



NTA proposal to directly award a Public Bus Services Contract to Bus Éireann in 2024

Consultation Paper

October 2023

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1. Introduction

Overview

The National Transport Authority (the “Authority”) is proposing to enter into another direct award contract with Bus Éireann in 2024 for the provision of bus services in Ireland outside the Dublin metropolitan area.

This paper sets out, for the purposes of consultation, the rationale for the Authority’s proposal in relation to the direct award to Bus Éireann of a new contract to operate Public Service Obligation bus services outside the Dublin area from December 2024. A direct award contract is one awarded to an operator without competitive tendering, as permissible under national and European Union legislation.

The paper should be read in conjunction with the following paper, which is also publicly available during the consultation period:

- Operation of the Direct Award Contract between Bus Éireann and the National Transport Authority

Background

The provision of a good quality frequent bus service, properly integrated with other forms of public transport, is of vital importance to the economic growth and social well-being of Ireland. Buses provide access to workplaces, commercial and retail centres, and are particularly important to those without access to a car. Buses have an important social function in linking communities to each other and to the services they require. Finally, a good quality bus service should encourage more people to travel by bus in preference to the car, reducing the environmental impact associated with car travel.

To address the fact that certain bus services may be socially economically or environmentally necessary but not commercially viable the state is allowed under European and national law to subsidise contracts which require operators to deliver, what are called, Public Service Obligations (PSO) services.

The majority (approximately 85%) of Public Service Obligation bus services outside the Dublin city region are provided by Bus Éireann under a direct award contract with the National Transport Authority. Other PSO services, including those in Kilkenny and Carlow towns, Waterford city, Dublin-Kildare and Drogheda-Dublin-Wicklow commuter corridors are provided via competitively tendered contracts. Bus Éireann has successfully competed in the tender competitions for Waterford City, Carlow town and Drogheda-Dublin-Wicklow service provision.

The current direct award contract with Bus Éireann expires on 30th November 2024. The Authority must now consider how to provide public bus passenger services outside Dublin following the expiry of the current contract. The options to be considered are whether to award another direct award contract to Bus Éireann or to competitively tender all of the Bus Éireann public bus services or pursue a combination of tendering some services and a direct award contract for remaining services. The durations for the direct award contracts are fixed in existing legislation as 5 years whereas any new tendered contracts durations are considered in accordance with public procurement legislation and guidance.

This report examines options and highlights the key issues involved in reaching a decision on a recommended proposal for the bus market outside Dublin.

This report concludes with a proposal to continue to directly award a contract to Bus Éireann for the operation of a substantial proportion of the Public Service Obligation bus services outside Dublin from December 2024, similar in size to their current contract.

Legislative background

In 2007 **EC Regulation 1370/2007 – on public passenger transport services by rail and by road** was adopted. The Regulation creates a framework regulating how Member States award exclusive rights and pay compensation for transport services which include Public Service Obligations (PSO).

The purpose of the Regulation is to ensure transparency in the award of subvention for public transport services by requiring all PSO transport services to be subject to contracts.

In preparation for EC Regulation 1370/2007 Ireland progressed legislation in two stages, the first involving the enactment of the **Dublin Transport Authority Act 2008 (DTA Act)** and the second involving the **Public Transport Regulation Act 2009 (PTR Act)**.

The result of the enactment of these two Acts was the establishment of the National Transport Authority one of whose principal functions is to “... *secure the provision of public passenger transport services*” (section 11(1)(e)(i) of the Act of 2008) by means of entering into public transport services contracts (section 48). In relation to the provision of public bus services, the Act stipulates (section 52) that the Authority has to do so either by means of directly awarded contracts or following a competitive tendering procedure. However, in relation to the services then being operated by Dublin Bus and Bus Éireann, the Act put an obligation on the Authority that directly awarded contracts with the two companies should be for a period of 5 years (section 52).

Three PSO contracts were directly awarded by the National Transport Authority in December 2009 for the operation of public transport services requiring subsidy; to Dublin Bus for the operation of bus services within the Dublin metropolitan area, to Bus Éireann for the operation of bus services elsewhere within the State and to Iarnród Éireann for the operation of rail services nationally. In the case of Dublin Bus and Bus Éireann, the companies identified certain services which they operated on a commercial basis, and these services remained outside the PSO contracts.

The 2009 PSO contract between Bus Éireann and the Authority was for a period of five years.

The Dublin Transport Authority Act (as amended) requires that where the Authority proposes to enter into subsequent direct award contracts, it may only do so “where it is satisfied that the continued adequacy of the public bus services to which the contract relates can only be guaranteed in the general economic interest by entering into such direct award contracts.”

Following a review of the operation of the 2009-2014 contract, market consultation and statutory consultation with the incumbent operator and other stakeholders including users of the bus services, the Authority decided to directly award the contract for PSO routes outside the Dublin metropolitan area to Bus Éireann for a further five year period from December 2014 up to December 2019, with the proviso that during the contract period a number of routes in the Dublin- Kildare commuter area and Waterford city would be removed from the direct award contract and put out to competitive tender.

These tender competitions concluded in 2018. The contract to operate the Dublin - Kildare commuter routes was awarded to Go-Ahead Ireland, and the contract to operate Waterford City services was awarded to Bus Éireann. The routes transferred from Bus Éireann direct award contract on a phased basis during 2019.

Following a review of the operation of the 2014-2019 contract, market consultation and statutory consultation with the incumbent operator and other stakeholders including users of the bus services, the Authority again decided to directly award the contract for PSO routes outside the Dublin metropolitan area to Bus Éireann for a further five year period, with the exception of Waterford City and Commuter services on the Kildare – Dublin corridor which had been competitively tendered in the 2014-2019 contract period.

The 2019-2024 direct award contract included a proviso that commuter bus services between Dublin and east coast commuter towns (in particular routes 101, 101x and 133) would be removed from the direct award contract on conclusion of a tender competition to be held during the lifetime of the direct award contract. The tender competition took place in 2021 and 2022 and the contract was subsequently awarded to Bus Éireann, who began operation of the east coast commuter routes under the tendered contract in May 2023.

In advance of December 2024, the Authority must again decide whether or not to directly award some, or all, of the residual bus network in the Bus Éireann contract to Bus Éireann for a further period of five years.

Regulation 1370 also places an obligation on the Authority to ensure that “... *at least one year before the launch of the invitation to tender procedure or one year before the direct award*” that a notice is placed in the Official Journal describing the type of award envisaged and the services and areas potentially covered by the award (Article 7(2)).

Where the Authority proposes to enter into a new direct award contract, section 52(6) of the 2008 Act states that “...*it shall invite and consider submissions from the holder of the direct award contract in question and from any other interested parties, including users of the public bus passenger services that are the subject of the contract.*”

Objectives

The objectives of the Authority in entering into any public bus services contract are to:

- i. Ensure the provision of high quality and accessible bus services at best value for money to the Exchequer;
- ii. Enable strong monitoring of, and enforcement of compliance by, the contracted operators with the terms of their contracts;
- iii. Improve the customer experience of public transport;

- iv. Ensure public transport integration is not compromised; and
- v. Be compliant with the Dublin Transport Authority Act 2008, the Public Transport Regulation Act 2009, EC Regulation 1370/2007 and EU procurement requirements.

2. Consideration

2.1 Assessment Stages

An assessment of the Authority's options in relation to the procuring of bus services under public bus service contracts in 2024 has been undertaken.

The assessment stages have been:

- Identification of the key requirements of any future bus services contract
- Examination of how best to ensure continued public transport integration;
- Examination of strategic options for contracting bus services in the context of significant bus network changes currently being implemented in regional cities, and rural areas as part of the Bus Connects and Connecting Ireland programmes;
- Consideration of any potential impacts in relation to the incumbent operators and market entrants;
- Review of legal issues;
- Review of impact of contracting strategy on wider bus developments in the region;
- Review of customer satisfaction levels;
- Review of operation of the current direct award contract, and
- Development of proposals in relation to the scope of tendered and/or direct awarded contracts in December 2024.

2.2 Summary of operational and financial performance

The Authority has reviewed the operation of the current contract covering the period from award in December 2019 up to end of 2022. In that period, the Authority phased in higher standards of operator performance in relation to reliability, punctuality and customer service quality.

PSO contract performance over the period 2020 to end of 2022 is set in more detail in Section 3 of the report "Operation of the Direct Award Contract between Bus Éireann and the National Transport Authority."

Overall, Bus Éireann achieved a generally good level of compliance with the required reliability and punctuality performance obligations over the period 2020 to 2021 and rose well to the challenges associated with COVID-19.

During 2022 performance has been variable. Driver availability issues, which affected peer operators, in general did not impact on Bus Éireann to the same extent, in terms of the number of scheduled services that did not operate. Throughout 2022, punctuality of services has been an ongoing issue in the Dublin commuter area, Cork and Limerick cities and on rural services. Schedule changes to reflect changing operating conditions did not always have the desired effect in terms of improving service punctuality for lower frequency services, or regularity (even spacing of buses to avoid longer wait times) for higher frequency services.

Over the period as services were enhanced and the rollout of the Connecting Ireland programme commenced, scheduled vehicle kilometres operated increased by 9.3%. The cost of operating the services rose by €15.2m or 9.9%. The cost per kilometre operated increased only marginally.

Year	Total Operated Vehicle Km [Millions]	Cost of Operations [Million]	Cost/km
2020	43.2	153.0	3.54
2021	46.6	158.4	3.40
2022	47.2	168.2	3.56

2.3 Review of performance and comparison to tendered Services

Following tender competitions for provision of services in 2017/2018, the Authority undertook an assessment of the Value for Money of the tender competitions.

This work has been supplemented by a review of the cost of the current direct award contract undertaken by KPMG on behalf of the Authority earlier this year and comparison to costs of services in the competitively tendered contracts. The Authority has also reviewed the quality of the services (punctuality, reliability and customer service quality) in comparison to services in the competitively tendered contract. The outcome of these reviews have informed recommendations in relation to a further direct award contract to Bus Éireann.

There are a number of issues that would need to be taken into account if further tendering is to be considered. These are:

- a) Whether, or to what extent, has there been cost savings to the Authority through the tendering process
- b) How the quality of the service provided through competitive tendering compares to that provided through the direct award contract with Bus Éireann
- c) Lack of access to existing bus depots in CIÉ ownership

2.4 Costs

Although cost differences between direct award and tendered contracts outside Dublin are not as significant as in Dublin, analysis shows the cost per kilometre operated is marginally lower for tendered city and stage carriage services outside of Dublin than in the case of the Bus Éireann direct award contract.

There are a number of activities that Bus Éireann carry out that are not required of its competitors e.g. the travel assistance scheme, and maintenance of bus stops and timetable information, but these costs are relatively minor compared to the total cost of service provision by Bus Éireann.

A significant part of the cost of the Bus Éireann services is the overhead from CIÉ, which may not reduce if there was a reduction in the size of the direct award contract. CIÉ costs would likely be reallocated to a smaller number of PSO services across the direct award contracts. Similarly there are other fixed costs e.g. bus depot costs which would remain at similar levels whether the direct award contract reduced in size or not. However given the plans to expand

services outside Dublin as part of the Bus Connects and Connecting Ireland programmes early in the lifetime of any new contract, and to cater for passenger growth, existing depot space is likely to continue be required for PSO bus services outside Dublin. In fact, depot space needs to grow to meet the demands of both programmes.

The Authority would require additional staff resources to manage the tendered contracts if it was decided to increase the number of separate contracts. Bundling of routes into single contracts will be considered to reduce this requirement.

On balance the Authority believes there may be some additional cost savings to be gained from further competition outside Dublin. However there are wider considerations to be considered.

2.5 Reliability and Punctuality

Previous customer research by the Authority indicates reliability and punctuality are viewed as key factors in the provision of a good quality of service.

During the pandemic, Bus Éireann, in common with other PSO operators maintained a reliable service that met contractual standards throughout the pandemic period. In the aftermath of the pandemic, from mid-2022 onwards, there was a decline in service reliability in part due to driver availability. The issue was most pronounced in the cities of Cork and Limerick, and in Sligo Town,

Punctuality performance for less frequent services was variable during the COVID period up to early 2022, although it was particularly noticeable that Galway city punctuality held up well during this period. Punctuality in Cork and Limerick cities and on several Dublin Commuter and stage carriage services has been consistently below contractual standards. Although changes to timetables have been introduced on several occasions, these haven't always been successful in improving performance.

When comparing the average punctuality of services in the direct award contract with tendered services outside Dublin, the punctuality of tendered services is noticeably better.

The regularity of headway of frequent services (as measured by excess passenger wait time) generally met contractual standards until early 2022. Since then, standards were tightened and excess wait time worsened, in part due to non-operation of a significant percentage of frequent services.

It is recognised by the Authority that road traffic congestion has a significant impact on punctuality and reliability of services which impacts all bus operators where bus priority measures are not in place. It is a requirement of the direct award contract that BÉ manages and regularly reviews running times and schedules in order to achieve the contractual standards. The Authority would like to achieve a quicker response by operators to changing road conditions and demand, recognising the Authority's approval is also required.

The Authority believes that there are likely to be additional customer benefits in terms of improved reliability and punctuality of services to be gained from further competition for the provision of bus services outside Dublin.

2.6 Customer Satisfaction and mystery passenger surveys

The Authority carries out customer satisfaction surveys which measure satisfaction levels across all subsidised public transport operators and identifies issues that impact on customer satisfaction.

In the 2022 Customer Satisfaction Survey of bus service users, Bus Éireann (including services not part of the direct award contract) achieved a high level of satisfaction with an overall satisfaction rate (very satisfied plus fairly satisfied) of 82%. When asked about the most recent trip, the satisfaction level rose to 89%.

Bus Éireann performed generally well against customer service quality indicators, based on the results of NTA commissioned mystery passenger surveys, although there were significant issues with activation of centre doors on urban buses, and with activation of on-board next stop announcements and displays, and some issues with driving style.

2.7 Integration

Customers strongly advocate better integration including expansion of the real time and Leap card initiatives. Integration of modes through better network planning and timetable connections was another other strong theme.

The early experience of tendering demonstrated that significant effort is required to maintain the integration of services in a multi-operator environment. It also highlighted an opportunity for the Authority to consolidate purchase of AVL and ticketing systems that enable real time and fares and ticketing integration across all operators including Dublin Bus, Bus Éireann and Go-Ahead Ireland. The Authority is currently engaging in procurement competitions for the provision of multi-operator AVL and ticketing systems to replace life-expired operator-specific

systems. These will be introduced over time on all Authority procured services, whether directly awarded or competitively tendered, enabling full integration across all PSO services in a cost effective manner. A multi-operator environment will be supported more efficiently and effectively, and the cost and effort of adding another operator to the environment will be mitigated following the implementation of these new systems.

2.8 Bus Connects, Connecting Ireland and the direct award contract

A major reorganisation of the bus networks outside Dublin is underway as part of the “Bus Connects” and “Connecting Ireland” programmes. The proposed networks will not be fully implemented in advance of the date by which the Authority will award the 2024 contract. Any new contract will therefore need to allow the Authority to negotiate changes after award of the contract to take account of the revised bus routes and services that remain to be implemented.

The scale of the changes to bus services in the Bus Connects network, including the introduction of entirely new bus routes in some areas, will mean significant increases in vehicle kilometres operated over and above that currently operated by PSO bus services outside the Dublin area. The Authority has now implemented BusConnects network changes through directly awarded and competitively tendered contracts.

Given the unavailability of sufficient alternative depot facilities, it is important for the timely delivery of the Bus Connects regional cities and Connecting Ireland networks, that use of existing bus depots and associated facilities in the ownership and control of Bus Éireann/CIÉ is maintained until alternatives become available. The Authority is pursuing the acquisition of further depot space that can be made available for competitions in the future.

Besides the conclusions above in relation to operational performance, the Authority has assessed that given the delays in the roll-out of the Connecting Ireland network that have been experienced due to driver shortages, it would be prudent to offer an opportunity to the wider market to provide the additional resources required for its full delivery.

Therefore the Authority proposes that any new direct award contract from December 2024 onwards would see Bus Éireann operate broadly the same overall scale of bus network outside Dublin (which may be measured in terms of in-service kilometres operated) as the current direct award contract (as of mid-2023).

For these reasons, the Authority proposes to competitively tender the balance of the PSO bus network outside Dublin in advance of, or during, the lifetime of the new direct award contract.

During the lifetime of the new direct award contract, the Authority will continue to work with Bus Éireann to amend or revise routes and service levels to agree with those in the Bus Connects and Connecting Ireland networks. This will require the Authority to negotiate a series of contract service variations with Bus Éireann.

In negotiating these contractual variations the Authority will need to be cognisant of two aspects in particular (1) the variation price Bus Éireann proposes to charge for the change, and whether the required variation can be implemented by Bus Éireann in a manner that provides good value for money to the Authority, (2) the ability of Bus Éireann to commit to the performance requirements for the service, including reliability, punctuality, regularity and customer service quality, and (3) the timescale for implementation of the variation, and whether it can be delivered by Bus Éireann in a manner that fits in with the overall Bus Connects network implementation programme.

If in the opinion of the Authority either route or service level variation costs or implementation timescales proposed by Bus Éireann appear to be excessive, the Authority reserves the right to competitively tender the services in question, in order to expedite the delivery of the Bus Connects or Connecting Ireland networks in a timely and cost effective manner.

The Authority considers that there is financial risk to it in any negotiation, post contract award, with a bus operator over the cost of service variations of the scale contemplated by Bus Connects or Connecting Ireland. It notes that to date that changes have been negotiated in a manner that did not, in the opinion of the Authority, result in undue cost increases in either the Bus Éireann direct award contract or in competitively tendered contracts.

Significant changes to road infrastructure on radial bus corridors are also planned as part of the “Bus Connects” project and are likely to be implemented in Cork and other regional cities from 2025 onwards. While these changes should improve run times on many routes in the medium term, they are also likely to result in significant disruption to bus journey times in terms of reliability and punctuality whilst the infrastructure upgrades are being constructed

The Authority considers that there is a financial risk to it in any post contract award negotiation with a bus operator on additional payments to cover operational costs of revised bus schedules required to maintain contractual performance standards during the construction stage of bus priority infrastructure. These risks exist regardless of whether a contract is directly awarded or competitively tendered.

2.9 General Economic Interest

Section 52(6)(c)(ii) of the Dublin Transport Authority Act 2008 requires that the Authority must be “*satisfied*” that the continued adequacy of the public bus passenger services can “*only be guaranteed*” in the general economic interest by entering into a subsequent direct award contract.

The key advantages associated with competitive tendering of public transport services arise from the effects of competitive pressures and market discipline. By putting a service out to tender, market forces are brought to bear to reveal the most economically efficient provider, thereby leading to lower costs. An enhanced level of customer service quality can also feature as an element of the contract award criteria. Additionally, the presence of a number of operators in a market allows for benchmarking of performance.

Experience from Dublin Metropolitan, Commuter and Waterford city tendered services, and from a range of cities and countries internationally supports the contention that competitive tendering of public bus services yields benefits. The results regarding an initial move to competitive tendering are encouraging, although with a cautionary finding that second and subsequent awards, while still offering cost benefits, can lead to increased unit costs from the first tender. While some of the observed increases can be attributed to developments which would be evident in the scenario without tendering (such as fuel and other cost increases) at least some of the increases represent an erosion of the initial gains through market evolutions such as authorities becoming more specific in their requirements and bidders becoming more experienced. However, the clear finding of the literature, and from the Authority’s experience to date, is that enhanced value for money is available through a move to competitive tendering.

A further benefit put forward for moving to competitive tendering relates to the potential for enhanced customer service levels. There is evidence of service improvements in this regard.

In 2022, 38.9 million passenger journeys were made on the bus network outside Dublin, including 34.3m on routes in the current Bus Éireann direct award contract. This is obviously a major market, and the strategic importance of the functioning of that market to regional and national economic performance has been to the forefront of the Authority’s consideration. The costs and risks arising from an ill-considered competition are substantial. Consequently, care must be taken in progressing even if the changes are well proven in other jurisdictions.

The Authority considers it is in the public interest to leave Bus Éireann with a scale of operation which remains efficient for the company’s resources and overheads, and which ensures the

continued availability of Bus Éireann/CIÉ owned bus depots and associated facilities, where required by the Authority to maintain the bus network outside Dublin.

Effectively this results in Bus Éireann retaining the broadly the same kilometres of service that they currently operate under the direct award contract outside Dublin, with any growth in service kilometres through BusConnects regional cities or Connecting Ireland being competitively tendered over the period of the next direct award contract. This will result in approximately 65% -70% of the market being operated in a direct award contract and 30% - 35% competitively tendered once the full BusConnects network of services is in place.

3. Proposal for this Public Consultation

3.1 Conclusions for Public Consideration

The Authority considers that the general economic interest would be best served in the coming 5 years by Bus Éireann retaining broadly the same proportion of services as they have as of mid-2023.

3.2 Specific Proposals for consultation

The Authority is obliged to carry out a statutory consultation exercise at a time when it has determined the proposed nature and extent of another proposed direct award contract.

This paper has set out, for the purposes of consultation, the background to the Authority's proposal in relation to the direct award to Bus Éireann of a new contract to operate Public Service Obligation bus services outside the Dublin area from December 2024, and the rationale behind this proposal. This paper is supported by other documents which can be read when considering the proposals.

The Authority proposes the following:

A new contract for the operation of services outside the Dublin area will be directly awarded to Bus Éireann on 1st December 2024

Bus Éireann will retain broadly the same level of services in the contract as they have as of mid-2023.

The duration of the direct award contract will be for a period of five years until 30th November 2029.

3.3 Making a Submission

The Authority invites written submissions or observations on the above proposals for the Bus Éireann direct award contract.

Written submissions and observations may be made online at:

www.nationaltransport.ie/public-consultations/

or by post to:

2024 Bus Contracts,
National Transport Authority,
Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin D02 WT20.

All submissions must include the full name and address of the person making the submission and where relevant the name of the body or organisation represented.

All submissions and observations received within the timeframe set out will be taken into consideration.

The closing date for all submissions is Friday 27th October 2023 at 4.00pm.

Appendix 1: Services in current direct award contract

Note certain routes listed below will change in the 2024 direct award contract, depending on pace of rollout of Bus Connects and Connecting Ireland network up to December 2024.

Regional city services

Location	Route No. - Description
Cork City	201 CUH - CIT - Wilton Road - Hollyhill - Farranree - Blackpool - Ballyvolane - Lotabeg 202 Apple Campus - Hollyhill - City Centre - Mahon 203 Lehenaghmore - City Centre - Farranree 205 Cork Institute of Technology - St Patrick Street - Kent Station 206 Grange - South Mall 207 Donnybrook - Douglas - Ballyvolane - Glenheights 207A Glenthorn - Merchant's Quay via Blackpool and Glen Avenue 208 Lotabeg - City Centre - Bishopstown/Curraheen 209 St Patrick Street - Audley Place - Montenotte - Lotamore 209A St. Patrick Street - Friars Walk - Connolly Rd - Pouladuff - Ballyphehane 214 St Patrick Street - rk University Hospital 215 Cloghroe - Blarney - City Centre - Ballinlough - Mahon Point 215A City Centre - Boreenmanna Rd - Mahon Point 216 Mount Oval to Cork University Hospital 219 Mahon - Douglas - Ballyphehane - Togher - Bishopstown (Southern Orbital) 220 Ovens - Ballincollig - Cork City Centre - Maryborough - Carrigaline 220X Ovens - Ballincollig - City Centre - South Link - Carrigaline - Crosshaven - Fountainstown 221 Cork City - Tivoli - Glamire - Riverstown - Hazelwood - Knockraha 223 Cork - Monkstown - Ringaskidy - Haulbowline 226 Cork Railway Station - Cork City Bus Station - Cork Airport - Kinsale 226A Cork Railway Station - Cork City Bus Station - Airport Business Park - Cork Airport 226X Kinsale -City-MTU (College Terms)
Limerick City	301 Fr Russell Rd – Regional Hospital – City Centre – Westbury 302 City Centre - LIT – Caherdavin 303 O'Malley Park - City Centre – Pineview 304 University - City Centre - Regional Hospital – Ballycummin 304A Raheen – Station – University – Monaleen 304X Raheen to Limerick Bus Station 305 St. Mary's Park - City Centre - Lynwood Park 306 Ballynanty - City Centre - Edward St
Galway City	401 Salthill-Eyre Square-Parkmore (valid from 16.09.2018) 402 Seacrest – Eyre Square – Merlin Park (valid from 16.09.2018) 404 Newcastle - Eyre Square - Oranmore 405 Ragoon - Eyre Square - Ballybane 407 Eyre Square - Bóthar an Chóiste and return 409 Eyre Square - GMIT - Parkmore

Regional town services

Location	Route and description
Balbriggan	B1 Balbriggan Town Service
Navan	N1 Commons Road - Metges Road N2 Commons Road - Aisling Pl
Drogheda	173 Drogheda Northside & Southside Town Services D1 Drogheda – Laytown D2 Drogheda - Laytown via Golf Links Road D4 Colpe Road - Ballymakenny College
Dundalk	174 Dundalk Town Services 174A Dundalk Town Services 174B Dundalk Town Services
Athlone	A1 Monksland - Bus/Rail Stn - Golden Island - Retreat Rd - AIT - Creggan Court A2 Monksland - Bus/Rail Stn - Golden Island - Ballymahon Rd - AIT – Creggan Court
Sligo	S1 Cartron – Sligo IT – Town Centre – Caltragh Road S2 Strandhill – Bus/Rail Station – Town Centre – Sligo IT – Rosses Point

Dublin commuter belt services

Route and description
<p>NX Dublin - Navan Express 100 Drogheda – Dunleer – Castlebellingham – Dundalk 103 Dublin - Ashbourne - Ratoath - Tayto Park 103X Dublin - Coolquay - Ratoath – Fairyhouse 105 Drogheda - Ashbourne - Ratoath - Blanchardstown 105X Dublin - Fairyhouse - Ratoath - Ashbourne 107 Navan - Kingscourt - Kells 108 Dublin - Kells - Bailieboro 109 Dublin - Dunshaughlin - Navan - Kells - Virginia - Cavan 109A D.C.U. - Airport - Ratoath - Dunshaughlin - Navan - Kells 109B Trim - Kilmessan – Dunshaughlin – Dublin 109X Dublin - Cavan 111 Delvin – Athboy – Trim – Batterstown – Dublin 111A Cavan - Granard - Delvin 111X Dublin - Athboy - Delvin - Clonmellon 115 Dublin – Kilcock - Enfield – Mullingar 115C Mullingar - Killucan - Kilcock 132 Dublin – Baltinglass – Tullow – Ballon – Kildavin - Bunclody 163 Dublin - Drogheda - Donore</p>

Stage carriage services

Route and description
65 Galway - Athlone - Longford - Cavan - Monaghan - Belfast
70 Galway - Athlone - Mullingar - Dundalk
72 Tralee - Limerick - Birr - Athlone
73 Waterford - Athlone - Longford
134 Navan - Dunsany - Dorey's Forge
135 Scurroughstown - Navan
136 Ross Cross - Navan
160 Dundalk - Ravensdale - Carrickarnon - Newry
161 Dundalk - Greenore - Carlingford - Omeath - Newry
162 Monaghan - Dundalk
166 Dundalk - Carrickmacross – Cavan
167, Dundalk - Louth - Ardee - Mullingar
168, Dundalk – Drogheda
170, Cavan to Dundalk via Carrickmacross
175 Monaghan - Cootehill - Cavan
182 Drogheda - Collon - Ardee - Monaghan
187 Kells - Virginia - Ballyjamesduff - Oldcastle
189 Drogheda - Termonfeckin - Clogher - Grangebellew
190 Drogheda - Navan - Trim
233 Cork - Macroom
235 Cork - Rylane - Stuake
236 Cork - Dunmanway - Bantry - Glengarriff - Castletownbere
237 Cork - Clonakilty - Skibbereen - Goleen
239 Cork - Bandon - Courtmacsherry - Butlerstown
240 Cork - Cloyne - Ballycotton
241 Cork - Midleton - Whitegate - Trabolgan
243 Cork - Mallow - Buttevant - Newmarket
245 Cork - Fermoy - Mitchelstown - Ballyporeen - Ardfinnan - Clonmel
248 Cork - Carrignavar - Glenville
252 Cork - Cork Airport - Skibbereen - Glengarriff - Kenmare
257 Macroom - Millstreet - Killarney
258 Macroom - Rylane Lower
259 Macroom - Renanirree
260 Cork - Youghal - Ardmore
261 Cork - Midleton - Ballinacurra
270 Sneem - Kenmare - Killarney
271 Tralee - Castleisland - Kerry Airport - Killarney
272 Tralee - Listowel - Ballybunion
273 Tralee - Cloghane
274 Tralee - Ballyheigue
275 Tralee - Dingle
276 Killarney - Inch - Dingle
278 Tralee - Fenit
279 Tralee - Killorglin
279A Killarney - Killorglin - Caherciveen - Waterville
284 Tralee - Farranfore - Killarney
313 Limerick - Ardnacrusha
314 Limerick – Askeaton – Foynes

320 Limerick - Charleville
 321 Limerick - Rathkeale - Newcastlewest
 322 Lorrha - Terryglass - Coolbawn - Nenagh
 323 Limerick - Killaloe - Newport - Nenagh - Borrisokane - Birr
 324 Kilbarron - Borrisokane - Nenagh
 328 Limerick - Mitchelstown
 329 Limerick - Bruff - Kilmallock - Kilfinane
 332 Limerick - Newport - Rearcross - Cappamore - Dundrum
 333 Ennis - Miltown Malbay - Doonbeg
 334 Crosses of Annagh - Kilmaley - Ennis
 336 Limerick - Ennis - Kilrush - Kilkee
 341 Shannon - Limerick - Newport - Cappamore
 343 Limerick – Shannon – Ennis
 343X Limerick - Ennis
 345 Scariff - Killaloe - Limerick
 346 Limerick - Tulla - Scariff - Whitegate
 347 Limerick - Tipperary
 348 Scariff - Flagmount - Feakle - Tulla - Ennis
 349 Scariff - Feakle - Gort
 350 Galway - Kinvara - Doolin - Cliffs of Moher – Ennis
 354 Carrick-on-Suir to Dunmore East via Waterford
 355 Cahir - Clonmel -Carrick on Suir - Waterford
 360 Waterford - Tramore
 362 Waterford - Dungarvan
 365 Waterford - Thomastown
 366 Waterford - Dungarvan - Cappoquin - Lismore
 370 Waterford - New Ross - Duncannon - Wexford
 371 New Ross - Foulksmills - Adamstown - Wexford
 372 New Ross - Foulksmills - Wellington Bridge - Wexford
 373 New Ross - Fethard-on-Sea - Wellington Bridge - Wexford
 374 New Ross - Inistioge - Kilkenny
 375 New Ross - Killealy - Enniscorthy
 377 Wexford - Enniscorthy
 378 Wexford - Churchtown
 379 Wexford - Curracloe - Kilmuckridge - Gorey
 380 Wexford - Crossabeg
 381 Wexford - Blackhall
 382 Wexford - Adamstown - Wexford
 383 Wexford - Kilmore Quay
 385 Wexford - Rosslare Strand - Rosslare Europort
 417 Galway - Tuam (Summary Timetable)
 419 Galway – Clifden (Winter Timetable)
 420 Castlebar – Pontoon – Ballina
 421 Swinford – Kiltimagh – Knock - Claremorris
 422 Castlebar – Cong – Headford
 423, Clifden - Westport
 424 Galway - Spiddal - Carraroe - Lettermullen
 425 Galway - Mountbellew - Roscommon – Longford
 425A Galway - Mountbellew
 429 Galway - Tuam - Castlerea
 434 Galway - Gort

440 Athlone - Westport - Achill Island
442 Charlestown - Castlebar - Carnacon - Roundfort
443 Ballina - Cooneal
444 Ballina - Dromore West
445 Ballina - Killala - Ballycastle
446 Blacksod - Belmullet - Ballina
447 Finea - Castlepollard - Mullingar
448 Shandonagh - Ballynacargy - Mullingar
450 Westport - Louisburgh - Killadoon
451 Ballina - Charlestown - Longford
454 Ballina - Crossmolina - Lahardane - Castlebar - Westport
455 Ballina - Moygownagh - Crossmolina
456 Castlebar – Westport – Ballinrobe – Kilmaine – Headford - Galway
457 Castlerea - Ballintubber - Roscommon
458 Ballina - Sligo - Enniskillen
460 Sligo – Castlerea461, Athlone - Roscommon
462 Sligo - Dromahair - Ballinamore - Carrigallen
463 Carrigallen - Longford
464 Carrigallen - Enniskillen
465 Carrigallen - Killeshandra - Cavan
466 Athlone - Ballymahon - Longford
467 Longford - Lanesboro - Roscommon
468 Strokestown - Elphin - Carrick-on-Shannon
469 Sligo - Drumkeeran - Drumshanbo - Carrick on Shannon - Longford
470 Sligo - Manorhamilton - Glenfarne - Dromahair
471 Sligo - Ballymote - Riverstown
474 Sligo - Maugherow
475 Sligo - Ballisodare - Collooney - Coolaney
476 Tubbercurry - Ballymote - Bunninadden - Killavil - Gurteen - Boyle
479 Aclare - Tourlestrane - Coolaney - Sligo
480 Derry - Donegal - Ballyshannon - Sligo
483 Ballyshannon - Kinlough - Ballintrillick - Sligo
485 Ballyshannon - Bundoran
486 Lough Derg Services (Summer Service)
487 Strabane - Raphoe - Letterkenny
489 Letterkenny - Carrigans - St Johnston - Strabane
490 Donegal - Killybegs - Glencolumbkille
491 Letterkenny - Ballybofey
492 Donegal - Glenties - Dungloe
494 Strabane - Ballybofey
495 Ballyshannon - Kinlough – Manorhamilton