



**An Bille um Údarás Iompair Bhaile Átha Cliath (Leasú),
2026**

Dublin Transport Authority (Amendment) Bill 2026

Meabhrán Míniúcháin agus Airgeadais
Explanatory and Financial Memorandum



**AN BILLE UM ÚDARÁS IOMPAIR BHAILE ÁTHA CLIATH
(LEASÚ), 2026
DUBLIN TRANSPORT AUTHORITY (AMENDMENT) BILL
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EXPLANATORY AND FINANCIAL MEMORANDUM

Purpose of the Bill

The purpose of the Bill is to provide a clear legislative framework to extend the National Transport Authority's (NTA) remit under section 44 of the Dublin Transport Authority Act 2008 (Act of 2008), to enable the NTA to undertake the construction of public transport infrastructure projects, such as BusConnects, in the State, as it currently does in the Greater Dublin Area (GDA).

Provisions of the Bill

1. Definitions

This is a standard provision.

2. Amendment of Section 2 of Act of 2008

This section amends the definition of “road authority” in section 2 of the Act of 2008, removing the previous limitation to the GDA, thereby extending it to the State.

This is a consequential amendment to support and align with the substantive purpose of the Bill to amend section 44, as the definition of “public transport authority”, which the NTA would be invoking when undertaking BusConnects activities under section 44 of the Act of 2008, includes “a road authority”.

3. Amendment of Section 44 of Act of 2008

Section 44 of the Act of 2008 sets out the functions and powers of the NTA in relation to the provision of public transport infrastructure. Where the NTA considers that it would be “more convenient, more expeditious, more effective or more economical” for it to provide public transport infrastructure itself, it may decide to do so in accordance with section 44(2)(b) of the 2008 Act.

Section 3 of the Bill provides for an amendment of section 44 of the Act of 2008, in subsection 4(1) extending these powers beyond the GDA to the State.

The proposed amendment will provide the legislative power to the NTA to undertake the construction of public transport infrastructure projects such as BusConnects, in the State, as it currently does in the GDA using the statutory framework and roadmap which has been used by the NTA in relation to each of the 12 BusConnects Dublin Core Bus Corridor Schemes.

4. Short title and collective citation.

These are standard provisions.

Financial Implications

The Bill is a technical enabling piece of legislation. As the Bill solely seeks to clarify and strengthen existing legislative provisions it will not involve any additional expenditure on the part of the Minister or the Exchequer.

An Roinn Iompair;

Bealtaine, 2026.