



An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

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12 March 2013

Ms Niamh Maguire
Committee Secretariat
Committee of Public Accounts
Leinster House
Dublin 2.

Dear Ms Maguire

You wrote to me on 25th February 2013 concerning issued raised by Deputy Niall Collins TD on the expansion of the Dublin bikes schemes both within Dublin and across the country.

I attach a note which I hope addresses in full all the issues raised.

Should you need anything further please contact me.

Yours Sincerely

Tom O'Mahony
Secretary General

Information Note

Letter from Deputy Niall Collins T.D.

On issues relating to the Dublin Bikes scheme and Regional Bikes scheme.

There are a number of matters raised in the note from Deputy Niall Collins T.D. to the Chairman of the Public Accounts Committee. These are addressed in turn below.

Tendering of the Expansion of the “dublinbikes” scheme

The existing “dublinbikes” scheme was installed by, and is operated by, JC Decaux under contractual arrangements with Dublin City Council.

In common with most other bike sharing schemes throughout the world, the bike docking systems and software systems managing the renting and use of the bicycles is proprietary. In this case the system is the JC Decaux system.

In planning the expansion of the system, the issue of interoperability with other bike suppliers was examined. Because, like other cities, the system is proprietary, it is not possible for another supplier to provide bikes which could be used at the JC Decaux developed bike stations. The docking systems on the bikes, as well as the associated software systems, are unique to JC Decaux and protected by patents.

Accordingly, in planning an expansion that builds on, and utilises, the very successful existing scheme, it is necessary to negotiate such an expansion with JC Decaux. It is not possible for another supplier to tender for an expansion that requires the new bikes to be capable of using the existing bike stations. At the request of the National Transport Authority, Dublin City Council consulted with the European Commission in relation to the procurement of the expansion through a negotiated process with JC Decaux, and has satisfied itself that this is appropriate in the circumstances.

Engineering Consultant “Arup” reviewing work of earlier consultant

In mid-2011, the National Transport Authority was tasked with carrying out an initial feasibility study into the costs and implications of introducing bike sharing schemes into the cities of Cork, Galway, Limerick and Waterford. That work, which was completed in about six weeks, was a high level study.

In late 2012, the National Transport Authority was asked to further develop that initial work and to complete the technical design for these schemes to a level sufficient to enable them to

be tendered and installed. Arup Consulting Engineers were retained to carry out this work. While they, of course, reviewed the earlier feasibility study, their brief is much more extensive than the earlier work. They are tasked with doing significant work to fully design each of the proposed bike stations, inclusive of all required survey work, and to prepare the comprehensive specification and contractual information required for the technical elements of the tender documents for the supply, installation, operation and maintenance of these schemes.

Company Proposing a Specific Solution

In the case of the proposed schemes in the regional cities, it is intended to run, subject to final approvals, a public tender competition for the supply, installation, operation and maintenance of these schemes. Any company wishing to tender for that contract (or contracts) can respond to the tender advertisement, when issued. The NTA expect to be in a position to award this contract prior to the end of 2013.