of property, plant and equipment. Funding through state investment is protected and will not be used as security for any other activity without prior consultation with DoT and the Department of Public Expenditure, NDP Delivery and Reform.

Licensing

This relates to income arising from vehicle/driver licensing, assessment and enforcement activities in respect of SPSV regulation and commercial public bus transport service licensing. Income is recognised on a cash receipts basis.

Bus shelter advertising

This relates to income arising from the sale of advertising space on bus shelters. Income is recognised on an accruals basis.

Coach parking income

This relates to income arising from the use of the coach park facility by coach operators at the applicable rates. Income is recognised on an accruals basis.

Regional bike scheme

Income arises on the hire of bikes and the sale of advertising space. Income is recognised on an accruals basis.

e) Fare revenue

The Authority receives fare revenue through its gross cost contract arrangements with Dublin Bus, Bus Éireann and Irish Rail. In addition, the Authority has a number of contracts for the provision of public passenger services that were competitively tendered, including those services which were previously operated by Dublin Bus or Bus Éireann. Under these contracts, fare revenues are retained by the Authority. Matters such as fares, frequency and scheduling continue to be set by the Authority and not the operator. The Authority utilises these revenues in addition to Oireachtas grant funding to fund Public Service Obligation activities.

The Authority recognises revenues through its different revenue streams as follows:

On Bus cash:

On bus cash revenue is recognised at point of sale which is the day the service is provided.

TFI Leap Card integrated ticketing scheme e-purse revenue:

On bus TFI Leap Card integrated ticketing scheme e-purse revenue is recognised on the day in which the service is provided.

TaxSaver:

TaxSaver annual tickets are recognised evenly over the periods in the year to which the products relate.

TFI Product Revenue:

TFI Product revenue is recognised on the day on which the ticket is sold.

Free Travel Revenue:

Free Travel revenue under the domestic scheme is received monthly from the Department of Social Protection, and is recognised in the month to which it relates. The revenue receipts are received in arrears. The Cross Border revenue is received periodically and is recognised on receipt of funds.

f) Interest receivable/interest payable

Interest income or expense is recognised on an accruals basis.

g) Grant expenditure

Expenditure in the year is recognised on the basis of amounts disbursed to grantees and costs incurred for projects that are implemented directly by the Authority.

h) Intangible assets

Intangible assets are stated at their historical cost or valuation, less accumulated amortisation. Amortisation is charged to the Statement of Income and Expenditure and Retained Revenue Reserves on a straight-line basis at the rates set out below, calculated to write off the assets adjusted for residual value over their expected useful lives. A full year's amortisation is charged on the addition of all intangible fixed assets in the year of acquisition and no amortisation is charged in the year of disposal.

Transport systems software	10% - 20% straight line
Transport infrastructure software	10% - 20% straight line
Office equipment software	20% - straight line

The residual values, useful lives and method of amortisation of intangible assets are reviewed annually and adjusted prospectively, if appropriate.

Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are considered to modify the amortisation period or method, as appropriate, and are treated as changes in accounting estimates.

Software development costs are recognised as an intangible asset when all of the following criteria are demonstrated:

- › The technical feasibility of completing the development of the software so that it will be available for use or sale;
- › The intention to complete the software and use or sell it;
- › The ability to use the software or to sell it;
- › The availability of adequate technical, financial and other resources to complete the development and to use or sell the software; and
- › The ability to reliably measure the expenditure attributable to the software during its development.

i) Property, plant and equipment

Property, plant and equipment are stated at their historical cost or valuation, less accumulated depreciation. Depreciation is charged to the Statement of Income and Expenditure and Retained Revenue Reserves on a straight-line basis, at the rates set out below calculated to write off the assets adjusted for residual value over their expected useful lives. A full year's depreciation is charged on the addition of all property, plant and equipment in the year of acquisition and no depreciation is charged in the year of disposal.

Leasehold property improvements	5% straight line or in line with the lease life if shorter
Road passenger vehicles	8.33% - 10% straight line
Transport systems hardware	10% - 25% straight line
Office equipment	10% furniture & fittings and 25% computer equipment straight line
Transport infrastructure	5% - 25% straight line

The residual values, useful lives and method of depreciation of property, plant and equipment are reviewed annually and adjusted prospectively, if appropriate.

Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are considered to modify the depreciation period or method, as appropriate, and are treated as changes in accounting estimates.

Transport infrastructure mainly comprises assets utilised for the regional bike scheme, real time passenger information and bus shelters.

j) Road Passenger Vehicles

Since 2017, the Authority acquires buses to maintain a centralised and standardised bus fleet for public transport. These buses are in turn made available to public transport operators through licence arrangements (zero royalty fee) or lease arrangements (nominal annual rental of €1 per bus) to operate public transport services on behalf of the Authority.

The Authority has determined that these buses meet the definition of an asset and that future economic benefits are expected to flow from the buses, thereby allowing recognition of the buses as an asset under FRS 102. Central to this determination is that the Authority is deemed to be a public benefit entity, as set out in the accounting policies. The buses are initially recognised at cost or depreciated cost on acquisition.

The Authority has also determined that neither the licence arrangements nor the lease arrangements with the public transport operators constitute a lease in accordance with Section 20 of FRS 102. Fundamental to this determination is that the Authority in both cases retains the right to direct how and for what purpose the buses are used throughout the period of use by the public transport operators.

k) Impairment of fixed assets

Whenever events or changes in circumstances indicate that the carrying amount may not be recoverable, fixed assets are reviewed for impairment. The recoverable amount of any affected asset is estimated and compared with its carrying amount. If the estimated recoverable amount is lower, the carrying amount is reduced to its estimated recoverable amount and an impairment loss is recognised immediately in the Statement of Income and Expenditure and Retained Revenue Reserves.

Buses are held for their service potential rather than to provide a financial return. The Authority uses the depreciated replacement cost measurement model to evaluate if any impairment loss has occurred.

If an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but not in excess of the amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised immediately in the Statement of Income and Expenditure and Retained Revenue Reserves.

l) Employee benefits

Short term benefits

Short term benefits such as holiday pay are recognised as an expense in the year. Benefits that have been accrued at year-end are included in the payables figure in the Statement of Financial Position.

Retirement benefits

The financial statements reflect, at fair value, the assets and liabilities arising from the Authority's pension obligations and recognise the costs of providing retirement benefits in the accounting periods in which they are earned by employees. Retirement scheme liabilities are measured on an actuarial basis using the projected unit credit method. Actuarial gains or losses arising on retirement scheme liabilities are reflected in the Statement of Comprehensive Income. A corresponding adjustment is recognised in the amount recoverable from the State for the unfunded, defined benefit retirement scheme only.

Employees of the Authority participate in the following pension schemes:

• Defined Benefit Scheme – “NTA Scheme”

The National Transport Authority Staff Superannuation Scheme 2010 is a defined benefit, final salary pension scheme with benefits and contributions defined by reference to 'model' public sector scheme regulations. This is an unfunded scheme for pensionable public servants appointed before 1st January 2013. Members' contributions are paid over to DoT. The costs, liabilities and assets related to the operation of this scheme have been included in the disclosures in Note 14 and 15 regarding the defined benefit pension schemes.

• Defined Benefit Scheme – “Single Scheme”

The Single Public Service Pension Scheme is a defined benefit, average salary pension scheme. This is an unfunded scheme for pensionable public servants appointed on or after 1st January 2013. Members' contributions are paid over to the Department of Public Expenditure, NDP Delivery and Reform. The costs, liabilities and assets related to the operation of this scheme have been included in the disclosures in Note 14 and 15 regarding the defined benefit pension schemes.

• Defined Contribution Scheme – “RPA Scheme”

A number of employees transferred into the Authority from Transport Infrastructure Ireland (“TII”), having been employees of the Railway Procurement Agency (“RPA”) before its activities were absorbed into TII. They continue to be members of the Railway Procurement Agency Pension and Life Assurance Plan 2003 which is a defined contribution pension scheme. This scheme is closed to new entrants. Pension benefits are funded over the employees' period of service by way of employee and employer contributions to the scheme. Employer contributions are charged to the Statement of Income and Expenditure and Retained Revenue Reserves as they become payable. The Authority does not carry a pension asset/liability for this scheme as it is liable solely for the employer contributions due in respect of these employees.

m) Leases

Leases are classified as finance leases when they transfer substantially all the risks and rewards of ownership of the leased assets to the Authority. Other leases that do not transfer substantially all the risk and rewards of ownership of the leased assets to the Authority are classified as operating leases. Assets held under finance lease are included in property, plant and equipment and are depreciated and reviewed for impairment in the same way as assets owned outright.

As lessee

Payments made under operating leases are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves as expenditure over the lease term on a straight-line basis. Any lease incentives received are recognised over the life of the lease.

As lessor

Payments received under operating leases are recognised in the Statement of Income and Expenditure and Retained Revenue Reserves as income over the lease term on a straight-line basis.

n) Critical accounting judgements and estimates

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities at the Statement of Financial Position date and the amounts reported for revenues and expenses during the year. However, the nature of estimation means that actual outcomes could differ from those estimates. The following judgements and estimates are considered important to the portrayal of the Authority's financial condition:

• Depreciation and residual values

The Authority has reviewed the asset lives and associated residual values of all fixed asset classes and has concluded that asset lives and residual values are appropriate.

• Impairment of fixed assets

Whenever events or changes in circumstances indicate that the carrying amount may not be recoverable, assets are reviewed for impairment.

• Road Passenger Vehicles

The Authority has determined that these buses meet the definition of an asset and that future economic benefits are expected to flow from the buses, thereby allowing recognition of the buses as an asset under FRS 102. Central to this determination is that the Authority is deemed to be a public benefit entity, as set out in the accounting policies.

• Retirement benefit obligation

The Authority reviews the assumptions underlying the actuarial valuations for which the amounts recognised in the financial statements are determined (including discount rates, rates of increase in future compensation levels and mortality rates) annually.

• Provisions

The Authority makes provision for a present obligation (legal or constructive) as a result of a past event, if it is probable that the Authority will be required to settle the obligation which it knows to be outstanding at the period end date.

o) Receivables

Short term receivables are measured at transaction price including transaction costs, less any impairment.

p) Cash and cash equivalents

Cash is represented by cash in hand and short-term deposits with financial institutions. Cash equivalents are highly liquid investments that mature in no more than three months from the date of acquisition and that are readily convertible to known amounts of cash with insignificant risk of change in value.

q) Payables

Short term payables are measured at transaction price including transaction costs, less any impairment.

r) Financial instruments

The Authority only enters into basic financial instruments transactions that result in the recognition of financial assets and liabilities like trade and other receivables and payables. Debt instruments (other than those wholly repayable or receivable within one year), including loans and other accounts receivable and payable, are initially measured at present value of the future cash flows and subsequently at amortised cost using the effective interest method.

Debt instruments that are payable or receivable within one year, typically trade payables or receivables, are measured, initially and subsequently, at the undiscounted amount of the cash or other consideration expected to be paid or received. However, if the arrangements of a short-term instrument constitute a financing transaction, like the payment of a trade debt deferred beyond normal business terms or financed at a rate of interest that is not a market rate or in case of an out-right short-term loan not at market rate, the financial asset or liability is measured initially at the present value of the future cash flow discounted at a market rate of interest for a similar debt instrument and subsequently at amortised cost.

Financial assets that are measured at cost and amortised cost are assessed at the end of each reporting period for objective evidence of impairment. If objective evidence of impairment is found, an impairment loss is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves.

s) Provisions for liabilities

Provisions are recognised when the Authority has a present obligation (legal or constructive) as a result of a past event, it is probable that the Authority will be required to settle the obligation, and a reliable estimate can be made of the amount of the obligation.

The amount recognised as a provision is the best estimate of the consideration required to settle the present obligation at the end of the reporting period, considering the risks and uncertainties surrounding the obligation.

Where the effect of the time value of money is material, the amount expected to be required to settle the obligation is recognised at present value using a pre-tax discount rate. The unwinding of the discount is recognised as finance cost in Statement of Income and Expenditure and Retained Revenue Reserves in the period it arises.

t) Reclassification of Prior Period Figures

Prior period comparatives have been adjusted where appropriate to assist comparability

2. Oireachtas grants

The following grants were recognised as income in accordance with accounting policy 1(d):

	Notes	2024 (€'000)	2023 (€'000)
Department of Social Protection			
Other Transport Schemes funding	2.3	1,500	1,500
		1,500	1,500
Department of Transport			
Public Service Obligation funding	2.1	701,100	575,479
Capital investment funding	2.2	992,860	892,547
Other transport schemes funding	2.3	38,486	32,093
Administration funding		42,733	36,589
		1,775,179	1,536,708
		1,776,679	1,538,208

The Administration grant of €42.7m (2023: €36.6m) is stated net of employee retirement benefits contributions totalling €1.8m (2023: €1.6m), €1.0m remitted to the DoT (in respect of the Authority's staff retirement benefits scheme) (2023: €0.9m) and €0.8m remitted to the Department of Public Expenditure, NDP Delivery and Reform (in respect of the single service retirement benefits scheme) (2023: €0.7m).

2.1. Oireachtas grants - Public Service Obligation funding

PSO funding is drawn down from DoT under Public Service Provision Payments subhead B3.

	Department	Subhead	2024 (€'000)	2023 (€'000)
Iarnród Éireann	DoT	B3.1	215,278	187,165
Dublin Bus	DoT	B3.1	180,354	144,293
Bus Éireann	DoT	B3.1	103,718	82,089
Tendered bus routes	DoT	B3.1	96,058	70,881
Luas	DoT	B3.1	42,819	28,498
Ticketing and Technology	DoT	B3.1	33,620	32,568
Young Adult Cards Grant	DoT	B3.1	17,044	12,119
Authority direct activities	DoT	B3.1	7,942	8,315
Connecting Ireland	DoT	B3.1	2,212	8,553
New Town Services	DoT	B3.1	2,055	998
			701,100	575,479

2.2. Oireachtas grants – Capital Investment Funding

Capital investment funding is drawn down from DoT under Public Transport Investment Programme subheads.

	2024 (€'000)	2023 (€'000)
B4.2 Public Transport Infrastructure	432,116	283,151
A3.3 Active Travel Investment Cycling and Walking	319,501	339,356
B4.1 Heavy Rail Safety & Development	221,783	247,213
B4.3 Accessibility Retrofit Programme	18,032	19,814
A3.1 Active Travel Investment Asset Protection & Renewal	1,428	3,013
	992,860	892,547

2.3. Oireachtas grants - Other Transport Schemes

The Authority administers a number of other schemes on behalf of DoT and DSP. Grant funding received is shown below:

	Department	Subhead	2024 (€'000)	2023 (€'000)
Rural Transport	DoT	B3.4	22,723	17,262
Electric SPSV Grant Scheme	DoT	B3	12,082	12,663
Green Schools	DoT	A3.4	1,650	1,351
Smarter Travel	DoT	A3.2	1,397	817
Rural Transport – Just Transition Fund	DoT	B3.2	172	-
Rural Transport – Smart Demand Responsive Transport	DoT	B3.4	462	-
			38,486	32,093
Rural Transport	DSP	A40	1,500	1,500
			1,500	1,500
			39,986	33,593

3. Fare Revenue

	2024 (€'000)	2023 (€'000)
Iarnród Éireann	199,297	181,357
Dublin Bus	151,028	145,895
Bus Éireann	68,146	66,336
DSP Revenue – Free Travel	53,058	52,515
Tendered Bus Routes	22,795	20,030
Rural Regular Services	5,795	3,895
Rural Demand Responsive Services	969	989
	501,088	471,017

In 2023, the Authority's direct award contract with Iarnród Éireann transitioned from a net cost contract arrangement to a gross cost contract. In prior years, under the terms of the net cost contract the fare revenue was retained by Iarnród Éireann. In 2024, in accordance with the gross cost contract the Authority retains all the fare revenue.

4. Licensing income

	2024 (€'000)	2023 (€'000)
SPSV vehicle licensing fees	3,972	3,966
SPSV driver licensing fees	1,449	1,589
Other SPSV income	826	828
SPSV compliance income	131	95
Bus licensing income	85	71
	6,463	6,549

5. Other income

	2024 (€'000)	2023 (€'000)
Bus shelter advertising	7,639	6,941
Other Income	1,893	694
Regional bike scheme - sponsorship, subscriptions & hire	101	82
Coach Park Income	-	25
	9,633	7,742

In October 2024, the NTA was in receipt of funds regarding loss of network assets of €1.3m from Dublin Bus and GoAhead which will be used to fund replacement vehicles.

6. Public Service Obligation expenditure

	2024 (€'000)	2023 (€'000)
Iarnród Éireann	433,794	363,594
Dublin Bus	353,988	309,076
Bus Éireann	198,759	167,460
Tendered bus services	115,888	84,132
Luas	29,308	28,498
Young Adult Cards Scheme	16,956	12,389
PSO Support Costs	5,538	3,958
Personnel and associated overheads	4,409	2,752
Connecting Ireland	2,212	8,553
New Town Services	2,055	998
Depreciation	507	676
	1,163,414	982,086

The Authority makes payments for the provision of socially necessary but commercially unviable Public Service Obligation services. Payments made by the Authority are from monies provided by the Oireachtas through DoT and fare revenues received on these services.

Tendered bus services

The Authority has a number of contracts for the provision of Public Service Obligation services that were openly tendered, including those that were previously operated by Dublin Bus or Bus Éireann as part of their contracts. Matters such as fares, frequency and scheduling continue to be set by the Authority, and not the operator. Included in the above are costs in relation to the operation and provision of on-going Public Service Obligation scheduled services on rural routes – branded as Local Link.

6.1 Ticketing and Transport Technology expenditure

Operating expenditure		2024 (€'000)	2023 (€'000)
Leap card scheme expenditure	Note 6.2	28,674	27,006
Travel Information System expenditure		6,515	5,925
TFI Go		124	97
		35,313	33,028
Depreciation		2,162	2,425
		37,475	35,453

6.2 Leap Card Scheme expenditure

	2024 (€'000)	2023 (€'000)
Direct operation costs	19,404	18,090
Commissions	6,248	5,487
Personnel and associated overheads	2,029	2,306
Other administrative costs	993	1,123
	28,674	27,006

7. Capital Investment expenditure

Major capital projects		2024 (€'000)	2023 (€'000)
Iarnród Éireann		224,498	248,008
Transport Infrastructure Ireland		91,284	69,051
Dublin Bus		12,055	21,581
Bus Éireann		11,050	13,347
		338,887	351,987
Other expenditure directly incurred by the Authority	Note 7.1	184,045	162,742
Regional transport grant funding	Note 7.1	171,126	170,281
Greater Dublin Area transport grant funding	Note 7.1	169,449	166,031
Accessibility scheme funding		18,619	19,781
		882,126	870,822

The major capital projects funded and included in capital investment expenditure were:

	2024 (€'000)	2023 (€'000)
Iarnród Éireann		
Cork Area Commuter Rail	69,950	21,351
DART+	64,866	70,972
Station upgrade programme	23,813	33,368
National Train Control Centre	16,027	23,539
New Station programme	13,036	3,980
Foynes Line	9,770	-
Heavy Rail and DART+ Support	9,015	13,773
Customer experience & ticketing improvement	6,971	7,254
Car Park programme	3,045	488
Climate Resilience	2,668	7,224
New Intercity Railcars	2,360	36,909
BusConnects Dublin	978	960
Other projects	790	3,695
Rail line capacity enhancements	704	483
Navan Line	505	12
Heavy Rail Maintenance	-	24,000
	224,498	248,008
Transport Infrastructure Ireland		
MetroLink	62,977	44,643
Tram refurbishment	19,965	13,387
Luas Finglas	3,161	3,780
Network enhancement	2,043	2,449
Luas Lucan	1,138	316
BusConnects Dublin	1,094	59
Luas Cork (previously Cork Light Rail Transit)	576	923
Other Projects	310	2,000
Luas Cross City	20	697
Active travel	-	400
Luas Green Line capacity enhancement	-	384
Park and Ride	-	13
	91,284	69,051
Dublin Bus		
BusConnects Dublin	7,075	15,815
Bus Fleet incl refurbishment	3,726	3,247
Automatic Vehicle Location (AVL)	907	471
Other projects	172	1,551
Bus Technology	142	188
Integration and Support	33	309
	12,055	21,581
Bus Éireann		
BusConnects Regional Cities	7,024	7,502
Bus Technology	2,172	3,557
Other projects	996	871
Automatic Vehicle Location (AVL)	431	30
Depot Electrification	276	1,387
Bus Fleet incl refurbishment	126	-
Integration and Support	25	-
	11,050	13,347
	338,887	351,987

7.1 Greater Dublin Area transport, regional grant funding and other projects

Other expenditure directly incurred by the Authority	2024 (€'000)	2023 (€'000)
Depreciation and amortisation	63,128	50,116
BusConnects Dublin	45,051	38,504
Personnel and associated overheads	24,634	20,462
BusConnects Regional Cities	21,860	10,335
Integration and support	9,955	11,192
Active travel support	6,466	9,665
Ticketing and Travel Information Technology	4,337	12,887
Bus pole & shelters maintenance programme	1,718	3,526
Park and ride	1,464	1,119
Connecting Ireland and New Town services	1,296	1,433
Automatic Vehicle Location (AVL)	1,178	411
Heavy Rail and DART+ Support	905	255
Other systems development	870	1,219
Regional and Commuter Bus Fleet	557	314
Light rail and Metrolink support	210	369
Public bike schemes	166	217
Accessibility	154	589
Next Generation Ticketing (GDA)	96	108
Bus Programme	-	21
	184,045	162,742

Regional transport grant funding	2024 (€'000)	2023 (€'000)
Cork City Council	33,109	35,295
Limerick City and County Council	27,186	23,936
Waterford City and County Council	24,471	21,364
Cork County Council	22,044	24,429
Galway City Council	11,072	11,992
Donegal County Council	4,094	4,188
Tipperary County Council	4,050	4,291
Wexford County Council	3,829	3,511
Westmeath County Council	3,597	2,836
Offaly County Council	3,500	3,315
Laois County Council	3,272	3,416
Kilkenny County Council	3,239	3,014
Kerry County Council	3,064	1,529
Roscommon County Council	3,050	1,483
Mayo County Council	3,004	1,152
Carlow County Council	2,994	2,713
Longford County Council	2,864	3,268
Louth County Council	2,565	3,355
Monaghan County Council	2,229	2,471
Clare County Council	2,114	3,062
Cavan County Council	1,668	3,343
Leitrim County Council	1,647	1,911
Sligo County Council	1,452	2,173
Galway County Council	943	2,234
University Hospital Kerry	69	-
	171,126	170,281

Greater Dublin Area transport grant funding	2024 (€'000)	2023 (€'000)
Dublin City Council	64,387	69,996
Fingal County Council	27,095	15,750
South Dublin County Council	22,786	22,333
Dun Laoghaire Rathdown County Council	18,060	19,684
Meath County Council	15,005	18,256
Wicklow County Council	10,720	7,914
Kildare County Council	9,389	10,562
Dublin Airport Authority	1,279	-
University College Dublin	381	1,141
Dublin City University	137	7
Trinity College Dublin	128	124
Technological University Dublin	82	18
St. James Hospital	-	218
Tallaght University Hospital	-	28
	169,449	166,031

In the period, Oireachtas capital investment grants have also been utilised to fund additions to property, plant and equipment and intangible assets, primarily road passenger vehicles, as outlined in notes 16 and 17.

8. Other Grant expenditure

	2024 (€'000)	2023 (€'000)
Rural Transport Programme expenditure	26,115	20,171
Electric SPSV grant scheme	13,163	11,791
Green Schools expenditure	1,651	1,351
Smarter Travel expenditure	1,393	845
Rural Transport Programme depreciation	89	146
Smarter Travel depreciation	-	4
	42,411	34,308

Included within Rural Transport Programme expenditure is expenditure for both the Smart Demand Responsive Transport pilot programme which is funded by the Department of the Environment, Climate and Communications and the Just Transition fund (indirect expenditure funded through the DoT).

9. Other Programme expenditure

	2024 (€'000)	2023 (€'000)
Regional bike scheme expenditure	2,324	2,561
Bus shelter expenditure	229	299
Coach park expenditure	255	159
Bus Shelter digital panels depreciation	212	212
	3,020	3,231

10. Licensing expenditure

	2024 (€'000)	2023 (€'000)
SPSV compliance costs	1,578	1,406
SPSV administration costs	1,263	1,248
SPSV driver licensing costs	1,208	1,267
SPSV vehicle licensing costs	834	799
Personnel and associated overheads	588	351
SPSV licensing – communication costs	561	453
Vehicle Clamping	452	569
Bus licensing costs	41	7
	6,525	6,100

11. Employees, Seconded and Outsourced Placement Services

Personnel costs	2024 (€'000)	2023 (€'000)
Wages, salaries and staffing costs	25,431	20,978
Outsourced placement services	7,651	7,752
Recruitment and training	707	453
Public sector secondments and assignees	299	306
Board and Committee members fees and expenses	106	101
	34,194	29,590
Funded from the Administration grant Funding	33,446	29,590
Funded from Capital Investment Funding	748	-
Total	34,194	29,590

The total spend on Wages, salaries and staffing costs is €25.4m as at the 31 December 2024. A portion of these costs (€0.7m) were funded from capital funding for capital specific roles, the remainder was funded through the administration grant.

The allocation of outsourced placement services and related costs to the Authority's business units is on the basis of the business unit's direct outsourced placements. The costs above include those outsourced placements in central administrative roles including procurement, finance, HR and IT.

The Authority avails of some outsourced placements to perform and supplement business as usual activities that are considered the core work of the Authority. The Authority also utilises outsourced placements for project-based roles that would not be required permanently to ensure that there is sufficient flexibility and capacity to complete strategic projects. As at 31st December 2024, the Authority had 111 outsourced placements in positions performing business as usual activities (2023: 114) and 192 in project-based roles (2023: 140).

Public sector secondments

In 2024, €Nil (2023: €Nil) of secondees costs were charged directly to projects and €Nil (2023: €Nil) were capitalised. During the year no secondees transferred to the Authority as an employee (2023: €Nil).

Capitalised employee costs

Capitalised employee costs in the financial year amounted to €Nil (2023: €Nil).

11.1 Wages, salaries and staffing costs**a) Aggregate employee benefits**

	2024 (€'000)	2023 (€'000)
Staff short-term benefits	23,130	19,034
Employer's PRSI	2,301	1,944
	25,431	20,978

The value of the NTA Scheme retirement benefits earned in the period are not included above.

b) Staff short-term benefits

	2024 (€'000)	2023 (€'000)
Basic pay	23,071	18,962
Allowances	59	72
	23,130	19,034

c) There were no termination benefits, other long-term benefits or share based payment transactions during the year (2023: €Nil).

11.2 Employees and public sector secondees

Headcount numbers at year end, on a whole-time equivalent basis:	2024	2023
Employees	311	264
Public sector secondees	0	1
	311	265

11.3 Key management personnel

Key management personnel in the Authority consist of the Board members, the Chief Executive Officer, the Director of Finance and Corporate Services, the Director of Transport Planning and Investment, the Chief Information Officer, the Director of Public Transport Regulation, the Director of Public Transport Technology and the Director of Public Transport Services. Compensation paid to the Authority's key management personnel for the period from their date of appointment is set out below:

	2024 (€'000)	2023 (€'000)
Basic pay	1,394	1,282
Allowances	-	-
	1,394	1,282

Termination benefits, post-employment benefits, other long-term benefits and share based payment transactions during the year were €Nil (2023: €Nil). This does not include the value of retirement benefits earned in the period. The key management personnel are members of the NTA Scheme and their entitlements in that regard do not extend beyond the terms of the model public service pension scheme.

11.4 Chief Executive Officer

The Chief Executive Officer's remuneration package for the financial period was as follows:

	2024 (€'000)	2023 (€'000)
Basic pay - Ms A. Graham	277	215
Basic pay - Mr H.Creegan	7	-
Allowances	-	-
	284	215

A multi annual discrepancy accumulating to €55,033 concerning the CEO remuneration scale was identified and rectified with the approval of the DoT in 2024. Anne Graham retired as CEO on 15th December 2024 and Hugh Creegan was appointed CEO on an interim basis, on 16th December 2024.

The value of retirement benefits earned in the period is not included above. The Chief Executive Officer is a member of the NTA Scheme and their entitlements do not extend beyond the terms of the model public sector pension scheme.

11.5 Employee and public sector secondees short-term benefits breakdown

Short-term benefits in excess of €60,000 are categorised into the following bands:

Range		Number of personnel	
From	To	2024	2023
€60,000	€69,999	30	39
€70,000	€79,999	68	67
€80,000	€89,999	53	38
€90,000	€99,999	26	14
€100,000	€109,999	10	15
€110,000	€119,999	13	7
€120,000	€129,999	4	2
€130,000	€139,999	2	1
€140,000	€149,999	-	-
€150,000	€159,999	-	-
€160,000	€169,999	2	2
€170,000	€179,999	-	3
€180,000	€189,999	3	-
€190,000	€199,999	-	-
€200,000	€209,999	-	-
€210,000	€219,999	-	1
€220,000	€229,999	-	-
€230,000	€239,999	-	-
€240,000	€249,999	-	-
€250,000	€259,999	-	-
€260,000	€269,999	-	-
€270,000	€279,999	1	-

Note: For the purpose of the above disclosure, short term employee benefits in relation to services rendered during the reporting period include salary, overtime, allowances and other payments made on behalf of the employee but excludes employer's PRSI.

12. Office Accommodation costs

	2024 (€'000)	2023 (€'000)
Accommodation	6,587	4,361
Facilities management	764	275
Service Charges	501	294
Lighting and heat	199	175
Repairs, storage and relocation costs	63	56
	8,114	5,161

The lease agreement for Haymarket House included a one year rent free period. The rent payable net of this incentive has been applied throughout the life of the lease to the first break period in year 12.

13. Other Administrative costs

	2024 (€'000)	2023 (€'000)
ICT expenditure	6,919	5,258
Professional service fees	530	539
Depreciation	447	637
Insurance	364	223
Legal and litigation	336	318
Loss on disposal of fixed assets (Note 17)	286	956
Advertising and promotion	274	263
Internal audit fees	263	274
Travel, subsistence and hospitality	175	179
Telephone and internet	143	250
Printing, postage and stationery	119	121
External audit fees	92	84
Bank charges and interest	76	70
Library and subscriptions	49	58
General expenses	48	42
Meeting expenses	32	36
	10,153	9,308

14. Retirement Benefit costs

Analysis of total retirement benefit costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves are provided below:

Defined benefit pension scheme - NTA Scheme and Single Scheme	2024 (€'000)	2023 (€'000)
Current service costs	4,257	3,645
Interest on pension scheme liabilities	1,742	1,692
Plan participants' contributions	(1,819)	(1,563)
	4,180	3,774
Defined contribution scheme - RPA Scheme		
Employer contributions	50	54
	4,230	3,828

15. General description of the defined benefit schemes

NTA Scheme

This is a public service, defined benefit, final salary pension scheme with standard entitlements. In accordance with the public sector scheme regulations, the scheme provides a pension calculated at the rate of one eightieth of final salary for each year of pensionable service at the date of retirement. A gratuity or lump sum (three eightieths per year of pensionable service) and spouse's and children's pensions are also applicable.

Single Scheme

The Authority operates the Single Scheme, which is a defined benefit average salary scheme for pensionable public servants appointed on or after 1st January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure, NDP Delivery and Reform (DPENDR).

15.1 Actuarial assumptions

The valuation for FRS 102 disclosures is based on a full actuarial valuation conducted in January 2025, by a qualified independent actuary and takes into account the requirements of FRS 102 in order to assess the scheme liabilities at 31st December 2024. The principal actuarial assumptions at 31st December are as follows:

	2024 ¹	2023 ²
Discount rate	3.50% p.a.	3.15% p.a.
Expected future pensionable salary increases	3.15% p.a.	3.35% p.a.
Expected future pension increases	2.65% p.a.	2.85% p.a.
Expected state pension increases	2.15% p.a.	2.35% p.a.
Consumer Price Index increase	2.15% p.a.	2.35% p.a.

¹The rates for 2024 are used as the basis for calculating the Deferred Benefit Obligation at 31st December 2024 and current service costs and the interest on pension scheme liabilities for 2025.

²The rates for 2023 are used as the basis for calculating the Deferred Benefit Obligation at 31st December 2023 and current service costs and the interest on pension scheme liabilities for 2024

The mortality rate explicitly allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age. The table below shows the remaining life expectancy for members attaining age 65 in 2024 and 2044:

Year of attaining age 65	2024	2044
Life expectancy – male	21.7	23.0
Life expectancy – female	24.1	25.6

15.2 Movement in net retirement benefit obligation during the financial year

	2024 (€'000)	2023 (€'000)
Net retirement benefit obligation at 1st January	(55,847)	(47,513)
Current service costs	(4,257)	(3,645)
Interest costs	(1,742)	(1,692)
Pensions paid in the year	1,122	519
Remeasurement of net defined benefit obligation - actuarial gain/(loss)	4,606	(3,516)
Net retirement benefit obligation at 31st December	(56,118)	(55,847)

In 2024, the Authority incurred an actuarial profit of €4.6m (2023: loss of €3.5m) primarily due to changes in actuarial assumptions being a gain of €7.0m (2023: loss of €2.4m) and the scheme's membership being a gain of €0.4m (2023: loss of €1.1m) which is offset by a loss due to demographic experience of €2.8m (2023:€Nil).

15.3 Net deferred funding for retirement benefits

The Board recognises amounts owing from the State for the defined benefit unfunded deferred liability for pensions on the basis of the set of assumptions at note 15.1 above and a number of past events. These events include the statutory basis for the establishment of the pension scheme and the policy and practice currently in place in relation to funding public service pensions including contributions by employees and the annual estimates process. The Board has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The net deferred funding for retirement benefits recognised in the Statement of Income and Expenditure and Retained Revenue Reserves is as follows:

	2024 (€'000)	2023 (€'000)
Funding recoverable in respect of current year retirement benefit costs	5,999	5,337
State grant applied to pay retirement benefits	(1,122)	(519)
	4,877	4,818

15.4 History of defined benefit obligations

	2024 (€'000)	2023 (€'000)	2022 (€'000)	2021 (€'000)	2020 (€'000)
Defined benefit obligations	56,118	55,847	47,513	61,849	54,122
Actuarial gain/(loss) on defined benefit obligations	4,606	(3,516)	19,096	(3,920)	(7,892)
As a percentage of the scheme liabilities	8.2%	6.3%	40.2%	6.3%	14.6%

16. Intangible assets

	Intangible assets under construction (AUC) (€'000)	Transport infrastructure software (€'000)	Transport systems software (€'000)	Office equipment software (€'000)	Total (€'000)
Cost					
At 1st January 2024	1,408	618	111,067	1,291	114,384
Additions in the year	4,292	-	281	-	4,573
AUC transfers to assets	(493)	-	392	-	(101)
At 31st December 2024	5,207	618	111,740	1,291	118,856
Amortisation					
At 1st January 2024	-	244	95,564	1,115	96,923
Charge for the year	-	61	6,510	96	6,667
At 31st December 2024	-	305	102,074	1,211	103,590
Net book values					
At 31st December 2024	5,207	313	9,666	80	15,266
At 1st January 2024	1,408	374	15,503	176	17,461

Assets Under Construction (AUC) transfers to assets reflects completed assets transferred into use within the period. These assets are appropriately classified as intangible or tangible upon transfer into use.

	Intangible assets under construction (AUC) (€'000)	Transport infrastructure software (€'000)	Transport systems software (€'000)	Office equipment software (€'000)	Total (€'000)
Cost					
At 1st January 2023	2,891	707	107,489	1,291	112,378
Additions in the year	1,741	-	871	-	2,612
AUC transfers to assets	(3,224)	-	3,224	-	-
Disposals	-	(89)	(517)	-	(606)
At 31st December 2023	1,408	618	111,067	1,291	114,384
Amortisation					
At 1st January 2023	-	271	89,115	943	90,329
Charge for the year	-	62	6,966	172	7,200
Disposals	-	(89)	(517)	-	(606)
At 31st December 2023	-	244	95,564	1,115	96,923
Net book values					
At 31st December 2023	1,408	374	15,503	176	17,461
At 1st January 2023	2,891	436	18,374	348	22,049

Assets Under Construction (AUC) transfers to assets reflect completed assets transferred into use within the prior period. These assets are appropriately classified as intangible or tangible upon transfer into use.

17. Property, plant and equipment

	Tangible assets under construction (AUC) (€'000)	Road passenger vehicles (€'000)	Leasehold property improvements (€'000)	Office equipment (€'000)	Transport infrastructure (€'000)	Transport systems hardware (€'000)	Total (€'000)
Cost							
At 1st January 2024	3,299	602,734	2,337	3,068	32,716	9,406	653,560
Additions in the year	32,536	137,991	8,681	1,108	2,056	49	182,421
AUC transfers to assets	(9,432)	-	6,858	1,512	1,163	-	101
Disposals	-	(564)	(963)	(1,196)	-	(365)	(3,088)
At 31st December 2024	26,403	740,161	16,913	4,492	35,935	9,090	832,994
Depreciation							
At 1st January 2024	-	165,484	2,337	2,522	20,632	7,665	198,640
Charge for the year	-	56,190	777	721	1,670	520	59,878
Disposals	-	(280)	(963)	(1,194)	-	(365)	(2,802)
At 31st December 2024	-	221,394	2,151	2,049	22,302	7,820	255,716
Net book values							
At 31st December 2024	26,403	518,767	14,762	2,443	13,633	1,270	577,278
At 1st January 2024	3,299	437,250	-	546	12,084	1,741	454,920

AUC transfers to assets reflects completed assets transferred into use within the period. These assets are appropriately classified as intangible or tangible upon transfer into use.

During the year ended 31 December 2024, a road passenger vehicle with a carrying value of €0.3m was disposed of due to irreparable damage following a collision and was subsequently scrapped (See Note 13).

	Tangible assets under construction (AUC) (€'000)	Road passenger vehicles (€'000)	Leasehold property improvements (€'000)	Office equipment (€'000)	Transport infrastructure (€'000)	Transport systems hardware (€'000)	Total (€'000)
Cost							
At 1st January 2023	7,705	525,073	2,337	2,342	25,465	9,354	572,276
Additions in the year	2,482	78,808	-	726	375	203	82,594
AUC transfers to assets	(6,888)	-	-	-	6,876	12	-
Disposals	-	(1,147)	-	-	-	(163)	(1,310)
At 31st December 2023	3,299	602,734	2,337	3,068	32,716	9,406	653,560
Depreciation							
At 1st January 2023	-	121,354	2,214	2,219	18,958	7,232	151,977
Charge for the year	-	44,321	123	303	1,674	596	47,017
Disposals	-	(191)	-	-	-	(163)	(354)
At 31st December 2023	-	165,484	2,337	2,522	20,632	7,665	198,640
Net book values							
At 31st December 2023	3,299	437,250	-	546	12,084	1,741	454,920
At 1st January 2023	7,705	403,719	123	123	6,507	2,122	420,299

In November 2023, two double-deck hybrid buses assigned to Dublin Bus were destroyed beyond repair by fire damage. Accordingly, these assets have been removed from the register through a €1.0m disposal reflecting the net book value of the impaired road passenger vehicles (see Note 13).

18. Receivables

	2024 (€'000)	2023 (€'000)
Prepayments and accrued income	21,384	20,135
Other debtors	4,197	154
Trade debtors	1,261	980
	26,842	21,269

At December 2024 the Authority was in the process of acquiring a property upon which a bus depot will be built. The sale was at contract conclusion and as such (€3.8m) was included in Other Debtors until the contract reached finalisation post year end.

19. Payables: amounts falling due within one year

	2024 (€'000)	2023 (€'000)
Leap card scheme liabilities	57,446	49,830
Accruals and deferred income	24,003	17,094
VAT	15,939	7,422
Bus payment retention	8,912	5,746
Trade creditors	3,825	1,408
PSWT payable	3,430	3,094
PAYE/PRSI	1,319	609
Employee pension contributions and deductions	417	350
Deferred rental expenditure	360	44
RCT	98	-
Onerous lease liability	-	41
	115,749	85,638

Leap card scheme liabilities

Leap card scheme liabilities represent card deposits and unutilised travel credit on cardholder accounts.

20. Payables: amounts falling due after more than one year

	2024 (€'000)	2023 (€'000)
Bus payments retention	3,248	1,968
Deferred rental expenditure	3,476	1,395
	6,724	3,363

21. Capital account

	2024 (€'000)	2023 (€'000)
Balance at 1st January	463,608	436,007
Transfer to/(from) Statement of Income and Expenditure:		
Income allocated for capital purposes	183,134	80,646
Amortisation adjustment for fixed assets not funded through grants	212	212
Amortisation in line with depreciation of tangible assets	(57,076)	(46,664)
Amortisation in line with amortisation of intangible assets	(6,667)	(6,593)
Movement in year	119,603	27,601
Balance at 31st December	583,211	463,608

There is a timing difference between 'income allocated for capital purposes and the recognition of the asset additions in notes 16 and 17. This timing difference arises due to amounts retained by the Authority on the purchase of certain buses. The full cost of the buses inclusive of retentions is capitalised on purchase. The retentions are billed to the Authority subject to the completion of certain terms and conditions in subsequent periods. Income is allocated for capital purposes as the amounts are billed.

22. Taxation

All relevant taxes are paid as they fall due. The Authority complies with any guidance received from Government Departments.

23. Operating leases

The Authority operates as a lessee and lessor as outlined below.

The Office of Public Works ("OPW") provided office accommodation to the Authority in Dun Scéine, Harcourt Lane, Dublin 2. There was no formal lease in place. The Authority paid €1m in 2024 in respect of this office accommodation. NTA staff have all vacated this building by the end of 2024.

23.1 Operating leases - rental obligations

The Authority entered into an agreement on 1st September 2023 to lease office accommodation at The Haymarket, Smithfield Square, Smithfield, Dublin 7. The lease period expires in September 2043 and lease charges are €4,708,375 per annum. The lease provides for a 12-month rent free period from the commencement date. In accordance with FRS 102 the implicit gain arising from this rent-free period has been spread on a straight-line basis over the life of the lease to the first break period in year 12. NTA staff had all moved to Haymarket by end of 2024.

The Authority leases office accommodation at 72 Charlemont Street, Dublin 2. The lease period expires in July 2025 and the 7-month lease charge is €51,048 for 2025.

Iarnród Éireann provides office accommodation to the Authority at 1 Horgan's Quay, Waterfront Square, Cork. The agreement was renewed to expire 31st October 2027 and annual lease charges are €269,813 per annum.

The Authority has an agreement for the lease of a site in Jamestown Road, Finglas, Dublin 11. The site is being used as a temporary bus depot. The lease period expires in November 2028 and annual lease charges are €350,000 per annum.

The Authority entered into an agreement in 2021 for the development and lease of sites at Liffey Valley, Dublin 22. This agreement facilitated the funding by the Authority of the construction of a Bus Plaza, Driver Hut and Bus Lay-bys on these lands. On completion of this work in February 2023, five leases for the associated lands with a €1 each per annum nominal rent came into effect. These leases have a term of 999 years with a break clause after 15 years that can be exercised by either party and at agreed intervals thereafter by both parties.

Commercial property

The commercial property (The Haymarket, Smithfield Square) lease has a lease term of 20 years to September 2043 and provides for periodic revision of the rental charge according to prevailing market conditions. There are options for early termination of the lease in year 12 and 15 of the rental agreement provided certain conditions are met.

The commercial property (72 Charlemont Street) lease has a lease term of nine years to July 2025 and provides for periodic upward revision of the rental charge according to prevailing market conditions. There are no options for early termination of the lease.

The property (1 Horgan's Quay, Waterfront Square, Cork) agreement has a commitment term to 31st October 2027.

The site (a site in Jamestown Road, Finglas, Dublin 11) lease has a commitment term to 1st November 2028.

The commercial property (Liffey Valley, Dublin 22) lease has a term of 999 years with a break clause after 15 years that can be exercised by either party and at agreed intervals thereafter by both parties.

Future minimum rentals payable under non-cancellable operating leases as at 31st December 2024 are as follows:

	2024 (€'000)	2023 (€'000)
Within one year	5,355	6,363
After one year but not more than five years	20,253	14,746
More than five years	64,408	73,997
	90,016	95,106

23.2 Exiting leases

The Authority leased office accommodation at Floor 1, No. 5, Harcourt Centre, Dublin 2. The lease period expired in October 2024 and annual lease charges were €397,050 per annum.

The Authority leased office accommodation at Floor 4, No. 5, Harcourt Centre, Dublin 2. The lease period expires in January 2029 and annual lease charges are €259,419 per annum. The Authority had the right to terminate this lease on 26th October 2024 (break date) provided certain conditions were met. The Authority met these conditions and gave

notice in 2023. In line with the move to Haymarket the Authority exited these buildings on the break date.

The Authority also had an agreement to rent office accommodation at Charlemont Exchange with an annual rent of €708,480 with a commitment term to 30st September 2024.

The Authority had commitments in respect of a lease, entered into by the Commission for Taxi Regulation (“CTR”), on office accommodation at 35 Fitzwilliam Square. In 2004 a third party assigned a lease to the CTR. The 35-year term of the lease expired on 25th April 2024.

24. Capital commitments

The authority had capital commitments for road passenger vehicles of €34.1m on 31st December 2024 (2023: €161.5m).

25. Other commitments

Capital grant - contractual commitments

The Authority has commitments with Local Authorities and delivery agencies to provide them with funding for various projects. At 31st December 2024, an amount of €660.9m (2023: €678.4m) is yet to be drawn down on approved projects as follows:

	2024 (€'000)	2023 (€'000)
Iarnród Éireann	260,286	444,967
Sustainable transport management & Active Travel Programme	189,673	194,201
Transport Infrastructure Ireland	134,060	7,056
Bus Connects Dublin	39,164	16,752
Bus Connects Cork	18,124	-
Accessibility	6,551	4,043
Dublin Bus	5,358	5,577
Transport Technology Capital	4,756	2,245
Bus Éireann	2,970	3,580
	660,942	678,421

Project	Cumulative expenditure to 31/12/2023 (previous years) (€'000)	Expenditure in 2024 (current year) (€'000)	Committed: subsequent years* (€'000)
National Transport Authority			
Bus Connects Infrastructure Dublin ^a	173,281	66,397	39,164
Bus Connects Infrastructure Cork ^b	11,574	20,098	18,124
Iarnród Éireann			
National Train Control Centre and Third-Party Control Centres ^c	116,447	16,027	15,195
Purchase of 41 Intermediate Class 2200 Intercity Railcars ^d	137,087	2,350	13,284
Dart+ Programme ^e	359,627	64,456	56,355
Coastal Infrastructure Protection Programme ^f	5,017	2,277	10,148
Galway Ceannt Station ^g	4,568	9,731	27,999
Cork Area Commuter Rail ^h	29,654	69,950	116,065
Transport Infrastructure Ireland			
MetroLink ⁱ	152,722	62,977	116,953
Dublin City Council			
Royal Canal Greenway (Phase 3) ^j	12,357	12,718	11,000
Waterford County Council			
Waterford and Environs Urban Regeneration - North Quays ^k	33,936	18,872	10,700
Total in relation to projects where expenditure > €10m			434,987
Contractual commitments in relation to other projects < €10m			225,955
Total contractual commitments			660,942

*There may be further future committed expenditure on these projects pending additional stage gate reviews for projects including governmental approval of final business cases.

a. The Bus Connects Dublin total spend as at 31st December 2023 was €173.3m (which was made up of Core Bus Corridors €124.3m, Network Redesign €23.8m, Next Generation Ticketing €8.7m, Depots €5.4m, and other €11.1m). Expenditure during 2024 was €66.4m, giving total expenditure to date of €239.7m. Total commitments as at 31st December 2024 is €39.2m, which primarily relates to construction commencing on the Harristown and Jamestown Depots, as well as commitments on the Ballymount Depot. Additionally, the Core Bus Corridors have progressed beyond Phase 5 (Detailed Design and Procurement), and contracts have been awarded to a number of suppliers for Engineering Design and Utility works, along with Client Partner costs.

b. The BusConnects Cork Sustainable Transport Corridors total expenditure including commitments is €49.8m as at 31 December 2024 as work on the project continues to progress from detailed design to planning application.

c. The National Train Control Centre (NTCC) and Third-Party Control Centre's total expenditure including commitments has increased by €9.5m compared to 2023. This is due to additional expenditures incurred in 2024 on equipment, materials and project management resources.

It should be noted that within the transport sector the role of approving authority for public transport projects at the individual project level is performed by the National Transport Authority. The delivery of the NTCC project is the responsibility of Iarnród Éireann (IÉ) as the designated sponsoring agency.

In July 2019, the NTA approved the NTCC project with a budget amounting to €148 million. The NTCC will be the centre for the management and regulation of train movements on IÉ's rail network. The project includes the development of a new train management system, construction of a new train control centre at Heuston Station and refurbishment of the existing central traffic control centre at Connolly Station. At 31 December 2024, €132.5 million had been spent on the project as disclosed above.

The NTCC building was completed in 2022 and the signalling, electrical and telecommunications enabling works are progressing on time and budget. In 2023 and 2024, the project experienced delays in relation to the development of the train management system component of the overall project. In 2024, in order to address the delays IÉ has developed and agreed a revised delivery strategy and associated contractual changes to the software development element of the project. As a result, while the remaining element of the project is planned to be delivered on a phased basis, the final phase is forecasted to be delayed by two years to May 2028. Based on the revised programme and contractual arrangements alongside a significantly increased level of IÉ resourcing to support the completion of this project, the estimated outturn cost would increase from €148 million up to potentially €189 million, equating to a 28% increase. The NTA notes that additional funding would be required to support the completion of the project.

d. The Purchase of 41 Intermediate Class 2200 Intercity Railcars (ICRs) project total expenditure including commitments has increased by €2.2m compared to 2023 due to the delivery of all carriages, which have successfully entered passenger service in 2024.

e. The DART+ Programme total expenditure including commitments decreased by €108.6m compared to 2023. This is primarily due to Fleet Contractor payments being overstated in the 2023 report, due to previous downpayments not being deducted from the remaining contractual commitments. This issue was isolated to just the forecasted contractual commitments and does not have an impact on the overall project, which remains within its budget.

f. The Coastal Infrastructure Protection programme total expenditure including commitments remains relatively consistent year on year at €17.4m in 2024 compared to €17.1m 2023.

g. The Galway Ceannt Station expenditure including commitments has increased to €42.3m in 2024 from €39.5m in 2023 as construction continues the redevelopment of the station. This excludes URDF funding, which is also being utilised for this project.

h. The Cork Area Commuter Rail expenditure including commitments has increased to €215.7m as at 31 December 2024, compared to €126.3m in 2023. This increase is due to the commencement of construction of Signalling and Telecoms Upgrade (Work Package 2), and Glounthane to Middleton double tracking (Work Package 3).

i. MetroLink expenditure including commitments are €332.7m as at 31st December 2024, due to extensive Design, Legal, Consulting and Marketing costs, as well as costs associated with the Railway Order, An Bord Pleanála Oral Hearing, Client Partner and numerous public consultations.

j. Royal Canal expenditure including commitments are €36.1m as at 31st December 2024, due to design and construction costs.

k. Waterford and Environs Urban Regeneration - North Quays expenditure including commitments are €63.5m as at 31st December 2024, due to design and construction costs.

26. Contingent liabilities

The Authority is involved in a small number of legal cases, the outcomes of which are uncertain. Potential future costs in relation to these cases have not been provided for due to this uncertainty.

27. Projects administered on behalf of other bodies

The Authority administers on behalf of DoT, the Department's funding of accessibility projects, sustainable transport investment in regional cities, the Green Schools Programme, the Smarter Travel programme, eSPSV programme and Rural Transport Programme.

28. Major Capital Projects

A commitment to expenditure on major capital programmes applies from Approval Gate 3 (Final Business Case) at which point budgets and cost estimates are finalised. As of 31st December 2024, there were no major capital projects/ programmes (defined as having an expected outturn cost of greater or equal to €200m) which are at or past Approval Gate 3 (Final Business Case) of the Infrastructure Guidelines, where the expected final outturn cost of the project (i.e. the reported cost) has varied by more than €5 million compared with the previous year.

29. Related party disclosures

Please refer to note 11.3 for a breakdown of the remuneration and benefits paid to key management.

The Board of the Authority adopted procedures in accordance with guidelines issued under the Code of Practice for the Governance of State Bodies in relation to the disclosure of interests by Board members and these procedures have been adhered to in the year. There were no transactions in the year in relation to the Board's activities in which the Board Members had any beneficial interest.

30. Subsequent Events

There have been no significant events since the year end that would result in adjustment to the financial statements.

31. Approval of financial statements

The financial statements were approved on behalf of the Authority on 27 June 2025.