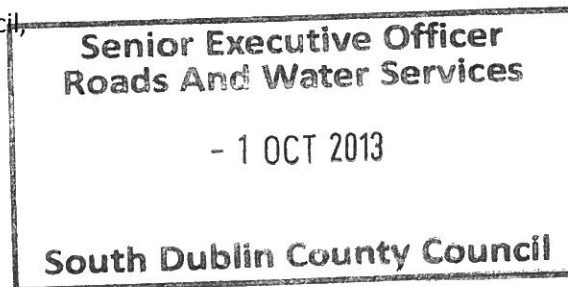


Tom Curtin, Administrative Officer,  
Roads Department,  
South Dublin County Council,  
County Hall,  
Tallaght,  
Dublin 24.

31<sup>st</sup> October 2013



Dún Scéine, Cúirt Uibh Eachach,  
Lána Fhearchair, Baile Átha Cliath 2

Dún Scéine, Iveagh Court,  
Harcourt Lane, Dublin 2

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info@nationaltransport.ie  
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**Re: Council Motion of 9<sup>th</sup> September 2013  
Direct Award Contract to Dublin Bus**

Dear Mr. Curtin,

I refer to your letter of 23<sup>rd</sup> September 2013 in relation to the recently passed motion by the Council relating to the awarding of public service obligation bus contracts.

The National Transport Authority launched a public consultation process on September 11<sup>th</sup> 2013 in relation to its plans:

- (i) to enter into another direct award contract with Dublin Bus and Bus Éireann in 2014;
- (ii) to amend those contracts in 2016 to reduce the services within those contracts by approximately 10%; and
- (iii) to provide the removed services through separate contracts following an open tender process.

The closing date for submissions was **Friday**, October 11th, 2013.

The consultation documentation is available on our website at <http://www.nationaltransport.ie/public-consultations/closed/> and sets out the rationale for the Authority's proposals.

In relation to Dublin Bus, the Authority's proposal is to extract 10% of services from the current contract and to award those by competitive tendering with operations starting in 2016.

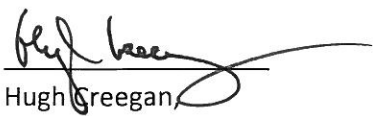
The objectives of the Authority in entering into any public bus services contract are to ensure the provision of high quality and accessible bus services at best value for money to the Exchequer, to improve the customer experience of public transport and to ensure public transport integration is not compromised. The Authority proposes that the general economic interest would be best served in the next 5 years by Dublin Bus and Bus Éireann retaining a substantial proportion of services but not all services. The Authority proposals identified that tendering in the order of 10% of the services would be of a scale that would encourage good competition and provide a satisfactory-sized operation against which to benchmark the existing operators.

In the case of Dublin Bus services, the proposed routes that were identified in the proposals for opening to tender would be the orbital routes and some local routes around the city, such as routes 17 from Rialto to Blackrock, 33b Swords to Portrane, 111 Dun Laoghaire to Loughlinstown.

The Authority is currently considering the responses received to the published proposals and anticipates making a determination in relation to these proposals prior to year end.

In relation to engaging with the Council on this and similar matters, Anne Graham, Director of Public Transport Services would be available to attend a meeting with Council members. She can be contacted at [anne.graham@nationaltransport.ie](mailto:anne.graham@nationaltransport.ie)

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Greegan', written over a horizontal line.

Hugh Greegan,

Director of Transport Investment and Taxi Regulation.