

National
Bus & Rail
Union



Tom Darby House
54 Parnell Square,
Dublin 1.
Telephone: 01 873 0411
Fax: 01 873 0137
E-mail: nbru@eircom.net
Web: www.nbru.ie
Twitter@nbru_dublin

Branches: Cork, Limerick, Galway, Sligo, Ballina, Donegal, Cavan, Waterford, Tralee, Drogheda, Dundalk, Kilkenny, Rosslare

Ms Aileen Fallon
Clerk to the Committee (Work Programme)
Special Committee on Covid-19 Response
Leinster House
Dublin 2 D02 XR20

7th July 2020

**RE: Invitation to Make Written Submission on impact of Covid-19
on Public Transport**

Dear Aileen

Please find attached submission from the NBRU to the Special Committee on Covid-19 Response.

The submission is laid out in Executive Summary format and contains our views on the matters that were set out in your correspondence to my office, with a particular emphasis and focus on the topic of 'impact of Covid-19 on public transport.'

Any queries or additional information that you or the Committee might require can be facilitated through my office.

My direct contact details are as follows:

oleary.dermot@gmail.com

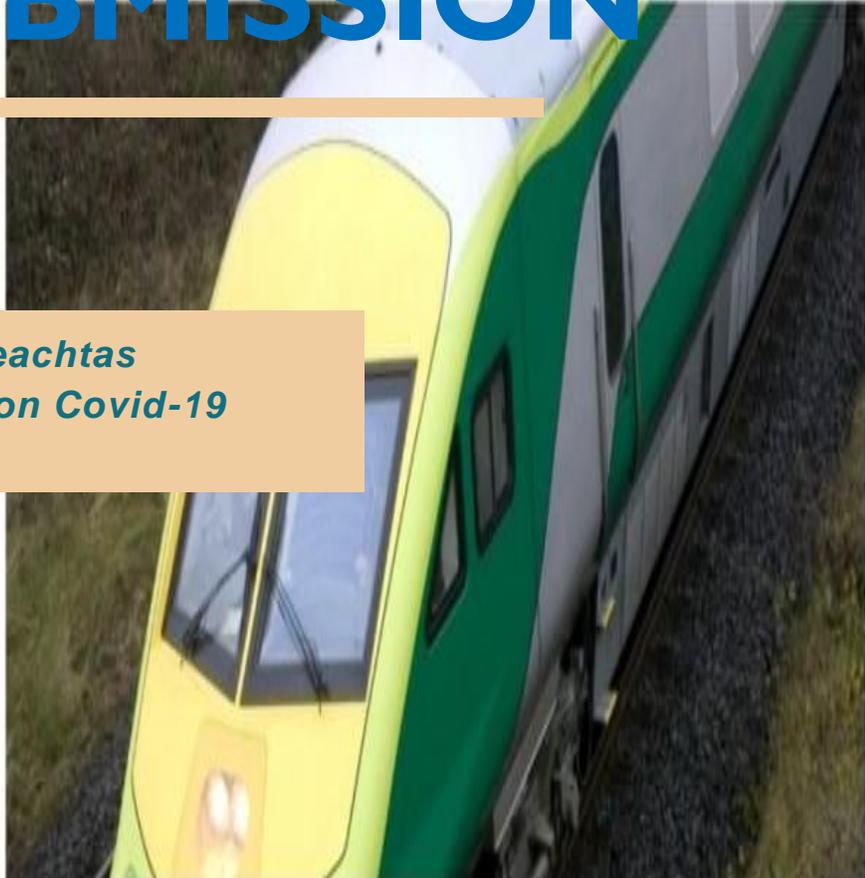
Mobile: 0871956300

Yours sincerely

Dermot O'Leary
General Secretary



NATIONAL BUS & RAIL SUBMISSION



*Special Oireachtas
Committee on Covid-19
Response*



TABLE OF CONTENTS

Introduction.....	3
1. Executive Summary	5
2. Company Overview prior to Coronavirus: Dublin Bus, Bus Éireann, Irish Rail, Expressway and school transport.....	Error! Bookmark not defined.
3. Impact of the virus on passenger numbers and farebox revenues.....	10
4. Commercial Semi-State, reasonable profit, commercial services and Coronavirus	11
5. Restricted Social distanced capacities and long-term realities.....	12
6. Measures requires to safeguard essential Public Transport networks	13
7 .Modal shift and public confidence in bus, rail and tram services.....	14
8.Future preventative measures to protect against pandemics	15
9. Societal change and Public Transport	15
10.Summary.....	16

INTRODUCTION

The National Bus and Rail Union represents workers across the three CIE Subsidiaries and Go-ahead Ireland, our experience on Public Transport matters is grounded in our uniqueness as a predominantly frontline representative Union. Our Organisation has a multidimensional view of the impact of Covid-19 from a grassroots perspective. We will attempt to set out the collective experiences of workers and customers along with our view on the future of Public Transport and its relationship with our economic and social recovery.

The structure our submission will be broken down as follows:

Note: There is (in Submission) a particular emphasis on Bus Eireann and its Expressway Service, necessary we believe, to highlight its strategic importance to the Communities it serves.

1. Executive Summary
2. Company Overview prior to Coronavirus: Dublin Bus, Bus Éireann, Irish Rail, Expressway and school transport.
3. Impact of the virus on passenger numbers and farebox revenues.
4. Commercial Semi-State, reasonable profit, commercial services and Coronavirus.
5. Restricted Social distanced capacities and long-term realities.
6. Measures requires to safeguard essential Public Transport networks.
7. Capital investment requirements for maintenance and expansion of public transport networks.
8. Modal shift and public confidence in bus, rail and tram services.
9. Future preventative measures to protect against pandemics.
10. Societal change and Public Transport
11. Summary
12. Appendix 1 (outlines areas, towns, villages, communities which **would not have a service if Bus Eireann Expressway did not operate**).

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

1. EXECUTIVE SUMMARY

- 1. The Coronavirus altered every aspect of Irish life, including Public Transport, practically overnight. From a situation where we have witnessed sustained year on year growth on Public Transport with 290 million passenger journeys in 2019 alone, to a ‘new’ reality in which rail patronage reduced by 95%, Dublin Bus and Bus Éireann by approximately 90% with some geographical variations.**
- 2. The reality now is that while the Coronavirus remains a live threat and social distancing rules remain, the ability to transport pre-Coronavirus passenger levels within the current fleet levels will be virtually impossible.**
- 3. This submission will examine the following 5 main topics pertaining to Public Transport:**
 - The performance of the CIÉ subsidiary companies prior to the pandemic
 - The impact the crisis has had on the operation of Public Transport
 - Health and safety measures now, and into the future, the protection of staff and customers from Coronavirus and other (future) transmissible diseases.
 - The funding of public transport operations and infrastructure post Coronavirus.
 - Societal change
- 4. During the course of this emergency Public Transport was designated as an “essential service”. Strengths and vulnerabilities were identified, not alone within the physical operation of transport services, but also how those services are organised and maintained within the State. Added to those issues was the consequences of market failure.**
- 5. There is as a result (market failure), a particular emphasis on Bus Éireann’s Commercial Expressway services, the relationship between Commercial Semi-States, reasonable profit of Public Service Obligation contracts (PSO), Schools services and that of tendered contracts.**
- 6. We will offer suggestions as to the future direction of Public Transport in Ireland.**

2. COMPANY OVERVIEW PRIOR TO CORONAVIRUS: DUBLIN BUS, BUS ÉIREANN, IRISH RAIL, EXPRESSWAY AND SCHOOL TRANSPORT.

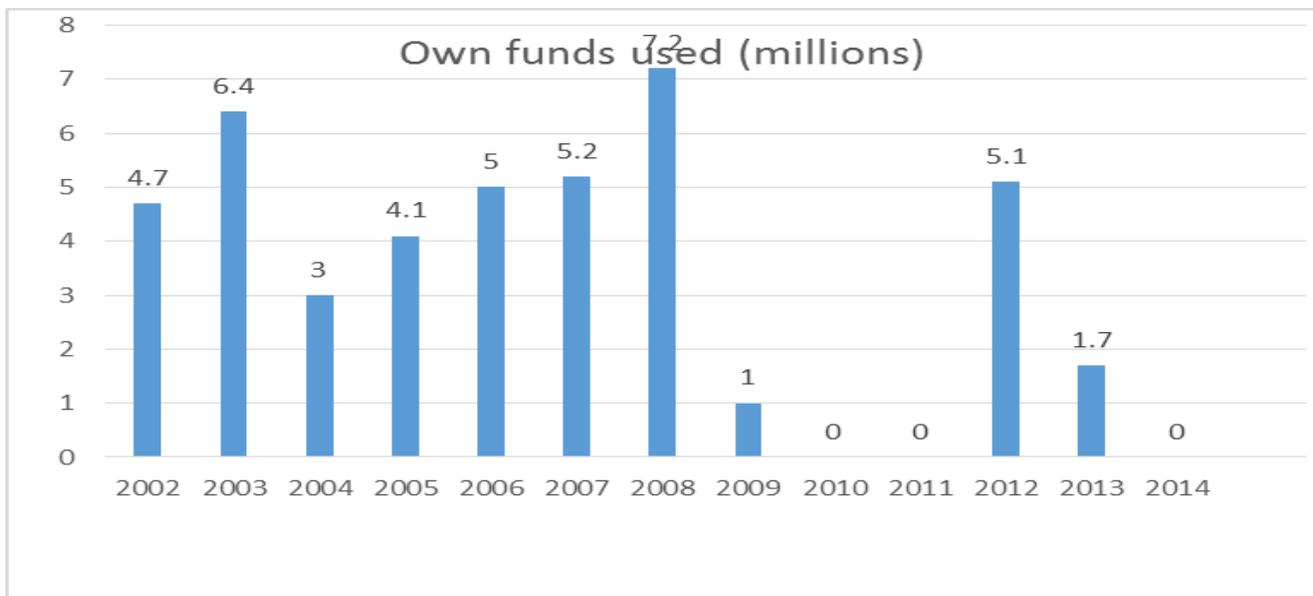
7. Prior to the onset of the Coronavirus Public Transport, specifically the CIÉ subsidiaries of Dublin Bus, Bus Éireann and Irish Rail, were in a good place with regards to passenger numbers and revenue. By virtue of operating under Direct Award PSO contracts, the State, through the NTA was able to recoup tens of millions of Euros under a contractual clause known as the ‘reasonable profit clause.’
8. **Dublin Bus** recorded passenger numbers of 141.5 million in 2019. This was despite 10% of its services being transferred to Go-Ahead Ireland. Dublin Bus recorded a small surplus in 2018 (2019 not published yet), and a break-even situation in 2017. These figures might (falsely) lend one to deduce that the company was struggling. However, the reality is that the NTA operate a reasonable profit model that only allows minute (some might opine meagre) profits on Direct Award contracts, based we are consistently informed on the vagaries of State Aid rules. This reasonable profit amount was set at €300,000.
9. The following excerpt is from the 2018 Dublin Bus published accounts:
- “Bus Átha Cliath originally received a total of €47,662,000 (2017: €56,174,000) in subvention from the National Transport Authority (NTA) relating to 2018. €1,563,000 (2017: €3,566,000) related to capital grants and was recognised as deferred income (note 17) in the balance sheet and will be amortised over the useful economic life of the related assets. The final agreed figure for operating subvention amounted to €41,134,000 (2017: €47,482,000) and accordingly €4,840,000 (2017: €4,980,000) was recognised as a creditor (amounts falling due within one year) (note 15) in the balance sheet and is repayable to the NTA at 31 December 2018.”*
- Approximately €10 million in 2 years returned to the State (this excludes amounts reinvested in capital expenditure).*
10. **Bus Éireann** saw passenger journeys reach 46.5 million in 2019. In 2018 that figure was 42 million for PSO and Expressway and 41.5 million schoolchildren. €110,000 million was spent on the private hire of coaches (indigenous Companies) to fulfil

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

Bus Éireann's school transport obligations. Interestingly, €58 million was contributed back to the exchequer in the form of employer/employee taxes.

11. Bus Éireann Expressway is a fully commercial service receiving no subsidy from the State. A fact worth noting in relation to Expressway is the fact that Bus Éireann had, at a point in time, the ability to cross subsidise, or support, underfunded PSO services with 'profits' from their Commercial Expressway operations, the total amount below (Fig. 1) accumulates to approximately €43 million

Figure 1



Note: The term profit (point 11) is for demonstrative purposes, the reality is the fact that the State-owned status of Bus Éireann enabled the Company to fulfil its 'social contract' with our Citizenry.

12. This option is now longer available to Bus Éireann, the effective deregulation of the so-called commercial bus market led to the entry of a multiple of Bus Companies into the interurban corridors, helped in no small way by taxpayer subsidised motorways. This in turn led to the fragmenting of bus services, of course Bus Éireann continued (to this day) to serve densely populated portions of rural Ireland, most of which would not be served without Bus Éireann.

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

13. The Coronavirus has demonstrated that a strategic asset like Public Transport cannot be left to the vagaries of the market. Practically every commercial bus operator (with a few notable exceptions) left the market during the lockdown. These commercial operators were (prior to Covid) operating direct point to point direct services (Dublin Airport being the main source of business), using the motorway network, whilst the so called commercial Bus Eireann Expressway continued to fulfill its 'social contract' by serving literally hundreds of towns and villages across Ireland, **losses of €700,000 per week are being absorbed during the current social distanced and Covid-19 related market downturn.**
14. Whilst the consequences of a withdrawal from the market of Expressway would have been expensive for the Taxpayer, its consequences for the Towns and Villages it (Bus Eireann) serves would have been catastrophic, isolating many communities and the Citizens that completely rely on Bus Eireann for their mobility, the social and political fallout would have been far reaching, devastating in fact. **The list of Expressway routes and the connectivity that would be lost had the services been withdrawn is attached in Appendix 1.**
15. The recent commitment/s contained in correspondence from the Department for a time limited (6-months) support, announced on 26th June 2020, will stabilise the situation for those commercial bus operators that meet certain criteria. However, we would contend that 6-months is too short and that the supports that may become available should obtain until such time as the 'new' Bus market landscape is mapped out and agreed. Incidentally, **the NBRU would appeal to the members of the Committee to recommend that the long promised (Programme for Government) Stakeholders Transport Forum should have a central role in shaping the post-Covid Bus market.**
16. Perhaps a neoliberal minded commentator might view the foregoing (point 15) as the NBRU having an ideological opposition to private commercial bus operators, but such a view would lend a lie to the fact that we have long accepted the reality that a mix of State-owned and an element of private operators, complimenting each other as opposed to trying to land knock-out blows on each other, can provide the necessary public transport needs for all of our Citizens. There is one caveat we would seek to have included in any open and transparent debate, **there must be a material recognisable social element to operating licenses, not to do so would both maintain and create further market imbalance.**

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

17. The table below (Fig.2) demonstrates the increase in commercial bus licenses in a five-year period (2011 – 2016) along sample key corridors. That trend has continued from continued 2017 to 2019. Obviously, a closed loop market like Ireland cannot sustain such excessive capacity levels. The NBRU view is straightforward, we contend that the capacity increases were designed to effectively ‘blow’ Bus Eireann out of the so-called marketplace. There are many politicians in this august body that would have had some explaining to do to constituents if (as was desired), Bus Eireann had packed its metaphorical bags and left the scene, resulting in large swathes of our Country having no transport services through the Covid-19 crisis, essential frontline HSE workers and those that work in vital supply line services would have been stranded.

Figure 2

Corridor	Description	Current Coach Operators	Departures 2010 (Weekly Avg)	Departures 2016 (Weekly Avg)	Seat Capacity Growth	Passenger Journey Growth (NTA)*	Expressway Fare (Sal Adult)	Competitor Fare 2016 (Sal Adult)
N7/M7	Dublin-Limerick	4	52	100	111%	34%	€12.35	€10.00
M8	Dublin-Cork	3	28	64	128%	22%	€15.00	€14.00
M9	Dublin-Waterford	3	36	56	55%	15%	€16.00	€10.00

18. **Bus Éireann Schools** carries over 41.5 million school children every year or approximately 117,880 children each school day under an agreement with the Department of Education. The expertise of Bus Eireann, built up through generations cannot, nor should not be underestimated, the safety of those we most cherish most can never, worth repeating, can never be compromised. We, as a society need to take a long hard look at school transport, we need to look at how we can (continue) safely and carbon neutrally transport our future decision makers to their place of education. We need to consider the fact that current school bus fleet has become jaded and fossil fuel reliant, this at a time when those mostly in tune with our Climate concerns are from the

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

very demographic that are being transported to school every day! This is where our future leaders are being moulded, we would ask that the Committee would recommend that a focus needs to be applied to securing a modern, **climate friendly fleet of school buses for Bus Eireann's school service, perhaps another issue that requires stakeholder's contribution?**

19. **Irish Rail** had a very successful 2019 with over 50.1 million passenger journeys recorded. Similar to Dublin Bus, and again based upon the reasonable profit model, over €8 million was returned to the State for 2019. Irish Rail's vision prior to the onset of the Coronavirus was **75/ 25**, i.e. to carry 75 million passengers by 2025.
20. Heavy Rail represents one of the most energy efficient ways to move large amounts of people.
21. Quite a number of projects are currently in the planning stages that will transform the rail network (electrification, DART expansion), others have been mooted in the Programme for Government (Rail Interconnector, Navan Rail line, Western Rail Corridor).
22. For far too many years we have been closing down rail lines. As a society we need to focus on extending our rail network, not contracting it.
23. With a procurement process underway to buy new rail and DART fleet, we may need to revisit or examine the physical layout of the rolling stock (standing shoulder to shoulder not an option going forward) to determine the best virus proof set-up that is practicable to allow the trains carry the greatest number of passengers in the safest manner possible.

3. IMPACT OF THE VIRUS ON PASSENGER NUMBERS AND FAREBOX REVENUES

24. The table below (Fig.3) shows the passenger numbers carried across the CIÉ Group prior to Covid-19, whilst it illustrates the excellent performance of the largest Public Transport provider (CIE) with 82% of the total passenger journeys in 2019, it also highlights the extent of the problem if we have to simultaneously cope with the current social distancing guidelines and encourage a shift from cars to Public Transport.

Figure 3

Year	CIÉ passenger annual numbers millions	Bus Éireann passenger annual numbers millions	Dublin Bus passenger annual numbers millions	Irish Rail passenger annual numbers millions
2019	238.4	46.5	141.8	50.1
2018	234	42	144***	48
2017	223	38	139	46
2016	210.7	39.7	128.2	42.8
2015	200	37.9	122.4	39.7
2014	193.6	37.2	118.6	37.8
2013	186.8	35.7	114.4	36.7
2012	189	36.9	115.2	36.9
2011	190.9	36.5	117	37.4

All figures supplied by published annual accounts

****10% of Dublin Bus routes transferred to Go-Ahead Ireland*

25. As previously stated, rail passengers have declined by approximately 95% whilst bus patronage is down 90%

4. COMMERCIAL SEMI-STATE, REASONABLE PROFIT, COMMERCIAL SERVICES AND CORONAVIRUS.

26. The Coronavirus has decimated the Public Transport sector. Dublin Bus had a successful (commercial) Airport shuttle and Tour business that enabled the Company to invest in its business and staff. It was forecast to return a decent profit in 2020. Bus Éireann Expressway, similar to Dublin Bus, was forecasting a modest profit, again that would be used for expansion and staff supports.
27. With fare box revenue (PSO) having fallen off a cliff, The NTA have, with Government support, assumed the risk, the Government having decided (rightly so) that Public Transport was an essential service that simply could not fail. One of the consequences is that there will not be any reasonable profit for 2020.
28. With no reasonable profit in 2020, and commercial services mothballed, or operating at a loss, Dublin Bus, Bus Éireann and Irish Rail are forecast to make losses for the next number of years. This constitutes a potential problem under Irish Law if, the Directors cannot state when the companies can meet their bills for the next 12 months (Going Concern), they can be accused of trading recklessly under the Company's Act.
29. The reality is that as the CIÉ subsidiaries are using cash reserves (some of which had been earmarked for Capital investment at Irish Rail) to keep operating, with no profits on the horizon, they are breaching company law by not being able to declare themselves as going concerns and also not having the requisite levels of shareholders' funds to satisfy the law.
30. One of the potential consequences of not being able to declare a company as a going concern is that accounts have to be prepared on a break-up basis. Unfortunately, this is a direct derivative of the regulator setting the level (modest) of profit. **Yet the full rigors of Company law still apply?**
31. Interestingly, the 1986 Transport reorganization of CIE Act dictates that the subsidiary companies can only be wound up through a vote of both Houses of the Oireachtas, **the sensible option would be to alter their legal status to allow them provide what they are mandated to do under the 1958 Transport Act, that is to operate public transport.**
32. The consequences for not being able to declare as a going concern means difficulties purchasing, obtaining credit or banking facilities. **Dublin Bus, Bus Éireann and Irish Rail need**

their status altered to remove the threat of not being able to declare themselves going concerns.

5. RESTRICTED SOCIAL DISTANCED CAPACITIES AND LONG-TERM REALITIES

33. The NBRU, in our previous submission to the Committee, offered the view that in the event that social distancing was reduced to the minimum (pre-Covid), we could not possibly revert back to **‘sardine’ like loadings on buses, trains and trams**. We stated this position on the basis that we need to restore confidence in passengers to return to Public Transport, we also need to instill confidence in new passengers to use Public Transport rather than the private car. However, we estimated that the post covid-19 capacity constraints would result in approximately 35 million passenger journeys less than pre covid-19 capacity. We based this on the NTA published morning/evening commuter patterns.
34. The current reality is that the fear of the current virus, along with other potential future viruses will potentially drive previous Public Transport users back into private cars. Unless interventions occur, it will be impossible to reverse this modal shift, resulting in increased congestion and pollution, making it more difficult and costly for Ireland to meet its climate change targets.
35. There is an immediate requirement to police and enforce safety measures for travel on public transport, face coverings being one of the obvious areas which requires enforcement, there is also a requirement to ensure that capacity is appropriately policed. The NBRU has written (extensively) to the NTA and transport operators requesting an outline of how face coverings and capacity was to be policed, we have not received any appreciable response, again we would ask the Committee to assist. There is also a requirement for a widespread rollout of enhanced sanitization units and cleaning regimes (above current measures) on buses, trains, trams, we also need a strong and robust advertising campaign, designed to restore confidence in Public Transport.
36. The NBRU also (in our previous submission) referenced the requirement to look at elongating the peak travel hours by staggering start times of schools, colleges, and businesses. The Government did adopt one element of our suggestion, issuing guidance to the retail sector to open for business at 10.30am. We also suggested (previous submission) that we should examine the **concept of a 24-hour economy, one which is not reliant on the entertainment sector, but one which would see cultural and economic activity normally associated with ‘daytime’ hours being conducted through the 24-hour cycle, we did reference the Nighttime Commission in London, and suggested a similar model, maybe the committee might issue an opinion on this concept?**
37. In order to plan for the new reality (capacity/fleet constraints), the Stakeholders Forum contained in the Programme for Government needs to be established to cater to allow for

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

discussion, debate around the design and implementation of a virus proof Public Transport fleet, **with input from ALL stakeholders.**

38. Consideration should be given to the deployment of additional resources on the rail network to facilitate an orderly manner of travel, where safety and comfort are prioritised over **'packing them in'** whilst at all times, **seeking to encourage rail travel. A similar resource should be examined for the bus network.**

6. MEASURES REQUIRES TO SAFEGUARD ESSENTIAL PUBLIC TRANSPORT NETWORKS

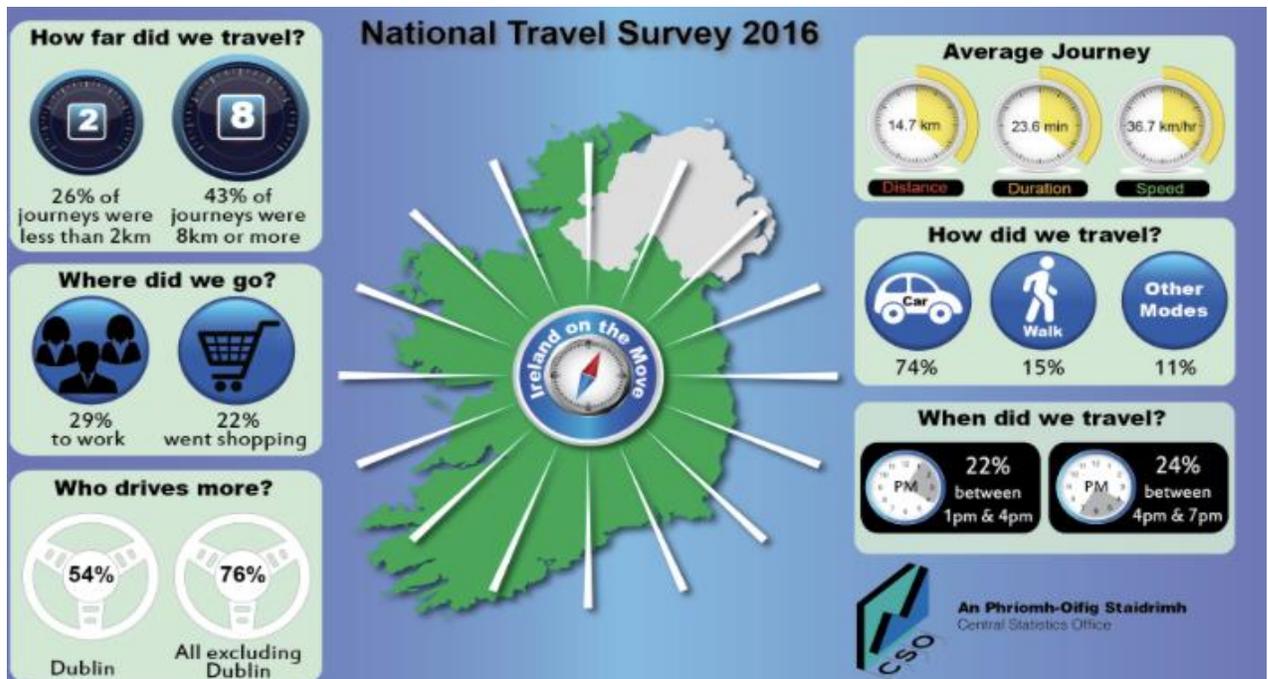
39. Discussion with all stakeholders (staff, disability bodies, interest groups, manufacturers, operators, medical experts and engineers) pertaining to the design of new virus resistant Public Transport fleet across bus, rail and tram, the establishment of the stakeholders forum will assist and should be prioritised.
40. Measures to combat virus spread including distribution of masks at stops and stations (vending machines) taking of temperature of passengers, enforcement of mask wearing, distribution of anti-bacterial gels, establishment of hand secure washing facilities at vital intersections.
41. Provision of washing and toilet facilities for all Public Transport staff and Customers across the entire Transport Network.
42. Investment into school transport to modernize the entire offering, ensure there is a database of all school going children and the provision of a place for each and everyone of them on a dedicated school transport fleet. Such a measure will free up valuable space on standard Public Transport, **reduce congestion and greenhouse emission by reducing car usage and educating young people in to use public transport.**
43. Introduction, as expeditiously as is practicable, **of next generation ticketing equipment to facilitate onsite debit card transactions, cashless buses, and seamless use of multimode Public Transport.**
44. Unfortunately, this virus has demonstrated a deficiency in the protection measures on inter urban coach type vehicle due to the lack of protective screens. There should be an immediate provision of funds to ensure each and every Public Transport vehicle has a

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

fixed, permanent solid screen as a barrier against Coronavirus as well as anti-social behaviour.

7. MODAL SHIFT AND PUBLIC CONFIDENCE IN BUS, RAIL AND TRAM SERVICES.

45. Along with the measures (above), we must, as stakeholders, look at measures and interventions to reduce dependency upon car travel, we can only achieve this through a major investment in additional Public Transport provision, we simply cannot countenance a situation where we as a Nation, are penalised for excessive carbon emissions brought about because of increased car usage. The information (below) from the CSO in relation to car usage amply demonstrates the difficulty of the task at hand:



46. The provision of park and ride facilities at the outskirts of all our urban centres linked in with all transport services to prevent urban congestion is a necessity to reduce carbon emissions and encourage Public Transport usage. The cost of parking should be inclusive in the ticket price and should not be a disincentive for usage by potential customers, **ideally, we should be looking at providing an element of free Public Transport.**

8. FUTURE PREVENTATIVE MEASURES TO PROTECT AGAINST PANDEMICS.

47. We need to be in a position to make quick and efficient decisions, should the need arise, concerning proactive measures that may need to be taken to protect against this virus, or any future viruses, to ensure public and worker safety.
48. The use of the Public Transport network as a conduit to spread any virus, particularly from airports and Ferry ports needs to be recognised, preventive steps should be considered (isolation bases, hotels?) to ensure the protection of the general populace.

9. SOCIETAL CHANGE AND PUBLIC TRANSPORT

49. The NBRU previously recommended introducing incentives for remote/working from home, we did so on the basis of reducing the capacity pressure (current) on Public Transport.
50. The establishment of a 24-hour commission, as set out in the Programme for Government could assist towards the development of a more accessible society, with Public Transport at its core.
51. Priority to invest in Public Transport is not only critical to the battle against the Coronavirus (possible future viruses), but it is also vital that we tackle the scourge of carbon emissions. If our children are to have a future, we must change our behaviour. **To enable such behavioural change, we must put in place a Public Transport network for all our Citizens, we need to do so, not on a for profit contract for services, but on a 'social contract' basis.**
52. Multi-annual funding must be introduced to ensure vital Public Transport projects are not deferred or cancelled on the back of political expediency.

10. SUMMARY

53. Commercial Bus Market should be regulated and **contain supportable social obligations to those operators that serve ALL our Communities.**
54. The regulatory status of the CIE subsidiaries needs to be examined in the context of their current obligations within the Company's Act.
55. Immediate establishment of the Section 17 Advisory Council and Transport Stakeholders Forum
56. Immediate interventions to curb private car usage.
57. Legal basis for public health measures on Public Transport.
58. Funding for additional resources to effectively police capacity/face coverings issues on Bus and Rail Network.
59. Design and delivery of new virus resistant Public Transport fleet and the retrofitting of existing rolling stock.
60. Dedicated School transport provision.
61. Next generation ticket equipment to eliminate cash transactions.
62. Immediate provision of permanent, solid security screens on all Bus Éireann fleet to protect drivers from virus and anti-social behaviour.
63. Park and ride facilities on the outskirts of all our urban centres to enable car free towns and cities, providing for reduced congestion and improved air quality.

11. APPENDIX I

The following is offered as an illustration of what would (could?) have happened had Bus Eireann decided to follow the lead of others and withdrawn from the so-called Bus Market.

Indicative Expressway Route Withdrawal

100X Dundalk – Drogheda – Dublin Airport – Dublin

- No Direct bus service from County Louth to Dublin Airport or Dublin City
- 280 weekly departures on corridor gone

1 Dublin – Dublin Airport – Newry - Belfast

- No Direct Bus service to Newry from Dublin / Dublin Airport
- No Bus service to Banbridge or Sprucefield
- Connectivity to Belfast International Airport gone
- Connectivity to County Down gone – i.e. Downpatrick / Mountains of Mourne Tourist area
- 336 weekly departures on corridor gone

2 Wexford – Gorey – Arklow – Dublin – Dublin Airport

- No Bus Service in Clough, Ferns or Camolin
- No Bus Service to Loughlinstown Hospital or St. Vincent's Hospital from County Wexford
- Arklow Town left with 24 weekly departures (from 234 weekly services)
- Gorey Town left with one daily departure
- 230 weekly departures on corridor gone

X4 New Ross – Waterford – Kilkenny – Carlow – Dublin – Dublin Airport

- No Direct bus service from New Ross to Dublin / Dublin Airport

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

- New Ross left with 8 daily bus services between Waterford / Wexford only (100% reduction in services)
- No Bus Service from Waterford City to Dublin City / Dublin Airport
- Waterford City to Kilkenny, Carlow left with two daily departure
- Carlow College bus services reduced from 180 weekly departures to 13 weekly departures
- West Waterford connectivity to Dublin gone (Dungarvan / Kilmacthomas)
- 180 weekly departures on corridor gone

X8 Cork – Cahir – Cashel – Dublin – Dublin Airport

- No Bus Services at all in Cashel or Cahir
- No Bus Services from Fermoy or Mitchelstown to Dublin City / Airport
- Connectivity from County Tipperary, Co Kilkenny, County Laois to Cork City or Airport gone
- 84 weekly departures gone

X12 Limerick – Nenagh – Roscrea – Portlaoise – Dublin – Dublin Airport

- No Bus Service at all in Roscrea
- No BE services at all in Portlaoise
- Connectivity from County Laois, County Kildare & County Dublin to Shannon Airport, Clare or Kerry gone
- No bus service between Nenagh and Roscrea
- 18 daily services from County Tipperary to University of Limerick gone
- 140 weekly departures gone

13 / 14 Tralee / Killarney – Listowel – Adare – Limerick

- Adare, Rathkeale & Newcastlewest only left with two bus daily departure – currently has 22 daily bus services

No bus Service at all on Saturday and Sunday

- No bus service at all in Abbeyfeale

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

- No bus service from Limerick to Tralee (or Killarney / County Kerry)
- Connectivity from County Kerry to Limerick University / Hospital gone
- Connectivity from County Kerry to Shannon Airport / Dublin Airport and City gone
- Only two daily bus services left operating to Kerry Airport
- 155 weekly departures gone

20/X20 Galway – Ballinasloe – Athlone – Dublin – Dublin Airport

- No Bus Service at all in Milltownpass, Rochfortbridge, Tyrellspass, Kilbeggan, Horesleap or Moate
- No Bus Service at all in Craughwell, Kilrickle, Aughrim, Ballinasloe (Hospital also), Creagh or Ballydangan
- Ballinasloe Town and Hospital will have no BE services left operating
- Connectivity to Maynooth and Galway Universities gone
- Connectivity to West Galway services lost
- No BE bus services from Westmeath, North Kildare to West of Ireland
- 226 weekly departures gone

22 Ballina – Charlestown – Longford – Mullingar – Dublin / Airport

- Charlestown, Ballaghaderreen, Frenchpark, Ballingare, Tulsk, Strokestown and Tarmonbarry only left with two bus departure a week – Friday only service (currently 98 weekly services)
- No bus service from midlands to Mayo
- No bus service in Edgeworthstown, Rathowen or Ballinalack
- No bus service from Longford to Mullingar Town or Hospital
- Connectivity to Maynooth University gone
- No bus service from County Mayo to Dublin or Dublin Airport
- 98 weekly departures gone

23 Sligo – Carrick on Shannon – Longford – Mullingar – Dublin – Airport

- Only one day a week bus service (two departures only) in Newtownforbes, Rooskey, Dromod, Carrick-on-Shannon, Boyle and Castlebaldwin – effectively no bus service left in these towns

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

- Only two bus departure a week between Sligo and Longford (currently 84 weekly departures)
- County Leitrim & Sligo connectivity to Midlands, Dublin and Airport effectively gone
- No bus service from Sligo to Midlands Hospital
- Connectivity to Athlone and Maynooth University gone
- 84 weekly departures gone

30 Donegal – Cavan – Dublin Airport and City

- No Bus Service in Belleek
- Bus services to Enniskillen reduced by 70%
- No Bus Service in Derrylin, Belturbert or Butlersbridge
- No bus services between Cavan and Donegal
- North / South connectivity gone
- County Donegal connectivity to Dublin City and Airport gone
- Services to Cavan College gone
- 126 weekly departures gone

32 / 33 Letterkenny / Derry – Monaghan – Dublin Airport and City

- No BE Bus service in Strabane, Sion Mills, Newtownstewart, Omagh, Ballygawley, Aghnacloy or Emyvale.
- North / South connectivity gone
- Bus services to towns outside of County Donegal effectively gone, leaving limited PSO services within the County
- No bus service from County Donegal to Dublin or Airport
- No bus services between Monaghan and Letterkenny / Derry
- No BE bus service in Castleblayney or Carrickmacross
- No direct bus service from County Monaghan to Dublin
- Connectivity to Letterkenny college gone
- Connectivity to Dublin colleges gone
- 154 weekly departures gone

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

40 Rosslare – Waterford – Cork – Killarney – Tralee

- Rosslare Harbour left with 8 daily departures operating only to Wexford and Waterford - Currently 28 daily departures
- No bus service in Ballymakeera, Ballyvourney and Glenfisk
- No bus service between Tralee / Killarney and Cork City or Airport
- No BE bus service between County Waterford and Cork City
- Connectivity to Cork Airport gone
- No bus service from Kilmacthomas, Dungarvan to Cork
- 250+ weekly departures gone

51/X51 Cork – Limerick – Shannon Airport – Galway

- 'Wild Atlantic Way' bus services gone – no connectivity
- No bus service from Cork to Limerick, Shannon Airport & Galway
- Only BE service left to Shannon Airport is from Limerick City
- Core Western services gone – limited connectivity along western half of country
- Connectivity from County Clare to other locations very much limited – from Key locations such as Ennis and Shannon Town
- Nearly 300 weekly departures gone

52 Ballina – Westport – Castlebar – Galway

- Limited bus service left in Kiltimagh, Knock, Ballindine, Milltown, Knockmore, Pontoon and Balla
- 50% reduction in services between Ballina and Galway
- Claremorris bus service significantly reduced
- 72 weekly departures gone

55 Limerick – Waterford

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response

- No bus service in Clonmel
- No bus service in Bansha
- Tipperary Town only left with two bus services a day – currently 20 daily services
- County Tipperary services now very much limited
- Clonmel to Waterford gone – connectivity to Waterford College gone
- No connecting services from Rosslare Harbour to Tipperary, Limerick and West of Ireland
- 140 weekly departures gone

64 Galway – Knock Airport – Sligo – Derry

- connectivity from West of Ireland to Donegal and Northern Ireland gone
- Up to 238 weekly departures gone

National Bus & Rail Submission to the Oireachtas Special Committee on Covid-19 Response