



Annual Report & Financial Statements 2022

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Introduction

2022 was a year of huge significance for the National Transport Authority (“NTA”) and for the travelling public.

It was a year when we guided the public transport system from a mini-lockdown in January, to levels of passenger demand that hadn’t been seen since pre-Covid by the end of the year.

It was also a year when we were able to deliver significant changes to the fares and ticketing for our customers. Thanks to the introduction of a Young Adult and Student Leap Card, fares for young people were reduced by 50%, while fares for everybody else were reduced by 20%.

The implementation of Connecting Ireland got under way in earnest in 2022, with the introduction of 37 new or enhanced bus routes in rural Ireland. In Dublin, we improved bus services for communities across the region with the implementation of two phases of the BusConnects network redesign.

In terms of climate action, we ordered 165 battery-electric single and double deck buses for use on urban services. We also ordered an additional 90 new DART carriages, bringing to 185, the number that are now in production for delivery to Ireland from next year.

It was also a year of delivery for Active Travel, with investment of €310m in hundreds of projects in every city and county.

In the coming years, we are likely to see unprecedented levels of activity in terms of investment in transport infrastructure and services. The work that we have done in 2022 has laid the ground work for much of that investment, and means we are geared up to face the challenges that lie ahead.



From the Chairperson

As the restrictions on society that were required by the Covid-19 pandemic were the dominant themes in 2020 and 2021, 2022 was a year in which society began to return to some semblance of normality. Almost all restrictions were removed in early 2022. The removal of restrictions and the Government objective to encourage people back to using public transport services meant that the NTA was required to respond accordingly. Government objectives that were announced for 2022 such as the 20% reduction on all Public Service Obligation, (PSO) fares and the introduction of the Young Adult Card which reduced fares for younger people in the 18-24 age group by 50% were implemented by NTA during the second quarter of the year. These measures have made a significant contribution in encouraging people back to using public transport services.

We are particularly grateful that the Government continued to support us with increased funding to deal with the revenue shortfall, as without this additional funding services would have had to be severely curtailed.

Planning for three major capital investments –BusConnects, MetroLink (Transport Infrastructure Ireland (TII)) and the DART+ (Iarnród Éireann) - continued during the year. Significant progress was made regarding all three projects. The DART+West Railway Order application was submitted to An Bord Pleanála for its consideration in July with planning continuing on other elements of the DART+ Projects. The Railway Order application for Metrolink was submitted to An Bord Pleanála for its consideration in September. Lastly, in terms of BusConnects Dublin, during 2022, we submitted six core bus corridor applications to An Bord Pleanála for their consideration. We look forward to seeing these major capital projects progress further in 2023.

I would like to thank all Board members for their commitment throughout the year and in particular Fred Barry who chaired the board so diligently up to November 2022 through some very challenging times for the NTA. It would be remiss of me not to mention NTA personnel. They have been excellent and truly professional in their response to the post Covid-19 challenges, demonstrating a strong commitment to public service.

I would also like to extend my thanks and appreciation to the Minister for Transport, Eamon Ryan, the Department of Transport, Transport Infrastructure Ireland, transport and contracted operators, and to all the state bodies and local authorities with whom we partner.

Peter Strachan, Chairperson



Chief Executive's Overview

Whereas 2020 and 2021 were dominated by the State's response to the Covid-19 pandemic and the Authority's role in ensuring public transport remained operational for essential workers, 2022 was a year where the Authority shifted the focus to encouraging people back to using public transport in line with government advice earlier in the year to ease restrictions. 2022 was an exceptionally busy year for the Authority with several major projects and initiatives commenced, advanced and completed.

In that context there were a number of key achievements and some challenges that the Authority had to contend with in 2022. One of the main challenges was the reliability and punctuality of PSO bus services that became apparent in the second half of the year. The Authority acknowledges that this caused disruption and inconvenience to customers. One of the main reasons for the drop in reliability and punctuality was the problem associated with recruiting additional drivers. The knock-on effect of the lack of drivers was service cancellations which in turn affected reliability. It was also a case that due to the recovery in the economy from Covid-19, traffic congestion was causing significant issues, particularly in our urban areas and this affected punctuality. That said, the Authority in consultation with the operators worked extremely hard to resolve the issues and jointly ran a campaign to encourage more people to consider bus-driving as a career choice. As the year came to a close, there were signs that the measures were beginning to bear fruit with reliability improving somewhat from its low point in autumn 2022.

In terms of key achievements in 2022, a number of milestones were reached. Regarding strategic planning, we completed and published the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) and the Waterford Metropolitan Area Transport Strategy (WMATS). We also completed the Draft Greater Dublin Area Transport Strategy 2022-2042, which we submitted to the Minister for Transport in line with governing legislation.

In terms of the major capital projects, significant advancements were made. Railway Order applications for DART+ West and MetroLink were submitted to An Bord Pleanála in July and September respectively. In respect of BusConnects in Dublin, six of the 12 core bus corridor applications were made to An Bord Pleanála. In Cork, the first round of public consultation was held for the Sustainable Transport Corridors (STCs) which is part of BusConnects Cork. Over 3,000 submissions were received.

Regarding bus and rail fleet, a second order was made for battery and battery electric DART rail fleet. Delivery continued throughout 2022 of the 41 additional diesel intercity railcars which are expected to enter service in 2023. In respect of bus fleet, the first

orders were made for the battery electric single deck and double deck buses. Our investment in active travel continued apace in 2022. The number of walking and cycling schemes delivered throughout the country was significantly greater than anticipated, with planning design commencing and continuing on many other. In 2022, almost €310m was allocated to active travel projects throughout the state.

In 2022, we commenced the procurement process on two significant projects: Next Generation AVL (Automatic Vehicle Locator) and on Next Generation Ticketing (NGT).

Our bus network redesign continued in 2022. Two phases of the BusConnects Dublin network redesign were delivered. The G Spine and route 60 and the N4 and N6 routes commenced operations in May and October respectively. Our Connecting Ireland Rural Mobility Plan commenced implementation with phase 1 of the plan delivered in 2022 bringing a range of new routes and improvements to public transport users throughout the state. The services under Connecting Ireland have led to a significant increase in the number of passengers using public transport in rural areas.

In terms of fares and ticketing, we were able to deliver the Government decision to cut public transport fares by 20% and introduce a Young Adult and Student Leap Card (YASC) for PSO and commercial bus operators. Both of these schemes were delivered on time and on budget and represented a major body of work within the NTA and with our transport operator stakeholders. As the year came to a close, total passenger numbers on PSO services were back to pre-Covid levels with the reduction of fares and the introduction of the YASC playing a significant part in the recovery.

We introduced amended regulations in 2022 for the Small Public Service Vehicles (SPSV) sector to try and retain as many of SPSVs in the sector as possible.

We also published our first Gender Pay Gap Report in accordance with the Gender Pay Gap Information Act 2021.

It is important to once again acknowledge that the Authority received significant additional Exchequer funding during the year in particular to address the increased cost of delivery of PSO services and the shortfall in fare revenue.

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



Anne Graham, Chief Executive

Key Developments & Achievements 2022

- » **Limerick & Shannon Transport Strategy completed and published**
- » **Waterford Transport Strategy completed and published**
- » **Railway Order applications made for MetroLink and DART+ West**
- » **Luas Finglas Preferred Route Non statutory Public Consultation completed**
- » **BusConnects Dublin – six of 12 applications submitted to An Bord Pleanála**
- » **Second order for battery & battery/electric rail fleet placed**
- » **First orders of battery electric single deck and double deck bus fleet**
- » **Significantly greater than planned walking & cycling schemes delivered across the country**
- » **Procurement of Next Generation AVL commenced**
- » **Procurement of Next Generation Ticketing commenced**
- » **Two phases of BusConnects Dublin bus network delivered**
- » **Phase 1 of Connecting Ireland Rural Transport Plan delivered**
- » **Covid financial assistance scheme continued to successfully support licensed commercial bus services until it came to a conclusion at the end of June**
- » **Young Adult and Student Leap Card delivered for PSO and commercial bus operators**
- » **20% fare reduction delivered**
- » **Back to pre-Covid weekly passenger numbers by year end**
- » **Amended regulations to retain as many small public service vehicles (SPSVs) in the industry and available to customers**
- » **99.5% availability achieved on all NTA systems**
- » **Successfully introduced hybrid working model**
- » **First Culture Survey completed**
- » **First Gender Pay Gap Report published**

About the NTA



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 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 by-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 1st 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.

Role and Governance

Board of the Authority

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 the 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



Hugh
Creegan

Hugh Creegan is Director of Transport Investment at the NTA and is the Deputy CEO. He previously worked with the National Roads Authority as Section Head with responsibility for Public-Private Partnerships, Commercial Operations and Strategic Planning. He is a civil engineer with wide experience on major projects in the public and private sectors, including the Dublin Port Tunnel, and the M50 widening and associated free-flow toll collection.



Ann
Fitzgerald

Ann Fitzgerald is an independent non-executive director. She chaired the Consumer Strategy Group which led to the Government's decision to set up the National Consumer Agency and served as CEO of the agency for five years until October 2012. Prior to that, she was the Secretary General of the Irish Association of Investment Managers, having joined the Association from the Department of Industry & Commerce in 1989. Ann has over 20 years' experience as a non-executive director, primarily in commercial and non-commercial bodies in the public sector.

Ann was re-appointed to the Board in September 2020 for a five-year term.



Anne
Graham

Anne Graham was appointed Chief Executive Officer of the National Transport Authority in January 2015. Prior to that she served as NTA's Director of Public Transport Services. Anne is a Chartered Engineer and is a Fellow of Engineers Ireland and of the Irish Academy of Engineering. She holds a Masters of Engineering Science in Transportation from UCD and an MBA from DCU. She has worked with the Dublin local authorities as a civil engineer, as project manager on many projects and as an Area Manager in the South West area of Dublin City, bringing local authority services closer to consumers in four local offices.



Owen Keegan

Owen P. Keegan was appointed Dublin City Manager in September 2013 having served as County Manager of Dún Laoghaire-Rathdown County Council from February 2006. Before joining the Council, he worked for Dublin City Council, where he was Assistant City Manager and the Director of Traffic. Prior to October 1993 he worked as an economist for DKM Economic Consultants/Davy Stockbrokers. He has also worked in the Department of Finance, and the Economic and Social Research Institute and for two periods in the Department of the Environment, Community and Local Government. Mr Keegan is from Dublin. He holds degrees in public administration, economics and civil engineering.



Pat Mangan

Pat Mangan served as an Assistant Secretary in the Department of Transport from 1995 to 2010. His responsibilities included public transport, transport investment and finance.

Prior to that, he was Head of Road Policy in the Department of the Environment and chaired the Dublin Transportation Initiative. He is a Fellow of the Chartered Institute of Logistics and Transport in Ireland.

Pat was re-appointed to the Board in September 2020 for a five-year term.



Frank O'Connor

Frank O'Connor is a former Chief Executive Officer of Airtel ATN Limited, a supplier of data communication solutions for the aviation industry. He co-founded the company in 1998. Prior to co-founding Airtel, he worked in several software development companies including US multi-nationals Retix and CACI. He started his career in 1976 at Systems Dynamics, where he spent eight years including two in Germany and the Netherlands. He was a non-executive director at Aer Lingus in 2014/15.

Frank was re-appointed to the Board in September 2020 for a five-year term.



Brian McCormick

Brian McCormick is a chartered director who has broad experience in general and operational management, business development and corporate finance both in Ireland and internationally. He recently worked as an Executive Director in An Post where he was also Chairman of subsidiary businesses. An Post Insurance; and UK magazine distribution and subscription management company, Air Business Limited. He previously worked as a Director of Merrion Corporate Finance and in senior management roles with CRH plc in the US. Brian is an engineering graduate of University College Dublin and has an MBA from the Wharton School at the University of Pennsylvania.

Brian was re-appointed to the Board in July 2022 for a five-year term.



David
Gray

David Gray is a chartered accountant and independent consultant based in Belfast. He has spent the majority of his career in public practice in the disciplines of corporate finance and corporate governance. He was previously Partner in Charge of External Audit and Corporate Governance Services for RSM UK LLP in Belfast.

He has extensive audit committee and corporate governance experience and is currently non-executive director and audit and risk committee chair for both Irish Blood Transfusion Service and Warrenpoint Harbour Authority.

Previous appointments include non-executive director and/or audit committee chair for Department for Infrastructure (NI); Police Service of Northern Ireland; Livestock and Meat Commission for NI; and Ulster Community and Hospitals Trust.

David is a qualified mediator and has extensive dispute Resolution experience.

David was re-appointed to the Board in July 2022 for a five-year term.



Iain
Docherty

Iain Docherty is Dean of the Institute for Advanced Studies and Professor of Public Policy and Governance at the University of Stirling, Scotland. Iain has been a researcher of transport policies and their impacts on economic performance, environmental sustainability and social inclusion for more than 25 years. He has worked with and advised a range of organisations including governments and public agencies in the UK, US, Australia, Canada, the Netherlands, Sweden and the OECD. He was non-executive director of Transport Scotland between 2006 and 2010 and of the Scotrail train operating company between 2015 and 2019. Iain holds Fellowships of the Academy of Social Sciences, the Royal Society of Edinburgh, the Royal Society of Arts, the Royal Geographical Society and the Institution of Civil Engineers, and is a chartered member of the Chartered Institute of Logistics and Transport.



Eleanor
O'Neill

Eleanor O'Neill was appointed to the NTA board in December, 2021. She is an IT consultant with extensive experience in digital transformation, operational management, cybersecurity, mergers and acquisitions. She has more than 30 years' experience in senior executive roles in technology multinationals, Symantec, Visio, Microsoft, Marrakech and Digital Equipment Corporation.

Eleanor also serves as a non-executive director of Children's Health Ireland (CHI) and Coillte.

Eleanor is an engineering graduate of NUI Galway. In addition, she has postgraduate qualifications in systems analysis from University of Galway, cybersecurity from UCD and corporate governance from the Institute of Directors Ireland.



Joyce
Loughnan

Joyce Loughnan is a non-executive director of St John of God's Housing Association where she is a member of the Finance, Audit and Risk Committee and Development Committee. She is also a member of the St Patrick's Mental Health Services Research Ethics Committee and is the Secretary for the Friends and Family Association of St Joseph's Intellectual Disability Services, Portrane. Joyce has previously served as a Board director of the Dublin Chamber, The Wheel and BoardMatch Ireland and on the Dublin City University Strategic Advisory Committee, International Women's Forum Ireland Committee, Dept. of Environment Steering Committee on Housing and Homelessness and IBEC's Regional Committee for the Eastern Region.

Joyce was Chief Executive of Focus Ireland from 2008 to 2014. Prior to that her 25-year, international career was managing large-scale organisational transformation driven by information technology for numerous organisations including AIB, An Garda Síochána, Aer Lingus, Dublin Airport Authority, Hibernian Insurance, Amdahl Europe, Bank of Western Australia, Goldman Sachs (London), Quarryman (RSA) and Volkswagen. Joyce has a Masters in Business Administration from DCU and is a member of the Institute of Directors Ireland.



Board Chairperson

The term of appointment of our Chairperson Fred Barry came to an end in November 2022. The Minister for Transport appointed Mr Peter Strachan as Chairperson of the NTA on 11th 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 2022, the Board had four female (36%) and seven male (64%) 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 31st Dec 2022, NTA had a total employee headcount of 240 all working on a blended/hybrid basis from our head office in Dublin. A total of 69 recruitment competitions were held across eight recruitment sprints in 2022 covering new and existing roles. NTA also had a number of project staff who are not directly employed, working to assist NTA meet 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 31st December 2022

2022 Employees	Number	Percentage
Male	154	64%
Female	86	36%
Total	240	100%

The roles in the NTA are 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. NTA is working towards reducing this imbalance through an action plan developed under Equality, Diversity and Inclusion (EDI). NTA recognises that it will take some time to shift this balance but a series of planned steps and actions can reduce this imbalance.

Gender Pay Gap Reporting

In December 2022, gender pay gap reporting became a requirement under the Gender Pay Gap Information Act 2021. This legislation obliged organisations with 250 or more employees to publish annual calculations illustrating pay gaps between what women earn and what men earn by 31st December 2022. Although NTA was not required to

report on its gender pay gap due to having less than 250 employees in 2022, a decision was made to publish our gender pay gap data as a demonstration of our commitment to advancing gender diversity in our workplace.

Across the Authority, the mean gender pay gap for all employees in 2022 was 3.78% (Irish gender pay gap average of 11.3% and EU average of 13% in 2022).

Blended Working

Covid-19 and the measures taken to mitigate its impact continued to result in unprecedented change for NTA's workforce throughout 2022. An initial reopening of NTA's offices commenced in February 2022 and much work was undertaken to ensure a successful and safe return by all staff later in the year. Following the rollout of its blended working policy, all staff returned to the office from October 2022 onwards on an average attendance pattern of two days on site/three days working remotely.

Learning & Development

Key Learning & Development ("L&D") opportunities delivered during 2022 included the delivery of 12 organisation wide internal courses delivered focussing on:

- » Leadership Development,
- » Irish Language training,
- » Plain English training,
- » Accessibility training,
- » FOI Decision Making,
- » Skills training for staff at Executive Officer and Higher Executive Officer levels.

A new L&D feature was also developed on NTA's HR system to streamline the application process for Internal, External and Further Education training requests.

Equality, Diversity and Inclusion (EDI)

NTA continued to progress its EDI agenda in 2022, particularly with respect to the responsibilities of NTA under the Public Sector Equality and Human Rights Duty outlined within Section 42 of the Irish Human Rights and Equality Act 2015. This Duty places a legal requirement on public sector organisations to proactively promote equality, prevent discrimination and protect the human rights of their employees, customers, service users and everyone affected by their policies and plans.

Building upon existing efforts to promote EDI corporately, NTA delivered upon a number of EDI actions in 2022 including:

- » Events supporting staff wellness generally as well as specific events in support of LGBTI+ colleagues,
- » Disability awareness sessions,
- » Review of recruitment processes in relation to EDI including diversity data tracking,

- » Publication of 2022 Gender Pay Gap Report,
- » Roll out of internal mentoring programme as well as participation in the IMI/30% Network Mentoring Programme,
- » Roll out of eLearning training focusing on unconscious bias and requirements under the Public Sector Duty Act,
- » Conducting of a Culture Audit to assess organisational wellbeing,
- » Successfully meeting requirements under Part 5 of the Disability Act 2005 in relation to both reporting and employment of people with a disability. The NTA has again exceeded the minimum 3% requirement with 5.2% of employees working with a disability. This is growth on last year of almost 1%. This target will increase to 6% in 2024 and the NTA is confident of meeting this target.

The above work assisted the NTA in mapping the current maturity of the organisation with respect to EDI. The maturity model outlined in “Our Public Service 2020” (Action 16) acted as the benchmark/reference point for this work.

New Statement of Strategy for NTA

The Authority developed a new Statement of Strategy in 2022, which was informed by public consultation engagement conducted in the second quarter of the year. The new Statement of Strategy 2023-2025 was approved by the Board and includes NTA’s mission, vision and strategic objectives for the next three years.

Climate Action Roadmap

The Climate Action Plan 2021 (CAP21) introduced a requirement for public sector bodies to complete ‘Climate Action Roadmaps’ by the end of 2022 (subsequently revised to end Q1 2023). These roadmaps are to be prepared in line with the related guidance document issued by the Sustainable Energy Authority of Ireland (SEAI) and the Environmental Protection Agency (EPA).

The Climate Action Roadmap communicates how each public body aims to meet the requirements of the Public Sector Climate Action Mandate and reach its 2030 carbon emission and energy efficiency targets.

The NTA has finalised its first Climate Action Roadmap and the document will be reviewed and updated on an annual basis.

This relates to the organisation corporately, and is separate to the work NTA is doing on delivering sustainable transport across the country.

From an ESG perspective generally, NTA invested time and resources in 2022 assessing economic, social and governance risks and opportunities, working to embed ESG considerations into its core business operations and developing the right data to critically measure ESG outcomes.

Corporate Relocation (Project Big Move)

Project Big Move involves the consolidation of NTA's office accommodation from its four existing locations to one centralised location. Project Big Move stemmed from a need not only to employ a more efficient operating model from a general facilities management perspective, but to also cater for increased staffing numbers arising from NTA's expanded areas of responsibility.

A preferred location was subsequently identified as Haymarket House in Smithfield, Dublin and the NTA approved the Heads of Terms (HOT) for a lease of this location in September 2022. Lease negotiations were at an advanced stage by the end of 2022.

A procurement process was initiated to appoint an integrated design team to assist the NTA in the design and delivery of a modern fit for purpose workplace for the NTA.

Our Corporate Responsibilities

Protected Disclosures

No protected disclosures were made to the Authority during 2022.

Official Languages (Amendment) Act 2021

NTA noted the enactment of the Official Languages (Amendment) Act 2021 and began to prepare for the commencement of the new Act's provisions. These preparations included staff attending an information seminar on the new Section 10A requirements on advertising in October 2022. NTA also continued to implement its approved Irish Language Scheme 2020-2023.

During the year, NTA published 282 Irish language posts on social media and continued to publish press releases in the Irish Language.

Irish language versions of materials such as Greater Dublin Area Transport Strategy (GDA), Connecting Ireland plan and BusConnects consultation documents were produced.

Parliamentary Affairs

NTA received 2,323 enquiries from public representatives and local authorities during the course of the year. The breakdown was as follows;

- » Parliamentary Questions (PQs) - 955
- » Public Representative Query - 1,290
- » Local Authority/ Department - 78

Over the course of the year, NTA responded to eight specific written requests from Oireachtas Committees.

In May and June, the Chief Executive and Deputy Chief Executive attended the Joint Committee on Transport and Communications to discuss the Draft GDA. In September, the Chief Executive attended the Joint Committee on Transport and Communications to discuss issues impacting the Taxi industry. In November and December the Chief Executive and the Director of Public Transport Services attended the Joint Committee on Transport and Communications to discuss services issues being encountered with PSO operators.

Media and Stakeholder Engagement

NTA produced a total of 55 press releases in 2022. NTA undertook ten public consultation exercises via our online consultation portal in 2022. In the latter part of 2022, NTA commenced work on a new stakeholder engagement strategy.

Access to Information (FOI & AIE)

In all, 155 requests were received by NTA under Freedom of Information legislation.

NTA also received 12 requests for environmental information under the European Communities (Access to Information on the Environment) Regulations.

Office of the Ombudsman

NTA was notified of 15 complaints made to the Office of the Ombudsman.

Data Protection

NTA is fully committed to our data protection obligations, and we ensure that the processing of personal data is in accordance with data protection legislation. In 2022, we continued to enhance our data protection framework. The key enhancements included the recruitment of a standalone Data Protection Officer, the establishment of a committee to monitor data protection, which is made up of the most senior staff, and the participation of our Data Protection Officer in the civil service DPO network.

An integral part of our data protection framework is the network of Data Champions, who work closely with their business unit managers and staff ensuring data protection principals, policies and practices are embedded into day-to-day operations. This group meets regularly to discuss data protection compliance across NTA and to share knowledge.

We also continued our awareness and training programme amongst our staff with several internal presentations ensuring that everyone is aware of our data protection resources and their responsibilities. NTA will continue to build on our maturing data protection culture over the coming twelve months.



Information and Communications Technology (ICT)

A strong focus on maintaining business continuity and providing secure remote working environments continued during 2022. Likewise, a similar focus was maintained on the security governance of our key suppliers who need to access and manage NTA's systems using remote working technology. NTA's Security Operations matured considerably again over the year with a large focus on incident management, cyber incident simulation and incident recovery. NTA assesses its maturity against industry standards (namely the National Institute of Standards and Technology (NIST) Cyber Security Framework) annually, and uses this process to drive constant improvement. A number of strategic ICT initiatives were implemented to make NTA's systems more stable and resilient. These included support for hybrid/remote working, rollout of modern collaboration tooling, extended and more integrated rollout of DocuSign, support of the Project Big Move, procurement support for the major technology programmes, delegated printing and improved resilience for many corporate systems and refresh of some key systems. The business continuity and disaster recovery plan was further updated to reflect the return to the office, and disaster recovery testing took place on all key systems.

The Business Intelligence Platform has been further expanded by introducing ticketing data sets from Irish Rail data, commercial bus operator and some Local Link operators. The platform is also extensively used by a number of external stakeholders - including Transport Operator staff.

NTA again took a very active and collaborative role in improving the overall security of the transport operator ecosystem, working with transport operators to drive security improvements in line with the Network Information Security Directive.



Planning for our Future



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.

In terms of transport investment and planning, 2022 was very much about looking to the future. Not only was the GDA Transport Strategy 2022-2042 completed and approved, but major progress was made on implementing the Cork Metropolitan Area Transport Strategy 2040, and the Limerick Shannon Metropolitan Area Transport Strategy was finalised.

Planning applications for six core bus corridors in Dublin were submitted as part of BusConnects and the application for a Railway Order was submitted for DART+ West. A Railway Order application was also made for Metrolink.

In terms of climate action, we ordered 165 battery-electric single and double deck buses for use on urban services. We also ordered an additional 90 new DART carriages, bringing to 185, the number that are now in production for delivery to Ireland from next year.

Throughout 2022, NTA engaged 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 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 2022 included:

Greater Dublin Area - The Greater Dublin Area Transport Strategy 2022-2042 was completed and approved by the Minister for Transport in December 2022, providing for the continued progression of BusConnects, DART+, MetroLink, Luas Finglas and the Cycle Network Plan, while providing a statutory basis for a range of NTA initiatives such as Next Generation Ticketing and Smarter Travel Workplaces and Campuses.

Cork Metropolitan Area - As part of the implementation of the Cork Metropolitan Area Transport Strategy (CMATS), further progress was made on a number of projects during 2022. These included the Cork BusConnects Sustainable Transport Corridors and Network Redesign projects, Cork Light Rail, Cork Commuter Rail Programme and various projects funded under the Active Travel Programme. The NTA also continued its engagement with the Cork Area Strategic Plan (CASP) Group.

Limerick - Shannon Metropolitan Area - A Revised Draft Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) was published for a second round of public consultation in April 2022. 89 submissions were received and the LSMATS was finalised and published in December.

Galway Metropolitan Area - NTA continued to work with Galway City Council on the implementation of the objectives set out in the Galway Transport Strategy (GTS). Following a decision to review the GTS, tenders were issued for the preparation of a Galway Metropolitan Area Transport Strategy (GMATS) in 2022, with work to commence during 2023 on the Draft GMATS.

Waterford Metropolitan Area - All major stages of the Waterford Metropolitan Area Transport Strategy (WMATS) were effectively completed during 2022, namely the publication of the Draft WMATS, public consultation, revisions, and the publication of the final report. 70 submissions were received during the public consultation and a number of changes were made prior to the finalisation of the Transport Strategy.

Other Areas

The NTA worked with numerous local authorities around the country on the preparation of Local Transport Plans (LTP), with funding provided for LTPs across 20 different locations. These are being undertaken based on the ABTA (Area Based Transport Assessment) methodology developed by the NTA and TII.

Transport Policy Implementation and Monitoring

During the course of the year, NTA made nearly 150 submissions on planning applications and 45 submissions on City & County Development Plans and Local Area Plans.

Transport Modelling - In 2022, extensive modelling was undertaken to support projects and initiatives including the MetroLink, Bus Connects, Climate Action Plan, Regional Cities Cost of Congestion, Greater Dublin Area Transport Strategy, Limerick Shannon Metropolitan Area Transport Strategy, Cork Metropolitan Area Transport Strategy, Waterford Metropolitan Area Transport Strategy, Cork Area Commuter Rail Programme, Cork Light Rail Transit Scheme, DART+ and DART Underground and DART+ Coastal Line, Galway Cross City Link and Luas Finglas. In addition, the NTA Regional Models were used to support the EPA and relevant local authorities in meeting their EU obligations for noise and air quality mapping.

Connecting Ireland - Connecting Ireland is NTA's plan to transform rural and interurban mobility by improving bus and rail services across the country over five years 2021 - 2025 inclusive. The public consultation process ended in December 2021 with over 3,000 submissions received.

During 2022, NTA developed an implementation plan and commenced the phased delivery of the Connecting Ireland Rural Mobility Plan. In 2022, Phase 1 of the plan delivered 38 new and enhanced bus services throughout Ireland. These services have improved access to public transport and increased connections between villages, towns and cities in rural Ireland.

Rail Timetable Review - In September, Irish Rail launched a public consultation process on the timetable review of their rail services. The timetable review was published in the latter part of 2022 and the changes to services were implemented in December 2022.

BusConnects Dublin

BusConnects Dublin Infrastructure - Core Bus Corridors – this work involves the development of continuous bus priority infrastructure and improved pedestrian and cycling facilities on sixteen radial core corridors in the Greater Dublin Area making up 12 Schemes for construction.

During 2022 NTA submitted formal statutory applications to An Bord Pleanála for approval for construction under Section 51 of the Roads Act for 6 Core Bus Corridor Schemes. These are:

- » Clongriffin to City Centre;
- » Belfield/Blackrock to City Centre;
- » Blanchardstown to City Centre;
- » Liffey Valley to City Centre;
- » Ballymun/Finglas to City Centre; and
- » Lucan to City Centre.

Each Scheme was accompanied by an Environmental Impact Assessment Report and Natura Impact Statement. Compulsory Purchase Orders were also made and submitted for confirmation in relation to each of these six Schemes.

Planning and design work continued on the remaining six schemes during 2022 which will be submitted in 2023.

Development commenced on the contract documentation in relation to the construction phase, with procurement of the initial schemes due to commence in 2023 following approval by Government of the updated business case.

BusConnects Dublin Network Review

The third phase of the Network Redesign, which involved the introduction to the Northern Orbitals, was launched in May 2022. The Northern Orbitals span the north side of the city from Blanchardstown/Finglas in the west to Marino/Killester in the east. The fourth phase, which involved the introduction of the G Spine and Route 60, was launched in October, providing services from Red Cow and Liffey Valley into the city centre. The launch of these phases has resulted in increased capacity and frequency, including increased evening and weekend services to the communities through which they operate.

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 on and electrifying the rail corridors serving Dublin. The planning and design of all elements of the DART+ Programme further progressed in 2022.

In July 2022 a significant milestone was reached with the submission of the DART+ West Railway Order application to An Bord Pleanála. The DART+ West project includes the electrification of the existing railway between Maynooth and M3 Parkway and the city centre, enhancements to the railway network in the city centre along with a new depot facility to accommodate the new DART Fleet. Iarnród Éireann also progressed the DART+ South West project, which will electrify the exiting railway between Hazelhatch / Celbridge and the city centre via the Phoenix Park Tunnel. The updated DART+ Preliminary Business Case was submitted for approval in September 2022 and to enable submission of a Railway Order in Q1 2023. Public Consultations were held on the DART+ Coastal North project extending DART services along the northern line from Malahide to Drogheda.

In December 2022, Government gave approval for a further order of 90 Battery Electric train carriages to supplement to existing DART Fleet order and enable operation of electric services on parts of the DART network prior to the wider electrification projects being completed.

MetroLink

The MetroLink Project is the development of a high capacity high frequency segregated light rail corridor from Charlemont to Swords, via Dublin Airport.

The MetroLink Project integrates with Iarnród Éireann, Dublin Bus and Luas to provide a fully integrated public transport system in the Greater Dublin Area. The corridor is predominantly in tunnel and includes 16 new stations, 11 of which are underground and a park and ride facility.

Planning and design for the MetroLink Project developed throughout 2022. The Project team further developed the Preliminary design, Environmental Impact Assessment Report and Preliminary Business Case for the Project.

The Preliminary Business Case was approved by Government in July 2022 and the formal submission of Railway Order documentation was submitted to An Bord Pleanála in September 2022.

Urban Bus Fleet: Transition to Zero

During 2022, NTA took delivery of 24 double-deck hybrid urban buses, 66 double-deck battery-electric urban buses and 41 single-deck (long length) battery-electric urban buses. These deliveries represented the completion of two orders for a combined total of 280 hybrid double-deck buses and the first deliveries from initial orders for 165 electric buses which are planned to be brought into operation in Dublin, Limerick and Athlone during 2023. These buses are zero-emission vehicles that will contribute to a significant reduction in CO2 emissions and to improved air quality along the routes upon which they will operate.

A procurement process for single-deck (shorter lengths) battery-electric urban buses was also progressed during 2022 and contract award is programmed for Q1 2023.

Non-Urban Bus and Coach Fleet

During 2022, NTA took delivery of a total of 11 low-entry single-deck regional commuter vehicles and 30 low-entry double-deck regional commuter vehicles, the former representing the final vehicles from an order for 40 vehicles placed in early 2021 and the latter representing the first deliveries from an order for 50 vehicles placed in late 2021.

In addition, an order was placed on 6th December 2022 for a further 30 new double deck regional commuter vehicles for the non-urban fleet, which are programmed for delivery during late 2023/early 2024.

Bus Shelters and Bus Stops

NTA continued to work closely with local authorities to coordinate the development and implementation of bus shelters and bus stops in 2022.

Bus Shelters

During 2022, the NTA installed 127 new standard bus shelters nationwide. In addition, the NTA undertook a programme to deliver solar power lighting solutions at bus shelters where lighting was not available due to power supply issues. By the end of 2022 approximately 425 out of identified 896 shelter locations had solar panels fitted to illuminate the shelters with lighting.

Bus Stops

The upgrade of bus stop infrastructure and travel information nationwide continued throughout 2022 with over 3,500 stops benefitting including the following key highlights:

- » Installation of over 720 TFI branded poles nationwide at a number of locations including Dublin, Kilkenny, Sligo, Cork, Limerick and Waterford amongst others. Installation of bus pole sockets at a further 541 locations to enable installation of additional TFI poles in 2023.
- » 130 new stop locations agreed with Local Authorities and constructed during the year.
- » A further 400 stop upgrades including new pole installations and hardstands were tendered in 2022 and will commence construction in early 2023 at the following locations:- Kildare, Dublin, Carlow, Offaly, Meath, Louth, Wicklow and Wexford.
- » Enhanced travel information posted at over 3,500 stops nationwide during 2022.
- » The NTA also provided resources to Dublin Bus, Bus Éireann and a number of County Councils to upgrade and maintain the existing stop infrastructure nationwide.
- » Construction work was completed to support the introduction of the northside orbital routes (N4, N6), the G-Spine routes (G1, G2 & 60) and the Southside orbitals phases of Dublin Network Redesign.

A Good Public Transport Experience



Encouraging people to make the shift to public transport is primarily about making sure we can provide a positive customer experience and in 2022 there was plenty of good news on that front.

Thanks to the introduction of a Young Adult and Student Leap Card, fares for young people were reduced by 50%, while fares for everybody else were reduced by 20%.

The implementation of Connecting Ireland got under way in earnest in 2022, with the introduction of 38 new or enhanced bus routes in rural Ireland. In Dublin, we improved bus services for communities across the region with the implementation of two phases of the BusConnects network redesign.

The response by customers was very positive and while public transport was still experiencing Covid restrictions in January, by the end of the year overall numbers had fully recovered to 2019 levels.

Covid-19

As the country navigated its way out of the Covid-19 pandemic further additional measures and supports were required at various stages during 2022 to ensure the safe operation of essential public transport services in compliance with Government policy and public health guidelines.

As in 2020 and 2021, some of the key measures introduced by public transport operators with the support of NTA were:

- » enhanced cleaning regimes for vehicles and stations;
- » distribution of personal protective equipment to public transport staff;
- » distribution of hand sanitizer on vehicles and at stations; and
- » display of public health advice and guidelines on vehicles and in stations.

Throughout the period, NTA maintained close links with all contracted operators through frequent meetings where matters of concern were raised and issues to be communicated passed on. These meetings proved especially effective in ensuring consistency across public transport in responding to the rapidly changing environment and sharing good practice between operators.

Emergency agreements were put in place at the outset of the pandemic, for NTA to provide PSO funding subsidise commercial bus operators for the provision essential bus services, formerly licensed to operate on a commercial basis. These agreements ceased during the year, as Covid-19 restrictions eased, or the agreements reached the maximum allowable term. Most services then returned to operating on a commercial basis. A number of services transferred to operating under a permanent PSO arrangement, allowing essential bus services which were no longer commercially viable to continue operating.

Passenger Numbers and Revenues

2022 saw a strong return to public transport services nationally, with patronage returning to levels last seen in 2019 by the end of the year.

Overall, passenger numbers on contracted bus and rail services increased by €109.2m (+77.7%), with resulting revenues also increasing by €136.4m when compared to the previous year, to €465.1m.

Luas operating costs continued to exceed revenues for a third year. An operating deficit of €1.32m was incurred.

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

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Other PSO Services ¹	Rural transport programme	Totals
2022	121.0	35.7	35.8	38.7	15.7	2.8	249.7
2021	69.9	21.4	17.4	19.5	10.8	1.5	140.5
2020	68.9	20.0	17.9	19.2	10.3	1.4	137.7
2019	138.3	39.9	50.1	48.3	15.4	2.5	294.5
Difference (2022 v 2021)	51.1	14.3	18.4	19.2	4.9	1.3	109.2

Table 3 - Passenger revenues for contracted services (€'m)

Year	Dublin Bus	Bus Éireann	Iarnród Éireann	Luas Light Rail	Other PSO Services ²	Rural transport programme	Totals
2022	158.6	71.2	166.5	48.4	17.6	2.8	465.1
2021	125.2	53.8	100.1	32.9	14.9	1.8	328.7
2020	119.7	52.4	101.6	33.5	13.8	1.5	322.5
2019	230.6	94.5	233.8	81.0	18.5	1.8	660.2
Difference (2022 v 2021)	33.4	17.4	66.4	15.5	2.7	1.0	136.4

Fares

In its response to rising prices across the economy, the government announced a package of measures in February 2022, including a 20% cost of living fares reduction across all PSO public transport services. This initiative was in addition to the previously

1. see Table 5
2. see Table 5

announced introduction of young adult fares as part of Budget 2022, which would provide young people with an average 50% discount of equivalent adult fares.

Due to the complex nature of implementing both schemes in a timely and simultaneous manner, this became the focus of the 2022 fares determination in order to further incentivise a return to public transport. A small number of other changes to fares structures were also introduced in 2022 including Mallow in the commuter fares zone in Cork and a new flat bus fare for all children in regional cities, in line with that introduced in Dublin.

NTA has also developed a strategy for the implementation a more equitable and consistent fares structure for all PSO bus and rail services outside Dublin and regional towns and cities. The strategy was approved by the NTA Board in November 2022, and was published in Q2 of 2023.

Contractual Payments

Transport operators recorded substantial revenue losses due to Covid-19 and the significant reduction in the use of public transport in 2020 and 2021. These losses have since been absorbed through increased Exchequer funding to ensure that public transport services have continued to operate as we have emerged from the pandemic.

Table 4 - PSO payments to public transport operators (€'m)³

Operator / Service type	Mode	Contract type	Operational Area or Route	2022 payment	2021 payment
Iarnród Éireann	Rail	Direct Award	National	225.6	210.2
Dublin Bus	Bus	Direct Award	Dublin	147.5	146.0
Bus Éireann (Direct Award)	Bus	Direct Award	National (excluding Dublin)	115.0	66.6
Rural Transport Services ⁴	Bus / Demand Responsive Transport	Various	National	32.2	25.3
Tendered Services	Bus	Tendered	Various	24.8	33.1
Transdev Dublin Light Rail Limited	Light Rail (Luas)	Tendered	Dublin Metropolitan	24.5	32.2
Commercial Bus Operators ⁵	Bus	Direct Award / Grant Aid	National	13.7	27.5
Totals				583.3	540.9

3. after performance deductions and net of fare revenues

4. see Table 5

5. see Table 7

Contracted Bus and Rail Services

Direct Award Contracts

Work continued in 2022 to migrate financial reporting for NTA's direct award contract with Iarnród Éireann from net cost to gross cost. Work was substantially complete by the end of 2022, with a go live date set for early 2023.

Dublin Bus and Bus Éireann transitioned to monitoring and incentivising service performance at an individual route level, allowing for more focused and targeted performance management.

Operator teams and work programmes were also established under the direct award contract for bus stop maintenance and information provision throughout Ireland.

Fare evasion surveys were undertaken for larger contracts, with fare evasion performance payments/deductions introduced for these contracts from Q3 2022.

Competitively Tendered Contracts

Mobilisation progressed on three significant tenders during 2022.

The first was for the new W4/W6 routes in Dublin. These services are a key part of the Bus Connects Network Redesign project.

The second was for the Eastern Coastal Commuter Corridor, currently operated under the Bus Éireann Direct Award Contract as routes 101 & 133. This will enhance connectivity from Co. Louth and Co. Wicklow into Dublin.

In December, and following a competitively tendered competition, NTA awarded a contract with Bus Éireann to operate regular bus services in Carlow Town. The contract is for an initial five years with an option to extend for a further two years.

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

- » The Outer Dublin Metropolitan Area Contract provided by Go Ahead Ireland for one year to October 2024.
- » Contract with City Direct Ltd. in respect of city services in Kilkenny to January 2024.
- » Contract with JJ Kavanagh & Sons Limited in respect of Route 139 between Naas and Blanchardstown to March 2023.
- » Contract with Go Ahead Ireland Limited in respect of Route 197 Swords to Ashbourne to May 2023.



Table 5 - Principal operators of tendered bus services

Operator	Routes Operated
Andrew Wharton Coach Hire	Route 975 between Cavan and Longford
Bernard Kavanagh & Sons Limited	Route 817 between Kilkenny and Dublin (expired end December 2022)
Bus Éireann	Routes W1, W2, W3, W4 & W5 in Waterford City
City Direct	Routes KK1 / KK2 in Kilkenny City
Go-Ahead Ireland	25 urban routes in Dublin
Go-Ahead Ireland	5 regional routes in Kildare
Go-Ahead Ireland	Route 197 between Swords and Ashbourne
JJ Kavanagh & Sons	Route 139 between Naas and Blanchardstown

Performance of Contracted Operators

NTA's contracts with public transport operators include performance standards. A 2022 Report detailing the performance of operators against these performance standards is published on the Authority's website.

Deductions from contractual payments due to operators are made where an operator fails to meet agreed the minimum performance standards. Operators can also receive incentive payments where certain minimum performance standards are exceeded.

Table 6 which is outlined below shows the deductions incurred and incentive payments received by operators during 2022.

As services returned to normal once pandemic restrictions eased, bus driver shortages began to severely impact on bus reliability. This phenomenon is known to have affected bus services worldwide, and in Ireland we have seen this in Dublin and Cork in particular. Towards the end of 2022, bus reliability showed some signs of improvement.

The Authority 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. Weekly or more frequent meetings were held in the latter part of the year as driver shortages began to seriously affect performance.

The unexpectedly rapid return of traffic congestion to levels at or exceeding pre-pandemic levels meant operators had insufficient time to revise schedules to account for longer journey times, which significantly impacted on their ability to meet contractual punctuality standards in the latter part of 2022.

In applying deductions, the impact of the Covid-19 pandemic on the ability of the operators to achieve performance standards was taken into consideration by NTA.

Table 6 - Performance-related deductions and incentives applied in 2022 (€m)

Operator	Deductions Applied	Incentives Applied
Iarnród Éireann	0.105	0.389
Dublin Bus	8.002	0.103
Bus Éireann (Direct Award Contract)	2.035	0.090
Bus Éireann Waterford City (Competitively Tendered Contract)	0.035	0.023
Go-Ahead Ireland Outer Dublin Metropolitan Area	2.441	0
Go-Ahead Ireland Dublin Commuter Outer Metropolitan	0.609	0
Luas	4.148	0

Network Development

As previously, contracted bus and rail services were regularly revised in 2022 to stimulate growth in public transport use and to respond to changes in demand. Key developments in 2022 included:

- » BusConnects Dublin,
- » BusConnects Cork,
- » Connecting Ireland – 37 new or enhanced routes in 2022,
- » Finalising plans to implement a dedicated town bus service for Carlow town,
- » Planning for the provision of new town bus networks in Mullingar, Portlaoise, Letterkenny and Ennis, as well as undertaking work to further improve and enhance pre-existing town services in Sligo Town, Athlone and Drogheda.

Rural Transport / TFI Local Link

Since the easing of travel restrictions which were implemented during the Covid-19 pandemic, passenger numbers returned to pre-pandemic figures almost immediately. During 2022, there were a total of 2.8 million passenger journeys on TFI Local Link services (1.8 million passenger journeys on Regular Rural Services and 1 million on Demand Responsive services). Factors for the growth include:

- » Reduction in cost of fares – 20% cost of living, YASC, TFI Leap and TFI Go cheaper fares
- » Connecting Ireland – developing new and enhanced routes for the TFI Local Link network

In addition to reduction in the cost of fares and the expansion of the network, TFI Local Link introduced a number of improvements to ticketing systems and technologies across the network. Since early 2022, Leap has been introduced on TFI Local Link services along with the option to purchase tickets on the TFI Go App. These alternatives mean that all regular rural services now accept cashless payments offering passengers a more convenient way to pay and savings of up to 30% on cash fares.

The implementation of the Connecting Ireland Rural Mobility Plan saw a considerable number of new or enhanced routes introduced across the TFI Local Link network during 2022. The roll out of these enhancements immediately resulted in increased passenger numbers following implementation of the changes.

In April 2022, funding was allocated to provide emergency transport services to Ukrainian refugees placed in rural locations. The NTA and TFI Local Link have introduced a number of transport options to enable better access to a range of services and onward public transport connections, as well as a community once-off fund to aid integration of the new arrivals into local communities.

The Community Car Scheme was reviewed during 2022 and following on from this review it will now be expanded to include up to 15 additional locations.

Licensed Bus Services

Covid-19

Due to the impact of Covid-19, emergency funding for licensed bus operators continued in 2022. This funding was considered to be vital as there are many areas where licensed bus operators provide most, and in some locations all, of the public bus services. Forty-nine licenced operators had continued to be in receipt of funding until the end of the funding scheme on 30th June 2022.

Table 7 – Covid-19 related compensation payments to public transport operators in 2022⁶

Contract Type	No. of operators	Funding Amount (€m)
Direct Award	14	9.49
De Minimis Grant Aid / Temporary Framework Agreement	35	4.64

Statistics

Each year NTA prepares and publishes a statistical bulletin on licensed bus services for the preceding year⁷. In 2022, NTA again published an abridged bulletin which emphasised the differences between 2019, the last full year of normal operations, and the years 2020 and 2021 to demonstrate the impact of Covid-19 and the resultant drop in passenger numbers. Comparisons were also drawn between 2013, the first year data was collected across the entire State, and 2021.

6. Scheme only applied for the first six months of 2022 (January to June)

7. See <https://www.nationaltransport.ie/publications/>

Licensing Activity

Table 8 provides data on NTA's bus licensing work during 2022.

824 decisions were made in 2022, the highest in one year since NTA was established. Of the applications for new and/ or amended licences, 50% were processed within the indicative timeframes for the consideration of such applications as set out in the Authority's Guidelines for the Licensing of Public Bus Passenger Services.

Table 8 - Bus Licensing activity in 2022

Type	Received	Decisions Made ⁸	Offered	Issued	Cancelled	Refused
New applications	328	311	302	213	139	1
Amendment of existing licence	193	146	60	127	33	0
Renewal of licence	222	221	0	221	2	0
Transfer of licence between operators	4	4	0	4	0	0
Revocation of licence	25	24	0	0	1	0
Temporary suspension of licence	118	118	0	118	0	0

International Bus Services

NTA continued to engage extensively with the Department of Transport and work closely with bus operators and their representative organisations to ensure a smooth transition to the new arrangements for bus travel to the United Kingdom, including Northern Ireland.

228 books of waybills for occasional journeys between Ireland and the United Kingdom were issued, as well as seven authorisations for new or amended regular services between Ireland and the United Kingdom and one authorisation for a new regular service between Ireland and Romania.

Public Service Obligation (PSO) Determinations

During 2022 several licensed bus services ceased operation. In each case NTA determined whether or not there was a PSO requirement to procure and fund a replacement public transport service. Where it was determined a PSO replacement service was required these were planned in the context of the existing network and Authority investment plans such as Connecting Ireland. New services implemented in this manner include Route 310 Sarsfield Street to Castletroy in Limerick, Route 354 Portlaw to Dunmore East and Route 358 Tramore to Waterford.

8. Includes decisions made on applications received during 2021, which were carried over into 2022.

Young Adult Card Fares Scheme

The Young Adult and Student Leap Card (YASC) scheme was introduced in May of 2022, allowing a 50% reduction for young adults on PSO services. A decision to extend this to commercial operators required a Fares Scheme to be set up by NTA, using Section 59 of the DTA Act of 2008. This was completed in the summer of 2023, allowing the YASC scheme to be extended to commercial operators from September 2022. There are now over 40 commercial operators participating in the Fares Scheme.

Public Transport Accessibility Retrofit Programme

A key element in the provision of public transport infrastructure and services is to enhance the accessibility of public transport for people with disabilities and NTA undertakes numerous activities in this area.

Wheelchair Accessible Bus Stops / Bays

During 2022, construction was completed on 21 wheelchair accessible bus stops including locations at Bantry, Buttevant, Castlebar, Fermoy, Kells, Mitchelstown, Navan and Nenagh.

Wheelchair accessible bus bays were also constructed in Ballina Bus Station and Bus Éireann commenced the upgrade of the next group wheelchair accessible bus bays in late 2022.

Bus Stations

The wider upgrade of works, required to bring bus stations to the required standard under Technical Guidance Document (TGD) - Part M Accessibility, is continuing. This large scale project will enhance Bus Éireann stations for all users.

Rail Stations

Wheelchair accessible lifts and bridges were completed at Gormanston, Co. Meath and Dalkey, Co. Dublin in 2022 and expect to be opened to the public in early 2023. Construction commenced on a wheelchair accessible lifts and bridge at Little Island station in Co. Cork.

The wider upgrade of accessibility in rail stations is being progressed to the Technical Specifications for Interoperability for Persons with Reduced Mobility (PRM-TSI). Ennis station, Co. Clare was identified as the first station for implementation for this upgrade to complement the new wheelchair lifts and bridge opened in 2021. The upgrade of two platforms to the updated accessibility standard was completed in 2022. Iarnród Éireann is preparing a business case to bring all stations in its current programme up to current accessibility standards.

NCBI Wayfinding Centre

The National Council for the Blind Ireland is developing a transport training centre on Botanic Road in Dublin. The Wayfinding Centre will provide a safe and controlled indoor environment which replicates the real-world experience of using public transport including lighting, acoustics, hazards and the built environment that surrounds public transport. The NTA is part-funding this project which commenced construction in 2022.

Enhancing Customer Experience



NTA introduced a significant programme of initiatives to enhance customer experience in 2022 with each one being supported by communications campaigns designed to inform and engage public transport passengers. Some of the key campaigns undertaken in 2022 were:

TFI 90 minute fare

The TFI 90 Minute Fare was introduced in the Dublin area in late 2021; but the main marketing campaign commenced in early 2022 once Covid-19 restrictions began to lift. The campaign included radio, social media, on-board posters, bus shelters and press and ran at various points throughout the year. By Q4 2022 awareness of TFI 90 minute fare was as high as 61% in the Dublin area among public transport users, which includes infrequent users.

Reconnecting with Public Transport

From February to April NTA launched a national 'Reconnecting with Public Transport' advertising campaign to encourage people back to public transport. The campaign included TV, national radio, cinema, online advertising and digital audio. A second round of the campaign also went live in June and July.

Fares Reduction

From February 2022, fares across the TFI public transport network were reduced on a phased basis. This was supported by comprehensive marketing and communications plans commencing with promotion of reduced Tax saver fares in March. From the 11th of April fares reduced by an average of 20% across services outside the Greater Dublin Area and finally on all PSO services from May 9th. The campaign used TV, outdoor, social media, radio and digital advertising to promote the reduced fares and resulting awareness was high. In August a refreshed creative advertising approach was deployed to remind passengers of the great savings on TFI services. This 'TFI Price Drop' campaign was supported by media advertising as well as public transport operator support and ran for the rest of the year.

TFI Go App

Marketing for TFI Go mobile ticketing app commenced in March to mark the introduction of new routes on Bus Éireann, Go-Ahead Ireland commuter services and TFI Local Link. The campaign ran until the end of the year in multiple phases to support each of the new locations and services being introduced on the app.

2022 Anti-Racism Campaign

This annual campaign ran in March to coincide with the United Nations International Day for the Elimination of Racial Discrimination. NTA partnered with the Immigrant Council of Ireland (ICI) and TFI public transport operators with the campaign focusing on how everyone is welcome and diversity is celebrated on public transport.

TFI Young Adult and Student LeapCard

The new Young Adult and Student Leap Card (YASC) was made available to all 19-23 year olds and 24 year olds and over in full time third level education. These cards introduced reduced fares of 50% on average for cardholders on public transport services and can also be used to avail of reduced fares on participating commercial bus operators. The 'Half the Fare, Double the fun' campaign ran alongside the 20% fare reductions introduced as part of the cost of living measures. It was also used as the creative concept when YASC was extended to participating commercial bus operators. Individual campaigns also ran to promote the low fares with the card on regional bus services.

BusConnects Dublin Area Network Redesign launches

Phase 3 (N4, N6) of the Dublin Area Bus Network Redesign, serving the North of Dublin launched in May and Phase 4 (G1, G2 and 60), serving the West of Dublin, launched in October. Communications to launch these two phases included local press, local radio, social media, bus shelters, booklet door drops within the vicinity of the new routes and brand ambassador activity.

Pride

In June, as part of its ongoing commitment to diversity and inclusion, NTA was a Silver sponsor for Dublin Pride 2022. NTA, under its TFI brand, ran a 'Destination Inclusion' campaign to emphasise that public transport is for everyone.

TFI Bikes

From 27th June a campaign promoting the TFI Bikes in Waterford City commenced. Part of this 'Zip around Waterford City' campaign included free membership until the end of August for those who registered for the scheme by the end of August. In October and November radio advertising also ran in Cork, Waterford, Limerick and Galway to promote the initiative in those areas.

Please Offer Me a Seat (POMAS) Card/Badge

In July NTA launched the new 'Please Offer Me a Seat' card and badge initiative. The campaign's 'No Need to Explain' messaging aimed at providing passengers with an invisible disability or hidden illness the opportunity to discretely communicate their need for a seat using the new TFI POMAS badge or card. The POMAS badge/card can be collected at key public transport hubs free of charge.

Bus Driver Recruitment

Throughout September NTA ran a Bus Driver Recruitment campaign on National and Regional radio stations for four weeks. The 30 second radio ad encouraged people to consider bus driving as a career.

Staff Respect

In November NTA ran its 'Staff Respect' campaign encouraging passengers to remain respectful towards public transport drivers and staff. Media for this campaign included radio, social media, operator space and bus shelters.

JAM Card

In November, NTA ran its 'Just a Minute' JAM Card awareness campaign in partnership with the NOW Group. This campaign served to remind passengers with a hidden disability that the JAM card is available for collection at transport hubs nationwide, free of charge.

Christmas 2022

The aim of the campaign was to remind customers that TFI public transport services continue to operate, some with altered schedules, during the holidays. This campaign ran in English and Irish on radio, social, programmatic, bus and digital shelters and operator space.

TFI Local Link

Brand awareness research indicates that TFI Local Link brand awareness, as of Q4 2022, is 77% (up from 66% in June 2021) with patronage also increasing significantly. All campaigns and launches were supported by comprehensive marketing and communications plans including:

- » **'Above and Beyond' Campaign** - NTA ran the TFI Local Link "Above & Beyond" campaign in 2022. This campaign highlighted the hard work of the TFI Local Link teams throughout Ireland. TFI Local Link managers and passengers nationwide submitted stories of how their TFI Local Link went over and above the call of duty for passengers during the pandemic. The stories were shared across social media to help generate awareness and encourage uptake of the services. The campaign generated over one million impressions on social media.
- » **TFI GO & TFI Leap** - Throughout 2022, TFI GO and TFI Leap was added to TFI Local Link Regular Rural Services throughout the country. To help promote TFI Local Link accepting cashless payments and offering cheaper new ways to pay for fares, a campaign was run regionally on radio stations across Ireland and on social media. A digitally focused awareness campaign ran in the second half of the year to support individual TFI Local Link TCUs as they introduced TFI Leap Card as a payment method, further expanding the scheme in rural Ireland.
- » **Connecting Ireland** - Since the implementation of Phase 1 of the Connecting Ireland Rural Mobility Plan in January 2022, the programme has delivered a mix of 38 new and enhanced bus services throughout the country. The introduction of these services has increased connectivity, particularly for people living outside major towns and cities. As each of these route enhancements / route launched went live a bespoke geo targeted campaign was created for each to help create awareness and increase patronage.

- » **Door-to-Door** – To help promote TFI Local Link Door-to-Door services, a new campaign was developed to help create awareness for the service and increase patronage. The new campaign was titled “if you’re on our route, we’re on our way”. The campaign helped to promote that there are over 1300 door-to-door services available across the country and to book, you just need to call your closest TFI Local Link.

Table 9 – National Transport Authority website visits

Website	2022	2021	% Change
www.TransportforIreland.ie			
Visits – Page views	6,078,579	2,850,993	+ 113.21%
Users	1,702,553	820,353	+ 107.54%
About.leapcard.ie			
Visits – Page views	3,087,008	1,350,346	+128.61%
Users	962,828	441,050	+118.30%
www.NationalTransport.ie			
Visits – Page views	995,488	905,604	+ 9.93%
Users	229,362	186,454	+ 23.01%
www.busconnects.ie			
Visits – Page views	62,690	82,527	-24.04%
Users	220,257	278,385	-20.88%
Totals Page views	10,223,765	5,189,470	+97.01%
Total Users	3,115,000	1,726,242	+80.45%

Consolidated Contact Centre

To support the growing public transport network and ensure that customers get a consistently positive customer experience, NTA progressed its plans to establish a Consolidated Contact Centre for public transport in Ireland. The aim of this project is to establish a centralised contact hub, which will enable customers to route their

queries in relation to a wide array of public transport services via a single source.

Key achievements in 2022 included:

- » Prequalification of vendors concluded;
- » ITN (Invitation to tender) documents were released to shortlisted potential vendors who would be bidding for the final tendering process; and
- » Final Invitation to Submit Final Tenders (ISFT) was released to the potential vendors.

The responses to the ISFT are expected to be submitted by the potential vendors in early 2023. These responses will then be evaluated with the intention of awarding a contract in 2023.

Transport User Advisory Group (TUAG)

The NTA Transport User Advisory Group (TUAG) was established in February 2022 and met three times remotely in 2022.

The role of the group is to provide commentary and feedback on proposed projects, programmes, purchases and designs by the NTA.

The TUAG includes representatives from a variety of users of the public transport system and active travel infrastructure nationally. This engagement provides NTA with a wide spectrum of views from both service users and other stakeholders.

The TUAG consists of 15 members and includes representatives from the various modes of transport nationwide as well as people representing the interests of persons with disabilities, pedestrians, cyclists, older persons, tourism, students, Small Public Service Vehicles and Local Link.

Customer Contact

Customer contact with NTA has increased significantly as the organisation's remit has expanded in recent years. In recognition of this, NTA recruited a dedicated Customer Contact Manager in September 2022 with responsibility for the operation and development of the NTA's Customer Relationship Management (CRM) System. The NTA's CRM system is used for answering a wide range of customer complaints and queries in relation to NTA functions with one of the main contact areas relating to the provision of public transport services. Where customers have already raised an issue with a public transport operator and are dissatisfied with the response, these cases are escalated to NTA. Typical areas of complaint/enquiry relate to:

- » Operational matters: Bus stop infrastructure, Fares and ticketing
- » Service Issues: Real time passenger information, punctuality, reliability
- » Staff Issues: Driving issues, driver passenger interaction, misconduct, number of passengers on bus

In 2022, a total of 15,209 cases were received via NTA’s Customer Relationship Management system.

Customer Contact - Vehicle Clamping - Complaints

The public can make a complaint directly to NTA on four distinct grounds:

1. The discharge of responsibilities by parking controllers;
2. The conduct, behaviour and identification of clamping operators;
3. Unnecessary delay on the part of parking controllers or clamping operators in responding to complaints, or other communication from members of the public; and
4. The identification of vehicles used by clamping operators (including logos, stickers and advertisements on such vehicles).

In 2022, almost 50% of complaints made were regarding the discharge of responsibilities by parking controllers, with the conduct, behaviour and identification of clamping operators being the next largest category investigated. NTA may take proceedings against parking controllers and clamping operators for breaches of the statutory requirements when carrying out clamping activities.

Table 10 - Clamping Complaints

	2022	2021
Complaints brought forward from previous year	12	7
New complaints	81	42
Totals	93	49
Complaints completed	87	37
Complaints awaiting determination on 31 December	6	12

Table 11 - Clamping Complaint Outcomes

Total	Upheld	Partly Upheld	Not Upheld
81	47(54%)	12 (14%)	28 (32%)

Where complaints have been upheld or partly upheld, parking controllers and clamping operators have been required in some circumstances, to refund motorists, review and/or amend procedures as required. Compliance checks on the operations of parking controllers and clamping operators were carried out as a result of complaints submitted.

Customer Contact - Small Public Service Vehicles Sector (SPSV) Complaints

NTA received 1,625 complaints in 2022 in respect of the SPSV sector, an increase of 190% on 2021. Over half of all complaints (57%) could not be advanced due to insufficient evidence, no evidence or the complainant not wishing to pursue the complaint on contact. Another 2% of the complaints received were referred to other agencies for attention, including An Garda Síochána, the Department of Social Protection and Revenue.

Table 12 - Consumer Complaints about SPSVs

Category of Complaint	2022	2021	2020	2019
Condition, roadworthiness and cleanliness of the vehicle	42	31	11	78
Conduct, behaviour and identification of an SPSV driver	481	228	204	496
Overcharging and other matter relating to fares	793	215	189	529
Hiring and booking of the SPSV	308	86	61	277
Identification and general appearance of the SPSV	1	0	1	3
Total	1,625	560	466	1,383



Transport & Sustainability



With an increasing emphasis on reducing harmful emissions in the transport sector, 2022 saw NTA make substantial strides in creating provision for more and more sustainable transport options.

This included a massive increase in funding provided to local authorities under the Active Travel Grants Programme, not just in our major cities, but in towns and villages across the entire country.

The aim of the programme is to provide infrastructure that will help deliver at least 500,000 additional daily active travel and public transport journeys by 2030.

2022 was also the year when NTA ordered 165 battery-electric single and double deck buses for use on urban services. In addition, we ordered an additional 90 new DART carriages, bringing to 185, the number that are now in production for delivery to Ireland from next year.

A large part of NTA's work in 2022 was concerned with providing active travel and public transport infrastructure and services to facilitate a transition to a more sustainable transport system. Moving more people onto environmentally sustainable forms of travel is fundamental to meeting Ireland's objectives in relation to climate action. The Government's Climate Action Plans 2021 and 2023 sets out a number of actions which are the responsibility of the NTA to lead on delivery all leading to assisting in meeting the target reductions in carbon emissions.

NTA activities that support emission reductions in the area of transport include:

- » the development of transport strategies for metropolitan areas to support compact growth and sustainable development;
- » engagement with local authorities to assist in their preparation of Local Transport Plans, using the Area Based Transport Assessment (ABTA) methodology, developed with Transport Infrastructure Ireland;
- » securing the implementation of new public transport infrastructure and enhanced public transport services;
- » the delivery of active travel projects, including, in particular, the provision of a network of safe cycling facilities;
- » the promotion of active travel modes and public transport use.

Whilst Covid-19 disrupted many activities during 2021, work continued in all of these areas, contributing to the overall goal of reducing transport emissions. In terms of investment in low carbon/zero carbon emission fleet for example, and as highlighted elsewhere in this Annual Report, 2022 saw:

- » Government approval for a further order of 90 Battery Electric train carriages to supplement the existing DART Fleet order and enable operation of electric services on parts of the DART network;
- » Delivery of 24 double-deck hybrid buses, 66 double deck battery electric urban buses and 41 single deck battery electric urban buses.

Active Travel

The NTA has managed the Sustainable Transport Measures Grants (STMG) for many years in the Greater Dublin Area and Regional Cities. 2021 saw the expansion of grants under the Active Travel Programme for Local Authorities outside of the GDA and Regional Cities, which increased the number of local authorities being managed by the Transport Development Division from 12 to 31. The STMG and Active Travel grants were merged in 2022 under the Active Travel Grant Programme title.

The various grants being managed by the NTA in this area are outlined below:

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 aim of the programme is to provide active travel infrastructure that will help deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan.

The 2022 funding covered approximately 1,200 Active Travel projects, which will contribute to the development of almost 1,000km of new and improved walking and cycling infrastructure across the country by 2025.

Safe Routes to School

In March 2021 the Safe Routes School programme was launched by the Department of Transport and the NTA. The Safe Routes to School 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. The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance. At the closing date for applications, over 900 schools from every county in Ireland had requested to participate in the new programme. Following assessment 170 schools were selected for inclusion in the Round 1 programme in June 2021, with the Green Schools team of An Taisce, our delivery partner, immediately starting to liaise with the successful schools. Round 2, which included 108 schools throughout the country, were launched in December 2022.

By the end of 2022 cycle parking has been provided to 436 schools as part of the Safe Routes to School programme, with an additional 4,860 spaces for both bicycles and scooters provided in 2022 (4,410 bicycles and 468 scooters). The provision of this infrastructure will support students who can now cycle in the knowledge that their bike will be safe and dry at the end of the school day.

Active Travel & STMG projects funded in 2022 by NTA are detailed below:

Table 13 - STMG & Active Travel projects funded by Authority

	Band 1		Band 2		Band 3		Total
	<€500k		>€500k<€10		>€10		
Sponsoring Agency	No.	%	No.	%	No.	%	
Dublin City Council	8	13%	45	71%	10	16%	63
South Dublin County Council	4	19%	16	76%	1	5%	21
Dún Laoghaire Rathdown County Council	7	15%	39	85%	0	0%	46
Fingal County Council	2	8%	19	76%	4	16%	25
Wicklow County Council	22	48%	24	52%	0	0%	46
Kildare County Council	4	14%	25	86%	0	0%	29
Meath County Council	7	22%	23	72%	2	6%	32
Cork City Council	10	15%	51	78%	4	6%	65
Cork County Council	2	7%	27	90%	1	3%	30
Limerick City and County Council	9	20%	35	78%	1	2%	45
Waterford City and County Council	8	36%	8	36%	6	27%	22
Galway City Council	2	8%	22	88%	1	4%	25
Galway County Council	6	23%	20	77%	0	0%	26
Carlow County Council	18	75%	6	25%	0	0%	24
Cavan County Council	27	93%	2	7%	0	0%	29
Clare County Council	19	73%	7	27%	0	0%	26
Donegal County Council	22	79%	6	21%	0	0%	28
Kerry County Council	5	38%	8	62%	0	0%	13
Kilkenny County Council	15	56%	12	44%	0	0%	27
Laois County Council	10	77%	3	23%	0	0%	13

Table 13 - STMG & Active Travel projects funded by Authority (continued)

Sponsoring Agency	Band 1		Band 2		Band 3		Total
	<€500k		>€500k<€10		>€10		
	No.	%	No.	%	No.	%	
Leitrim County Council	14	100%	0	0%	0	0%	14
Longford County Council	15	94%	1	6%	0	0%	16
Louth County Council	5	29%	10	59%	2	12%	17
Mayo County Council	30	83%	6	17%	0	0%	36
Monaghan County Council	16	64%	9	36%	0	0%	25
Offaly County Council	8	53%	7	47%	0	0%	15
Roscommon County Council	17	100%	0	0%	0	0%	17
Sligo County Council	8	47%	9	53%	0	0%	17
Tipperary County Council	21	57%	16	43%	0	0%	37
Westmeath County Council	6	75%	2	25%	0	0%	8
Wexford County Council	12	60%	8	40%	0	0%	20
Galway University Hospital	1	100%	0	0%	0	0%	1
Iarnród Éireann	0	0%	0	0%	1	100%	1
National Transport Authority	0	0%	8	100%	0	0%	8
St James Hospital	1	100%	0	0%	0	0%	1
Trinity College Dublin	1	100%	0	0%	0	0%	1
University College Dublin	3	100%	0	0%	0	0%	3
Grand Total	365	42%	474	54%	33	4%	872



Public Bike Schemes

The regional bike scheme has been operated by the NTA since 2014, with schemes in Cork, Limerick and Galway. Covid-19 had a significant impact on bike usage in all three locations, with 2022 showing a small rebound with increased usage in Cork and Limerick, however it is still less than half of its 2019 usage levels. The usage in Galway has not rebounded to the same extent.

In July 2022 Waterford was added to the public bike share scheme. Fourteen docking stations and 220 bikes were strategically located throughout Waterford City, with almost 10,000 individual rentals taken out between July and December 2022. This usage is significantly ahead of usage in Galway and Limerick in this period.

Table 14 - Public bike schemes (trips made)

City	Total trips in 2022	Total trips in 2021	Total trips in 2020	Total trips in 2019
Cork	109,699	54,615	81,504	241,064
Galway	6,264	7,898	6,604	27,190
Limerick	9,414	4,862	10,447	22,129
Waterford	9,637 (6 months only)	N/A	N/A	N/A
Total	135,014	67,375	98,555	290,383

Table 15 - Public bike schemes (number of registered users⁹)

City	Total trips in 2022	Total trips in 2021	Total trips in 2020	Total trips in 2019
Cork	4,230	4,048	5,220	6,594
Galway	832	937	4,349	4,127
Limerick	843	829	1,344	1,824
Waterford	1,284 (No. of subscribers after 6 months)	N/A	N/A	N/A
Total	7,189	5,814	10,913	12,545

9. The number of registered users is averaged across the year

Green-Schools Travel

The Green-Schools Travel Programme works with schools to promote sustainable modes of transport on the school run for students, school staff, and parents. An Taisce operate the Programme on NTA's behalf.

In 2022, Green-Schools Travel Officers carried out 1,524 school visits and completed 156 'walkability' and 25 'cycleability' audits, identifying the barriers to walking and cycling to schools. The audit findings were presented to the relevant local authorities for consideration and schools were engaged to report findings locally and practise "active citizenship" when tackling issues.

Cycle Right & Parking Infrastructure

- » Funding was provided for 358 schools to receive cycle parking infrastructure. 284 of these 358 schools were Safe Routes to School (SRTS) schools and the remaining 74 were Green-Schools Travel schools. 38 schools received kick scooter-specific parking. 18 of those 38 were Safe Routes to School schools and the remaining 20 were Green-Schools Travel schools.
- » 6,194 students from 179 schools were funded by Green-Schools Travel for Cycle Right training in 2022.

Green-Schools Travel undertook a broad range of actions and events to encourage schoolchildren to get active on their school commute and in their locality.

Specific highlights in 2022 included:

- » 138 schools around Ireland were awarded the Green Flag for Travel or Global Citizenship Travel in May 2022. This was particularly significant as all of these schools started or undertook most of their work on the Travel themes during years heavily impacted by the Covid19 pandemic and resulting school closures.
- » Green-Schools Travel celebrated four key week-long awareness raising events including Walk to School Week in September 2022 (14,254 students walked on National WOW Day according to figures returned from schools but Green-Schools estimate the actual figure to be much higher).
- » Other key week-long celebrations included: Scoot to School Week (March 2022): 1,647 students scooted on National SOW Day 2022; Bike Week (May 2022): 4,468 students cycled on National COW Day 2022 and Clean Air Week in November 2022.
- » In February 2022 Green-Schools celebrated their annual competition: the Big Travel Challenge and had the pleasure of the first in-person award ceremony since 2019 in Dublin Zoo for the winning schools held in May 2022. Gort Community School students were the overall winners of the "Travel School of the Year" award for their incredible work promoting walking to school.
- » The new #AndSheCycles Ambassador Programme awarded its second group of students for their work on the programme in May 2022 and in October 2022 welcomed 50 new Ambassadors into the programme. The programme was

oversubscribed by two to one this academic year. This year's group have been the first group to do their initial and follow-on training in person which has made a huge difference to their experience of the programme and connections they make with each other. During 2022 the #AndSheCycles campaign was buoyed by interest from an organisation in Australia who are hoping to use elements of the campaign to encourage cycling amongst teen girls in Perth.

- » Green-Schools also continued to support the Cycle Bus Network¹⁰(CBN) during 2022, keeping new and existing cycle buses up to date on developments and news and offering support, advice and resources when applicable. The CBN also ran a Cycle Bus Challenge at the start of the 2022/2023 academic year encouraging the cycle buses to track their numbers cycling and send photos to Green-Schools. The two winning cycle buses were Rothar14 and Galway Cycle Bus Knocknacarra.

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 200 partners in the programme across the public and private sectors. Behaviour change interventions such as the walking and cycling challenges encourage staff and students to walk and cycle for commuting and leisure trips. Key initiatives undertaken in 2022 included:

Step Challenges

The springtime Marchathon and autumn's Walktober encouraged staff and students to change their mode of travel from the private car to walking on the commute and beyond. Over six thousand staff and students from 105 Smarter Travel partners took part in Walktober, forming a total of 1,478 teams. Results show that participants collectively took almost 1.75 billion steps during Walktober, an average of approximately 9,000 steps per person daily. Team 'Worst Pace Scenario' from MTU Cork were the overall winners.

National Bike Week

National Bike Week is a celebration and promotion of cycling, encouraging new and lapsed cyclists to make cycling part of their lifestyle. During Bike Week 2022, people across Ireland were able to join events and consider making the switch to cycling as a convenient way to travel on the commute, for personal trips and leisure. Bike Week took place from Saturday 14th to Sunday 22nd May. All 31 Local Authority areas were represented with sports partnerships, Green-Schools Travel and Cycling Ireland involved. Events included family fun cycles, bike festivals, cycle safety training, balance bike events, bike clinics, heritage cycles, school cycles and many more. NTA ran a targeted advertising campaign accompanying Bike Week 2022, included a mix of radio, digital audio, digital and social media advertising.

10. CBN is a parent/guardian/community-led initiative whereby several parents and volunteers lead groups of cycling students to one or more schools.

Student Awards

The Smarter Travel Student Awards programme invites students to develop projects that support, facilitate or enable sustainable travel choices to campus and for other trips. The awards link in with a broad range of college courses. The lecturer special recognition award acknowledges lecturers who bring sustainable travel projects into the graded curriculum. Entrants have their work reviewed by an independent panel of judges who are experts in their industry. The 2022 awards had a significant increase in entries. There were over 230 projects submitted with more than 400 students involved. The Student Awards Ceremony took place on Thursday, 28th April 2022 in the Light House Cinema, Smithfield, Dublin.

Light Up Your Life

This annual campaign reminds cyclists to ‘Light Up’ as the darker evenings approach when the clock falls back in October. Programme partners are encouraged to highlight the importance of lighting up to their staff and students using the promotional posters and bike lights provided. 14,500 bike lights were distributed across partner organisations and cycling groups in 2022.





Transport & Innovation



In 2022, we had the best year ever for Leap Card sales at over 950,000.

It was also a year when the penetration of Leap grew significantly across Ireland thanks to the rollout on TFI Local Link services, and by the end of the year, over 100 services across all areas around the country were accepting Leap.

Use of our mobile ticketing solution, TFI Go also grew substantially and it is now in use on all Bus Éireann PSO services and on Go Ahead Ireland Dublin Commuter services.

In relation to Next Generation Ticketing procurement, in 2022 NTA commenced detailed dialogues with five shortlisted bidders. Three bidders are expected to submit final tenders in 2023.

Separately, substantial progress was also made on the Automatic Vehicle Location (AVL) procurement process.

TFI Leap Card

In 2022, Leap Card Sales increased by 120%, from 432,959 in 2021 to 951,522 in 2022, the highest figure ever, and over 4% higher than the previous high in 2019. This indicates a substantial increase in the use of Leap Card and reflects the post-Covid-19 return to public transport. By the end of 2022, over 6.25 million Leap Cards had been issued since the launch of the Leap Card scheme in 2011.

In 2022 the number of Public Services Cards enabled for free travel that expired decreased compared to 2021, as the Department resumed card issuance and renewals following the Covid-19 lockdowns. More cards expired during the year than new cards were issued, resulting in the negative number shown in Table 16. It is expected that this will be addressed in 2023 as the Department renews expired Public Service Cards.

In tandem with the recovery of public transport, travel credit top-ups showed an increase of 52%, from €142.4 million in 2021 to €215.9 million in 2022. Travel credit usage also showed an increase of 49%, from €122.5 million in 2021 to €182.6 million in 2022, consistent with the trend seen in top-ups. In parallel sales of tickets onto Leap Cards increased by 42%, from €20.6 million in 2021 to €29.2 million in 2022. The number of journeys made through travel credit increased significantly by 95%, from 76.4 million in 2021 to 149.5 million in 2022. This trend is consistent with the trend seen in travel credit top-ups and travel credit usage.

Total turnover increased by 48%, from €143.0 million in 2021 to €211.8 million in 2022. This trend reflects a substantial increase in the overall fare revenue collected, despite the implementation of 20% and 50% fare discounts during the year, added to the introduction of the 90 minute fare in the Dublin area.

Overall, the data indicates a substantial increase in the use of Leap Card in 2022.

Table 16 – TFI Leap Card Statistics

Measure	2022	2021	% Change 2022 v 2021
TFI Leap Cards sold	951,522	432,959	+120%
Free Travel passes issued ¹¹	-92,586	-330,809 ¹²	-
Travel Credit Value topped up	€215.9m	€142.4m	+52%
Travel Credit Value used	€182.6m	€122.5m	+50%
Ticket product sales	€29.2m	€20.6m	+42%
Journeys (excluding Free Travel Passes)	158.5m	81.5m	+95%
Journeys on Free Travel Passes	28.0m	19.4m	+44%
TFI Leap Top-Up App top-up	€125.4m	€68.3m	+83%

TFI Leap Card Rollout on TFI Local Link Regular Rural Services

During 2022 NTA collaborated with the 15 regional offices that deliver the TFI Local Link services to rollout Leap Card and Free Travel compatible ticketing equipment to all regular rural services. By the end of 2022 over 100 services across all areas around the country had been enabled and the remainder will be completed in Q1 2023. The overall objective was to provide the Local Link scheduled services with ticketing equipment that is enabled for Leap and Free Travel pass acceptance, so that:

- (a) Leap can now be accepted as a means of payment;
- (b) Free travel pass usage can be electronically recorded;
- (c) To provide consolidated central revenue reporting via the consolidated cloud hosted back office;
- (d) To position the NTA and Local Link teams for further expansion of services using the same equipment thus providing a consistent ticketing service on all services. This will be continued as the Connecting Ireland programme adds additional services.

TFI Leap Card Operations Contract Transition

The contract to support the operations of the Leap Card scheme is due to transition to a new supplier in 2023. In 2022 the transition process was commenced, with a focus on ensuring uninterrupted services to customers as the new supplier takes over day-to-day

11. Free travel passes are issued by the Department of Social Protection.

12. Issuance of free travel passes was suspended by the Department of Social Protection during Covid-19. Card issuance and renewals has resumed, however, the net volume of cards that expired during the year exceeded the number of newly issued cards during the year, leading to a negative number.

responsibility. This includes a change of supplier of retail Leap Card sales and reload services which is being taken on by An Post and Postpoint.

TFI Go Mobile Ticketing

Usage of NTA's mobile ticketing app, TFI Go, expanded significantly in 2022. By the end of 2022 the app was selling tickets for 31 bus operators both publicly and privately owned, notably including all Bus Éireann PSO services, Go Ahead Ireland Dublin Commuter services and all TFI Local Link Regular Rural Services nationwide. This expansion was primarily driven by the use of TFI Go to facilitate the involvement of private bus operators in the young adult fares discount scheme that involves compensation being paid to participating private bus companies for all ticket sales that take place in the TFI Go app, but also reflected some natural growth as customer awareness of the app has grown. On the back of this growth, usage of the app hit a new high in November, with 40,000 tickets sold during the month, the highest figure to date. Usage is anticipated to continue to grow into 2023 as additional features and operators are added.

Table 17 - TFI Go Mobile Ticketing

Measure	2022	2021	% Change 2022 v 2021
Mobile Tickets sold (volume)	191,118	12,809	+1,393%
Mobile Tickets sold (value)	€1,013,797	€98,177	+932%
Journey Taken (volume)	313,11	38,701	+709%

Next Generation Ticketing (NGT)

NTA is seeking to implement new and more flexible ticketing systems through its NGT project, which is a key element of the BusConnects Programme and intended to be the eventual successor to the successful TFI Leap Card integrated ticketing scheme. During 2022, following on from the 2021 completion of the shortlisting phase of the procurement which identified five experienced candidates, NTA commenced the detailed dialogues with the shortlisted bidders. An iterative process was followed, where bidders evolved their proposed solutions based on feedback from the NTA. As part of this process, the five shortlisted candidates were reduced to three, who are expected to submit final tenders in 2023.

Automatic Vehicle Location (AVL)

Current AVL systems are approaching end of life and in 2021 NTA commenced a public procurement competition to find a single supplier of a modern system to replace the variety of systems currently in place. In 2022 NTA contacted clients of the five shortlisted bidders identified in 2021, and also held discussions with the five shortlisted bidders on key aspect of the NTA's functional requirements. NTA intends to appoint the supplier on foot of a final tender in mid-2023.

AVL is required for service control of buses, communications with drivers, tracking of route performance, generation of real time passenger information for on-street displays and mobile apps and is at the core of the contract management function of NTA in tracking kilometres operated and punctuality by operator by route.

Real Time Passenger Information (RTPI)

RTPI is a system which facilitates the provision of dynamic public transport information to customers through apps, websites and on-street displays. NTA commenced a procurement competition in 2022 to source a supply of additional on-street display signs, to include additional options such as battery powered displays and displays that can be incorporated into new bus stops.

During 2022 customers experienced a number of issues with the quality of real time data. One of the root causes was that the bus operators were experiencing issues delivering services due to a shortage of bus drivers, and additionally there were issues cancelling services on the various systems, leading to disappearing buses and frustrated customers. NTA commenced a number of remedial actions to address these issues. One of the most impactful actions will be to the sourcing of a new single AVL system for all bus operators in Ireland - under the aforementioned AVL project, which shall ensure a single consistent source of real time data in a single data feed and single format.

In addition, NTA continued to work to introduce a new suite of applications to include a new National Journey Planner and new timetable production software. This new solution, TFI Live, was intended to be launched in 2022 but will now launch in Q1 2023. This will include the provision of new data feeds (GTFS v2) that is shared with third party channels such as Google Maps, HERE Maps, Apple Maps and the open data community via Data.Gov.ie, Ireland's open data portal.

Young Adults Fares Scheme

In early 2022 NTA coordinated the implementation of a Government initiative to apply 50% fare reductions for young people on all fares and tickets for public transport journeys on Dublin Bus, Iarnród Éireann, Bus Éireann, Luas, Go-Ahead Ireland and TFI Local Link. This reduction was supported for holders of Student Leap Cards, for whom no action was required. They simply pay for their journey by Leap, and the reduced fare is deducted from their card in the normal way. For non-student young adults, NTA worked with a key Irish supplier to provide a facility to apply for a Young Adult and Student Leap Card (YASC) which is entirely done online. The cards are all produced in Ireland, and fulfilment is completed promptly, with cards being delivered by post to the customers once the uploaded documents have been digitally verified. Once the customer has received the YASC, they can use it on all relevant public transport services. This was completed in time for launch on 9th May. Subsequently, throughout summer 2022 Transport Technology worked to extend the YASC initiative to the commercial bus sector. This led to 31 commercial bus operators being on-boarded into the TFI Go mobile ticketing app, and a further number joined the Leap Card scheme and were provided with Leap compatible ticketing equipment. This went live on 5th September and was well received by customers.

Regulatory & Compliance Environment



With some Covid restrictions still in place at the beginning of the year, 2022 was not without its challenges for the SPSV sector. However, emergency regulatory measures remained in place to support the industry.

There were regulatory changes introduced in 2022 including a new regulation welcomed by customers that requires all taxi drivers to accept cashless payments when requested by passengers via an in-taxi point of sale cashless payment terminal.

A new fares order came into operation in September designed to incentivise the provision of transport services at peak late-night demand times.

Generous grants were offered to new and existing licence holders to encourage the acquisition of electric and low emission vehicles, as well as wheelchair accessible vehicles.

Within the regulatory and compliance environment, NTA is responsible for:

- » developing the regulatory framework and compliance regime for the Small Public Service Vehicle (SPSV)¹³ and commercial bus sectors in order to enhance the quality, safety and accessibility of services;
- » ensuring compliance by operators with statutory regulations in the SPSV, commercial bus and vehicle clamping sectors;
- » ensuring that the regulatory licensing and appeals systems in place in these sectors are efficient and fair for operators and appellants; and
- » the enforcement of EU Passenger Rights legislation in relation to maritime, rail and bus/coach travel.

Small Public Service Vehicle (SPSV) Sector

Post Covid-19

With travel restrictions lifted in February 2022 and the reopening of the hospitality and tourism sectors, the SPSV industry started to enter its first phase of recovery from what was a very challenging two years. NTA had undertaken numerous actions and commenced temporary emergency regulatory measures to support the industry during Covid-19 many of which were still in place throughout 2022. These included:

- » Ensuring that no taxi or hackney would have to exit the fleet on the basis of its age until 2023. This assisted hugely economically impacted self-employed vehicle licence holders to continue providing transport services to the public, through the Small Public Service Vehicle (Emergency Measure Covid-19) (Maximum Permissible Age) Regulations 2020 and the Small Public Service Vehicle (Emergency Measure Covid-19) Regulations 2021;
- » Waiving all standard vehicle licence renewal fees until 2023 through the Small Public Service Vehicle (Emergency Measure Covid-19) (Fees) Regulations 2021;

13. The Small Public Service Vehicle (SPSV) sector comprises taxi, hackney and limousine vehicles, together with self-employed drivers, owners and ancillary SPSV services such as booking services and dispatch operators. NTA publishes detailed statistical information for the SPSV sector on its website in the annual SPSV Bulletin.

- » Doubling of the period in which a vehicle licence could rest in 'Inactive' status, not having to accrue and licence or insurance costs, from 12 to 24 months, to keep industry members available to provide transport services to the public, through the Small Public Service Vehicle (Emergency Measure Covid-19) (Expired Licence) Regulations 2021;
- » Reopening all SPSV Driver Entry Testing Centres in line with Covid-19 restrictions to facilitate 4,997 tests for new driver candidates, an increase of 96% over 2021;
- » Completing the one year Motor Tax Refund Scheme, with 5,115 refunds issued to those vehicle licence holders who applied;
- » Completing the one year NCT Fee Waiver Scheme, with 19,414 free NCT tests completed for taxis, hackneys and limousines; and
- » Carrying out of a series of rolling surveys of both consumers and service providers nationwide to assess supply and demand, the rate of industry recovery and operating costs, including fuel and insurance, to better inform NTA, and Government, of the challenges being faced by the industry and consumers and how policy could be shaped to support full recovery.

Additionally, the Advisory Committee on Small Public Service Vehicles continued to meet in 2022 to provide advice to NTA and the Minister for Transport, as appropriate, in relation to issues relevant to small public service vehicles and their drivers.

2022 Industry Challenges

As detailed above, one of the measures taken to support the SPSV industry during Covid-19 was the introduction of emergency regulations to temporarily extend the maximum permissible age of taxis and hackneys in the SPSV fleet. At the time, this was due to a lack of passenger demand during the Covid-19 restrictions which decimated the earning capacity of SPSV operators. As a result of these emergency regulations, no taxi or hackney was required to exit the SPSV fleet as a result of vehicle age during the restrictions (2020, 2021 and 2022).

This temporary measure was due to end in 2022 but although passenger usage returned to pre-Covid-19 levels, 2022 brought new challenges in relation to vehicle availability. Climate, energy and geopolitical challenges, in particular, made it unfeasible for all end of life SPSVs to be replaced in 2023 and beyond. The factors facing licence holders for the replacement of end of life SPSVs are made up of a number of contributing factors, which include:

- » Russia's military aggression against Ukraine leading to the unpredicted continuation of the global shortage of semiconductor chips, neon, nickel and palladium as both countries are major producers of key raw materials used in semiconductor manufacturing;
- » Energy rationing in Europe;
- » Logistics disruptions in Germany;
- » Covid-19 lockdowns in China; and
- » Supply to Ireland.

As a result, on 18th November 2022 NTA enacted regulations to facilitate the licensing of eligible taxis and hackneys for additional operation in excess of the usual Maximum permissible age requirements through the Small Public Service Vehicle (Contingency Measure – Vehicle Supply) (Maximum Permissible Age) Regulations 2022.

These regulations permit an extension to the final operation date of licenced vehicles due to reaching their final date of operation/maximum permissible age between 13th March 2020 and 31st December 2024. Significant industry communications programmes continued throughout 2022.

Regulatory Changes 2022

In line with the strategic objective to mature the regulatory framework for the SPSV sector in order to enhance the quality, safety, sustainability and accessibility of these public transport services NTA completed five regulatory reviews with associated public consultations in 2022.

» **National Maximum Taxi Fare**

Pursuant to section 24 of the Taxi Regulation Act 2013 (No. 37 of 2013), the Taxi Regulation (Maximum Fares) Order 2022 was commenced on 1st September 2022. It increased the maximum fare and weighted the increase heavily towards night time trips to reflect the increase in operating costs faced by taxi drivers and incentivise the provision of transport services at peak late night demand times. The increase averaged at 12% with little change for non-peak travel.

» **In-Taxi Cashless Payment Facilities**

Pursuant to section 20 and section 48 of the Taxi Regulation Act 2013 (No. 37 of 2013), from 1st September 2022, the Small Public Service Vehicle (Cashless Payment Facility) Regulations 2022 made it mandatory for all taxi drivers to accept cashless payments when requested by customers via an in-taxi point of sale cashless payment terminal.

» **Maximum Taxi and Hackney Age**

Pursuant to section 31 of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 as may be amended, the Small Public Service Vehicle (Contingency Measure – Vehicle Supply) (Maximum Permissible Age) Regulations commenced in November 2022. As detailed above, these provided a temporary exceptional contingency provision to permit taxis and hackneys to remain in the fleet on a temporary basis.

» **Fines – Focus on Safety, Consumer Protection and Services for Users with a Disability**

Pursuant to section 73 of the Act and in order to promote consumer safety and protection NTA revised the prescribed amount for fixed payment offences in Schedule 8 of the Regulation (Small Public Service Vehicle) Regulations 2015. Along with this, NTA also introduced a new fixed penalty (fine) for discrimination against service users with a disability. This will help to ensure public safety and quality of service delivery, together with compliant operators and consumer protection. The Small Public Service

Vehicle (Fixed Payment Offences and Driver Licence Period) Regulations 2022 took effect on 1 January 2023.

» **SPSV Driver Licence Validity Period**

Amendment made to section 7(3)(a) of the Taxi Regulations (Small Public Service Vehicle) Regulations 2015 in relation to the SPSV Driver Licence Validity Period as requested by An Garda Síochána. This took effect on 1 January 2023.

Vehicle Licensing

The ongoing impact of Covid-19 resulted in the number of licensed active taxi, hackney and limousine vehicles falling 9.6% nationwide in 2020 and a further 2% in 2021. In 2022 however, the fleet numbers began to recover growing by 2%. There were 3,247 vehicle licences in inactive status on 1 January 2022; of these licences, 903 have subsequently returned to active status, bringing the total fleet to 19,281.

Vehicle Suitability Inspections

All taxi, hackney and limousine licences must be renewed at least annually to continue operating. Those over 10 years of age require six-monthly renewals. The roadworthiness of each vehicle is initially established through the National Car Test provided by the Road Safety Authority with a subsequent, and separate inspection to determine its suitability for use as a SPSV provided by NTA. A total of 25,195 individual vehicle suitability inspections were conducted in 2022, an increase of 2% on 2021.

Sustainable Vehicles

2022 marked the fourth year during which the eSPSV grant scheme, designed to encourage the acquisition of electric and low emission vehicles by new and existing taxi, hackney and limousine licence holders, was made available. The Department of Transport increased the scheme funding in 2021 from €2m to €15m and was replicated in 2022. Grants of up to €20,000 were made available to existing SPSV licence holders who scrapped older and/or high mileage diesel/petrol vehicles for new fully electric models. NTA administers this grant on behalf of the Department of Transport. 634 grant-assisted electric vehicles were added to the fleet in 2022.

In 2018, five fully-electric vehicles were in the fleet. By year-end 2022 there were 1,369 electric vehicles representing 7.1% of the overall fleet.

Wheelchair Accessible Vehicles

A key objective of NTA under the Taxi Regulation Act 2013 Act is the promotion of a quality service by small public service vehicles and their drivers and the promotion of access to small public service vehicles by persons with disabilities. The 2022 Wheelchair Accessible Vehicle (WAV) Grant Scheme opened at the start of January in furtherance of this objective.

Grants of up to €7,500 were made available to any person deemed suitable under SPSV legislation to hold a vehicle licence (for example, a tax clearance requirement). 717 applications were received for WAV22 and 312 grant-assisted vehicles were added to

the fleet (231 new licences and a further 81 replacement /upgraded vehicles). A further 22 wheelchair accessible vehicles which did not receive grants were also licensed during the year. The current lack of suitable vehicle supply impacted negatively on targets but this is expected to reverse in 2023/2024.

In 2014, 4% of the fleet was wheelchair accessible (850 vehicles); by year-end 2022 this had increased to over 17% (3,347 vehicles).

The Authority's compliance team continues to focus on the appropriate provision of services by WAV drivers with grant repayments being pursued where any service is not being delivered in accordance with licensing conditions.

Local Area Hackney Services

NTA recognises that current public transport cannot meet the travel demands of some communities in rural Ireland, either because it is not available or it is not available at the time needed. The local area hackney licence category was established to provide individual transport services in isolated rural areas which have an unmet demand but cannot support a full time taxi or hackney service. Accordingly, the licence category facilitates low-cost entry for service providers. Whilst the pick-up area is limited to a mapped area around the drivers place of residence, the journey can terminate wherever the passenger requires. However, no local area hackney service may replace or displace any standard taxi or hackney service already operating in the area.

Applicants must meet local SPSV licensing requirements only (drivers do not have to pass the county area knowledge test) and do not have to provide wheelchair accessible vehicles, as is the case for full time taxi or hackney service. However, the licence to drive a local area hackney remains obtainable only from An Garda Síochána after a successful vetting process.

At the end of 2022, there were 23 local area hackney services licensed throughout the State.

Driver Licensing

The Authority works closely with An Garda Síochána to administer the licence application and renewal processes, including the SPSV Driver Entry Test and the issue of SPSV driver identification cards. An Garda Síochána, as the licensing authority for SPSV driver licences remains responsible for the vetting processes completed on all applicant drivers and again at each five year licence renewal.

Given the SPSV driver licence decrease of 6.6% nationally from March 2020 (pre-Covid-19) to the end of 2021, NTA completed a focused driver recruitment campaign across radio, press and social media in July 2022 to attract new entrants to the industry. This campaign promoted the benefits of working as an SPSV driver and outlined the simple steps required to enter the industry. Such a recruitment campaign was previously carried out by NTA in 2018, following which there was an increase of 103% in new drivers in 2019. Following 2022 campaign, there has already been a 121% increase in new driver licences issued on 2021; this brings us to well over pre-2018 levels again, with the Covid-19 period now outpaced. In all, 4,997 SPSV Driver Entry Tests were undertaken by 2,461 candidates although the test centres only reopened to full capacity

in May.

12% of inactive SPSV driver licences returned to active status and overall existing SPSV driver licence numbers (renewals) remained steady in 2022 giving a total number of 25,393 licensed drivers. This represents a 6.7% decrease (1,835) compared to pre-Covid-19 (March 2020). For Dublin entitled drivers, the decrease is 4.7% (15,390 to 14,665).

Enforcement Activities

Over 204,000 vehicle and driver licence checks were carried out during 2022 in respect of 17,296 individual vehicles (90% of SPSV licences were checked whilst operating throughout the year, rising to 98% for wheelchair accessible vehicles and 96% of standard taxis).

With Covid-19 restrictions easing, Compliance Officers were able to carry out 12,688 face-to-face audits at the roadside, a 150% increase on 2021 and a return of pre-Covid-19 volumes.

Because of these compliance activities, 655 Fixed Payment Notices (on-the-spot fines) were issued in 2022 for offences cited in Schedule 8 to the Taxi Regulation (Small Public Service Vehicles) Regulations 2015 in line with customer protection and safety. This is a 317% increase on 2021 but is not yet at pre-Covid-19 levels. This is due to the fact that during the pandemic NTA compliance took the approach of 'educating and reminding' licence holders of their legal obligations for the less serious of offences recognising that many SPSV operators had stopped working for prolonged periods due to the pandemic.

85% of Fixed Payment Notices issued were paid promptly in 2022, with the remainder being referred for court prosecution in the District Courts nationwide, a number of which remain to be heard before the courts in 2023 given the backlog of court cases nationwide.

Prosecutions

NTA initiated 146 criminal prosecutions in 2022, of which over half (55%) related to the operation of an unlicensed service, which is our current focus coming out of the pandemic. NTA was successful in 89% of prosecutions taken.



Table 18 – SPSV Prosecutions

Offences		2022 Cases	2021 Cases
Operation of unlicensed SPSV	No driver and no vehicle licence	54	14
	No driver licence	12	33
	No vehicle licence		
	Allow an unlicensed driver/vehicle to operate failure to keep accurate records	20	15
Overcharging (addition of unwarranted but legal 'extras' to a fare)		2	2
Vehicle condition		0	1
Duties of drivers of SPSVs towards passengers		1	1
Illegal display of taxi sign/Failure to remove signage from unlicensed vehicle		22	16
Advertising an unlicensed SPSV service		2	5
Exceeding the maximum number of passengers		3	0
Knowingly giving false or misleading information to an authorised person		3	5
Hackney/limousine standing for hire		7	0
		140	105
Additional Prosecutions			
Fixed Payment Notice Offences Prosecutions		6	48
Total		146	153

Vehicle Clamping

The remit of NTA with respect to vehicle clamping includes the regulation of clamping activities, the management and administration of an appeals process and the investigation of complaints.

Vehicle clamping regulation activities, which were impacted significantly throughout the pandemic, returned to pre pandemic levels in 2022. The number of appeals received also returned to pre pandemic levels.

Appeals to a Clamping Appeals Officer

A motorist whose vehicle has been clamped or relocated is entitled to appeal that decision. A two-stage appeals process has been established for this purpose. An appeal may be made to NTA following an unsatisfactory outcome to an initial appeal to the parking controller. An appeal submitted to NTA is reviewed by an independent Clamping Appeals Officer who will make a determination following an examination of the information provided by both parties.

In 2022, the primary grounds of appeals cited by motorists in appeals made to NTA were issues with paid parking, including parking app functionality, the display of tickets, the use of permits and inadequate signage.

Where a Clamping Appeals Officer allows an appeal, the parking controller is required to refund the motorist the relevant charge(s).

Table 19 - Clamping Appeals to National Transport Authority

Measure	2022	2021
Appeals brought forward from previous year	105	407
New appeals received	1,659	2,350
Totals	1,764	2,757
Appeals completed	1,357	2,540
Appeals awaiting determination on 31 December	407	217

Table 20 - Outcome of Clamping Appeals 2022

No. of Appeals Considered	Allowed (Full Refund)	Not Allowed (No Refund)
2,540	1,051 (41%)	1,489 (59%)

Clamping Information Signage

The evaluation of the compliance of clamping information signage at clamping places continued in 2022. There were 100 inspections carried out to verify if vehicle clamping signs were compliant with legislation. The findings of the inspections continue to be forwarded to the relevant parking controllers outlining where necessary what actions are required to achieve compliance.

Clamping Activities Compliance

There was a total of 60 compliance checks carried out in 2022. The majority of these checks confirmed that clamping activities were carried out in compliance with regulations with a small number detecting non-compliances with vehicle clamping regulations. In these instances, parking controllers and clamping operators were required to carry out remedial actions to demonstrate compliance. There were three

directions issued in accordance with the Vehicle Clamping Act 2015 where Parking Controllers were directed to carry out actions to demonstrate compliance with the Vehicle Clamping and Signage Regulations 2017.

EU Passenger Rights

As the designated National Enforcement Body for Ireland for EU Passenger Rights, NTA responded to 45 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, re-routing and reimbursement, particularly where carriers may have refused to reimburse passengers in cash and offered only vouchers in cases where the operator cancelled a service.

September 2021 saw a landmark judgment in favour of passengers delivered by the Court of Justice of the European Union (CJEU) in relation to the Maritime Regulation, where NTA had taken action as the National Enforcement Body of Ireland against Irish Ferries arising from the cancellation of certain W.B. Yeats sailings in 2018. Following this, in 2022, Irish Ferries with the agreement of NTA devised a scheme to provide compensation to qualifying passengers in accordance with Article 18 and Article 19 of EU Regulation 1177/2020 arising from the cancellation of certain W.B. Yeats sailings in 2018. This scheme ran from 1st March 2022 to 31st May 2022.

NTA continued to work closely with the European Commission, providing further inputs to the ongoing evaluation of the Bus and Coach and Maritime regulations and attending a number of briefing meetings on the evaluations. The Authority also participated in a number of meetings of the National Enforcement Bodies expert groups in 2022.

NTA was invited to participate in a study on the future-proofing of the passenger rights framework across all modes. NTA attended a number of workshops to discuss proposals on revised policy measures and policy options.

NTA continues to inform and prepare both carriers and public in relation to the new Rail Passenger Rights' Regulation (EU) 2021/782, a recast of the previous regulations on rail passengers' rights and obligations, which applies, in the main, from 7th June 2023.

Licensed Bus Services Compliance Activity

NTA continued its practice of targeting compliance operations on activities by operators that pose the greatest threat to the integrity of the bus licensing system. Compliance operations were conducted nationwide and comprised of a mixture of overt and covert activity. In 2022, a total of 96 operations took place with 2,013 buses and coaches inspected during the course of these operations.

As a result, NTA issued 110 clarification letters in relation to potential unlicensed services, breaches of licence conditions or following up on complaints received. Compliance activities during this period achieved 74 applications/amendments for Public Bus Passenger Services submitted following this work. 21% of all new applications received for bus licences by NTA occurred on foot of compliance intervention.

In addition, a number of operations took place monitoring services in receipt of funding under the Emergency Direct Award Contract or De Minimis Grant Agreement.



Financial Statements

For the year ended 31st December 2022

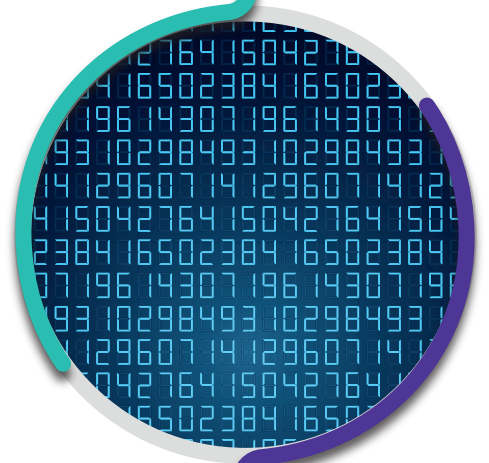


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Authority Information

Board Members	
Mr. Fred Barry (Chairperson)	(Appointment came to an end on 27th November 2022)
Mr. Peter Strachan	(Appointed 11th April 2023)
Ms. Anne Graham (Chief Executive Officer)	
Mr. Hugh Creegan	
Mr. Owen Keegan	
Ms. Ann Fitzgerald	
Mr. Pat Mangan	
Mr. Frank O'Connor	
Mr. Brian McCormick	(Reappointed 31st July 2022)
Mr. David Gray	(Reappointed 31st July 2022)
Mr. Iain Docherty	
Ms. Eleanor O'Neill	
Ms. Joyce Loughnan	
Solicitors	Bankers
McCann Fitzgerald Riverside One 37-42 Sir John Rogerson's Quay Dublin 2 D02 X576	Allied Irish Banks plc 1-4 Baggot Street Lower Dublin 2 D02 X342
Auditors	National Treasury Management Agency Treasury Dock 70 North Wall Quay D01 A9T8
Comptroller and Auditor General 3A Mayor Street Upper Dublin 1 D01 PF72	

Governance Statement and Board Members' Report

For the year ended 31st December 2022

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 November 2022. 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 2022.

Board structure

The Authority 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 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. At 31st December 2022, the Board had 4 (36.4%) female and 7 (63.6%) male members.

The table below details the appointment period for current members:

Board Members	Role	Date Appointed
Ms. Anne Graham (Chief Executive Officer)	Ordinary member (ex officio)	7th January 2015
Mr. Hugh Creegan (Deputy Chief Executive Officer)	Ordinary member (ex officio)	29th November 2010
Mr. Owen Keegan (Chief Executive Officer, Dublin City Council)	Ordinary member (ex officio)	3rd September 2013
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. David Gray	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 Board completed a Board effectiveness review in September 2022.

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. David Gray (Chairperson) reappointed 13th September 2022, Mr. Brian McCormick appointed 21st April 2022, Ms. Joyce Loughnan appointed 18th November 2022, Dr Cyril Sullivan appointed 15th July 2022 and Mr Bernard McLoughlin appointed 15th July 2022. There were six meetings of the ARC in 2022.

Schedule of attendance, fees and expenses

A schedule of attendance at the Board and Committee meetings for 2022 is set out below including the fees and expenses received by each member:

	Board	ARC	Fees 2022 €'000	Expenses 2022 €'000	Fees 2021 €'000	Expenses 2021 €'000
Number of meetings	11	6				
	Meetings eligible to attend (Meetings attended)					
Mr. Fred Barry	10(10)	3(2)	18,483	-	20,520	-
Ms. Anne Graham	11(11)	-	-	-	-	-
Mr. Hugh Creegan	11(11)	-	-	-	-	-
Ms. Ann Fitzgerald	11(11)	-	11,970	-	11,970	-
Mr. Owen Keegan	11(9)	-	-	-	-	-
Mr. Pat Mangan	11(11)	5(5)	-	-	-	-
Mr. Frank O'Connor	11(10)	-	11,970	-	11,970	-
Mr. Brian McCormick	11(11)	5(5)	11,970	-	11,970	-
Mr. David Gary	11(10)	6(6)	11,970	1,211	11,970	-
Mr. Iain Docherty	11(11)	-	11,970	1,891	-	-
Ms. Eleanor O'Neill	11(10)	-	11,970	-	-	-
Ms. Joyce Loughnan	11(10)	1(1)	10,966	-	-	-
*Other Expenses			-	1,023	-	-
			101,269	4,125	68,400	-

* Other Expenses relate to the cost of holding one Board lunch within the period.

Mr. Brian Hayes, who was an external member of the ARC, attended two of the ARC meetings during the year. His fee for the year, payable to the accountancy practice Moore, was €5,904 (including VAT) (2021: €17,664 (including VAT)).

Mr. John Smyth, who was an external member of the ARC, attended four of the ARC meetings during the year. His fee for the year, payable to Chartered Direction Limited, was €17,712 (including VAT), which included fees for two additional internal meetings, (2021: €17,664 (including VAT)).

Dr Cyril Sullivan, who was an external member of the ARC, attended three meetings of the ARC during the year. His fee for the year was €769.

Mr. Bernard McLoughlin, who was an external member of the ARC, attended three meetings of the ARC during the year. His fee for the year was €769.

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

There were three directors – Ms. Anne Graham, Mr. Hugh Creegan and Mr. Owen Keegan – who 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.

Key personnel changes

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

- Fred Barry, term came to an end on 27th November 2022;
- Brian McCormick, reappointed 31st July 2022; and
- David Gray, reappointed 31st July 2022.

In 2022 there was significant changes to the ARC membership. The following changes to ARC membership took place during the year:

- Brian McCormick, appointed 21st April 2022;
- Brian Hayes, term came to an end on 17th May 2022;
- Dr. Cyril Sullivan, appointed 15th July 2022;
- Bernard McLoughlin, appointed 15th July 2022;
- Fred Barry, temporary appointment came to an end on 15th July 2022;
- David Gray, reappointed 13th September 2022;
- John Smyth, term came to an end on 20th September 2022;
- Pat Mangan, term came to an end on 17th November 2022; and
- Joyce Loughnan, appointed 18th November 2022.

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.

	2022 €'000	2021 €'000
Transport advisory services	2,342	3,448
Legal	2,775	1,423
Tax and financial advisory	627	738
Data protection and GDPR preparation	14	19
Pensions and human resources	5	41
	5,763	5,669
Consultancy costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves	5,514	5,428
Consultancy costs capitalised	249	241
	5,763	5,669

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.

	2022 €'000	2021 €'000
Legal proceedings	232	89
Conciliation and arbitration payments	-	-
Settlements	-	-
	232	89

Travel and subsistence expenditure

Travel and subsistence expenditure is categorised as follows:

	2022 €'000	2021 €'000
<i>Domestic travel and subsistence</i>		
Board	3	-
Employees	62	23
<i>International travel and subsistence</i>		
Board	1	-
Employees	42	2
	108	25

Hospitality expenditure

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

	2022 €'000	2021 €'000
Staff hospitality	9	12
Client hospitality	-	-
	9	12

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 2022.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Ms. Anne Graham
Chief Executive Officer

19th May 2023

Statement on Internal Control

For the year ended 31st December 2022

Scope of responsibility

On behalf of the National Transport Authority (“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 of Practice for the Governance of State Bodies (“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 2022 and up to the date of approval of the financial statements.

Capacity to manage risk

The Authority has an Audit and Risk Committee (“ARC”) comprising three Board members, one of whom is the Chair, 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 2022.

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 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 includes 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 2022 the Authority complied with those procedures.

Capital Investment funding – controls

Capital Investment funding in 2022 amounted to €807m (2021 : €719m). 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 & Development, Public Transport Infrastructure, Retrofit 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 who act on behalf of the Authority 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 Public Spending Code or other relevant sectoral guidance such as the Common 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 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;
- Liaising with the Board of the Authority and other relevant Boards/ committees such as the DoT Major Project Governance Oversight Group in seeking guidance, relevant approvals and delivery of progress reports;
- Ensuring appropriate and adequate internal oversight; and
- Ensuring that satisfactory assurances are obtained through the internal audit process.

Public Service Obligation (PSO) funding - controls

PSO funding in 2022 amounted to €590m (2021 : €526m). 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;
- 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.

The commercial bus sector was dramatically impacted by the Covid-19 crisis. The Authority was requested by the DoT to manage the mechanisms for financial support announced by the Minister for Transport for the commercial bus operators (“CBO”). For larger operators the Authority awarded an emergency Direct Award PSO contract in the event of a disruption of services, or the imminent risk of a disruption to services. For smaller operations a grant aid scheme was developed whereby commercial bus operators would be compensated for fares foregone arising from the restrictions imposed by Government in response to the Covid-19 crisis. Funding was provided initially for a six-month period in 2020 and continued throughout 2021 and to 30th June 2022 when the scheme ended following the easing of Covid-19 restrictions and improvement in passenger numbers. €14m in funding was provided in 2022 (2021: €28m).

In budget 2022 the Government announced a plan to introduce a Young Adult Card (YASC) scheme on all public transport, which would give a 50% discount to YASC holders from the standard adult fare. The scheme applies to young adults in the age group 19 to 23 inclusive and those in full time third level education. The scheme was introduced on PSO services initially. The Young Adult card scheme for CBO’s came into operation on 5th September 2022. The CBO’s were provided with relevant funding to compensate for the adverse financial effects of fare reductions. €2m in funding was provided in the period from commencement of the scheme on 5th September 2022 to 31st December 2022.

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 2022 amounted to €237m (2021: €157m). Scheme controls 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 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;
- 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; and
- 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.

Road Passenger Vehicles assets - controls

Road Passenger Vehicles in 2022 have a net book value of €404m (2021: €339m). Controls over the assets include the following:

- Ensuring all procurements apply and comply with all EU public procurement regulations in its purchase of Road Passenger Vehicles;
- Procurement teams are actively engaged and included in all aspects of Road Passenger Vehicles procurement;
- Contract awards in excess of Board 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 contracts. Ensuring the Operator's responsibilities in relation to asset management are clearly outlined within these contracts;
- Ensuring for direct award contracts, agreements are in place regarding the transfer

of Road Passenger Vehicles under leasing arrangements to the Operator. The agreements in place detail the maintenance and upkeep requirements for bus fleet;

- Detailed Road Passenger Vehicle inspections at depots completed by an expert contractor;
- Quarterly reports are provided on the Road Passenger Vehicles 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 fleet including annual physical verification reviews and transport operator confirmations of fleet condition and status, including any indications of impairment.

Cyber security

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). Additionally, 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-premise 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 is able to 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 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 guideline 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;
- 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.

Covid-19

Covid-19 has had a significant effect on the activities of the Authority in the three years up to and including 2022.

During 2022, there was a steady improvement in the previous reduction experienced in demand for transportation services with passenger numbers returning to more normal levels. Staff returned to work during the year on a hybrid basis following the publication of the ‘Blended Working Policy Framework for Civil Service Organisations’ published by the Department of Public Expenditure, NDP Delivery and Reform in March 2022 and the development of the ‘NTA Blended Working Policy 2022’ successfully implemented with effect from 1st October 2022.

The additional controls introduced during the early Covid period to ensure no diminution in the control environment continued to operate during 2022. Those controls included the following:

- Regular communication with and assessment of the effects of Covid-19 on transport operators and other providers of services to the Authority.
- An emphasis through communication by management of an increased awareness among management and staff on the possible negative impact of Covid-19 on the control environment.
- Support for home working through the provision of equipment, secure IT platforms and linkages and other staff supports to create a secure working environment in remote locations.
- Operation of the DocuSign system to facilitate remote sign of / approvals in a secure environment.
- The operation of a risk register to specifically identify risks presented by Covid-19 and the development and implementation of mitigation actions necessary.
- The operation of a supplier risk register to identify any possible risks in the supply chain to the Authority.
- A comprehensive examination and assessment of the 'C&AG insights: The impact of Covid-19 on your control environment' issued by the Office of the Comptroller and Audit General (C&AG).
- Review of controls throughout the period to ensure that they remained robust.
- Regular reviews by Management, Audit and Risk Committee and the Board.
- Review of business plans and budgets including funding requirements.
- Regular communications with the Department of Transport.

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 2022 in February 2023.

Internal Control issues

No weaknesses in internal control were identified in relation to 2022 that require disclosure in the financial statements.

Signed on behalf of the Board of the National Transport Authority



Mr. Peter Strachan
Chairperson



Ms. Anne Graham
Chief Executive Officer

19th May 2023

Comptroller and Auditor General Report for presentation to the Houses of the Oireachtas (p1/2)



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 2022 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 2022 and of its income and expenditure for 2022 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.

I have nothing to report in that regard

Seamus McCarthy
Comptroller and Auditor General

23 May 2023

Comptroller and Auditor General Report for presentation to the Houses of the Oireachtas (p2/2)

Appendix to report of the Comptroller and Auditor General

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

As at 31st December 2022

	Notes	2022 €'000	2021 €'000
Income			
Oireachtas grants			
Public Service Obligation funding	2.1	589,617	525,353
Commercial Bus Operator Support funding	2.2	13,743	27,528
Capital Investment funding	2.3	806,914	719,327
Other Transport Schemes	2.4	31,874	28,054
Administration funding	2	34,664	32,617
Fare Revenue	3	252,115	195,923
Licensing income	4	3,371	2,209
Net deferred funding for retirement benefits	15.3	4,760	3,807
Other income	5	6,279	4,450
Total income		1,743,337	1,539,268
Expenditure			
Public Service Obligation expenditure	6	809,907	694,810
CBO Support Scheme expenditure	6.1	14,972	25,958
Ticketing and Technology expenditure	6.2	27,107	24,964
Capital Investment expenditure	7	735,601	595,923
Other Grant expenditure	8	33,523	28,723
Other Programme expenditure	9	2,540	2,204
Licensing expenditure	10	5,920	5,197
Employees, Secondees and Outsourced placements services	11	24,285	22,112
Office accommodation costs	12	3,464	2,870
Other administrative costs	13	8,276	7,726
Retirement benefit cost	14	4,406	3,507
Total Expenditure		1,670,001	1,413,994
Surplus for the year before Appropriations		73,336	125,274
Transfer to capital account	21	(64,061)	(115,691)
Surplus for the year after Appropriations		9,275	9,583
Balance brought forward at 1st January		11,068	1,485
Balance carried forward at 31st December		20,343	11,068

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


Ms. Anne Graham
Chief Executive Officer

19th May 2023

Statement of Comprehensive Income

As at 31st December 2022

	Notes	2022 €'000	2021 €'000
Surplus for the year		9,275	9,583
Other comprehensive income			
Remeasurements of net defined benefit obligation	15.2	19,096	(3,920)
Adjustment to deferred retirement benefit funding	15.2	(19,096)	3,920
Total recognised surplus for the year		9,275	9,583

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



Ms. Anne Graham
Chief Executive Officer

19th May 2023

Statement of Financial Position

As at 31st December 2022

	Notes	2022 €'000	2021 €'000
Fixed Assets			
Intangible assets	16	22,049	25,031
Property, plant and equipment	17	420,299	350,341
		442,348	375,372
Current Assets			
Receivables	18	11,914	11,021
Cash and cash equivalents		77,191	58,459
		89,105	69,480
Payables: due within 1 year	19	(72,939)	(60,867)
Net current assets/(liabilities)		16,166	8,613
Total assets less current liabilities		458,514	383,985
Retirement benefit obligations	15.2	(47,513)	(61,849)
Deferred retirement benefit funding asset	15.2	47,513	61,849
Payables due after more than 1 year	20	(2,164)	(971)
Total net assets		456,350	383,014
Financed by			
Capital account	21	436,007	371,946
Retained revenue reserves		20,343	11,068
		456,350	383,014

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



Ms. Anne Graham
Chief Executive Officer

19th May 2023

Statement of Cash Flows

For the year ended 31st December 2022

	Notes	2022 €'000	2021 €'000
Net cash flows from operating activities			
Excess income over expenditure		9,275	9,583
Capital account transfers - fixed assets	21	64,061	115,691
Amortisation of intangible assets	16	6,929	6,830
Impairment of intangible assets	16	-	1,178
Depreciation of property, plant and equipment	17	40,225	37,394
Assets under construction ("AUC") transfers to expenses	16/17	456	207
Loss on disposal of fixed assets	13	15	-
Net bank interest payable		142	295
(Increase) / decrease in receivables	18	(893)	(5,527)
Increase in payables	19,20	13,265	4,358
Net cash inflow from operating activities		133,475	170,009
Cash flows from investing activities			
Payments to acquire intangible assets	16	(4,403)	(8,538)
Payments to acquire property, plant and equipment	17	(110,198)	(149,033)
Net cash flows from investing activities		(114,601)	(157,571)
Cash flows from financing activities			
Net bank interest paid		(142)	(295)
Net cash flows from financing activities		(142)	(295)
Net increase in cash and cash equivalents in the year		18,732	12,143
Cash and cash equivalents at 1st January		58,459	46,316
Cash and cash equivalents at 31st December		77,191	58,459

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



Ms. Anne Graham
Chief Executive Officer

19th May 2023

Notes to the Financial Statements

For the year ended 31st December 2022

1. Accounting policies

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

a) General

The Authority has its head office at Dún Scéine, Harcourt Lane, Dublin 2. 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 2022 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 2022 are set out below:

Department	Grant Type
DoT* - Vote	Current grants - subhead B6
DoT* - Vote	Public Service Obligation Funding - subhead B4
DoT* - Vote	Connecting Ireland - subhead B4.4
DoT* - Vote	Heavy rail safety & development - subhead B5.1
DoT* - Vote	Public transport infrastructure - subhead B5.2
DoT* - Vote	Accessibility retrofit programme - subhead B5.3
DoT* - Vote	Active Travel - subhead A3.1
DoT* - Vote	Smarter travel grant - subhead A3.2
DoT* - Vote	Cycling and walking - subhead A3.3
DoT* - Vote	Green schools grant - subhead A3.4
DoT* - Vote	Rural Transport grants - subhead B4.2
DoT* - Vote	Carbon Reduction (Electric SPSV grants) - subhead B3
DoT* - Vote	Administration expenditure - subhead B6.2
DSP** - Vote	Free travel funding - subhead A40

* 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.

TFI (“Transport for Ireland”) Leap card scheme

In prior years, income arose on the recharge of operating costs to the transport operators who participate in the TFI Leap card scheme. During 2020 and 2021, operational cost recharges to commercial bus operators were suspended due to Covid-19. This suspension continued in 2022 and Luas and CIE operators’ costs were funded through the Public Service Obligation grant.

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's receives fare revenue through its gross cost contract arrangements with Dublin Bus and Bus Éireann. 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.

Department of Social Protection revenue:

DSP revenue is received monthly and is recognised in the month to which it relates. The revenue receipts are received in arrears.

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 & 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 15 and 16 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 15 and 16 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.

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, taking into account 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	2022 €'000	2021 €'000
Department of Transport			
Public Service Obligation funding	2.1	589,617	525,353
CBO Support Scheme funding	2.2	13,743	27,528
Capital investment funding	2.3	806,914	719,327
Other transport schemes funding	2.4	30,374	26,554
Administration funding		34,664	32,617
		1,475,312	1,331,379
Department of Social Protection			
Other Transport Schemes funding	2.4	1,500	1,500
		1,476,812	1,332,879

The Administration grant of €34.7m (2021: €32.6m) is stated net of employee retirement benefits contributions totalling €1.3m (2021: €0.7m), €0.8m remitted to the DoT (in respect of the Authority's staff retirement benefits scheme) (2021: €0.7m) and €0.5m remitted to the Department of Public Expenditure, NDP Delivery and Reform (in respect of the single service retirement benefits scheme) (2021: €0.3m).

2.1 Oireachtas grants - Public Service Obligation funding

PSO funding is drawn down from DoT under Public Service Provision Payments subhead B4.

	Department	Subhead	2022 €'000	2021 €'000
Iarnród Éireann	DoT	B4	225,602	210,196
Dublin Bus	DoT	B4	147,503	146,016
Bus Éireann	DoT	B4	114,989	66,634
Tendered bus routes	DoT	B4	38,233	43,296
Luas	DoT	B4	24,460	32,165
Ticketing and Technology	DoT	B4	25,241	20,715
Authority direct activities	DoT	B4	7,267	6,331
Connecting Ireland	DoT	B4.4	3,880	-
Young Adult Cards Grant	DoT	B4	2,442	-
			589,617	525,353

2.2 Commercial Bus Operator Support Scheme funding

	2022 €'000	2021 €'000
Direct Awards	7,862	19,092
De Minimis Grants	4,349	6,065
Commercial Bus Operator administration costs	1,532	2,371
	13,743	27,528

Due to the impact of the pandemic, commercial bus operators have been provided with temporary emergency financial support, funded through the Public Service Obligation grant, to ensure the continued operation of essential licensed bus services in Ireland. The Commercial Bus Operator funding closed to new claims in June 2022.

2.3 Oireachtas grants - Capital Investment Funding

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

	2022 €'000	2021 €'000
A3.1 Active Travel Investment Asset Protection & Renewal	19,242	-
A3.3 Active Travel Investment Cycling and Walking	291,022	184,115
B5.1 Heavy Rail	240,659	239,826
B5.2 Public Transport Infrastructure	244,574	287,740
B5.3 Accessibility	11,417	7,646
	806,914	719,327

2.4 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	2022 €'000	2021 €'000
Rural Transport	DoT	B4.2	16,016	14,144
Electric SPSV Grant Scheme	DoT	B3	12,435	10,551
Green Schools	DoT	A3.4	1,445	1,366
Smarter Travel	DoT	A3.2	478	493
			30,374	26,554
Rural Transport	DSP	A40	1,500	1,500
			31,874	28,054

3. Fare Revenue

	2022 €'000	2021 €'000
Dublin Bus	136,409	102,572
Bus Éireann	58,965	41,379
DSP Revenue - Free Travel	37,159	35,925
Tendered Bus Routes	16,648	14,297
Rural Regular Services	2,290	1,314
Rural Demand Responsive Services	644	436
	252,115	195,923

4. Licensing income

	2022 €'000	2021 €'000
SPSV driver licensing fees	1,407	1,171
SPSV vehicle licensing fees	1,139	645
Other SPSV income	578	330
Bus licensing income	184	52
SPSV compliance income	63	11
	3,371	2,209

5. Other income

	2022 €'000	2021 €'000
Bus shelter advertising	5,715	3,916
Other Income	479	444
Regional bike scheme - sponsorship, subscriptions & hire	73	54
Coach Park Income	12	36
	6,279	4,450

6. Public Service Obligation expenditure

	2022 €'000	2021 €'000
Dublin Bus	296,441	265,591
Iarnród Éireann	225,602	210,196
Bus Éireann	184,792	117,680
Tendered bus services	63,717	62,875
Luas	24,460	32,165
PSO Support Costs	5,688	3,777
Connecting Ireland	3,880	-
Young Adult Cards Scheme	2,447	-
Personnel and associated overheads	1,882	1,457
Depreciation	998	1,069
	809,907	694,810

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 TFI Local Link.

6.1 CBO Support Scheme expenditure

	2022 €'000	2021 €'000
Other Direct Awards	8,770	18,021
De Minimis Grants	4,593	5,769
Commercial Bus Operator Support Costs	1,609	2,168
	14,972	25,958

Due to the impact of the pandemic, commercial bus operators have been provided with temporary emergency financial support, funded through the Public Service Obligation grant, to ensure the continued operation of essential licensed bus services in Ireland. The scheme closed in June 2022.

6.2 Ticketing and Technology expenditure

		2022 €'000	2021 €'000
<i>Operating expenditure</i>			
Leap card scheme expenditure	Note 6.3	20,130	18,008
Travel Information System expenditure		3,974	4,120
TFI Go		398	67
		24,502	22,195
Depreciation		2,605	2,769
		27,107	24,964

6.3 Leap Card Scheme expenditure

	2022 €'000	2021 €'000
Direct operators' costs	12,403	11,281
Personnel Costs	2,483	3,245
Commissions	4,391	2,916
Other administrative costs	853	566
	20,130	18,008

7. Capital Investment expenditure

		2022 €'000	2021 €'000
<i>Major capital projects</i>			
Iarnród Éireann		242,457	238,102
Transport Infrastructure Ireland		44,482	60,037
Dublin Bus		7,690	6,024
Bus Éireann		7,782	1,882
		302,411	306,045
Greater Dublin Area transport grant funding	Note 7.1	131,313	85,597
Other expenditure directly incurred by the Authority	Note 7.1	116,513	99,895
Regional transport grant funding	Note 7.1	174,104	96,714
Accessibility scheme funding		11,260	7,672
		735,601	595,923

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

	2022 €'000	2022 €'000	2021 €'000	2021 €'000
Iarnród Éireann				
DART+	106,018		160,052	
New Intercity Railcars	42,047		2,275	
Station upgrade programme	34,221		17,526	
National Train Control Centre	23,435		42,465	
Route and Interchange enhancements	15,681		134	
Cork Area Commuter Rail	7,604		689	
Customer experience & ticketing improvement	5,403		5,207	
Climate Resilience	3,658		4,713	
Other projects	2,238		2,093	
Car Park programme	2,112		1,065	
City centre resignalling	40	242,457	1,883	238,102

Transport Infrastructure Ireland				
MetroLink	25,368		35,779	
Tram refurbishment	11,041		8,460	
Luas Finglas	2,792		1,391	
Other projects	2,647		1,584	
Cork Light Rail Transit	966		572	
Network enhancement	940		-	
Luas Green Line capacity enhancement	494		12,090	
Luas Cross City	146		66	
Luas Lucan	48		80	
Park and Ride	40	44,482	15	60,037

Dublin Bus				
Bus Fleet incl refurbishment	3,521		2,983	
Bus Connects Redesign	1,705		1,622	
Other projects	1,431		1,419	
Depot Electrification	1,033	7,690	-	6,024

Bus Éireann				
Depot Electrification	4,831		-	
Other projects	2,620		1,882	
New pilot buses	331	7,782	-	1,882
		302,411		306,045

7.1 Greater Dublin Area transport grant funding and other projects

	2022 €'000	2021 €'000
<i>Greater Dublin Area transport grant funding</i>		
Dublin City Council	43,561	26,705
Dun Laoghaire Rathdown County Council	24,631	17,911
Meath County Council	15,640	11,142
South Dublin County Council	15,497	10,959
Fingal County Council	13,608	9,078
Kildare County Council	9,814	3,292
Wicklow County Council	7,864	5,551
Córas Iompair Éireann	353	292
Trinity College Dublin	123	-
St. James Hospital	119	60
University College Dublin	103	607
	131,313	85,597

<i>Other expenditure directly incurred by the Authority</i>		
Depreciation	42,649	39,440
Bus Connects	32,323	30,665
Personnel and associated overheads	14,509	10,991
Active travel support	8,214	2,767
Bus pole & shelters maintenance programme	6,111	1,519
Integration and support	5,082	6,364
Ticketing and Travel Information Technology	4,532	1,822
Park and ride	1,162	801
Connecting Ireland	522	322
Other systems development	438	959
Bus Fleet Support	312	724
Accessibility	297	-
DART+	212	224
MetroLink	148	439
Public bike schemes	2	101
Impairment of intangible asset (see note 16.1)	-	1,178
Transport models	-	1,571
Coach parking development	-	8
	116,513	99,895

	2022 €'000	2021 €'000
<i>Regional transport grant funding</i>		
Waterford City and County Council	40,591	9,751
Cork City Council	29,888	19,512
Cork County Council	18,638	11,405
Limerick City and County Council	18,423	18,047
Galway City Council	9,068	5,596
Tipperary County Council	7,453	5,061
Donegal County Council	4,595	2,282
Louth County Council	4,482	1,788
Mayo County Council	4,445	3,672
Clare County Council	3,948	1,273
Cavan County Council	3,506	1,323
Laois County Council	3,168	413
Kilkenny County Council	3,065	1,642
Wexford County Council	2,840	3,040
Galway County Council	2,667	4,547
Carlow County Council	2,371	1,182
Westmeath County Council	2,333	205
Sligo County Council	2,025	1,233
Kerry County Council	1,914	1,009
Offaly County Council	1,831	662
Monaghan County Council	1,588	250
Roscommon County Council	1,558	1,673
Leitrim County Council	1,558	1,074
Longford County Council	1,099	74
Galway University Hospital	50	-
	173,104	96,714

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

	2022 €'000	2021 €'000
Rural Transport Programme expenditure	17,620	16,025
Electric SPSV grant scheme	13,831	10,724
Green schools expenditure	1,445	1,365
Smarter Travel expenditure	477	510
Rural Transport Programme depreciation	146	80
Smarter Travel depreciation	4	19
	33,523	28,723

9. Other programme expenditure

	2022 €'000	2021 €'000
Regional bike scheme expenditure	1,962	1,565
Bus Shelter digital panels depreciation	212	212
Coach park expenditure	205	177
Bus shelter expenditure	161	250
	2,540	2,204

10. Licensing expenditure

	2022 €'000	2021 €'000
SPSV compliance costs	1,220	997
SPSV administration costs	1,212	976
SPSV Covid-19 Support Schemes	905	898
SPSV driver licensing costs	922	706
SPSV licensing - communication costs	587	555
SPSV vehicle licensing costs	494	618
Personnel and associated overheads	331	278
Vehicle Clamping	233	137
Bus licensing costs	16	32
	5,920	5,197

11. Employees, Secondees and Outsourced Placement Services

	2022 €'000	2021 €'000
<i>Personnel costs</i>		
Wages, salaries and staffing costs	17,455	14,585
Outsourced placement services	6,014	6,749
Recruitment and training	406	390
Public sector secondments and assignees	283	282
Board and Committee members fees and expenses	127	106
	24,285	22,112

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. Employee and seconded staff costs are allocated to Central administration.

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 2022, the Authority had 97 outsourced placements in positions performing business as usual activities (2021: 61) and 123 in project-based roles (2021: 116).

Public sector secondments

In 2022, €Nil (2021: €Nil) of secondees costs were charged directly to projects and €Nil (2021: €Nil) were capitalised. During the year no secondees transferred to the Authority as an employee (2021: €Nil).

Capitalised employee costs

Capitalised employee costs in the financial year amounted to €Nil (2021: €Nil).

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

	2022 €'000	2021 €'000
Staff short-term benefits	15,845	13,250
Employer's PRSI	1,610	1,335
	17,455	14,585

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

b) Staff short-term benefits

	2022 €'000	2021 €'000
Basic pay	15,780	13,183
Allowances	65	67
	15,845	13,250

c) There were no termination benefits, other long-term benefits or share based payment transactions during the year (2021: €Nil).

11.2 Employees and public sector secondees

	2022	2021
<i>Headcount numbers at year end, on a whole-time equivalent basis:</i>		
Employees	254	225
Public sector secondees	1	1
	255	226

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 & 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 on the following page:

	2022 €'000	2021 €'000
Basic pay	1,247	1,157
Allowances	-	-
	1,247	1,157

Termination benefits, post-employment benefits, other long-term benefits and share based payment transactions during the year were €Nil (2021: €Nil).

The value of retirement benefits earned in the period is not included above.

11.4 Chief Executive Officer

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

	2022 €'000	2021 €'000
Basic pay - Ms A. Graham	202	190
Allowances	-	-
	202	190

The value of retirement benefits earned in the period is not included above.

The Chief Executive Officer is a member of the NTA 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	2022	2021
€60,000	€69,999	44	46
€70,000	€79,999	42	36
€80,000	€89,999	23	15
€90,000	€99,999	20	8
€100,000	€109,999	6	7
€110,000	€119,999	7	3
€120,000	€129,999	-	-
€130,000	€139,999	-	-
€140,000	€149,999	-	2
€150,000	€159,999	2	1
€160,000	€169,999	2	3
€170,000	€179,999	2	-
€180,000	€189,999	-	1
€190,000	€199,999	-	-
€200,000	€209,999	1	-

Note: For the purposes of this 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

	2022 €'000	2021 €'000
Accommodation	2,992	2,640
Cleaning	139	82
Repairs and maintenance	200	81
Lighting and heat	133	67
	3,464	2,870

13. Other Administrative costs

	2022 €'000	2021 €'000
ICT expenditure	4,734	4,369
Legal and litigation	794	805
Depreciation	540	638
Professional service fees	516	521
Advertising and promotion	396	276
Internal audit fees	309	212
Insurance	233	109
Bank charges and interest	208	320
Telephone and internet	160	177
Travel, subsistence and hospitality	117	36
Printing, postage and stationery	81	56
External audit fees	70	69
General expenses	62	99
Library and subscriptions	29	39
Loss on disposal of fixed assets	15	-
Meeting expenses	12	-
	8,276	7,726

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:

	2022 €'000	2021 €'000
<i>Defined benefit pension scheme - NTA Scheme and Single Scheme</i>		
Current service costs	4,875	3,741
Interest on pension scheme liabilities	769	431
Plan participants' contributions	(1,297)	(722)
	4,347	3,450
<i>Defined contribution scheme - RPA Scheme</i>		
Employer contributions	59	57
	4,406	3,507

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 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure and Reform (DPER).

15.1 Actuarial assumptions

The valuation for FRS 102 disclosures is based on a full actuarial valuation conducted in January 2023, by a qualified independent actuary and takes into account the requirements of FRS 102 in order to assess the scheme liabilities at 31st December 2022. The principal actuarial assumptions at 31st December are as follows:

	2022 ¹	2021 ²
Discount rate	3.60% p.a.	1.25% p.a.
Expected future pensionable salary increases	3.60% p.a.	3.20% p.a.
Expected future pension increases	3.10% p.a.	2.70% p.a.
Expected state pension increases	2.60% p.a.	2.20% p.a.
Consumer Price Index increase	2.60% p.a.	2.20% p.a.

1. The rates for 2022 are used as the basis for calculating the Deferred Benefit Obligation at 31 December 2022 and current service costs and the interest on pension scheme liabilities for 2023.

2. The rates for 2021 are used as the basis for calculating the Deferred Benefit Obligation at 31 December 2021 and current service costs and the interest on pension scheme liabilities for 2022.

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 2022 and 2021:

	2022	2021
Year of attaining age 65		
Life expectancy - male	21.9	21.8
Life expectancy - female	24.3	24.2

15.2 Movement in net retirement benefit obligation during the financial year

	2022 €'000	2021 €'000
Net retirement benefit obligation at 1st January	(61,849)	(54,122)
Current service costs	(4,875)	(3,741)
Interest costs	(769)	(431)
Pensions paid in the year	884	365
Remeasurement of net defined benefit obligation - actuarial gain/(loss)	19,096	(3,920)
Net retirement benefit obligation at 31st December	(47,513)	(61,849)

In 2022, the Authority incurred an actuarial gain of €19.1m (2021: loss of €3.9m) primarily due to changes in actuarial assumptions being a gain of €27.3m (2021: (€3.4m)) and the scheme's membership being a loss of €8.2m (2021: (€0.5m)).

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:

	2022 €'000	2021 €'000
Funding recoverable in respect of current year retirement benefit costs	5,644	4,172
State grant applied to pay retirement benefits	(884)	(365)
	4,760	3,807

15.4 History of defined benefit obligations

	2022 €'000	2021 €'000	2020 €'000	2019 €'000	2018 €'000
Defined benefit obligations	47,513	61,849	54,122	43,491	32,095
Actuarial gain / (loss) on defined benefit obligations	19,096	(3,920)	(7,892)	(9,392)	467
As a percentage of the scheme liabilities	40.2%	6.3%	14.6%	21.6%	1.5%

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 2022	1,914	669	104,733	1,122	108,438
Reclass	-	-	13	(13)	-
Additions in the year	3,318	38	939	108	4,403
AUC transfers to assets	(1,885)	-	1,804	81	-
AUC transfers to expense	(456)	-	-	-	(456)
Disposals	-	-	-	(7)	(7)
At 31st December 2022	2,891	707	107,489	1,291	112,378
Amortisation					
At 1st January 2022	-	173	82,489	745	83,407
Reclass	-	-	13	(13)	-
Charge for the year	-	98	6,613	218	6,929
Disposals	-	-	-	(7)	(7)
At 31st December 2022	-	271	89,115	943	90,329
Net book values					
At 31st December 2022	2,891	436	18,374	348	22,049
At 1st January 2022	1,914	496	22,244	377	25,031

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. In 2022, €456k of AUC spent on individual items was transferred back to expenses in the period as they ultimately did not meet the FRS102 recognition criteria for fixed assets or are below the Authority's capitalisation threshold.

16.1 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 2021	9,472	312	91,270	1,087	102,141
Additions in the year	6,012	294	2,197	35	8,538
AUC transfers	(12,229)	63	11,266	-	(900)
Disposals in the year	(163)	-	-	-	(163)
At 31st December 2021	3,092	669	104,733	1,122	109,616

Amortisation					
At 1st January 2021	-	98	75,937	542	76,577
Charge for the year	-	75	6,552	203	6,830
Impairment	1,178	-	-	-	1,178
At 31st December 2021	1,178	173	82,489	745	84,585

Net book values					
At 31st December 2021	1,914	496	22,244	377	25,031
At 1st January 2021	9,472	214	15,333	545	25,564

In 2019, the National Transport Authority tendered for a solution and associated services to design, develop, commission, operate, support and maintain a centralised TaxSaver service. The Covid 19 pandemic had seen a shift in travel patterns with the majority of TaxSaver customers no longer travelling 5 days per week. As a result, the solution planned under the original procurement was deemed unsuitable to meet emerging hybrid working/travel arrangements. Accordingly, the Authority reflected this termination through a €1.2m impairment of the intangible asset in 2021.

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. In 2021, €163k of AUC spent on individual items was transferred back to expenses in the period as they ultimately did not meet the FRS102 recognition criteria for fixed assets or are below the Authority's capitalisation threshold.

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 2022	1,968	422,633	2,337	2,692	23,765	9,684	463,079
Additions in the year	7,309	102,440	-	-	449	-	110,198
AUC transfers to assets	(1,572)	-	-	-	1,319	253	-
Disposals	-	-	-	(350)	(68)	(583)	(1,001)
At 31st December 2022	7,705	525,073	2,337	2,342	25,465	9,354	572,276
Depreciation							
At 1st January 2022	-	83,319	2,091	2,319	17,817	7,192	112,738
Charge for the year	-	38,035	123	235	1,209	623	40,225
Disposals	-	-	-	(335)	(68)	(583)	(986)
At 31st December 2022	-	121,354	2,214	2,219	18,958	7,232	151,977
Net book values							
At 31st December 2022	7,705	403,719	123	123	6,507	2,122	420,299
At 1st January 2022	1,968	339,314	246	373	5,948	2,492	350,341

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.

In 2022, the Authority conducted a detailed review of the residual values, useful lives and method of depreciation of property, plant and equipment to assess changes in expected useful life or expected pattern of consumption of economic benefits, in line with policy. Arising from this review:

The Authority amended the useful life of Coaches from 12 years to 10 years in accordance with the remaining expected pattern of consumption of economic benefits. The changes in expected useful life is accounted for as a change in accounting estimate and adjusted prospectively from November 2022. This change in estimate has resulted in increased depreciation of €328k for tangible fixed assets for 2022 with a corresponding adjustment to the capital account. There is no effect on the surplus for the year. Depreciation for tangible assets will be in total €328k less in future years for these assets.

17.1 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 2021	1,733	275,583	2,327	2,609	22,363	8,575	313,190
Additions in the year	1,133	147,050	10	-	672	168	149,033
AUC transfers to assets	(854)	-	-	83	730	941	900
AUC transfers to expenses	(44)	-	-	-	-	-	(44)
At 31st December 2021	1,968	422,633	2,337	2,692	23,765	9,684	463,079
Depreciation							
At 1st January 2021	-	48,450	1,968	2,039	16,443	6,444	75,344
Charge for the year	-	34,869	123	280	1,374	748	37,394
At 31st December 2021	-	83,319	2,091	2,319	17,817	7,192	112,738
Net book values							
At 31st December 2021	1,968	339,314	246	373	5,948	2,492	350,341
At 1st January 2021	1,733	227,133	359	570	5,920	2,131	237,846

AUC transfers to assets reflect completed assets transferred into use within the period. These assets are appropriately classified as intangible or tangible upon transfer into use. In 2021, €44k of AUC spend on individual items was transferred back to expenses in the period as they ultimately did not meet the FRS102 recognition criteria for fixed assets or are below the Authority's capitalisation threshold.

18. Receivables

	2022 €'000	2021 €'000
Prepayments and accrued income	10,757	9,776
Trade debtors	957	1,062
Other debtors	200	183
	11,914	11,021

19. Payables: amounts falling due within one year

	2022 €'000	2021 €'000
Leap card scheme liabilities	42,112	34,906
VAT	12,469	9,215
Accruals and deferred income	8,580	11,369
Trade creditors	3,521	858
Bus payment retention	2,946	1,136
PSWT payable	2,041	2,315
PAYE/PRSI	796	656
Employee pension contributions and deductions	350	288
Onerous Lease liability	124	124
	72,939	60,867

Leap card scheme liabilities

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

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

	2022 €'000	2021 €'000
Onerous lease liability	41	165
Bus payments retention	2,123	806
	2,164	971

21. Capital account

	2022 €'000	2021 €'000
Balance at 1st January	371,946	256,255
Transfer to/(from) Statement of Income and Expenditure:		
Income allocated for capital purposes	110,011	160,881
Amortisation adjustment for fixed assets not funded through grants	212	212
Amortisation in line with depreciation of tangible assets	(39,240)	(37,394)
Amortisation in line with amortisation of intangible assets	(6,922)	(6,830)
Impairment of intangible assets (see note 16.1)	-	(1,178)
<i>Movement in year</i>	<i>64,061</i>	<i>115,691</i>
Balance at 31st December	436,007	371,946

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") provides office accommodation to the Authority in Dun Scéine, Harcourt Lane, Dublin 2. There is no formal lease in place. The Authority paid €1m in 2022 in respect of this office accommodation (2021: €1m).

23.1 Operating leases - rental obligations

The Authority leases office accommodation at 72 Charlemont Street, Dublin 2. The lease period expires in July 2025 and annual lease charges are €87,950 per annum.

The Authority also leases office accommodation at Floor 1, No. 5, Harcourt Centre, Dublin 2. The lease period expires in July 2024 and annual lease charges are €397,050 per annum.

The Authority also leases 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 has a right to terminate this lease on 26th July 2024 (break date) provided certain conditions are met.

The Authority also has an agreement to rent office accommodation at Charlemont Exchange with a current annual rent of €708,480 with a commitment term to 31st March 2024.

Iarnród Éireann provides office accommodation to the Authority at 1 Horgan's Quay, Waterfront Square, Cork. The agreement covers the period from 1st October 2021 to 1st November 2024. The Authority paid €91,271 in 2022 in respect of this accommodation (2021: €21,525).

The Authority entered into an agreement in 2022 for the lease of a site in Jamestown Road, Finglas, Dublin 11. Planning permission was obtained for a temporary bus depot facility in October 2022 which is due to be completed by the Authority in 2023. The lease period expires in November 2028 and annual lease charges are €350,000 per annum. A 5 month rent free period was agreed in the first year of the lease.

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.

The Authority has 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 will expire on 25th April 2024. There is no option to surrender the lease. With a view to optimising the Authority's accommodation arrangements, the CTR's staff were relocated to the Authority's main office and then the CTR premises was sub-let at an annual rental of €80,000 per annum. An onerous lease provision of €749,700 was introduced to the Authority's 2015 financial statements, in relation to the rent differential to the end of the lease term in 2024. The provision is being unwound over the period of the remaining lease term. As at 31st December 2022, the remaining provision of €164,624 is disclosed across notes 19 and 20. The current annual rent payable is €204,000 to the end of the lease.

23.2 Operating lease as a lessee

Commercial property

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 commercial property (Floor 1, No. 5, Harcourt Centre) lease has a lease term of six years to July 2024 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 commercial property (Floor 4, No. 5, Harcourt Centre) lease has a lease term of ten years to January 2029 and provides for periodic upward revision of the rental charge

according to prevailing market conditions. There is an option for early termination of the lease in July 2024 provided certain conditions are met.

The commercial property (Charlemont Exchange) agreement has a commitment term to 31st March 2024.

The property (1 Horgan's Quay, Waterfront Square, Cork) agreement has a commitment term to 1st November 2024.

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.

The commercial property (35 Fitzwilliam Square) lease has a lease term of twenty years to April 2024 and provides for periodic upward revision of the rental charge according to prevailing market conditions. A rent review for 2020 was agreed in May 2021. There are no options for early termination of the lease.

Future minimum rentals payable under non-cancellable operating leases as at 31st December 2022 are as follows:

	2022 €'000	2021 €'000
Within one year	2,205	1,530
After one year but not more than five years	2,366	1,619
More than five years	293	-
	4,864	3,149

23.3 Operating lease as a lessor

The commercial property (35 Fitzwilliam Square) lease is due to finish April 2024. Future minimum rentals receivable under non-cancellable operating leases as at 31st December 2022 are as follows:

	2022 €'000	2021 €'000
Within one year	80	80
After one year but not more than five years	26	106
More than five years	-	-
	106	186

24. Capital commitments

The authority had capital commitments for road passenger vehicles of €76.9m at 31st December 2022 (2021: €64.6m).

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 2022, an amount of €716.7m (2021: €464.9m) is yet to be drawn down on approved projects as follows:

	2022 €'000	2021 €'000
Iarnród Éireann	428,653	294,122
Sustainable transport management & Active Travel Programme	223,629	121,423
Dublin Bus	19,091	3,248
BusConnects Infrastructure Dublin	15,539	25,256
Transport Technology Capital	13,137	6,177
Transport Infrastructure Ireland	7,526	8,849
Accessibility	6,054	5,081
Bus Éireann	3,101	743
	716,730	464,899

Project	Cumulative expenditure to 31/12/2021 (previous years) €'000	Expenditure in 2022 (current year) €'000	Committed: subsequent years* €'000
National Transport Authority			
BusConnects Infrastructure Dublin ^a	73,500	31,029	11,731
Iarnród Éireann			
National Train Control Centre and Third-Party Control Centres ^b	69,474	23,435	14,066
Purchase of 41 Intermediate Class 2200 Intercity Railcars ^c	58,131	42,047	70,822
Dart + Programme ^d	182,450	106,229	298,079
Limerick Colbert Station Upgrade ^e	839	7,346	10,098
Coastal Infrastructure Protection Programme ^f	326	1,256	12,591
Dublin Bus			
Depot Electrification ^g	-	1,033	12,876
Dublin City Council			
Fairview to Amiens Street Cycle Route ^h	2,883	11,904	35,000
Royal Canal Cycle Route Phase 3 (North Strand Road to Phibsboro Road) ⁱ	1,207	120	20,000
Total in relation to projects where expenditure > €10m			485,263
Contractual commitments in relation to other projects < €10m			231,467
Total contractual commitments			716,730

*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 BusConnects Infrastructure Dublin project total expenditure including commitments has increased by €21.6m compared to 2021 as work on the project progressed to the development phase and contract awards to a number of suppliers.
- b** The National Train Control Centre and Third Party Control Centres total expenditure including commitments has increased by €10.8m compared to 2021 due to additional expenditures incurred in 2022 for some elements of the initial scope along with an inflation in the labour and material costs.
- c** The Purchase of 41 Intermediate Class 2200 Intercity Railcars project total expenditure including commitments has increased by €21.3m compared to 2021 due to an increase of the cost of the railcars and the addition of €16m in future operational maintenance costs.
- d** The Dart+ programme total expenditure including commitments has increased by €243.2m compared to 2021 driven by the commitment to purchase new DART+ fleet.
- e** The Limerick Colbert Station upgrade project has increased above the commitment disclosure threshold as the project has moved to the design phase and several contracts were awarded to construction contractors.
- f** The Coastal Infrastructure Protection programme expenditure has increased above the commitment disclosure threshold in 2022 as several studies were undertaken and a tender with the main engineering firm was awarded.
- g** The Depot Electrification Programme expenditure has increased above the commitment disclosure threshold in 2022 as the construction phase started and several design and the primary build contract was awarded.
- h** The Fairview to Amiens Street cycle route programme expenditure has increased above the commitment disclosure threshold in 2022 as several contracts were awarded with the building and engineering contractors.
- i** The Royal Canal Cycle route programme expenditure has increased above the commitment disclosure threshold in 2022 as several contracts were awarded with the building and engineering contractors.

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 and Rural Transport Programme.

28. 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.

29. Covid-19

Public Service Obligation

The lifting of the restrictions in 2022 led to a return to passenger demand of 84% of 2019 levels. Increased fare revenue due to this demand was offset by a 20% reduction in fares that was introduced by the Government in May 2022.

Several measures that were introduced in 2020 remained in place until April 2022 to ensure the continued operation of services during the pandemic, including enhanced cleaning regimes and social distancing measures. Until passenger levels return to pre-Covid levels continued additional PSO support is required.

CBO Support Scheme

The licenced bus sector was also significantly impacted by the Covid-19 crisis. In 2020, the Authority was requested by the DoT to provide temporary emergency funding supports for licenced bus operators where there was a clear public interest justification. Funding was provided initially for a six-month period in 2020 and continued throughout 2021 and 2022. The arrangement for temporary support is in line with national and EU legislative frameworks. Under the support framework, bus operators could avail of grant aid up to a maximum of €500k or receive a direct-award public contract for a service. In 2022, €15.0m in grant aid was provided to commercial bus operators. The scheme closed on the 30th June 2022.

Capital Investment Programme

Throughout 2022, the Authority remained abreast of key Covid-related impacts to the Authority's portfolio of capital projects and programmes. In total, €806.9m capital expenditure was incurred in 2022 out of a total of the €963.9m capital grant allocated by the Department of Transport. Significant impacts to the Authority's 2022 Capital Programme due to the Covid-19 crisis are outlined below:

a) Construction Restrictions

Domestic construction slow-down due to past Covid-19 restrictions impacted projects at construction stage across the Capital Programme. Several projects timelines were extended, and some were postponed to 2023.

b) Social Distancing

Covid outbreaks overseas constrained some factories to stop their activities, resulting in a disruption of the production and deliveries of necessary equipment and materials.

Several additional factors in 2022 have been reported as having impacted progress and/or cost on the capital investment programme in 2022, such as:

- Construction Cost inflation across certain materials for example steel.
- Shortage of sub-contractors and increase in labour costs,
- War in Ukraine resulting in a further disruption of the supply chain and in an increase of the energy costs such as gas, petrol, and electricity,
- Euro (EUR) to Pound (GBP) conversion weakened incurring a price increase.

The uncertainty impact of the Covid-19 on the Authority's Capital Investment Programme was controlled thanks to an active management of the Programmes. The Capital Investment Programme worked in close collaboration with the key stakeholders, and provided regular forecasts to inform and mitigates these risks.

Licensing

The Authority initiated a series of actions to assist the SPSV industry which has been heavily affected by the Covid-19 crisis and to retain a supply of SPSVs for the travelling public nationwide in the future. As a direct result of the pandemic, the DoT has funded support schemes, which are administered by the Authority.

- The Authority approved the Small Public Service Vehicle (Emergency Measure Covid-19) (Fees) Regulations to waive all standard vehicle licence renewal fees for 2021 and 2022. Normal prescribed fees resumed on 1st January 2023. The intention of the renewal fee waiver is to keep operators attached to the industry through financial assistance, coupled with the regulatory, technical and health guidance provided;
- The Authority also approved the Small Public Service Vehicle (Emergency Measure Covid-19) (Maximum Permissible Age) Regulations 2021 to extend the age limits of serving SPSVs such that no vehicle would have to exit the industry prior to 2023 solely on the grounds of age;
- In September 2021, the Authority commenced a one-year NCT Fee Waiver Scheme for SPSV's throughout the period 1st September 2021 to 31st August 2022. This scheme has now closed;
- Also in September 2021, another one-year industry support was launched to facilitate a rebate of the €95 Motor Tax fee to operators taxing their SPSVs throughout the period 1st September 2021 to 31st August 2022. This scheme has now closed;
- The SPSV (Emergency Measure COVID-19) (Expired License) Regulation 2021 was permanently amended to double the period (to 24 months) that a taxi, hackney or limousine licence may rest in inactive status after its expiry. After this period the licence cannot be replaced. This will enable operators to remain in the industry whilst awaiting an increase in passenger demand.

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 by the Authority on 19th May 2023.



Tuarascáil Bhliantúil & Ráitis Airgeadais 2022

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Réamhrá

Bliain ríthábhachtach don Údarás Náisiúnta Iompair agus don phobal a bhíonn ag taisteal ba ea an bhliain 2022.

Ba bhliain í ar lena linn a threoraíomar an córas iompair phoiblí ó mhion-dianghlasáil i mí Eanáir go leibhéal éilimh ó phaisinéirí nach bhfacthas ó theacht phaindéim Covid-19 i leith faoi dheireadh na bliana.

Ba bhliain í ina rabhamar in ann athruithe suntasacha a dhéanamh ar tháillí agus ticéadú dár gcustaiméirí freisin. A bhui le Cárta Leap Aosaigh Óig agus Mic Léinn a thabhairt isteach, laghdaíodh táillí do dhaoine óga faoi 50%, agus laghdaíodh táillí do gach duine eile faoi 20%.

Tosaíodh ar Éire a Nascadh a chur chun feidhme dáiríre sa bhliain 2022, agus 37 gcinn de bhealaí nua nó breisithe bus tugtha isteach i gceantar tuaithe na hÉireann. I mBaile Átha Cliath, chuireamar feabhas ar sheirbhísí bus do phobail ar fud an réigiúin trí dhá chéim den athdhearadh gréasáin BusConnects a chur chun feidhme.

Maidir le gníomhú ar son na haeráide, d'ordaíomar 165 cinn de bhusanna ceallra-leictreacha aon stóir agus dhá stór lena n-úsáid ar sheirbhísí uirbeacha. Chomh maith leis sin, d'ordaíomar 90 carráiste nua DART sa bhreis, rud a fhágann go bhfuil 185 charráiste á dtáirgeadh anois lena seachadadh d'Éirinn ón mbliain seo chugainn ar aghaidh.

Ba bhliain í inar soláthraíodh Taisteal Gníomhach freisin, agus infheistíocht ab fhiú €310m déanta sna céadta tionscadal i ngach cathair agus contae.

Sna blianta atá le teacht, is dóigh go bhfeicimid leibhéal ghníomhaíochta nach bhfacthas a leithéid riamh maidir le hinfheistíocht i mbonneagar iompair agus i seirbhísí iompair. Leis an obair a rinneamar sa bhliain 2022, rinneadh an t-ullmhúchán le haghaidh an-chuid den infheistíocht sin, agus fágann sí go bhfuilimid ullamh do dhul i ngleic leis na dúshlán atá romhainn.



Ón gCathaoirleach

Cé gurbh iad na srianta ar an tsochaí a bhí ag teastáil chun freagairt do phaindéim Covid-19 na téamaí ba mhó plé sna blianta 2020 agus 2021, ba é a bhí sa bhliain 2022 ná bliain inar thosaigh an tsochaí ag fillleadh ar chineál éigin normáltachta. Bhí deireadh curtha leis na srianta uile, beagnach, sna míonna tosaigh den bhliain 2022. Mar thoradh ar dheireadh a chur le srianta agus ar an gcuspóir a bhí ag an Rialtas daoine a spreagadh chun fillleadh ar sheirbhísí iompair phoiblí a úsáid, bhí ar an Údarás Náisiúnta Iompair freagairt dá réir. Cuspóirí de chuid an Rialtais a fógraíodh le haghaidh na bliana 2022, amhail an laghdú 20% ar na táillí Seirbhíse Oibleagáide Poiblí uile agus tabhairt isteach an Chárta Aosaigh Óig, rud lenar laghdaíodh táillí do dhaoine óga idir 18 mbliana d'aois agus 24 bliana d'aois faoi 50%, chuir an tÚdarás chun feidhme iad sa dara ráithe den bhliain. Tá na bearta sin ag rannchuidiú go mór le daoine a spreagadh chun fillleadh ar sheirbhísí iompair phoiblí a úsáid.

Táimid an-bhuíoch gur lean an Rialtas le tacaíocht a thabhairt dúinn trí chistiú méadaithe a thabhairt dúinn chun déileáil leis an easnamh ioncaim. Bheadh sé riachtanach seirbhísí a chiorrú go mór ina éagmais sin.

Leanadh le pleanáil do thrí mhórinfeistíocht chaipitil - BusConnects, MetroLink (Bonneagar Iompair Éireann) agus DART+ (Iarnród Éireann) - le linn na bliana. Rinneadh dul chun cinn suntasach ar na trí thionscadal uile. Cuireadh iarratas ar Ordú Iarnróid le haghaidh DART+ Thiar faoi bhráid an Bhoird Pleanála lena bhreithniú i mí Iúil, agus táthar ag leanúint leis an obair phleanála ar ghnéithe eile de Thionscadail DART+. Cuireadh iarratas ar Ordú Iarnróid le haghaidh MetroLink faoi bhráid an Bhoird Pleanála lena bhreithniú i mí Mheán Fómhair. Ar deireadh thiar, maidir le BusConnects Bhaile Átha Cliath, cuireamar sé iarratas ar chroíochonairí bus faoi bhráid an Bhoird Pleanála sa bhliain 2022 lena mbreithniú. Táimid ag súil le tuilleadh dul chun cinn ar na mórtionscadail chaipitil sin a fheiceáil sa bhliain 2023.

Ba mhaith liom buíochas a ghabháil leis na comhaltaí Boird uile as a dtiomantas ar fud na bliana. Ba mhaith liom buíochas a ghabháil le Fred Barry go háirithe, a rinne cathaoirleacht ar an mBord ar bhealach chomh dícheallach sin go dtí mí na Samhna 2022 agus trí roinnt tréimhsí an-dúshlánach don Údarás. Is gá dom trácht a dhéanamh ar bhaill foirne an Údaráis freisin. Ghníomhaigh siad ar shlí shármhaith lánghairmiúil agus iad ag freagairt do na dúshláin a bhí ann tar éis phaindéim Covid-19, agus tiomantas láidir do sheirbhís phoiblí á thaispeáint acu.

Ba mhaith liom freisin buíochas a ghabháil le Eamon Ryan, an tAire Iompair, leis an Roinn Iompair, le Bonneagar Iompair Éireann, le hoibrítheoirí iompair, le hoibrítheoirí ar conradh, agus le gach ceann de na comhlachtaí stáit agus de na húdaráis áitiúla a n-oibrímid i gcomhpháirt leo.

Peter Strachan, Cathaoirleach



Forbheathnú ón bPríomhfheidhmeannach

Cé gur rícheannasach sna blianta 2020 agus 2021 a bhí freagairt an Stáit do phaindéim Covid-19 agus ról an Údaráis ina chinntiú go mbeadh an t-iompar poiblí i mbun oibre fós d'oibríthe riachtanacha, ba é a bhí sa bhliain 2022 ná bliain inar leag an tÚdarás díriú ar dhaoine a spreagadh chun fillleadh ar iompar poiblí a úsáid, ar aon dul leis an gcomhairle a d'eisigh an rialtas ní ba luaithe sa bhliain chun srianta a mhaolú. Bliain ríghnóthach don Údarás ba ea an bhliain 2022, ar lena linn a rinneadh roinnt mórthionscadal agus mórthionscnamh a thosú, a chur ar aghaidh agus a chur i gcrích.

Sa chomhthéacs sin, ba ann do roinnt príomhéachtaí agus do roinnt dúshlán a raibh an tÚdarás ag déileáil leo sa bhliain 2022. Ceann de na príomhdhúshlán ba ea iontaofacht agus poncúlacht na seirbhísí bus oibleagáide seirbhíse poiblí, rud a tháinig chun solais sa dara sé mhí den bhliain. Adhmaíonn an tÚdarás gurbh é sin ba chúis le cur isteach ar chustaiméirí agus le míchaoithiúlacht dóibh. Ceann de na príomhchúiseanna leis an titim ó thaobh na hiontaofachta agus na poncúlachta de ná an fhadhb a bhaineann le tiománaithe breise a earcú. Ba é an éifeacht iarmhartach a bhí ag gabháil leis an nganntanas tiománaithe ná cealuithe seirbhíse, rud a rinne difear d'iontaofacht dá réir. Tharla sé freisin gurbh amhlaidh, mar thoradh ar an téarnamh sa gheilleagar tar éis phaindéim Covid-19, a bhí plódú tráchta ag cruthú fadhbanna suntasacha, go háirithe inár limistéir uirbeacha, agus rinne sé sin difear do phoncúlacht. An méid sin ráite, d'oibrigh an tÚdarás go rídhícheallach i gcomhairle leis na hoibrítheoirí chun na fadhbanna a réiteach, agus reáchtáil siad feachtas i gcomhpháirt chun níos mó daoine a spreagadh chun smaoineamh ar thiomáint bus a roghnú mar rogha ghairme. I dtreo dheireadh na bliana, bhí comharthaí ann á léiriú go rabhthas ag tosú ar thairbhe a bhaint as na bearta, agus feabhas éigin ag teacht i bhfómhar na bliana 2022 ar iontaofacht tar éis di a pointe is ísle a shroicheadh.

Maidir le príomhéachtaí sa bhliain 2022, sroicheadh roinnt garspriocanna. I dtaca le pleanáil straitéiseach, rinneamar an Straitéis Iompair do Limistéar Ceannchathartha Luimnigh-Shionainne agus an Straitéis Iompair do Limistéar Ceannchathartha Phort Láirge a chur i gcrích agus a fhoilsiú. Chomh maith leis sin, chuireamar an Dréacht-Straitéis Iompair do Mhórcheantar Bhaile Átha Cliath 2022-2042 i gcrích, rud a chuireamar faoi bhráid an Aire Iompair ar aon dul leis an reachtaíocht rialaithe.

Maidir leis na mórthionscadail chaipitil, rinneadh dul chun cinn suntasach. Cuireadh iarratais ar Ordú Iarnróid le haghaidh DART+ Thiar agus MetroLink faoi bhráid an Bhoird Pleanála i mí Iúil agus i mí Mheán Fómhair faoi seach. I ndáil le BusConnects i mBaile Átha Cliath, rinneadh sé cinn den 12 iarratas ar chroíchonairí bus chuig an mBord Pleanála. I gCorcaigh, cuireadh an chéad bhabhta de chomhairliúchán poiblí ar siúl le haghaidh na gConairí Iompair Inbhuanaithe, rud is cuid de BusConnects Chorcaí. Fuarthas níos mó ná 3,000 aighneacht.

Maidir leis an bhflít bus agus iarnróid, rinneadh dara hordú le haghaidh flít iarnróid ceallra agus ceallra-leictreach DART. Leanadh sa bhliain 2022 leis an 41 charr iarnróid idirchathrach sa bhreis a mheastar a thiocfaidh isteach i seirbhís sa bhliain 2023 a sholáthar. I ndáil leis an bhflít bus, rinneadh na chéad orduithe le haghaidh na mbusanna ceallra-leictreacha aon stóir agus dhá stór.

Leanadh lenár n-infheistíocht sa taisteal gníomhach go tapa sa bhliain 2022. Bhí an líon scéimeanna siúil agus rothaíochta a soláthraíodh ar fud na tíre i bhfad níos mó ná mar a beartaíodh ar dtús, agus tús á chur leis an dearadh pleanála agus dul chun cinn á dhéanamh ar an dearadh pleanála ar a lán scéimeanna eile den sórt sin ag an am céanna. Sa bhliain 2022, leithdháileadh €310 milliún, beagnach, ar thionscadail taistil ghníomhaigh ar fud an Stáit.

Sa bhliain 2022, chuireamar tús leis an bpróiseas soláthair ar dhá thionscadal shuntasacha: Uathaimsitheoir Feithiclí na Chéad Ghlúine Eile agus Ticéadú na Chéad Ghlúine Eile.

Leanadh sa bhliain 2022 lenár n-obair ar an ngréasán bus a athdhearadh. Soláthraíodh dhá chéim d'athdhearadh gréasáin BusConnects Bhaile Átha Cliath. Chuaigh Dromlach G agus bealach 60 agus bealaí N4 agus N6 i mbun oibre i mí na Bealtaine agus i mí Dheireadh Fómhair faoi seach. Cuireadh tús leis an bPlean Soghluaisteachta Tuaithe 'Éire a Nascadh' uainn a chur chun feidhme. Soláthraíodh céim 1 den phlean sa bhliain 2022, rud a fhágann go bhfuil raon bealaí nua agus feabhsuithe á soláthar d'úsáideoirí iompair poiblí ar fud an Stáit. Tá na seirbhísí faoi 'Éire a Nascadh' mar chúis le méadú suntasach sa líon paisinéirí atá ag úsáid iompar poiblí i limistéir thuaithe.

Maidir le táillí agus le ticéadú, bhíomar in ann soláthar a dhéanamh ar an gcinneadh ón Rialtas go gciorrófaí táillí iompair poiblí faoi 20% agus go dtabharfaí Cárta Aosaigh Óig agus Mic Léinn isteach le haghaidh Oibrítheoirí Oibleagáide Seirbhíse Poiblí agus le haghaidh oibrítheoirí tráchtála bus. Soláthraíodh an dá scéim sin de réir an sceidil agus an bhuiséid, agus b'ionann iad agus méid ollmhór oibre a rinneadh laistigh den Údarás agus i gcomhar lenár ngeallsealbhóirí is oibrítheoirí iompair. I dtreo dheireadh na bliana, b'ionann an líon iomlán paisinéirí ar sheirbhísí oibleagáide seirbhíse poiblí agus an líon a bhí ann roimh theacht phaindéim Covid-19, agus an laghdú i dtáillí agus tabhairt isteach an Chárta Aosaigh Óig agus Mic Léinn ag imirt ról suntasach sa téarnamh sin.

Thugamar rialacháin leasaithe isteach don earnáil Beagfheithiclí Seirbhíse Poiblí sa bhliain 2022 chun féachaint lena oiread Beagfheithiclí Seirbhíse Poiblí agus is féidir a choinneáil san earnáil.

Chomh maith leis sin, d'fhoilsíomar an chéad Tuarascáil uainn ar an mBearna Phá idir na hInscní faoin Acht um Fhaisnéis faoin mBearna Phá idir na hInscní, 2021.

Tá sé tábhachtach a aithint arís go bhfuair an tÚdarás cistiú suntasach breise ón Státchiste le linn na bliana, go háirithe chun aghaidh a thabhairt ar an gcostas méadaithe atá i gceist le seirbhísí Oibleagáide Seirbhíse Poiblí a sholáthar agus ar an easnamh in ioncam ó tháillí.

Mar fhocal scoir, ba mhaith liom aitheantas a thabhairt don obair a rinne baill foirne an Údaráis. Beag beann ar na dúshláin agus na brúnna oibre a chruthaigh na tionscadail éagsúla a bhfuil baint ag an Údarás leo, d'oibrigh siad gan stad gan staonadh ar fud na bliana.



Anne Graham, Príomhfheidhmeannach

Na Príomhfhorbairtí agus na Príomhéachtaí sa bhliain 2022

- » Rinneadh an Straitéis Iompair do Limistéar Ceannchathartha Luimnigh-Shionainne a chur i gcrích agus a fhoilsiú
- » Rinneadh an Straitéis Iompair do Limistéar Ceannchathartha Phort Láirge a chur i gcrích agus a fhoilsiú
- » Rinneadh iarratais ar Ordú Iarnróid le haghaidh MetroLink agus le haghaidh DART+ Thiar
- » Cuireadh an Comhairliúchán Poiblí Neamhrechtúil ar Bhealach Roghnaithe Luas Fhionnghlaise i gcrích
- » BusConnects Bhaile Átha Cliath – cuireadh sé cinn de 12 iarratas faoi bhráid an Bhoird Pleanála
- » Cuireadh isteach an dara hordú le haghaidh flít iarnróid ceallra agus ceallra-leictreach
- » Cuireadh isteach na chéad orduithe le haghaidh flít busanna ceallra-leictreacha aon stóir agus dhá stór
- » Soláthraíodh scéimeanna siúil agus rothaíochta a bhí i bhfad níos mó ná mar a beartaíodh ar dtús ar fud na tíre
- » Cuireadh tús leis an soláthar ar Uathaimsitheoir Feithiclí na Chéad Ghlúine Eile
- » Cuireadh tús leis an soláthar ar Thicéadú na Chéad Ghlúine Eile
- » Soláthraíodh dhá chéim de ghréasán bus BusConnects Bhaile Átha Cliath
- » Soláthraíodh Céim 1 den Phlean Iompair Tuaithe ‘Éire a Nascadh’
- » Le scéim cúnamh airgeadais Covid-19, leanadh de thacaíocht a thabhairt do sheirbhísí ceadúnaithe bus tráchtála go rathúil go dtí gur tháinig sí chun deiridh ag deireadh mhí an Mheithimh
- » Soláthraíodh Cárta Leap Aosaigh Óig agus Mic Léinn le haghaidh Oibritheoirí Oibleagáide Seirbhíse Poiblí agus oibritheoirí tráchtála bus
- » Soláthraíodh laghdú 20% i dtáillí
- » Filleadh faoi dheireadh na bliana ar an líon seachtainiúil paisinéirí a bhí ann roimh theacht phaindéim Covid-19
- » Leasaíodh rialacháin chun a oiread beagfheithiclí seirbhíse poiblí agus is féidir a choinneáil sa tionscal agus a choinneáil ar fáil do chustaiméirí
- » Baineadh infhaighteacht 99.5% amach ar gach córas de chuid an Údaráis
- » Tugadh samhail oibrithe hibridigh isteach go rathúil
- » Cuireadh an chéad Suirbhé Cultúir i gcrích
- » Foilsíodh an chéad Tuarascáil ar an mBearna Phá idir na hInscní

Maidir leis an Údarás Náisiúnta Iompair



Cuspóir agus Feidhm

Tá an tÚdarás ina chomhlacht reachtúil neamhthráchtála Stáit a oibríonn faoi choimirce na Roinne Iompair.

Baineann sainchúram an Údaráis go príomha le modhanna iompair inbhuanaithe – is iad sin, iompar poiblí, rothaíocht agus siúl – a phleanáil, a fhorbairt agus a chistiú ar bhonn náisiúnta. Baineann sé freisin le rialáil a dhéanamh ar sheirbhísí tráchtála bus poiblí agus ar an earnáil beagfheithiclí seirbhíse poiblí, mar aon le teanntáil feithiclí.

Bainistíonn an tÚdarás an clár náisiúnta infheistíochta caipitil don iompar poiblí, don rothaíocht agus don siúl, agus é ag cistiú oibritheoirí iompair, údaráis áitiúla agus comhlachtaí eile chun tabhairt faoi thionscadail cheadaithe thar ceann na Roinne Iompair.

Chomh maith leis sin, is é an tÚdarás Náisiúnta Iompair an t-údarás ceadúcháin do na trí thionscadal ollmhóra iompair poiblí a bhfuiltear ag tacú leo faoin bPlean Forbartha Náisiúnta reatha don tréimhse 2021 – 2030. Is iad sin:

- » BusConnects Bhaile Átha Cliath
- » MetroLink
- » Clár DART+

Áirítear le sainchúram an Údaráis freastal ar an éileamh ar sheirbhísí iompair inbhuanaithe ar fud na hÉireann agus obair i gcomhar le geallsealbhóirí chun astaíochtaí carbóin a laghdú ó thaobh an iompair de.

Reachtaíocht Chumasúcháin

Bunaíodh an tÚdarás de bhun an Achta um Údarás Iompair Bhaile Átha Cliath 2008.

Ceapadh é ar dtús chun a bheith ina údarás iompair do Mhórlimistéar Bhaile Átha Cliath faoi Acht 2008. Athainmníodh é ina dhiaidh sin, áfach, mar Údarás Náisiúnta Iompair san Acht um Rialáil Iompair Phoiblí 2009, rud lenar leathnaíodh feidhmeanna an Údaráis chun go n-áireofaí leo busanna agus beagfheithiclí seirbhíse poiblí a cheadúnú ar bhonn náisiúnta.

Rinneadh an raon feidhme geografach atá ag roinnt feidhmeanna de chuid na heagraíochta a leathnú go leibhéal náisiúnta freisin leis an Acht um Rialáil Tacsaithe, 2013, rud lenar comhdhlúthaíodh reachtaíocht phríomha a bhaineann le beagfheithiclí seirbhíse poiblí agus a dtiománaithe a cheadúnú agus lenar tugadh an reachtaíocht sin cothrom le dáta.

Leis an Acht Iompair Phoiblí, 2016, leathnaíodh na cumhachtaí atá ag an Údarás arís eile trí é a chumasú fodhlíthe a dhéanamh lena rialáiltear úsáid seirbhísí bus poiblí fóirdheonaithe áirithe ag paisinéirí.

Tháinig an tAcht um Theanntáil Feithiclí, 2015, i bhfeidhm an 1 Deireadh Fómhair 2017, rud lena leagtar freagracht ar an Údarás as gníomhaíochtaí teanntála a rialáil ar bhonn náisiúnta.

Tá roinnt feidhmeanna sonracha ag an Údarás maidir le bonneagar agus maidir le pleanáil iompair agus úsáide talún a chomhtháthú i Mórlimistéar Bhaile Átha Cliath freisin, rud a léiríonn na riachtanais iompair poiblí agus bhainistíochta tráchtála ar leith

atá ag an réigiún, a chuimsíonn 40% de dhaonra an Stáit agus 43% d'fhostaíocht iomlán an Stáit de réir áit chónaithe.

Ról agus Rialachas

Bord an Údaráis

Tá an tÚdarás faoi rialú ag Bord a chuimsíonn dháréag comhaltaí a gceapann an tAire Iompair iad. Is poist ex officio iad trí cinn de na poist ar an mBord, atá forchoimeáda don Phríomhfheidhmeannach, d'ardbhainisteoir eile de chuid an Údaráis agus don Phríomhfheidhmeannach ar Chomhairle Cathrach Bhaile Átha Cliath.

Féadfar comhaltaí Boird a cheapadh ar feadh tréimhse cúig bliana ar a mhéad agus féadfar iad a athcheapadh chun téarma eile a chur isteach. Féadfaidh comhaltaí fónamh ar an mBord ar feadh tréimhse deich mbliana ar a mhéad, mar atá leagtha amach sa reachtaíocht chumasúcháin. Níl feidhm ag an srian sin maidir le comhaltaí ex officio, a fhanfaidh ar an mBord fad a shealbhóidh siad an post ábhartha. Is iad seo na comhaltaí Boird a bhí i seilbh oifige ag deireadh na bliana:

Ár gComhaltaí Boird



Hugh Creegan

Tá Hugh Creegan ina Leas-Phríomhoifigeach Feidhmiúcháin agus ina Stiúrthóir um Infheistíocht Iompair san Údarás. D'oibrigh sé roimhe sin leis an Údarás um Bóithre Náisiúnta mar Cheann Rannóige, agus é freagrach as Comhpháirtíochtaí Príobháideacha Poiblí, as Oibríochtaí Tráchtála agus as Pleanáil Straitéiseach. Is innealtóir sibhialta é ag a bhfuil taithí leathan ar mhórhionscadail san earnáil phoiblí agus san earnáil príobháideach araon, lena n-áirítear Tollán Chalafort Bhaile Átha Cliath, leathnú M50 agus bailiú an dola saorshreafa ghaolmhair.



Ann Fitzgerald

Is stiúrthóir neamhfheidhmiúcháin neamhspleách í Ann Fitzgerald. Rinne sí cathaoirleacht ar an nGrúpa Straitéise Tomhaltóirí, a raibh a chuid oibre taobh thiar den chinneadh ón Rialtas an Ghníomhaireacht Náisiúnta Tomhaltóirí a bhunú. D'fhóin sí mar Phríomhoifigeach Feidhmiúcháin ar an ngníomhaireacht ar feadh cúig bliana suas go mí Dheireadh Fómhair 2012. Roimhe sin, bhí sí ina hArd-Rúnaí ar Chumann Bainisteoirí Infheistíochta na hÉireann. Chuaigh sí isteach sa Chumann ar fhágáil na Roinne Tionscail agus Tráchtála di sa bhliain 1989. Chaith Ann níos mó ná 20 bliain mar stiúrthóir neamhfheidhmiúcháin, go príomha i gcomhlachtaí tráchtála agus neamhthráchtála san earnáil phoiblí.

Athcheapadh Ann chuig an mBord i mí Mheán Fómhair 2020 le haghaidh téarma cúig bliana.



Anne Graham

Ceapadh Anne Graham mar Phríomhoifigeach Feidhmiúcháin ar an Údarás Náisiúnta Iompair i mí Eanáir 2015. D'fhóin sí roimhe sin mar Stiúrthóir Seirbhísí Iompair Phoiblí an Údaráis. Is Innealtóir Cairte í Anne agus tá sí ina Comhalta d'Innealtóirí Éireann agus d'Acadamh Innealtóireachta na hÉireann. Tá céim Mháistreachta aici san Eolaíocht Innealtóireachta i réimse an Iompair ón gColáiste Ollscoile, Baile Átha Cliath, agus tá céim MBA aici ó Ollscoil Chathair Bhaile Átha Cliath. D'oibrigh sí le húdarais áitiúla Bhaile Átha Cliath mar innealtóir sibhialta, mar bhainisteoir tionscadal ar a lán tionscadal difriúil agus mar Bhainisteoir Limistéir i limistéar Thiar Theas Chathair Bhaile Átha Cliath, agus í ag tabhairt seirbhísí údarais áitiúil níos gaire do thomhaltóirí i gceithre oifig áitiúla.



Owen Keegan

Ceapadh Owen P. Keegan mar Bhainisteoir Cathrach Bhaile Átha Cliath i mí Mheán Fómhair 2013, tar éis dó fónamh mar Bhainisteoir Contae ar Chomhairle Contae Dhún Laoghaire-Ráth an Dúin ó mhí Feabhra 2006. Sula ndeachaigh sé isteach sa Chomhairle, d'oibrigh sé sna róil mar Bhainisteoir Cathrach Cúnta agus mar Stiúrthóir Tráchtá i gComhairle Cathrach Bhaile Átha Cliath. Roimh mhí Dheireadh Fómhair 1993, d'oibrigh sé mar eacnamaí do DKM Economic Consultants/Davy Stockbrokers. D'oibrigh sé sa Roinn Airgeadais agus san Institiúid Taighde Eacnamaíochta agus Sóisialta freisin agus chaith sé dhá thréimhse sa Roinn Comhshaoil, Pobail agus Rialtais Áitiúil. Is as Baile Átha Cliath don Uas. Keegan. Tá céimeanna aige sa riarachán poiblí, san eacnamaíocht agus san innealtóireacht shibhialta.



Pat Mangan

D'fhóin Pat Mangan mar Rúnaí Cúnta sa Roinn Iompair ón mbliain 1995 go dtí an bhliain 2010. I measc na nithe a raibh sé freagrach astu bhí iompar poiblí, infheistíocht iompair agus airgeadas.

Roimhe sin, bhí sé ina Cheann um Beartas Bóithre sa Roinn Comhshaoil agus rinne sé cathaoirleacht ar Thionscnamh Iompair Bhaile Átha Cliath.

Tá sé ina Chomhalta den Institiúid Chairte um Lóistíocht agus Iompar in Éirinn.

Athcheapadh Pat chuig an mBord i mí Mheán Fómhair 2020 le haghaidh téarma cúig bliana.



Frank O'Connor

Tá Frank O'Connor ina iar-Phríomhoifigeach Feidhmiúcháin ar Airtel ATN Limited, ar cuideachta í a sholáthraíonn réitigh chumarsáide sonraí don tionscal eitlíochta. Chomhbhunaigh sé an cuideachta sa bhliain 1998. Sular chomhbhunaigh sé Airtel, d'oibrigh sé i roinnt cuideachtaí forbartha bogearraí, lena n-áiríodh cuideachtaí ilnáisiúnta sna Stáit Aontaithe ar nós Retix agus CACI. Thosaigh sé a ghairm ag Systems Dynamics sa bhliain 1976. D'oibrigh sé leis an gcuideachta ar feadh ocht mbliana, ar chaith sé dhá bhliain díobh sa Ghearmáin agus san Ísiltír. Bhí sé ina stiúrthóir neamhfheidhmiúcháin de chuid Aer Lingus sa bhliain 2014/15.

Athcheapadh Frank chuig an mBord i mí Mheán Fómhair 2020 le haghaidh téarma cúig bliana.



Brian McCormick

Tá Brian McCormick ina stiúrthóir cairte ag a bhfuil taithí leathan ar bhainistíocht ghinearálta agus oibríocháin, ar fhorbairt gnó agus ar airgeadas corparáideach in Éirinn agus thar lear araon. D'oibrigh sé le déanaí mar Stiúrthóir Feidhmiúcháin de chuid An Post, áit a raibh sé ina Chathaoirleach ar fhochuideachtaí na cuideachta freisin, ba iad sin: Árachas An Post agus Air Business Limited, ar cuideachta dáileacháin irisí agus bainistíochta síntiús sa Ríocht Aontaithe í. D'oibrigh sé roimhe sin mar Stiúrthóir de chuid Merrion Corporate Finance agus i róil ardbhainistíochta le CRH plc sna Stáit Aontaithe. Tá Brian ina chéimí innealtóireachta de chuid an Choláiste Ollscoile, Baile Átha Cliath, agus tá céim MBA aige ó Scoil Wharton in Ollscoil Pennsylvania.

Athcheapadh Brian chuig an mBord i mí Iúil 2022 le haghaidh téarma cúig bliana.



David
Gray

Tá David Gray ina chuntasóir cairte agus ina shainchomhairleoir neamhspleách atá lonnaithe i mBéal Feirste. Chaith sé an chuid is mó dá ghairm sa chleachtadh poiblí, ag obair dó i ndisciplíní an airgeadais chorparáidigh agus an rialachais chorparáidigh. Roimhe sin, bhí sé ina Chomhpháirtí i gCeannas ar Sheirbhísí Iniúcháireachta Seachtraí agus Rialachais Chorparáidigh do RSM UK LLP i mBéal Feirste.

Tá taithí fhairsing coiste iniúcháireachta agus rialachais chorparáidigh aige agus tá sé ina stiúrthóir neamhfheidhmiúcháin agus ina chathaoirleach ar an gcoiste iniúcháireachta agus riosca do Sheirbhís Fuilaisriúcháin na hÉireann agus d'Údarás Cuain an Phoainte araon.

Ar na ceapacháin roimhe tá an ról mar stiúrthóir neamhfheidhmiúcháin agus/nó mar chathaoirleach ar an gcoiste iniúcháireachta don Roinn Bonneagair (Tuaisceart Éireann); do Sheirbhís Póilíneachta Thuaisceart Éireann; don Choimisiún Beostoic agus Feola do Thuaisceart Éireann; agus d'iontaobhas Pobail agus Ospidéal Uladh.

Is idirghabhálaí cáilithe é David agus tá taithí fhairsing aige ar réiteach díospóide.

Athcheapadh David chuig an mBord i mí Iúil 2022 le haghaidh téarma cúig bliana.



Iain
Docherty

Tá Iain Docherty ina Dhéan ar an Institiúid Ard-Léinn agus tá sé ina Ollamh le Beartas agus Rialachas Poiblí ag Ollscoil Stirling, Albain. Tá Iain ag déanamh taighde ar bheartais iompair agus ar an tionchar atá acu ar fheidhmíocht eacnamaíoch, ar inbhuanaitheacht comhshaoil agus ar chuimsiú sóisialta le níos mó ná 25 bliana anuas. D'oibrigh sé le raon éagsúil eagraíochtaí, lena n-áiríodh rialtais agus gníomhaireachtaí poiblí sa Ríocht Aontaithe, sna Stáit Aontaithe, san Astráil, i gCeanada, san Ísiltír agus sa tSualainn, mar aon leis an Eagraíocht um Chomhar agus Fhorbairt Eacnamaíochta. Chuir sé comhairle ar eagraíochtaí den sórt sin freisin. Bhí sé ina stiúrthóir neamhfheidhmiúcháin de chuid Iompar Alban idir na blianta 2006 agus 2010 agus bhí sé ina stiúrthóir neamhfheidhmiúcháin de chuid Scotrail, ar cuideachta oibríochta traenach é, idir na blianta 2015 agus 2019. Sealbhaíonn Iain Comhaltachtaí le hAcadamh na nEolaíochtaí Sóisialta, le Cumann Ríoga Dhún Éideann, le Cumann Ríoga na nEalaíon, leis an gCumann Ríoga Tíreolaíochta agus leis an Institiúid Innealtóirí Sibhialta. Tá sé ina chomhalta cairte den Institiúid Chairte um Lóistíocht agus Iompar freisin.



Eleanor
O'Neill

Ceapadh Eleanor O'Neill chuig bord an Údaráis Náisiúnta Iompair i mí na Nollag 2021. Is sainchomhairleoir teicneolaíochta faisnéise í, agus taithí fairsing aici ar chlaohlú digiteach, ar bhainistíocht oibríochtúil, ar chibearshlándáil, agus ar chumaisc agus éadálacha. D'oibrigh sí i ról shinsearach feidhmiúcháin le níos mó ná 30 bliain i gcuideachtaí ilnáisiúnta teicneolaíochta amhail Symantec, Visio, Microsoft, Marrakech, agus Digital Equipment Corporation.

Fónann Eleanor mar stiúrthóir neamhfheidhmiúcháin de chuid Shláinte Leanaí Éireann agus Choillte freisin.

Tá Eleanor ina céimí innealtóireachta de chuid Ollscoil na hÉireann, Gaillimh. Tá cáilíochtaí iarchéime aici san anailís ar chórais ó Ollscoil na Gaillimhe, sa chibearshlándáil ón gColáiste Ollscoile, Baile Átha Cliath, agus sa rialachas corparáideach ó Institiúid na Stiúrthóirí in Éirinn freisin.



Joyce
Loughnan

Tá Joyce Loughnan ina stiúrthóir neamhfheidhmiúcháin de chuid Chumann Tithíochta Eoin Dé, áit a bhfuil sí ina comhalta den Choiste Airgeadais, Iniúcháireachta agus Riosca agus den Choiste Forbartha. Chomh maith leis sin, tá sí ina comhalta de Choiste Eitice Taighde Sheirbhísí Meabhairshláinte Phádraig agus is í an Rúnaí do Chumann Cairde agus Teaghlach Sheirbhísí Iósaf do Dhaoine faoi Mhíchumas Intleachta, Port Reachrann. D'fhóin Joyce roimhe seo mar stiúrthóir Boird de chuid Chomhlachas Bhaile Átha Cliath, The Wheel agus BoardMatch Ireland. D'fhóin sí freisin ar Choiste Comhairleach Straitéiseach Ollscoil Chathair Bhaile Átha Cliath, ar Choiste Éireannach Fhóram Idirnáisiúnta na mBan, ar Choiste Stiúrtha na Roinne Comhshaoil um Thithíocht agus Easpa Dídine agus ar Choiste Réigiúnach Chónaidhm Ghnólachtaí agus Fhostóirí na hÉireann (IBEC) do Réigiún an Oirthir.

Bhí sí ar an bPríomhfheidhmeannach ar Focus Ireland idir an bhliain 2008 agus an bhliain 2014. Roimhe sin, chaith sí a gairm idirnáisiúnta 25 bliana ag athrú eagraíochtaí éagsúla ó bhonn trí leas a bhaint as an teicneolaíocht faisnéise. Áiríodh leis na heagraíochtaí sin Bainc-Aontas Éireann (AIB), an Garda Síochána, Aer Lingus, Údarás Aerfort Bhaile Átha Cliath, Hibernian Insurance, Amdahl Europe, Bank of Western Australia, Goldman Sachs (Londain), Quarryman (Poblacht na hAfraice Theas) agus Volkswagen. Sealbhaíonn Joyce Máistreacht sa Riarachán Gnó ó Ollscoil Chathair Bhaile Átha Cliath agus tá sí ina comhalta d'Institiúid na Stiúrthóirí in Éirinn.



Cathaoirleach an Bhoird

Tháinig téarma ceapacháin Fred Barry, ár gCathaoirleach, chun deiridh i mí na Samhna 2022. Cheap an tAire Iompair an tUas. Peter Strachan mar Chathaoirleach an Údaráis an 11 Aibreán 2023.

Cothromaíocht Inscne an Bhoird

Sonraítear sa Chód Cleachtais chun Comhlachtaí Stáit a Rialú (2016) sprioc go ndéanfaí ionadaíocht 40% ar a laghad don dá inscne i gcomhaltas na mBord Stáit.

Ag deireadh na bliana 2022, bhí ceathrar comhaltaí baineannacha (36%) agus seachtar comhaltaí fireannacha (64%) ag an mBord.

Chuir an tÚdarás an Roinn Iompair ar an eolas faoin éagothroime inscne atá ann ar an mBord faoi láthair agus táthar ag súil leis go gcuirfidh an Roinn í sin san áireamh le linn di folúntais a bheidh ann sa todhchaí a líonadh ar leibhéal an chomhalta Boid.

Ár nEagraíocht/Ár bhFoireann

Bhí 240 fostaí san iomlán ag an Údarás amhail an 31 Nollaig 2022, agus iad go léir ag obair ar bhonn cumaisc/hibrídeach ónár gceannoifig i mBaile Átha Cliath. Cuireadh 69 gcomórtas earcaíochta san iomlán ar siúl in ocht mbabhta earcaíochta sa bhliain 2022, agus iad ag clúdach ról nua agus ról a bhí ann cheana. Bhí roinnt ball foirne tionscadail ann freisin nach bhfuil fostaithe go díreach ag an Údarás. Oibríonn na baill foirne sin chun cabhrú leis an Údarás an clár suntasach oibre atá ar bun aige i ndáil le gnó/tacaíocht laethúil agus i ndáil le mórtionscadail araon a chur i gcrích.

Tábla 1 - Próifíl inscne na bhfostaithe ag an 31 Nollaig 2022

Fostaithe 2022	Líon	Céatadán
Fireann	154	64%
Baineann	86	36%
Iomlán	240	100%

Is le réimsí na heolaíochta, na teicneolaíochta, na hinnealtóireachta agus na matamaitice (STEM) a bhaineann formhór na ról laistigh den Údarás. Tá próifíl éagothrom inscne na heagraíochta inchurtha go príomha i leith rannpháirtíocht íseal na mban i ról teicneolaíochta agus innealtóireachta agus i leith an sciar ísil ban a bhíonn ag gabháil do cháilíochtaí STEM i gcoitinne. Tá an tÚdarás ag obair chun an éagothroime sin a laghdú bunaithe ar phlean gníomhaíochta um Chomhionannas, Éagsúlacht agus Cuimsiú. Cé go nglacann an tÚdarás leis go dtógfaidh sé tamall maith air an scéal a réiteach, is féidir le sraith beart atá pleanáilte aige an éagothroime sin a laghdú.

Tuairisciú ar an mBearna Phá idir na hInscní

I mí na Nollag 2022, tháinig tuairisciú ar an mbearna phá idir na hInscní chun bheith ina cheanglas faoin Acht um Fhaisnéis faoin mBearna Phá idir na hInscní, 2021. Leis an reachtaíocht sin, cuireadh oibleagáid ar eagraíochtaí a bhfuil 250 fostaí nó níos mó acu ríomhaireachtaí bliantúla a fhoilsiú ina léirítear an bhearna phá idir tuilleamh na mban agus tuilleamh na bhfear faoin 31 Nollaig 2022. Cé nach raibh ceangal ar an Údarás tuairisciú ar a bhearna phá idir na hInscní toisc go raibh níos lú ná 250 fostaí aige sa

bhliain 2022, rinneadh cinneadh chun ár sonraí faoin mbearna phá idir na hinscní a fhoilsiú chun a thaispeáint go bhfuilimid tiomanta d'éagsúlacht inscne a chur ar aghaidh inár n-áit oibre.

Ar fud an Údaráis, ba é 3.78% an mheánbhearna phá idir na hinscní i measc na bhfostaithe uile sa bhliain 2022 (sa bhliain 2021, ba é 11.3% an mheánbhearna phá idir na hinscní in Éirinn agus ba é 13% an mheánbhearna phá idir na hinscní san Aontas Eorpach).

Oibriú Cumaisc

Le linn na bliana 2022, lean athrú gan fasach d'fhórsa saothair an Údaráis le heascairt as paidéim Covid-19 agus as na bearta a rinneadh chun tionchar na paidéime a mhaolú. Cuireadh tús le hathoscailt tosaigh oifigí an Údaráis i mí Feabhra 2022 agus rinneadh a lán oibre chun a chinntiú go mbeadh an fhoireann ar fad in ann filleadh ar an áit oibre go rathúil agus go sábháilte amach sa bhliain. Tar éis chur i bhfeidhm a bheartais um oibriú cumaisc, d'fhill an fhoireann ar fad ar an oifig ó mhí Dheireadh Fómhair 2022 ar aghaidh ar mheánphatrún freastail arb é atá ann dhá lá ar an láithreán agus trí lá ag cianoibriú.

Foghlaim agus Forbairt

Áiríodh soláthar 12 chúrsa inmheánacha ar fud na heagraíochta inar díriodh ar na topaicí seo a leanas leis na príomhdheiseanna Foghlama agus Forbartha a soláthraíodh le linn na bliana 2022:

- » Forbairt Ceannaireachta,
- » Oiliúint Gaeilge,
- » Oiliúint Béarla Shoiléir,
- » Oiliúint inrochtaineachta,
- » Cinnteoireacht Saorála Faisnéise,
- » Oiliúint scileanna do bhaill foirne ar leibhéal an Oifigigh Feidhmiúcháin agus ar leibhéal an Ardoifigigh Feidhmiúcháin.

Forbraíodh gné nua Foghlama agus Forbartha ar chóras acmhainní daonna an Údaráis freisin chun an próiseas iarratais le haghaidh iarrataí ar oiliúint Inmheánach, ar oiliúint Sheachtrach agus ar oiliúint Bhreiseoideachais a chuíchóiriú.

Comhionannas, Éagsúlacht agus Cuimsiú

Lean an tÚdarás le dul chun cinn a dhéanamh ar a chlár oibre Comhionannais, Éagsúlachta agus Cuimsithe sa bhliain 2022, go háirithe i ndáil leis na freagrachtaí atá ar an Údarás faoi Dhualgas na hEarnála Poiblí i leith an Chomhionannais agus Chearta an Duine, mar atá leagtha amach in alt 42 den Acht fá Choimisiún na hÉireann um Chearta an Duine agus Comhionannas, 2015. Leis an Dualgas sin, cuirtear ceanglas dlíthiúil ar eagraíochtaí earnála poiblí comhionannas a chur chun cinn go réamhghníomhach, idirdhealú a chosc, agus cearta an duine a chosaint dá gcuid fostaithe, custaiméirí agus úsáideoirí seirbhíse agus do gach duine a ndéanann a gcuid beartas agus pleananna difear dóibh.

Agus é ag cur leis na hiarrachtaí a bhí ar bun aige cheana chun Comhionannas, Éagsúlacht agus Cuimsiú a chur chun cinn ar bhonn corparáideach, chomhlíon an tÚdarás roinnt gníomhartha Comhionannais, Éagsúlachta agus Cuimsithe sa bhliain 2022. Áiríodh leo sin:

- » Imeachtaí lena dtugtar tacaíocht d'fholláine foirne go ginearálta, mar aon le himeachtaí sonracha chun tacú le comhghleacaithe LADTI+,
- » Seisiúin um fheasacht ar mhíchumas,
- » Athbhreithniú ar phróisis earcaíochta i ndáil le Comhionannas, Éagsúlacht agus Cuimsiú, lena n-áirítear rianú sonraí éagsúlachta,
- » An Tuarascáil ar an mBearna Phá idir na hInscní, 2022, a fhoilsiú,
- » Clár inmheánach meantóireachta a chur i bhfeidhm, mar aon le rannpháirtíocht i gClár Meantóireachta Líonra Fhoras Bainistíochta na hÉireann/Club 30%,
- » Oiliúint ríomhfhoghlama a chur i bhfeidhm ina ndírítear ar chlaonadh neamh-chomhfhiosach agus ar cheanglais faoin Acht um Dhualgas na hEarnála Poiblí,
- » Iniúchadh Cultúir a sheoladh chun folláine eagraíochta a mheasúnú,
- » Ceanglais faoi Chuid 5 den Acht um Míchumas 2005 a chomhlíonadh go rathúil i ndáil le tuairisciú daoine a bhfuil míchumas orthu agus le fostú daoine a bhfuil míchumas orthu araon. D'fheidhmigh an tÚdarás os cionn an íoscheanglais 3% an athuir, agus 5.2% dá fhostaithe ag obair agus míchumas orthu. Is ionann é sin agus méadú 1%, beagnach, i gcomparáid leis an mbliain roimhe. Méadófar an sprioc sin go 6% sa bhliain 2024, agus tá an tÚdarás muiníneach go gcomhlíonfaidh sé an sprioc sin.

Chabhraigh an obair thuas leis an Údarás aibíocht reatha na heagraíochta ó thaobh an Chomhionannais, na hÉagsúlachta agus an Chuimsithe de a léarscáiliú. Úsáideadh an tsamhail aibíochta atá leagtha amach sa doiciméad “Ár Seirbhís Phoiblí 2020” (Gníomh 16) mar thagarmharc/pointe tagartha don obair sin.

Ráiteas Straitéise Nua don Údarás

D'fhorbair an tÚdarás Ráiteas Straitéise nua sa bhliain 2022, rud a bhí bunaithe ar chaidreamh comhairliúcháin poiblí a seoladh sa dara ráithe den bhliain. Cheadaigh an Bord an Ráiteas Straitéise 2023-2025 nua agus áirítear leis misean, fíis agus cuspóirí straitéiseacha an Údaráis le haghaidh na dtrí bliana atá le teacht.

Treochlár um Gníomhú ar son na hAeráide

Leis an bPlean Gnímh don Aeráid 2021 (CAP21), tugadh ceanglas isteach ar chomhlachtaí earnála poiblí ‘Treochláir um Gníomhú ar son na hAeráide’ a chur i gcrích faoi dheireadh na bliana 2022 (a athraíodh ina dhiaidh sin go deireadh na chéad ráithe den bhliain 2023). Tá na treochláir sin le hullmhú ar aon dul leis an doiciméad treorach gaolmhar ar eisigh Údarás Fuinnimh Inmharthana na hÉireann (SEAI) agus an Gníomhaireacht um Chaomhnú Comhshaoil (EPA) é.

Cuirtear in iúl sa Treochlár um Gníomhú ar son na hAeráide conas atá gach comhlacht poiblí ag féachaint le ceanglais Shainordú na hEarnála Poiblí um Gníomhú ar son na hAeráide a chomhlíonadh agus leis na spriocanna atá aige don bhliain 2030 ó thaobh astaíochtaí carbóin agus éifeachtúlacht fuinnimh de a shroicheadh.

Thug an tÚdarás an chéad Treochlár um Ghníomhú ar son na hAeráide uaidh chun críche agus déanfar an doiciméad a athbhreithniú agus a nuashonrú ar bhonn bliantúil.

Baineann sé sin leis an eagraíocht ón taobh corparáideach de, agus tá sé ar leithligh ón obair atá á déanamh ag an Údarás ar iompar inbhuanaithe a sholáthar ar fud na tíre.

Ón taobh eacnamaíoch, sóisialta agus rialachais de i gcoitinne, chuir an tÚdarás am agus acmhainní isteach sa bhliain 2022 chun measúnú a dhéanamh ar rioscaí eacnamaíocha, sóisialta agus rialachais agus ar dheiseanna eacnamaíocha, sóisialta agus rialachais, chun féachaint le breithniúcháin eacnamaíocha, shóisialta agus rialachais a leabú isteach ina phríomhoibríochtaí gnó agus chun na sonraí cearta a fhorbairt chun torthaí eacnamaíocha, sóisialta agus rialachais a thomhas ón taobh criticiúil de.

Athlonnú Corparáideach (Tionscadal an Aistrithe Mhóir)

Is é atá i gceist le Tionscadal an Aistrithe Mhóir ná cóiríocht oifige an Údaráis a chomhdhlúthú ó na ceithre láthair atá aige faoi láthair ina láthair láraithe amháin. Ní hé amháin gur tháinig an tionscadal as an ngá atá ann le samhail oibriúcháin níos éifeachtúla a chur i bhfeidhm ó thaobh bainistíochta ginearálta saoráidí de, ach tháinig sé freisin as an ngá atá ann le freastal ar líon méadaithe ball foirne mar gheall ar an leathnú ar réimsí freagrachta an Údaráis.

Sainaitníodh Áras Mhargadh an Fhéir i Margadh na Feirme, Baile Átha Cliath, mar láthair roghnaithe ina dhiaidh sin, agus cheadaigh an tÚdarás na Cinn Téarmaí le haghaidh léasú na láithreach sin i mí Mheán Fómhair 2022. Bhíothas ag druidim le hidirbheartaíocht léasa a thabhairt chun críche faoi dheireadh na bliana 2022.

Tionscnaíodh próiseas soláthair chun foireann deartha chomhtháite a cheapadh chun cabhrú leis an Údarás áit oibre a bheadh nua-aimseartha agus oiriúnach don fheidhm don Údarás a dhearadh agus a sholáthar.

Ár bhFreagrachtaí Corparáideacha

Nochtadh Cosanta

Ní dhearnadh aon nochtaí cosanta leis an Údarás sa bhliain 2022.

Acht na dTeangacha Oifigiúla (Leasú), 2021

Thug an tÚdarás achtú Acht na dTeangacha Oifigiúla (Leasú), 2021, ar aird agus thosaigh sé ag ullmhú do thosach feidhme fheidhmeanna an Achta nua. Áiríodh leis na hullmhúcháin sin freastal ball foirne ar sheimineár faisnéise i mí Dheireadh Fómhair 2022 inar pléadh ceanglais nua alt 10A maidir le fógraíocht. Lean an tÚdarás lena Scéim Teanga 2020-2023 a chur chun feidhme freisin. Is scéim cheadaithe í.

Le linn na bliana, d'fhoilsigh an tÚdarás 282 phostáil i nGaeilge sna meáin shóisialta agus lean sé le preaseisiúintí a fhoilsiú i nGaeilge.

Táirgeadh leaganacha Gaeilge d'ábhair amhail an Straitéis Iompair do Mhórchéantar Bhaile Átha Cliath, an plean 'Éire a Nascadh' agus doiciméid chomhairliúcháin BusConnects.

Gnóthaí Parlaiminteacha

Fuair an tÚdarás 2,323 fhiosrú ó ionadaithe poiblí agus ó údaráis áitiúla le linn na bliana. Tá siad miondealaithe mar a leanas:

- » Ceisteanna Parlaiminte – 955 cinn
- » Ceisteanna ó Ionadaithe Poiblí – 1,290 ceann
- » Ceisteanna ó Údarás Áitiúil/ó Roinn – 78 gcinn

Thug an tÚdarás freagra ar ocht n-iarraidh shonracha scríofa ó Choistí den Oireachtas le linn na bliana freisin.

I mí na Bealtaine agus i mí an Mheithimh, d'fhreastail an Príomhfheidhmeannach agus an Leas-Phríomhfheidhmeannach ar chruinnithe den Chomhchoiste um Iompar agus Cumarsáid chun an Straitéis Iompair do Mhórchéantar Bhaile Átha Cliath a phlé. I mí Mheán Fómhair, d'fhreastail an Príomhfheidhmeannach ar chruinniú den Chomhchoiste um Iompar agus Cumarsáid chun na saincheisteanna atá ag déanamh difear don tionscal Tacsaithe a phlé. I mí na Samhna agus i mí na Nollag, d'fhreastail an Príomhfheidhmeannach agus an Stiúrthóir um Sheirbhísí Iompair Phoiblí ar chruinniú den Chomhchoiste um Iompar agus Cumarsáid chun na saincheisteanna seirbhíse a bhfuiltear ag teacht orthu le hoibritheoirí oibleagáide seirbhíse poiblí a phlé.

Caidreamh leis na Meáin agus le Geallsealbhóirí

Tháirg an tÚdarás 55 phreaseisiúint san iomlán sa bhliain 2022. Thug an tÚdarás faoi dheich gcleachtadh comhairliúcháin phoiblí trínár dtairseach comhairliúcháin ar líne sa bhliain 2022. Sna míonna deiridh den bhliain 2022, chuir an tÚdarás tús le hobair ar straitéis nua um chaidreamh le geallsealbhóirí.

Rochtain ar Fhaisnéis (Saoráil Faisnéise agus Rochtain ar Fhaisnéis maidir leis an gComhshaol)

Ar an iomlán, fuair an tÚdarás 155 iarraidh faoin reachtaíocht um Shaoráil Faisnéise. Chomh maith leis sin, fuair an tÚdarás 12 iarraidh ar fhaisnéis maidir leis an gcomhshaol faoi Rialacháin na gComhphobal Eorpach (Rochtain ar Fhaisnéis maidir leis an gComhshaol).

Oifig an Ombudsman

Tugadh fógra don Údarás faoi 15 ghearán a rinneadh le hOifig an Ombudsman.

Cosaint Sonraí

Tá an tÚdarás lántiomanta dár n-oibleagáidí cosanta sonraí, agus cinntimid go bpríseáiltear sonraí pearsanta de réir na reachtaíochta um chosaint sonraí. Sa bhliain 2022, leanamar lenár gcreat cosanta sonraí a bhreisiú. Áiríodh leis na príomhbhreitishe Oifigeach Cosanta Sonraí neamhspleách a earcú, coiste a bhunú, atá comhdhéanta de na baill foirne is sinsearaí, chun faireachán a dhéanamh ar chosaint sonraí, agus rannpháirtíocht ár n-oifigigh cosanta sonraí i líonra oifigeach cosanta sonraí na státseirbhíse.

Cuid dhílis dár gcreat cosanta sonraí is ea an líonra Curadh Sonraí, ar daoine iad a oibríonn i ndlíthchomhar le bainisteoirí agus baill foirne a n-aonaid gnó chun a chinntiú go leabaítear prionsabail, beartais agus cleachtais i réimse na cosanta sonraí isteach in oibríochtaí laethúla. Tagann an grúpa sin le chéile ar bhonn tráthrialta chun comhlíonadh cosanta sonraí a phlé ar fud an Údaráis agus chun eolas a chomhroinnt.

Leanamar freisin lenár gclár feasachta agus oiliúna i measc ár bhfoirne, áit ar taispeánadh roinnt láithreoireachtaí inmheánacha chun a chinntiú go bhfuil gach duine ar an eolas faoinár n-acmhainní cosanta sonraí agus faoi na freagrachtaí atá orthu. Leanfaidh an tÚdarás le tógáil ar ár gcultúr cosanta sonraí sa dá mhí dhéag atá le teacht, ar cultúr é atá ag teacht in aibíocht.

Teicneolaíocht Faisnéise agus Cumarsáide (TFC)

Bhí díriú láidir ann arís eile sa bhliain 2022 ar leanúnachas gnó a chothabháil agus ar thimpeallachtaí slána cianoibre a sholáthar. Mar an gcéanna, bhí díriú comhchosúil ann go fóill ar rialachas slándála ár bpríomhsholáthraithe a bhfuil orthu córais an Údaráis a rochtain agus a bhainistiú trí theicneolaíocht cianoibre a úsáid. Tháinig Oibríochtaí Slándála an Údaráis in aibíocht go mór an athuair sa bhliain. Leagadh díriú láidir lena linn ar bhainistíocht teagmhas, ar ionsamhlú cibirtheagmhas agus ar théarnamh teagmhas. Measúnaíonn an tÚdarás a aibíocht i gcomparáid le caighdeáin tionscail (mar atá Creat Cibearshlándála na hInstitiúide Náisiúnta um Chaighdeáin agus Teicneolaíocht) gach bliain, agus baineann sé úsáid as an bpróiseas sin chun feabhas seasmhach a bhrú chun cinn. Cuireadh roinnt tionscnamh straitéiseach TFC chun feidhme chun cobhsaíocht agus athléimneacht chórais an Údaráis a mhéadú. Áiríodh leo sin tacaíocht d'oibriú hibrideach/do chianoibriú, uirlisiú comhair nua-aimseartha a chur i bhfeidhm, DocuSign a chur i bhfeidhm ar bhealach leathnaithe agus níos comhtháite, tacú le Tionscadal an Aistrithe Mhóir, tacaíocht soláthair a thabhairt do na mórchláir theicneolaíochta, priontáil tharmhligthe, athléimneacht fheabhsaithe le haghaidh a lán córas corparáideach, agus roinnt príomhchóras a athnuachan. Athraíodh an plean leanúnachais gnó agus an plean um athshlánú ó thubaiste chun dáta tuilleadh chun an filleadh ar an oifig a léiriú, agus rinneadh tástáil um athshlánú ó thubaiste ar gach príomhchóras.

Leathnaíodh an tArdán Faisnéise Gnó tuilleadh trí thacair sonraí ticéadaithe a thabhairt isteach ó shonraí Iarnród Éireann, ó oibrítheoirí tráchtála bus agus ó roinnt oibrítheoirí Naisc Áitiúil. Chomh maith leis sin, baineann roinnt geallsealbhóirí seachtracha, lena n-áirítear baill foirne na nOibrítheoirí Iompair, úsáid fhairsing as an ardán.

Ghlac an tÚdarás ról an-ghníomhach an-chomhoibríoch an athuair i slándáil fhoriomlán an éiceachórais oibrítheoirí iompair a fheabhsú, ag obair dó i gcomhar le hoibrítheoirí iompair chun feabhsuithe slándála a bhrú chun cinn ar aon dul leis an Treoir maidir le Slándáil na gCóras Gréasáin agus Faisnéise.



Pleanáil dár dTodhchaí



Is é is dea-chóras iompair ann ná córas a théann chun tairbhe do dhaoine trí fhorbairt shóisialta, chultúrtha agus eacnamaíoch a spreagadh. Ón taobh sin de, tá riachtanais na hÉireann ar tí éirí níos casta sna blianta atá romhainn, agus is cuid dhílis de mhisean an Údaráis é soláthar a dhéanamh do na riachtanais sin.

Maidir le hinfheistíocht san iompar agus leis an bpleanáil iompair, ba ar an todhchaí a bhí an díriú is mó sa bhliain 2022. Ní hé amháin go ndearnadh an Straitéis Iompair do Mhórchéantar Bhaile Átha Cliath 2022-2042 a chur i gcrích agus a cheadú, ach rinneadh dul chun cinn suntasach freisin ar Straitéis Iompair Limistéar Cathrach Chorcaí 2040 a chur chun feidhme agus tugadh Straitéis Iompair Limistéar Ceannchathartha Luimnigh-Shionainne chun críche.

Cuireadh iarratais phleanála le haghaidh sé chroíchonair bus i mBaile Átha Cliath isteach mar chuid de BusConnects agus cuireadh iarratas ar Ordú Iarnróid isteach le haghaidh DART+ Thiar.

Rinneadh iarratas ar Ordú Iarnróid le haghaidh MetroLink freisin.

Maidir le gníomhú ar son na haeráide, d'ordaíomar 165 cinn de bhusanna ceallra-leictreacha aon stóir agus dhá stór lena n-úsáid ar sheirbhísí uirbeacha. Chomh maith leis sin, d'ordaíomar 90 carráiste nua DART sa bhreis, rud a fhágann go bhfuil 185 charráiste á dtáirgeadh anois lena seachadadh d'Éirinn ón mbliain seo chugainn ar aghaidh.

Le linn na bliana 2022, chuaigh an tÚdarás i dteagmháil le húdaráis áitiúla ar fud na tíre maidir le pleananna forbartha agus pleananna limistéir áitiúil a ullmhú. Chuathas i gcomhairle leis an Údarás freisin maidir le roinnt mhaith pleananna iompair áitiúil a ullmhú do bhailte tábhachtacha agus do lonnaithe eile. Rinneadh cuid mhór den obair sin chun cabhrú le hinfheistíocht iompair a chur in ord tosaíochta i limistéir áitiúla.

Tionscnaimh Phleanála Iompair

Áiríodh iad seo a leanas leis na príomhthionscnaimh phleanála iompair ar thug an tÚdarás fúthu sa bhliain 2022:

Mórchéantar Bhaile Átha Cliath - Rinne an tAire Iompair an Straitéis Iompair do Mhórchéantar Bhaile Átha Cliath 2022-2042 a chur i gcrích agus a cheadú i mí na Nollag 2022, rud lena ndéantar soláthar do dhul chun cinn leantach a dhéanamh ar BusConnects, ar DART+, ar MetroLink, ar Luas Fhionnghlaise agus ar an bPlean Gréasán Rothaíochta, agus bonn reachtúil á sholáthar le haghaidh raon tionscnamh de chuid an Údaráis, amhail Ticéadú na Chéad Ghlúine Eile agus Áiteanna Oibre Taistil Níos Cliste agus Campais Taistil Níos Cliste.

Limistéar Cathrach Chorcaí - Mar chuid de chur chun feidhme Straitéis Iompair Limistéar Cathrach Chorcaí, rinneadh tuilleadh dul chun cinn ar roinnt tionscadal sa bhliain 2022. Áiríodh leo sin tionscadail Conairí Iompair Inbhuanaithe agus Athdhearadh Gréasáin de chuid BusConnects Chorcaí, Iarnród Éadrom Chorcaí, Clár Iarnróid Comaitéireachta Chorcaí agus tionscadail éagsúla a cistíodh faoin gClár Taistil Ghníomhaigh. Lean an tÚdarás le páirt a ghlacadh i nGrúpa Phlean Straitéiseach Limistéar Chorcaí freisin.

Limistéar Ceannchathartha Luimnigh-Shionainne - Foilsíodh leagan athbhreithnithe den Dréacht-Straitéis Iompair do Limistéar Ceannchathartha Luimnigh-Shionainne le haghaidh dara babhta de chomhairliúchán poiblí i mí Aibreáin 2022. Fuarthas 89

n-aighneacht agus rinneadh an Straitéis a thabhairt chun críche agus a fhoilsiú i mí na Nollag.

Limistéar Ceannchathartha na Gaillimhe - Lean an tÚdarás air ag obair le Comhairle Cathrach na Gaillimhe chun na cuspóirí atá leagtha amach i Straitéis Iompair na Gaillimhe a chur chun feidhme. Ag teacht sna sála ar chinneadh go ndéanfaí athbhreithniú ar Straitéis Iompair na Gaillimhe, eisíodh tairiscintí sa bhliain 2022 le haghaidh Straitéis Iompair do Limistéar Ceannchathartha na Gaillimhe a ullmhú. Tá obair le tosú sa bhliain 2023 ar an Dréacht-Straitéis Iompair do Limistéar Ceannchathartha na Gaillimhe.

Limistéar Ceannchathartha Phort Láirge - Cuireadh gach mórchéim den Straitéis Iompair do Limistéar Ceannchathartha Phort Láirge i gcrích, tríd is tríd, sa bhliain 2022, eadhon foilsiú na Dréacht-Straitéise Iompair do Limistéar Ceannchathartha Phort Láirge; comhairliúchán poiblí; leasuithe; agus foilsiú na tuarascála deiridh. Fuarthas 70 aighneacht le linn an chomhairliúcháin poiblí agus rinneadh roinnt athruithe roimh thabhairt chun críche na Straitéise Iompair.

Réimsí Eile

D'oibrigh an tÚdarás i gcomhar le lear údarás áitiúil ar fud na tíre chun Pleananna Áitiúla Iompair a ullmhú, agus cistiú á sholáthar le haghaidh Pleananna Áitiúla Iompair ar fud 20 ceann de láithreacha difriúla. Tá na pleananna sin á ngabháil de lámh, bunaithe ar an modheolaíocht ABTA (Measúnacht Iompair Limistéarbhunaithe) ar fhorbair an tÚdarás agus Bonneagar Iompair Éireann í.

Cur Chun Feidhme agus Faireachán a Dhéanamh ar an mBeartas Iompair

Le linn na bliana, rinne an tÚdarás 150 aighneacht, beagnach, maidir le hiarratais phleanála, agus rinne sé 45 aighneacht maidir le Pleananna Forbartha Cathrach agus Contae agus le Pleananna Limistéir Áitiúil.

Samhaltú Iompair - Sa bhliain 2022, tugadh faoi shamhaltú fairsing chun tacú le tionscadail agus tionscnaimh amhail MetroLink, BusConnects, an Plean Gnímh don Aeráid, Costas Plódaithe na gCathracha Réigiúnacha, an Straitéis Iompair do Mhórcheantar Bhaile Átha Cliath, an Straitéis Iompair do Limistéar Ceannchathartha Luimnigh-Shionainne, Straitéis Iompair Limistéar Cathrach Chorcaí, an Straitéis Iompair do Limistéar Ceannchathartha Phort Láirge, Clár Iarnród Comaitéireachta Limistéar Chorcaí, Scéim Idirthuras Iarnróid Éadroim Chorcaí, DART+, DART faoi Thalamh, Líne Chósta DART+, Nasc Traschathrach na Gaillimhe agus Luas Fhionnghlaise. De bhreis air sin, baineadh úsáid as Samhlacha Réigiúnacha an Údaráis chun tacú leis an nGníomhaireacht um Chaomhnú Comhshaoil agus le húdaráis áitiúla ábhartha na hoibleagáidí Aontais Eorpaigh atá orthu a chomhlíonadh maidir le léarscáiliú torainn agus aercháilíochta.

Éire a Nascadh - is é is 'Éire a Nascadh' ann ná an plean atá i bhfeidhm ag an Údarás chun soghluaisteacht tuaithe agus idiruirbeach a bhunathrú trí fheabhas a chur ar sheirbhísí bus agus iarnróid ar fud na tíre thar an tréimhse cúig bliana idir 2021 agus 2025, agus an dá bhliain sin san áireamh. Tháinig an próiseas comhairliúcháin poiblí chun deiridh i mí na Nollag 2021, agus breis agus 3,000 aighneacht faighte.

Sa bhliain 2022, d'fhorbair an tÚdarás plean cur chun feidhme agus chuir sé tús le

soláthar céimnithe an Phlean Soghluaisteachta Tuaithe ‘Éire a Nascadh’. Sa bhliain 2022, soláthraíodh 38 gcinn de sheirbhísí nua agus breisithe bus ar fud na hÉireann le Céim 1 den phlean. Leis na seirbhísí sin, tá rochtain fheabhsaithe ann ar iompar poiblí agus tá naisc mhéadaithe ann idir sráidbhailte, bailte agus cathracha i gceantar tuaithe na hÉireann.

An tAthbhreithniú Amchláir Iarnróid - I mí Mheán Fómhair, sheol Iarnród Éireann próiseas comhairliúcháin phoiblí ar an athbhreithniú amchláir ar a sheirbhísí iarnróid. Foilsíodh an t-athbhreithniú amchláir i dtreo dheireadh na bliana 2022 agus cuireadh na hathruithe ar sheirbhísí chun feidhme i mí na Nollag 2022.

BusConnects Bhaile Átha Cliath

Bonneagar BusConnects Bhaile Átha Cliath - Croíchonairí Bus - Is é atá i gceist leis an obair seo bonneagar leanúnach tosaíochta bus agus saoráidí feabhsaithe coisithe agus rothaíochta a fhorbairt ar shé cinn déag de chroíchonairí gathacha i Mórcheantar Bhaile Átha Cliath a chuimsíonn 12 Scéim lena dtógáil.

Le linn na bliana 2022, chuir an tÚdarás iarratais reachtúla fhoirmiúla faoi bhráid an Bhoird Pleanála lena gceadú le haghaidh tógáil faoi alt 51 d’Acht na mBóithre le haghaidh sé Scéim Croíchonair Bus. Is iad sin:

- » Cluain Ghrífín go Lár na Cathrach;
- » Belfield/an Charraig Dhubh go Lár na Cathrach;
- » Baile Bhlainséir go Lár na Cathrach;
- » Gleann na Life go Lár na Cathrach;
- » Baile Munna/Fionnghlas go Lár na Cathrach; agus
- » Leamhcán go Lár na Cathrach.

Bhí Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus Ráiteas Tionchair Natura ag gabháil le gach Scéim. Rinneadh Orduithe Ceannaigh Éigeantaigh a ullmhú agus a chur isteach lena ndeimhniú i ndáil le gach ceann de na sé Scéim sin freisin.

Leanadh sa bhliain 2022 leis an obair pleanála agus deartha ar na sé scéim atá fágtha, a chuirfear isteach sa bhliain 2023.

Cuireadh tús le forbairt a dhéanamh ar na doiciméid chonartha i ndáil le céim na tógála, agus tá soláthar na scéimeanna tosaigh le tosú sa bhliain 2023 tar éis don Rialtas an cás gnó nuashonraithe a cheadú.

An tAthbhreithniú ar Ghréasán BusConnects Bhaile Átha Cliath

Seoladh an tríú céim d’Athdhearadh an Ghréasáin, rud lenar bhain tabhairt isteach na gCuarbhealaí Thuaidh, i mí na Bealtaine 2022. Leis na Cuarbhealaí Thuaidh, clúdaítear an taobh thuaidh den chathair, ó Bhaile Bhlainséir/Fionnghlas san iarthar go Marino/Cill Easra san oirthear. Maidir leis an gceathrú céim, rud lenar bhain Dromlach G agus Bealach 60 a thabhairt isteach, seoladh í i mí Dheireadh Fómhair agus soláthraítear léi seirbhísí ón mBó Dhearg agus Gleann na Life isteach i lár na cathrach. Is é an toradh atá ar sheoladh na gcéimeanna sin ná acmhainn agus minicíocht mhéadaithe, lena n-áirítear seirbhísí méadaithe sa tráthnóna agus ag an deireadh seachtaine, do na pobail a n-oibríonn siad tríothu.

Clár DART+

Is é is Clár DART+ ann ná clár bunathraitheach tionscadal a bhfuil mar aidhm leis na seirbhísí iarnróid atá ann cheana i Mórcheantar Bhaile Átha Cliath a nuachóiriú agus a fheabhsú. Soláthrófar seirbhís iarnróid atá inbhuanaithe agus iontaofa agus a oibríonn ar bhonn níos minice mar thoradh ar an gclár, agus acmhainn á méadú ar na conairí iarnróid a fhreastalaíonn ar Bhaile Átha Cliath. Leictreofar na conairí sin freisin. Cuireadh pleanáil agus dearadh gach gné de Chlár DART+ ar aghaidh tuilleadh sa bhliain 2022.

I mí Iúil 2022, sroicheadh garsprioc shuntasach nuair a cuireadh Ordú Iarnróid le haghaidh DART+ Thiar faoi bhráid an Bhoird Pleanála. Áirítear le tionscadal DART+ Thiar leictriú an iarnróid atá ann cheana idir Maigh Nuad agus Bealach na Páirce ar an M3 agus lár na cathrach, feabhsuithe ar an ngréasán iarnróid i lár na cathrach agus saoráid iosta nua chun cóiríocht a chur ar fáil do fhlít nua DART. Rinne Iarnród Éireann dul chun cinn ar thionscadal DART+ Thiar Theas freisin, rud lena leictreofar an t-iarnród atá ann cheana idir Collchoill/Cill Droichid agus lár na cathrach trí Thollán Pháirc an Fhionnuisce. Cuireadh an leagan nuashonraithe de Réamhchás Gnó DART+ isteach lena cheadú i mí Mheán Fómhair 2022 agus chun go bhféadfaí Ordú Iarnróid a chur isteach sa chéad ráithe den bhliain 2023. Cuireadh comhairliúcháin phoiblí ar siúl ar thionscadal DART+ an Chósta Thuaidh lena leathnófaí seirbhísí DART chuig áiteanna feadh na líne thuaidh ó Mhullach Íde go Droichead Átha.

I mí na Nollag 2022, thug an Rialtas ceadú d'ordú breise arb é atá ann 90 carráiste traenach ceallra-leictreach chun an t-ordú reatha le haghaidh fhlít DART a fhorlíonadh agus chun oibriú seirbhísí leictreacha a chumasú ar chodanna de ghréasán DART sula gcuirfí na mórthionscadail leictriúcháin i gcrích.

MetroLink

Is é atá i gceist le Tionscadal MetroLink ná conair leithscartha iarnróid éadroim ardacmhainne agus ardmhinicíochta a fhorbairt ó Charlemont go Sord, trí Aerfort Bhaile Átha Cliath.

Comhtháthaíonn Tionscadal MetroLink le seirbhísí Iarnród Éireann, seirbhísí Bhus Átha Cliath agus seirbhísí Luas chun córas lán-chomhtháite iompair phoiblí a sholáthar i Mórcheantar Bhaile Átha Cliath. Conair tholláin den chuid is mó is ea an chonair. Áirítear léi 16 stáisiún nua, ar stáisiúin faoi thalamh iad 11 cheann díobh, agus saoráid páirceála agus taistil.

Leanadh le Tionscadal MetroLink a phleanáil agus a dhearadh le linn na bliana 2022. Rinne foireann an Tionscadail tuilleadh forbartha ar an Réamhdhearadh, ar an Tuarascáil ar Mheasúnacht Tionchair Timpeallachta agus ar an Réamhchás Gnó le haghaidh an Tionscadail.

Cheadaigh an Rialtas an Réamhchás Gnó i mí Iúil 2022, agus cuireadh doiciméid Ordaithe Iarnróid faoi bhráid an Bhoird Pleanála go foirmiúil i mí Mheán Fómhair 2022.

An Flít Uirbeach Busanna: An tAistriú go Nialas

Le linn na bliana 2022, ghlac an tÚdarás seachadadh 24 cinn de bhusanna uirbeacha hibrideacha dhá stór, 66 cinn de bhusanna uirbeacha ceallra-leictreacha dhá stór agus 41 cheann de bhusanna uirbeacha ceallra-leictreacha (faid fhada) aon stóir. Ba é a bhí sna seachadtaí sin ná críochnú dhá ordú le haghaidh 280 bus hibrideach dhá stór san iomlán agus na chéad seachadtaí ó orduithe tosaigh le haghaidh 165 bus leictreacha atá le tabhairt i mbun oibre i mBaile Átha Cliath, i Luimneach agus i mBaile

Átha Luain sa bhliain 2023. Is é atá sna busanna sin ná feithiclí astaíochtaí nialasacha lena rannchuideofar le laghdú suntasach in astaíochtaí CO2 agus le haercháilíocht fheabhsaithe feadh na mbealaí a n-oibreoidh siad orthu.

Chomh maith leis sin, rinneadh dul chun cinn le linn na bliana 2022 ar phróiseas soláthair le haghaidh busanna uirbeacha ceallra-leictreacha (faid ghearr) aon stóir agus tá sé beartaithe an Conradh a dhámhachtain sa chéad ráithe den bhliain 2023.

An Flít Neamhuirbeach Busanna agus Cóistí

Le linn na bliana 2022, ghlac an tÚdarás seachadadh 11 cheann d'fheithiclí réigiúnacha comaitéireachta aon stóir ísealiontrála agus 30 ceann d'fheithiclí réigiúnacha comaitéireachta dhá stór ísealiontrála san iomlán. Ba é a bhí sna feithiclí aon stóir sin ná na feithiclí deiridh ó ordú a cuireadh isteach sa chuid tosaigh den bhliain 2021 le haghaidh 40 feithicil agus ba é a bhí sna feithiclí dhá stór ná na chéad seachadtaí ó ordú a cuireadh isteach sa chuid deiridh den bhliain 2021 le haghaidh 50 feithicil.

Ina theannta sin, cuireadh ordú isteach an 6 Nollaig 2022 le haghaidh 30 ceann nua eile d'fheithiclí réigiúnacha comaitéireachta dhá stór don fhlít neamhuirbeach. Tá na feithiclí sin le seachadadh sa chuid deiridh den bhliain 2023/sa chuid tosaigh den bhliain 2024.

Scáthláin Bhus agus Stadanna Bus

Lean an tÚdarás ar aghaidh ag obair i ndlúthchomhar le húdaráis áitiúla chun comhordú a dhéanamh ar an obair a bhí ar bun chun scáthláin bhus agus stadanna bus a fhorbairt agus a chur chun feidhme sa bhliain 2022.

Scáthláin Bhus

Le linn na bliana 2022, shuiteáil an tÚdarás 127 scáthlán chaighdeánacha nua bus sa tír. De bhreis air sin, thug an tÚdarás faoi chlár chun réitigh shoilsiithe cumhachta gréine a sholáthar ag scáthláin bus nach raibh soilsiú le fáil acu de dheasca fadhbanna soláthair cumhachta. Faoi dheireadh na bliana 2022, feistíodh painéil ghréine de thart ar 425 cinn de na 896 láthair scáthláin shainaitheanta chun na scáthláin a lasadh le soilse.

Stadanna Bus

Leanadh ar fud na bliana 2022 le bonneagar stad bus agus faisnéis taistil a uasghrádú ar fud na tíre, rud a chuaigh chun tairbhe do bhreis agus 3,500 stad. Áiríodh leo sin na príomh-bhuaicphointí seo a leanas:

- » Suiteáladh breis agus 720 ceann de chuailí a bhfuil brandáil TFI orthu i roinnt láithreacha, lena n-áirítear Baile Átha Cliath, Cill Chainnigh, Sligeach, Corcaigh, Luimneach agus Port Láirge. Suiteáladh soicéid chuaille bus i 541 láthair eile chun go bhféadfaí cuailí breise TFI a shuiteáil sa bhliain 2023.
- » Rinneadh 130 láthair stad nua a chomhaontú le húdaráis Áitiúla agus a thógáil sa bhliain.
- » Lorgaíodh tairiscintí le haghaidh 400 ceann breise d'uasghráduithe stad, lena n-áirítear suiteálacha cuailí nua agus cruastadanna, sa bhliain 2022 agus cuirfear tús le hiad a shuiteáil sa chuid tosaigh den bhliain 2023 sna láithreacha seo a leanas:- Cill Dara, Baile Átha Cliath, Ceatharlach, Uíbh Fhailí, an Mhí, Lú, Cill Mhantáin agus Loch Garman.
- » Postáladh faisnéis bhreisithe taistil ag breis agus 3,500 stad ar fud na tíre sa bhliain 2022.

- » Sholáthair an tÚdarás acmhainní do Bhus Átha Cliath, do Bhus Éireann agus do roinnt Comhairlí Contae freisin chun an bonneagar stad atá ann cheana a uasghrádú ar fud na tíre.
- » Cuireadh obair thógála i gcrích chun tacú le tabhairt isteach na gcuarbhealaí thuaidh (N4, N6), le tabhairt isteach bhealaí Dhromlach G (G1, G2 agus 60) agus le tabhairt isteach chéimeanna na gcuarbhealaí theas d’Athdhearadh Gréasáin Bhaile Átha Cliath.



Eispéire- as Maith ar an Iompar Poiblí



Is é atá i gceist go príomha le daoine a spreagadh chun aistriú chuig an iompar poiblí ná a chinntiú gur féidir linn dea-eispéireas custaiméirí a sholáthar, agus b’amhlaidh sa bhliain 2022 a bhí a lán dea-scéala ann ina leith sin.

A bhuí le Cárta Leap Aosaigh Óig agus Mic Léinn a thabhairt isteach, laghdaíodh táillí do dhaoine óga faoi 50%, agus laghdaíodh táillí do gach duine eile faoi 20%.

Tosaíodh ar Éire a Nascadh a chur chun feidhme dáiríre sa bhliain 2022, agus 38 gcinn de bhealaí nua nó breisithe bus tugtha isteach i gceantar tuaithe na hÉireann. I mBaile Átha Cliath, chuireamar feabhas ar sheirbhísí bus do phobail ar fud an réigiúin trí dhá chéim den athdhearadh gréasáin BusConnects a chur chun feidhme.

Bhí an fhreagairt ó chustaiméirí an-dearfach ar fad. Cé go raibh an t-iompar poiblí ag déileáil le srianta Covid-19 fós i mí Eanáir, tháinig an líon foriomlán paisinéirí ar ais go hiomlán chuig leibhéal na bliana 2019 faoi dheireadh na bliana.

Covid-19

De réir mar a rinne an tír a bealach amach as paidéim Covid-19, bhí bearta agus tacaí breise ag teastáil ag céimeanna éagsúla le linn na bliana 2022 chun oibriú sábháilte seirbhísí bunriachtanacha iompair poiblí a chinntiú i gcomhréir leis an mbeartas Rialtais agus le treoirlínte sláinte poiblí.

Faoi mar a tharla sna blianta 2020 agus 2021, bhí na nithe seo a leanas i measc na bpríomhbheart a thug oibrítheoirí iompair poiblí isteach le tacaíocht ón Údarás:

- » córais ghiantacháin a bhreisiú ar fheithiclí agus i stáisiúin;
- » trealamh cosanta pearsanta a dháileadh ar bhaill foirne iompair poiblí;
- » díghalrán láimhe a dháileadh ar fheithiclí agus i stáisiúin; agus
- » comhairle agus treoirlínte sláinte poiblí a thaispeáint ar fheithiclí agus i stáisiúin.

Choinnigh an tÚdarás dlúthnasc ar bun le gach oibrítheoir conraithe trí chruinnithe a thionól go minic le linn na tréimhse, áit ar tarraingíodh ábhair inní anuas agus ar cuireadh in iúl saincheisteanna a bhí le comhroinnt. D’éirigh go geal leis na cruinnithe sin comhsheasmhacht a chinntiú ar fud an iompair poiblí maidir leis an bhfreagairt don timpeallacht atá ag athrú go tapa agus maidir le dea-chleachtas a chomhroinnt idir oibrítheoirí.

Cuireadh comhaontuithe éigeandála i bhfeidhm i dtús na paidéime chun go mbeadh an tÚdarás in ann cistiú oibleagáide seirbhíse poiblí a sholáthar chun oibrítheoirí tráchtála bus a fhóirdheonú le haghaidh seirbhísí bunriachtanacha bus a sholáthar, ar seirbhísí iad a bhí ceadúnaithe roimhe sin chun oibriú ar bhonn tráchtála. Tháinig na comhaontuithe sin chun deiridh le linn na bliana toisc gur maolaíodh srianta Covid-19 nó toisc gur shroich na comhaontuithe an téarma is faide a bhí ceadaithe. D’fhill formhór na seirbhísí ar oibriú ar bhonn tráchtála ansin. D’aistrigh roinnt seirbhísí chuig oibriú faoi shocrú buan oibleagáide seirbhíse poiblí, rud lenar cuireadh ar chumas seirbhísí bunriachtanacha bus nach raibh inmharthana ó thaobh na tráchtála de a thuilleadh leanúint ar aghaidh ag oibriú.

An Líon Paisinéirí agus Ioncam

Bhí fillleadh láidir ar sheirbhísí iompair poiblí ann ar fud na tíre sa bhliain 2022, agus an phátrúnacht ag fillleadh faoi dheireadh na bliana ar leibhéal nach bhfacthas ó bhí an bhliain 2019 ann.

Tríd is tríd, tháinig méadú €109.2m (+77.7%) ar an ioncam ó phaisinéirí ar sheirbhísí conraithe bus agus iarnróid, agus ioncam ag méadú faoi €136.4 milliún go €465.1 milliún i gcomparáid leis an bhfigiúr don bhliain roimhe.

B'airde costais oibriúcháin Luas ná ioncam don tríú bliain as a chéile. Tabhaíodh easnamh oibriúcháin €1.32m.

Tábla 2 – An líon bliantúil turas paisinéirí ar na príomhsheirbhísí conraithe (milliúin)

Bliain	Bus Átha Cliath	Bus Éireann	Iarnród Éireann	Iarnród Éadrom Luas	Seirbhísí Eile Oibleagáide Seirbhíse Poiblí ¹	An Clár Iompair Tuaithe	Iomlán
2022	121.0	35.7	35.8	38.7	15.7	2.8	249.7
2021	69.9	21.4	17.4	19.5	10.8	1.5	140.5
2020	68.9	20.0	17.9	19.2	10.3	1.4	137.7
2019	138.3	39.9	50.1	48.3	15.4	2.5	294.5
Difríocht (2022 v 2021)	51.1	14.3	18.4	19.2	4.9	1.3	109.2

Tábla 3 – Ioncam paisinéirí le haghaidh seirbhísí conraithe (€'m)

Bliain	Bus Átha Cliath	Bus Éireann	Iarnród Éireann	Iarnród Éadrom Luas	Seirbhísí Eile Oibleagáide Seirbhíse Poiblí ²	An Clár Iompair Tuaithe	Iomlán
2022	158.6	71.2	166.5	48.4	17.6	2.8	465.1
2021	125.2	53.8	100.1	32.9	14.9	1.8	328.7
2020	119.7	52.4	101.6	33.5	13.8	1.5	322.5
2019	230.6	94.5	233.8	81.0	18.5	1.8	660.2
Difríocht (2022 v 2021)	33.4	17.4	66.4	15.5	2.7	1.0	136.4

Táillí

Mar fhreagairt do phraghsanna éiritheacha ar fud an gheilleagair, d'fhógair an Rialtas pacáiste beart i mí Feabhra 2022. Áiríodh leo sin laghdú costas maireachtála 20% i dtáillí ar fud gach seirbhíse iompair phoiblí oibleagáide seirbhíse poiblí. Bhí an tionscnamh sin de bhreis ar thabhairt isteach na dtáillí aosaigh óig, rud a fógraíodh roimhe sin mar chuid de Bhuiséad 2022 agus lena soláthrófaí lascaine 50% ar an meán ar tháillí coibhéiseacha aosaigh do dhaoine óga.

Mar gheall ar cé chomh casta is a bheadh sé an dá scéim a chur chun feidhme ar bhealach tráthúil comhuaineach, ba é sin an rud ar díríodh air le linn táillí na bliana 2022

1. féach Tábla 5
2. féach Tábla 5

a chinneadh chun tuilleadh dreasachtaí a thabhairt do dhaoine chun filleadh ar iompar poiblí a úsáid. Tugadh dornán athruithe eile ar struchtúir táillí isteach sa bhliain 2022. Áiríodh leo sin Mala a chur ar áireamh sa chrios táillí comaitéireachta i gCorcaigh agus táille chomhréidh nua bus a thabhairt isteach do na leanaí uile i gcathracha réigiúnacha, ar aon dul leis an táille sin a tugadh isteach i mBaile Átha Cliath.

Chomh maith leis sin, d'fhorbair an tÚdarás straitéis le haghaidh struchtúr táillí níos cothromasaí agus níos comhsheasmhaí a chur chun feidhme le haghaidh na seirbhísí bus agus iarnróid oibleagáide seirbhíse poiblí uile lasmuigh de Bhaile Átha Cliath agus de bhailte agus cathracha réigiúnacha. Cheadaigh Bord an Údaráis an straitéis i mí na Samhna 2022, agus foilsíodh í sa dara ráithe den bhliain 2023.

Íocaíochtaí Conarthacha

Thaifead oibritheoirí iompair cailteanais shubstaintiúla ioncaim de bharr phaindéim Covid-19 agus laghdú suntasach in úsáid an iompair poiblí sna blianta 2020 agus 2021. Lonsúdh na cailteanais sin ó shin i leith trí chistiú méadaithe a fháil ón Státchiste chun a chinntiú go leanfadh seirbhísí iompair poiblí ar aghaidh ag oibriú de réir mar a thiocfaimis amach as an bpaindéim.

Tábla 4 – Íocaíochtaí oibleagáide seirbhíse poiblí a rinneadh le hoibritheoirí iompair poiblí (€'m)³

Oibritheoir/ Cineál seirbhíse	Modh	Cineál conartha	Limistéar nó Bealach Oibríochtúil	Íocaíocht 2022	Íocaíocht 2021
Iarnród Éireann	Iarnród	Dír-Dhámhachtain	Náisiúnta	225.6	210.2
Bus Átha Cliath	Bus	Dír-Dhámhachtain	Baile Átha Cliath	147.5	146.0
Bus Éireann (Dír-Dhámhachtain)	Bus	Dír-Dhámhachtain	Náisiúnta (gan Baile Átha Cliath a áireamh)	115.0	66.6
Seirbhísí Iompair Tuaithe ⁴	Iompar Bus/ Iompar atá Freagrúil don Éileamh	Éagsúil	Náisiúnta	32.2	25.3
Seirbhísí a Cuireadh Amach ar Tairiscint	Bus	Ar tairiscint	Éagsúil	24.8	33.1
Transdev Dublin Light Rail Limited	Iarnród Éadrom (Luas)	Ar tairiscint	Limistéar Cathrach Bhaile Átha Cliath	24.5	32.2
Oibritheoirí Tráchtála Bus ⁵	Bus	Dír-Dhámhachtain/ Cúnamh Deontais	Náisiúnta	13.7	27.5
Iomláin				583.3	540.9

3. tar éis asbhaintí feidhmíochta agus glan ar ioncam táillí

4. féach Tábla 5

5. féach Tábla 7

Seirbhísí Conraithe Bus agus Iarnróid

Conarthaí Dír-Dhámhachtana

Sa bhliain 2022, leanadh ar aghaidh leis an obair ar an tuairisciú airgeadais ar an gconradh díir-dhámhachtana atá i bhfeidhm ag an Údarás le hIarnród Éireann a aistriú ó chonradh glanchostais ina chonradh ollchostais. Bhí an chuid is mó den obair curtha i gcrích faoi dheireadh na bliana 2022, agus tá sé beartaithe é a thosú sa chuid tosaigh den bhliain 2023.

Thosaigh Bus Átha Cliath agus Bus Éireann ar fhaireachán a dhéanamh ar fheidhmíocht seirbhíse, agus ar í a dhreasú, ar leibhéal an bhealaigh aonair. D'fhág sé sin go raibh siad in ann feidhmíocht a bhainistiú ar shlí níos dírithe agus níos spriocdhírthe.

Bunaíodh foirne oibrítheora agus cláir oibre freisin faoin gconradh díir-dhámhachtana le haghaidh cothabháil stad bus agus soláthar faisnéise ar fud na hÉireann.

Gabhadh suirbhéanna ar sheachaint táillí de lámh le haghaidh conarthaí móra, agus tugadh íocaíochtaí/asbhaintí i leith feidhmíocht seachanta táillí isteach le haghaidh na gconarthaí sin sa tríú ráithe den bhliain 2022.

Conarthaí a Cuireadh Amach ar Thairiscint Iomaíoch

Rinneadh dul chun cinn ar an slógadh ar thrí thairiscint shuntasacha sa bhliain 2022.

Bhain an chéad tairiscint le bealaí nua W4/W6 i mBaile Átha Cliath. Tá na seirbhísí sin ina gcuid thábhachtach de thionscadal Athdhearadh Gréasáin BusConnects.

Bhain an dara tairiscint le Conair Comaitéireachta an Chósta Thoir, rud a oibrítear mar bhealaí 101 agus 133 faoi Chonradh Díir-Dhámhachtana Bhus Éireann faoi láthair. Cuirfidh an chonair sin feabhas ar nascacht ó Chontae Lú agus Contae Chill Mhantáin go Baile Átha Cliath.

I mí na Nollag, agus tar éis comórtas inar iarradh tairiscintí iomaíocha, dhámh an tÚdarás conradh do Bhus Éireann chun seirbhísí tráthrialta bus a sholáthar i mBaile Cheatharlach.

Mairfidh an conradh tréimhse trí bliana ar dtús, agus rogha ann é a fhadú go ceann dhá bhliain eile.

Rinne an tÚdarás na téarmaí ar roinnt conarthaí a bhí ann cheana a fhadú mar a leanas:

- » Fadaíodh an conradh le Go-Ahead Ireland i leith Limistéar Bruach-Chathrach Bhaile Átha Cliath go ceann bliain amháin go mí Dheireadh Fómhair 2024.
- » Fadaíodh an conradh le City Direct Ltd. i ndáil le seirbhísí cathrach i gCill Chainnigh go mí Eanáir 2024.



- » Fadaíodh an Conradh le JJ Kavanagh & Sons Limited i leith Bhealach 139 idir an Nás agus Baile Bhlainséir go mí an Mhárta 2023.
- » Fadaíodh an Conradh le Go-Ahead Ireland i leith Bhealach 197 idir Sord agus Cill Dhéagláin go mí na Bealtaine 2023.

Tábla 5 - Príomhoibritheoirí na seirbhísí bus a cuireadh amach ar tairiscint

Oibritheoir	Bealaí a Oibrítear
Andrew Wharton Coach Hire	Bealach 975 idir an Cabhán agus an Longfort
Bernard Kavanagh & Sons Limited	Bealach 817 idir Cill Chainnigh agus Baile Átha Cliath (a chuaigh in éag i mí na Nollag 2022)
Bus Éireann	Bealaí W1, W2, W3, W4 agus W5 i gCathair Phort Láirge
City Direct	Bealaí KK1 agus KK2 i gCathair Chill Chainnigh
Go-Ahead Ireland	25 bhealach uirbeacha i mBaile Átha Cliath
Go-Ahead Ireland	5 bhealach réigiúnacha i gCill Dara
Go-Ahead Ireland	Bealach 197 idir Sord agus Cill Dhéagláin
JJ Kavanagh & Sons	Bealach 139 idir an Nás agus Baile Bhlainséir

Feidhmíocht Oibritheoirí Conraithe

Áirítear caighdeáin feidhmíochta leis na conarthaí atá i bhfeidhm ag an Údarás le hoibritheoirí iompair phoiblí. Tá Tuarascáil 2022 ina mionsonraítear feidhmíocht na n-oibritheoirí i gcomparáid leis na caighdeáin feidhmíochta sin foilsithe ar shuíomh Gréasáin an Údaráis.

I gcás go mainníonn oibritheoir na caighdeáin íosta feidhmíochta a chomhlíonadh, déantar asbhaintí ó na híocaíochtaí conarthacha a bhíonn dlite dó. Faigheann oibritheoirí íocaíochtaí dreasachta ó am go ham freisin i gcás go sáraítear caighdeáin íosta áirithe feidhmíochta.

Léirítear i dTábla 6 thíos na hasbhaintí a tabhaíodh agus na híocaíochtaí dreasachta a fuair oibritheoirí le linn na bliana 2022.

De réir mar a d'fhill seirbhísí chun normáltachta ar aon dul le maolú na srianta a tugadh isteach sa phaindéim, thosaigh an ganntanas tiománaithe bus ag déanamh difear ollmhór d'iontaofacht bus. Is eol go bhfuil an feiniméan sin ag déanamh difear do sheirbhísí bus ar fud an domhain agus is amhlaidh in Éirinn a chonaiceamar é sin i mBaile Átha Cliath agus i gCorcaigh go háirithe. Tosaíodh ar roinnt comharthaí feabhais a fheiceáil in iontaofacht bus i dtreo dheireadh na bliana 2022.

Bhuail an tÚdarás le hoibritheoirí ag eatraimh thráthrialta le linn na bliana chun a bhfeidhmíocht a athbhreithniú i gcomparáid leis na caighdeáin chomhaontaithe feidhmíochta agus chun gníomhartha feabhais a chomhaontú chun aghaidh a thabhairt ar aon tearcfheidhmíocht. Cuireadh cruinnithe ar siúl gach seachtain nó ar bhonn níos minice fós sa chuid deiridh den bhliain de réir mar a bhí an ganntanas tiománaithe ag tosú ar dhifear mór a dhéanamh d'fheidhmíocht.

Mar gheall ar fhilleadh mear an phlódaithe tráchta ar leibhéil a bhí cothrom leo sin a bhí ann roimh an bpaindéim, nó a bhí níos measa fós ná na leibhéil sin, rud nach rabhthas ag súil leis, ní raibh go leor ama ag oibritheoirí chun sceidil a leasú chun agaí turais níos faide a chur san áireamh. Rinne sé sin difear suntasach dá gcumas chun caighdeán chonarthaigha phoncúlachta a chomhlíonadh sa chuid deiridh den bhliain 2022.

Le linn dó asbhaintí a chur i bhfeidhm, chuir an tÚdarás san áireamh an tionchar a bhí ag paindéim Covid-19 ar an gcumas a bhí ag na hoibritheoirí chun caighdeán feidhmíochta a chomhlíonadh.

Tábla 6 – Asbhaintí agus dreasachtaí a bhaineann le feidhmíocht a cuireadh i bhfeidhm sa bhliain 2022 (€m)

Oibritheoir	Asbhaintí a Cuireadh i bhFeidhm	Dreasachtaí a Cuireadh i bhFeidhm
Iarnród Éireann	0.105	0.389
Bus Átha Cliath	8.002	0.103
Bus Éireann (Conradh Dír-Dhámhachtana)	2.035	0.090
Bus Éireann – Cathair Phort Láirge (Conradh a Cuireadh Amach ar Thairiscint Iomaíoch)	0.035	0.023
Go-Ahead Ireland – Limistéar Bruach-Chathrach Bhaile Átha Cliath	2.441	0
Go-Ahead Ireland – Limistéar Bruach-Chathrach Comaitéireachta Bhaile Átha Cliath	0.609	0
Luas	4.148	0

Forbairt Gréasán

Faoi mar a tharla roimhe sin, rinneadh seirbhísí conraithe bus agus iarnróid a athbhreithniú go tráthrialta sa bhliain 2022 ar mhaithe le fás in úsáid an iompair phoiblí a spreagadh agus ar mhaithe le freagairt d'athruithe ar an éileamh. Áiríodh iad seo a leanas leis na príomhfhorbairtí sa bhliain 2022:

- » BusConnects Bhaile Átha Cliath,
- » BusConnects Chorcaí,
- » Éire a Nascadh – 37 gcinn de bhealaí nua nó breisithe sa bhliain 2022,
- » Pleananna a thabhairt i gcrích chun seirbhís thiomnaithe bus baile a chur chun feidhme i mBaile Cheatharlach,
- » Pleanáil a dhéanamh le haghaidh gréasáin nua bus baile a sholáthar ar an Muileann gCearr, i bPort Laoise, i Leitir Ceanainn agus in Inis, mar aon le tabhairt faoi obair chun seirbhísí baile atá ann cheana i mBaile Shligigh, i mBaile Átha Luain agus i nDroichead Átha a fheabhsú agus a bhreisiú tuilleadh.

Iompar Tuaithe/Nasc Áitiúil TFI

Ó mhaolú na srianta taistil a cuireadh chun feidhme le linn phaindéim Covid-19 i leith, d'fhill an líon paisinéirí ar a leibhéal roimh an bpaindéim gan mhoill, beagnach. Sa bhliain 2022, bhí 2.8 milliún turas paisinéirí san iomlán ann ar sheirbhísí Nasc Áitiúil TFI (1.8 milliún turas paisinéirí ar Sheirbhísí Tráthrialta Tuaithe agus 1 mhilliún turas paisinéirí ar sheirbhísí atá Freagrúil don Éileamh). Áirítear na nithe seo a leanas leis na tosca taobh thiar den fhás sin:

- » Laghdú i gcostais táillí – laghdú 20% chun cabhrú leis an gcostas maireachtála, an cárta Aosaigh Óig agus Mic Léinn, TFI Leap agus táillí níos saoire TFI Go
- » Éire a Nascadh – bealaí nua agus breisithe a fhorbairt le haghaidh ghréasán Nasc Áitiúil TFI

De bhreis ar an laghdú i gcostais táillí agus ar leathnú an ghréasáin, thug Nasc Áitiúil TFI roinnt feabhsuithe ar chórais ticéadaithe agus teicneolaíochtaí ticéadaithe isteach ar fud an ghréasáin. Sna míonna tosaigh den bhliain 2022, tugadh Leap isteach ar sheirbhísí Nasc Áitiúil TFI, mar aon leis an rogha chun ticéid a cheannach ar an aip TFI Go.

Fágann na roghanna malartacha sin go nglacann na seirbhísí tráthrialta tuaithe uile le híocaíochtaí gan airgead tirim anois, rud lena dtairgtear do phaisinéirí modh íocaíochta níos áisiúla agus coigiltí suas le 30% ar tháillí airgid thirim.

Mar thoradh ar chur chun feidhme an Phlean Soghluaisteachta Tuaithe ‘Éire a Nascadh’, tugadh líon suntasach bealaí nua nó breisithe isteach ar fud ghréasán Nasc Áitiúil TFI sa bhliain 2022. Ba é an toradh láithreach a bhí ar chur i bhfeidhm na mbreisithe sin ná líon méadaithe paisinéirí tar éis chur chun feidhme na n-athruithe.

I mí Aibreáin 2022, leithdháileadh cistiú chun seirbhísí iompair éigeandála a sholáthar do dhídeanaithe Úcránacha a suíodh i láithreacha tuaithe. Thug an tÚdarás agus Nasc Áitiúil TFI roinnt roghanna iompair isteach chun rochtain níos fearr a chumasú ar raon seirbhísí agus raon nasc iompair phoiblí ar aghaidh. Chomh maith leis sin, thug siad ciste aonuaire pobail isteach chun imeascadh na ndaoine nuathagtha isteach i bpobail áitiúla a éascú.

Athbhreithníodh an Scéim Carranna Pobail le linn na bliana 2022. Ag teacht sna sála ar an athbhreithniú sin, leathnófar an scéim chun 15 láthair bhreise a chur ar áireamh.

Seirbhísí Ceadúnaithe Bus

Covid-19

Mar gheall ar thionchar phaindéim Covid-19, leanadh le cistiú éigeandála a sholáthar d'oibritheoirí ceadúnaithe bus sa bhliain 2022. Measadh an cistiú sin a bheith ríthábhachtach toisc gurb ann do chuid mhór limistéar ina soláthraíonn oibritheoirí ceadúnaithe bus formhór na seirbhísí bus poiblí. Is ann do roinnt láithreacha freisin ina soláthraíonn siad na seirbhísí bus poiblí uile. Bhí cistiú á fháil ag naoi n-oibritheoir cheadúnaithe is daichead fós go dtí gur tháinig an scéim cistiúcháin chun deiridh an 30 Meitheamh 2022.

Tábla 7 – Íocaíochtaí cúitimh a bhaineann le Covid-19 a rinneadh le hoibritheoirí iompair phoiblí sa bhliain 2022⁶

Cineál Conartha	An líon oibritheoirí	Méid Cistiúcháin (€m)
Dír-Dhámhachtain	14	9.49
Cúnamh Deontais De Minimis/Creat-Chomhaontú Sealadach	35	4.64

Staitisticí

Déanann an tÚdarás feasachán staitistiúil ar sheirbhísí ceadúnaithe bus sa bhliain roimhe a ullmhú agus a fhoilsiú gach bliain⁷. Sa bhliain 2022, d'fhoilsigh an tÚdarás feasachán giorraithe an athuir inar leagadh béim ar na difríochtaí idir an bhliain 2019, arbh í an bhliain iomlán dheireanach de ghnáthoibríochtaí í, agus na blianta 2020 agus 2021 chun tionchar phaindéim Covid-19 agus an laghdú iarmhartach ar an líon paisinéirí a léiriú. Cuireadh an bhliain 2021 i gcomparáid leis an mbliain 2013 freisin, agus í ar an gcéad bhliain inar bailíodh sonraí ar fud an Stáit ar fad.

Gníomhaíocht Ceadúnúcháin

Tugtar i dTábla 8 sonraí faoi obair ceadúnúcháin bus an Údaráis le linn na bliana 2022.

Rinneadh 824 chinneadh sa bhliain 2022, arbh é an líon ab airde a rinneadh in aon bhliain ar leith ó bhunú an Údaráis i leith é. De na hiarratais ar cheadúnais nua agus/nó ar cheadúnais leasaithe, próiseáladh 50% laistigh de na tréimhsí tascacha ama le haghaidh iarratais den sórt sin a bhreithniú, faoi mar atá leagtha amach sa doiciméad ón Údarás dar teideal Treoirínte maidir le Seirbhísí Poiblí Bus do Phaisinéirí a Cheadúnú.

Tábla 8 – Gníomhaíocht ceadúnúcháin bus sa bhliain 2022

Cineál	An Líon a Fuarthas	An Líon Cinntí a Rinneadh ⁸	An Líon a Tairgeadh	An Líon a Eisíodh	An Líon a Cealaíodh	An Líon a Diúltaíodh
Iarratais nua	328	311	302	213	139	1
Ceadúnas atá ann cheana a leasú	193	146	60	127	33	0
Ceadúnas a athnuachan	222	221	0	221	2	0
Ceadúnas a aistriú idir oibritheoirí	4	4	0	4	0	0
Ceadúnas a chúlghairm	25	24	0	0	1	0
Ceadúnas a fhionraí go sealadach	118	118	0	118	0	0

6. Ní raibh an Scéim i bhfeidhm ach sa chéad sé mhí den bhliain 2022 (ó mhí Eanáir go dtí mí an Mheithimh)

7. Féach <https://www.nationaltransport.ie/publications/>

8. Lena n-áirítear cinntí a rinneadh ar iarratais a fuarthas le linn na bliana 2021 agus a tugadh ar aghaidh go dtí an bhliain 2022.

Seirbhísí Idirnáisiúnta Bus

Lean an tÚdarás le teagmháil fairsing a dhéanamh leis an Roinn Iompair agus le hoibriú go dlúth le hoibritheoirí bus agus lena n-eagraíochtaí ionadaíocha chun a chinntiú go ndéanfaí aistriú réidh chuig na socruithe nua don taisteal bus chuig an Ríocht Aontaithe, lena n-áirítear Tuaisceart Éireann.

Eisíodh 228 leabhar bille iompair le haghaidh turais ócáideacha idir Éire agus an Ríocht Aontaithe. Chomh maith leis sin, eisíodh seacht n-údarú le haghaidh seirbhísí tráthrialta nua nó leasaithe idir Éire agus an Ríocht Aontaithe agus eisíodh údarú amháin le haghaidh seirbhís thráthrialta nua idir Éire agus an Rómáin.

Cinntí Oibleagáide Seirbhíse Poiblí

Sa bhliain 2022, scoir roinnt seirbhísí ceadúnaithe bus de bheith i mbun oibre. I ngach cás ar leith, chinn an tÚdarás cé acu a bhí nó nach raibh riachtanas oibleagáide seirbhíse poiblí ann chun seirbhís iompair phoiblí athsholáthair a sholáthar agus a chistiú. I gcás gur cinneadh go mbeadh seirbhís oibleagáide seirbhíse poiblí athsholáthair ag teastáil, pleanáladh na seirbhísí sin i gcomhthéacs an ghréasáin atá ann cheana agus i gcomhthéacs phleananna infheistíochta an Údaráis, amhail Éire a Nascadh. Ar na seirbhísí nua a cuireadh chun feidhme ar an dóigh sin tá Bealach 310 idir Sráid an tSáirséalaigh agus Caladh an Treoigh i Luimneach, Bealach 354 idir Port Lách agus Dún Mór, agus Bealach 358 idir Trá Mhór agus Port Láirge.

Scéim Táillí an Chárta Aosaigh Óig

Tugadh scéim an Chárta Aosaigh Óig agus Mic Léinn isteach i mí na Bealtaine 2022, rud lenar cumasaíodh laghdú 50% i dtáillí d'aosaigh óga ar sheirbhísí oibleagáide seirbhíse poiblí. Chun an cinneadh chun an scéim sin a leathnú chuig oibritheoirí tráchtála a chur i bhfeidhm, bhí ar an Údarás Scéim Táillí a bhunú trí úsáid a bhaint as alt 59 den Acht um Údarás Iompair Bhaile Átha Cliath 2008. Cuireadh an obair sin i gcrích i samhradh na bliana 2023, á fhágáil go bhféadfaí scéim an Chárta Aosaigh Óig agus Mic Léinn a leathnú chuig oibritheoirí tráchtála ó mhí Mheán Fómhair 2022 i leith. Tá breis agus 40 oibritheoir tráchtála ag glacadh páirt sa Scéim Táillí anois.

An Clár Iarfheistithe Inrochtaineachta Iompair Phoiblí

Eochairghné de bhonneagar agus seirbhísí iompair phoiblí a sholáthar is ea feabhas a chur ar inrochtaineacht iompair phoiblí do dhaoine faoi mhíchumas, agus tugann an tÚdarás faoi lear gníomhaíochtaí sa réimse seo.

Stadanna Bus/Bánna Bus atá Inrochtana ag Cathaoireacha Rothaí

Tógadh 21 cheann de stadanna bus atá inrochtana ag cathaoireacha rothaí le linn na bliana 2022, lenar áiríodh stadanna i mBeantraí, i gCill na Mallach, i gCaisleán an Bharraigh, i Mainistir Fhear Maí, i gCeanannas, i mBaile Mhistéala, san Uaimh agus san Aonach.

Tógadh bánna bus atá inrochtana ag cathaoireacha rothaí ag Stáisiún Bus Bhéal an Átha freisin agus thosaigh Bus Éireann ar an gcéad ghrúpa eile de bhánna bus atá inrochtana ag cathaoireacha rothaí a uasghrádú sa chuid deiridh den bhliain 2022.

Stáisiúin Bus

Táthar ag leanúint leis an mór-uasghrádú oibreacha atá ag teastáil chun stáisiúin bus a thabhairt suas chuig an gcaighdeán riachtanach faoin Treoirdhoiciméad Teicniúil - Cuid M: Inrochtaineacht.

Is é an toradh a bheidh ar an tionscadal mórsála sin ná stáisiúin Bhus Éireann a bhreisiú do gach úsáideoir.

Stáisiúin Iarnróid

Cuireadh ardaitheoirí agus droichid atá inrochtana ag cathaoireacha rothaí i gcrích i mBaile Mhic Gormáin, Contae na Mí, agus i nDeilginis, Contae Bhaile Átha Cliath, sa bhliain 2022 agus táthar ag súil go n-osclofar iad don phobal sna míonna tosaigh den bhliain 2023. Cuireadh tús leis an tógáil ar ardaitheoirí agus droichid atá inrochtana ag cathaoireacha rothaí ag stáisiún an Oileáin Bhig i gContae Chorcaí.

Tá an mór-uasghrádú ar inrochtaineacht ag stáisiúin iarnróid á chur ar aghaidh de réir na Sonraíochtaí Teicniúla le haghaidh Idir-inoibritheacht do Dhaoine a bhfuil a Soghluaisteacht Laghdaithe. Ar mhaithe leis na hardaitheoirí agus an droichead atá inrochtana ag cathaoireacha rothaí a osclaíodh sa bhliain 2021 a chomhlánú, beidh Stáisiún Inse, Contae an Chláir, ar an gcéad stáisiún ina gcuirfear an t-uasghrádú sin chun feidhme. Cuireadh an t-uasghrádú ar dhá ardán i gcrích de réir an chaighdeáin nuashonraithe inrochtaineachta sa bhliain 2022. Tá cás gnó á ullmhú ag Iarnród Éireann chun na stáisiúin uile ina chlár reatha a thabhairt i gcomhréir leis na caighdeáin inrochtaineachta reatha.

Ionad Aimsiú Bealaigh Chomhairle Náisiúnta na hÉireann do na Daill

Tá ionad oiliúna iompair á fhorbairt ag Comhairle Náisiúnta na hÉireann do na Daill ar Bhóthar Gharraithe na Lus i mBaile Átha Cliath faoi láthair. Beidh an tIonad Aimsiú Bealaigh ina thimpeallacht shábháilte rialaithe laistigh ina macasamhlófar an t-eispéireas fíorshaoil ar an iompar poiblí a úsáid, lena n-áirítear na soilse, na fuaimeanna, na guaiseacha agus an timpeallacht thógtha a bhaineann leis an iompar poiblí. Cuireadh tús le tógáil an tionscadail sin sa bhliain 2022, ar tionscadal é atá á chistiú go páirteach ag an Údarás.

An tEispéireas Custaiméirí a Fheabhsú



Thug an tÚdarás clár suntasach tionscnamh isteach sa bhliain 2022 chun an t-eispéireas custaiméirí a fheabhsú. Bonn taca faoi gach ceann díobh sin ba ea feachtais chumarsáide a bhí deartha chun aird na bpaisinéirí iompair phoiblí a tharraingt agus chun eolas a thabhairt dóibh. Ba iad seo roinnt de na príomhfheachtais a seoladh sa bhliain 2022:

Táille 90 Nóiméad TFI

Tugadh Táille 90 Nóiméad TFI isteach i limistéar Bhaile Átha Cliath sa chuid deiridh den bhliain 2021. Dá ainneoin sin, tosaíodh an príomhfheachtas margaíochta sa chuid tosaigh den bhliain 2022, a luaithe a tosaíodh ar dheireadh a chur le srianta Covid-19. Chuimsigh an feachtas an raidió, na meáin shóisialta, póstaer ar bord, scáthláin bus agus an preas, agus reáchtáladh é ag amanna éagsúla ar fud na bliana. Faoin gceathrú ráithe den bhliain 2022, bhí feachtas ar Tháille 90 Nóiméad TFI chomh hard le 61% i limistéar Bhaile Átha Cliath i measc úsáideoirí iompair phoiblí, lena n-áirítear daoine nach n-úsáideann iompar poiblí ach amháin go hannamh.

Daoine a Athnascadh leis an Iompar Poiblí

Idir mí Feabhra agus mí Aibreáin, reáchtáil an tÚdarás feachtas fógraíochta náisiúnta dar teideal ‘Daoine a Athnascadh leis an Iompar Poiblí’ chun daoine a spreagadh fillleadh ar an iompar poiblí. Chuimsigh an feachtas an teilifís, stáisiúin náisiúnta raidió, pictiúrlanna, fógraíocht ar líne agus fuaim dhigiteach. Bhí dara babhta den fheachtas ar siúl i mí an Mheithimh agus i mí Iúil freisin.

Laghdú Táillí

Ó mhí Feabhra 2022 i leith, tosaíodh ar tháillí ar fud ghréasán iompair phoiblí TFI a laghdú de réir a chéile. Bonn taca faoi sin ba ea pleananna cuimsitheacha margaíochta agus cumarsáide a tosaíodh le táillí laghdaithe TaxSaver a chur chun cinn i mí an Mhárta. An 11 Aibreán, laghdaíodh táillí ar fud seirbhísí lasmuigh de Mhórchearantar Bhaile Átha Cliath faoi 20% ar an meán agus, sa deireadh, laghdaíodh iad faoin méid sin ar gach seirbhís oibleagáide seirbhíse poiblí an 9 Bealtaine. Bhain an feachtas úsáid as fógraíocht ar an teilifís, amuigh faoin spéir, sna meáin agus ar an raidió agus as fógraíocht dhigiteach chun na táillí laghdaithe a chur chun cinn, agus b’ard a bhí an fheachtas a tháinig as. I mí Lúnasa, imscaradh cur chuige athnuaite fógraíochta cruthaithí chun a mheabhrú do phaisinéirí cé na coigiltí iontacha atá ar fáil ar sheirbhísí TFI. Éascaíodh an feachtas ‘Laghdú Praghsanna TFI’ le fógraíocht sna meáin agus le tacaíocht ó oibrítheoirí iompair phoiblí agus bhí sé ar siúl ar feadh an chuid eile den bhliain.

Aip TFI Go

Cuireadh tús leis an margaíocht le haghaidh aip ticéadaithe mhóibíligh TFI Go i mí an Mhárta chun tabhairt isteach bealaí nua ar sheirbhísí Bhus Éireann, ar sheirbhísí comaitéireachta Go-Ahead Ireland agus ar sheirbhísí Nasc Áitiúil TFI a chomóradh. Bhí an feachtas ar siúl go dtí deireadh na bliana i roinnt céimeanna chun tacú le gach ceann de na láithreacha agus seirbhísí nua a bhí á dtabhairt isteach ar an aip.

Feachtas Frithchiníochais 2022

Cuireadh an feachtas bliantúil sin ar siúl i mí an Mhárta chun comhtharlú le Lá Idirnáisiúnta na Náisiún Aontaithe um Idirdhealú Ciníoch a Dhíothú. Chuaigh an tÚdarás i gcomhpháirt leis an gComhairle um Inimircigh in Éirinn agus le hoibritheoirí iompair phoiblí TFI, agus an feachtas ag díriú ar an bhfíric go mbíonn fáilte roimh gach duine ar an iompar poiblí agus go gceiliúrtar éagsúlacht ar an iompar poiblí.

Cártaí TFI Leap Aosaigh Óig agus Mic Léinn

Cuireadh Cárta nua Leap Aosaigh Óig agus Mic Léinn ar fáil do gach duine idir 19 mbliana d'aois agus 23 bliana d'aois agus do gach duine atá 24 bliana d'aois agus níos sine agus i mbun oideachais tríú leibhéal lánaimseartha. Leis na cártaí sin, tugadh táillí a bhí 50% níos lú ar an meán isteach do shealbhóirí cárta ar sheirbhísí iompair phoiblí, agus is féidir iad a úsáid freisin chun leas a bhaint as táillí laghdaithe ar sheirbhísí na n-oibritheoirí tráchtála bus rannpháirteacha. Cuireadh an feachtas dar teideal 'Leath na Táille, Dhá Oiread an Spraoi' ar siúl i gcomhthráth leis na laghduithe 20% i dtáillí a tugadh isteach mar chuid de na bearta costas maireachtála. Baineadh úsáid as freisin mar choincheap cruthaitheach nuair a bhí an Cárta Aosaigh Óig agus Mic Léinn á leathnú chuig oibritheoirí tráchtála bus rannpháirteacha. Cuireadh feachtais aonair ar siúl freisin chun na táillí ísle leis an gcárta ar sheirbhísí réigiúnacha bus a chur chun cinn.

Seoltaí Athdhearadh Gréasáin Limistéar Bhaile Átha Cliath de chuid BusConnects

Seoladh Céim 3 (N4, N6) d'Athdhearadh Gréasáin Bus Limistéar Bhaile Átha Cliath, ag freastal di ar Thuaisceart Bhaile Átha Cliath, i mí na Bealtaine. Seoladh Céim 4 (G1, G2 agus 60), ag freastal di ar Iarthar Bhaile Átha Cliath, i mí Dheireadh Fómhair. Áiríodh leis na cumarsáidí chun an dá chéim sin a sheoladh an preas áitiúil, an raidió áitiúil, na meáin shóisialta, scáthláin bus, seachadtaí leabhrán do dhorais i gcomharsanacht na mbealaí nua agus gníomhaíocht ambasadóirí branda.

Bród

Mar chuid den tiomantas leanúnach atá aige d'éagsúlacht agus do chuimsiú, bhí an tÚdarás ina urraitheoir airgid d'Fhéile Bróid Bhaile Átha Cliath 2022 i mí an Mheithimh. Ag gníomhú dó faoin mbranda TFI dá chuid, chruthaigh an tÚdarás feachtas dar teideal 'Cuimsiú is ea an Ceann Scríbe' chun a chur in iúl go soiléir go mbíonn an t-iompar poiblí ar oscailt do chách.

TFI Bikes

Cuireadh tús an 27 Meitheamh le feachtas chun TFI Bikes a chur chun cinn i gCathair Phort Láirge. Mar chuid den fheachtas sin dar teideal 'Scinn timpeall Chathair Phort Láirge', tairgeadh ballraíocht saor in aisce go dtí deireadh mhí Lúnasa dóibh sin a chláraigh le haghaidh na scéime faoi dheireadh mhí Lúnasa. I mí Dheireadh Fómhair agus i mí na Samhna, craoladh fógraíocht raidió i gCorcaigh, i bPort Láirge, i Luimneach agus i nGaillimh freisin chun an tionscnamh a chur chun cinn sna limistéir sin.

Cárta/Suaitheantas ‘Tairg Suíochán dom le do thoil’

I mí Iúil, sheol an tÚdarás tionscnamh nua an chárta/an tsuaitheantais ‘Tairg Suíochán dom le do thoil’. Bhí sé mar aidhm le teachtaireacht an fheachtais arbh é a bhí ann ‘Ní Gá Míniú’ deis a thabhairt do phaisinéirí a bhfuil míchumas dofheicthe nó breoiteacht fholaíthe orthu an gá atá acu le suíochán a chur in iúl tríd an gcárta/an suaitheantas nua ‘Tairg Suíochán dom le do thoil’ ó TFI a úsáid. Is féidir an cárta/suaitheantas ‘Tairg Suíochán dom le do thoil’ a bhailiú ag príomh-mhoil iompair phoiblí saor in aisce.

Earcaíocht Tiománaithe Bus

Ar fud mhí Mheán Fómhair, reáchtáil an tÚdarás feachtas Earcaíochta Tiománaithe Bus ar stáisiúin náisiúnta agus áitiúla raidió ar feadh ceithre seachtaine. San fhógra raidió 30 soicind, tugadh spreagadh do dhaoine chun smaoineamh ar thiomáint bus a roghnú mar rogha ghairme.

Meas ar an bhFoireann

I mí na Samhna, reáchtáil an tÚdarás a fheachtas ‘Meas ar an bhFoireann’ chun paisinéirí a spreagadh chun meas a léiriú ar thiománaithe iompair phoiblí agus ar bhaill foirne iompair phoiblí. Chuimsigh na meáin don fheachtas sin an raidió, na meáin shóisialta, spás oibrítheoirí agus scáthláin bus.

Cárta JAM

I mí na Samhna, reáchtáil an tÚdarás feachtas feasachta dá Chárta JAM (‘Just a Minute’) i gcomhpháirt le Grúpa NOW. Bhí sé mar aidhm leis an bhfeachtas a mheabhru do phaisinéirí a bhfuil míchumas folaithe orthu go bhfuil an Cárta JAM ar fáil lena bhailiú saor in aisce ag moil iompair ar fud na tíre.

Nollaig 2022

Bhí sé mar aidhm leis an bhfeachtas a mheabhru do chustaiméirí go leanann seirbhísí iompair phoiblí TFI ar aghaidh ag oibriú le linn na saoire, cé go mbíonn sceidil athraithe ag roinnt díobh. Reáchtáladh an feachtas i mBéarla agus i nGaeilge ar an raidió, sna meáin shóisialta, ar chlár, ar scáthláin bus, ar scáthláin dhigiteacha agus i spás oibrítheoirí.

Nasc Áitiúil TFI

Tugtar le fios i dtaighde ar fheasacht branda gurb ionann an fheasacht branda ar Nasc Áitiúil TFI amhail an cheathrú ráithe den bhliain 2022 agus 77% (ar méadú é ó 66% i mí an Mheithimh 2021) agus go mbíonn an phátrúnacht ag méadú go mór freisin. Fuair gach ceann de na feachtais agus na seoltaí tacaíocht ó phleananna cuimsitheacha margaíochta agus cumarsáide. Áiríodh leo sin:

- » **Feachtas ‘Above and Beyond’** - Reáchtáil an tÚdarás feachtas Nasc Áitiúil TFI dar teideal ‘Above and Beyond’ sa bhliain 2022. Tarraingíodh aird san fheachtas ar an obair dhícheallach a dhéanann foirne Nasc Áitiúil TFI ar fud na hÉireann. Chuir bainisteoirí agus paisinéirí Nasc Áitiúil TFI ar fud na tíre scéalta isteach faoin dóigh a ndearna Nasc Áitiúil TFI dá gcuid iarracht speisialta chun freastal ar phaisinéirí le linn na paidéime. Comhroinneadh na scéalta ar fud na meán sóisialta chun cabhrú le feasacht ar na seirbhísí, agus leis an méid a ghlactar leo, a mhéadú. Ghin an feachtas breis agus aon mhiliún imprisean sna meáin shóisialta.

- » **TFI Go agus TFI Leap** – Ar fud na bliana 2022, bhíothas ag cur TFI Go agus TFI Leap le Seirbhísí Tráthrialta Tuaithe Nasc Áitiúil TFI ar fud na tíre. Chun cabhrú lena chur chun cinn go bhfuil Nasc Áitiúil TFI ag glacadh le híocaíochtaí gan airgead tirim agus ag tairiscint dóigheanna nua níos saoire chun íoc as táillí, reáchtáladh feachtas go réigiúnach ar stáisiúin raidió ar fud na hÉireann agus sna meáin shóisialta. Rinneadh feachtas a raibh díriú digiteach aige a reáchtáil sa dara sé mhí den bhliain chun tacú le hAonaid Chomhordúcháin Iompair aonair de chuid Nasc Áitiúil TFI de réir mar a thug siad Cárta TFI Leap isteach mar mhodh íocaíochta, agus an scéim á leathnú tuilleadh i gceantar tuaithe na hÉireann.
- » **Éire a Nascadh** – Ó chur chun feidhme Chéim 1 den Phlean Soghluaisteachta Tuaithe ‘Éire a Nascadh’ i mí Eanáir 2022 i leith, sholáthair an clár 38 gcinn de sheirbhísí nua agus breisithe bus ar fud na tíre. Tá méadú tagtha ar nascacht mar thoradh ar thabhairt isteach na seirbhísí sin, go háirithe do dhaoine atá ina gcónaí lasmuigh de bhailte móra agus de chathracha. De réir mar a tháinig gach ceann de na breisithe bealaigh sin/de na bealaí sin i mbun oibre, cruthaíodh feachtas saincheaptha a bhí spriocdhírthe ón taobh geografach de le haghaidh gach ceann díobh chun feasacht a chruthú agus chun pátrúnacht a mhéadú.
- » **Doras go Doras** – Chun cabhrú le seirbhísí Nasc Áitiúil TFI ó Dhoras go Doras a chur chun cinn, forbraíodh feachtas nua chun cabhrú le feasacht a chruthú ar an tseirbhís agus le pátrúnacht a mhéadú. Ba é “má tá tú feadh ár mbealaigh, táimid ar ár mbealach” teideal an fheachtais nua. Chabhraigh an feachtas lena chur chun cinn go bhfuil breis agus 1300 ceann de sheirbhísí ó dhoras go doras ar fáil ar fud na tíre agus nach gá do dhaoine ach dul i dteagmháil leis an Nasc Áitiúil TFI is gaire dóibh chun áit a chur in áirithe.

Tábla 9 - Cuirteanna ar shuíomh Gréasáin an Údaráis Náisiúnta Iompair

Suíomh Gréasáin	2022	2021	Athrú mar %
www.TransportforIreland.ie			
Cuirteanna - An líon amharc ar leathanaigh	6,078,579	2,850,993	+ 113.21%
Úsáideoirí	1,702,553	820,353	+ 107.54%
About.leapcard.ie			
Cuirteanna - An líon amharc ar leathanaigh	3,087,008	1,350,346	+128.61%
Úsáideoirí	962,828	441,050	+118.30%
www.NationalTransport.ie			
Cuirteanna - An líon amharc ar leathanaigh	995,488	905,604	+ 9.93%
Úsáideoirí	229,362	186,454	+ 23.01%
www.busconnects.ie			
Cuirteanna - An líon amharc ar leathanaigh	62,690	82,527	-24.04%
Úsáideoirí	220,257	278,385	-20.88%
An líon iomlán amharc ar leathanaigh	10,223,765	5,189,470	+97.01%
An líon iomlán Úsáideoirí	3,115,000	1,726,242	+80.45%

Ionad Teagmhála Comhdhlúite

Chun tacú leis an ngréasán méadaitheach iompair poiblí agus chun a chinntiú go bhfaigheadh custaiméirí eispéireas dearfach i gcónaí, rinne an tÚdarás dul chun cinn ar na pleananna atá aige chun Ionad Teagmhála Comhdhlúite a bhunú don iompar poiblí in Éirinn. Tá sé mar aidhm leis an tionscadal sin mol teagmhála láraithe a bhunú a chumasóidh do chustaiméirí a gceisteanna maidir le raon leathan seirbhísí iompair poiblí a chur ar fhoinse aonair amháin.

Áiríodh iad seo a leanas leis na príomhéachtaí sa bhliain 2022:

- » Cuireadh an próiseas um réamhcháiliú díoltóirí i gcrích;

- » Eisíodh Cuireadh chun Tairiscintí a Chur Isteach chuig díoltóirí gearrliostaithe féideartha a bheadh páirteach sa phróiseas tairisceana deiridh; agus
- » Eisíodh Cuireadh Deiridh chun Tairiscintí Deiridh a Chur Isteach chuig na díoltóirí féideartha.

Táthar ag súil leis go gcuirfidh na díoltóirí féideartha freagraí ar an gCuireadh Deiridh isteach go luath sa bhliain 2023. Déanfar meastóireacht ar na freagraí sin ansin, agus é beartaithe conradh a dhámhachtain sa bhliain 2023.

An Grúpa Comhairleach Úsáideoirí Iompair

Bunaíodh Grúpa Comhairleach Úsáideoirí Iompair an Údaráis i mí Feabhra 2022 agus bhí trí chruinniú chianda aige sa bhliain 2022.

Is é ról an ghrúpa ná tuairimí agus aiseolas a thabhairt ar aon tionscadail, aon chláir, aon cheannacháin agus aon dearáí atá beartaithe ag an Údarás.

Cuimsíonn an Grúpa Comhairleach Úsáideoirí Iompair ionadaithe d'úsáideoirí éagsúla an chórais iompair phoiblí agus an bhonneagair taistil ghníomhaigh sa tír. Tríd an gcaidreamh sin, faigheann an tÚdarás speictream leathan tuairimí ó úsáideoirí seirbhíse agus ó gheallsealbhóirí eile araon.

Cuimsíonn an Grúpa Comhairleach Úsáideoirí Iompair 15 bhall agus áirítear leis ionadaithe ó na modhanna éagsúla iompair atá ann ar fud na tíre agus daoine a dhéanann ionadaíocht do leasanna daoine faoi mhíchumas, do leasanna coisithe, do leasanna rothaithe, do leasanna daoine scothaosta, do leasanna turasóireachta, do leasanna mac léinn, do leasanna Beagfheithiclí Seirbhíse Poiblí agus do leasanna Naisc Áitiúil.

Teagmháil Custaiméirí

Tá méadú suntasach tagtha ar theagmháil custaiméirí leis an Údarás de réir mar atá sainchúram na heagraíochta ag leathnú le blianta beaga anuas. Chun an méid sin a aithint, d'earcaigh an tÚdarás Bainisteoir tiomnaithe um Theagmháil le Custaiméirí i mí Mheán Fómhair 2022. Tá an duine sin freagrach as Córas Bainistíochta Caidrimh Custaiméirí an Údaráis a oibriú agus a fhorbairt. Úsáidtear Córas Bainistíochta Caidrimh Custaiméirí an Údaráis chun freagra a thabhairt ar raon leathan gearán agus ceisteanna ó chustaiméirí i ndáil le feidhmeanna an Údaráis, áit a mbaineann ceann amháin de na príomhréimsí teagmhála leis an soláthar seirbhísí iompair phoiblí. I gcás gur chuir custaiméirí saincheist in iúl d'oibritheoir iompair phoiblí cheana féin agus go bhfuil siad míshásta leis an bhfreagra a fuair siad, tarchuirtear an cás chuig an Údarás. Baineann na gnáthréimsí gearán/fiosraithe leis na nithe seo a leanas:

- » Nithe oibriúcháin: Bonneagar stad bus, táillí agus ticéadú
- » Saincheisteanna Seirbhíse: Faisnéis fíor-ama do phaisinéirí, poncúlacht, iontaofacht
- » Saincheisteanna Foirne: Saincheisteanna tiomána, idirghníomhaíocht idir tiománaithe agus paisinéirí, mí-iompar, an líon paisinéirí ar bhord bus

Fuarthas 15,209 gcás san iomlán trí chóras Bainistíochta Caidrimh Custaiméirí an Údaráis sa bhliain 2022.

Teagmháil Custaiméirí - Teanntáil Feithiclí - Gearáin

Féadfaidh an pobal gearán a dhéanamh go díreach leis an Údarás ar cheithre fhoras ar leith:

1. Comhlíonadh freagrachtaí ag rialaitheoirí páirceála;
2. Iompar, iompraíocht agus sainaitheint oibritheoirí teanntála;
3. Moill neamhriachtanach ag rialaitheoirí páirceála nó oibritheoirí teanntála ar fhreagra a thabhairt ar ghearáin, nó ar chumarsáid eile, ó dhaoine den phobal; agus
4. Aithint na bhfeithiclí arna n-úsáid ag oibritheoirí teanntála (lena n-áirítear lógónna, greamáin agus fógraí ar fheithiclí den sórt sin).

Sa bhliain 2022, ba le comhlíonadh freagrachtaí ag rialaitheoirí páirceála a bhain beagnach 50% de na gearáin a fuarthas. Bhí iompar, iompraíocht agus aithint oibritheoirí teanntála ar an dara catagóir is mó gearáin a imscrúdaíodh. Féadfaidh an tÚdarás imeachtaí a thionscnamh in aghaidh rialaitheoirí páirceála agus oibritheoirí teanntála as sárúithe a dhéanamh ar na ceanglais reachtúla le linn dóibh gníomhaíochtaí teanntála a chur i gcrích.

Tábla 10 - Gearáin maidir le Teanntáil

	2022	2021
Gearáin a tugadh ar aghaidh ón mbliain roimhe	12	7
Gearáin nua	81	42
Iomlán	93	49
Gearáin a cuireadh i gcrích	87	37
Gearáin a raibh cinneadh fós le déanamh orthu amhail an 31 Nollaig	6	12

Tábla 11 - Torthaí ar Ghearáin maidir le Teanntáil

Iomlán	Seasadh leo	Seasadh go páirteach leo	Níor seasadh leo
81	47(54%)	12 (14%)	28 (32%)

I gcás gur seasadh le gearáin nó gur seasadh go páirteach leo, ceanglaíodh ar rialaitheoirí páirceála nó ar oibritheoirí teanntála i gcásanna áirithe an táille a aisíoc le gluaisteanaithe agus nósanna imeachta a athbhreithniú agus, nuair ba ghá, iad a leasú. Rinneadh seiceálacha comhlíonta ar oibríochtaí rialaitheoirí páirceála agus oibritheoirí teanntála de bhun gearáin a cuireadh isteach.

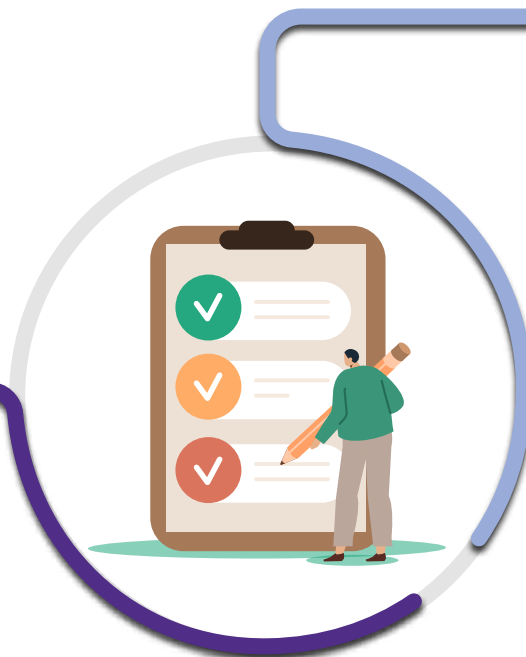
Teagmháil Custaiméirí - Gearáin maidir leis an Earnáil Beagfeithiclí Seirbhíse Poiblí

Fuair an tÚdarás 1,625 ghearán maidir leis an earnáil beagfeithiclí seirbhíse poiblí sa bhliain 2022, rud a bhí cothrom le méadú 190% ar an bhfigiúr don bhliain 2021. Ní

rabhthas in ann dul chun cinn a dhéanamh ar níos mó ná leath na ngearán uile (57%) toisc nárbh ann do go leor fianaise, toisc nárbh ann d'aon fhianaise ar bith nó toisc nach raibh an gearánach ag iarraidh an gearán a shaothrú tuilleadh tar éis teagmháil a dhéanamh leis/léi. Maidir le 2% eile de na gearáin a fuarthas, tarchuireadh iad chuig gníomhaireachtaí eile, lenar áiríodh an Garda Síochána, an Roinn Coimirce Sóisialaí agus na Coimisinéirí Ioncaim, chun a n-aird a tharraingt orthu.

Tábla 12 - Gearáin ó Thomhaltóirí faoi Bheagfheithiclí Seirbhíse Poiblí

Catagóir Gearáin	2022	2021	2020	2019
Riocht, ródacmhainneacht agus glaineacht na feithicle	42	31	11	78
Iompar, iompraíocht agus aithint tiománaí beagfheithicle seirbhíse poiblí	481	228	204	496
Táille ró-ard a ghearradh agus nithe eile a bhaineann le táillí	793	215	189	529
Fruiliú agus áirithint na beagfheithicle seirbhíse poiblí	308	86	61	277
Aithint na beagfheithicle seirbhíse poiblí agus an chuma ginearálta a bhí uirthi	1	0	1	3
Iomlán	1,625	560	466	1,383





lompar agus Inbhuanaitheacht



Agus béim mhéadaitheach á leagan ar astaíochtaí dochracha a laghdú san earnáil iompair, rinne an tÚdarás dul chun cinn suntasach sa bhliain 2022 ar sholáthar a dhéanamh do níos mó roghanna taistil inbhuanaithe.

Áiríodh leis sin méadú ollmhór a dhéanamh ar an gcistiú a soláthraíodh d'údaráis áitiúla faoin gClár Deontas Taistil Ghníomhaigh, ní hamháin inár gcathracha móra ach i mbailte agus sráidbhailte ar fud na tíre freisin.

Is é aidhm an chláir bonneagar a sholáthar lena gcabhrófar le 500,000 ceann eile ar a laghad de thurais taistil ghníomhaigh agus iompair phoiblí a bhaint amach gach lá faoin mbliain 2030.

Ina theannta sin, ba í an bhliain 2022 an bhliain inar ordaigh an tÚdarás 165 cinn de bhusanna ceallra-leictreacha aon stóir agus dhá stór lena n-úsáid ar sheirbhísí uirbeacha. De bhreis air sin, d'ordaíomar 90 carráiste nua DART sa bhreis, rud a fhágann go bhfuil 185 charráiste á dtáirgeadh anois lena seachadadh d'Éirinn ón mbliain seo chugainn ar aghaidh.

Bhain cuid mhór d'obair an Údaráis sa bhliain 2022 le bonneagar agus seirbhísí taistil ghníomhaigh agus iompair phoiblí a sholáthar chun an t-aistriú i dtreo córas iompair níos inbhuanaithe a éascú. Má táthar chun cuspóirí na hÉireann i ndáil le gníomhú ar son na haeráide a chomhlíonadh, tá sé ríthábhachtach go n-aistrefaí tuilleadh daoine go cineálacha iompair atá inbhuanaithe ó thaobh an chomhshaoil de. Sna Pleananna Gnímh don Aeráid ón Rialtas do na blianta 2021 agus 2023, leagtar freagracht ar an Údarás as roinnt gníomhartha a stiúradh chun cabhrú leis na sprioclaghduithe ar astaíochtaí carbóin a bhaint amach.

Áirítear iad seo a leanas le gníomhaíochtaí an Údaráis lena dtacaítear le hastaíochtaí a laghdú i réimse an iompair:

- » straitéisí iompair a fhorbairt do limistéir chathrach chun tacú le dlúthfhás agus le forbairt inbhuanaithe;
- » dul i dteagmháil le húdaráis áitiúla chun cabhrú leo Pleananna Áitiúla Iompair a ullmhú trí leas a bhaint as modheolaíocht na Measúnachta Iompair Limistéarbhunaithe (ABTA) a forbraíodh i gcomhar le Bonneagar Iompair Éireann;
- » a áirithiú go gcuirtear bonneagar nua iompair phoiblí agus seirbhísí breisithe iompair phoiblí chun feidhme;
- » tionscadail taistil ghníomhaigh a sholáthar, lena n-áirítear gréasán saoráidí sábháilte rothaíochta a sholáthar go háirithe;
- » modhanna taistil ghníomhaigh agus úsáid iompair phoiblí a chur chun cinn.

Cé gur chuir paidéim Covid-19 isteach ar a lán gníomhaíochtaí le linn na bliana 2021, leanadh ar aghaidh le hobair i ngach ceann de na réimsí sin agus rannchuidíodh leis an sprioc fhoriomlán atá ann astaíochtaí iompair a laghdú. Maidir leis an infheistíocht i bhflít ísealcharbóin/astaíochtaí atá saor ó charbón, mar shampla, tharla na nithe seo a leanas sa bhliain 2022, mar atá leagtha amach in áit eile sa Tuarascáil Bhliantúil seo:

- » Fuarthas ceadú ón Rialtas chun 90 ceann eile de charráistí Ceallra-Leictreacha traenach a ordú chun an t-ordú a bhí ann cheana do Fhlít DART a fhorlíonadh agus chun go bhféadfaí seirbhísí leictreacha a oibriú ar chodanna de ghréasán DART;
- » Seachadadh 24 cinn de bhusanna hibrideacha dhá stór, 66 cinn de bhusanna uirbeacha ceallra-leictreacha dhá stór agus 41 cheann de bhusanna uirbeacha ceallra-leictreacha aon stóir.

Taisteal Gníomhach

Tá na Deontais le haghaidh Bearta Iompair Inbhuanaithe á mbainistiú ag an Údarás le roinnt mhaith blianta anuas i Mórcheantar Bhaile Átha Cliath agus sna Cathracha Réigiúnacha. Leathnaíodh deontais faoin gClár Taistil Ghníomhaigh d'Údaráis Áitiúla lasmuigh de Mórcheantar Bhaile Átha Cliath agus de na Cathracha Réigiúnacha sa bhliain 2021, agus an líon údarás áitiúil atá á mbainistiú ag an Rannán Forbartha Iompair á mhéadú ó 12 cheann go 31 cheann. Rinneadh an Deontas le haghaidh Bearta Iompair Inbhuanaithe agus an deontas Taistil Ghníomhaigh a chumasc faoin gClár Deontas Taistil Ghníomhaigh sa bhliain 2022.

Tá na deontais éagsúla atá á mbainistiú ag an Údarás sa réimse sin leagtha amach thíos:

An Clár Deontas Taistil Ghníomhaigh

Leis an mBeartas Náisiúnta maidir le Soghluaisteacht Inbhuanaithe, leis an bPlean Gnímh don Aeráid agus le beartais eile Rialtais, spreagtar aistriú modha ar shiúl ó úsáid an chairr phríobháidigh agus i dtreo modhanna iompair níos inbhuanaithe amhail an siúl agus an rothaíocht nuair is féidir. Leis an gClár Deontas Taistil Ghníomhaigh, cistítear tionscadail lena dtacaítear le bealaí straitéiseacha do choisithe agus do rothaithe, le rochtain ar scoileanna, le naisc thréscailte agus le glasbhealaí uirbeacha. Cistítear roinnt tionscadal um mionfheabhsuithe iompair phoiblí freisin. Is é aidhm an chlár bonneagar taistil ghníomhaigh a sholáthar lena gcabhrófar le 500,000 ceann eile ar a laghad de thurais taistil ghníomhaigh agus iompair phoiblí a bhaint amach gach lá agus leis an líon ciliméadar a thiomáinfidh carranna lena n-úsáidtear breoslaí iontaise a laghdú faoi 10% faoin mbliain 2030, ar aon dul leis na méadrachtaí don iompar atá leagtha amach sa Plean Gnímh don Aeráid.

Cumhdaíodh thart ar 1,200 tionscadal Taistil Ghníomhaigh tríd an gcistiú a soláthraíodh sa bhliain 2022. Leis na tionscadail sin, cabhrófar le beagnach 1,000 km de bhonneagar nua agus feabhsaithe siúil agus rothaíochta a fhorbairt ar fud na tíre faoin mbliain 2025.

Bealaí Sábháilte chuig an Scoil

Sheol an Roinn Iompair agus an tÚdarás an clár um Bealaí Sábháilte chuig an Scoil i mí an Mhárta 2021. Tá sé mar aidhm leis an gclár um Bealaí Sábháilte chuig an Scoil bealaí níos sábháilte siúil agus rothaíochta a chruthú laistigh de phobail, plódú a mhaolú ag geataí scoile agus an líon scoláirí a shiúlann nó a dhéanann rothaíocht chuig an scoil a mhéadú trí shaoráidí siúil agus rothaíochta a sholáthar. Samplaí de na feabhsuithe is féidir a chur ar an turas chuig an scoil is ea cosán a uasghrádú, lána rothar nua a sholáthar agus an bealach isteach chuig an scoil a athdhearadh ina iomláine. D'iarr breis agus 900 scoil ó gach contae in Éirinn páirt a ghlacadh sa chlár nua faoin dáta deiridh le haghaidh iarratas. Tar éis measúnú a dhéanamh, roghnaíodh 170 scoil lena gcur ar áireamh i mBabhta 1 den chlár i mí an Mheithimh 2021. Thosaigh an fhoireann Scoileanna Glasa de chuid An Taisce, ár gcomhpháirtí soláthair, ag déanamh idirchaidreamh leis na scoileanna rathúla láithreach ansin. Seoladh Babhta 2 i mí na Nollag 2022, lena áiríodh 108 scoil ó gach cuid den tír.

Faoi dheireadh na bliana 2022, soláthraíodh saoráidí páirceála rothar chuig 436 scoil mar chuid den chlár um Bealaí Sábháilte chuig an Scoil. Soláthraíodh 4,860 spás eile do rothair agus do scútair araon sa bhliain 2022 freisin (4,410 spás do rothair agus 468 spás do scútair). A bhuí leis an mbonneagar sin a sholáthar, beidh scoláirí in ann rothaíocht a dhéanamh chuig an scoil agus fios acu go mbeidh a rothar sábháilte agus tirim ag deireadh an lae scoile.

Tá na tionscadail ar chistigh an tÚdarás iad faoin gClár Taistil Ghníomhaigh agus faoin gclár Deontas le haghaidh Bearta Iompair Inbhuanaithe sa bhliain 2022 mionsonraithe thíos:

Tábla 13 - Tionscadail ar chistigh an tÚdarás iad faoin gClár Taistil Ghníomhaigh agus faoin gclár Deontas le haghaidh Bearta Iompair Inbhuanaithe

	Banda 1		Banda 2		Banda 3		Iomlán
	<€500k		>€500k<€10		>€10		
Gníomhaireacht Coimircíochta	Líon	%	Líon	%	Líon	%	
Comhairle Cathrach Bhaile Átha Cliath	8	13%	45	71%	10	16%	63
Comhairle Contae Átha Cliath Theas	4	19%	16	76%	1	5%	21
Comhairle Contae Dhún Laoghaire-Ráth an Dúin	7	15%	39	85%	0	0%	46
Comhairle Contae Fhine Gall	2	8%	19	76%	4	16%	25
Comhairle Contae Chill Mhantáin	22	48%	24	52%	0	0%	46
Comhairle Contae Chill Dara	4	14%	25	86%	0	0%	29
Comhairle Contae na Mí	7	22%	23	72%	2	6%	32
Comhairle Cathrach Chorcaí	10	15%	51	78%	4	6%	65
Comhairle Contae Chorcaí	2	7%	27	90%	1	3%	30
Comhairle Cathrach agus Contae Luimnigh	9	20%	35	78%	1	2%	45
Comhairle Cathrach agus Contae Phort Láirge	8	36%	8	36%	6	27%	22
Comhairle Cathrach na Gaillimhe	2	8%	22	88%	1	4%	25
Comhairle Contae na Gaillimhe	6	23%	20	77%	0	0%	26
Comhairle Contae Cheatharlach	18	75%	6	25%	0	0%	24
Comhairle Contae an Chabháin	27	93%	2	7%	0	0%	29
Comhairle Contae an Chláir	19	73%	7	27%	0	0%	26
Comhairle Contae Dhún na nGall	22	79%	6	21%	0	0%	28
Comhairle Contae Chiarraí	5	38%	8	62%	0	0%	13
Comhairle Contae Chill Chainnigh	15	56%	12	44%	0	0%	27

Tábla 13 - Tionscadail ar chistigh an tÚdarás iad faoin gClár Taistil Ghníomhaigh agus faoin gclár Deontas le haghaidh Bearta Iompair Inbhuanaithe (ar lean)

	Banda 1		Banda 2		Banda 3		Iomlán
	<€500k		>€500k<€10		>€10		
Gníomhaireacht Coimircíochta	Líon	%	Líon	%	Líon	%	
Comhairle Contae Laoise	10	77%	3	23%	0	0%	13
Comhairle Contae Liatroma	14	100%	0	0%	0	0%	14
Comhairle Contae an Longfoirt	15	94%	1	6%	0	0%	16
Comhairle Contae Lú	5	29%	10	59%	2	12%	17
Comhairle Contae Mhaigh Eo	30	83%	6	17%	0	0%	36
Comhairle Contae Mhuineacháin	16	64%	9	36%	0	0%	25
Comhairle Contae Uíbh Fhailí	8	53%	7	47%	0	0%	15
Comhairle Contae Ros Comáin	17	100%	0	0%	0	0%	17
Comhairle Contae Shligigh	8	47%	9	53%	0	0%	17
Comhairle Contae Thiobraid Árann	21	57%	16	43%	0	0%	37
Comhairle Contae na hIarmhí	6	75%	2	25%	0	0%	8
Comhairle Contae Loch Garman	12	60%	8	40%	0	0%	20
Ospidéal Ollscoile na Gaillimhe	1	100%	0	0%	0	0%	1
Iarnród Éireann	0	0%	0	0%	1	100%	1
An tÚdarás Náisiúnta Iompair	0	0%	8	100%	0	0%	8
Ospidéal San Séamas	1	100%	0	0%	0	0%	1
Coláiste na Tríonóide, Baile Átha Cliath	1	100%	0	0%	0	0%	1
An Coláiste Ollscoile, Baile Átha Cliath	3	100%	0	0%	0	0%	3
Mór-Iomlán	365	42%	474	54%	33	4%	872



Scéimeanna Poiblí Rothar

Tá an scéim réigiúnach rothar á hoibriú ag an Údarás ón mbliain 2014 i leith, agus scéimeanna ar siúl anois i gCorcaigh, i Luimneach agus i nGaillimh. Bhí tionchar suntasach ag paindéim Covid-19 ar úsáid rothar i ngach ceann de na trí láthair. Cé gur tháinig athbhorradh beag faoi úsáid i gCorcaigh agus i Luimneach sa bhliain 2022, tá sí fós faoi bhun leath na leibhéal úsáide a bhí i réim sa bhliain 2019. Níor tháinig an t-athbhorradh céanna faoi úsáid rothar i nGaillimh, áfach.

Cuireadh Port Láirge leis an scéim poiblí comhroinnte rothar i mí Iúil 2022. Rinneadh ceithre stáisiún nasctha dhéag agus 220 rothar a suí go straitéiseach ar fud Chathair Phort Láirge, agus rothair á nglacadh ar cíós beagnach 10,000 uair idir mí Iúil agus mí na Nollag 2022.

B'airde i bhfad an úsáid sin ná an úsáid i nGaillimh agus i Luimneach sa tréimhse chéanna.

Tábla 14 - Scéimeanna poiblí rothar (turais a tógadh)

Cathair	An líon iomlán turas sa bhliain 2022	An líon iomlán turas sa bhliain 2021	An líon iomlán turas sa bhliain 2020	An líon iomlán turas sa bhliain 2019
Corcaigh	109,699	54,615	81,504	241,064
Gaillimh	6,264	7,898	6,604	27,190
Luimneach	9,414	4,862	10,447	22,129
Port Láirge	9,637 (6 mhí amháin)	N/B	N/B	N/B
Iomlán	135,014	67,375	98,555	290,383

Tábla 15 - Scéimeanna poiblí rothar (an líon úsáideoirí cláraithe⁹)

Cathair	An líon iomlán turas sa bhliain 2022	An líon iomlán turas sa bhliain 2021	An líon iomlán turas sa bhliain 2020	An líon iomlán turas sa bhliain 2019
Corcaigh	4,230	4,048	5,220	6,594
Gaillimh	832	937	4,349	4,127
Luimneach	843	829	1,344	1,824
Port Láirge	1,284 (An líon síntiúsóirí tar éis 6 mhí)	N/B	N/B	N/B
Iomlán	7,189	5,814	10,913	12,545

9. Ríomhtar an líon úsáideoirí cláraithe mar mheán ar fud na bliana

Clár Taistil na Scoileanna Glasa

Oibríonn Clár Taistil na Scoileanna Glasa le scoileanna chun modhanna iompair níos inbhuanaithe le haghaidh taisteal chun na scoile a chur chun cinn i measc scoláirí, baill foirne scoile agus tuismitheoirí. Is é An Taisce a oibríonn an Clár thar ceann an Údaráis.

Thug Oifigigh Thaistil na Scoileanna Glasa 1,524 chuairt ar scoileanna agus chuir siad 156 iniúchadh ‘insiúltachta’ agus 25 iniúchadh ‘inrothaíochta’ i gcrích sa bhliain 2022, agus na bacainní ar dhaoine taisteal chun na scoile de shiúl na gcos agus de rothar á sainaithint acu. Cuireadh fionnachtana an iniúchta i láthair na n-údarás áitiúil ábhartha lena mbreithniú agus moladh do scoileanna a gcuid fionnachtana a thuairisciú ar bhonn áitiúil agus “saoránacht ghníomhach” a chleachtadh agus iad ag dul i ngleic le fadhbanna.

Rothaíocht i gCeart agus Bonneagar Páirceála

- » Soláthraíodh cistiú chun bonneagar páirceála rothar a chur i bhfeidhm do 358 scoil. Bhí 284 cinn de na 358 scoil sin páirteach sa chlár um Bealaí Sábháilte chuig an Scoil agus bhí na 74 cinn eile páirteach i gClár Taistil na Scoileanna Glasa. Fuair 38 scoil bonneagar páirceála atá sonrach do chicscútair. Bhí 18 gcinn de na 38 scoil sin páirteach sa chlár um Bealaí Sábháilte chuig an Scoil agus bhí an 20 ceann eile páirteach i gClár Taistil na Scoileanna Glasa.
- » Cistíodh 6,194 scoláire ó 179 scoil faoi Chlár Taistil na Scoileanna Glasa chun tabhairt faoi oiliúint i Rothaíocht i gCeart sa bhliain 2022.

Thug Clár Taistil na Scoileanna Glasa faoi raon leathan gníomhartha agus imeachtaí chun leanaí scoile a spreagadh taisteal chun na scoile agus ar fud na dúiche ar bhealach gníomhach.

Áiríodh iad seo a leanas leis na buaicphointí sonracha sa bhliain 2022:

- » Bronnadh an Bhratach Ghlas as Taisteal nó as Taisteal Saoránachta Domhanda ar 138 scoil ar fud na hÉireann i mí na Bealtaine 2022. Bhí suntas ar leith ag baint leis sin, toisc gur thosaigh gach ceann de na scoileanna sin a gcuid oibre ar théamaí Taistil, nó go ndearna siad an chuid is mó dá gcuid oibre ar théamaí Taistil, le linn blianta inar imir paindéim Covid-19 tionchar mór orthu agus ina raibh siad dúnta ar feadh tréimhsí de dheasca na paindéime.
- » Cheiliúir Clár Taistil na Scoileanna Glasa ceithre imeacht múscaillte feasachta a mhair seachtain ar fad. Áiríodh leo sin an tSeachtain ‘Siúl ar Scoil’ i mí Mheán Fómhair 2022 (shiúl 14,254 scoláire ar Lá Náisiúnta WOW, de réir figiúirí a thuairiscigh scoileanna, ach measann Clár Taistil na Scoileanna Glasa an figiúr iarbhír a bheith i bhfad níos airde).
- » Áiríodh iad seo a leanas leis na príomhimeachtaí eile ceiliúrtha a mhair seachtain ar fad: An tSeachtain ‘Dul ar Scoil ar Scútar’ (Márta 2022): chuaigh 1,647 scoláire ar scoil ar scútar ar Lá Náisiúnta SOW 2022; Seachtain na Rothar (Bealtaine 2022): rinne 4,468 scoláire rothaíocht chun na scoile ar Lá Náisiúnta COW 2022; agus an tSeachtain Aeir Ghlain, a bhí ar siúl i mí na Samhna 2022.
- » Cheiliúir Clár na Scoileanna Glasa an Dúshlán Taistil Mór, comórtas bliantúil dá chuid, i mí Feabhra 2022, agus é in ann an chéad searmanas gradam i bpearsa riamh ón mbliain 2019 a reáchtáil i Zú Bhaile Átha Cliath do na scoileanna rathúla i mí na

Bealtaine 2022. Ba iad buaiteoirí foriomlána an ghradaim “Scoil Taistil na Bliana” ná scoláirí Phobalscoil an Ghoirt. Tugadh an gradam dóibh mar gheall ar an obair iontach a rinne siad maidir leis an siúl chun na scoile a chur chun cinn.

- » Thug an Clár Ambasadóirí #AndSheCycles, ar clár nua é, gradaim don dara grúpa mac léinn dá chuid i mí na Bealtaine 2022 mar gheall ar a gcuid oibre ar an gclár. Ligeadh 50 Ambasadóir nua isteach sa chlár i mí Dheireadh Fómhair 2022. Bhí a dhá oiread iarratasóirí ar an gclár agus a bhí d’áiteanna sa bhliain acadúil seo. Bhí na mic léinn i mbliana ar an gcéad ghrúpa a chuir a n-oiliúint tosaigh agus a n-oiliúint leantach i gcrích i bpearsa. Rinne sé sin difear ollmhór dá n-eispéireas ar an gclár agus do na ceangail a rinne siad lena chéile. Le linn na bliana 2022, cothaíodh misneach san fheachtas #AndSheCycles mar gheall ar an spéis a bhí ag eagraíocht san Astráil sa chlár. Tá súil ag an eagraíocht sin gnéithe den fheachtas a úsáid chun an rothaíocht a spreagadh i measc cailíní sna déaga in Perth.
- » Lean Clár na Scoileanna Glasa le tacú leis an nGréasán Rotharbhusanna¹⁰ le linn na bliana 2022, agus é ag coinneáil rotharbhusanna nua agus rotharbhusanna a bhí ann cheana cothrom le dáta faoi fhorbairtí agus ag tairiscint tacaíocht, comhairle agus acmhainní dóibh, nuair ab infheidhme. Reáchtáil an Gréasán Rotharbhusanna Dúshlán Rotharbhusanna i dtús na bliana acadúla 2022/2023 freisin, áit ar spreagadh rotharbhusanna an líon daoine a dhéanann rothaíocht leo a rianú agus grianghraif a sheoladh chuig Clár na Scoileanna Glasa. Ba iad an dá rotharbhus rathúla ná Rothar14 agus Rotharbhus na Gaillimhe, Cnoc na Cathrach.

Taisteal Níos Cliste TFI

Tá clár Taistil Níos Cliste TFI ina chlár náisiúnta athraithe iompraíochta lena dtacaítear le háiteanna oibre agus le campais pleananna taistil inbhuanaithe agus pleananna taistil ghníomhaigh a fhorbairt agus a chur chun feidhme do bhaill foirne agus do mhic léinn. Tá breis agus 200 comhpháirtí ag an gclár ar fud na hearnála poiblí agus na hearnála príobháidí araon. Trí idirghabhálacha athraithe iompraíochta amhail na dúshláin siúil agus rothaíochta, tugtar spreagadh do bhaill foirne agus do mhic léinn turais chomaitéireachta agus fóillíochta a thógáil de shiúl na gcos agus de rothar. Áiríodh iad seo a leanas leis na príomhthionscnaimh ar tugadh fúthu sa bhliain 2022:

Dúshlán Chéime

Le linn ‘Marchathon’ san earrach agus le linn ‘Walktober’ san fhómhar, spreagadh baill foirne agus mic léinn siúl in ionad carr príobháideach a thógáil ar an turas chun an champais. Ghlac níos mó ná sé mhíle de bhaill foirne agus de mhic léinn ó 105 chomhpháirtí de chuid an Chláir Taistil Níos Cliste páirt in ‘Walktober’, agus 1,478 bhfoireann san iomlán á gcruthú acu. Léirítear sna torthaí gur ghlac na rannpháirtithe beagnach 1.75 billiún céim san iomlán le linn ‘Walktober’. Tá sé sin cothrom le thart ar 9,000 céim in aghaidh an duine gach lá ar an meán. Ba iad na buaiteoirí foriomlána ná an fhoireann ‘Worst Pace Scenario’ ó Ollscoil Teicneolaíochta na Mumhan, Corcaigh.

Seachtain Náisiúnta na Rothar

Tá Seachtain Náisiúnta na Rothar ina himeacht ina ndéantar an rothaíocht a cheiliúradh agus a chur chun cinn agus ina spreagtar rothaithe nua agus daoine nach ndéanann an rothaíocht a thuilleadh an rothaíocht a dhéanamh mar chuid dá ngnáthshaol. Le linn

10. Is é is an Gréasán Rotharbhusanna ann ná tionscnamh atá faoi stiúir ag tuismitheoirí/caomhnóirí/pobail ina dtreoraíonn roinnt tuismitheoirí agus oibrithe deonacha grúpaí daltaí atá ag rothaíocht chuig scoil amháin nó níos mó.

Sheachtain na Rothar 2022, cumasaíodh do dhaoine ar fud na hÉireann páirt a ghlacadh in imeachtaí agus spreagadh iad breithniú a dhéanamh ar thurais chomaitéireachta, phearsanta agus fóillíochta a thógáil de rothar. Bhí Seachtain na Rothar ar siúl ón Satharn an 14 Bealtaine go dtí an Domhnach an 22 Bealtaine. Rinneadh ionadaíocht do gach ceann de na 31 limistéar Údarás Áitiúil, agus comhpháirtíochtaí spóirt, Clár Taistil na Scoileanna Glasa agus Rothaíocht Éireann páirteach inti. I measc na n-imeachtaí a bhí ar siúl bhí babhtaí rothaíochta do theaghligh, féilte rothaíochta, oiliúint i sábháilteacht rothaíochta, imeachtaí rothar cothromaíochta, clinicí rothar, babhtaí rothaíochta oidhreachta agus babhtaí rothaíochta chun na scoile, mar aon le cuid mhór imeachtaí eile. Reáchtáil an tÚdarás feachtas fógraíochta spriocdhírthe do Sheachtain na Rothar 2022, lena áiríodh meascán d'fhógraíocht ar an raidió, d'fhógraíocht dhigiteach fuaimne, d'fhógraíocht dhigiteach agus d'fhógraíocht ar na meáin shóisialta.

Gradaim do Mhic Léinn

Sna Gradaim Thaistil Níos Cliste do Mhic Léinn, tugtar cuireadh do mhic léinn forbairt a dhéanamh ar thionscadail lena ndéantar roghanna taistil inbhuanaithe a chothú, a éascú nó a chumasú le haghaidh turais chuig an gcampas agus le haghaidh turais eile. Nascann na gradaim isteach le raon leathan cúrsaí coláiste. Leis an ngradam aitheantais speisialta do léachtóirí, aithnítear léachtóirí a thugann tionscadail taistil inbhuanaithe isteach sa churaclam grádaithe. Is é painéal neamhspleách de mholtóirí ar saineolaithe ina dtionscal féin iad a athbhreithníonn obair na n-iontrálaithe. Bhí méadú suntasach ann sa líon iontrálacha do na gradaim sa bhliain 2022. Cuireadh breis agus 230 tionscadal isteach, agus níos mó ná 400 mac léinn páirteach iontu. Bhí an Searmanas Bronnta Gradam do Mhic Léinn ar siúl Déardaoin an 28 Aibreán 2022 i bPictiúrlann an Tí Solais, Margadh na Feirme, Baile Átha Cliath.

Soilsigh do Shaol

Le linn an fheachtais bhliantúil seo, meabhraítear do rothaithe iad féin a shoilsiú nuair a thagann na tráthnónta níos dorcha agus nuair a chuirtear an clog siar i mí Dheireadh Fómhair. Spreagtar comhpháirtithe an chlár aird a gcuid ball foirne agus mac léinn a tharraingt ar an tábhacht a bhaineann le hiad féin a shoilsiú trí úsáid a bhaint as na póstaer chur chun cinn agus as na soilse rothair a sholáthraítear. Dáileadh 14,500 solas rothair ar eagraíochtaí is comhpháirtithe agus ar ghrúpaí rothaíochta sa bhliain 2022.



Iompar agus Nuálaíocht



Sa bhliain 2022, dhíolamar níos mó Cártaí Leap ná mar a dhíolamar in aon bhliain roimhe, agus iad cothrom le breis agus 950,000 cárta.

Ba bhliain í inar fhás treá Chárta Leap go mór ar fud na hÉireann, a bhuí leis an gcur i bhfeidhm ar sheirbhísí Nasc Áitiúil TFI. Faoi dheireadh na bliana, bhí breis agus 100 seirbhís i ngach cearn den tír ag glacadh le Cártaí Leap.

Chomh maith leis sin, tháinig fás suntasach ar an úsáid a bhaintear as TFI Go, ár réiteach ticéadaithe mhóibíligh, agus is féidir í a úsáid anois ar gach seirbhís Oibleagáide Seirbhíse Poiblí de chuid Bhus Éireann agus ar sheirbhísí Comaitéireachta Go-Ahead Ireland i mBaile Átha Cliath.

Maidir le soláthar le haghaidh Thicéadú na Chéad Ghlúine Eile, chuir an tÚdarás tús sa bhliain 2022 le hidirphlé mionsonraithe le cúig thairgeoir ghearrliostaithe. Táthar ag súil leis go gcuirfidh trí iarrthóir tairiscintí deiridh isteach sa bhliain 2023.

Ar leithligh uaidh sin, rinneadh dul chun cinn suntasach freisin ar an bpróiseas soláthair le haghaidh Uathaimsiú Feithiclí.

Cárta TFI Leap

Tháinig méadú 120% ar dhíolacháin Chárta Leap sa bhliain 2022, ó 432,959 gcinn sa bhliain 2021 go 951,522 cheann sa bhliain 2022. Ba é sin an figiúr is airde riamh, agus é breis agus 4% níos airde ná an figiúr is airde roimhe a baineadh amach sa bhliain 2019. Is léiriú é sin ar mhéadú substaintiúil ar úsáid Chárta Leap agus ar an bhfilleadh ar an iompar poiblí tar éis phaindéim Covid-19. Faoi dheireadh na bliana 2022, eisíodh breis agus 6.25 milliún Cárta Leap ó seoladh scéim Chárta Leap sa bhliain 2011.

Ba lú an líon Cártaí Seirbhísí Poiblí atá cumasaithe don saorthaisteal a chuaigh as feidhm sa bhliain 2022 ná an líon a chuaigh as feidhm sa bhliain 2021, toisc gur thosaigh an Roinn ar chártaí a eisiúint agus a athnuachan an athuair le linn na bliana tar éis dhianghlásálacha Covid-19. Ba mhó an líon cártaí a chuaigh as feidhm sa bhliain ná an líon cártaí nua a eisíodh, rud ba chúis leis an uimhir dhiúltach a léirítear i dTábla 16. Táthar ag coinne leis go dtabharfar aghaidh air sin sa bhliain 2023 de réir mar a athnuann an Roinn Cártaí Seirbhísí Poiblí do chustaiméirí.

Ar aon dul leis an téarnamh san iompar poiblí, tháinig méadú 52% ar luach na mbreisithe creidmheasa taistil, ó €142.4 milliún sa bhliain 2021 go €215.9 milliún sa bhliain 2022. Tháinig méadú 49% ar úsáid creidmheasa taistil freisin, ó €122.5 milliún sa bhliain 2021 go €182.6 milliún sa bhliain 2022. Bhí sé sin ag teacht leis an treocht ó thaobh breisithe creidmheasa de. I gcomhthreo leis sin, tháinig méadú 42% ar dhíolacháin ticéad do Chártaí Leap, ó €20.6 milliún sa bhliain 2021 go €29.2 milliún sa bhliain 2022. Tháinig méadú suntasach 95% ar an líon turas a tógadh trí chreidmheas taistil, ó 76.4 milliún ceann sa bhliain 2021 go 149.5 milliún ceann sa bhliain 2022. Tá an treocht sin ag teacht leis an treocht ó thaobh breisithe creidmheasa taistil de agus ó thaobh úsáide creidmheasa taistil de.

Tháinig méadú 48% ar an láimhdeachas iomlán, ó €143.0 milliún sa bhliain 2021 go €211.8 milliún sa bhliain 2022. Léiríonn an treocht sin méadú substaintiúil san ioncam foriomlán táillí a bailíodh, beag beann ar na lascainí 20% agus 50% ar tháillí a cuireadh chun feidhme le linn na bliana agus ar an táille 90 nóiméad a tugadh isteach i limistéar Bhaile Átha Cliath.

Tríd is tríd, léirítear sna sonraí go raibh méadú substaintiúil ann in úsáid Chárta Leap sa bhliain 2022.

Tábla 16 – Staitisticí Chárta TFI Leap

Tomhas	2022	2021	Athrú Céatadánach, 2022 v 2021
Líon Chártaí TFI Leap a díoladh	951,522	432,959	+120%
An líon Pasanna Saorthaistil a eisíodh ¹¹	-92,586	-330,809 ¹²	-
Luach an Chreidmheasa Taistil a ceannaíodh	€215.9	€142.4	+52%
Luach an Chreidmheasa Taistil a úsáideadh	€182.6	€122.5	+50%
Díolacháin táirgí ticéid	€29.2	€20.6	+42%
Turais (gan Pasanna Saorthaistil a áireamh)	158.5 m	81.5 m	+95%
Turais a tógadh le Pasanna Saorthaistil	28.0 m	19.4 m	+44%
An líon Breisithe Creidmheasa trí Aip Breisithe Creidmheasa TFI Leap	€125.4	€68.3	+83%

Cárta Leap TFI a Chur i bhFeidhm ar Sheirbhísí Tráthrialta Tuaithe Nasc Áitiúil TFI

Le linn na bliana 2022, chomhoibrigh an tÚdarás leis na 15 oifig réigiúnacha a sholáthraíonn seirbhísí Nasc Áitiúil TFI chun trealamh ticéadaithe atá comhoiriúnach le Cárta Leap agus leis an bPasanna Saorthaistil a chur i bhfeidhm ar gach seirbhís thráthrialta tuaithe. Cumasaíodh breis agus 100 seirbhís ar fud gach limistéir den tír faoi dheireadh na bliana 2022 agus cumasófar na seirbhísí eile i ráithe 1 den bhliain 2023. Ba é cuspóir foriomlán na hoibre sin trealamh ticéadaithe lena bhféadtar glacadh le Cártaí Leap agus le pasanna Saorthaistil a sholáthar ar sheirbhísí sceidealaithe Nasc Áitiúil:

- (a) ionas gur féidir glacadh le Cártaí Leap mar mhodh íocaíochta anois;
- (b) ionas gur féidir úsáid pasanna saorthaistil a thaifeadadh go leictreonach;
- (c) chun tuairisciú lárnach comhdhlúite ioncaim a sholáthar tríd an gcúloifig chomhdhlúite néal-óstáilte;
- (d) chun foirne an Údaráis agus foirne Nasc Áitiúil a chumasú seirbhísí a leathnú tuilleadh tríd an trealamh céanna a úsáid, rud a sholáthróidh seirbhís chomhsheasmhach ticéadaithe ar gach seirbhís.

Leanfar ar aghaidh leis an obair sin de réir mar a thugann an clár ‘Éire a Nascadh’ seirbhísí breise isteach.

Aistriú Conartha le haghaidh Oibríochtaí Chárta TFI Leap

Tá an conradh le haghaidh tacú le hoibríochtaí scéim Chárta Leap le haistriú chuig soláthraí nua sa bhliain 2023. Cuireadh tús leis an bpróiseas aistrithe sa bhliain 2022.

11. Eisíonn an Roinn Coimirce Sóisialaí pasanna saorthaistil.

12. Chuir an Roinn Coimirce Sóisialaí eisiúint na bPasanna Saorthaistil ar fionraí le linn phaindéim Covid-19. Tosaíodh ar chártaí a eisiúint agus a athnuachan an athuir. Mar sin féin, ba mhó an glanlón cártaí a chuaigh as feidhm sa bhliain ná an líon cártaí | nua a eisíodh sa bhliain, rud as ar tháinig figiúr diúltach.

Féachadh lena chinntiú nach mbeadh aon chur isteach ann ar sheirbhísí do chustaiméirí de réir mar a ghlacann an soláthraí nua an ghnáthfhreagracht laethúil as na seirbhísí air féin. Áirítear leis sin soláthraí dhíolacháin mhiondíola Chárta Leap agus an soláthraí seirbhísí athlódála a athrú. Tá an obair sin ar bun ag An Post agus ag PostPoint faoi láthair.

Aip Ticéadaithe Mhóibíligh TFI Go

Sa bhliain 2022, tháinig méadú mór ar an úsáid a bhaintear as TFI Go, aip ticéadaithe mhóibíligh an Údaráis. Faoi dheireadh na bliana 2022, bhí ticéid do 31 oibritheoir bus, idir oibritheoirí atá faoi úinéireacht phoiblí agus oibritheoirí atá faoi úinéireacht phríobháideach, á ndíol tríd an aip. Áiríodh leo sin gach seirbhís Oibleagáide Seirbhíse Poiblí de chuid Bhus Éireann, gach seirbhís Comaitéireachta de chuid Go-Ahead Ireland i mBaile Átha Cliath, agus gach Seirbhís Thráthrialta Tuaithe de chuid Nasc Áitiúil TFI ar fud na tíre. Ba é an príomhrud a bhí taobh thiar den mhéadú sin ná an úsáid a baineadh as TFI Go chun go bhféadfadh oibritheoirí príobháideacha bus páirt a ghlacadh sa scéim lasainí táillí d'aoisigh óga, áit a gcúitítear na cuideachtaí príobháideacha bus atá páirteach i leith gach ticéid a dhíoltar trí aip TFI Go. Bhí fás nádúrtha ann in úsáid na haipse freisin, de réir mar a tháinig méadú ar an bhfeasacht atá ag custaiméirí ar an aip. A bhúil leis an bhfás sin, bhain úsáid na haipse an leibhéal is airde riamh amach i mí na Samhna. Díoladh 40,000 ticéad le linn na míosa, agus an líon sin ar an bhfigiúr is airde go dtí seo. Táthar ag coinne leis go méadóidh úsáid na haipse arís eile sa bhliain 2023 de réir mar a chuirtear gnéithe agus oibritheoirí breise léi.

Tábla 17 - Aip Ticéadaithe Mhóibíligh TFI Go

Tomhas	2022	2021	Athrú Céatadánach, 2022 v 2021
Ticéid Mhóibíleacha a díoladh (líon)	191,118	12,809	+1,393%
Ticéid Mhóibíleacha a díoladh (luach)	€1,013,797	€98,177	+932%
Turais a Tógadh (líon)	313,11	38,701	+709%

Ticéadú na Chéad Ghlúine Eile

Tá an tÚdarás ag iarraidh córais ticéadaithe nua agus níos solúbtha a thabhairt isteach trína thionscadal maidir le Ticéadú na Chéad Ghlúine Eile, ar gné thábhachtach de Chlár BusConnects é. Tá sé beartaithe an córas ticéadaithe sin a chur in áit scéim rathúil ticéadaithe chomhtháite Chárta Leap TFI ar deireadh. Tar éis cúig iarrthóir sheanchleachta a shainaithint de bhun chéim gearrliostaithe an phróisis soláthair, ar chéim í a críochnaíodh sa bhliain 2021, chuir an tÚdarás tús le hidirphlé mionsonraithe leis na tairgeoirí gearrliostaithe le linn na bliana 2022. Leanadh próiseas atriallach, áit ar mhúnlaigh na tairgeoirí a réitigh bheartaithe bunaithe ar aiseolas ón Údarás. Laghdaíodh an líon iarrthóirí gearrliostaithe ó chúig cinn go trí cinn mar chuid den phróiseas sin, agus táthar ag súil leis go gcuirfidh na trí iarrthóir tairiscintí deiridh isteach sa bhliain 2023.

Uathaimsiú Feithiclí

Ós rud é go bhfuil na córais reatha uathaimsithe feithiclí ag teannadh le deireadh a saoil, chuir an tÚdarás tús le comórtas soláthair phoiblí sa bhliain 2021 chun teacht ar sholáthraí aonair chun córas nua-aimseartha a sholáthar lena chur in áit na gcóras éagsúil atá i bhfeidhm faoi láthair. Sa bhliain 2022, rinne an tÚdarás teagmháil le cliaint de chuid na gcúig thairgeoir ghearrliostaithe a sainithníodh sa bhliain 2021 agus chuaigh sé i mbun plé leis na cúig thairgeoir ghearrliostaithe ar na príomhghnéithe de riachtanais fheidhmiúla an Údaráis. Tá sé beartaithe ag an Údarás soláthraí a cheapadh de bhun tairiscint deiridh i lár na bliana 2023.

Ceanglaítear uathaimsiú feithiclí le haghaidh rialú seirbhíse a dhéanamh ar bhusanna, cumarsáid a dhéanamh le tiománaithe, feidhmíocht bealaí a rianú, agus faisnéis fíor-ama do phaisinéirí a ghiniúint le haghaidh scáileáin taispeána ar an tsráid agus aipeanna móibíleacha. Tá sé ina chuid dhílis d'fheidhm bainistíochta conartha an Údaráis maidir leis an líon ciliméadar arna n-oibriú agus poncúlacht an oibritheora de réir bealaigh a rianú.

Faisnéis Fíor-Ama do Phaisinéirí

Is é is Faisnéis Fíor-Ama do Phaisinéirí ann ná córas lena gcabhraítear le faisnéis dhinimiciúil iompair phoiblí a sholáthar do chustaiméirí trí aipeanna, suíomhanna Gréasáin agus scáileáin taispeána ar an tsráid. Chuir an tÚdarás tús le comórtas soláthair sa bhliain 2022 chun soláthar comharthaí breise taispeána ar an tsráid a fhoinsiú, lena n-áirítear roghanna breise amhail scáileáin taispeána a chumhachtaítear le ceallraí agus scáileáin taispeána is féidir a chur san áireamh i stadanna nua bus.

Bhí roinnt fadhbanna ag custaiméirí le cáilíocht na sonraí fíor-ama le linn na bliana 2022. Ceann amháin de na bunchúiseanna leis sin ba ea go raibh sé deacair do na hoibritheoirí bus seirbhísí a sholáthar mar gheall ar an easpa tiománaithe bus a bhí ar fáil. Cúis eile ba ea gur cealaíodh seirbhísí ar na córais éagsúla, rud a chuir busanna as radharc agus a chuir frustrachas ar chustaiméirí araon. Chuir an tÚdarás tús le roinnt gníomhartha feabhais chun aghaidh a thabhairt ar na fadhbanna sin. Ceann amháin de na gníomhartha is éifeachtaí ina leith sin a bheidh i gcóras nua uathaimsithe feithiclí aonair a fhoinsiú do gach oibritheoir bus in Éirinn, rud a dhéanfar tríd an tionscadal réamhluaite uathaimsithe feithiclí. Cinnteofar leis an gcóras sin go mbeidh foinse chomhsheasmhach aonair ann le haghaidh sonraí fíor-ama, ar sonraí iad a sholáthrófar ina bhfotha aonair agus ina bhformáid aonair.

Ina theannta sin, lean an tÚdarás ar aghaidh leis an obair atá ar bun aige chun sraith nua feidhmchlár a thabhairt isteach, lena n-áirítear Pleanálaí Turais Náisiúnta nua agus bogearraí nua táirgthe amchlár. Cé go raibh sé beartaithe an réiteach nua sin, ar a dtugtar TFI Live, a sheoladh sa bhliain 2022, seolfar é anois i ráithe 1 den bhliain 2023. Áireofar leis sin fothaí nua sonraí (leagan 2 den tSonraíocht Ghinearálta Fotha Tráichta) a sholáthar, ar fothaí iad a chomhroinnfear le cainéil tríú páirtí amhail Google Maps, HERE Maps, Apple Maps agus an pobal sonraí oscailte trí Data.Gov.ie, tairseach sonraí oscailte na hÉireann.

An Scéim Táillí d'Aosaigh Óga

Go luath sa bhliain 2022, chomhordaigh an tÚdarás an obair chun cur chun feidhme a dhéanamh ar thionscnamh Rialtais chun laghdúithe 50% i dtáillí a chur i bhfeidhm do dhaoine óga ar gach táille agus gach ticéad do thurais iompair phoiblí ar sheirbhísí Bhus Átha Cliath, Iarnród Éireann, Bhus Éireann, Luas, Go-Ahead Ireland agus Nasc Áitiúil TFI. Tacaíodh leis an laghdú sin do shealbhóirí Chárta Leap do Mhic Léinn, nár ghá dóibh aon ghníomh a dhéanamh. Ní gá do shealbhóirí Chárta Leap do Mhic Léinn ach íoc as a dturas trína gcárta. Baintear an táille laghdaithe as a gcárta ar an ngnáthshlí ansin. I gcás aosaigh óga nach mic léinn iad, d'oibrigh an tÚdarás le príomhsholáthraí Éireannach chun saoráid a sholáthar trínar féidir iarratas a dhéanamh ar Chárta Leap Aosaigh Óig agus Mic Léinn. Is ar líne a dhéantar an t-iarratas sin ar fad. Táirgtear na cártaí uile in Éirinn agus comhlíontar orduithe go pras. Seachadtar cártaí chuig custaiméirí le casadh an phoist tar éis na doiciméid uaslódáilte a fhíorú go digiteach. A luaithe a fhaigheann an custaiméir an Cárta Aosaigh Óig agus Mic Léinn, is féidir leis/léi é a úsáid ar gach seirbhís ábhartha iompair phoiblí. Cuireadh an obair sin ar fad i gcrích roimh an seoladh an 9 Bealtaine. Ina dhiaidh sin, ar fud shamhradh na bliana 2022, d'oibrigh an rannán um Theicneolaíocht Iompair chun tionscnamh an Chárta Aosaigh Óig agus Mic Léinn a leathnú chuig an earnáil tráchtála bus. Mar thoradh air sin, cuireadh 31 oibritheoir tráchtála bus le haip ticéadaithe mhóibíligh TFI Go. Chuaigh roinnt oibritheoirí eile isteach i scéim Chárta Leap ansin, agus trealamh ticéadaithe atá comhoiriúnach le Cárta Leap á sholáthar dóibh. Cuireadh é sin i bhfeidhm an 5 Meán Fómhair agus ghlac custaiméirí go maith leis.

An Timpeallacht Rialála agus Comhlíonta



Ós rud é go raibh roinnt de shrianta Covid-19 i bhfeidhm fós i dtús na bliana, bhí dúshlán don earnáil Beagfheithiclí Seirbhíse Poiblí ann sa bhliain 2022. Bhí bearta rialála éigeandála i bhfeidhm fós, áfach, chun tacú leis an tionscal.

Ba ann d'athruithe rialála a tugadh isteach sa bhliain 2022. Áiríodh leo sin rialachán nua ar fháiltigh custaiméirí roimhe agus lena gceanglaítear ar gach tiománaí tacsáí glacadh le híocaíochtaí gan airgead tirim trí theirminéal díolphointe iontacsáí le haghaidh íocaíochtaí gan airgead tirim nuair a iarrann paisinéirí amhlaidh.

Tháinig ordú nua táillí i bhfeidhm i mí Mheán Fómhair, agus é ceaptha chun soláthar seirbhísí iompair a dhreasú ag amanna buaicéilimh go mall san oíche.

Tairgeadh deontais fhlaithiúla do shealbhóirí ceadúnais nua agus do shealbhóirí ceadúnais atá ann cheana chun spreagadh a thabhairt dóibh feithiclí leictreacha, feithiclí astaíochtaí ísle agus feithiclí atá inrochtana ag cathaoireacha rothaí a fháil.

Tá an tÚdarás freagrach as na nithe seo a leanas laistigh den timpeallacht rialála agus comhlíonta:

- » an creat rialála agus an córas comhlíonta a fhorbairt don earnáil beagfheithiclí seirbhíse poiblí¹³ agus don earnáil tráchtála bus chun cáilíocht, sábháilteacht agus inrochtaineacht seirbhísí a fheabhsú;
- » a chinntiú go gcomhlíonann oibrítheoirí rialacháin reachtúla san earnáil teanntála beagfheithiclí seirbhíse poiblí, busanna tráchtála agus feithiclí;
- » a chinntiú go bhfuil na córais cheadúnúcháin agus achomhairc rialála atá i bhfeidhm sna hearnálacha sin éifeachtúil agus cóir d'oibrítheoirí agus d'achomharcóirí araon; agus
- » reachtaíocht an Aontais Eorpaigh maidir le Cearta Paisinéirí a fhorfheidhmiú a mhéid a bhaineann leis an taisteal de mhuir, d'iarnród agus de bhus/cóiste.

An Earnáil Beagfheithiclí Seirbhíse Poiblí

Tar éis phaindéim Covid-19

Ag teacht sna sála ar an maolú ar shrianta taistil i mí Feabhra 2022 agus ar athoscailt na n-earnálacha fáilteachais agus turasóireachta, thosaigh an tionscal beagfheithiclí seirbhíse poiblí an chéad chéim dá théarnamh tar éis dhá bhliain an-dúshlánach. Thug an tÚdarás faoi roinnt gníomhartha éagsúla agus chuir sé tús le bearta sealadacha rialála éigeandála chun tacú leis an tionscal le linn phaindéim Covid-19. Bhí cuid mhór de na bearta sin fós i bhfeidhm ar fud na bliana 2022. Áiríodh leo sin:

- » A chinntiú nach mbeadh ar aon tacsáí ná aon fhruilcharr imeacht ón bhflít ar bhonn aoise go dtí an bhliain 2023. Chabhraigh sé sin go mór leis na sealbhóirí féinfhostaithe ceadúnais feithicle ar imríodh mórthionchar eacnamaíoch orthu leanúint le seirbhísí iompair a sholáthar don phobal trí na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19) (Aois Incheadaithe Uasta), 2020, agus trí na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19), 2021;
- » Gach táille athnuachana ceadúnais feithicle caighdeánaí a tharscaoileadh go dtí an bhliain 2023 trí na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála

13. Tá an earnáil beagfheithiclí seirbhíse poiblí comhdhéanta d'fheithiclí tacsáí, fruilchair agus limisín, de thiománaithe féinfhostaithe, d'úinéirí agus de sheirbhísí coimhdeacha beagfheithiclé seirbhíse poiblí amhail seirbhísí áirithinte agus oibrítheoirí seachadta. Foilsíonn an tÚdarás faisnéis staitistiúil mhionsonraithe don earnáil beagfheithiclí seirbhíse poiblí san Fheasachán bliantúil ar bheagfheithiclí seirbhíse poiblí ar a shuíomh Gréasáin.

Covid-19) (Táillí), 2021;

- » An tréimhse ina bhféadfadh ceadúnas feithicle fanacht i stádas ‘Neamhghníomhach’, agus costais cheadúnais agus árachais a sheachaint, a dhúbailt ó 12 mhí go 24 mhí trí na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19) (Ceadúnas Éagtha), 2021. Rinneadh amhlaidh ar mhaithe le baill den tionscal a choinneáil ar fáil chun seirbhísí iompair a sholáthar don phobal;
- » Gach Ionad Tástála Iontrála do Thiománaithe Beagfheithicle Seirbhíse Poiblí a athoscailt ar aon dul le srianta Covid-19 chun 4,997 dtástáil a éascú d’iarrthóirí nua. Bhí an líon sin cothrom le méadú 96% ar an bhfigiúr don bhliain 2021;
- » An Scéim Aisiocaíochta Mótarchánach, ar scéim aon bhliana í, a chur i gcrích, agus 5,115 aisíocaíocht á n-eisiúint chuig na sealbhóirí ceadúnais feithicle sin a rinne iarratas;
- » An Scéim um Tháillí na Tástála Náisiúnta Gluaisteán a Tharscaoileadh, ar scéim aon bhliana í, a chur i gcrích, agus 19,414 thástáil saor in aisce á ndéanamh ar thacsaithe, ar fhruilcharranna agus ar limisíní; agus
- » Sraith suirbhéanna rollacha a dhéanamh ar thomhaltóirí agus ar sholáthraithe seirbhíse ar fud na tíre chun an soláthar agus an t-éileamh, ráta théarnamh an tionscail agus costais oibriúcháin, lena n-áirítear breosla agus árachas, a mheas ar mhaithe le heolas níos fearr a thabhairt don Údarás agus don Rialtas ar na dúshláin atá roimh an tionscal agus roimh thomhaltóirí agus ar conas a d’fhéadfaí an beartas a mhúnlú chun tacú le téarnamh iomlán.

Ina theannta sin, lean an Coiste Comhairleach um Beagfheithiclí Seirbhíse Poiblí le teacht le chéile sa bhliain 2022 chun comhairle a thabhairt don Údarás agus don Aire Iompair, de réir mar ba chúig, maidir le saincheisteanna a bhaineann le beagfheithiclí seirbhíse poiblí agus lena dtiománaithe.

Dúshláin sa Tionscal sa bhliain 2022

Mar atá mionsonraithe thuas, ba é a bhí i gceann amháin de na bearta a rinneadh chun tacú leis an tionscal beagfheithiclí seirbhíse poiblí le linn phaindéim Covid-19 ná rialacháin éigeandála a thabhairt isteach chun aois incheadaithe uasta na dtacsaithe agus na bhfruilcharranna sa fhlít beagfheithiclí seirbhíse poiblí a fhadú go sealadach. Rinneadh amhlaidh ag an am toisc go raibh easpa éilimh ann i measc paisinéirí le linn shrianta Covid-19, rud a laghdaigh cumas tuillimh na n-oibritheoirí beagfheithicle seirbhíse poiblí go mór. Mar thoradh ar na rialacháin éigeandála sin, níor ceanglaíodh ar aon tacsáí ná aon fhruilcharr imeacht ón bhflít beagfheithiclí seirbhíse poiblí de bharr aoise le linn na srianta (2020, 2021 agus 2022).

Cé go raibh an beart sealadach sin le teacht chun deiridh sa bhliain 2022, agus cé gur fhill úsáid na bhfeithiclí ag paisinéirí ar ais ar na leibhéil a bhí ann roimh phaindéim Covid-19, tháinig dúshláin nua chun cinn sa bhliain 2022 i ndáil leis an bhfáil ar fheithiclí. Mar thoradh ar dhúshláin aeráide, fuinnimh agus gheopholaitiúla go háirithe, níl sé indéanta gach beagfheithicil seirbhíse poiblí a bhfuil a ré caite a athsholáthar sa bhliain 2023 ná sa chúpla bliain ina diaidh. Tá roinnt cúiseanna ann leis na tosca a bhfuil sealbhóirí ceadúnais ag dul i ngleic leo le haghaidh beagfheithiclí seirbhíse poiblí a bhfuil a ré caite a athsholáthar. Áirítear iad seo a leanas leo sin:

- » Ionsaí míleata na Rúise ar an Úcráin, rud as ar tháinig leanúint neamhthuartha den

ghanntanas domhanda sliseanna leathsheoltóra, neoin, nicile agus pallaidiam, toisc gur mórtháirgeoirí na bpríomh-amhábhbar a úsáidtear i monaraíocht leathsheoltóirí iad an dá thír;

- » Cóimheas fuinnimh san Eoraip;
- » Cur isteach ar lóistíocht sa Ghearmáin;
- » Dianghlasálacha Covid-19 sa tSín; agus
- » Soláthar d'Éirinn.

Mar thoradh air sin, d'achtaigh an tÚdarás na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Teagmhasachta - Soláthar Feithiclí) (Aois Incheadaithe Uasta), 2022, an 18 Samhain 2022 chun go bhféadfaí ceadúnú a dhéanamh ar thacsaithe agus fruilcharranna incháilithe dá n-oibriú ar feadh tréimhse is faide ná na gnáthcheanglais aoise incheadaithe uasta.

Leis na rialacháin sin, ceadaítear an dáta deiridh oibriúcháin le haghaidh feithiclí ceadúnaithe a bhí chun a ndáta deiridh oibriúcháin/a n-aois incheadaithe uasta a bhaint amach idir an 13 Márta 2020 agus an 31 Nollaig 2024 a fhadú. Leanadh ar aghaidh le cláir shuntasacha um chumarsáid leis an tionscal ar fud na bliana 2022.

Athruithe Rialála sa bhliain 2022

Ar aon dul leis an gcuispóir straitéiseach atá ann an creat rialála don earnáil beagfheithiclí seirbhíse poiblí a thabhairt chun aibíochta ar mhaithe le feabhas a chur ar cháilíocht, sábháilteacht, inbhuanaitheacht agus inrochtaineacht na seirbhísí iompair phoiblí sin, chuir an tÚdarás cúig athbhreithniú rialála agus comhairliúcháin phoiblí ghaolmhara i gcrích sa bhliain 2022.

» An Uastáille Náisiúnta Tacsáí

De bhun alt 24 den Acht um Rialáil Tacsaithe, 2013 (Uimh. 37 de 2013), tosaíodh an tOrdú um Rialáil Tacsaithe (Uastáillí), 2022, an 1 Meán Fómhair 2022.

Méadaíodh uastáillí leis an Ordú sin, agus ualaíodh an méadú go trom leis i dtreo turais oíche chun an méadú i gcostais oibriúcháin atá le híoc ag tiománaithe tacsáí a léiriú agus chun an soláthar seirbhísí iompair ag amanna buaicéilimh go mall san oíche a dhreasú. Bhí an méadú cothrom le 12% ar an meán. Ní raibh ach athrú beag ann don taisteal seachbhuaice.

» Saoráidí Íocaíochta gan Airgead Tirim laistigh de Thacsaithe

De bhun alt 20 agus alt 48 den Acht um Rialáil Tacsaithe, 2013 (Uimh. 37 de 2013), ceanglaíodh leis na Rialacháin Beagfheithiclé Seirbhíse Poiblí (Saoráid Íocaíochta gan Airgead Tirim), 2022, ar gach tiománaí tacsáí glacadh le híocaíochtaí gan airgead tirim ón 1 Meán Fómhair 2022 nuair a iarrann custaiméirí é sin trí theirminéal díolphointe íocaíochta gan airgead tirim laistigh den tacsáí.

» Aois Uasta Tacsaithe agus Fruilcharranna

De bhun alt 31 de na Rialacháin um Rialáil Tacsaithe (Beagfheithicil Seirbhíse Poiblí), 2015 (arna leasú), tosaíodh na Rialacháin um Beagfheithicilí Seirbhíse Poiblí (Beart Teagmhasachta - Soláthar Feithiclí) (Aois Incheadaithe Uasta) i mí na Samhna 2022. Mar atá mionsonraithe thuas, soláthraíodh leis na rialacháin sin foráil teagmhasachta shealadach eisceachtúil chun tacsaithe agus fruilcharranna a cheadú fanacht sa fhlíit ar

bhonn sealadach.

» **Fíneálacha - Díriú ar Shábháilteacht, ar Chosaint Tomhaltóirí agus ar Sheirbhísí d'Úsáideoirí faoi Mhíchumas**

De bhun alt 73 den Acht, agus chun sábháilteacht agus cosaint tomhaltóirí a chur chun cinn, leasaigh an tÚdarás an méid forordaithe a ghearrtar i leith na gcionta íocaíochta seasta atá leagtha amach i Sceideal 8 a ghabhann leis na Rialacháin um Rialáil Tacsaithe (Beagfheithicil Seirbhíse Poiblí), 2015. Thug an tÚdarás pionós seasta nua (fíneáil) isteach freisin i leith idirdhealú a dhéanamh in aghaidh úsáideoirí seirbhíse faoi mhíchumas. Cabhróidh sé sin le sábháilteacht phoiblí agus cáilíocht an tsoláthair seirbhíse a chinntiú, mar aon lena chinntiú go mbeidh oibritheoirí comhlíontach agus go dtabharfar cosaint do thomhaltóirí. Tháinig na Rialacháin um Beagfheithicilí Seirbhíse Poiblí (Cionta Íocaíochta Seasta agus Tréimhse Ceadúnais Tiománaí), 2022, i bhfeidhm an 1 Eanáir 2023.

» **Thréimhse Bailíochta an Cheadúnais Tiománaí Beagfheithicilí Seirbhíse Poiblí**

Rinneadh leasú ar alt 7(3)(a) de na Rialacháin um Rialáil Tacsaithe (Beagfheithicilí Seirbhíse Poiblí), 2015, i ndáil le Tréimhse Bhailíochta an Cheadúnais Tiománaí Beagfheithicilí Seirbhíse Poiblí, bunaithe ar iarraidh ón nGarda Síochána. Tháinig an leasú sin i bhfeidhm an 1 Eanáir 2023.

Ceadúnú Feithicilí

Mar thoradh ar thionchar leanúnach phaindéim Covid-19, tháinig laghdú 9.6% ar an líon tacsaithe, fruilcharranna agus limisíní gníomhacha a bhí ceadúnaithe sa bhliain 2020. Tháinig laghdú 2% eile ar an líon sin sa bhliain 2021. Tháinig méadú 2% ar an líon feithicilí sa fhlít sa bhliain 2022, áfach. Bhí stádas neamhghníomhach ag 3,247 gceadúnas feithicilí an 1 Eanáir 2022; d'fhill 903 cinn díobh sin ar ais ar stádas gníomhach ina dhiaidh sin, a fhágann go bhfuil 19,281 fheithicilí ceadúnaithe san iomlán ann sa fhlít anois.

Cigireachtaí ar Oiriúnacht Feithicilí

Ní mór gach ceadúnas tacsáí, fruilchairr agus limisín a athnuachan ar bhonn bliantúil ar a laghad chun leanúint ar aghaidh lena n-oibriú. Is gá ceadúnais le haghaidh feithicilí atá os cionn 10 mbliana d'aois a athnuachan gach sé mhí. Suitear ródacmhainneacht gach feithicilí ar an gcéad dul síos tríd an Tástáil Náisiúnta Gluaisteán, rud a soláthraíonn an tÚdarás um Shábháilteacht ar Bhóithre é. Is ann do chigireacht leithleach ina dhiaidh sin, rud a soláthraíonn an tÚdarás é, chun a dhéanamh amach an bhfuil an fheithicilí oiriúnach dá húsáid mar bheagfheithicilí seirbhíse poiblí nó nach bhfuil. Rinneadh 25,195 chigireacht aonair san iomlán ar oiriúnacht feithicilí sa bhliain 2022, rud a bhí cothrom le méadú 2% ar an bhfigiúr don bhliain 2021.

Feithicilí Inbhuanaithe

Bhí an bhliain 2022 ar an gceathrú bliain inar cuireadh an scéim deontas le haghaidh beagfheithicilí leictreacha seirbhíse poiblí ar fáil. Tá sé mar aidhm leis an scéim sealbhóirí ceadúnais tacsáí, fruilchairr agus limisín atá nua agus atá ann cheana a spreagadh feithicilí leictreacha agus feithicilí astaíochtaí ísle a fháil. Mhéadaigh an Roinn Iompair an méid cistiúcháin a sholáthraíonn sí don scéim ó €2m go €15m sa bhliain 2021 agus

sholáthair sí an méid céanna cistiúcháin sa bhliain 2022. Cuireadh deontais arbh fhiú suas le €20,000 iad ar fáil do shealbhóirí ceadúnais beagfheithicle seirbhíse poiblí atá ann cheana ionas go bhféadfadh siad seanfheithiclí díosail/peitрил agus/nó feithiclí ardmhíleáiste díosail/peitрил a scrapáil chun samhlacha nua lánleictreacha a cheannach. Riarann an tÚdarás an deontas sin thar ceann na Roinne Iompair. Cuireadh 634 fheithicil leictreacha a ceannaíodh le cúnamh deontas leis an bhflít sa bhliain 2022.

Bhí cúig fheithicil lánleictreacha ann sa fhlít sa bhliain 2018. Bhí 1,369 bhfeithicil leictreacha ann sa fhlít faoi dheireadh na bliana 2022, cothrom le 7.1% den fhlít foriomlán.

Feithiclí atá Inrochtana ag Cathaoireacha Rothaí

Ceann amháin de na príomhchuspóirí atá ag an Údarás faoin Acht um Rialáil Tacsaithe, 2013, is ea seirbhís ardchaighdeáin ag beagfheithiclí seirbhíse poiblí agus a dtiománaithe a chur chun cinn agus rochtain ag daoine faoi mhíchumas ar bheagfheithiclí seirbhíse poiblí a chur chun cinn. Osclaíodh an Scéim Deontas le haghaidh Feithiclí atá Inrochtana ag Cathaoireacha Rothaí 2022 i dtús mhí Eanáir ar mhaithe leis an gcuspoir sin a chur chun cinn.

Cuireadh deontais arbh fhiú suas le €7,500 iad ar fáil d'aon duine a measadh a bheith oiriúnach faoin reachtaíocht um beagfheithiclí seirbhíse poiblí ceadúnas feithicle a shealbhú (mar shampla, ceanglas imréitigh cánach). Fuarthas 717 n-iarratas ar an Scéim Deontas le haghaidh Feithiclí atá Inrochtana ag Cathaoireacha Rothaí 2022 agus cuireadh 312 fheithicil a ceannaíodh le cúnamh deontais leis an bhflít (231 cheadúnas nua agus 81 cheann eile d'fheithiclí athsholáthair/uasghrádaithe). Ceadúnaíodh 22 fheithicil eile atá inrochtana ag cathaoireacha rothaí agus nach bhfuarthas aon deontais ina leith le linn na bliana freisin. Cé gur imir an easpa reatha feithiclí oiriúnacha atá ar fáil tionchar diúltach ar spriocanna, táthar ag súil leis go sárófar an easpa soláthair sin sa bhliain 2023/2024.

Bhí 4% den fhlít inrochtana ag cathaoireacha rothaí (850 feithicil) sa bhliain 2014. Faoi dheireadh na bliana 2022, mhéadaigh an figiúr sin go níos mó ná 17% (3,347 bhfeithicil).

Leanann foireann comhlíonta an Údaráis le díriú ar sholáthar cuí seirbhísí ag tiománaithe feithicle atá inrochtana ag cathaoireacha rothaí, agus aisíocaíochtaí deontais á lorg i gcás nach mbíonn aon seirbhís á soláthar de réir na gcoinníollacha ceadúnúcháin.

Seirbhísí Fruilchairr Limistéir Áitiúil

Aithníonn an tÚdarás nach féidir leis an iompar poiblí reatha freastal ar na héilimh thaistil atá ag roinnt pobal i gceantar tuaithe na hÉireann toisc nach bhfuil sé ar fáil ar chor ar bith nó toisc nach bhfuil sé ar fáil ag na hamanna riachtanacha. Bunaíodh an chatagóir ceadúnais fruilchairr limistéir áitiúil chun seirbhísí iompair aonair a sholáthar i limistéir iargúlta thuaithe ag a bhfuil éileamh nach bhfuiltear ag freastal air ach nach féidir leo tacú le seirbhís lánaimseartha tacsáí nó fruilchairr. Dá réir sin, éascaíonn an chatagóir ceadúnais sin iontráil ísealchostais do sholáthraithe seirbhíse. Cé go bhfuil an t-ionad bailithe teoranta do limistéar léarscáilithe timpeall ar áit chónaithe an tiománaí, féadfar an turas a chríochnú cibé áit a n-éilíonn an paisinéir. Mar sin féin, ní fhéadfaidh aon seirbhís fruilchairr limistéir áitiúil áit aon seirbhíse caighdeánaí tacsáí nó fruilchairr atá ag oibriú sa limistéar cheana féin a ghlacadh.

Ní gá d'iarratasóirí ach ceanglais áitiúla cheadúnúcháin beagfheithicle seirbhíse poiblí a chomhlíonadh (ní gá do thiománaithe pas a fháil sa tástáil eolais ar an limistéar contae)

agus, murab ionann agus seirbhísí lánaimseartha tacsáí nó fruilchairr, ní gá dóibh feithiclí atá inrochtana ag cathaoireacha rothaí a sholáthar. Mar sin féin, ní fhéadfar ceadúnas chun fruilcharr limistéir áitiúil a thiomáint a fháil ach amháin ón nGarda Síochána tar éis an próiseas grinnfhiosrúcháin a chur i gcrích go rathúil.

Ag deireadh na bliana 2022, b'ann do 23 sheirbhís fruilchairr limistéir áitiúil a bhí ceadúnaithe sa Stát.

Ceadúnú Tiománaithe

Oibríonn an tÚdarás i ndlúthchomhar leis an nGarda Síochána chun riar a dhéanamh ar na próisis um iarratas a dhéanamh ar cheadúnas agus um cheadúnas a athnuachan, lena n-áirítear an Tástáil Iontrála do Thiománaithe Beagfheithicle Seirbhíse Poiblí a riar agus cártaí aitheantais tiománaithe beagfheithicle seirbhíse poiblí a eisiúint. Mar údarás ceadúnúcháin le haghaidh ceadúnais tiománaí beagfheithicle seirbhíse poiblí, is é an Garda Síochána atá freagrach go fóill as próisis ghrinnfhiosrúcháin a sheoladh i leith gach tiománaí tráth an iarratais agus tráth gach athnuachana ceadúnais cúig bliana ina dhiaidh sin.

Mar gheall ar an laghdú 6.6% a tháinig ar an líon ceadúnas tiománaí beagfheithicle seirbhíse poiblí ar fud na tíre ó mhí an Mhárta 2020 (roimh phaindéim Covid-19) go deireadh na bliana 2021, sheol an tÚdarás feachtas dírithe earcaíochta tiománaithe ar fud an raidió, an phreasa agus na meán sóisialta i mí Iúil 2022 ar mhaithe le hiontrálaithe nua a mhealladh chuig an tionscal. San fheachtas sin, cuireadh chun cinn na tairbhí a bhaineann lena bheith ag obair mar thiománaí beagfheithicle seirbhíse poiblí agus leagadh amach na céimeanna simplí atá le leanúint chun dul isteach sa tionscal. Sheol an tÚdarás feachtas earcaíochta den sórt sin roimhe sin sa bhliain 2018, agus méadú 103% ag teacht ar an líon tiománaithe nua sa bhliain 2019 ansin. Ag teacht sna sála ar an bhfeachtas sa bhliain 2022, tháinig méadú 121% cheana féin ar an líon ceadúnas nua tiománaí a eisíodh i gcomparáid leis an bhfigiúr don bhliain 2021. Fágann sé sin gur mó i bhfad an figiúr reatha arís ná na figiúirí a bhí ann roimh an mbliain 2018, agus an méid a thit amach le linn phaindéim Covid-19 sáraithe anois. Cé gur thug 2,461 iarrthóir faoi 4,997 dTástáil Iontrála do Thiománaithe Beagfheithicle Seirbhíse Poiblí san iomlán, níor athosclaíodh na hionaid tástála ina n-iomláine an athuir ach amháin i mí na Bealtaine.

D'fhill 12% de cheadúnais neamhghníomhacha tiománaí beagfheithicle seirbhíse poiblí ar ais ar stádas gníomhach agus bhí an líon foriomlán ceadúnas tiománaí beagfheithicle seirbhíse poiblí a bhí ann cheana (athnuachaintí) fós cobhsaí sa bhliain 2022, rud a d'fhág go raibh 25,393 tiománaí cheadúnaithe beagfheithicle seirbhíse poiblí ann. Bhí sé sin cothrom le laghdú 6.7% (1,835 dhuine) ar an líon tiománaithe a bhí ann roimh phaindéim Covid-19 (Márta 2020). I gcás tiománaithe atá i dteideal oibriú i mBaile Átha Cliath, tá an laghdú cothrom le 4.7% (15,390 duine go 14,665 dhuine).

Gníomhaíochtaí Forfheidhmiúcháin

Rinneadh breis agus 204,000 seiceáil ar cheadúnais feithicle agus ar cheadúnais tiománaí le linn na bliana 2022 i leith 17,296 fheithicil aonair (seiceáladh 90% de cheadúnais bheagfheithicle seirbhíse poiblí le linn na feithiclí a bheith á n-oibriú le linn na bliana, figiúr a mhéadaigh go 98% i gcás feithiclí atá inrochtana ag cathaoireacha rothaí agus go 96% i gcás tacsaithe caighdeánacha).

Mar gheall ar an maolú ar shrianta Covid-19, bhí Oifig Chomhlíonta in ann 12,688

n-iniúchadh aghaidh ar aghaidh a dhéanamh cois bóthair. Bhí sé sin cothrom le méadú 150% ar an bhfigiúr don bhliain 2021 agus bhí sé ag teacht leis an bhfigiúr roimh an bpaindéim.

Mar thoradh ar na gníomhaíochtaí comhlíonta sin, eisíodh 655 Fhógra Íocaíochta Seasta (fíneálacha ar an láthair) sa bhliain 2022 i leith cionta atá luaite i Sceideal 8 a ghabhann leis na Rialacháin um Rialáil Tacsaithe (Beagfheithicil Seirbhíse Poiblí), 2015, ar aon dul le cosaint agus sábháilteacht custaiméirí. Cé go raibh sé sin cothrom le méadú 317% ar an bhfigiúr don bhliain 2021, níor fhill an líon ar ais ar an bhfigiúr a bhí ann roimh an bpaindéim go fóill. Is féidir é sin a chur síos don chur chuige a ghlac an tÚdarás le linn na paindéime, áit ar fhéach sé le hoideachas a chur ar shealbhóirí ceadúnais faoi na hoibleagáidí dlíthiúla atá orthu, agus na hoibleagáidí sin a mheabhrú dóibh, i gcás na gcionta is lú tromchúis, á aithint gur stad a lán oibritheoirí beagfheithicil seirbhíse poiblí ag obair ar feadh tréimhsí fada mar gheall ar an bpaindéim.

Íocadh go pras 85% de na Fógraí Íocaíochta Seasta a eisíodh sa bhliain 2022 agus tarchuireadh na Fógraí eile lena n-ionchúiseamh sna Cúirteanna Dúiche ar fud na tíre. Tá roinnt de na Fógraí sin fós le héisteacht os comhair na gcúirteanna sa bhliain 2023 mar gheall ar an riaráiste i gcásanna cúirte ar fud na tíre.

Ionchúisimh

Thionscain an tÚdarás 146 ionchúiseamh choiriúla sa bhliain 2022, ar bhain níos mó ná a leath (55%) le seirbhís neamhcheadúnaithe a oibriú. Is é sin an réimse a bhfuilimid ag díriú air anois tar éis na paindéime. D'éirigh leis an Údarás in 89% de na hionchúisimh a tionscnaíodh.



Tábla 18 - Ionchúisimh i leith Beagfheithiclí Seirbhíse Poiblí

Cionta		2022 Cásanna	2021 Cásanna
Beagfheithicil neamhceadúnaithe seirbhíse poiblí a oibriú	Gan ceadúnas tiomána ná ceadúnas feithicle a bheith ann	54	14
	Gan ceadúnas tiomána a bheith ann	12	33
	Gan ceadúnas feithicle a bheith ann		
	Cead a thabhairt do thiománaí neamhceadúnaithe oibriú/ cead a thabhairt feithicil neamhceadúnaithe a oibriú/ Mainneachtain taifid chruinne a choimeád	20	15
Táille ró-ard a ghearradh (costais 'bhreise' nach raibh aon údar leo ach a bhí dleathach a chur le táille)		2	2
Riocht na feithicle		0	1
Na dualgais ar thiománaithe beagfheithicle seirbhíse poiblí i leith paisinéirí		1	1
Comhartha tacsáí a chur ar taispeáint go neamhdhleathach/ Mainneachtain comharthaíocht a bhaint d'fheithicil neamhceadúnaithe		22	16
Seirbhís neamhceadúnaithe beagfheithicle seirbhíse poiblí a fhógairt		2	5
Dul thar an líon uasta paisinéirí		3	0
Faisnéis bhréagach nó mhíthreorach a thabhairt go feasach do dhuine údraithe		3	5
Fruilcharr/limisín a bheith ina sheasamh lena fhruilíú		7	0
		140	105
Ionchúisimh Bhreise			
Ionchúisimh i leith Cionta ar eisíodh Fógra Íocaíochta Seasta ina leith		6	48
Iomlán		146	153

Teanntáil Feithiclí

Áirítear leis an sainchúram atá ar an Údarás i leith teanntáil feithiclí gníomhaíochtaí teanntála a rialáil, próiseas achomhairc a bhainistiú agus a riar agus gearáin a imscrúdú.

Sa bhliain 2022, d'fhill gníomhaíochtaí um theanntáil feithiclí a rialáil, ar imríodh tionchar suntasach orthu le linn na paindéime, ar ais ar na leibhéil a bhí ann roimh an bpaindéim.

D'fhill an líon achomharc a fuarthas ar ais ar na leibhéil a bhí ann roimh an bpaindéim freisin.

Achomhairc chuig Oifigeach Achomhairc Teanntála

Tá gluaisteánaí a ndearnadh a f(h)eithicil a theanntáil nó a athlonnú i dteideal achomharc a dhéanamh in aghaidh an chinnidh sin. Bunaíodh próiseas achomhairc dhá chéim chun na críche sin. Féadfar achomharc a dhéanamh chuig an Údarás tar éis toradh míshásúil a bheith ann ar achomharc tosaigh a dhéanamh chuig an rialaitheoir páirceála. Déanfaidh Oifigeach Achomhairc Teanntála neamhspleách athbhreithniú ar achomharc a cuireadh chuig an Údarás. Tar éis dó/di scrúdú a dhéanamh ar an bhfaisnéis ón dá pháirtí, déanfaidh an tOifigeach Achomhairc Teanntála cinneadh ar an achomharc.

Ba iad na príomhfhórais le hachomhairc a luaigh gluaisteánaithe in achomhairc a rinneadh chuig an Údarás sa bhliain 2022 ná saincheisteanna a bhain le páirceáil íoctha, lena áiríodh feidhmiúlacht aipe páirceála, an dóigh ar cuireadh ticéid ar taispeáint, an úsáid a baineadh as ceadanna, agus comharthaíocht neamh-leordhóthanach.

I gcás go gceadóidh Oifigeach Achomhairc Teanntála achomharc, ceanglófar ar an rialaitheoir páirceála an muirear/na muirir iomchuí a aisíoc leis an ngluaisteánaí.

Tábla 19 - Achomhairc Theanntála chuig an Údarás Náisiúnta Iompair

Tomhas	2022	2021
Achomhairc a tugadh ar aghaidh ón mbliain roimhe	105	407
Achomhairc nua a fuarthas	1,659	2,350
Iomláin	1,764	2,757
Achomhairc a cuireadh i gcrích	1,357	2,540
Achomhairc a raibh cinneadh fós le déanamh orthu amhail an 31 Nollaig	407	217

Tábla 20 - An Toradh ar Achomhairc Theanntála 2022

An Líon Achomharc a Breithníodh	Achomhairc a Ceadaíodh (Aisíocaíocht Iomlán)	Achomhairc Nár Ceadaíodh (Níor Tugadh Aisíocaíocht)
2,540	1,051 (41%)	1,489 (59%)

Comharthaíocht Faisnéise Teanntála

Leanadh ar aghaidh sa bhliain 2022 le meastóireacht a dhéanamh ar chomhlíonadh comharthaíochta faisnéise teanntála ag áiteanna teanntála. Cuireadh 100 cigireacht i gcrích chun a fhíorú cé acu a chomhlíon nó nár chomhlíon comharthaí teanntála feithicilí an reachtaíocht. Leantar ar aghaidh le fionnachtana na gcigireachtaí a chur ar aghaidh chuig na rialaitheoirí páirceála iomchuí, áit a leagtar amach, nuair is gá, na gníomhartha a theastaíonn chun comhlíonadh a bhaint amach.

Comhlíonadh Gníomhaíochtaí Teanntála

Rinneadh 60 seiceáil comhlíonta san iomlán sa bhliain 2022. Deimhníodh i bhformhór na seiceálacha sin gur seoladh gníomhaíochtaí teanntála i gcomhréir leis na rialacháin, agus neamhchomhlíonadh na rialachán teanntála feithiclí á mbrath i roinnt bheag cásanna. Sna cásanna sin, ceanglaíodh ar rialaitheoirí páirceála agus ar oibrítitheoirí teanntála gníomhartha feabhais a dhéanamh chun comhlíonadh a léiriú. Eisíodh trí ordachán de réir an Achta um Theanntáil Feithiclí, 2015, áit ar ordáíodh do Rialaitheoirí Páirceála gníomhartha a dhéanamh chun comhlíonadh na Rialachán um Theanntáil Feithiclí agus um Chomharthaíocht, 2017, a léiriú.

Ceartha Paisinéirí an Aontais Eorpaigh

Mar Chomhlacht Forfheidhmiúcháin Náisiúnta ainmnithe d'Éirinn le haghaidh Chearta Paisinéirí an Aontais Eorpaigh, thug an tÚdarás freagra ar 45 fhiosrú a fuarthas ón bpobal maidir lena gcearta faoi na Rialacháin. Ba leis an iompar muirí a bhain formhór na bhfiosruithe sin.

Bhain na príomh-shaincheisteanna le heaspa faisnéise, le hathródú agus le haisíocaíocht, go háirithe i gcás go bhféadfadh gur dhiúltaigh iompróirí do phaisinéirí a chúiteamh in airgead tirim agus nár tairgeadh ach dearbháin dóibh i gcásanna inar chealaigh an t-oibrítitheoir seirbhís.

Thug Cúirt Bhreithiúnais an Aontais Eorpaigh breithiúnas suntasach i ndáil leis an Rialachán maidir le Ceartha Paisinéirí Muirí i mí Mheán Fómhair 2021, rud a bhí i bhfabhar paisinéirí. Sa chás sin, thionscain an tÚdarás, mar Chomhlacht Forfheidhmiúcháin Náisiúnta na hÉireann, caingean in aghaidh Irish Ferries de dheasca sheoltaí áirithe W.B. Yeats a chealú sa bhliain 2018. Ina dhiaidh sin sa bhliain 2022, cheap Irish Ferries, le comhaontú an Údaráis, scéim chun cúiteamh a sholáthar do phaisinéirí cáilitheacha de réir Airteagal 18 agus Airteagal 19 de Rialachán (AE) 1177/2020 i leith sheoltaí áirithe W.B. Yeats a chealú sa bhliain 2018. Bhí an scéim sin ar siúl ón 1 Márta 2022 go dtí an 31 Bealtaine 2022.

Lean an tÚdarás de bheith ag obair go dlúth leis an gCoimisiún Eorpach, agus tuilleadh ionchur á soláthar aige maidir leis an meastóireacht leanúnach ar na Rialacháin maidir le Ceartha Paisinéirí Bus agus Cóiste agus maidir le Ceartha Paisinéirí Muirí. Lean sé de bheith ag freastal ar roinnt cruinnithe faisnéise maidir leis na meastóireachtaí sin freisin. Chomh maith leis sin, ghlac an tÚdarás páirt i roinnt cruinnithe de chuid shainghrúpaí na gComhlachtaí Forfheidhmiúcháin Náisiúnta sa bhliain 2022.

Tugadh cuireadh don Údarás páirt a ghlacadh i staidéar le haghaidh an creat um chearta paisinéirí ar fud gach modha a dhéanamh slán i bhfad na haimsire. D'fhreastail an tÚdarás ar roinnt ceardlann chun plé a dhéanamh ar thograí le haghaidh bearta athbhreithnithe beartais agus roghanna athbhreithnithe beartais.

Leanann an tÚdarás le heolas a thabhairt d'iompróirí agus don phobal araon ar Rialachán (AE) 2021/782 maidir le Ceartha Paisinéirí Iarnróid, ar leagan athmhúnlaithe é de na Rialacháin roimhe maidir le cearta agus oibleagáidí paisinéirí iarnróid. Beidh feidhm ag formhór na bhforálacha den Rialachán nua ón 7 Meitheamh 2023.

Gníomhaíocht Comhlíonta i leith Seirbhísí Ceadúnaithe Bus

Lean an tÚdarás le hoibríochtaí comhlíonta a spriocdhíriú ar na gníomhaíochtaí sin atá ar bun ag oibrítheoirí agus lena ngabhann an bhagairt is mó ar ionracas an chórais ceadúnúcháin bus. Seoladh oibríochtaí comhlíonta ar fud na tíre, agus meascán de ghníomhaíocht fhollas agus de ghníomhaíocht cheilte i gceist leo. Seoladh 96 oibríocht san iomlán sa bhliain 2022, agus 2,013 cinn de bhusanna agus de chóistí á n-iniúchadh lena linn.

Mar thoradh air sin, d'eisigh an tÚdarás 110 litir soiléirithe i ndáil le seirbhísí neamhcheadúnaithe féideartha, i ndáil le sárúithe féideartha ar choinníollacha ceadúnais nó le linn dó gníomh leantach a dhéanamh ar ghearáin a fuarthas. Trí na gníomhaíochtaí comhlíonta a cuireadh i gcrích le linn na tréimhse seo, baineadh amach 74 cinn d'iarratais nó de leasuithe ar Sheirbhísí Poiblí Bus do Phaisinéirí. Ba de bhun idirghabháil comhlíonta a tháinig 21% de na hiarratais nua uile a fuair an tÚdarás ar cheadúnais bhus.

Ina theannta sin, seoladh roinnt oibríochtaí chun faireachán a dhéanamh ar sheirbhísí a fuair cistiú faoin gConradh Dír-Dhámhachtana Éigeandála nó faoin gComhaontú Deontais De Minimis.



Ráitis Airgeadais

Don bhliain dar críoch an 31 Nollaig 2022



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Comhaltaí Boird	
An tUas. Fred Barry (Cathaoirleach)	(Ar tháinig a cheapachán chun deiridh an 27 Samhain 2022)
An tUas. Peter Strachan	(A ceapadh an 11 Aibreán 2023)
Anne Graham Uas. (Príomhfheidhmeannach)	
An tUas. Hugh Creegan	
An tUas. Owen Keegan	
Ann Fitzgerald Uas.	
An tUas. Pat Mangan	
An tUas. Frank O'Connor	
An tUas. Brian McCormick	(A athcheapadh an 31 Iúil 2022)
An tUas. David Gray	(A athcheapadh an 31 Iúil 2022)
An tUas. Iain Docherty	
Eleanor O'Neill Uas.	
Joyce Loughnan Uas.	
Aturnaetha	
McCann Fitzgerald Riverside One 37-42 Cé Sir John Rogerson Baile Átha Cliath 2 D02 X576	Baincéirí
Iniúchóirí	Bainc-Aontas Éireann cpt 1-4 Sráid Bhagóid Íochtarach Baile Átha Cliath 2 D02 X342
An tArd-Reachtair Cuntas agus Ciste 3A Sráid an Mhéara Uachtarach Baile Átha Cliath 1 D01 PF72	Gníomhaireacht Bainistíochta an Chisteáin Náisiúnta Duga an Stáitchiste 70 Cé an Phoirt Thuaidh D01 A9T8

Ráiteas Rialachais agus Tuarascáil na gComhaltaí Boird

Don bhliain dar críoch an 31 Nollaig 2022

Rialachas

Tá an tÚdarás Náisiúnta Iompair (“an tÚdarás”) ina chomhlacht reachtúil neamhthráchtála stáit a oibríonn faoi choimirce na Roinne Iompair (“RI”).

Bunaíodh an tÚdarás de bhun an Achta um Údarás Iompair Bhaile Átha Cliath 2008 agus ceapadh é ar dtús chun a bheith ina údarás iompair do Mhórlimistéar Bhaile Átha Cliath faoi Acht 2008. Athainmníodh é ina dhiaidh sin, áfach, mar Údarás Náisiúnta Iompair san Acht um Rialáil Iompair Phoiblí 2009, rud lenar leathnaíodh feidhmeanna an Údaráis chun go n-áireofaí leo Conarthaí Oibleagáide Seirbhíse Poiblí a dhámhachtain agus faireachán a dhéanamh orthu agus busanna agus beagfheithiclí seirbhíse poiblí a cheadúnú ar bhonn náisiúnta.

Rinneadh an raon feidhme geografach atá ag roinnt feidhmeanna de chuid an Údaráis a leathnú go leibhéal náisiúnta freisin leis an Acht um Rialáil Tacsaithe, 2013, rud lenar comhdhlúthaíodh reachtaíocht phríomha a bhaineann le beagfheithiclí seirbhíse poiblí agus a dtiománaithe a cheadúnú agus lenar tugadh an reachtaíocht sin cothrom le dáta.

Leis an Acht um Theanntáil Feithiclí, 2015, leagtar freagracht ar an Údarás as gníomhaíochtaí teanntála a rialáil ar bhonn náisiúnta.

Leis an Acht Iompair Phoiblí, 2016, leathnaíodh na freagrachtaí atá ar an Údarás arís eile trí é a chumhachtú fodhlíthe a dhéanamh lena rialáiltear úsáid seirbhísí bus poiblí fóirdheonaithe áirithe ag paisinéirí.

Coimeádann an tÚdarás roinnt feidhmeanna sonracha maidir le bonneagar agus maidir le pleanáil iompair agus úsáide talún a chomhtháthú i Mórlimistéar Bhaile Átha Cliath, rud a léiríonn na riachtanais iompair poiblí agus bhainistíochta tráchta ar leith atá ag an réigiún.

Tá feidhmeanna Bhord an Údaráis leagtha amach in alt 14 den Acht um Údarás Iompair Bhaile Átha Cliath 2008. Tá an Bord cuntasach don Aire Iompair agus tá sé freagrach as dea-rialachas a chinntiú agus comhlíonann sé an cúram sin trí chuspóirí agus spriocanna straitéiseacha a leagan síos agus trí chinntí straitéiseacha a dhéanamh ar gach saincheist thábhachtach ghnó. Is ar an bPríomhoifigeach Feidhmiúcháin agus ar an bhfoireann ardbhainistíochta atá an fhreagracht as an Údarás a bhainistiú, a rialú agus a threorú ar bhonn laethúil. Ní mór don Phríomhoifigeach Feidhmiúcháin agus don fhoireann ardbhainistíochta cloí leis an mórthreo straitéiseach a leagann an Bord síos agus ní mór dóibh a chinntiú go bhfuil tuiscint shoiléir ag gach comhalta Boird ar na príomhghníomhaíochtaí agus na príomhchinntí a bhaineann leis an eintiteas agus ar aon rioscaí suntasacha ar dóigh dóibh teacht chun cinn. Gníomhaíonn an Príomhoifigeach Feidhmiúcháin mar idirghabhálaí díreach idir an Bord agus lucht bainistíochta an Údaráis.

Freagrachtaí an Bhoird

Tá obair agus freagrachtaí an Bhoird leagtha amach i ndoiciméid Rialachais Chorporáidigh an Údaráis dar teideal ‘Treoirphrionsabail don Údarás Náisiúnta Iompair’, ‘Struchtúr Corparáideach agus Nithe atá forchoimeáda don Bhord’ agus ‘Cód iompair gnó do chomhaltaí den Údarás’. Is é atá sa dara ceann de na doiciméid sin ná nithe atá forchoimeáda go sonrach dá gcinneadh ag an mBord. Áirítear na nithe seo leis na buanmhíreanna a bhreithníonn an Bord:

- » Dearbhú leasanna;
- » Tuarascálacha ón gCoiste Iniúcháireachta agus Riosca;
- » Tuarascálacha airgeadais/cuntais bhainistíochta;
- » Bainistíocht riosca;
- » Tuarascálacha feidhmíochta; agus
- » Nithe forchoimeáda.

Ceanglaítear le halt 32 den Acht um Údarás Iompair Bhaile Átha Cliath 2008 ar Bhord an Údaráis gach cuntas is cuí agus is gnách a choimeád, i cibé foirm a cheadóidh an tAire Iompair le toiliú an Aire Airgeadais, ar an airgead go léir a gheobhaidh sé nó a chaithfidh sé, lena n-áirítear ‘Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim’ agus ‘Ráiteas faoin Staid Airgeadais’.

Agus na ráitis airgeadais seo á n-ullmhú aige, ceanglaítear ar Bhord an Údaráis:

Beartais oiriúnacha chuntasaíochta a roghnú agus iad a chur i bhfeidhm go comhsheasmhach;

Breithiúnais agus meastacháin chuntasaíochta atá réasúnach agus stuama a dhéanamh;

Na ráitis airgeadais a ullmhú ar bhonn gnóthais leantaigh ach amháin i gcás go bhfuil sé míchuí talamh slán a dhéanamh de go leanfaidh sé ag feidhmiú; agus

A lua cé acu a leanadh nó nár leanadh caighdeáin chuntasaíochta is infheidhme, faoi réir aon imeachtaí ábhartha atá mínithe agus nochta sna ráitis airgeadais.

Tá an Bord freagrach as taifid chuí chuntasaíochta a choinneáil, ina gcuirtear a staid airgeadais in iúl le cruinneas réasúnach ag am ar bith agus lena gcuirtear ar a chumas a chinntiú go gcloíonn na ráitis airgeadais le halt 32 den Acht um Údarás Iompair Bhaile Átha Cliath 2008. Is é an Bord atá freagrach as cothabháil agus iomláine na faisnéise corparáidí agus airgeadais atá ar fáil ar shuíomh Gréasáin an Údaráis.

Tá an Bord freagrach as an bplean bliantúil agus an buiséad bliantúil a cheadú.

Ceadaíodh meastóireacht ar fheidhmíocht an Údaráis i gcomparáid leis an bplean bliantúil agus leis an mbuiséad bliantúil i mí na Samhna 2022. Athbhreithníonn an Bord feidhmíocht an Údaráis i gcomparáid leis an bplean bliantúil agus leis an mbuiséad bliantúil ag eatraimh thráthrialta le linn na bliana.

Tá an Bord freagrach freisin as sócmhainní an Údaráis a chosaint agus, dá bhrí sin, as bearta réasúnacha a dhéanamh chun calaois agus mírialtachtaí eile a chosc agus a aimsiú.

Measann an Bord go dtugtar léargas fírinneach cóir i ráitis airgeadais an Údaráis ar fheidhmíocht airgeadais agus staid airgeadais an Údaráis ag an 31 Nollaig 2022.

Struchtúr an Bhoird

Tá an tÚdarás faoi rialú ag Bord a chuimsíonn dháréag comhaltaí a gceapann an tAire Iompair iad. Is poist ex officio iad trí cinn de na poist ar an mBord, atá forchoimeáda don Phríomhoifigeach Feidhmiúcháin, d'ardbhanisteoir eile de chuid an Údaráis agus don Phríomhoifigeach Feidhmiúcháin ar Chomhairle Cathrach Bhaile Átha Cliath. Féadfar comhaltaí Boird a cheapadh ar feadh tréimhse cúig bliana ar a mhéad agus féadfar iad a athcheapadh. Féadfaidh comhaltaí fónamh ar an mBord ar feadh tréimhse deich mbliana ar a mhéad. Níl feidhm ag an srian sin maidir le comhaltaí ex officio, a fhanfaidh ar an mBord fad a shealbhóidh siad an post ábhartha. Tháinig an Bord le chéile ar 11 ócáid agus tá miontuairiscí na gcruinnithe boird foilsithe ar shuíomh Gréasáin an Údaráis. Ag an 31 Nollaig 2022, bhí ceathrar comhaltaí baineanacha (36.4%) agus seachtar comhaltaí fireannacha (63.6%) ag an mBord.

Sa tábla thíos, tugtar mionsonraí faoin tréimhse ceapacháin do na comhaltaí reatha:

Comhaltaí Boird	Ról	Dáta Ceapacháin
Anne Graham Uas. (Príomhfheidhmeannach)	Gnáthchomhalta (ex officio)	7 Eanáir 2015
An tUas. Hugh Creegan (Leas-Phríomhoifigeach Feidhmiúcháin)	Gnáthchomhalta (ex officio)	29 Samhain 2010
An tUas. Owen Keegan (Príomhoifigeach Feidhmiúcháin, Comhairle Cathrach Bhaile Átha Cliath)	Gnáthchomhalta (ex officio)	3 Meán Fómhair 2013
Ann Fitzgerald Uas.	Gnáthchomhalta	24 Meán Fómhair 2015 Athcheapadh an comhalta seo an 23 Meán Fómhair 2020
An tUas. Pat Mangan	Gnáthchomhalta	24 Meán Fómhair 2015 Athcheapadh an comhalta seo an 23 Meán Fómhair 2020
An tUas. Frank O'Connor	Gnáthchomhalta	24 Meán Fómhair 2015 Athcheapadh an comhalta seo an 23 Meán Fómhair 2020
An tUas. Brian McCormick	Gnáthchomhalta	1 Lúnasa 2019 A athcheapadh an 31 Iúil 2022
An tUas. David Gray	Gnáthchomhalta	1 Lúnasa 2019 A athcheapadh an 31 Iúil 2022
An tUas. Iain Docherty	Gnáthchomhalta	23 Nollaig 2021
Eleanor O'Neill Uas.	Gnáthchomhalta	23 Nollaig 2021
Joyce Loughnan Uas.	Gnáthchomhalta	23 Nollaig 2021

Chuir an Bord athbhreithniú ar éifeachtacht an Bhoird i gcrích i mí Mheán Fómhair 2022.

Bhunaigh an Bord Coiste Iniúcháireachta agus Riosca, a chuimsíonn triúr comhaltaí den Bhord agus beirt chomhaltaí seachtracha. Is é ról an Choiste Iniúcháireachta agus

Riosca tacú leis an mBord maidir leis na freagrachtaí atá air i ndáil le riosca, le rialú agus rialachas agus le dearbhú gaolmhar. Tá an Coiste Iniúchóireachta agus Riosca neamhspleách ar lucht bainistíochta na heagraíochta. Go háirithe, cinntíonn an Coiste go ndéantar faireachán gníomhach neamhspleách ar na córais rialaithe inmheánaigh, lena n-áirítear gníomhaíochtaí iniúchóireachta. Tugann an Coiste Iniúchóireachta agus Riosca tuairisc don Bhord tar éis gach cruinnithe Coiste agus tugann sé tuairisc fhoirmiúil i scríbhinn don Bhord gach bliain.

Is iad seo a leanas na comhaltaí den Choiste Iniúchóireachta agus Riosca: an tUas. David Gray (Cathaoirleach), a athcheapadh an 13 Meán Fómhair 2022; an tUas. Brian McCormick, a ceapadh an 21 Aibreán 2022; Joyce Loughnan Uas., a ceapadh an 18 Samhain 2022; an Dr Cyril Sullivan, a ceapadh an 15 Iúil 2022; agus an tUas. Bernard McLoughlin, a ceapadh an 15 Iúil 2022. Bhí sé chruinniú ag an gCoiste Iniúchóireachta agus Riosca sa bhliain 2022.

Sceideal freastail, táillí agus speansais

Tá sceideal freastail ar chruinnithe an Bhoird agus na gCoistí don bhliain 2022 leagtha amach thíos, lena n-áirítear na táillí agus na speansais a fuair gach comhalta:

	An Bord	An Coiste Iniúchóireachta agus Riosca	Táillí 2022 €'000	Speansais 2022 €'000	Táillí 2021 €'000	Speansais 2021 €'000
An líon cruinnithe	11	6				
	An líon cruinnithe a rabhthas incháilithe chun freastal orthu (An líon cruinnithe ar freastalaíodh orthu)					
An tUas. Fred Barry	10(10)	3(2)	18,483	-	20,520	-
Anne Graham Uas.	11(11)	-	-	-	-	-
An tUas. Hugh Creegan	11(11)	-	-	-	-	-
Ann Fitzgerald Uas.	11(11)	-	11,970	-	11,970	-
An tUas. Owen Keegan	11(9)	-	-	-	-	-
An tUas. Pat Mangan	11(11)	5(5)	-	-	-	-
An tUas. Frank O'Connor	11(10)	-	11,970	-	11,970	-
An tUas. Brian McCormick	11(11)	5(5)	11,970	-	11,970	-
An tUas. David Gray	11(10)	6(6)	11,970	1,211	11,970	-
An tUas. Iain Docherty	11(11)	-	11,970	1,891	-	-
Eleanor O'Neill Uas.	11(10)	-	11,970	-	-	-
Joyce Loughnan Uas.	11(10)	1(1)	10,966	-	-	-
*Speansais Eile			-	1,023	-	-
			101,269	4,125	68,400	-

* Baineann Speansais Eile leis an gcostas ar lón Boird amháin a réachtáil le linn na tréimhse.

D'fhreastail an tUas. Brian Hayes, ar chomhalta seachtrach den Choiste Iniúchóireachta agus Riosca é, ar dhá chruinniú de chuid an Choiste le linn na bliana. B'ionann a tháille don bhliain, a bhí iníoctha le Moore Chartered Accountants, agus €5,904 (CBL san

áireamh) (2021: €17,664 (CBL san áireamh)).

D'fhreastail an tUas. John Smyth, ar chomhalta seachtrach den Choiste Iniúchóireachta agus Riosca é, ar cheithre chruinniú de chuid an Choiste le linn na bliana. B'ionann a tháille don bhliain, a bhí iníoctha le Chartered Direction Limited agus lenar áiríodh táillí i leith dhá chruinniú inmheánacha bhreise, agus €17,712 (CBL san áireamh) (2021: €17,664 (CBL san áireamh)).

D'fhreastail an Dr Cyril Sullivan, ar chomhalta seachtrach den Choiste Iniúchóireachta agus Riosca é, ar thrí chruinniú de chuid an Choiste le linn na bliana.

B'ionann a tháille don bhliain agus €769.

D'fhreastail an tUas. Bernard McLoughlin, ar chomhalta seachtrach den Choiste Iniúchóireachta agus Riosca é, ar thrí chruinniú de chuid an Choiste le linn na bliana. B'ionann a tháille don bhliain agus €769.

Tharscaoil an tUas. Pat Mangan na táillí uile a bhí iníoctha leis mar chomhalta de Bhord an Údaráis.

Ní bhfuair triúr stiúrthóirí – Anne Graham Uas., an tUas. Hugh Creegan agus an tUas. Owen Keegan – aon táillí Boird faoin bprionsabal 'Duine Amháin, Tuarastal Amháin'. Is mar chuid dá gconradh fostaíochta, agus ní mar thoradh ar a bhfreastal ar chruinnithe boird, a thabhaítear speansais do Anne Graham Uas. agus don Uas. Hugh Creegan. Dá bhrí sin, níl a speansais ar áireamh sa nóta seo.

Athruithe príomhphearsanra

Rinneadh na hathruithe seo a leanas ar chomhaltas an Bhoird le linn na bliana:

- Fred Barry, ar tháinig a théarma chun deiridh an 27 Samhain 2022;
- Brian McCormick, a athcheapadh an 31 Iúil 2022; agus
- David Gray, a athcheapadh an 31 Iúil 2022.

Tháinig athruithe suntasacha ar chomhaltas an Choiste Iniúchóireachta agus Riosca sa bhliain 2022. Rinneadh na hathruithe seo a leanas ar chomhaltas an Choiste le linn na bliana:

- Brian McCormick, a ceapadh an 21 Aibreán 2022;
- Brian Hayes, ar tháinig a théarma chun deiridh an 17 Bealtaine 2022;
- An Dr Cyril Sullivan, a ceapadh an 15 Iúil 2022;
- Bernard McLoughlin, a ceapadh an 15 Iúil 2022;
- Fred Barry, ar tháinig a cheapachán sealadach chun deiridh an 15 Iúil 2022;
- David Gray, a athcheapadh an 13 Meán Fómhair 2022;
- John Smyth, ar tháinig a théarma chun deiridh an 20 Meán Fómhair 2022;
- Pat Mangan, ar tháinig a théarma chun deiridh an 17 Samhain 2022; agus
- Joyce Loughnan, a ceapadh an 18 Samhain 2022.

An nochtadh a cheanglaítear leis an gCód Cleachtais chun Cohlachtaí Stáit a Rialú (2016)

Tá an Bord freagrach as a chinntiú gur chomhlíon an tÚdarás ceanglais an Chóid Cleachtais chun Comhlachtaí Stáit a Rialú ("an Cód") arna fhoilsiú ag an Roinn Cait-eachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe i mí Lúnasa 2016. Ceanglaítear an nochtadh seo a leanas leis an gCód:

Costais chomhairleachta

Áirítear le costais chomhairleachta an costas ar chomhairle sheachtrach a chur ar an lucht bainistíochta. Ní áirítear leo an costas ar fheidhmeanna seachfhoinsithe “gnáthghnó”.

	2022 €'000	2021 €'000
Seirbhísí comhairleacha iompair	2,342	3,448
Comhairle dhlíthiúil	2,775	1,423
Seirbhísí comhairleacha cánach agus airgeadais	627	738
Ullmhúchán do chosaint sonraí agus don Rialachán Ginearálta maidir le Cosaint Sonraí	14	19
Pinsin agus acmhainní daonna	5	41
	5,763	5,669
Costais chomhairleachta a cuireadh ar an Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim	5,514	5,428
Costais chomhairleachta a caipitlódh	249	241
	5,763	5,669

Costais dlí agus socraíochtaí

Sa tábla thíos, tugtar miondealú ar shuimeanna a aithnítear mar chaiteachas sa tréimhse tuairiscithe i dtaca le costais dlí, le socraíochtaí agus le himeachtaí réitigh agus eadrána a bhaineann le conarthaí le tríú páirtithe. Ní áirítear leis caiteachas a tabhaíodh ar an gcomhairle ghinearálta a fuair an tÚdarás. Tá an caiteachas sin ar áireamh sna Costais chomhairleachta thuas.

	2022 €'000	2021 €'000
Imeachtaí dlíthiúla	232	89
Íocaíochtaí réitigh agus eadrána	-	-
Socraíochtaí	-	-
	232	89

Caiteachas taistil agus cothaithe

Catagóirítear caiteachas taistil agus cothaithe mar a leanas:

	2022 €'000	2021 €'000
<i>Taisteal agus cothú intíre</i>		
Bord	3	-
Fostaithe	62	23
<i>Taisteal agus cothú idirnáisiúnta</i>		
Bord	1	-
Fostaithe	42	2
	108	25

Caiteachas fáilteachais

Áirítear an caiteachas fáilteachais seo a leanas leis an Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim:

	2022 €'000	2021 €'000
Fáilteachas foirne	9	12
Fáilteachas cliant	-	-
	9	12

Ráiteas faoi chomhlíonadh

Ghlac an Bord an Cód Cleachtais chun Comhlachtaí Stáit a Rialú (2016) agus chuir sé nósanna imeachta i bhfeidhm chun comhlíonadh an Chóid a chinntiú. Chomhlíon an tÚdarás an Cód go hiomlán sa bhliain 2022.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

19 Bealtaine 2023

Ráiteas faoi Rialú Inmheánach

Don bhliain dar críoch an 31 Nollaig 2022

Raon freagrachta

Thar ceann an Údaráis Náisiúnta Iompair (“an tÚdarás”), aithním an fhreagracht atá ar an mBord as a chinntiú go ndéantar córas éifeachtach rialaithe inmheánaigh a chothabháil agus a fheidhmiú. Agus an fhreagracht sin á comhlíonadh, tugtar aird ar cheanglais an Chóid Cleachtais chun Comhlachtaí Stáit a Rialú (“an Cód”).

Cuspóir an chórais rialaithe inmheánaigh

Tá an córas rialaithe inmheánaigh deartha chun riosca a choinneáil ar leibhéal inghlactha, seachas deireadh a chur leis. Dá bhrí sin, ní fhéadann an córas ach dearbhú réasúnach agus ní dearbhú iomlán a thabhairt go gcosnaítear sócmhainní, go n-údaraítear idirbhearta agus go dtaifeadtar iad go cuí agus go gcoisctear earráidí ábhartha agus mírialtachtaí nó go mbraitear iad ar bhealach tráthúil.

Bhí córas rialaithe inmheánaigh, atá ag teacht leis an treoir arna heisiúint ag an Roinn Caiteachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe, i bhfeidhm san Údarás don bhliain dar críoch an 31 Nollaig 2022 agus suas go dtí an dáta a ceadaíodh na ráitis airgeadais.

An cumas chun riosca a bhainistiú

Tá Coiste Iniúchóireachta agus Riosca i bhfeidhm ag an Údarás, rud a chuimsíonn triúr comhaltaí Boird, a bhfuil duine amháin díobh ina C(h)athaoirleach ar an gCoiste, agus beirt chomhaltaí seachtracha. Tá saineolas cuí ag comhaltaí aonair den Choiste Iniúchóireachta agus Riosca ar réimsí an airgeadais, na hiniúchóireachta agus an riosca. Tháinig an Coiste Iniúchóireachta agus Riosca le chéile sé huaire sa bhliain 2022.

Chomh maith leis sin, chuir an tÚdarás feidhm iniúchóireachta inmheánaí ar bun trí leas a bhaint as gnólacht iniúchóireachta tríú páirtí. Tá sách acmhainní ag an bhfeidhm sin agus seolann sí clár oibre a chomhaontaítear leis an gCoiste Iniúchóireachta agus Riosca.

D’fhorbair an tÚdarás creat bainistíochta riosca agus shainigh sé beartais ghaolmhara agus nósanna imeachta gaolmhara. Leag sé amach an fonn riosca atá air freisin. Áirítear leis na nósanna imeachta bainistíochta riosca mionsonraí faoi na róil atá ag baill foirne agus na freagrachtaí atá orthu ó thaobh riosca de. Eisíodh na gnéithe cuí de na beartais bhainistíochta riosca agus de na nósanna imeachta bainistíochta riosca chuig gach pearsa san Údarás. Is é atá i gceist leis sin gach duine, agus an lucht bainistíochta go háirithe, a chur ar a n-airdeall faoi rioscaí agus laigí rialaithe atá ag teacht chun cinn agus a n-aird a tharraingt ar an gceanglas atá orthu freagracht a ghlacadh laistigh dá réimsí oibre féin. Tá Príomhoifigeach Riosca ag an Údarás, ar a bhfuil freagracht oibríochtúil as an gcreat bainistíochta riosca a riar.

An creat riosca agus rialaithe

Chuir an tÚdarás córas bainistíochta riosca chun feidhme, rud lena sainithnítear agus lena dtuairiscítear na príomhrioscaí atá ann agus na gníomhartha bainistíochta a

dhéantar chun dul i ngleic leis na rioscaí sin agus, a mhéid is féidir agus is cuí, chun na rioscaí sin a mhaolú.

Trí phróisís bhainistíochta riosca, sainaithníodh na príomhrioscaí atá roimh an Údarás, agus tá cláir rioscaí i bhfeidhm lena dtaifeadtar na rioscaí sin. Rinneadh na rioscaí a mheas agus a ghrádú bunaithe ar a shuntasáí atá siad. Déanann an Bord agus an Coiste Iníúcháireachta agus Riosca na cláir a athbhreithniú agus a thabhairt cothrom le dáta ag gach cruinniú dá gcuid. Úsáidtear an toradh ar an obair sin chun acmhainní a phleanáil agus a leithdháileadh agus chun a chinntiú, a mhéid is indéanta, go gcoinnítear rioscaí ar leibhéal inghlactha.

Deimhním go bhfuil timpeallacht rialaithe i bhfeidhm a bhfuil na gnéithe seo a leanas mar chuid di:

- Taifeadadh nósanna imeachta le haghaidh gach príomhphróisís gnó;
- Sannadh freagrachtaí airgeadais ar leibhéal bainistíochta, agus cuntasacht chomhfhreagrach ag gabháil leo;
- Tá córas buiséadaithe cuí i bhfeidhm, rud lena ngabhann buiséad bliantúil a choinnítear faoi athbhreithniú ag an lucht ardbhainistíochta agus ag an mBord;
- Tá córais i bhfeidhm a bhfuil mar aidhm leo slándáil na gcóras teicneolaíochta faisnéise agus cumarsáide a chinntiú;
- Tá córais i bhfeidhm chun na sócmhainní a chosaint; agus
- Cinntíonn nósanna imeachta um rialú ar chistiú deontais do ghníomhaireachtaí seachtracha go bhfuil rialú leordhóthanach ann ar dheontais a cheadú agus go ndéantar faireachán agus athbhreithniú ar dheontaithe chun a chinntiú gur úsáideadh cistiú deontais chun na críche beartaithe.

Faireachán agus athbhreithniú leanúnach

Cuireadh nósanna imeachta foirmiúla ar bun le haghaidh faireachán a dhéanamh ar phróisís rialaithe, lena n-áirítear aon easnaimh rialaithe a shainaithnítear a chur in iúl dóibh sin atá freagrach as gníomhaíocht cheartaitheach a dhéanamh. Tuairiscítear easnaimh don lucht bainistíochta agus don Bhord freisin. Deimhním go bhfuil na córais faireacháin leanúnaigh seo a leanas i bhfeidhm:

- Sainaithníodh príomhrioscaí agus rialuithe gaolmhara agus cuireadh próisis i bhfeidhm chun faireachán a dhéanamh ar oibriú na bpríomhrialuithe sin agus chun aon easnaimh shainaitheanta a thuairisciú;
- Bunaíodh socruithe tuairiscithe ar gach leibhéal mar ar sannadh freagracht as bainistíocht airgeadais; agus
- Déanann an lucht ardbhainistíochta athbhreithnithe tráthrialta ar thuarascálacha tréimhsiúla agus bliantúla feidhmíochta agus airgeadais ina gcuirtear an fheidhmíocht iarbhír i gcomparáid leis an mbuiséad nó leis an bhfeidhmíocht thuartha.

Soláthar

Deimhním go bhfuil nósanna imeachta i bhfeidhm ag an Údarás chun a chinntiú go gcomhlíontar na rialacha agus na treoirlínte reatha maidir le soláthar agus gur chomhlíon an tÚdarás na nósanna imeachta sin sa bhliain 2022.

Cistiú Infheistíochta Caipitil – rialuithe

B'ionann cistiú Infheistíochta Caipitil sa bhliain 2022 agus €807m (2021: €719m). Áirítear na nithe seo a leanas leis na rialuithe ar an gcistiú sin:

- A chinntiú go bhfuil tionscadail aonair ailínithe leis na ceithre chlár infheistíochta caipitil san iompar poiblí (i.e., Sábháilteacht agus Forbairt Iarnróid Throm, Bonneagar Iompair Phoiblí, Iarfheistiú Inrochtaineachta, agus Infheistíocht i dTaisteal Gníomhach) agus le pleananna straitéiseacha;
- Idirchaidreamh tráthrialta a dhéanamh leis an Roinn Iompair agus cuspóirí, spriocanna, buiséid agus an cistiú atá ar fáil a shocrú i gcomhar léi, mar aon le tuairisc a thabhairt ar dhul chun cinn;
- Pleananna cur chun feidhme tionscadal a ullmhú agus a cheadú agus dlúth-idirchaidreamh a dhéanamh i leith tionscadail a phleanáil agus faireachán a dhéanamh ar ghníomhaireachtaí Stáit, ar oibritheoirí iompair agus ar údaráis áitiúla a ghníomhaíonn thar ceann an Údaráis chun na tionscadail éagsúla a chur chun feidhme;
- Doiciméid ábhartha bheartais agus nósanna imeachta tionscadal an Údaráis Náisiúnta Iompair a chothabháil agus a nuashonrú ar aon dul le haon athruithe ar bheartas agus nósanna imeachta rialtais, amhail an Cód Caiteachais Phoiblí nó treoir earnála ábhartha eile amhail an Comhchreat Breithmheasa;
- A chinntiú go mbunaíonn an lucht ardbhainistíochta buiséid do thionscadail aonair agus go ndéanann sé faireachán orthu (lena n-áirítear gníomhaíochtaí tráthrialta réamhaisnéise) agus go ndéantar aon imeachtaí ó na buiséid sin a shainaitheint agus a imscrúdú ar bhealach tráthúil. I gcás tionscadal mór, a chinntiú go dtugtar tuairisc don Bhord gach mí ar an gcaiteachas iarbhír i gcomparáid leis an mbuiséad;
- A chinntiú go rialaítear tionscadail agus cláir ar aon dul le ceanglais na dTreoirlínte ón Údarás maidir le Tionscadail a Cheadú, ina dtugtar creat le haghaidh tionscadail soghluaisteachta inbhuanaithe de gach cineál, a bhfuil gach cineál luacha caipitil orthu, agus tionscadail Teicneolaíochta Faisnéise agus Cumarsáide (TFC) atá á gcistiú ag an Údarás a fhorbairt, a bhainistiú agus a sholáthar agus ina dtugtar cur chuige céimnithe i leith déanamh amhlaidh;
- Idirchaidreamh a dhéanamh le Bord an Údaráis agus le Boird/coistí ábhartha eile amhail an Grúpa Formhaoirseachta ar Rialachas Mórthionscadal de chuid na Roinne Iompair chun treoir agus ceaduithe ábhartha a lorg agus chun tuarascálacha ar dhul chun cinn a sholáthar;
- Formhaoirseacht inmheánach atá cuí agus leordhóthanach a chinntiú; agus
- A chinntiú go bhfaightear dearbhuithe sásúla tríd an bpróiseas iniúchóireachta inmheánaí.

Cistiú Oibleagáide Seirbhíse Poiblí - rialuithe

B'ionann cistiú Oibleagáide Seirbhíse Poiblí sa bhliain 2022 agus €590m (2021: €526m). Áirítear na nithe seo a leanas leis na rialuithe ar an gcistiú sin:

- Conarthaí láidre seirbhíse le hoibritheoirí iompair phoiblí, idir chuideachtaí atá faoi úinéireacht an Stáit agus chuideachtaí príobháideacha, le haghaidh seirbhísí bus agus iarnróid a sholáthar, ar seirbhísí iad atá riachtanach ón taobh sóisialta de agus nach bhfuil, tríd is tríd, inmharthana ó thaobh na tráchtála de;
- Rialuithe láidre a chinntiú i leith ioncam táillí a bhailiú thar ceann an Údaráis;
- I gcás conarthaí móra, a chinntiú go gcuireann oibritheoirí Pleananna Cosanta loncaim faoi bhráid an Údaráis, ina mionsonraítear an dóigh a gcosnaítear ioncam;
- I gcás gach conartha mhóir, a chinntiú go ndéanann an tÚdarás Suirbhéanna ar Imghabháil Táillí chun leibhéal imghabhála táillí a iniúchadh;
- I gcás gur mó leibhéal imghabhála táillí ná tairseach shainithe, a chinntiú go bhféadfaidh an tÚdarás íocaíochtaí a asbhaint ó oibritheoirí chun an t-ioncam cailte a chúiteamh;
- Tuairisciú agus faireachán tráthrialta a dhéanamh ar phríomhtháscairí feidhmíochta, lena n-áirítear iontaofacht agus poncúlacht seirbhísí;
- Ceadú a fháil ón Údarás le haghaidh na n-athruithe uile ar na conarthaí i leith seirbhísí iompair phoiblí;
- Conarthaí i leith seirbhísí iompair phoiblí a athbhreithniú ar mhaithe le fás in úsáid iompair phoiblí a spreagadh agus ar mhaithe le freagairt d'athruithe ar an éileamh;
- Cruinnithe tráthrialta a thionól le hoibritheoirí iompair phoiblí chun a chinntiú go mbíonn seirbhísí ag freastal ar riachtanais paisinéirí agus go mbíonn siad ag baint luach ar airgead amach;
- Tuairisciú go tráthrialta do Bhord an Údaráis agus don Roinn Iompair agus idirchaidreamh a dhéanamh go tráthrialta leo; agus
- A chinntiú go bhfaightear dearbhuithe sásúla tríd an bpróiseas iniúchóireachta inmheánaí.

Bhí tionchar mór ag géarchéim Covid-19 ar an earnáil tráchtála bus. D'iarr an Roinn Iompair ar an Údarás bainistiú a dhéanamh ar na sásraí tacaíochta airgeadais a d'fhógair an tAire Iompair le haghaidh oibritheoirí tráchtála bus. I gcás oibritheoirí móra, dhámh an tÚdarás conradh Dír-Dhámhachtana éigeandála Oibleagáide Seirbhíse Poiblí i gcás go raibh cur isteach ann ar sheirbhísí nó i gcás go raibh riosca láithreach ann go mbeadh cur isteach ann ar sheirbhísí. Forbraíodh scéim cúnamh deontais le haghaidh oibríochtaí beaga. Tríd an scéim sin, chúiteofaí oibritheoirí tráchtála bus na táillí a chaillfeadh siad de bharr na srianta a d'fhorchuir an Rialtais mar fhreagairt do ghéarchéim Covid-19. Soláthraíodh cistiú ar feadh tréimhse sé mhí sa bhliain 2020 ar dtús agus leanadh le hé a sholáthar sa bhliain 2021 agus suas go dtí an 30 Meitheamh 2022, tráth a cuireadh deireadh leis an scéim mar gheall ar an maolú ar shrianta Covid-19 agus mar gheall ar an méadú sa líon paisinéirí. Soláthraíodh cistiú arbh fhiú €14m san iomlán é sa bhliain 2022 (2021: €28m).

I mBuiséad 2022, d'fhógair an Rialtas plan chun scéim an Chárta Aosaigh Óig agus Mic Léinn a thabhairt isteach ar an iompar poiblí ar fad, ar scéim í lena dtabharfaí do shealbhóirí an chárta lascaine 50% ar an táille chaighdeánach aosaigh. Tá feidhm ag an scéim maidir le haosaigh óga ó 19 mbliana d'aois go 23 bliana d'aois, agus an dá bhliain sin san áireamh, agus maidir leo sin atá san oideachas lánaimseartha tríú leibhéal. Ba ar sheirbhísí oibleagáide seirbhíse poiblí a tugadh an scéim isteach ar dtús. Tháinig scéim an Chárta Aosaigh Óig d'oibritheoirí tráchtála bus i bhfeidhm an 5 Meán Fómhair 2022. Soláthraíodh cistiú ábhartha do na hoibritheoirí tráchtála bus chun drochéifeachtaí airgeadais na laghduithe i dtáillí a chúiteamh. Soláthraíodh cistiú arbh fhiú €2m san iomlán é sa tréimhse ó thosach feidhme na scéime an 5 Meán Fómhair 2022 go dtí an 31 Nollaig 2022.

Cuireadh rialuithe atá cosúil leo sin atá leagtha amach thuas le haghaidh cistiú Oibleagáide Seirbhíse Poiblí i bhfeidhm i leith an chistiúcháin a soláthraíodh don earnáil tráchtála bus.

Scéim ticéadaithe chomhtháite chárta Leap - rialuithe

B'ionann an t-ioncam táillí iompair phoiblí a próiseáladh trí scéim chárta Leap agus €237m sa bhliain 2022 (2021: €157m). Áirítear na nithe seo a leanas leis na rialuithe ar an scéim:

- Tacar fairsing bailíochtuithe idirbheart córais a chur i gcrích ar gach idirbheart táille a phróiseáiltear i gcórais chárta Leap;
- Creat cuimsitheach rialuithe airgeadais/imréiteach airgeadais a chothabháil go leanúnach. I measc cuspóirí eile, tá siad sin deartha chun teacht ar aon aimhrialtachtaí idir córais chárta Leap nó sna gluaiseachtaí airgeadais ar fud scéim chárta Leap;
- Tacar cuimsitheach beart slándála a chur san áireamh chun rochtain a rialú, chun leochaileachtaí a bhrath agus chun teacht ar iompraíochtaí aimhrialta neamhghnácha ar an ngréasán. Mar chuid den obair sin, déantar roinnt athbhreithnithe agus iniúchtaí slándála ar an gcóras, lena n-áirítear bréagionsaithe tástála slándála;
- Sraith chuimsitheach príomhtháscairí feidhmíochta (táscairí airgeadais, oibríochtúla, TFC, etc.) a chothabháil go leanúnach chun aird a tharraingt ar aon treochtaí neamhghnácha gnó;
- Athbhreithniú leanúnach feidhmíochta a bheith á dhéanamh ag lucht bainistíochta na scéime agus ag foireann ardbhainistíochta an Údaráis ar sholáthraithe seirbhísí, mar aon le dlúth-idirchaidreamh a dhéanamh leis na hoibritheoirí iompair atá páirteach;
- Roinnt beart leanúnachais ghnó agus athshlánaithe ó thubaiste a chur ar áireamh chun athléimneacht agus dearbhú ó thaobh leanúnachais ghnó de a sholáthar; agus
- Athbhreithniú bliantúil Chaighdeán Idirnáisiúnta um Dhearbhuithe Iontaofachta (ISAE) 3402 a bheith á dhéanamh ag iniúchóirí seachtracha, ar athbhreithniú é ina gcumhdaítear na gnéithe den scéim atá faoi rialú agus faoi bhainistiú ag an Údarás. Comhlánaítear an t-athbhreithniú sin le hathbhreithnithe a dhéantar ar na

móroibritheoirí iompair atá páirteach, ar athbhreithnithe iad a dhéanann iniúchóirí neamhspleácha na n-oibritheoirí sin agus ina gcumhdaítear na gnéithe den scéim atá faoi rialú agus faoi bhainistiú ag na hoibritheoirí iompair.

Sócmhainní Feithiclí Paisinéirí Bóthair – rialuithe

Bhí glanluach leabhar €404m ar Fheithiclí Paisinéirí Bóthair sa bhliain 2022 (2021: €339m). Áirítear na nithe seo a leanas leis na rialuithe ar na sócmhainní sin:

- A chinntiú go gcuirtear na rialacháin uile ón Aontas Eorpach maidir le soláthar poiblí i bhfeidhm, agus go gcomhlíontar na rialacháin sin, agus Feithiclí Paisinéirí Bóthair á gceannach;
- Ról gníomhach a thabhairt d'fhoirne soláthair i ngach gné d'Fheithiclí Paisinéirí Bóthair a sholáthar;
- Ceadú a fháil ón mBord le haghaidh conarthaí a dhámhtar i leith ceannach Feithiclí Paisinéirí Bóthair ag an Údarás i gcás gur mó a luach ná tairseacha ceadúcháin an Bhoird;
- A chinntiú go gcuirtear socruithe le haghaidh Feithiclí Paisinéirí Bóthair a aistriú chuig na hOibritheoirí Iompair agus uathu araon ar áireamh mar chroíffhoráil i ngach Conradh. A chinntiú go bhfuil freagrachtaí an Oibritheora i ndáil le bainistíocht sócmhainní leagtha amach go soiléir laistigh de na conarthaí sin;
- I gcás conarthaí dír-dhámhachtana, a chinntiú go bhfuil comhaontuithe i bhfeidhm le haghaidh Feithiclí Paisinéirí Bóthair a aistriú chuig an Oibritheoir faoi shocruithe léasaithe. Mionsonraítear sna comhaontuithe atá i bhfeidhm na ceanglais chothabhála le haghaidh an fhlít busanna;
- Cigireachtaí mionsonraithe ar Fheithiclí Paisinéirí Bóthair a bheith á ndéanamh ag sainchonraitheoir ag iostaí;
- Tuarascálacha ráithiúla a fháil ó na hoibritheoirí maidir leis na Feithiclí Paisinéirí Bóthair, lena n-áirítear aon fhadhbanna a tháinig chun cinn i ndáil le sócmhainní a oibriú, a chothabháil nó a dheisiú, agus fianaise a fháil gur cuireadh fadhbanna a bhaineann le sócmhainní i láthair ar leithligh laistigh de na tuarascálacha;
- A chinntiú go bhfuil rialuithe láidre i bhfeidhm maidir le sócmhainní a shainnithint, a thaifeadadh agus a aicmiú, lena n-áirítear clár mionsonraithe sócmhainní seasta a chothabháil, ar clár é a thugtar cothrom le dáta, a réitítear agus a dtugtar tuairisc air gach mí; agus
- Cosaint sócmhainní a chinntiú trí idirphlé leanúnach a dhéanamh leis na hoibritheoirí iompair maidir le húsáid an fhlít, lena n-áirítear athbhreithnithe fíorúcháin fisiciúla bliantúla agus deimhnithe ó oibritheoirí iompair maidir le riocht agus stádas an fhlít, lena gcumhdaítear aon tásca ar bhearnú.

Cibearshlándaíl

Chuir an tÚdarás roinnt rialuithe cibearshlándaíla i bhfeidhm chun cibear-rioscaí a mhaolú agus chun aon bhagairtí cibearshlándaíla amach anseo a réamh-mheas. Chun tacar rialuithe slándaíla atá athléimneach i leith cibearbhagairtí a bhaint amach, chuir an

tÚdarás na socruithe seo a leanas i bhfeidhm:

- A chinntiú go gcuirtear próisis rialachais, riosca agus chomhlíonta cibearshlándála chun feidhme go héifeachtach ar fud an Údaráis agus go dtuairiscítear go héifeachtach don Phríomhoifigeach Faisnéise, don Lucht Ardbhainistíochta, don Choiste Iniúcháireachta agus Riosca agus don Bhord ina leith, de réir mar is cuí agus de réir minicíocht shainithe. Chuir an tÚdarás rialuithe slándála chun feidhme ar aon dul le creat Cibearshlándála na hInstitiúide Náisiúnta um Chaighdeán agus Teicneolaíocht, agus iad bunaithe ar chúig fheidhm slándála (Sainaithe, Cosain, Braith, Freagair, agus Athshlánaigh). Tacaíonn foireann slándála an Údaráis le comhlíonadh Chaighdeán Slándála Sonraí an Tionscail Cártáí Íocaíochta, an Rialacháin Ghinearálta maidir le Cosaint Sonraí, na Treorach um Shlándáil Gréasán agus Faisnéise agus Chaighdeán Bonnline Cibearshlándála Earnáil Phoiblí na hÉireann freisin;
- Próisis bhainistíochta leochaileachta a chur chun feidhme go héifeachtach chun a chinntiú go sainaithnítear na leochaileachtaí slándála uile, go rianaítear iad, go measúnaítear iad agus go nglactar leo ó thaobh riosca de agus go réitítear iad de réir an bheartais chomhaontaithe bainistíochta leochaileachta agus paiste;
- Tabhairt faoi athbhreithnithe slándála agus faoi bhréagionsaithe tástála ar chórais, á chinntiú go bhfuil córais slán nuair a sheoltar iad agus go mbeidh siad slán ar bhonn leanúnach;
- A chinntiú go mbainistítear gach teagmhas slándála agus gach sárú sonraí go héifeachtach tríd an bpróiseas bainistíochta teagmhais;
- Seasamh slán a sholáthar ar an néal agus ar an áitreabh araon trínár gcuid líonraí, bonneagair agus feidhmchlár a dhaingniú agus trí chleachtais slándála tionscail atá sainithe ag ár soláthraithe néalseirbhíse a chur chun feidhme;
- Inniúlachtaí faireacháin slándála agus inniúlachtaí faisnéise bagartha a chur chun feidhme chun a chinntiú go bhfuil an tÚdarás in ann bagairtí slándála a shainaithint ag luathchéim agus na bagairtí sin a réamh-mheas agus ár gcuid líonraí, bonneagair agus feidhmchlár a chosaint ag an am céanna;
- Tacar cuimsitheach beart slándála a chur i bhfeidhm chun a chinntiú go ndéantar leanúnachas gnó agus athshlánú ó thubaiste a bhainistiú trí phróisis shonracha agus go gcumasaítear iad le réitigh chuí theicneolaíochta. Déantar tástáil thráthrialta ar ár bpleananna leanúnachais gnó agus ár bpleananna athshlánaithe ó thubaiste agus athbhreithnítear iad gach bliain chun a chinntiú go bhfuil siad cothrom le dáta agus oiriúnach don fheidhm;
- A chinntiú go soláthraítear rochtain úsáideora ar aon dul lenár mbeartais inmheánacha agus go sanntar rochtain bhailí d'úsáideoirí caighdeánacha agus d'úsáideoirí faoi phribhléid, i gcomhréir leis an bprionsabal gnó um “eolas ar bhonn riachtanais”;
- Athbhreithnithe bainistíochta riosca tríú páirtí a dhéanamh go tráthrialta ar ár soláthraithe agus ár gcomhpháirtithe straitéiseacha chun rioscaí a shainaithint ar bhonn leanúnach a luaite a chuirtear tús le tionscadal. Déantar príomhtháscairí feidhmíochta conarthacha cuí a shainiú agus a thomhas gach mí freisin. Chuir ár bhfoireann slándála roinnt ciseal cosanta chun feidhme chun formhaoirseacht a

dhéanamh ar chomhlíonadh conartha ó thaobh cúrsaí slándála de agus ó thaobh leithscaradh dualgas de araon ionas gur féidir léi comhairle éifeachtach a chur ar an bhfoireann TF maidir le rialuithe slándála cuí a chur chun feidhme;

- Cloítear lenár modheolaíocht shlán trí dhearadh agus mar réamhshocrú inár dtionscadail uile agus cuirtear rialuithe slándála i bhfeidhm i dtús gach gníomhaíochta tionscadail nó soláthair. Leagadh ár seirbhísí comhairleacha agus ailtireachta amach chun go mbeadh siad ar áireamh i ngach céim den treoirlíne ón Údarás maidir le Tionscadail a Cheadú. Rannchuidíonn ár bhfoireann oifigeach agus ailtirí slándála leis an obair sin trí rialuithe slándála a chur i bhfeidhm agus trí mholtaí slándála a chur in iúl;
- A chinntiú go bhfaigheann gach fostaí de chuid an Údaráis oiliúint feasachta slándála tráth an ionduchtúcháin agus ar bhonn bliantúil. Seoltar ríomhphoist feasachta agus comhairle go tráthrialta chuig fostaíthe freisin, bunaithe ar an tírdhreach dinimiciúil cibearbhagartha;
- Tabhairt faoi fheachtais mhíosúla fioscaireachta “ionsamhlaithe” i gcomhar le fostaíthe an Údaráis chun an bhagairt fioscaireachta a thomhas go leanúnach, agus oiliúint bhreise a sholáthar, más gá;
- Rialuithe príobháideachta sonraí agus cosanta sonraí a chur chun feidhme go leanúnach inár gcuid oibríochtaí agus próiseas slándála – amhail aicmiú sonraí, athbhreithnithe ar chailleanas sonraí a chosc agus faireachán slándála – chun comhlíonadh an Rialacháin Ghinearálta maidir le Cosaint Sonraí a chinntiú agus chun a chinntiú go dtacaíonn bearta leordhóthanacha teicniúla agus eagraíochtúla leis an gcomhlíonadh sin.

Covid-19

Bhí tionchar suntasach ag paindéim Covid-19 ar ghníomhaíochtaí an Údaráis sna trí bliana roimh an mbliain 2022, agus an bhliain sin san áireamh.

Tháinig méadú seasta ar an éileamh ar sheirbhísí iompair sa bhliain 2022 tar éis an laghdaithe a chonacthas roimhe sin, agus an líon paisinéirí ag filleadh ar ghnáthleibhéal den chuid is mó. D’fhill baill foirne ar ais ar an oifig ar bhonn hibrideach le linn na bliana tar éis don Roinn Caiteachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe an ‘Creat Beartais um Obair Chumaisc d’Eagraíochtaí Státseirbhíse’ a fhoilsiú i mí an Mhárta 2022 agus tar éis ‘Beartas an Údaráis Náisiúnta Iompair um Obair Chumaisc 2022’ a fhorbairt, ar bheartas é a cuireadh chun feidhme go rathúil ón 1 Deireadh Fómhair 2022.

Ba i bhfeidhm go fóill le linn na bliana 2022 a bhí na rialuithe breise a tugadh isteach i dtús na paindéime chun a chinntiú nach mbeadh aon mheath ann sa timpeallacht rialaithe. Áiríodh na nithe seo a leanas leis na rialuithe sin:

- Cumarsáid thráthrialta a dhéanamh le hoibritheoirí iompair agus le soláthraithe eile seirbhísí don Údarás maidir leis an tionchar a bhí á imirt ag paindéim Covid-19 orthu agus measúnú a dhéanamh ar an tionchar sin.
- Trí chumarsáid ón lucht bainistíochta, béim a chur ar fheasacht a mhéadú i measc an lucht bainistíochta agus baill foirne ar an tionchar diúltach a d’fhéadfadh a bheith ag paindéim Covid-19 ar an timpeallacht rialaithe.

- Tacú leis an obair ón mbaile trí threalamh, ardáin agus naisc shlána TF agus tacaí eile foirne a sholáthar chun timpeallacht shlán oibre a chruthú i láithreacha cianda.
- Córas DocuSign a oibriú chun síniú/ceadú cianda a éascú i dtimpeallacht shlán.
- Clár rioscaí a oibriú chun na rioscaí a ghabhann le paidéim Covid-19 a shainaithint go sonrach agus na gníomhartha maolaithe atá riachtanach a fhorbairt agus a chur chun feidhme.
- Clár rioscaí soláthraithe a oibriú chun sainaithint a dhéanamh ar aon rioscaí a d'fhéadfadh a bheith ann don Údarás i slabhra an tsoláthair.
- Scrúdú agus measúnú cuimsitheach a dhéanamh ar an doiciméad 'Léargais OCAg: Tionchar Covid-19 ar do thimpeallacht rialaithe' arna eisiúint ag Oifig an Ard-Reachtair Cuntas agus Ciste.
- Athbhreithniú a dhéanamh ar rialuithe le linn na tréimhse chun a chinntiú go raibh siad fós láidir.
- Athbhreithnithe tráthrialta a bheith á ndéanamh ag an Lucht Bainistíochta, ag an gCoiste Iniúcháireachta agus Riosca agus ag an mBord.
- Athbhreithniú a dhéanamh ar phleananna gnó agus ar bhuiséid ghnó, lena n-áirítear riachtanais chistiúcháin.
- Cumarsáid thráthrialta a dhéanamh leis an Roinn Iompair.

Athbhreithniú ar éifeachtacht

Deimhním go bhfuil nósanna imeachta i bhfeidhm ag an Údarás chun faireachán a dhéanamh ar éifeachtacht a nósanna imeachta bainistíochta riosca agus rialaithe. Obair na n-iniúcháirí inmheánacha agus seachtracha, an Coiste Iniúcháireachta agus Riosca a dhéanann maoirseacht ar a gcuid oibre, agus an lucht ardbhainistíochta laistigh den Údarás atá freagrach as an gcreat rialaithe inmheánaigh a fhorbairt agus a chothabháil, déanann siad eolas d'fhaireachán agus athbhreithniú an Údaráis ar éifeachtacht an chórais rialaithe inmheánaigh.

Deimhním gur thug an Bord faoi athbhreithniú bliantúil ar éifeachtacht na rialuithe inmheánacha don bhliain 2022 i mí Feabhra 2023.

Saincheisteanna Rialaithe Inmheánaigh

Níor sainaithníodh sa rialú inmheánach i dtaca leis an mbliain 2022 aon laigí is gá a nochtadh sna ráitis airgeadais.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

19 Bealtaine 2023

Ard-Reachtair Cuntas agus Ciste

Tuarascáil le cur faoi bhráid Thithe an Oireachtais (lch. 1/2)



Ard Reachtair 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 2022 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 2022 and of its income and expenditure for 2022 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.

I have nothing to report in that regard

Seamus McCarthy
Comptroller and Auditor General

23 May 2023

Ard-Reachtaire Cuntas agus Ciste Tuarascáil le cur faoi bhráid Thithe an Oireachtais (Ich. 2/2)

Appendix to report of the Comptroller and Auditor General

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.

Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim

Amhail an 31 Nollaig 2022

	Nótaí	2022 €'000	2021 €'000
Ioncam			
Deontais ón Oireachtas			
Cistiú Oibleagáide Seirbhíse Poiblí	2.1	589,617	525,353
Cistiú don Scéim Tacaíochta le haghaidh Oibrítheoirí Tráchtála Bus	2.2	13,743	27,528
Cistiú infheistíochta caipitil	2.3	806,914	719,327
Scéimeanna Eile Iompair	2.4	31,874	28,054
Cistiú riaracháin	2	34,664	32,617
Ioncam Táillí	3	252,115	195,923
Ioncam ceadúnúcháin	4	3,371	2,209
Glanchistiú iarchurtha le haghaidh sochair scoir	15.3	4,760	3,807
Ioncam eile	5	6,279	4,450
Ioncam iomlán		1,743,337	1,539,268
Caiteachas			
Caiteachas Oibleagáide Seirbhíse Poiblí	6	809,907	694,810
Caiteachas ar an Scéim Tacaíochta le haghaidh Oibrítheoirí Tráchtála Bus	6.1	14,972	25,958
Caiteachas Ticéadaithe agus Teicneolaíochta	6.2	27,107	24,964
Caiteachas Infheistíochta Caipitil	7	735,601	595,923
Caiteachas eile deontais	8	33,523	28,723
Caiteachas eile clár	9	2,540	2,204
Caiteachas ceadúnúcháin	10	5,920	5,197
Baill foirne, baill foirne ar iasacht, agus seirbhísí socrúcháin sheachfhoinisithe	11	24,285	22,112
Costais chóiríochta oifige	12	3,464	2,870
Costais eile riaracháin	13	8,276	7,726
Costas sochair scoir	14	4,406	3,507
Caiteachas Iomlán		1,670,001	1,413,994
Barrachas don bhliain roimh Leithreasuithe		73,336	125,274
Aistriú chuig an gcuntas caipitil	21	(64,061)	(115,691)
Barrachas don bhliain tar éis Leithreasuithe		9,275	9,583
Iarmhéid a tugadh ar aghaidh ag an 1 Eanáir		11,068	1,485
Iarmhéid a tugadh ar aghaidh ag an 31 Nollaig		20,343	11,068

Tá nótaí 1 go 31 mar chuid de na ráitis airgeadais seo.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

Ráiteas faoi Ioncam Cuimsitheach

Amhail an 31 Nollaig 2022

	Nótaí	2022 €'000	2021 €'000
Barrachas don bhliain		9,275	9,583
Ioncam cuimsitheach eile			
Atomhas ar an nglanoibleagáid sochair shainithe	15.2	19,096	(3,920)
Coigeartú ar chistiú iarchurtha sochair scoir	15.2	(19,096)	3,920
Barrachas aitheanta iomlán don bhliain		9,275	9,583

Tá nótaí 1 go 31 mar chuid de na ráitis airgeadais seo.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

19 Bealtaine 2023

Ráiteas faoin Staid Airgeadais

Amhail an 31 Nollaig 2022

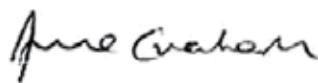
	Nótaí	2022 €'000	2021 €'000
Sócmhainní Seasta			
Sócmhainní doláimhsithe	16	22,049	25,031
Réadmhaoin, gléasra agus trealamh	17	420,299	350,341
		442,348	375,372
Sócmhainní Reatha			
Suimeanna infhaighte	18	11,914	11,021
Airgead agus coibhéisí airgid		77,191	58,459
		89,105	69,480
Suimeanna iníoctha: a bheidh dlite laistigh de bhliain amháin	19	(72,939)	(60,867)
Glansócmhainní reatha/(glandliteanais reatha)		16,166	8,613
Sócmhainní iomlána lúide dliteanais reatha		458,514	383,985
Oibleagáidí sochair scoir	15.2	(47,513)	(61,849)
Sócmhainn cistiúcháin iarchurtha sochair scoir	15.2	47,513	61,849
Suimeanna iníoctha a bheidh dlite tar éis níos mó ná bliain amháin	20	(2,164)	(971)
Glansócmhainní iomlána		456,350	383,014
Maoinithe ag			
Cuntas caipitil	21	436,007	371,946
Cúlchistí coinnithe ioncaim		20,343	11,068
		456,350	383,014

Tá nótaí 1 go 31 mar chuid de na ráitis airgeadais seo.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

19 Bealtaine 2023

Ráiteas faoi Shreabhadh Airgid

Don bhliain dar críoch an 31 Nollaig 2022

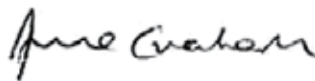
	Nótaí	2022 €'000	2021 €'000
Glansreabhadh airgid ó ghníomhaíochtaí oibriúcháin			
Barrachas ioncaim thar chaiteachas		9,275	9,583
Aistrithe cuntais chaipitil – sócmhainní seasta	21	64,061	115,691
Amúchadh sócmhainní doláimhsithe	16	6,929	6,830
Bearnú sócmhainní doláimhsithe	16	-	1,178
Dímheas réadmhaoine, gléasra agus trealaimh	17	40,225	37,394
Aistrithe sócmhainní atá á dtógáil chuig speansais	16/17	456	207
Caillteanas ar dhiúscairt sócmhainní seasta	13	15	-
Ús glan bainc is iníoctha		142	295
(Méadú)/laghdú i suimeanna infhaighte	18	(893)	(5,527)
Méadú i suimeanna iníoctha	19,20	13,265	4,358
Glan-insreabhadh airgid ó ghníomhaíochtaí oibriúcháin		133,475	170,009
Sreabhadh airgid ó ghníomhaíochtaí infheistíochta			
Íocaíochtaí chun sócmhainní doláimhsithe a cheannach	16	(4,403)	(8,538)
Íocaíochtaí chun réadmhaoine, gléasra agus trealamh a cheannach	17	(110,198)	(149,033)
Glansreabhadh airgid ó ghníomhaíochtaí infheistíochta		(114,601)	(157,571)
Sreabhadh airgid ó ghníomhaíochtaí maoiniúcháin			
Ús glan bainc a íocadh		(142)	(295)
Glansreabhadh airgid ó ghníomhaíochtaí maoiniúcháin		(142)	(295)
Glanmhéadú in airgead agus i gcoibhéisí airgid sa bhliain		18,732	12,143
Airgead agus coibhéisí airgid ag an 1 Eanáir		58,459	46,316
Airgead agus coibhéisí airgid ag an 31 Nollaig		77,191	58,459

Tá nótaí 1 go 31 mar chuid de na ráitis airgeadais seo.

Sínithe thar ceann Bhord an Údaráis Náisiúnta Iompair



An tUas. Peter Strachan
Cathaoirleach



Anne Graham Uas.
Príomhoifigeach Feidhmiúcháin

19 Bealtaine 2023

Nótaí leis na Ráitis Airgeadais

Don bhliain dar críoch an 31 Nollaig 2022

1. Beartais chuntasaíochta

Tá na boinn chuntasaíochta agus na beartais shuntasacha chuntasaíochta ar ghlac an tÚdarás iad leagtha amach thíos.

a) Ginearálta

Tá ceannoifig an Údaráis lonnaithe i nDún Scéine, Lána Fhearchair, Baile Átha Cliath 2. Tá sé mar phríomhchuspóir ag an Údarás córas éifeachtúil, inrochtana agus comhtháite iompair a áirithiú i gceantair thuaithe agus uirbeacha na hÉireann. Tá freagracht ar an Údarás freisin as rialáil a dhéanamh ar sheirbhísí amhail seirbhísí iompair bus poiblí tráchtála agus Beagfheithiclí Seirbhíse Poiblí (“SPSV”).

Is eintiteas leasa phoiblí é an tÚdarás.

Is é Euro an t-airgeadra ina gcuirtear na ráitis airgeadais seo i láthair agus airgeadra feidhmiúil na ráiteas airgeadais seo. Slánaíodh gach suim sna ráitis airgeadais go dtí an €1,000 is gaire.

b) Bonn an ullmhúcháin

Ullmhaíodh ráitis airgeadais an Údaráis don bhliain dar críoch an 31 Nollaig 2022 i gcomhréir leis an reachtaíocht is infheidhme agus i gcomhréir le FRS 102, an Caighdeán Tuairiscithe Airgeadais is infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann arna eisiúint ag an gComhairle Tuairiscithe Airgeadais sa Ríocht Aontaithe.

Ullmhaíodh na ráitis airgeadais faoi choinbhinsiún an chostais stairiúil. Tá na ráitis airgeadais san fhoirm a cheadaigh an tAire Iompair le comhthoiliú an Aire Airgeadais faoin Acht um Údarás Iompair Bhaile Átha Cliath 2008. Ullmhaíodh na ráitis airgeadais de réir an Chóid Cleachtais chun Comhlachtaí Stáit a Rialú (2016).

c) Airgeadra eachtrach

Idirbhearta agus iarmhéideanna

Le linn ráitis airgeadais an Údaráis a ullmhú, déantar idirbhearta in airgeadraí seachas airgeadra feidhmiúil an Údaráis a aithint de réir an spotráta ag dátaí na n-idirbheart nó de réir meánráta i gcás go bhfuil an ráta sin gar don ráta iarbhír ag dáta an idirbhirt. Ag deireadh gach tréimhse tuairiscithe, déantar míreanna airgeadúla atá ainmnithe in airgeadraí eachtracha a athaistriú de réir na rátaí is infheidhme ag an dáta sin. Maidir le míreanna neamhairgeadúla a thomhaistear de réir costas stairiúil in airgeadra eachtrach, ní dhéantar iad a athaistriú.

Aithnítear difríochtaí malairte sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim sa tréimhse ina dtagann siad chun cinn, seachas difríocht malairte i leith ceannach sócmhainní seasta a scaoiltear chuig an Ráiteas faoi Ioncam agus Caiteachas thar shaolré na sócmhainne ábhartha.

d) Ioncam

Deontais ón Oireachtas

Aithnítear ioncam sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim ar bhonn fáltas airgid. I gcás go bhfuil coinníoll sonrach a bhaineann le feidhmíocht amach anseo ag gabháil le gné éigin den chistiú, aithnítear an t-ioncam sin nuair a chomhlíontar an coinníoll.

Úsáidtear deontais de réir choinníollacha an leithdháilte deontas. Tá mionsonraí faoi na foinsí agus na cineálacha deontais don bhliain 2022 leagtha amach thíos:

Roinn	Cineál Deontais
RI* - Vóta	Deontais reatha - fo-mhírcheann B6
RI* - Vóta	Cistiú Oibleagáide Seirbhíse Poiblí - fo-mhírcheann B4
RI* - Vóta	Éire a Nascadh - fo-mhírcheann B4.4
RI* - Vóta	Sábháilteacht agus forbairt iarnróid throm - fo-mhírcheann B5.1
RI* - Vóta	Bonneagar iompair phoiblí - fo-mhírcheann B5.2
RI* - Vóta	An clár iarfheistithe inrochtaineachta - fo-mhírcheann B5.3
RI* - Vóta	Taisteal Gníomhach - fo-mhírcheann A3.1
RI* - Vóta	Deontas um thaisteal níos cliste - fo-mhírcheann A3.2
RI* - Vóta	Rothaíocht agus siúl - fo-mhírcheann A3.3
RI* - Vóta	Deontas do scoileanna glasa - fo-mhírcheann A3.4
RI* - Vóta	Deontais Iompair Tuaithe - fo-mhírcheann B4.2
RI* - Vóta	Laghdú Carbóin (deontais le haghaidh Beagfheithiclí Leictreacha Seirbhíse Poiblí) - fo-mhírcheann B3
RI* - Vóta	Caiteachas riaracháin - fo-mhírcheann B6.2
RCS** - Vóta	Cistiú do shaorthaisteal - fo-mhírcheann A40

* An Roinn Iompair (“RI”)

** An Roinn Coimirce Sóisialaí (“RCS”)

Is ionann an cuntas caipitil agus an chuid neamhamúchta den ioncam a úsáideadh chun críocha caipitil. Cistítear sócmhainní seasta as ioncam deontais a aistrítear chuig an gcuntas caipitil agus a amúchtar ar aon dul le hamúchadh sócmhainní doláimhsithe agus le dímheas réadmhaoine, gléasra agus trealaimh. Is cistiú cosanta é an cistiú a fhaightear trí infheistíocht stáit, agus ní úsáidfear é mar urrús i leith aon ghníomhaíocht eile gan dul i gcomhairle leis an Roinn Iompair agus leis an Roinn Caiteachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe roimh ré.

Ceadúnú

Baineann sé seo le hioncam a eascraíonn as ceadúnú feithiclí/tiománaithe, as gníomhaíochtaí measúnachta agus forfheidhmiúcháin maidir le rialáil beagfheithiclí seirbhíse poiblí agus as ceadúnú seirbhísí bus poiblí tráchtála. Aithnítear ioncam ar bhonn fáltas airgid.

Scéim chárta Leap TFI (“Bonneagar d’Éirinn”)

I mblianta roimhe, d’eascair ioncam as athmhúirearú costas oibriúcháin ar na hoibritheoirí iompair atá páirteach i scéim chárta Leap TFI. Cuireadh athmhúirearú costas oibriúcháin ar oibritheoirí tráchtála bus ar fionraí le linn na mblianta 2020 agus 2021 de dheasca phaindéim Covid-19. Leanadh leis an bhfionraí sin sa bhliain 2022. Ba

tríd an deontas Oibleagáide Seirbhíse Poiblí a cistíodh costais oibritheoirí Luas agus Chóras Iompair Éireann.

Fógraíocht ar scáthláin bhus

Baineann sé seo le hioncam a eascraíonn as spás fógraíochta ar scáthláin bhus a dhíol. Aithnítear ioncam ar bhonn fabhrúithe.

Ioncam ó shaoráidí páirceála cóistí

Baineann sé seo le hioncam a eascraíonn as úsáid na saoráide páirceála cóistí ag oibritheoirí cóistí, de réir na rátaí is infheidhme. Aithnítear ioncam ar bhonn fabhrúithe.

An scéim réigiúnach rothar

Eascraíonn ioncam as rothair a ligean ar fruiliú agus as spás fógraíochta a dhíol. Aithnítear ioncam ar bhonn fabhrúithe.

e) Ioncam táillí

Faigheann an tÚdarás ioncam táillí trí na socruithe conartha ollchostais atá i bhfeidhm aige le Bus Átha Cliath agus le Bus Éireann. Tá ag an Údarás roinnt conarthaí le haghaidh seirbhísí poiblí do phaisinéirí a sholáthar freisin, ar conarthaí iad a cuireadh amach ar thairiscint iomaíoch. Áirítear leo sin na seirbhísí sin ar oibrigh Bus Átha Cliath agus Bus Éireann iad roimhe sin. Faoi na conarthaí sin, coinníonn an tÚdarás ioncam táillí. Is é an tÚdarás, agus ní an t-oibritheoir, a shocraíonn nithe amhail táillí, minicíocht agus sceidealú go fóill. Baineann an tÚdarás úsáid as an ioncam sin agus as cistiú deontais ón Oireachtas chun gníomhaíochtaí Oibleagáide Seirbhíse Poiblí a chistiú.

Aithníonn an tÚdarás ioncam trína shruthanna difriúla ioncaim mar a leanas:

Airgead ar Bhord Busanna:

Aithnítear ioncam airgid ag an bpointe díola, arb é an lá ar a soláthraítear an tseirbhís é.

Ioncam ríomhsparáin ó scéim ticéadaithe chomhtháite Chárta Leap TFI:

Aithnítear ioncam ríomhsparáin ó scéim ticéadaithe chomhtháite Chárta Leap TFI ar an lá ar a soláthraítear an tseirbhís.

TaxSaver:

Aithnítear ticéid bhliantúla TaxSaver go cothrom thar na tréimhsí sa bhliain lena mbaineann na táirgí.

Ioncam ón Roinn Coimirce Sóisialaí:

Faighítear ioncam ón Roinn Coimirce Sóisialaí gach mí agus aithnítear é sa mhí lena mbaineann sé.

Faighítear na fáltais ioncaim i riaráiste.

f) Ús infhaighte/ús iníoctha

Aithnítear ioncam úis nó caiteachas úis ar bhonn fabhrúithe.

g) Caiteachas deontais

Déantar caiteachas sa bhliain a aithint ar bhonn na suimeanna a eisíoctar le deontaithe agus ar bhonn na gcostas a thabhaítear le haghaidh tionscadail a gcuireann an tÚdarás chun feidhme go díreach iad.

h) Sócmhainní doláimhsithe

Luaitear sócmhainní doláimhsithe de réir a gcostais stairiúil nó a luachála stairiúla, lúide amúchadh carntha. Muirearaítear amúchadh ar an Ráiteas faoi loncam agus Caiteachas agus Cúlchistí Coinnithe loncaim de réir méid cothrom, de réir na rátaí atá leagtha amach thíos, arna ríomh chun díscríobh a dhéanamh ar na sócmhainní arna gcoigeartú i leith luach iarmharach thar a saolré úsáideach thuartha. Muirearaítear amúchadh bliana iomláine ar shuim iomlán na sócmhainní seasta doláimhsithe uile sa bhliain ina bhfaightear iad, agus ní mhuirearaítear aon amúchadh i mbliain na diúscartha.

Bogearraí córas iompair	10% - 20% de réir méid cothrom
Bogearraí bonneagair iompair	10% - 20% de réir méid cothrom
Bogearraí trealamh oifige	20% de réir méid cothrom

Déantar luach iarmharach, saolré úsáideach agus modh amúchta sócmhainní doláimhsithe a athbhreithniú gach bliain agus coigeartaítear go hionchasach iad, más cuí.

Maidir le hathruithe i saolré úsáideach thuartha nó patrún tuartha úsáide na sochar eacnamaíoch amach anseo atá ag gabháil leis an tsócmhainn, breithnítear iad chun an tréimhse amúchta nó an modh amúchta, de réir mar is cuí, a mhionathrú agus caitear leo mar athruithe i meastacháin chuntasaíochta.

Aithnítear costais forbartha bogearraí mar shócmhainn dholáimhsithe i gcás go dtaispeántar gur comhlíonadh na critéir uile seo a leanas:

- An fhéidearthacht theicniúil a bhaineann le forbairt na mbogearraí a chur i gcrích chun go mbeidh siad ar fáil lena n-úsáid nó lena ndíol;
- An rún chun na bogearraí a chur i gcrích agus iad a úsáid nó a dhíol;
- An cumas chun na bogearraí a úsáid nó iad a dhíol;
- An fháil ar acmhainní leordhóthanacha teicniúla agus airgeadais agus ar acmhainní leordhóthanacha eile chun an fhorbairt a chur i gcrích agus chun na bogearraí a úsáid nó a dhíol; agus
- An cumas chun an caiteachas atá inchurtha i leith na mbogearraí agus iad á bhforbairt a thomhas ar bhealach iontaofa.

i) Réadmhaoín, gléasra agus trealamh

Luaitear Réadmhaoín, Gléasra agus Trealamh de réir a gcostais stairiúil nó a luachála stairiúla, lúide dímheas carntha. Muirearaítear dímheas ar an Ráiteas faoi loncam agus Caiteachas agus Cúlchistí Coinnithe loncaim de réir méid cothrom, de réir na rátaí atá leagtha amach thíos, arna ríomh chun díscríobh a dhéanamh ar na sócmhainní arna gcoigeartú i leith luach iarmharach thar a saolré úsáideach thuartha. Muirearaítear dímheas bliana iomláine ar shuim iomlán na réadmhaoine, an ghléasra agus an trealamh ar fad sa bhliain ina bhfaightear iad, agus ní mhuirearaítear aon dímheas i mbliain na diúscartha.

Feabhsuithe réadmhaoine léasaí	5% de réir méid cothrom nó ar aon dul le saolré an léasa, más giorra é sin
Feithiclí paisinéirí bóthair	8.33% - 10% de réir méid cothrom
Crua-earraí córas iompair	10% - 25% de réir méid cothrom
Trealamh oifige	Trealamh oifige 10% i gcás troscáin agus feisteas agus 25% i gcás trealamh ríomhaire, de réir méid cothrom
Bonneagar iompair	5% - 25% de réir méid cothrom

Déantar luach iarmharach, saolré úsáideach agus modh dímheasa réadmhaoine, gléasra agus trealamh a athbhreithniú gach bliain agus coigeartaítear go hionchasach iad, más cuí.

Maidir le hathruithe i saolré úsáideach thuartha nó patrún tuartha úsáide na sochar eacnamaíoch amach anseo atá ag gabháil leis an tsócmhainn, breithnítear iad chun an tréimhse dímheasa nó an modh dímheasa, de réir mar is cuí, a mhionathrú agus caitear leo mar athruithe i meastacháin chuntasaíochta.

Tá bonneagar iompair comhdhéanta den chuid is mó de shócmhainní a úsáidtear le haghaidh na scéime réigiúnaí rothar, le haghaidh faisnéis fíor-ama do phaisinéirí agus le haghaidh scáthlín bhus.

j) Feithiclí Paisinéirí Bóthair

Ón mbliain 2017 i leith, tá an tÚdarás ag fáil busanna chun flít láraithe caighdeánaithe busanna a chothabháil le haghaidh iompar poiblí. Cuirtear na busanna sin ar fáil d'oibríteoirí iompair phoiblí ansin trí shocruithe ceadúnais (táille ríchiosa nialasach) nó trí shocruithe léasa (cíos ainmniúil bliantúil €1 in aghaidh an bhus) chun seirbhísí iompair phoiblí a oibriú thar ceann an Údaráis.

Chinn an tÚdarás go gcomhlíonann na busanna sin an sainmhíniú ar shócmhainn agus go meastar go dtiocfaidh tairbhí eacnamaíocha as na busanna amach anseo, rud a fhágann gur féidir na busanna a aithint mar shócmhainn faoi FRS 102. Cuid lárnach den chinneadh sin is ea go meastar gur eintiteas sochair phoiblí é an tÚdarás, faoi mar atá leagtha amach sna beartais chuntasaíochta. Aithnítear na busanna ar dtús de réir costais nó de réir costas dímheasta tráth a fhaightear iad.

Chinn an tÚdarás freisin nach ionann na socruithe ceadúnais ná na socruithe léasa leis na hoibríteoirí iompair phoiblí agus léas de réir alt 20 de FRS 102. Cuid dhílis den chinneadh sin is ea go gcoimeádann an tÚdarás an ceart sa dá chás chun treoir a thabhairt maidir le conas atá na busanna le húsáid, agus maidir le cén cuspóir a bhfuil na busanna le húsáid lena aghaidh, ar feadh thréimhse iomlán a n-úsáide ag na hoibríteoirí iompair phoiblí.

k) Bearnú sócmhainní seasta

I gcás go dtugann eachtraí nó athruithe ar imthosca le fios go bhféadfadh nach in-aisghafa a bheadh an tsuim ghlanluacha, déantar athbhreithniú ar shócmhainní seasta i leith bearnú. Déantar suim in-aisghafa aon sócmhainne lena mbaineann a mheas agus a chur i gcomparáid lena suim ghlanluacha. Más ísle an tsuim in-aisghafa mheasta, laghdaítear an tsuim ghlanluacha go dtí a suim in-aisghafa mheasta agus aithnítear cailteanas bearnaithe láithreach sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim.

Is le haghaidh a n-acmhainneachta seirbhíse, agus ní chun brabús airgeadais a thabhairt, a shealbhaítear busanna. Úsáideann an tÚdarás samhail tomhais an chostais athsholáthair dhímheasta chun a mheas cé acu a tharla nó nár tharla aon chaillteanas bearnaithe.

Má aisiompaíonn caillteanas bearnaithe ina dhiaidh sin, méadaítear suim ghlanluacha na sócmhainne go meastachán athbhreithnithe a suime in-aisghafa, ach ní théitear thar an tsuim a chinnfí dá mba rud é nach ndearnadh aon chaillteanas bearnaithe a aithint i ndáil leis an tsócmhainn sna blianta roimhe sin. Déantar aisiompú aon chaillteanais bhearnaithe a aithint láithreach sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim.

1) Sochair fostaithe

Sochair ghearrthéarmacha

Aithnítear sochair ghearrthéarmacha amhail pá saoire mar chostas sa bhliain. Cuirtear sochair atá fabhráithe ag deireadh na bliana ar áireamh san fhigiúr Suimeanna iníoctha sa Ráiteas faoin Staid Airgeadais.

Sochair scoir

Léirítear sna ráitis airgeadais na sócmhainní agus na dliteanais, ar a luach cóir, a eascraíonn as oibleagáidí pinsin an Údaráis agus aithnítear iontu na costais a bhaineann le sochair scoir a sholáthar sna tréimhsí cuntasáiochta ina dtuilleann fostaithe iad. Is ar bhonn achtúireach a thomhaistear dliteanais na scéime sochair scoir, agus modh na n-aonad réamh-mheasta creidmheasa á úsáid. Is sa Ráiteas faoi Ioncam Cuimsitheach a léirítear gnóthachain achtúireacha nó caillteanais achtúireacha a eascraíonn as dliteanais na scéime sochair scoir. Déantar coigeartú comhfhreagrach a aithint sa tsuim atá in-aisghafa ón Stát don scéim neamhchistithe sochair shainithe scoir amháin.

Glacann fostaithe an Údaráis páirt sna scéimeanna pinsean seo a leanas:

- *Scéim Sochair Shainithe – “Scéim an Údaráis Náisiúnta Iompair”*

Is scéim pinsean tuarastail deiridh lena ngabhann sochair shainithe í *Scéim Aoisliúntais Fhoireann an Údaráis Náisiúnta Iompair 2010*, agus déantar na sochair agus na ranníocaíochtaí a shainiú trí thagairt do rialacháin scéim ‘eiseamláireach’ na hearnála poiblí. Is scéim neamhchistithe í seo d’fhostaithe inphinsin sa tseirbhís phoiblí a ceapadh roimh an 1 Eanáir 2013. Íoctar ranníocaíochtaí na mball leis an Roinn Iompair. Cuireadh na costais, na dliteanais agus na sócmhainní a bhaineann le hoibriú na scéime seo ar áireamh sa nochtadh i Nótaí 15 agus 16 maidir leis na scéimeanna pinsean sochair shainithe.

- *Scéim Sochair Shainithe – “An Scéim Aonair”*

Is scéim pinsean meantuarastail sochair shainithe í an *Scéim Pinsean Seirbhíse Poiblí Aonair*. Is scéim pinsean sochair shainithe í seo d’fhostaithe inphinsin sa tseirbhís phoiblí a ceapadh an 1 Eanáir 2013 nó i ndiaidh an dáta sin. Íoctar ranníocaíochtaí na mball leis an Roinn Caiteachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe. Cuireadh na costais, na dliteanais agus na sócmhainní a bhaineann le hoibriú na scéime seo ar áireamh sa nochtadh i Nótaí 15 agus 16 maidir leis na scéimeanna pinsean sochair shainithe.

• *Scéim Ranníocaíochta Sainithe – “Scéim na Gníomhaireachta um Fháil Iarnród”*

D'aistrigh roinnt fostaithe isteach san Údarás ó Bhonneagar Iompair Éireann (“BIÉ”) i ndiaidh dóibh a bheith ina bhfostaithe de chuid na Gníomhaireachta um Fháil Iarnród (“RPA”) sular glacadh a gníomhaíochtaí isteach in BIÉ. Is baill iad de *Phlean Pinsin agus Árachais Saoil na Gníomhaireachta um Fháil Iarnróid 2003* fós, ar scéim pinsean ranníocaíochta sainithe í. Ní ghlacann an scéim sin le haon iontrálaithe nua. Cistítear sochair phinsin thar thréimhse seirbhíse na bhfostaithe trí bhithin ranníocaíochtaí an fhostaí agus an fhostóra leis an scéim. Muirearaítear ranníocaíochtaí fostóra ar an Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe loncaim de réir mar a thagann siad chun bheith iníochta. Níl aon sócmhainn phinsin/dliteanas pinsin ag an Údarás maidir leis an scéim seo ós rud é nach bhfuil sé faoi dhliteanas ach amháin i leith na ranníocaíochtaí fostóra atá dlite i leith na bhfostaithe sin.

m) Léasanna

Aicmítear léasanna mar léasanna airgeadais nuair a aistrítear leo chuig an Údarás na rioscaí agus na luaíochtaí uile, nach mór, a bhaineann le húinéireacht ar na sócmhainní léasaithe. Aicmítear mar léasanna oibriúcháin na léasanna eile nach n-aistrítear leo chuig an Údarás na rioscaí agus na luaíochtaí uile, nach mór, a bhaineann le húinéireacht ar na sócmhainní léasaithe. Maidir le sócmhainní a shealbhaítear faoi léas airgeadais, cuirtear ar áireamh iad i ‘réadmhaoin, gléasra agus trealamh’ agus déantar iad a dhímheas agus a athbhreithniú i leith bearnú ar an mbealach céanna is a dhéantar sócmhainní a bhfuil úinéireacht iomlán orthu a dhímheas agus a athbhreithniú.

Mar léasaí

Maidir le híocaíochtaí a dhéantar faoi léasanna oibriúcháin, aithnítear iad sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe loncaim mar chaiteachas thar théarma an léasa de réir méid cothrom.

Mar léasóir

Maidir le híocaíochtaí a fhaightear faoi léasanna oibriúcháin, aithnítear iad sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe loncaim mar ioncam thar théarma an léasa de réir méid cothrom.

n) Breithiúnais agus meastacháin chriticiúla chuntasaíochta

Agus na ráitis airgeadais á n-ullmhú, ceanglaítear ar an lucht bainistíochta breithiúnais, meastacháin agus toimhdí a dhéanamh a théann i bhfeidhm ar na suimeanna a thuairiscítear le haghaidh sócmhainní agus dliteanas ag dáta an Ráitis faoin Staid Airgeadais agus ar na suimeanna a thuairiscítear le haghaidh ioncaim agus speansas le linn na bliana. Fágann cineál an mheastacháin, áfach, go bhféadfadh na torthaí iarbhír bheith difriúil leis na meastacháin sin. Meastar na breithiúnais agus na meastacháin seo a leanas a bheith tábhachtach maidir leis an léiriú ar riocht airgeadais an Údaráis:

• *Dímheas agus luachanna iarmharacha*

Rinne an tÚdarás athbhreithniú ar shaolré na sócmhainní agus ar luachanna iarmharacha bainteacha gach aicme sócmhainne seasta agus tháinig sé ar an gconclúid gur cuí atá saolré na sócmhainní agus na luachanna iarmharacha.

- *Bearnú sócmhainní seasta*

I gcás go dtugann eachtraí nó athruithe ar imthosca le fios go bhféadfadh nach in-aisghafa a bheadh an tsuim ghlanluacha, déantar athbhreithniú ar shócmhainní i leith bearnú.

- *Feithiclí Paisinéirí Bóthair*

Chinn an tÚdarás go gcomhlíonann na busanna sin an sainmhíniú ar shócmhainn agus go meastar go dtiocfaidh tairbhí eacnamaíocha as na busanna amach anseo, rud a fhágann gur féidir na busanna a aithint mar shócmhainn faoi FRS 102. Cuid lárnach den chinneadh sin is ea go meastar gur eintiteas sochair phoiblí é an tÚdarás, faoi mar atá leagtha amach sna beartais chuntasaíochta.

- *Oibleagáid sochair scoir*

Déanann an tÚdarás athbhreithniú bliantúil ar na toimhdí atá taobh thiar de na luachálacha achtúireacha óna gcinntear na suimeanna atá aitheanta sna ráitis airgeadais (lena n-áirítear rátaí lascaine, rátaí méadaithe i leibhéil chúitimh amach anseo agus rátaí mortlaíochta).

- *Soláthairtí*

Déanann an tÚdarás soláthar d'oibleagáid láithreach (dhlíthiúil nó chuiditheach) mar thoradh ar eachtra ón am atá thart, más dócha go gcuirfear ceangal ar an Údarás an oibleagáid is eol dó a bheith amuigh ag dáta dheireadh na tréimhse a ghlanadh.

o) Suimeanna infhaighte

Tomhaistear suimeanna infhaighte gearrthéarmacha ag praghas an idirbhirt, lena n-áirítear costais idirbhirt, lúide aon bhearnú.

p) Airgead agus coibhéisí airgid

Léirítear airgead le hairgead ar láimh agus le taiscí gearrthéarmacha le hinstiúidí airgeadais. Is ionann coibhéisí airgid agus infheistíochtaí ríleachtacha a aibíonn tráth nach déanaí ná trí mhí ón dáta fála agus ar féidir iad a chomhshó go réidh ina suimeanna aitheanta airgid lena mbaineann riosca neamhshuntasach go n-athrófaí a luach.

q) Suimeanna iníochta

Tomhaistear suimeanna iníochta gearrthéarmacha de réir praghas an idirbhirt, lena n-áirítear costais idirbhirt, lúide aon bhearnú.

r) Ionstraimí airgeadais

Ní théann an tÚdarás isteach ach in idirbhearta bunúsacha ionstraimí airgeadais a bhfuil de thoradh orthu go n-aithnítear sócmhainní airgeadais agus dliteanais airgeadais amhail suimeanna infhaighte trádála agus eile agus suimeanna iníochta trádála agus eile.

Maidir le hionstraimí fiachais (seachas iad sin atá in-aisíochta go hiomlán nó infhaighte go hiomlán laistigh de bhliain amháin), lena n-áirítear iasachtaí agus cuntais infhaighte eile agus cuntais iníochta eile, déantar iad a thomhas ar dtús de réir luach láithreach

na sreafaí airgid sa todhchaí agus ina dhiaidh sin de réir an chostais amúchta trí úsáid a bhaint as modh an úis éifeachtaigh. Is de réir shuim neamhlascainithe an airgid nó na comaoine eile a meastar go n-íocfar nó go bhfaighfear é/í a thomhaistear ionstraimí fiachais atá iníoctha nó infhaighte laistigh de bhliain amháin ar dtús nó ina dhiaidh sin. Is suimeanna iníoctha trádála agus suimeanna infhaighte trádála iad de ghnáth. Mar sin féin, más ionann socruithe aon ionstraime gearrthearmaí agus idirbheart airgeadais, amhail fiachas trádála a iarchuireadh thar ghnáth-thearmaí gnó nó a mhaoinítear ag ráta úis nach ráta margaidh é a íoc, nó i gcás iasacht ghearrthearmach ghlan nach bhfuil ag ráta margaidh, tomhaistear an tsócmhainn airgeadais nó an dliteanas airgeadais ar dtús de réir luach láithreach an tsreafa airgeadais sa todhchaí, arna lascainiú ag ráta margaidh úis le haghaidh ionstraim fiachais den chineál céanna, agus tomhaistear é/í ina dhiaidh sin de réir costas amúchta.

Maidir le sócmhainní airgeadais a thomhaistear de réir a gcostais agus a gcostais amúchta, measúnaítear iad ag deireadh gach tréimhse tuairiscithe le haghaidh fianaise oibiachtúil ar bhearnú. Más ann d'fhianaise oibiachtúil ar bhearnú, aithnítear cailteanas bearnaithe sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim.

s) Soláthairtí do dhliteanais

Aithnítear soláthairtí i gcás go bhfuil oibleagáid láithreach (dhlíthiúil nó chuiditheach) ar an Údarás mar thoradh ar eachtra ón am atá thart, más dócha go gcuirfear ceangal ar an Údarás an oibleagáid a ghlanadh agus gur féidir meastachán réasúnach a dhéanamh de shuim na hoibleagáide.

Is é an tsuim a aithnítear mar sholáthar an meastachán is fearr ar an gcomaoin atá riachtanach chun an oibleagáid láithreach a ghlanadh ag deireadh na tréimhse tuairiscithe, agus aird á tabhairt ar na rioscaí agus na héiginnteachtaí a bhaineann leis an oibleagáid.

I gcás gurb ábhartha atá an éifeacht atá ag amluach an airgid, déantar an tsuim a mheastar a bheith riachtanach chun an oibleagáid a ghlanadh a aithint de réir luach láithreach trí ráta lascaine réamhchánach a úsáid. Aithnítear leachtú na lascaine mar chostas airgeadais sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim sa tréimhse ina dtagann sé chun cinn.

t) Athaicmiú na bhFigiúirí ó Thréimhsí Roimhe

Coigeartaíodh figiúirí comparáideacha ó thréimhsí roimhe i gcás gur cuí déanamh amhlaidh chun inchomparáideacht a éascú.

2. Deontais ón Oireachtas

Aithníodh na deontais seo a leanas mar ioncam de réir bheartas cuntasaióchta 1(d):

	Nótaí	2022 €'000	2021 €'000
An Roinn Iompair			
Cistiú Oibleagáide Seirbhíse Poiblí	2.1	589,617	525,353
Cistiú don Scéim Tacaíochta le haghaidh Oibrítheoirí Tráchtála Bus	2.2	13,743	27,528
Cistiú infheistíochta caipitil	2.3	806,914	719,327
Cistiú do scéimeanna eile iompair	2.4	30,374	26,554
Cistiú riaracháin		34,664	32,617
		1,475,312	1,331,379
An Roinn Coimirce Sóisialaí			
Cistiú do Scéimeanna Eile Iompair	2.4	1,500	1,500
		1,476,812	1,332,879

Tá an deontas Riaracháin €34.7m (2021: €32.6m) luaite glan ar ranníocaíochtaí sochair scoir ó fhostaithe dar luach €1.3m (2021: €0.7m), ar €0.8m a cuireadh ar aghaidh chuig an Roinn Iompair (i leith scéim sochair scoir fhoireann an Údaráis) (2021: €0.7m) agus ar €0.5m a cuireadh ar aghaidh chuig an Roinn Caiteachais Phoiblí, Seachadta ar an bPlean Forbartha Náisiúnta, agus Athchóirithe (i leith na scéime sochair scoir seirbhíse poiblí aonair) (2021: €0.3m).

2.1 Deontais ón Oireachtas - Cistiú Oibleagáide Seirbhíse Poiblí

Tarraingítear cistiú Oibleagáide Seirbhíse Poiblí anuas ón Roinn Iompair faoi fho-mhírcheann B4 – Íocaíochtaí chun Seirbhísí Poiblí a Sholáthar.

	Roinn	Fo-mhírcheann	2022 €'000	2021 €'000
Iarnród Éireann	RI	B4	225,602	210,196
Bus Átha Cliath	RI	B4	147,503	146,016
Bus Éireann	RI	B4	114,989	66,634
Bealaí bus a cuireadh amach ar tairiscint	RI	B4	38,233	43,296
Luas	RI	B4	24,460	32,165
Ticéadú agus Teicneolaíocht	RI	B4	25,241	20,715
Gníomhaíochtaí díreacha an Údaráis	RI	B4	7,267	6,331
Éire a Nascadh	RI	B4.4	3,880	-
Deontas do Chártaí Aosaigh Óig	RI	B4	2,442	-
			589,617	525,353

2.2 Cistiú don Scéim Tacaíochta le haghaidh Oibritheoirí Tráchtála

Bus

	2022 €'000	2021 €'000
Dír-Dhámhachtainí	7,862	19,092
Deontais De Minimis	4,349	6,065
Costais riaracháin Oibritheoirí Tráchtála Bus	1,532	2,371
	13,743	27,528

Mar thoradh ar thionchar na paidéime, soláthraíodh tacaíocht shealadach éigeandála airgeadais d'oibritheoirí tráchtála bus tríd an deontas Oibleagáide Seirbhíse Poiblí ar mhaithe le hoibriú leanúnach seirbhíse bunriachtanacha ceadúnaithe bus a chinntiú in Éirinn. Dúnadh an cistiú d'Oibritheoirí Tráchtála Bus d'éilimh nua i mí an Mheithimh 2022.

2.3 Deontais ón Oireachtas - Cistiú Infheistíochta Caipitil

Tarraingítear cistiú infheistíochta caipitil anuas ón Roinn Iompair faoi fho-mhírchinn an Chláir Infheistíochta Iompair Phoiblí.

	2022 €'000	2021 €'000
A3.1 Sócmhainní Infheistíochta Taistil Ghníomhaigh a Chosaint agus a Athnuachan	19,242	-
A3.3 Infheistíocht Taistil Ghníomhaigh - Rothaíocht agus Siúl	291,022	184,115
B5.1 Iarnród Trom	240,659	239,826
B5.2 Bonneagar Iompair Phoiblí	244,574	287,740
B5.3 Inrochtaineacht	11,417	7,646
	806,914	719,327

2.4 Deontais ón Oireachtas - Scéimeanna Eile Iompair

Riarann an tÚdarás roinnt scéimeanna eile thar ceann na Roinne Iompair agus na Roinne Coimirce Sóisialaí.

Tá an cistiú deontais a fuarthas léirithe thíos:

	Roinn	Fo-mhír-cheann	2022 €'000	2021 €'000
Iompar Tuaithe	RI	B4.2	16,016	14,144
An Scéim Deontas le haghaidh Beag-fheithiclí Leictreacha Seirbhíse Poiblí	RI	B3	12,435	10,551
Scoileanna Glasa	RI	A3.4	1,445	1,366
Taisteal Níos Cliste	RI	A3.2	478	493
			30,374	26,554
Iompar Tuaithe	RCS	A40	1,500	1,500
			31,874	28,054

3. Ioncam Táillí

	2022 €'000	2021 €'000
Bus Átha Cliath	136,409	102,572
Bus Éireann	58,965	41,379
Ioncam ó RCS - Saorthaisteal	37,159	35,925
Bealaí Bus a Cuireadh Amach ar Tairiscint	16,648	14,297
Seirbhísí Tráthrialta Tuaithe	2,290	1,314
Seirbhísí atá Freagrúil don Éileamh i Limistéir Thuaithe	644	436
	252,115	195,923

4. Ioncam ceadúnúcháin

	2022 €'000	2021 €'000
Táillí ceadúnúcháin tiománaithe beagfheithicle seirbhíse poiblí	1,407	1,171
Táillí ceadúnúcháin beagfheithiclí seirbhíse poiblí	1,139	645
Ioncam eile ó bheagfheithiclí seirbhíse poiblí	578	330
Ioncam ceadúnúcháin bus	184	52
Ioncam a bhaineann le comhlíonadh beagfheithiclí seirbhíse poiblí	63	11
	3,371	2,209

5. Ioncam eile

	2022 €'000	2021 €'000
Fógraíocht ar scáthlámh bhus	5,715	3,916
Ioncam Eile	479	444
An scéim réigiúnach rothar - urraíocht, síntiúis agus fruiliú	73	54
Ioncam ó Shaoráidí Páirceála Cóistí	12	36
	6,279	4,450

6. Caiteachas Oibleagáide Seirbhíse Poiblí

	2022 €'000	2021 €'000
Bus Átha Cliath	296,441	265,591
Iarnród Éireann	225,602	210,196
Bus Éireann	184,792	117,680
Seirbhísí bus a cuireadh amach ar tairiscint	63,717	62,875
Luas	24,460	32,165
Costais Tacaíochta Oibleagáide Seirbhíse Poiblí	5,688	3,777
Éire a Nascadh	3,880	-
Scéim an Chárta Aosaigh Óig	2,447	-
Pearsanra agus forchostais ghaolmhara	1,882	1,457
Dímheas	998	1,069
	809,907	694,810

Déanann an tÚdarás íocaíochtaí le haghaidh seirbhísí Oibleagáide Seirbhíse Poiblí atá riachtanach ón taobh sóisialta de ach nach bhfuil inmharthana ó thaobh na tráchtála de a sholáthar. Déanann an tÚdarás na híocaíochtaí sin ó airgead a sholáthraíonn an tOireachtas dó tríd an Roinn Iompair agus ó ioncam táillí a fhaightear i leith na seirbhísí sin.

Seirbhísí bus a cuireadh amach ar tairiscint

Tá ag an Údarás roinnt conarthaí le haghaidh seirbhísí Oibleagáide Seirbhíse Poiblí a cuireadh amach ar thairiscint oscailte a sholáthar. Áirítear leo sin na seirbhísí sin ar oibrigh Bus Átha Cliath agus Bus Éireann iad roimhe sin mar chuid dá gconarthaí. Is é an tÚdarás, agus ní an t-oibritheoir, a shocraíonn nithe amhail táillí, minicíocht agus sceidealú go fóill. Áirítear leis na figiúirí thuas costais a bhaineann le seirbhísí sceidealaithe leanúnacha Oibleagáide Seirbhíse Poiblí a oibriú agus a sholáthar ar bhealaí tuaithe – atá brandáilte mar Nasc Áitiúil TFI.

6.1 Caiteachas ar an Scéim Tacaíochta le haghaidh Oibritheoirí

Tráchtála Bus

	2022 €'000	2021 €'000
Dír-Dhámhachtainí Eile	8,770	18,021
Deontais De Minimis	4,593	5,769
Costais Tacaíochta Oibritheoirí Tráchtála Bus	1,609	2,168
	14,972	25,958

Mar thoradh ar thionchar na paindéime, soláthraíodh tacaíocht shealadach éigeandála airgeadais d'oibritheoirí tráchtála bus tríd an deontas Oibleagáide Seirbhíse Poiblí ar mhaithe le hoibriú leanúnach seirbhísí bunriachtanacha ceadúnaithe bus a chinntiú in Éirinn. Dúnadh an scéim i mí an Mheithimh 2022.

6.2 Caiteachas Ticéadaithe agus Teicneolaíochta

		2022 €'000	2021 €'000
<i>Caiteachas oibriúcháin</i>			
Caiteachas ar Scéim Chárta Leap	Nóta 6.3	20,130	18,008
Caiteachas ar an gCóras Faisnéise Taistil		3,974	4,120
TFI Go		398	67
		24,502	22,195
Dímheas		2,605	2,769
		27,107	24,964

6.3 Caiteachas ar Scéim Chárta Leap

	2022 €'000	2021 €'000
Costais oibritheoirí díreacha	12,403	11,281
Costais Phearsanra	2,483	3,245
Coimisiúin	4,391	2,916
Costais eile riaracháin	853	566
	20,130	18,008

7. Caiteachas Infheistíochta Caipitil

		2022 €'000	2021 €'000
<i>Mórhionscadail chaipitil</i>			
Iarnród Éireann		242,457	238,102
Bonneagar Iompair Éireann		44,482	60,037
Bus Átha Cliath		7,690	6,024
Bus Éireann		7,782	1,882
		302,411	306,045
Cistiú deontais iompair le haghaidh Mhórlimistéar Bhaile Átha Cliath	Nóta 7.1	131,313	85,597
Caiteachas eile ar thabhaigh an tÚdarás go díreach é	Nóta 7.1	116,513	99,895
Cistiú deontais le haghaidh iompar réigiúnach	Nóta 7.1	174,104	96,714
Cistiú le haghaidh scéimeanna inrochtaineachta		11,260	7,672
		735,601	595,923

Ba iad seo na mórhionscadail chaipitil a cistíodh agus a cuireadh ar áireamh i gcaiteachas infheistíochta caipitil:

	2022 €'000	2022 €'000	2021 €'000	2021 €'000
Iarnród Éireann				
DART+	106,018		160,052	
Carranna Iarnróid Idirchathrach nua	42,047		2,275	
Clár na n-uasghráduithe stáisiúin	34,221		17,526	
Ionad Náisiúnta um Rialú Traenach	23,435		42,465	
Bealaí agus Acomhail a bhreisiú	15,681		134	
Iarnród Comaitéireachta Limistéar Chorcaí	7,604		689	
Eispéireas an chustaiméara agus ticéadú a fheabhsú	5,403		5,207	
Athléimneacht i leith na hAeráide	3,658		4,713	
Tionscadail eile	2,238		2,093	
Clár na gcarrchlós	2,112		1,065	
Athchomharthaíocht lár na cathrach	40	242,457	1,883	238,102

Bonneagar Iompair Éireann				
MetroLink	25,368		35,779	
Athchóiriú tramanna	11,041		8,460	
Luas Fhionnghlaise	2,792		1,391	
Tionscadail eile	2,647		1,584	
Idirthuras Iarnróid Éadroim Chorcaí	966		572	
Gréasáin a bhreisiú	940		-	
Acmhainn Líne Uaine Luas a bhreisiú	494		12,090	
Luas Traschathrach	146		66	
Luas Leamhcáin	48		80	
Páirceáil agus Taisteal	40	44,482	15	60,037

Bus Átha Cliath				
Flít Busanna, lena n-áirítear athchóiriú	3,521		2,983	
Athdhearadh BusConnects	1,705		1,622	
Tionscadail eile	1,431		1,419	
Iostaí a Leictriú	1,033	7,690	-	6,024

Bus Éireann				
Iostaí a Leictriú	4,831		-	
Tionscadail eile	2,620		1,882	
Treoirbhusanna nua	331	7,782	-	1,882
		302,411		306,045

7.1 Cistiú deontais iompair le haghaidh Mhórlimistéar Bhaile Átha Cliath agus tionscadail eile

	2022 €'000	2021 €'000
<i>Cistiú deontais iompair le haghaidh Mhórlimistéar Bhaile Átha Cliath</i>		
Comhairle Cathrach Bhaile Átha Cliath	43,561	26,705
Comhairle Contae Dhún Laoghaire-Ráth an Dúin	24,631	17,911
Comhairle Contae na Mí	15,640	11,142
Comhairle Contae Átha Cliath Theas	15,497	10,959
Comhairle Contae Fhine Gall	13,608	9,078
Comhairle Contae Chill Dara	9,814	3,292
Comhairle Contae Chill Mhantáin	7,864	5,551
Córas Iompair Éireann	353	292
Coláiste na Tríonóide, Baile Átha Cliath	123	-
Ospidéal San Séamas	119	60
An Coláiste Ollscoile, Baile Átha Cliath	103	607
	131,313	85,597

<i>Caiteachas eile ar thabhairt an tÚdarás go díreach é</i>		
Dímheas	42,649	39,440
BusConnects	32,323	30,665
Pearsanra agus forchostais ghaolmhara	14,509	10,991
Tacaíocht taistil ghníomhaigh	8,214	2,767
Clár cothabhála cuailí agus scáthlán bus	6,111	1,519
Comhtháthú agus tacaíocht	5,082	6,364
Ticéadú agus Teicneolaíocht Faisnéise Taistil	4,532	1,822
Páirceáil agus taisteal	1,162	801
Éire a Nascadh	522	322
Forbairt córas eile	438	959
Tacaíocht don Fhlít Busanna	312	724
Inrochtaineacht	297	-
DART+	212	224
MetroLink	148	439
Scéimeanna poiblí rothar	2	101
Bearnú sócmhainní doláimhsithe (féach nóta 16.1)	-	1,178
Samhlacha iompair	-	1,571
Forbairt saoráidí páirceála cóistí	-	8
	116,513	99,895

	2022 €'000	2021 €'000
<i>Cistiú deontais le haghaidh iompar réigiúnach</i>		
Comhairle Cathrach agus Contae Phort Láirge	40,591	9,751
Comhairle Cathrach Chorcaí	29,888	19,512
Comhairle Contae Chorcaí	18,638	11,405
Comhairle Cathrach agus Contae Luimnigh	18,423	18,047
Comhairle Cathrach na Gaillimhe	9,068	5,596
Comhairle Contae Thiobraid Árann	7,453	5,061
Comhairle Contae Dhún na nGall	4,595	2,282
Comhairle Contae Lú	4,482	1,788
Comhairle Contae Mhaigh Eo	4,445	3,672
Comhairle Contae an Chláir	3,948	1,273
Comhairle Contae an Chabháin	3,506	1,323
Comhairle Contae Laoise	3,168	413
Comhairle Contae Chill Chainnigh	3,065	1,642
Comhairle Contae Loch Garman	2,840	3,040
Comhairle Contae na Gaillimhe	2,667	4,547
Comhairle Contae Cheatharlach	2,371	1,182
Comhairle Contae na hIarmhí	2,333	205
Comhairle Contae Shligigh	2,025	1,233
Comhairle Contae Chiarraí	1,914	1,009
Comhairle Contae Uíbh Fhailí	1,831	662
Comhairle Contae Mhuineacháin	1,588	250
Comhairle Contae Ros Comáin	1,558	1,673
Comhairle Contae Liatroma	1,558	1,074
Comhairle Contae an Longfoirt	1,099	74
Ospidéal Ollscoile na Gaillimhe	50	-
	173,104	96,714

Le linn na tréimhse, úsáideadh deontais infheistíochta caipitil ón Oireachtas freisin chun breiseanna a chistiú i leith réadmhaoine, gléasra agus trealaimh agus i leith sócmhainní doláimhsithe, go háirithe feithiclí paisinéirí bóthair, mar atá leagtha amach i nótaí 16 agus 17.

8. Cateachas eile deontais

	2022 €'000	2021 €'000
Cateachas ar an gClár Iompair Tuaithe	17,620	16,025
An Scéim Deontas le haghaidh Beagfheithiclí Leictreacha Seirbhíse Poiblí	13,831	10,724
Cateachas ar chlár na scoileanna glasa	1,445	1,365
Cateachas ar Chláir Thaistil Níos Cliste	477	510
Dímheas faoin gClár Iompair Tuaithe	146	80
Dímheas faoi Chláir Thaistil Níos Cliste	4	19
	33,523	28,723

9. Caiteachas eile clár

	2022 €'000	2021 €'000
Caiteachas ar an scéim réigiúnach rothar	1,962	1,565
Dímheas ar phainéil dhigiteacha Scáthlán Bus	212	212
Caiteachas ar shaoráidí páirceála cóistí	205	177
Caiteachas ar scáthlín bhus	161	250
	2,540	2,204

10. Caiteachas ceadúnúcháin

	2022 €'000	2021 €'000
Costais a bhaineann le comhlíonadh beagfheithiclí seirbhíse poiblí	1,220	997
Costais riaracháin beagfheithiclí seirbhíse poiblí	1,212	976
Scéimeanna Tacaíochta le haghaidh Beagfheithiclí Seirbhíse Poiblí de dheasca phaindéim Covid-19	905	898
Costais cheadúnúcháin tiománaithe beagfheithiclé seirbhíse poiblí	922	706
Ceadúnú beagfheithiclí seirbhíse poiblí - costais chumarsáide	587	555
Costais cheadúnúcháin beagfheithiclí seirbhíse poiblí	494	618
Pearsanra agus forchostais ghaolmhara	331	278
Teanntáil Feithiclí	233	137
Costais cheadúnúcháin bus	16	32
	5,920	5,197

11. Baill Foirne, Baill Foirne ar Iasacht, agus Seirbhísí Socrúcháin Sheachfhoinisithe

	2022 €'000	2021 €'000
<i>Costais phearsanra</i>		
Pá, tuarastail agus costais foirne	17,455	14,585
Seirbhísí socrúcháin sheachfhoinisithe	6,014	6,749
Earcaíocht agus oiliúint	406	390
Baill foirne ar iasacht agus sannaithe ón earnáil phoiblí	283	282
Táillí agus speansais chomhaltaí an Bhoird agus na gCoistí	127	106
	24,285	22,112

Leithdháiltear seirbhísí socrúcháin sheachfhoinisithe agus costais ghaolmhara ar aonaid ghnó an Údaráis ar bhonn shocrúcháin sheachfhoinisithe dhíreacha an aonaid gnó. Áirítear leis na costais thuas na socrúcháin sheachfhoinisithe sin i ról riaracháin lárnaigh, lena n-áirítear soláthar, airgeadas, acmhainní daonna agus teicneolaíocht faisnéise. Is ar riarachán lárnach a leithdháiltear costais fostaithe agus costais ball foirne ar iasacht.

Baineann an tÚdarás leas as roinnt socrúcháin sheachfhoinisithe chun gníomhaíochtaí gnáthghnó a meastar gur croí-obair an Údaráis iad a chur i gcrích agus a fhorlíonadh. Úsáideann an tÚdarás socrúcháin sheachfhoinisithe freisin le haghaidh ról thionscadalbhunaithe nach bhfuil gá buan leo chun a chinntiú go bhfuil dóthain

solúbthachta agus acmhainne ann chun tionscadail straitéiseacha a chur i gcrích. Amhail an 31 Nollaig 2022, bhí 97 socrúchán sheachfhoinsithe ag an Údarás i bpoist ina gcuirtear gníomhaíochtaí gnáthghnó i gcrích (2021: 61) agus bhí 123 shocrúchán sheachfhoinsithe aige i ról thionscadalbhunaithe (2021: 116).

Baill foirne ar iasacht ón earnáil phoiblí

Sa bhliain 2022, níor cuireadh aon chostais bhall foirne ar iasacht go díreach ar thionscadail (2021: €Nialas) agus níor caipitlíodh aon chostais ina leith sin (2021: €Nialas). Níor aistrigh aon bhaill foirne ar iasacht isteach san Údarás mar fhostaithe le linn na bliana (2021: duine ar bith).

Costais chaipitlithe fostaithe

Níor caipitlíodh aon chostais fostaithe sa bhliain airgeadais (2021: €Nialas).

11.1 Pá, tuarastail agus costais foirne

a) Sochair chomhiomlána fostaithe

	2022 €'000	2021 €'000
Sochair ghearrthéarmacha foirne	15,845	13,250
ÁSPC ón bhFostóir	1,610	1,335
	17,455	14,585

Níl luach na sochar scoir a tuilleadh faoi Scéim an Údaráis Náisiúnta Iompair sa tréimhse ar áireamh sna figiúirí thuas.

b) Sochair ghearrthéarmacha foirne

	2022 €'000	2021 €'000
Bunphá	15,780	13,183
Liúntais	65	67
	15,845	13,250

c) Ní raibh aon sochair foirceanta, aon sochair fhadtéarmacha eile ná aon idirbhearta íocaíochta scairbhunaithe ann le linn na bliana (2021: €Nialas).

11.2 Fostaithe agus baill foirne ar iasacht ón earnáil phoiblí

	2022	2021
<i>An líon foirne ag deireadh na bliana, ar bhonn coibhéise lánaimseartha:</i>		
Fostaithe	254	225
Baill foirne ar iasacht ón earnáil phoiblí	1	1
	255	226

11.3 An príomhphearsanra bainistíochta

Cuimsíonn an príomhphearsanra bainistíochta san Údarás na comhaltaí Boird, an Príomhoifigeach Feidhmiúcháin, an Stiúrthóir um Airgeadas agus Seirbhísí Corparáideacha, an Stiúrthóir um Pleanáil agus Infheistíocht Iompair, an

Príomhoifigeach Faisnéise, an Stiúrthóir um Rialáil Iompair Phoiblí, an Stiúrthóir um Theicneolaíocht Iompair Phoiblí, agus an Stiúrthóir um Sheirbhísí Iompair Phoiblí. Tá an cúiteamh a íocadh le príomhphearsana bainistíochta an Údaráis ó dháta ceapacháin na bpearsana i leith leagtha amach ar an gcéad leathanach eile:

	2022 €'000	2021 €'000
Bunphá	1,247	1,157
Liúntais	-	-
	1,247	1,157

Ní raibh aon sochair foirceanta, aon sochair iarfhostaíochta, aon sochair fhadtéarmacha eile ná aon idirbhearta íocaíochta scairbhunaithe ann le linn na bliana (2021: €Nialas).

Níl luach na sochar scoir a tuilleadh sa tréimhse ar áireamh sna figiúirí thuas.

11.4 Príomhoifigeach Feidhmiúcháin

Bhí pacáiste luach saothair an Phríomhoifigigh Feidhmiúcháin don tréimhse airgeadais mar a leanas:

	2022 €'000	2021 €'000
Bunphá - A. Graham Uas.	202	190
Liúntais	-	-
	202	190

Níl luach na sochar scoir a tuilleadh sa tréimhse ar áireamh sna figiúirí thuas.

Tá an Príomhoifigeach Feidhmiúcháin ina bhall de Scéim an Údaráis Náisiúnta Iompair.

11.5 Miondealú ar shochair ghearrthéarmacha fostaithe agus ball foirne ar iasacht ón earnáil phoiblí

Déantar sochair ghearrthéarmacha ar fiú níos mó ná €60,000 iad a chatagóiriú sna bandaí seo a leanas:

Ó	Raon		An líon pearsana	
	Go		2022	2021
€60,000	€69,999		44	46
€70,000	€79,999		42	36
€80,000	€89,999		23	15
€90,000	€99,999		20	8
€100,000	€109,999		6	7
€110,000	€119,999		7	3
€120,000	€129,999		-	-
€130,000	€139,999		-	-
€140,000	€149,999		-	2
€150,000	€159,999		2	1
€160,000	€169,999		2	3
€170,000	€179,999		2	-
€180,000	€189,999		-	1
€190,000	€199,999		-	-
€200,000	€209,999		1	-

Tabhair faoi deara: Chun críocha an nochta seo, áirítear iad seo a leanas le sochair ghearrthéarmacha fostaithe a íocadh i leith seirbhísí a soláthraíodh le linn na tréimhse

tuariscithe: tuarastal; liúntais ragoibre; agus íocaíochtaí eile a rinneadh thar ceann an fhostaí. Ní áirítear ÁSPC ón bhfostóir leo, áfach.

12. Costais Chóiríochta Oifige

	2022 €'000	2021 €'000
Cóiríocht	2,992	2,640
Glantachán	139	82
Deisiúcháin agus cothabháil	200	81
Soilsiú agus teas	133	67
	3,464	2,870

13. Costais Eile Riaracháin

	2022 €'000	2021 €'000
Caiteachas TFC	4,734	4,369
Dlí agus dlíthíocht	794	805
Dímheas	540	638
Táillí seirbhísí gairmiúla	516	521
Fógraíocht agus cur chun cinn	396	276
Táillí iniúchóireachta inmheánaí	309	212
Árachas	233	109
Muirir bhainc agus ús bainc	208	320
Teileafón agus Idirlíon	160	177
Taisteal, cothú agus fáilteachas	117	36
Priontáil, postas agus páipéarachas	81	56
Táillí iniúchóireachta seachtraí	70	69
Speansais ghinearálta	62	99
Leabharlann agus síntiúis	29	39
Cailteanas ar dhiúscairt sócmhainní seasta	15	-
Speansais chruinnithe	12	-
	8,276	7,726

14. Costais sochair scoir

Tá anailís déanta thíos ar na costais iomlána sochair scoir a cuireadh ar an Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim:

	2022 €'000	2021 €'000
<i>Scéim pinsean sochair shainithe - Scéim an Údaráis Náisiúnta Iompair agus an Scéim Aonair</i>		
Costais seirbhíse reatha	4,875	3,741
Ús ar dhliteanais scéime pinsean	769	431
Ranníocaíochtaí ó rannpháirtithe plean	(1,297)	(722)
	4,347	3,450
<i>Scéim ranníocaíochta sainithe - Scéim na Gníomhaireachta um Fháil Iarnród</i>		
Ranníocaíochtaí ón bhfostóir	59	57
	4,406	3,507

15. Tuairisc ghinearálta ar na scéimeanna sochair shainithe

Scéim an Údaráis Náisiúnta Iompair

Is scéim tuarastail deiridh de chuid na seirbhíse poiblí lena ngabhann sochair shainithe agus teidlíochtaí caighdeánacha í seo. De réir na rialachán maidir leis an scéim earnála poiblí, soláthraítear leis an scéim seo pinsean a ríomhtar de réir ráta is comhionann le haon ochtóid den tuarastal deiridh le haghaidh gach bliana de sheirbhís inphinsin ag an dáta scoir. Is infheidhme freisin aisce nó cnapshuim (trí ochtóid in aghaidh na bliana de sheirbhís inphinsin) agus pinsin chéile agus leanaí.

An Scéim Aonair

Oibríonn an tÚdarás an Scéim Aonair. Is scéim meántuarastail sochair shainithe í sin d'fhostaithe inphinsin sa tseirbhís phoiblí a ceapadh an 1 Eanáir 2013 nó i ndiaidh an dáta sin. Íoctar ranníocaíochtaí na mball den Scéim Aonair leis an Roinn Caiteachais Phoiblí agus Athchóirithe.

15.1 Toimhdí achtúireacha

Tá an luacháil a úsáideadh le haghaidh nochtadh FRS 102 bunaithe ar luacháil achtúireach iomlán a ndearna achtúire cáilithe neamhspleách í i mí Eanáir 2023, agus cuirtear ceanglais FRS 102 san áireamh inti chun na dliteanais scéime ag an 31 Nollaig 2022 a mheas. Ba iad seo a leanas na príomhthoimhdí achtúireacha ag an 31 Nollaig:

	2022 ¹	2021 ²
Ráta lascaine	3.60% sa bhliain	1.25% sa bhliain
Méaduithe tuartha amach anseo i dtuarastal inphinsin	3.60% sa bhliain	3.20% sa bhliain
Méaduithe tuartha amach anseo i bpinsean	3.10% sa bhliain	2.70% sa bhliain
Méaduithe tuartha i bpinsean stáit	2.60% sa bhliain	2.20% sa bhliain
Méadú san Innéacs Praghsanna do Thomhaltóirí	2.60% sa bhliain	2.20% sa bhliain

1. Úsáidtear na rátaí don bhliain 2022 mar bhonn le haghaidh an Oibleagáid Sochair Iarchurtha ag an 31 Nollaig 2022 agus costais seirbhíse reatha agus an t-ús ar dhliteanais scéime pinsean don bhliain 2023 a ríomh.

2. Úsáidtear na rátaí don bhliain 2021 mar bhonn le haghaidh an Oibleagáid Sochair Iarchurtha ag an 31 Nollaig 2021 agus costais

seirbhíse reatha agus an t-ús ar dhliteanais scéime pinsean don bhliain 2022 a ríomh.

Déantar leis an ráta mortlaíochta soláthar follasach d'fheabhsuithe ar ionchas saoil le himeacht ama, a fhágann go mbeidh an t-ionchas saoil tráth an scoir ag brath ar an mbliain ina mbainfidh an ball aois scoir amach. Léirítear sa tábla thíos an t-ionchas saoil atá fágtha do bhaill a bhainfidh 65 bliana d'aois amach sna blianta 2022 agus 2021:

	2022	2021
Bliain ina mbainfear 65 bliana d'aois amach		
Ionchas saoil – fear	21.9	21.8
Ionchas saoil – bean	24.3	24.2

15.2 Gluaiseacht sa ghlanobleagáid sochair scoir le linn na bliana airgeadais

	2022 €'000	2021 €'000
Glanobleagáid sochair scoir ag an 1 Eanáir	(61,849)	(54,122)
Costais seirbhíse reatha	(4,875)	(3,741)
Costais úis	(769)	(431)
Pinsin a íocadh sa bhliain	884	365
Atomhas ar an nglanobleagáid sochair shainithe - gnóthachan/(caillteanas) achtúireach	19,096	(3,920)
Glanobleagáid sochair scoir ag an 31 Nollaig	(47,513)	(61,849)

Bhí gnóthachan achtúireach €19.1m ag an Údarás sa bhliain 2022 (2021: caillteanas €3.9m), go príomha mar gheall ar athruithe i dtoimhdí achtúireacha as ar tháinig gnóthachan €27.3m (2021: (€3.4m)) agus mar gheall ar athruithe i mballraíocht na scéime as ar tháinig caillteanas €8.2m (2021: (€0.5m)).

15.3 Cistiú iarchurtha le haghaidh sochair scoir

Aithníonn an Bord suimeanna atá dlite ón Stát don dliteanas neamhchistithe iarchurtha sochair shainithe le haghaidh pinsean ar bhonn an tacair toimhdí atá leagtha amach i nóta 15.1 thuas agus ar bhonn roinnt eachtraí san am atá thart. Áirítear leis na heachtraí sin an bonn reachtúil don scéim pinsean a bhunú agus an beartas agus an cleachtas atá i bhfeidhm faoi láthair i ndáil le pinsin seirbhíse poiblí a chistiú, lena n-áirítear ranníocaíochtaí ó fhostaithe agus an próiseas meastachán bliantúil. Níl aon fhianaise ag an mBord nach leanfaidh an beartas cistiúcháin sin le freastal ar shuimeanna den sórt sin i gcomhréir leis an gcleachtas reatha.

Is mar a leanas atá an glanchistiú iarchurtha le haghaidh sochair scoir a aithnítear sa Ráiteas faoi Ioncam agus Caiteachas agus Cúlchistí Coinnithe Ioncaim:

	2022 €'000	2021 €'000
Cistiú is in-aisghafa i leith chostais sochair scoir na bliana reatha	5,644	4,172
Deontas stáit a úsáideadh chun sochair scoir a íoc	(884)	(365)
	4,760	3,807

15.4 Stair na n-oibleagáidí sochair shainithe

	2022 €'000	2021 €'000	2020 €'000	2019 €'000	2018 €'000
Oibleagáidí sochair shainithe	47,513	61,849	54,122	43,491	32,095
Gnóthachan/(caillteanas) achtúireach ar oibleagáidí sochair shainithe	19,096	(3,920)	(7,892)	(9,392)	467
Mar chéatadán de na dliteanais scéime	40.2%	6.3%	14.6%	21.6%	1.5%

16. Sócmhainní doláimhsithe

	Sócmhainní doláimhsithe atá á dtógáil €'000	Bogearraí bonneagair iompair €'000	Bogearraí córas iompair €'000	Bogearraí trealaimh oifige €'000	Iomlán €'000
Costas					
Ag an 1 Eanáir 2022	1,914	669	104,733	1,122	108,438
Athaicmiú	-	-	13	(13)	-
Breiseanna sa bhliain	3,318	38	939	108	4,403
Aistrithe sócmhainní atá á dtógáil chuig sócmhainní	(1,885)	-	1,804	81	-
Aistrithe sócmhainní atá á dtógáil chuig speansais	(456)	-	-	-	(456)
Diúscairtí	-	-	-	(7)	(7)
Ag an 31 Nollaig 2022	2,891	707	107,489	1,291	112,378

Amúchadh					
Ag an 1 Eanáir 2022	-	173	82,489	745	83,407
Athaicmiú	-	-	13	(13)	-
Muirear don bhliain	-	98	6,613	218	6,929
Diúscairtí	-	-	-	(7)	(7)
Ag an 31 Nollaig 2022	-	271	89,115	943	90,329

Glanluachanna leabhar					
Ag an 31 Nollaig 2022	2,891	436	18,374	348	22,049
Ag an 1 Eanáir 2022	1,914	496	22,244	377	25,031

Léiríonn aistrithe sócmhainní atá á dtógáil chuig sócmhainní na sócmhainní críochnaithe a aistríodh lena gcur in úsáid le linn na tréimhse. Déantar na sócmhainní sin a aicmiú go cuí mar shócmhainní doláimhsithe nó mar shócmhainní inláimhsithe tráth a aistrítear lena gcur in úsáid iad. Sa bhliain 2022, rinneadh €456k de chaiteachas sócmhainní atá á tógáil ar mhíreanna aonair a aistriú ar ais chuig speansais sa tréimhse toisc nár chomhlíon siad ar deireadh critéir aitheanta FRS 102 le haghaidh sócmhainní seasta nó toisc go raibh siad faoi bhun thairseach caipitlithe an Údaráis.

16.1 Sócmhainní doláimhsithe

	Sócmhainní doláimhsithe atá á dtógáil €'000	Bogearraí bonneagair iompair €'000	Bogearraí córas iompair €'000	Bogearraí trealaimh oifige €'000	Iomlán €'000
Costas					
Ag an 1 Eanáir 2021	9,472	312	91,270	1,087	102,141
Breiseanna sa bhliain	6,012	294	2,197	35	8,538
Aistrithe sócmhainní atá á dtógáil	(12,229)	63	11,266	-	(900)
Diúscairtí sa bhliain	(163)	-	-	-	(163)
Ag an 31 Nollaig 2021	3,092	669	104,733	1,122	109,616

Amúchadh					
Ag an 1 Eanáir 2021	-	98	75,937	542	76,577
Muirear don bhliain	-	75	6,552	203	6,830
Bearnú	1,178	-	-	-	1,178
Ag an 31 Nollaig 2021	1,178	173	82,489	745	84,585

Glanluachanna leabhar					
Ag an 31 Nollaig 2021	1,914	496	22,244	377	25,031
Ag an 1 Eanáir 2021	9,472	214	15,333	545	25,564

Sa bhliain 2019, chuir an tÚdarás Náisiúnta Iompair tairiscint amach le haghaidh réitigh agus seirbhísí gaolmhara chun seirbhís láraithe TaxSaver a dhearadh, a fhorbairt, a choimisiúnú, a oibriú, a fhothú agus a chothabháil. Tháinig athrú ar phatrúin taistil de dheasca phaindéim Covid-19, toisc nach gá d'fhormhór chustaiméirí TaxSaver taisteal cúig lá in aghaidh na seachtaine a thuilleadh. Mar thoradh air sin, measadh nach mbeadh an réiteach a bhí beartaithe faoin bpróiseas soláthair bunaidh oiriúnach a thuilleadh chun freastal ar na socruithe hibrideacha oibre/taistil atá ag teacht chun cinn. Léirigh an tÚdarás an foirceannadh sin trí bhearnú €1.2m a dhéanamh ar an tsócmhainn dholáimhsithe sa bhliain 2021.

Léiríonn aistrithe sócmhainní atá á dtógáil na sócmhainní críochnaithe a aistríodh lena gcur in úsáid le linn na tréimhse roimhe. Déantar na sócmhainní sin a aicmiú go cuí mar shócmhainní doláimhsithe nó mar shócmhainní inláimhsithe tráth a aistrítear lena gcur in úsáid iad. Sa bhliain 2021, rinneadh €163k de chaiteachas sócmhainní atá á tógáil ar mhíreanna aonair a aistriú ar ais chuig speansais sa tréimhse toisc nár chomhlíon siad ar deireadh critéir aitheanta FRS 102 le haghaidh sócmhainní seasta nó toisc go raibh siad faoi bhun thairseach caipitlithe an Údaráis.

17. Réadmhaoin, gléasra agus trealamh

	Sócmhainní inláimhsithe atá á dtógáil €'000	Feithiclí paisinéirí bóthair €'000	Feabhsuithe réadmhaoine léasaí €'000	Trealamh oifige €'000	Bonneagar iompair €'000	Crua-earraí córas iompair €'000	Iomlán €'000
Costas							
Ag an 1 Eanáir 2022	1,968	422,633	2,337	2,692	23,765	9,684	463,079
Breiseanna sa bhliain	7,309	102,440	-	-	449	-	110,198
Aistrithe sócmhainní atá á dtógáil chuig sócmhainní	(1,572)	-	-	-	1,319	253	-
Diúscairtí	-	-	-	(350)	(68)	(583)	(1,001)
Ag an 31 Nollaig 2022	7,705	525,073	2,337	2,342	25,465	9,354	572,276
Dímheas							
Ag an 1 Eanáir 2022	-	83,319	2,091	2,319	17,817	7,192	112,738
Muirear don bhliain	-	38,035	123	235	1,209	623	40,225
Diúscairtí	-	-	-	(335)	(68)	(583)	(986)
Ag an 31 Nollaig 2022	-	121,354	2,214	2,219	18,958	7,232	151,977
Glanluachanna leabhar							
Ag an 31 Nollaig 2022	7,705	403,719	123	123	6,507	2,122	420,299
Ag an 1 Eanáir 2022	1,968	339,314	246	373	5,948	2,492	350,341

Léiríonn aistrithe sócmhainní atá á dtógáil chuig sócmhainní na sócmhainní críochnaithe a aistríodh lena gcur in úsáid le linn na tréimhse. Déantar na sócmhainní sin a aicmiú go cuí mar shócmhainní doláimhsithe nó mar shócmhainní inláimhsithe tráth a aistrítear lena gcur in úsáid iad.

Sa bhliain 2022, rinne an tÚdarás athbhreithniú mionsonraithe ar luach iarmharach, saolré úsáideach agus modh dímheasa réadmhaoine, gléasra agus trealamh chun measúnú a dhéanamh ar athruithe i saolré úsáideach thuartha nó patrún tuartha úsáide sochar eacnamaíoch, ar aon dul leis an mbeartas. De bhun an athbhreithnithe sin:

Rinne an tÚdarás an tsaolré úsáideach Cóistí a leasú ó 12 bhliain go 10 mbliana, i gcomhréir le patrún tuartha úsáide na sochar eacnamaíoch atá fágtha. Tugtar cuntas ar na hathruithe i saolré úsáideach thuartha mar athrú sa mheastachán cuntasáochta agus coigeartaítear go hionchasach iad ó mhí na Samhna 2022 i leith. Mar thoradh ar an athrú sin sa mheastachán, tháinig méadú €328k ar dhímheas ar shócmhainní seasta inláimhsithe don bhliain 2022. Rinneadh coigeartú comhfhreagrach ar an gcuntas caipitil. Níl aon éifeacht ann ar an mbarrachas don bhliain. Beidh an dímheas ar shócmhainní inláimhsithe €328k san iomlán níos lú i mblianta amach anseo i leith na sócmhainní sin.

17.1 Réadmhaoin, gléasra agus trealamh

	Sócmhainní inláimhsithe atá á dtógáil €'000	Feithiclí paisinéirí bóthair €'000	Feabhsuithe réadmhaoiné léasaí €'000	Trealamh oifige €'000	Bonneagar iompair €'000	Crua-earraí córas iompair €'000	Iomlán €'000
Costas							
Ag an 1 Eanáir 2021	1,733	275,583	2,327	2,609	22,363	8,575	313,190
Breiseanna sa bhliain	1,133	147,050	10	-	672	168	149,033
Aistrithe sócmhainní atá á dtógáil chuig sócmhainní	(854)	-	-	83	730	941	900
Aistrithe sócmhainní atá á dtógáil chuig speansais	(44)	-	-	-	-	-	(44)
Ag an 31 Nollaig 2021	1,968	422,633	2,337	2,692	23,765	9,684	463,079
Dímheas							
Ag an 1 Eanáir 2021	-	48,450	1,968	2,039	16,443	6,444	75,344
Muirear don bhliain	-	34,869	123	280	1,374	748	37,394
Ag an 31 Nollaig 2021	-	83,319	2,091	2,319	17,817	7,192	112,738
Glanluachanna leabhar							
Ag an 31 Nollaig 2021	1,968	339,314	246	373	5,948	2,492	350,341
Ag an 1 Eanáir 2021	1,733	227,133	359	570	5,920	2,131	237,846

Léiríonn aistrithe sócmhainní atá á dtógáil chuig sócmhainní na sócmhainní críochnaithe a aistríodh lena gcur in úsáid le linn na tréimhse. Déantar na sócmhainní sin a aicmiú go cuí mar shócmhainní doláimhsithe nó mar shócmhainní inláimhsithe tráth a aistrítear lena gcur in úsáid iad. Sa bhliain 2021, rinneadh €44k de chaiteachas sócmhainní atá á tógáil ar mhíreanna aonair a aistriú ar ais chuig speansais sa tréimhse toisc nár chomhlíon siad ar deireadh critéir aitheanta FRS 102 le haghaidh sócmhainní seasta nó toisc go raibh siad faoi bhun thairseach caipitlithe an Údaráis.

18. Suimeanna infhaighte

	2022 €'000	2021 €'000
Réamhíocaíochtaí agus ioncam fabhraithe	10,757	9,776
Féichiúnaithe trádála	957	1,062
Féichiúnaithe eile	200	183
	11,914	11,021

19. Suimeanna iníoctha: suimeanna a bheidh dlite laistigh de bhliain amháin

	2022 €'000	2021 €'000
Dlíteanais scéim chárta Leap	42,112	34,906
CBL	12,469	9,215
Fabhruithe agus ioncam iarchurtha	8,580	11,369
Creidiúnaithe trádála	3,521	858
Coinneáil íocaíochtaí bus	2,946	1,136
PSWT (cáin ar sheirbhísí gairmiúla) is iníoctha	2,041	2,315
ÍMAT/ÁSPC	796	656
Ranníocaíochtaí pinsin ó fhostaithe agus asbhaintí	350	288
Dlíteanas dochraideach léasa	124	124
	72,939	60,867

Dlíteanais scéim chárta Leap

Is é atá i ndlíteanais scéim chárta Leap ná éarlaisí cárta agus creidmheas neamhúsáidte taistil ar chuntais sealbhóirí cárta.

20. Suimeanna iníoctha: suimeanna a bheidh dlite tar éis níos mó ná bliain amháin

	2022 €'000	2021 €'000
Dlíteanas dochraideach léasa	41	165
Coinneáil íocaíochtaí bus	2,123	806
	2,164	971

21. Cuntas caipitil

	2022 €'000	2021 €'000
Iarmhéid ag an 1 Eanáir	371,946	256,255
Aistriú chuig an/(ón) Ráiteas faoi Ioncam agus Caiteachas:		
Ioncam a leithdháileadh chun críocha caipitil	110,011	160,881
Coigeartú amúchta le haghaidh sócmhainní seasta nár cistíodh trí dheontais	212	212
Amúchadh ar aon dul le dímheas sócmhainní inláimhsithe	(39,240)	(37,394)
Amúchadh ar aon dul le hamúchadh sócmhainní doláimhsithe	(6,922)	(6,830)
Bearnú sócmhainní doláimhsithe (féach nóta 16.1)	-	(1,178)
<i>Gluaiseacht sa bhliain</i>	<i>64,061</i>	<i>115,691</i>
Iarmhéid ag an 31 Nollaig	436,007	371,946

Tá difríocht uainiúcháin ann idir 'ioncam a leithdháileadh chun críocha caipitil' agus na breiseanna sócmhainne atá aitheanta i nótaí 16 agus 17. D'éascair an difríocht uainiúcháin sin as suimeanna a choinnigh an tÚdarás i leith busanna áirithe a cheannach. Déantar costas iomlán na mbusanna - na suimeanna coinnithe san áireamh - a chaipitliú tráth an cheannacháin. Billeáiltear na suimeanna coinnithe ar an Údarás faoi réir téarmaí agus coinníollacha áirithe a chomhlíonadh i dtréimhsí ina dhiaidh sin. Leithdháiltear ioncam chun críocha caipitil de réir mar a bhilleáiltear na suimeanna.

22. Cánachas

Íoctar na cánacha ábhartha uile de réir mar a bhíonn siad dlite. Cloíonn an tÚdarás le haon treoir a fhaightear ó Ranna Rialtais.

23. Léasanna oibriúcháin

Oibríonn an tÚdarás mar léasaí agus mar léasóir, mar atá leagtha amach thíos.

Soláthraíonn Oifig na nOibreacha Poiblí cóiríocht oifige don Údarás i nDún Scéine, Lána Fhearchair, Baile Átha Cliath 2. Níl aon léas foirmiúil i bhfeidhm. D'íoc an tÚdarás €1m sa bhliain 2022 i leith na cóiríochta oifige sin (2021: €1m).

23.1 Léasanna oibriúcháin - oibleagáidí cíosa

Léasaíonn an tÚdarás cóiríocht oifige ag 72 Sráid Charlemont, Baile Átha Cliath 2. Tíocfaidh tréimhse an léasa as feidhm i mí Iúil 2025 agus is ionann agus €87,950 in aghaidh na bliana na muirir bhliantúla léasa.

Léasaíonn an tÚdarás cóiríocht oifige ar Urlár 1, Uimh. 5, Ionad Fhearchair, Baile Átha Cliath 2, freisin. Tíocfaidh tréimhse an léasa as feidhm i mí Iúil 2024 agus is ionann agus €397,050 in aghaidh na bliana na muirir bhliantúla léasa.

Léasaíonn an tÚdarás cóiríocht oifige ar Urlár 4, Uimh. 5, Ionad Fhearchair, Baile Átha Cliath 2, freisin. Tíocfaidh tréimhse an léasa as feidhm i mí Eanáir 2029 agus is ionann agus €259,419 in aghaidh na bliana na muirir bhliantúla léasa. Tá sé de cheart

ag an Údarás an léas sin a fhoirceannadh an 26 Iúil 2024 (dáta briste) ar choinníoll go gcomhlíontar coinníollacha áirithe.

Tá comhaontú i bhfeidhm ag an Údarás chun cóiríocht oifige a ghlacadh ar léas ag Malartán Charlemont freisin, rud lena ngabhann cíós bliantúil reatha €708,480 agus téarma ceangaltais go dtí an 31 Márta 2024.

Soláthraíonn Iarnród Éireann cóiríocht oifige don Údarás ag 1 Cé Uí Argáin, Cearnóg Imeall an Uisce, Corcaigh. Cumhdaítear leis an gcomhaontú an tréimhse ón 1 Deireadh Fómhair 2021 go dtí an 1 Samhain 2024. D'íoc an tÚdarás €91,271 i leith na cóiríochta sin sa bhliain 2022 (2021: €21,525).

Sa bhliain 2022, rinne an tÚdarás comhaontú chun láithreán a ghlacadh ar léas ar Bhóthar Bhaile Shéamais, Fionnghlas, Baile Átha Cliath 11. Fuarthas cead pleanála le haghaidh saoráid shealadach iosta bus i mí Dheireadh Fómhair 2022, ar saoráid í atá le críochnú ag an Údarás sa bhliain 2023. Tíocfaidh tréimhse an léasa as feidhm i mí na Samhna 2028 agus is ionann agus €350,000 in aghaidh na bliana na muirir bhliantúla léasa. Comhaontaíodh tréimhse cúig mhí a bhí saor ó chíos sa chéad bhliain den léas.

Sa bhliain 2021, rinne an tÚdarás comhaontú chun láithreán a fhorbairt agus a ghlacadh ar léas i nGleann na Life, Baile Átha Cliath 22. Tríd an gcomhaontú sin, sholáthair an tÚdarás cistiú chun Plás Bus, Bothán Tiománaithe agus Leataobhanna Bus a thógáil ar na tailte sin. Tar éis an obair sin a chríochnú i mí Feabhra 2023, tháinig cúig léas i leith na dtailte lena mbaineann i bhfeidhm, ar léasanna iad a ngabhann cíós ainmniúil €1 in aghaidh na bliana le gach ceann díobh. Tá téarma 999 mbliana ag na léasanna sin, mar aon le clásal scoir a bhféadfaidh ceachtar páirtí é a fheidhmiú tar éis 15 bliana agus ag eatraimh chomhaontaithe ina dhiaidh sin.

Tá ceangaltais ar an Údarás i leith léas a ndeachaigh an Coimisiún um Rialáil Tacsaithe isteach ann le haghaidh cóiríocht oifige ag 35 Cearnóg Mhic Liam. Shann tríú páirtí léas don Choimisiún um Rialáil Tacsaithe sa bhliain 2004. Tíocfaidh téarma 35 bliana an léasa as feidhm an 25 Aibreán 2024. Níl aon rogha ann an léas a ghéilleadh. D'fhonn socruithe cóiríochta an Údaráis a bharrfheabhsú, athlonnaíodh foireann an Choimisiúin um Rialáil Tacsaithe chuig príomhoifig an Údaráis agus foligeadh áitreabh an Choimisiúin ansin ag cíós bliantúil €80,000. Tugadh soláthar léasa dhochraidigh ab fhiú €749,700 isteach i ráitis airgeadais an Údaráis don bhliain 2015. Bhain sé leis an difreálach cíosa suas go deireadh théarma an léasa sa bhliain 2024. Tá an soláthar á leachtú thar an tréimhse atá fágtha de théarma an léasa. Tá an soláthar €164,624 a bhí fágtha amhail an 31 Nollaig 2022 nochta i nótaí 19 agus 20. Is é €204,000 an cíós bliantúil reatha atá iníochta go deireadh an léasa.

23.2 Léas oibriúcháin mar léasaí

Réadmhaoin tráchtála

Tá téarma léasa naoi mbliana go mí Iúil 2025 ag an réadmhaoin tráchtála (72 Sráid Charlemont). Foráiltear leis an léas don mhuirear cíosa a athrú suas ar bhonn tréimhsiúil agus de réir na ndálaí margaidh is infheidhme. Níl aon roghanna ann le haghaidh an léas a fhoirceannadh go luath.

Tá téarma léasa sé bliana go mí Iúil 2024 ag an réadmhaoine tráchtála (Urlár 1, Uimh. 5, Ionad Fhearchair). Foráiltear leis an léas don mhuirear cíosa a athrú suas ar bhonn tréimhsiúil agus de réir na ndálaí margaidh is infheidhme. Níl aon roghanna ann le haghaidh an léas a fhoirceannadh go luath.

Tá téarma léasa deich mbliana go mí Eanáir 2029 ag an réadmhaoine tráchtála (Urlár 4, Uimh. 5, Ionad Fhearchair). Foráiltear leis an léas don mhuirear cíosa a athrú suas ar bhonn tréimhsiúil agus de réir na ndálaí margaidh is infheidhme. Tá rogha ann le haghaidh an léas a fhoirceannadh go luath i mí Iúil 2024, ar choinníoll go gcomhlíontar coinníollacha áirithe.

Tá téarma ceangaltais go dtí an 31 Márta 2024 ag an gcomhaontú réadmhaoine tráchtála (Malartán Charlemont).

Tá téarma ceangaltais go dtí an 1 Samhain 2024 ag an gcomhaontú réadmhaoine (1 Cé Uí Argáin, Cearnóg Imeall an Uisce, Corcaigh).

Tá téarma ceangaltais go dtí an 1 Samhain 2028 ag an léas láithreáin (láithreán ar Bhóthar Bhaile Shéamais, Fionnghlas, Baile Átha Cliath 11).

Tá téarma 999 mbliana ag an léas réadmhaoine tráchtála (Gleann na Life, Baile Átha Cliath 22), mar aon le clásal scoir a bhféadfaidh ceachtar páirtí é a fheidhmiú tar éis 15 bliana agus ag eatrainmh chomhaontaithe ina dhiaidh sin.

Tá téarma léasa fiche bliain suas go mí Aibreáin 2024 ag an réadmhaoine tráchtála (35 Cearnóg Mhic Liam). Foráiltear leis an léas don mhuirear cíosa a athrú suas ar bhonn tréimhsiúil agus de réir na ndálaí margaidh is infheidhme. Comhaontaíodh athbhreithniú cíosa don bhliain 2020 i mí na Bealtaine 2021. Níl aon roghanna ann le haghaidh an léas a fhoirceannadh go luath.

Is mar a leanas atá na cíosanna íosta atá iníoctha faoi léasanna oibriúcháin dochealaithe amhail an 31 Nollaig 2022:

	2022 €'000	2021 €'000
Laistigh de bhliain amháin	2,205	1,530
Tar éis bliain amháin ach gan a bheith níos mó ná cúig bliana	2,366	1,619
Níos mó ná cúig bliana	293	-
	4,864	3,149

23.3 Léas oibriúcháin mar léasóir

Tá an léas réadmhaoine tráchtála (35 Cearnóg Mhic Liam) le teacht chun deiridh i mí Aibreáin 2024. Is mar a leanas atá na cíosanna íosta atá infhaighte faoi léasanna oibriúcháin dochealaithe amhail an 31 Nollaig 2022:

	2022 €'000	2021 €'000
Laistigh de bhliain amháin	80	80
Tar éis bliain amháin ach gan a bheith níos mó ná cúig bliana	26	106
Níos mó ná cúig bliana	-	-
	106	186

24. Ceangaltais chaipitil

Bhí ceangaltais chaipitil €76.9m ar an Údarás i leith feithiclí paisinéirí bóthair ag an 31 Nollaig 2022 (2021: €64.6m).

25. Ceangaltais eile

Deontas caipitil - ceangaltais chonartha

Tá ceangaltais le hÚdarás Áitiúla agus le gníomhaireachtaí soláthair ar an Údarás chun cistiú a sholáthar dóibh le haghaidh tionscadail éagsúla. Ag an 31 Nollaig 2022, tá suim €716.7m (2021: €464.9m) fós le tarraingt anuas ar thionscadail cheadaithe mar a leanas:

	2022 €'000	2021 €'000
Iarnród Éireann	428,653	294,122
Bainistíocht iompair inbhuanaithe agus an Clár Taistil Ghníomhaigh	223,629	121,423
Bus Átha Cliath	19,091	3,248
Bonneagar BusConnects Bhaile Átha Cliath	15,539	25,256
Caipiteal Teicneolaíochta Iompair	13,137	6,177
Bonneagar Iompair Éireann	7,526	8,849
Inrochtaineacht	6,054	5,081
Bus Éireann	3,101	743
	716,730	464,899

Tionscadal	Caiteachas car-nach go dtí an 31/12/2021 (blianta roimhe sin) €'000	Caiteachas sa bhliain 2022 (bliain reatha) €'000	Ceangailte: blianta ina dhiaidh sin* €'000
An tÚdarás Náisiúnta Iompair			
Bonneagar BusConnects Bhaile Átha Cliath ^a	73,500	31,029	11,731
Iarnród Éireann			
An tIonad Náisiúnta um Rialú Traenach agus Ionaid Rialaithe Tríú Páirtí ^b	69,474	23,435	14,066
41 Charr Iarnróid Idirchathrach d'Aicme Idirmheánach 2200 a cheannach ^c	58,131	42,047	70,822
Clár DART+ ^d	182,450	106,229	298,079
Stáisiún Cholbaird, Luimneach, a Uasghrádú ^e	839	7,346	10,098
An Clár Cosanta Bonneagair Cósta ^f	326	1,256	12,591

Bus Átha Cliath			
Iostaí a Leictriú ^g	-	1,033	12,876
Comhairle Cathrach Bhaile Átha Cliath			
Rotharbhealach ó Fhionnradharc go Sráid Amiens ^h	2,883	11,904	35,000
Céim 3 de Rotharbhealach na Canálach Ríoga (Bóthar na Trá Thuaidh go Bóthar Bhaile Phib) ⁱ	1,207	120	20,000
Iomlán i ndáil le tionscadail inar mó an caiteachas ná €10m			485,263
Ceangaltais chonarthaigh ar lú iad ná €10m i ndáil le tionscadail eile			231,467
Ceangaltais chonarthaigh iomlána			716,730

*Is féidir go mbeidh tuilleadh caiteachais cheangailte ann amach anseo ar na tionscadail seo, ar feitheamh athbhreithnithe breise geata céime ar thionscadail, lena n-áirítear cásanna gnó deiridh a bheith á gceadú ag an Rialtas.

a Mhéadaigh an caiteachas iomlán ar an tionscadal um Bonneagar BusConnects Bhaile Átha Cliath faoi €21.6m i gcomparáid leis an bhfigiúr don bhliain 2021 toisc gur bhog an tionscadal ar aghaidh chuig céim na forbartha agus toisc gur dámhadh conarthaí do roinnt soláthraithe.

b Mhéadaigh an caiteachas iomlán ar an Ionad Náisiúnta um Rialú Traenach agus ar Ionaid Rialaithe Tríú Páirtí, ceangaltais san áireamh, faoi €10.8m i gcomparáid leis an bhfigiúr don bhliain 2021 mar thoradh ar chaiteachas breise a tabhaíodh sa bhliain 2022 i leith roinnt gnéithe den scóip thosaigh agus mar thoradh ar bhoilsciú sna costais ar shaothar agus ar ábhair.

c Mhéadaigh an caiteachas iomlán ar an tionscadal um 41 Charr Iarnróid Idirchathrach d'Aicme Idirmheánach 2200 a cheannach faoi €21.3m i gcomparáid leis an bhfigiúr don bhliain 2021 mar thoradh ar mhéadú sa chostas ar na carranna iarnróid agus mar thoradh ar mhéadú €16m i gcostais chothabhála oibriúcháin amach anseo.

d Mhéadaigh an caiteachas iomlán ar chlár DART+, ceangaltais san áireamh, faoi €243.2m i gcomparáid leis an bhfigiúr don bhliain 2021 mar thoradh ar an gceangaltas chun flít nua DART+ a cheannach.

e Mhéadaigh an caiteachas ar an tionscadal um Stáisiún Cholbaird, Luimneach, a uasghrádú go figiúr os cionn thairseach an nocht ceangaltais toisc gur bhog an tionscadal chuig céim an deartha agus toisc gur dámhadh roinnt conarthaí do chonraitheoirí foirgníochta.

f Mhéadaigh an caiteachas ar an gclár Cosanta Bonneagair Cósta go figiúr os cionn thairseach an nocht ceangaltais sa bhliain 2022 toisc gur seoladh roinnt staidéar agus toisc gur dámhadh conradh don phríomhghnólacht innealtóireachta.

g Mhéadaigh an caiteachas ar an gClár um Iostaí a Leictriú go figiúr os cionn thairseach an nocht ceangaltais sa bhliain 2022 toisc gur thosaigh céim na foirgníochta agus toisc gur dámhadh roinnt conarthaí deartha agus roinnt conarthaí tógála príomhúla.

h Mhéadaigh an caiteachas ar chlár an rotharbhealaigh ó Fhionnradharc go Sráid Amiens go figiúr os cionn thairseach an nocht ceangaltais sa bhliain 2022 toisc gur dámhadh roinnt conarthaí do chonraitheoirí tógála agus innealtóireachta.

i Mhéadaigh an caiteachas ar chlár Rotharbhealach na Canálach Ríoga go figiúr os cionn thairseach an nocht ceangaltais sa bhliain 2022 toisc gur dámhadh roinnt conarthaí do chonraitheoirí tógála agus innealtóireachta.

26. Dlíteanais theagmhasacha

Tá baint ag an Údarás le líon beag cásanna dlí, a bhfuil na torthaí orthu éiginnte. De bharr na héiginnteachta sin, níor soláthraíodh do na costais a d'fhéadfadh teacht aníos sa todhchaí i dtaca leis na cásanna sin.

27. Tionscadail a riartar thar ceann comhlachtaí eile

Thar ceann na Roinne Iompair, riarann an tÚdarás an cistiú a thugann an Roinn do thionscadail inrochtaineachta, infheistíocht iompair inbhuanaithe i gcathracha réigiúnacha, Clár na Scoileanna Glasa agus an Clár Iompair Tuaithe.

28. Nochtadh páirtithe gaolmhara

Féach nóta 11.3 chun miondealú a fháil ar an luach saothair agus ar na sochair a íocadh leis an bpríomhphearsanra bainistíochta.

Ghlac Bord an Údaráis nósanna imeachta i gcomhréir leis na treoirlínte maidir le nochtadh leasanna ag comhaltaí Boird, ar treoirlínte iad a eisíodh faoin gCód Cleachtais chun Comhlachtaí Stáit a Rialú, agus cloíodh leis na nósanna imeachta sin sa bhliain. Ní raibh aon idirbhearta ann sa bhliain maidir le gníomhaíochtaí an Bhoird a raibh aon leas tairbhiúil ag Comhaltaí an Bhoird iontu.

29. Covid-19

Oibleagáid Seirbhíse Poiblí

Tháinig méadú ar an éileamh ó phaisinéirí tar éis deireadh a chur leis na srianta sa bhliain 2022, agus é cothrom le 84% den éileamh sa bhliain 2019. D'fhritháirigh an laghdú 20% i dtáillí a thug an Rialtas isteach i mí na Bealtaine 2022 an méadú in ioncam táillí a tháinig as an éileamh sin.

Coinníodh roinnt beart a tugadh isteach sa bhliain 2020 i bhfeidhm suas go mí Aibreáin 2022 chun oibriú leanúnach seirbhíse a chinntiú le linn na paindéime, lena áiríodh córais bhreithe ghlantacháin agus bearta scartha shóisialta. Beidh tacaíocht bhreise Oibleagáide Seirbhíse Poiblí ag teastáil go dtí go bhfillfidh an líon paisinéirí ar na leibhéil a bhí ann roimh an bpaindéim.

An Scéim Tacaíochta le haghaidh Oibrítheoirí Tráchtála Bus

Bhí tionchar suntasach ag géarchéim Covid-19 ar an earnáil cheadúnaithe bus. Sa bhliain 2020, d'iarr an Roinn Iompair ar an Údarás tacaí sealadacha cistiúcháin éigeandála a sholáthar d'oibrítheoirí ceadúnaithe bus i gcás go raibh údar soiléir ann le déanamh amhlaidh chun leas an phobail. Soláthraíodh cistiú ar feadh tréimhse sé mhí sa bhliain 2020 ar dtús agus leanadh le hé a sholáthar sna blianta 2021 agus 2022. Tá an socrú le haghaidh tacaíochta shealadach ar aon dul le creataí reachtacha náisiúnta agus le creataí reachtacha an Aontais Eorpaigh. Faoin gcreat tacaíochta, bhí oibrítheoirí bus in ann leas a bhaint as cúnamh deontais arbh fhiú suas le €500k é nó bhí siad in ann conradh poiblí

dír-dhámhachtana a fháil le haghaidh seirbhís ar leith. Soláthraíodh cúnamh deontais arbh fhiú €15.0m san iomlán é d'oibritheoirí tráchtála bus sa bhliain 2022. Dúnadh an scéim an 30 Meitheamh 2022.

Clár Infheistíochta Caipitil

Le linn na bliana 2022, choinnigh an tÚdarás suas leis na príomhchineálacha tionchair a bhí ag paindéim Covid-19 ar phunann tionscadal agus clár caipitil an Údaráis. Tabhaíodh caiteachas caipitil €806.9m den deontas caipitil iomlán €963.9m a leithdháil an Roinn Iompair sa bhliain 2022. Tá na cineálacha suntasacha tionchair a bhí ag géarchéim Covid-19 ar Chlár Caipitil an Údaráis don bhliain 2022 leagtha amach thíos:

a) Srianata Foirgníochta

Rinne an moilliú ar fhoirgníocht intíre de dheasca shrianata Covid-19 a bhí i bhfeidhm roimhe difear do thionscadail ag céim na foirgníochta ar fud an Chláir Caipitil ar fad. Fadaíodh na hamlínte do roinnt tionscadal, agus cuireadh cinn eile siar go dtí an bhliain 2023.

b) Scaradh Sóisialta

Chuir roinnt monarchana stop lena ngníomhaíochtaí mar thoradh ar ráigeanna Covid-19 thar lear, rud a cuireadh isteach ar threalamh riachtanach agus ábhair riachtanacha a tháirgeadh agus a sheachadadh.

Tuairiscíodh go ndearna roinnt tosca eile sa bhliain 2022 difear do dhul chun cinn agus/nó do chostais faoin gclár infheistíochta caipitil sa bhliain 2022. Áiríodh iad seo a leanas leis na tosca sin:

- Boilsciú Costas Foirgníochta a bhain le hábhair áirithe amhail cruach,
- Ganntanas fochonraitheoirí agus méadú i gcostais saothair,
- An cogadh san Úcráin, rud as ar tháinig cur isteach eile ar shlabhra an tsoláthair agus méadú i gcostais fuinnimh, amhail costais gháis, pheitрил agus leictreachais,
- Lagú an ráta tiontúcháin idir an Euro (EUR) agus an Punt (GBP), agus méadú praghais á thabhu dá dheasca sin.

A bhuí le bainistíocht ghníomhach clár, bhíothas in ann an éiginnteacht a chruthaigh paindéim Covid-19 do Chlár Infheistíochta Caipitil an Údaráis a rialú. D'oibrigh an Clár Infheistíochta Caipitil i ndlúthchomhar leis na príomh-gheallsealbhóirí agus sholáthair sé réamhaisnéisí tráthrialta chun bonn eolais a chur faoi na rioscaí sin agus chun iad a mhaolú.

Ceadúnú

Chuir an tÚdarás tús le sraith gníomhartha chun cúnamh a thabhairt don tionscal beagfheithiclí seirbhíse poiblí, a ndearna géarchéim Covid-19 difear mór dó, agus chun soláthar beagfheithiclí seirbhíse poiblí a choinneáil ar bun do thaistealaithe ar fud na tíre sa toadhchá. Chistigh an Roinn Iompair scéimeanna tacaíochta mar thoradh díreach ar an bpaindéim, ar scéimeanna iad atá á riar ag an Údarás.

- Cheadaigh an tÚdarás na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19) (Táillí) chun gach táille athnuachana ceadúnais feithicle

caighdeánaí a tharscaoileadh do na blianta 2021 agus 2022. Atosaíodh ar na gnáth-tháillí forordaithe a ghearradh an 1 Eanáir 2023. Is é an aidhm atá leis an tarscaoileadh táillí athnuachana ná oibritheoirí a choinneáil ceangailte leis an tionscal trí chúnadh airgeadais a thabhairt dóibh agus trí threoir rialála, theicniúil agus sláinte a sholáthar dóibh;

- Cheadaigh an tÚdarás na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19) (Aois Incheadaithe Uasta), 2021, freisin chun teorainneacha aoise beagfheithicil seirbhíse poiblí atá i seirbhís a fhadú chun nach mbeadh sé riachtanach aon fheithicil a bhaint den tionscal roimh an mbliain 2023 ar fhorais aoise amháin;
- Chuir an tÚdarás tús le Scéim aon bhliana um Tháillí na Tástála Náisiúnta Gluaisteán a Tharscaoileadh do Bheagfheithiclí Seirbhíse Poiblí i mí Mheán Fómhair 2021, ar scéim í lena gcumhdófar an tréimhse ón 1 Meán Fómhair 2021 go dtí an 31 Lúnasa 2022. Tá an scéim sin dúnta anois;
- Seoladh taca eile aon bhliana don tionscal i mí Mheán Fómhair 2021 freisin, áit a n-aisíoctar le hoibritheoirí an táille Mótarchánach €95 dá mbeagfheithicil seirbhíse poiblí don tréimhse ón 1 Meán Fómhair 2021 go dtí an 31 Lúnasa 2022. Tá an scéim sin dúnta anois;
- Rinneadh na Rialacháin um Beagfheithiclí Seirbhíse Poiblí (Beart Éigeandála Covid-19) (Ceadúnas Éagtha), 2021, a leasú go buan chun an tréimhse ina bhféadfadh ceadúnas tacsaí, fruilchairr nó limisín fanacht i stádas ‘neamhghníomhach’ tar éis dul in éag a dhúbailt (go 24 mhí). Ní fhéadfar an ceadúnas a athsholáthar tar éis na tréimhse sin. Cumasóidh sé sin d’oibritheoirí fanacht sa tionscal fad a bheidh siad ag feitheamh le méadú san éileamh i measc paisinéirí.

30. Eachtraí ina dhiaidh sin

Ó dheireadh na bliana i leith, ní raibh aon eachtraí suntasacha ann a d’fhágfadh gur ghá na ráitis airgeadais a choigeartú.

31. Ceadú na ráiteas airgeadais

Cheadaigh an tÚdarás na ráitis airgeadais an 19 Bealtaine 2023.