Transport Trends

An Overview of Ireland's Transport Sector

Economic and Financial Evaluation Unit

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Issue 1/2015

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Overview and Contents

Transport Trends seeks to provide a concise overview of the key developments that are evident from the latest Irish transport data.

The publication is produced annually by the Department of Transport, Tourism and Sport's Economic and Financial Evaluation Unit (EFEU); a constituent unit of the Irish Government Economic and Evaluation Service (IGEES).

The contents of this publication are based on data sourced from various official sources and internal data. While the responsibility for data accuracy remains with the original source as cited, any errors in transposition or analysis in this document are the responsibility of EFEU.

Information provided here should be used for reference purposes. Any use of data for analysis or publication should rely on the original sources as cited. It is important to note that this publication is not intended to cover the full range of transport statistics and as such wider databases (such as the CSO) should be relied upon for analysis. The Data Sources and Notes section should be consulted when interpreting this document.

This publication was produced by the Department of Transport, Tourism and Sport's Economic and Financial Evaluation Unit and does not necessarily represent any views of the Minister or the Government.

This document is arranged as follows:

Section A: Infrastructure

A broad overview of the infrastructure that makes up the Irish transport system by area: roads, public transport, maritime, aviation and sustainable transport.

Section B: Investment

An analysis of expenditure and revenue associated with transport and recent trends in this context to detail where funding has been targeted.

Section C: Performance

An overview of how the transport system is currently being used in terms of method of travel, distance, passenger numbers, freight and energy use.

Primary Headlines

Demand for transport in Ireland has recently experienced renewed growth from a low base following a number of years of contraction…

- **Car use** has recently been on an upward trend with total annual vehicle kms increasing by 1.2% between 2011 and 2013. However, this is still 1.7% lower than the 2008 peak.
- Passenger numbers on the main **public transport** options, with the exception of Luas, fell substantially after 2007. However, the last two years have seen renewed growth across bus, train and light rail with an annual increase of 8 million public transport passenger trips in 2014.
- **Air** passenger numbers have increased since 2011 following a period of contraction and stood at 24.8 million in 2013.
- The number of passengers arriving at Irish ports, on international ferries and cruise ships, has remained relatively steady with 1.6 million in 2013.

Previous investment in the sector led to a transformation of the country's transport infrastructure…

- The Irish **road network** is currently made up of almost 100,000 kms, of which 900 kms are motorway (up from 270 kms in 2006). Ireland is below the European average for car ownership rates but above it for kms of road per capita.
- In terms of **public transport**, there are 2,422 buses in operation on licensed and PSO bus services, 66 Luas trams operating on 37.2kms of track and 2,384kms of heavy rail maintrack with 142 passenger stations.
- There are 3 **airports** with more than 1 million passengers handled (Dublin, Cork, Shannon) and 6 **ports** with more than 1 million tonnes of freight handled (Dublin, Shannon Foynes, Cork, Rosslare, Bantry Bay and Waterford).

Private car is the dominant modal choice in Ireland…

- 75% of all journeys are being taken by car while bus accounts for 3.8% and rail/Dart/Luas for 1.5%. Walking represents 15.4% of all journeys, with cycling at 1.3%.
- Ireland's dependence on the car is more pronounced outside of Dublin (77% of journeys) than in the capital (61%).
- Ireland's car dependence is in line with the European average while Ireland has a comparatively lower modal share for train but a higher share for bus.

Primary Headlines

Transport continues to support the Irish economy and its businesses by providing the crucial link to international markets…

- The amount of freight tonnes carried by **sea** (+12%) and **air** (+9%) have increased since 2009.
- Freight carried by **rail** has seen a consistent downward trend while **road** freight resumed growth in tonnes carried in 2013.
- In addition, the Irish transport system supports the **tourism** industry which saw an 8.9% annual increase to just under 7 million visitors in 2014.

The transport sector has a key role to play in Ireland's sustainable development and this presents a significant challenge…

- The transport sector accounted for the largest share of Ireland's primary **energy demand** in 2013 at 33% with the residential and industrial sectors responsible for 27% and 24% respectively.
- Transport's primary energy demand fell from 5,807 thousand tonnes of oil equivalent (ktoe) to 4,204 ktoe between 2007 and 2012. However, 2013 saw an uptick in demand in line with increased transport use to 4,326 ktoe.
- By 2020, **emissions** from the transport sector are projected to increase from 2013 levels by between 15% and 25% depending on policy choices.

Investment in transport is currently facing a significant shortfall to the identified minimum investment level to maintain the network as it is…

- Total Department of Transport, Tourism and Sport (DTTaS) **expenditure** has decreased from a 2008 peak of €3.6 billion to €1.7 billion in 2014, which is around the level seen in 2002/2003.
- DTTaS's level of **investment** in land transport (roads and public transport) has fallen to around €1 billion in 2015 which represents a €300 million gap to the identified minimum level to maintain the current system as it is.
- Government **revenue** associated with the transport sector has consistently outstripped expenditure in the area with spending being 49% of revenue on average between 2001 and 2014.
- This constrained funding environment presents a challenge to the transport sector to deliver upon the goal of supporting economic, social and regional development while meeting rising transport demand and sustainability pressures.

Section A: Infrastructure

What Does The Current Transport System Consist Of?

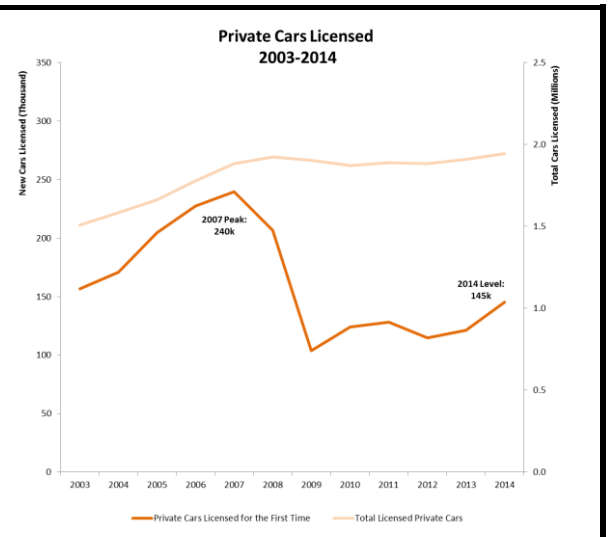
Roads

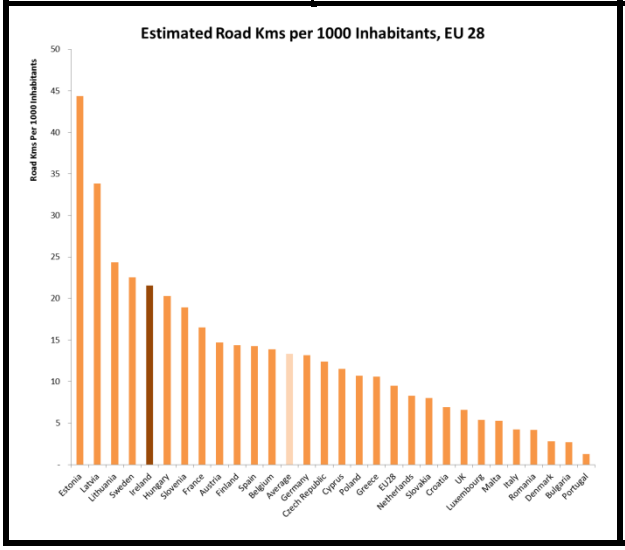
Headlines:

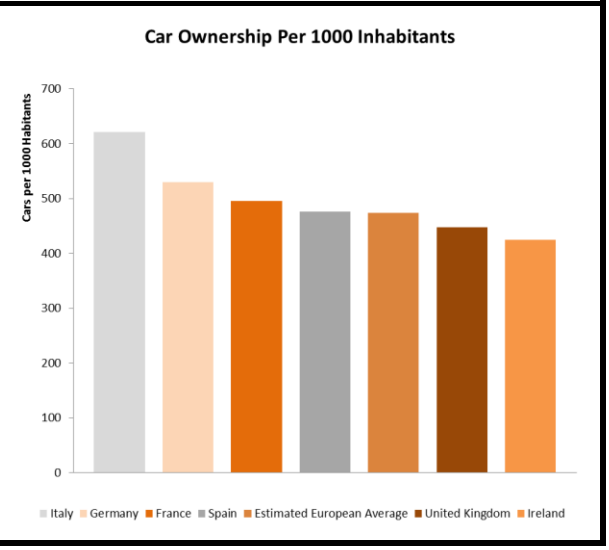
- The Irish **road network** is made up of just under 100,000 kms of road (5.4% national, 13.2% regional, 81.4% local). There are 900 kms of motorway, up from 270 kms in 2006.
- At end-2014, 1.9 million **private cars** are under current licence (2.5 million total vehicles).
- The level of private cars licensed for the first time in 2013 was half the level seen in 2007. However, 2014 saw an estimated annual increase of 30% to 145,000 (92,000 new, 53,000 used imports).
- Ireland's road network is relatively large on a per capita basis in comparison to other EU states. There are 21.5kms of road for every 1,000 inhabitants in Ireland while the average rate among EU28 member states is 13.3 kms.
- Irish **car ownership** rates are slightly below the estimated European average at 425 cars per 1000 people.

Data and Trends:

Ireland's Road Network, Kms	
National Primary	2,651
National Secondary	2,653
Regional	13,120
Local	80,472
Total	98,896





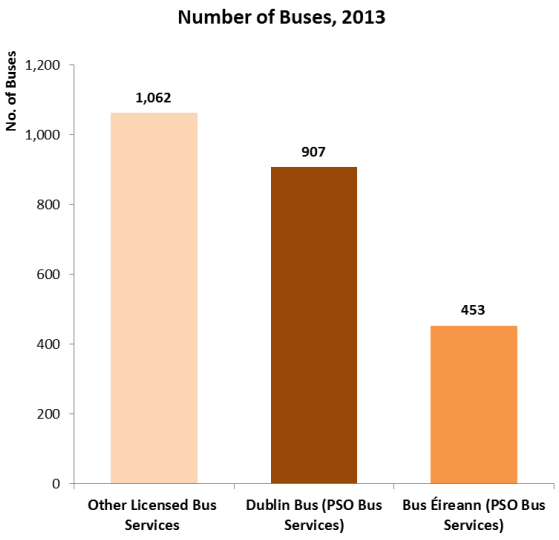


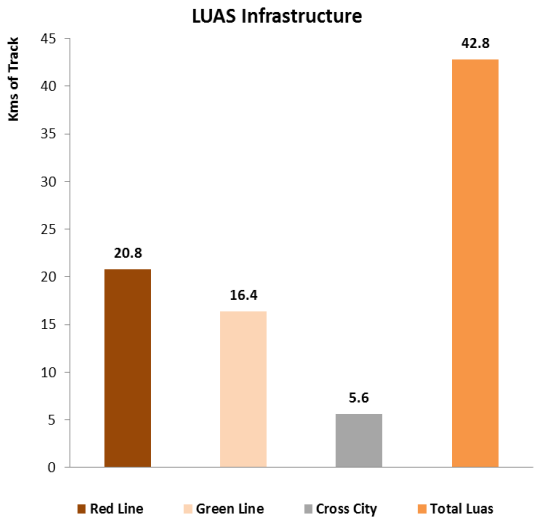
Public Transport

Headlines:

- There are 2,422 **buses** in operation for licensed and PSO bus services. The Dublin Bus fleet is 907 on PSO routes, the Bus Éireann fleet is 453 on PSO routes and there are 1,062 other buses in operation on other licenced bus services.
- The total Dublin Bus fleet size is 928 buses and the total Bus Éireann fleet is 637 buses.
- The **Luas system** is 37.2 km in length. The completion of Luas Cross City will bring the total length to 42.8 km. There are currently 66 Luas trams in operation.
- There are 2,384 kms of **heavy rail** maintrack, of which 4.5% is electrified, and this serves 142 passenger stations across the country.

Data and Trends:





Heavy Rail Infrastructure (2013)

Length of Lines (Line Kms)

1,894

Length of Maintrack (Main Track Kms)

2,384

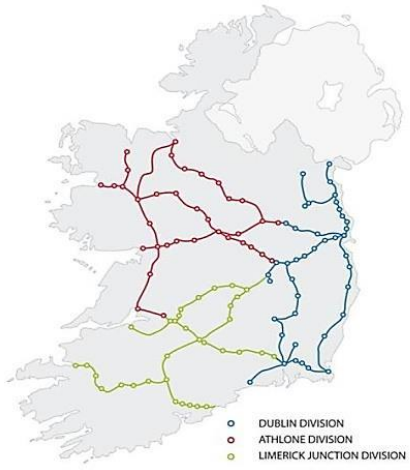
Length of Electrified Maintrack (Main Track Kms)

107.5

Number of Passenger Stations

142

Heavy Rail Network, 2013



Maritime

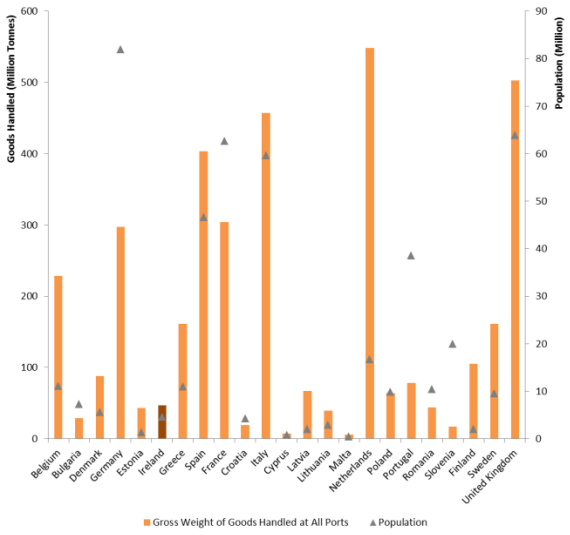
Headlines:

- The largest Irish **ports** in 2013, in terms of freight activity, were Dublin, Shannon Foynes, Cork, Rosslare, Bantry Bay and Waterford.
- The busiest port **routes**, again in freight terms, are between Dublin and the UK (Milford Haven, Holyhead and Liverpool).
- As of end-2014, there are 3,251 **registered ships** under the Irish flag.
- The number of Irish registered **merchant ships** (100 gross tonnes or more) has grown from 120 in 2012 to 133 in 2014.
- In terms of European comparison, Irish ports handle a similar amount of freight to similarly sized and positioned countries.

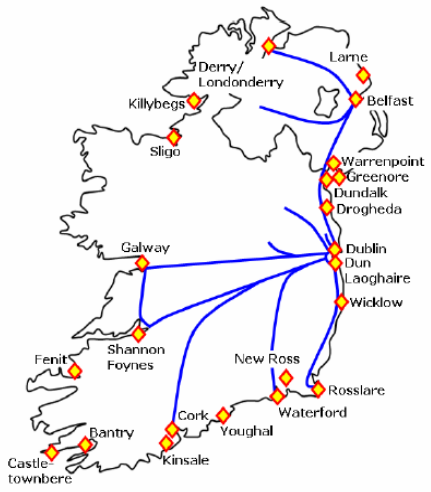
Data and Trends:

Top Ports by Freight Activity, 2013		Busiest Port Routes, 2013	
Port	**Total Freight Tonnage Handled**	**Goods Received**	**Tonnage**
		Dublin – Milford Haven	2.5m
Dublin	19.9m	Dublin – Holyhead	2.4m
Shannon Foynes	10.3m	Dublin – Liverpool	2.3m
Cork	9m	**Goods Forwarded**	**Tonnage**
Rosslare	1.9m	Dublin – Liverpool	2m
Bantry Bay*	1.5m	Dublin – Holyhead	2m
Waterford	1.4m	Dublin - Rotterdam	1.3m

Tonnage Handled at Main Ports, 2013



Ports and Motorways in Ireland, 2012



* See Data and Notes Section

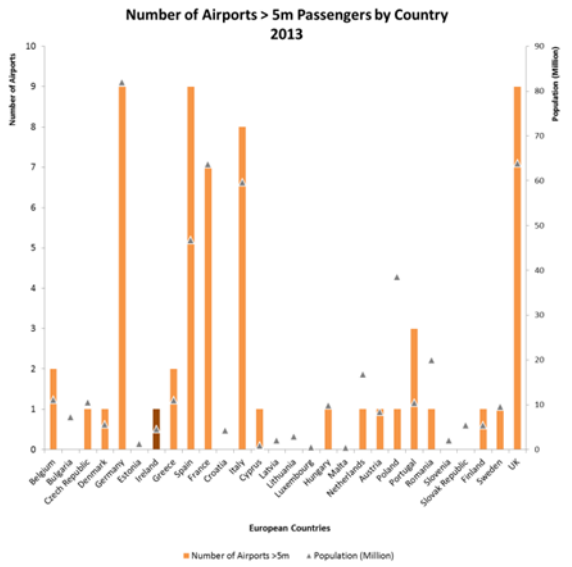
Aviation

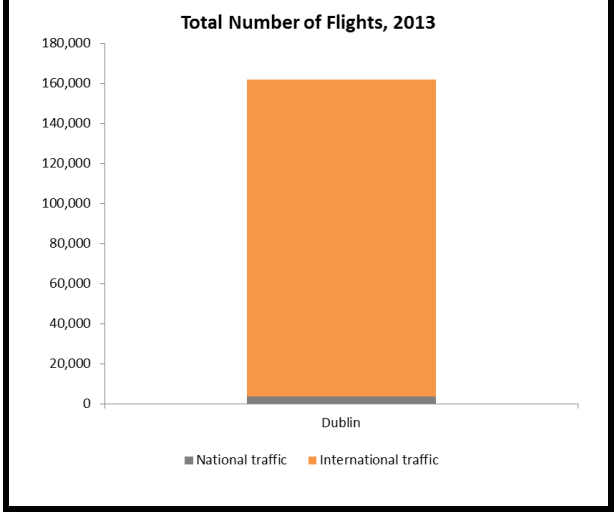
Headlines:

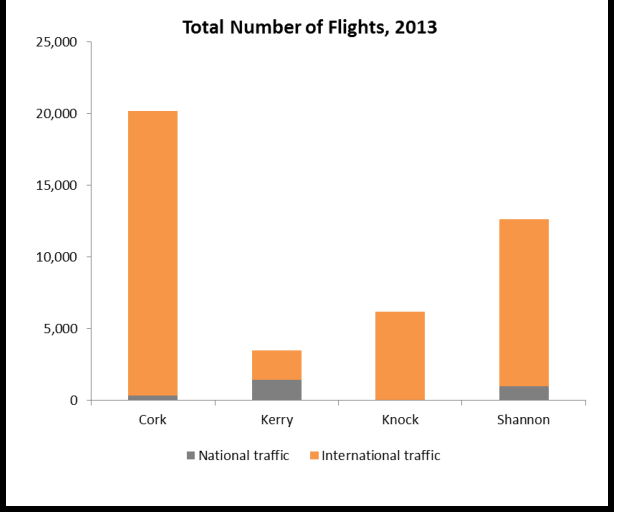
- **Dublin airport** is Ireland's primary airport and handled 20.2 million passengers in 2013.
- There are two other airports, Cork and Shannon, which handle over 1 million passengers. Knock, Kerry, Waterford and Donegal make up the remainder of the seven largest.
- Across **Europe**, countries with a similar population size to Ireland tend to have at most one primary airport with more than 5 million passengers per year.
- There were just over 200,000 **flights** into and out of Irish airports in 2013. Dublin Airport accounted for 79% of flights handled in the five main airports. Cork (10%), Shannon (6%), Knock (3%) and Kerry (2%) accounted for the rest.

Data and Trends:

Airport	2013 Total Passengers Arrivals + Departures
Dublin	20.2m
Cork	2.25m
Shannon	1.3m
Knock	666k
Kerry	306k
Waterford	28k
Donegal	34k







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Sustainable Transport

Headlines:

- An estimate of the total kms of **cycleway** in Ireland was made in 2009. According to this work there were over 4,100 kms of cycleway across the country, although the estimate was incomplete (see Data Sources and Notes section).
- Since 2008 there have been approximately 792 kms of cycleway delivered from funding by DTTaS. This has been through investment in **sustainable transport** projects such as cycling greenways and active travel towns.
- The total number of **bikes** provided through the four public bike schemes is 2,240. The schemes are in place in Dublin, Cork, Galway and Limerick.

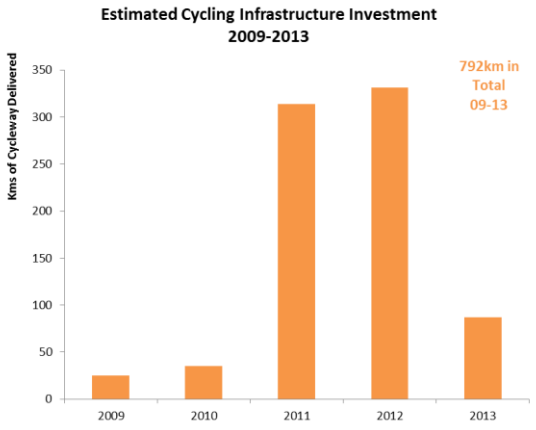
Data and Trends:

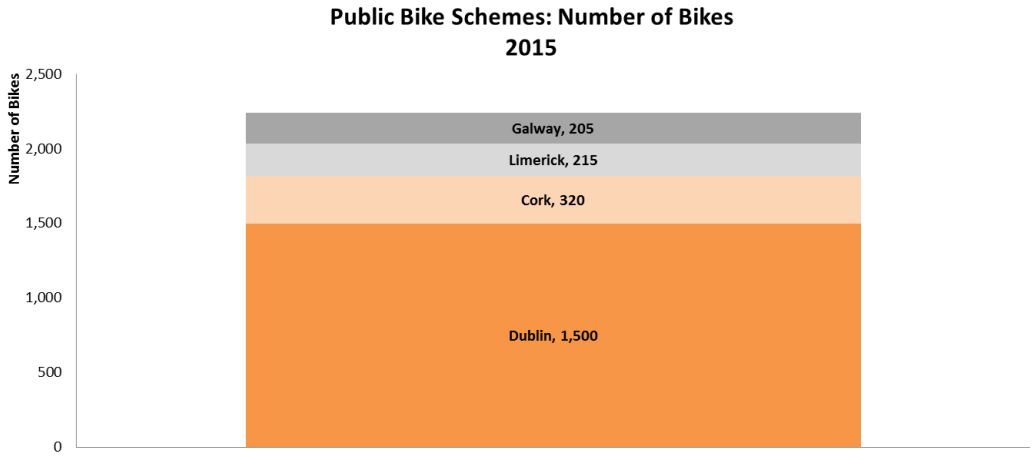
2009 Estimate of National Cycling Infrastructure

Off-Road: **83km**

On-Road: **4,060km**

Total: **4,143km**





Section B: Investment

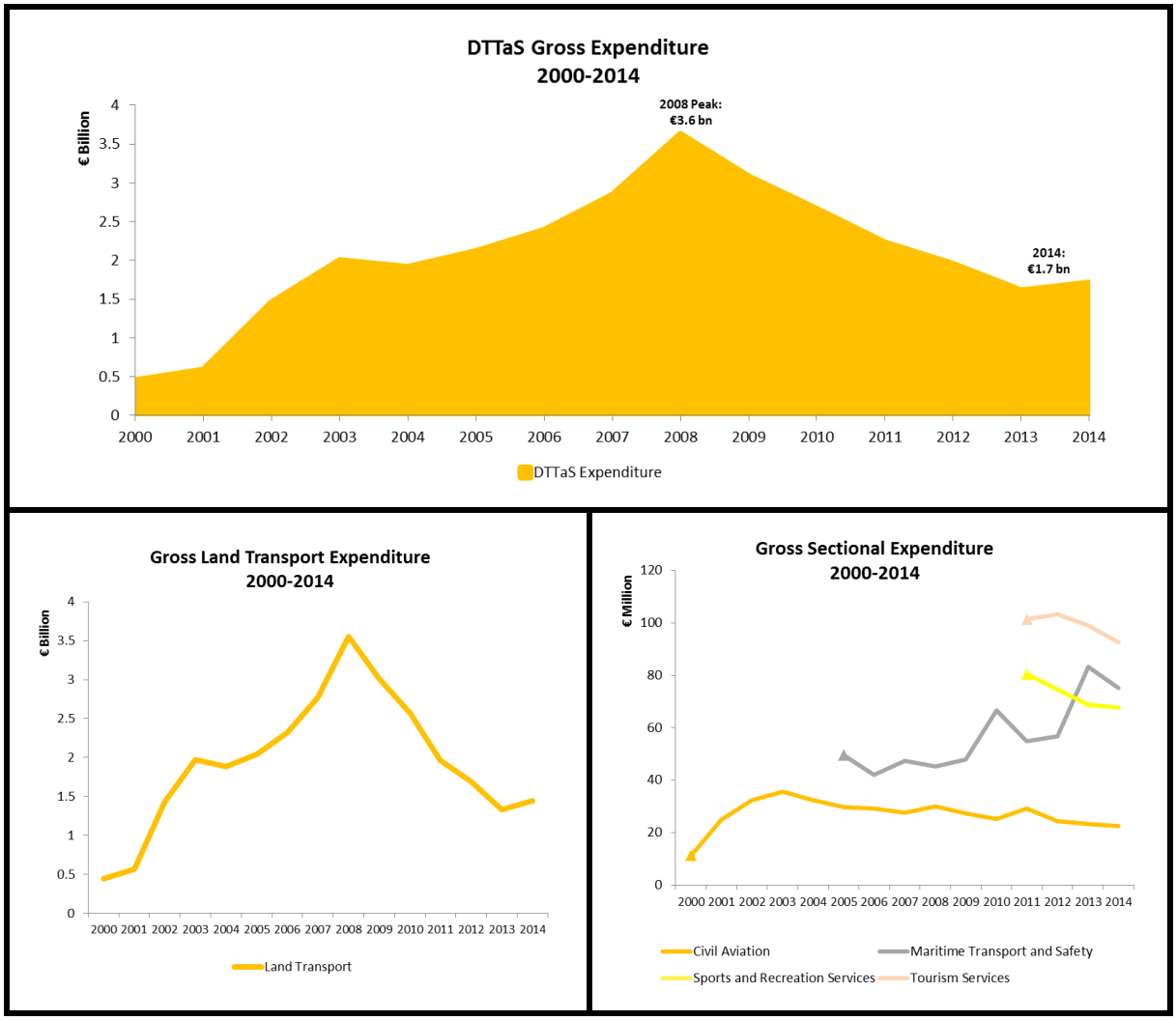
What Expenditure And Revenue Is Associated With The Transport Sector?

Expenditure

Headlines:

- **Expenditure** by the Department of Transport, Tourism and Sport peaked in 2008 at €3.6 billion.
- 2014's level of expenditure was €1.7 billion, a 6% increase on 2013 and at a similar level to 2002/2003.
- The increase in expenditure up to 2008 was primarily in **land transport**. In 2005, the Department assumed expenditure responsibility for maritime transport and safety and then in 2011 assumed responsibility for the areas of tourism and sport.
- 2014 saw expenditure levels of around €1.4 billion on land transport, €95 million on tourism services, €69 million on sports and recreation, €77 million on maritime and €23 million on civil aviation.

Data and Trends:

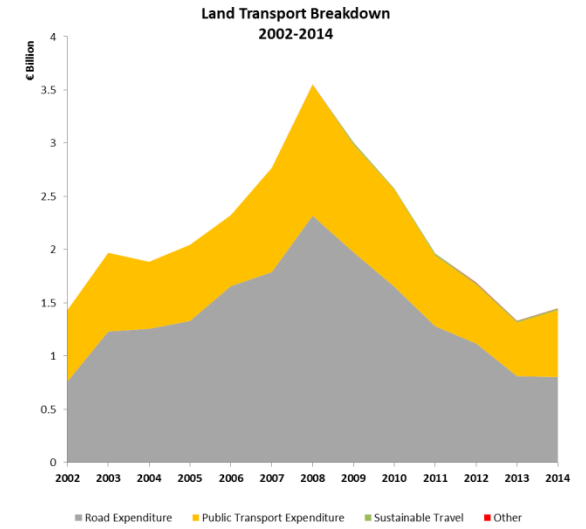


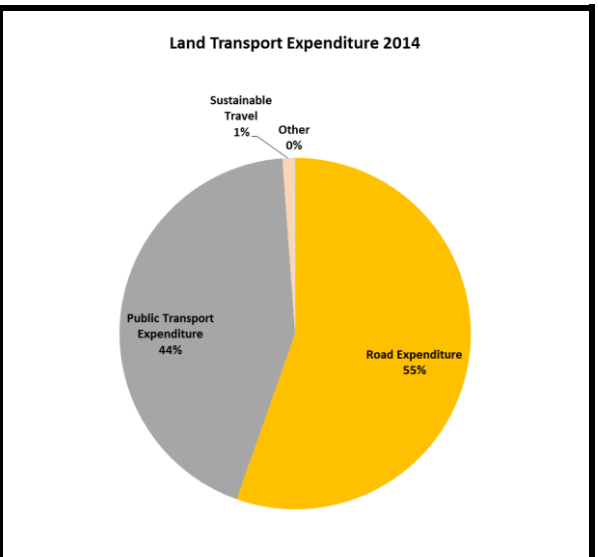
Expenditure: Land Transport Focus

Headlines:

- The trend of expenditure on land transport has been driven by **road** related expenditure which expanded rapidly up to 2008.
- In 2014, road expenditure accounted for 55% of land transport expenditure, while **public transport** amounted to 44% and **sustainable transport** 1%.
- There is currently an estimated €300 million gap to the minimum **steady state** level of investment which is necessary to maintain the transport system in its current form without making significant capacity enhancements. There is €1 billion specified for investment in land transport in 2015 while the minimum level has been estimated as €1.3 billion.

Data and Trends:



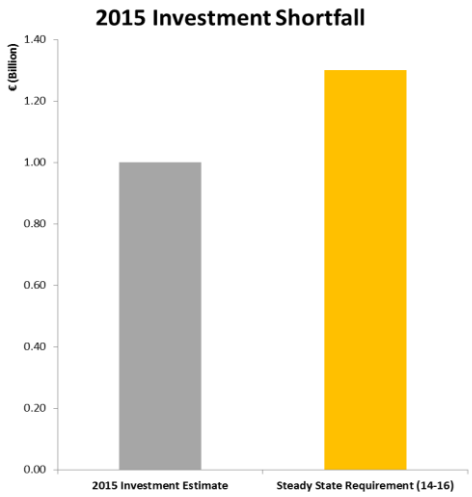


Current Minimum Investment Shortfall

€300m

Steady state investment level refers to the minimum amount of expenditure required to maintain the transport network in its current state.

Source: Strategic Framework for Investment in Land Transport, DTTaS

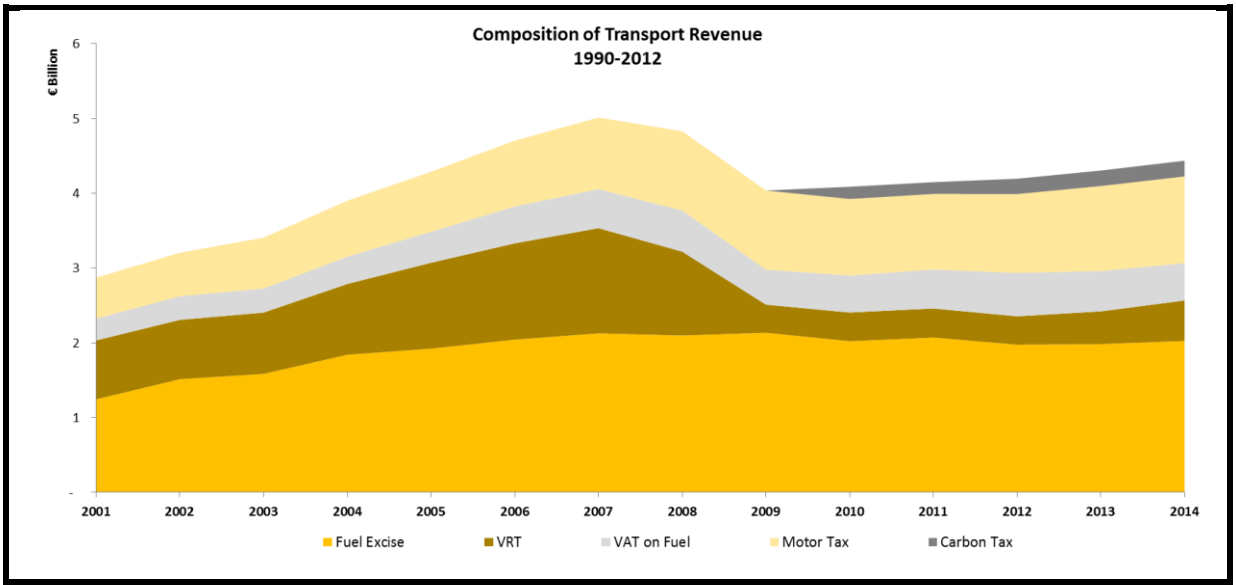


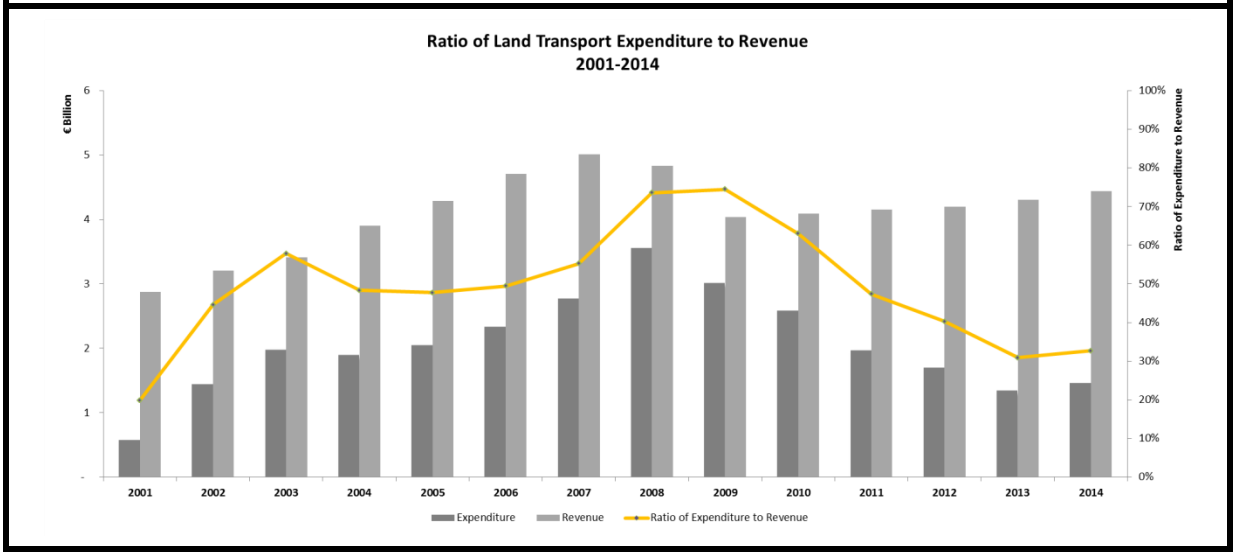
Revenue

Headlines:

- A significant amount of government **revenue** is associated with the land transport sector in Ireland. In 2007, estimated revenue associated with the transport sector peaked at €5 billion and in 2014 it was at a lower level of €4.4 billion due primarily to lower VRT receipts.
- Annual revenue associated with the sector has grown by €400 million since 2009.
- It is estimated that revenue associated with land transport has consistently exceeded the level of expenditure in the sector significantly. On average, expenditure was 49% of revenue between 2001 and 2014.
- The **ratio of expenditure to revenue** peaked at 74% in 2008 and stood at 33% in 2014.

Data and Trends:





Section C: Performance

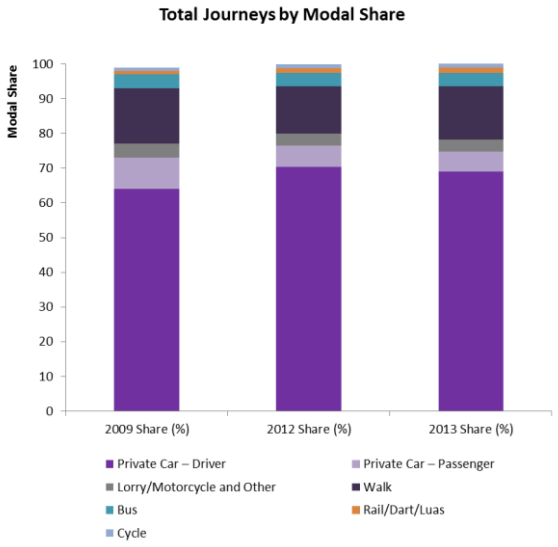
How Is The Transport System Being Used?

Modal Share

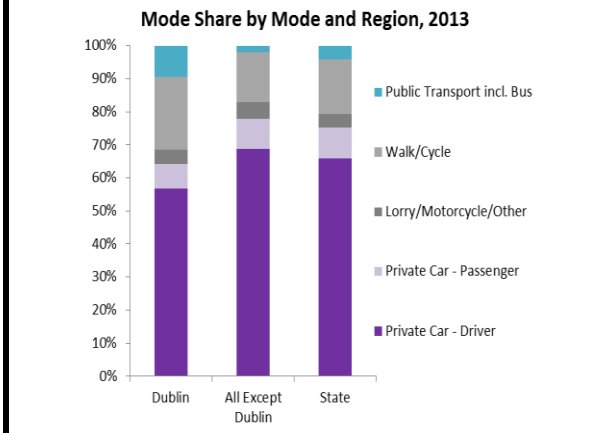
Headlines:

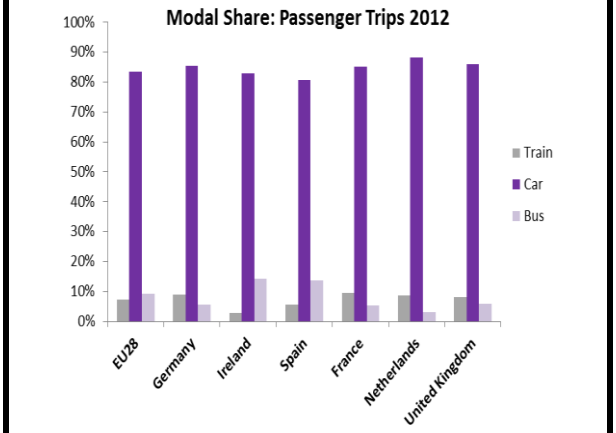
- 75% of all journeys in 2013 were taken by **car**. This is a slight increase on 2009 and there has also been a shift from car passenger trips to car **driver trips** indicating a potential increase in sole car use.
- Between 2009 and 2013, slight increases have been seen for **cycling** and **rail/Dart/Luas**, and slight decreases in **bus** and **walking** in terms of modal share of all journeys.
- 25% of all journeys in 2013 were to access work, 25% for shopping/food/drink, 20% for social/entertainment/visiting friends and family and 30% for other purposes.
- Reliance on the car for travel is stronger in areas **outside Dublin** (77%) than in Dublin (61%) with public transport and sustainable modes utilised more in the capital.
- In comparison to other European countries, Ireland's dependence on the car is similar to the EU average. Ireland has a lower modal use of train and higher use of bus.

Data and Trends:



	2009	2012	2013
Car (Driver)	64	70.4	69
Car (Passenger)	9	6.1	5.8
Bus	4	3.9	3.8
Rail/Dart/Luas	1	1.3	1.5
Cycle	1	1.2	1.3
Walk	16	13.6	15.4
Lorry/Other	4	3.5	3.4



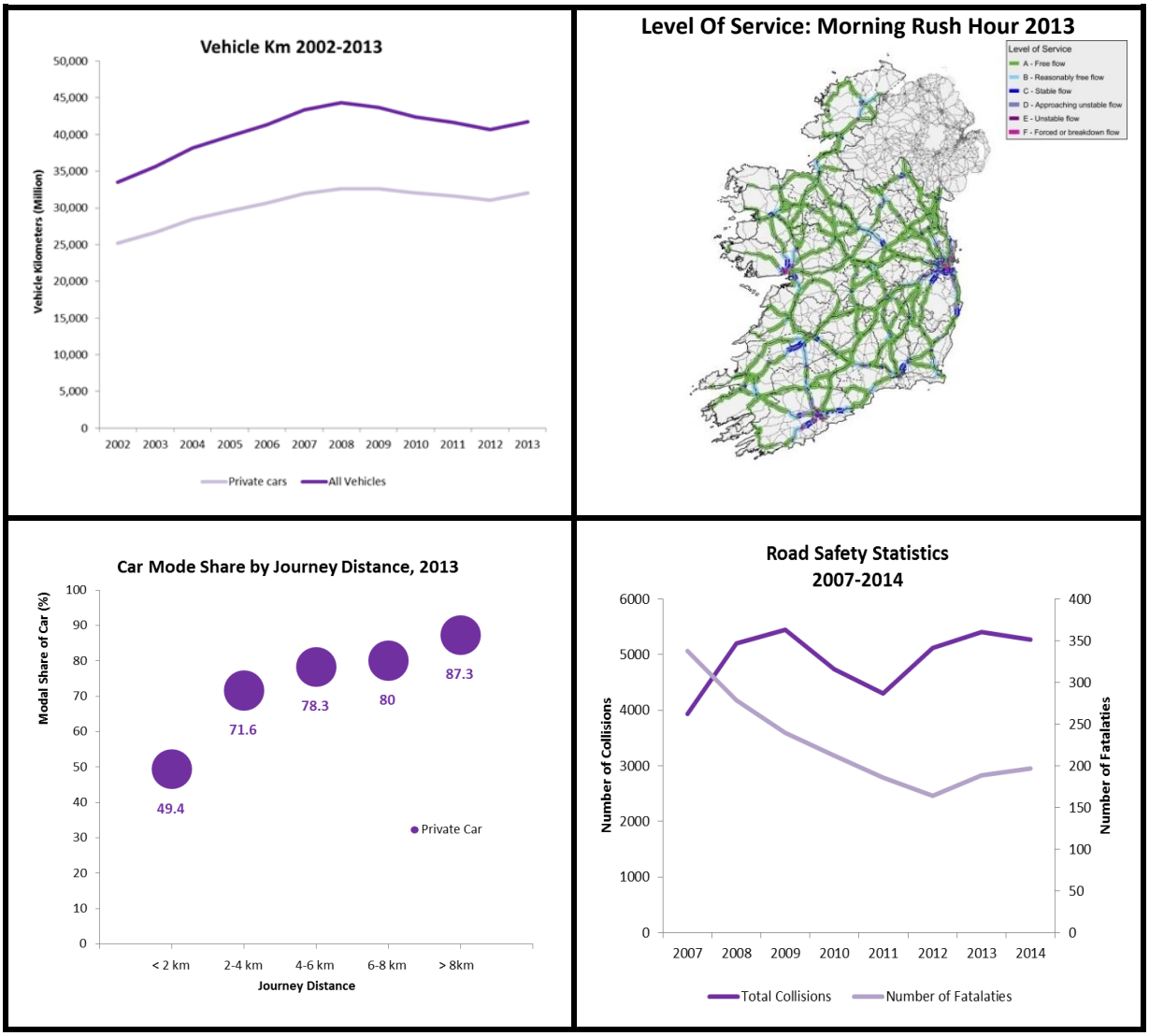


Roads

Headlines:

- After decreasing from a 2008 peak, **vehicle kms** increased in 2013 for private cars and on average across all vehicle types. This indicates increased road demand and car use.
- The main areas experiencing a decreased level of service due to congestion are those around primary **urban areas** such as Dublin, Galway, Limerick and Cork (see map below).
- Car holds a large modal share even for **short journeys** in Ireland. 49% of the less than 2km journeys and 72% of the journeys between 2 and 4kms are by car.
- The overall number of **fatalities** on Irish roads has decreased significantly since 2007. However, there has been an upward trend in recent years with 196 fatalities and 5,269 road collisions in 2014 (provisional RSA figures).

Data and Trends:

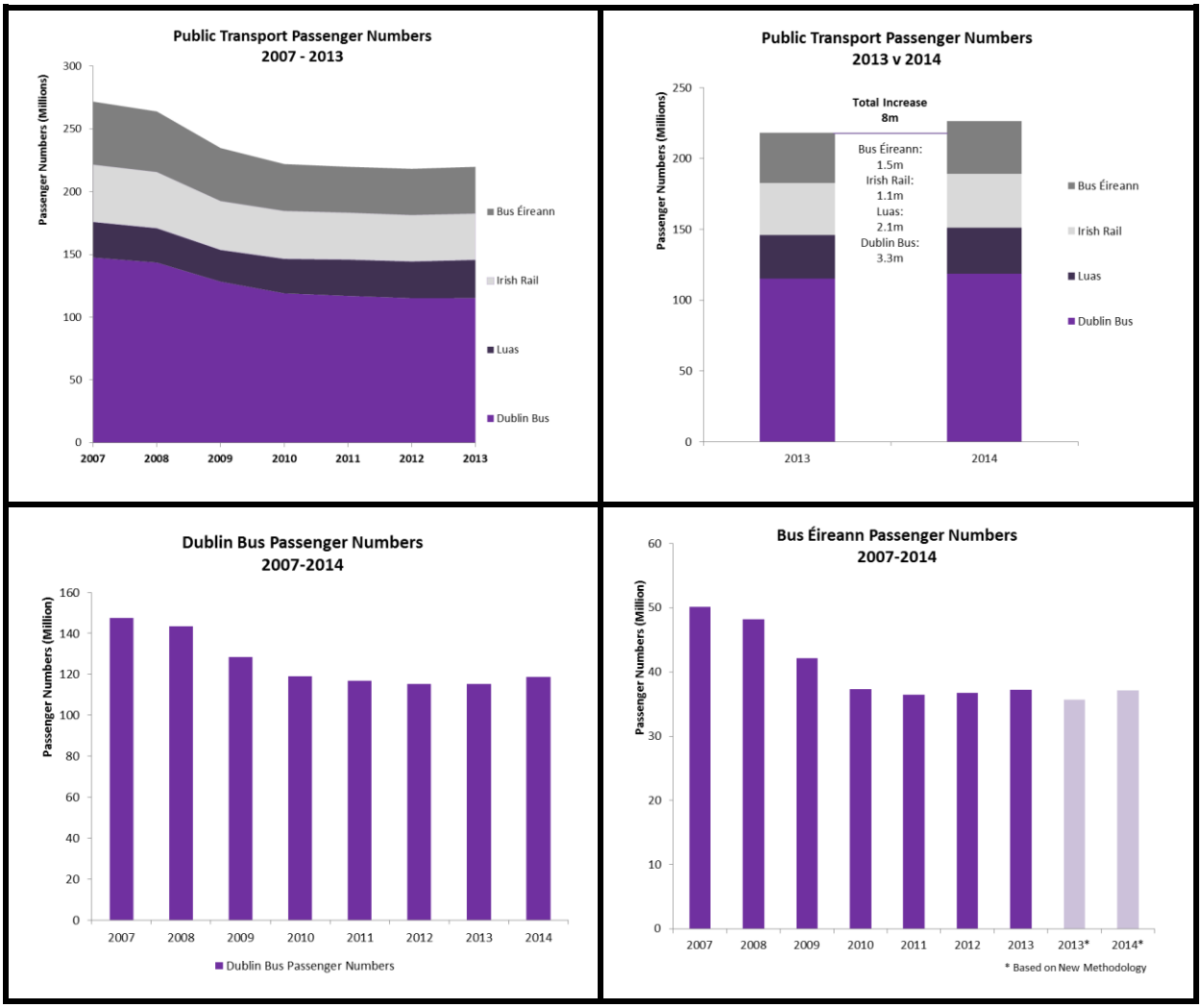


Public Transport

Headlines:

- The trend for **passenger numbers** on the four primary public transport modes has tracked the general trend of the economy – a decrease after 2008 and an upturn in the last two years. The exception to this has been Luas which has seen consistent passenger growth.
- 2014 saw an estimated 8 million extra public transport passenger trips and this figure increases to 10.7 million when we include Bus Éireann's school services.
- Passenger numbers for **Dublin Bus** declined from a peak of 147.5 million in 2007 to 115.2 million in 2012. However, this has grown by 3% to 118.6 million in 2014.
- Similarly **Bus Éireann** numbers declined from their 2007 peak (50.2 million) to a lower level in 2011 (36.5 million) before experiencing renewed growth in 2013 and 2014. Provisional data for 2014, based on a new collection methodology, indicates an increase in 2014 of 1.5 million passenger trips on Bus Éireann services (excluding school services).

Data and Trends:



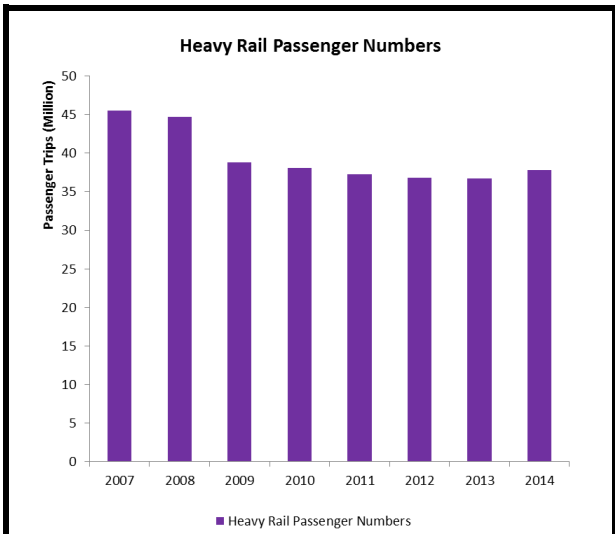
Note: All Bus Éireann figures exclusive of school services.

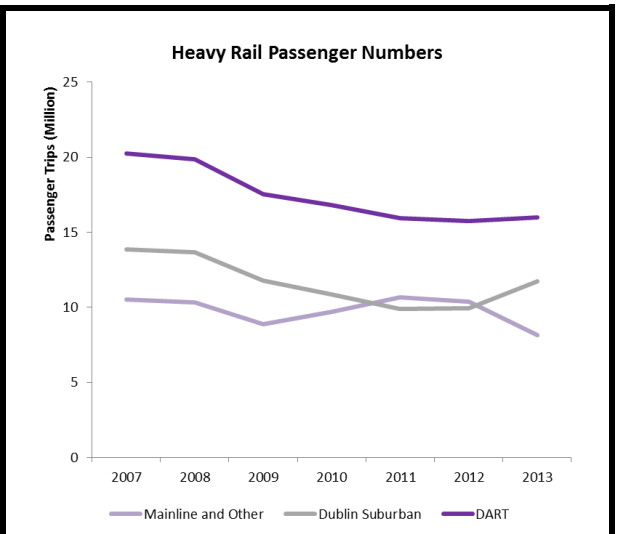
Public Transport

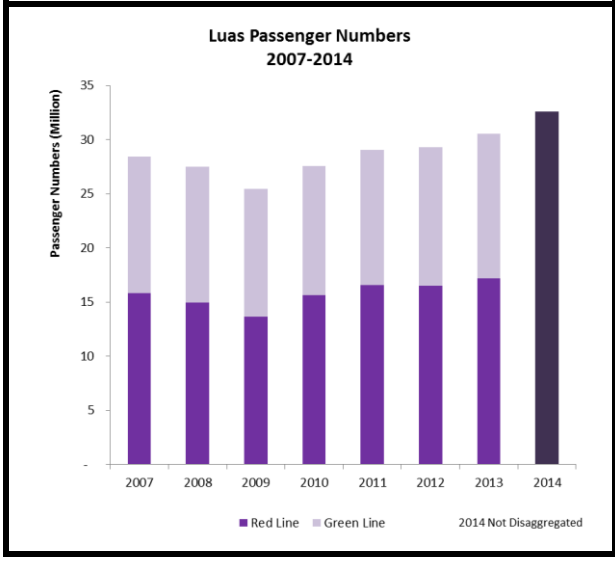
Headlines:

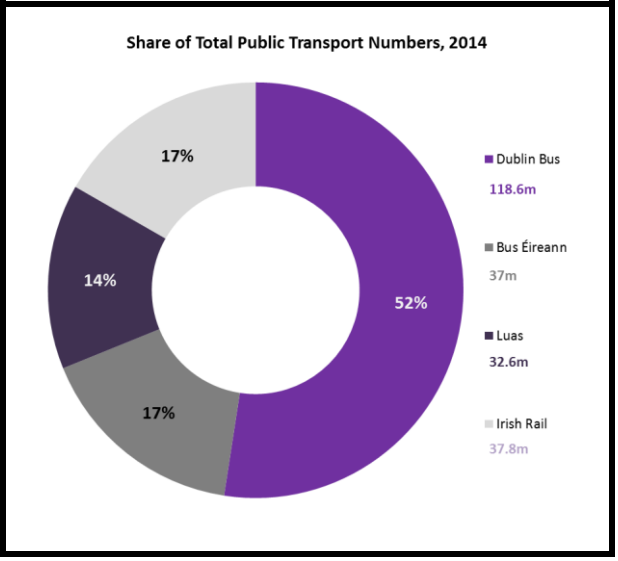
- **Heavy rail** (i.e. mainline, suburban and Dart) grew by 1.1 million passengers in 2014. However, at 37.8 million it is still below its 2007 peak of 45.5 million.
- Up to 2013, Dart and Dublin suburban trains have led the renewed growth, while mainline and other services have decreased.
- **Luas** has seen relatively consistent growth since 2009 growing from 25.5 million to 32.6 million in 2014 in tandem with line extensions. 2014 saw an annual increase of 2.1 million passenger trips on Luas in comparison to 2013.
- It is estimated that over half of the public transport passenger journeys on the 4 main modes in 2014 were on Dublin Bus services with each of the other modes having between 14 and 17%.

Data and Trends:







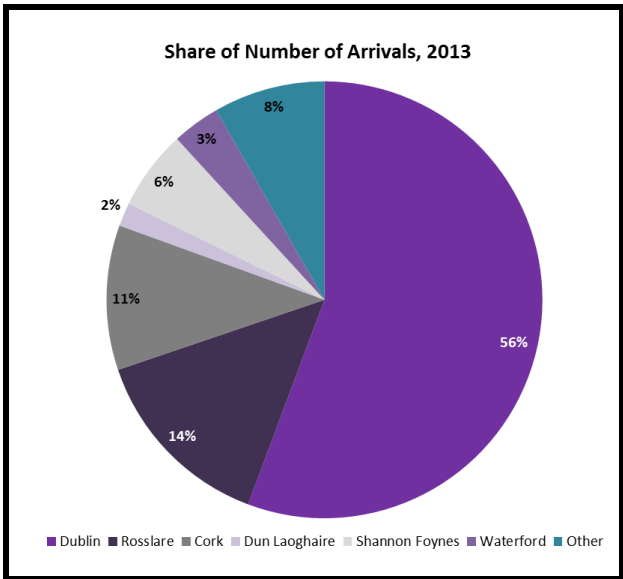


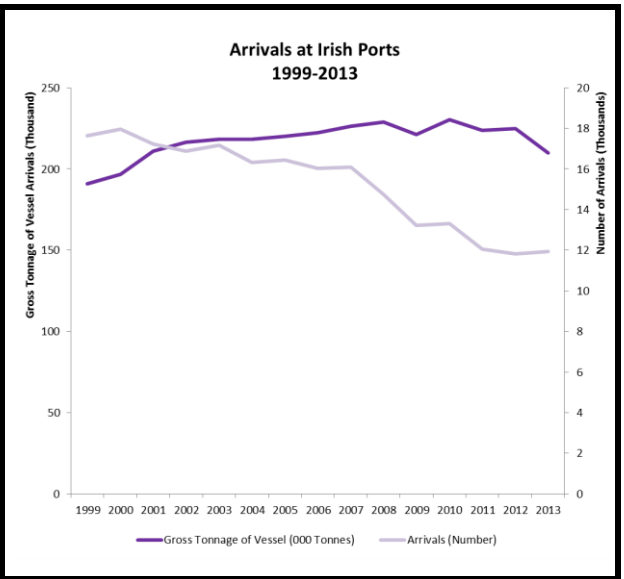
Maritime

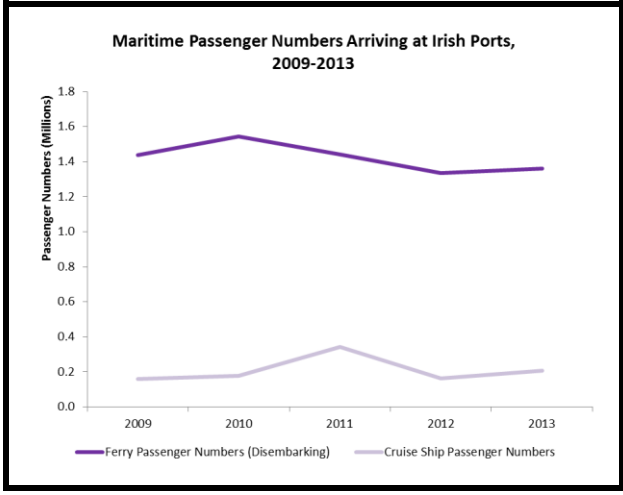
Headlines:

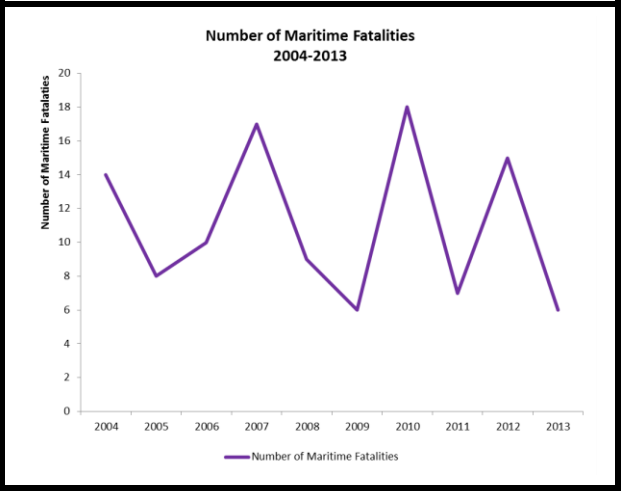
- In 2013, **Dublin** had a 56% share of vessel arrivals with Rosslare (14%), Cork (11%) and Shannon Foynes (6%) making up the majority of the rest.
- 2013 saw the first increase in the **number of vessel arrivals** at Irish ports since 2010. Between 1999 and 2013 there has been a broad trend towards larger vessel arrivals at Irish ports with the number of vessels decreasing and the gross tonnage, an indicator of vessel size, remaining relatively constant. This is similar trend to the rest of Europe.
- **Maritime passengers** arriving at Irish ports have remained relatively constant since 2009 at around 1.6 million. In 2012, 1.4 million arrived by international ferry while 200,000 arrived by cruise ship.
- In terms of **maritime safety,** the number of maritime fatalities has fluctuated significantly between 2004 and 2013 and stood at 6 in 2013.

Data and Trends:







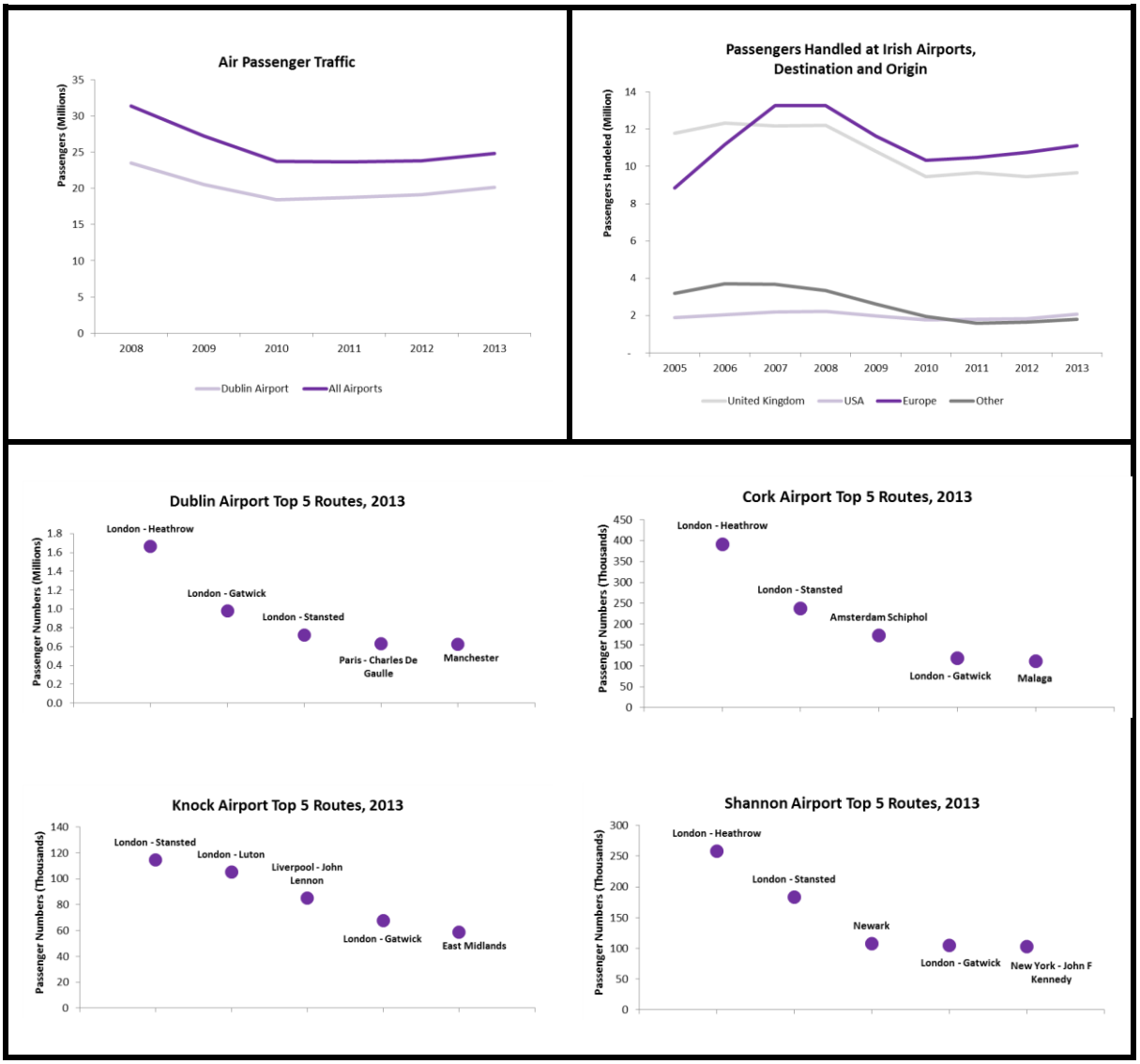


Aviation

Headlines:

- **Air passenger traffic** grew between 2011 and 2013 to 24.8 million having experienced a significant decline since 2008 when traffic was at 31.3 million.
- In terms of the regions from which passengers come from and go to, Europe accounts for 45%, the UK for 39%, the USA for 9% and the Rest of the World for 7%.
- The top 5 **routes** from Dublin airport in terms of passenger numbers are London Heathrow, London Gatwick, London Stansted, Paris Charles De Gaulle and Manchester respectively.
- The primary routes for each of the other 4 main airports are primarily centred on London and the UK with Shannon also operating key routes to the US.

Data and Trends:

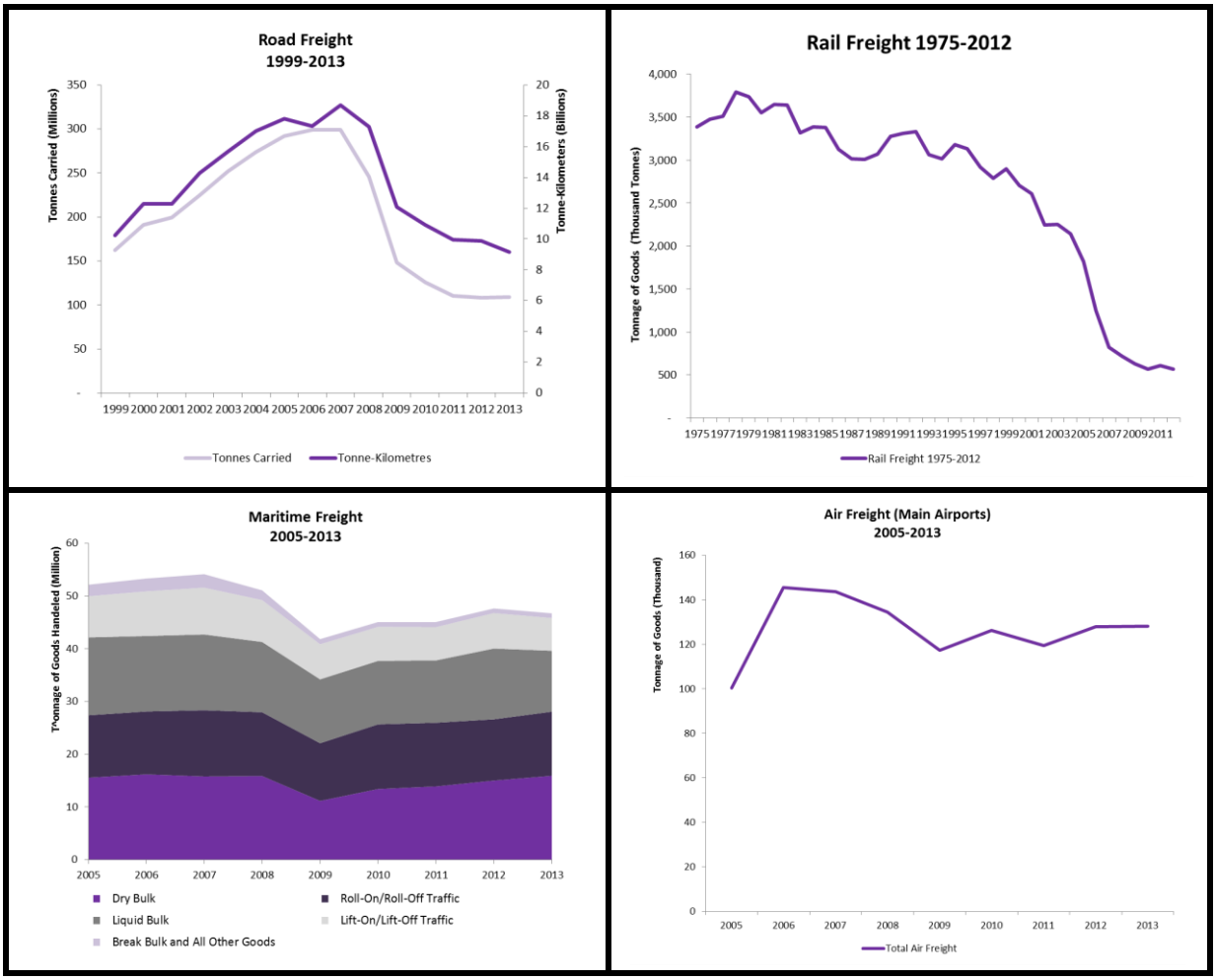


Freight

Headlines:

- In 2013 there were 108.8 million tonnes carried by **road freight**, an annual increase of 1%, and 9.1 billion tonne-kms with food stuffs, other goods and agricultural produce the main items carried. Both tonnes carried and tonne-kms in road freight are lower than the 2007 peaks of 299 million and 18.7 billion.
- **Rail freight** has witnessed a downward trend since 1975 with a particularly sharp drop from 2004 when 2.1 million tonnes were transported to a 2012 level of 570,000.
- **Maritime freight** declined significantly, led by decreased imports, between 2007 and 2009 but has experienced growth since with 46.7 million tonnes handled in 2013 in comparison to 41.8 million tonnes in 2009. This was due to increases in roll-on/roll-off (up 11%) and dry bulk (up 43%) traffic. In comparison, there were moderate decreases in lift-on/lift-off (down 7%), break bulk/other (down 8%) and liquid bulk (down 5%) traffic.
- In a similar trend, **air freight** declined from 144,000 tonnes in 2007 to 119,000 in 2011. This has since recovered to 128,000 tonnes in 2013.

Data and Trends:

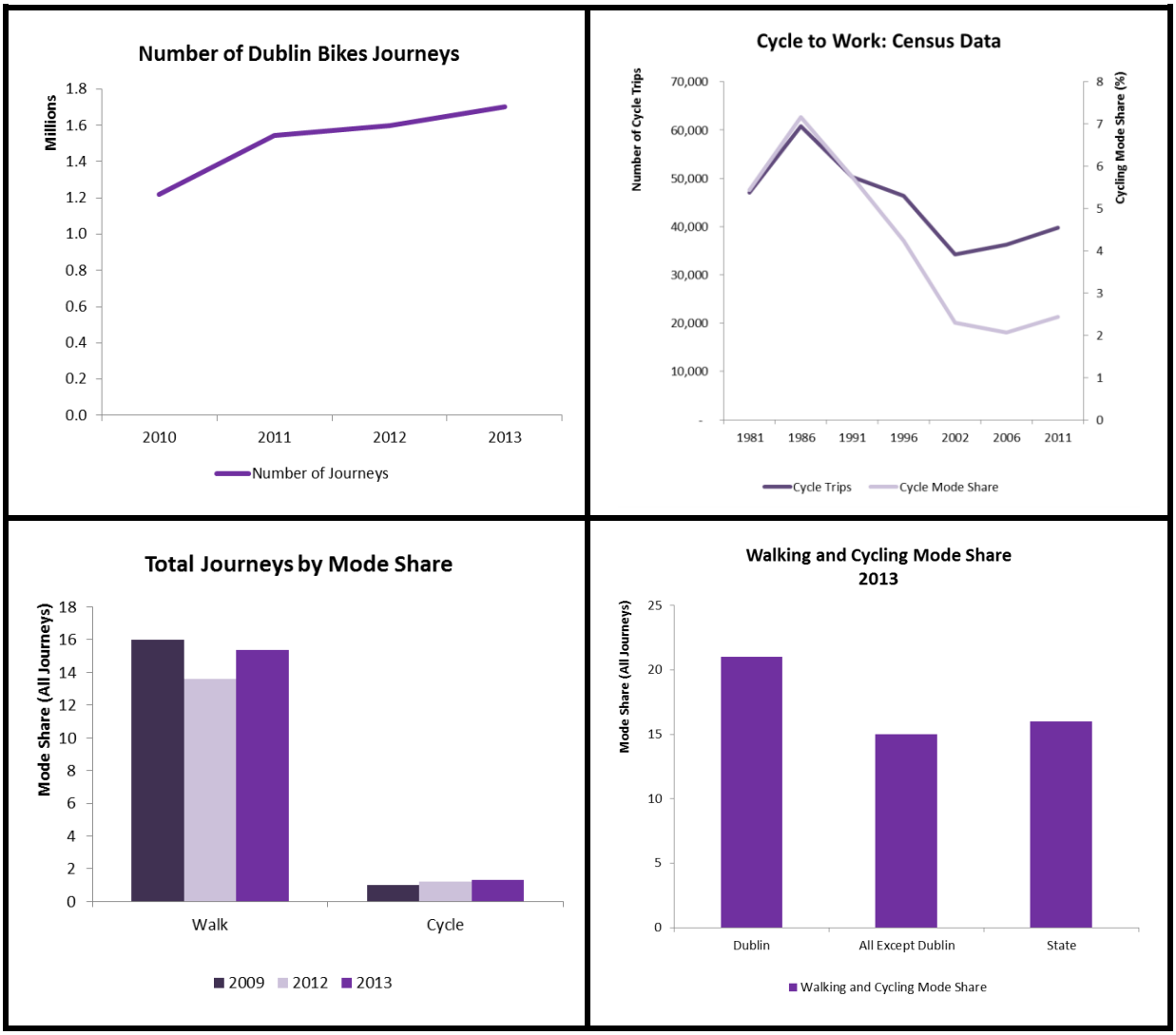


Sustainable Transport

Headlines:

- The number of journeys on **Dublin bikes** has increased from 1.2 million in 2010 to 1.7 million in 2013 in line with an expansion in the scheme.
- Data from the census indicates that the **number of people cycling to work** has declined significantly since 1986 with 21,000 fewer people and a 5% fall in modal share. However, there has been an uptick of 5,553 more people since 2002.
- Since 2002 there has been increased number of cycling trips to primary school (+29%) and college (+12%) while there has been a decrease in trips to secondary school (-41%).
- **Walking** has slightly decreased its share of all journeys between 2009 (16%) and 2013 (15.4%) while **cycling** has increased over the same period (1% to 1.3%)
- Walking and Cycling are responsible for 21% of all journeys in Dublin and 15% elsewhere.

Data and Trends:

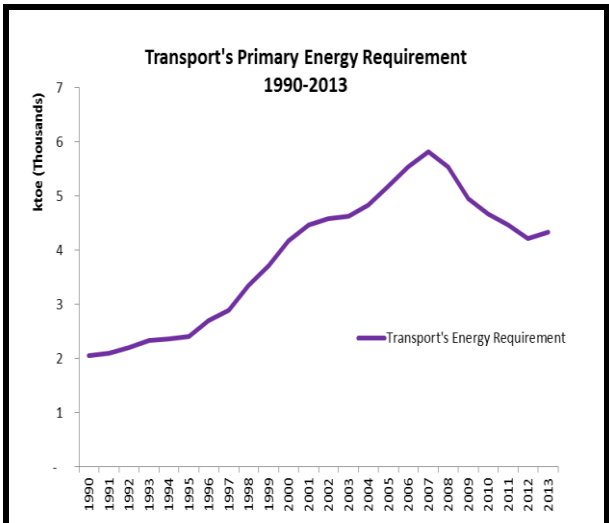


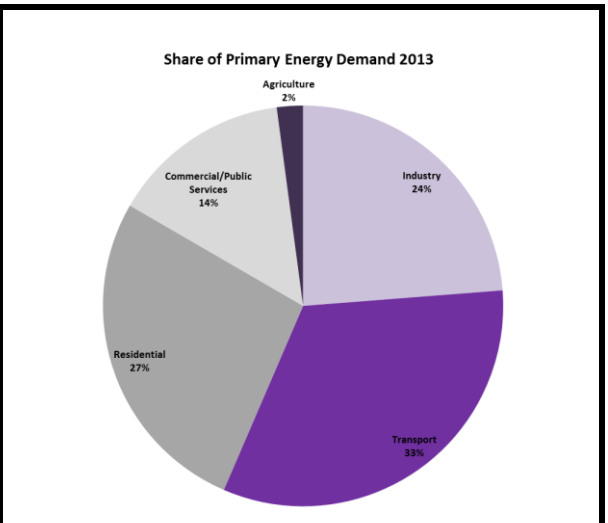
Energy and Carbon

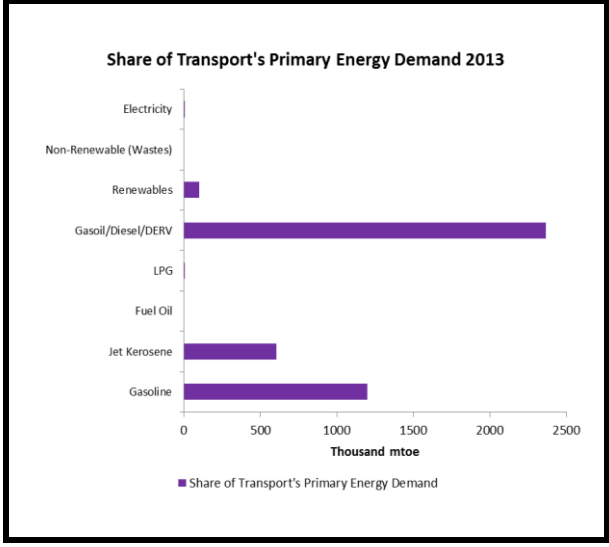
Headlines:

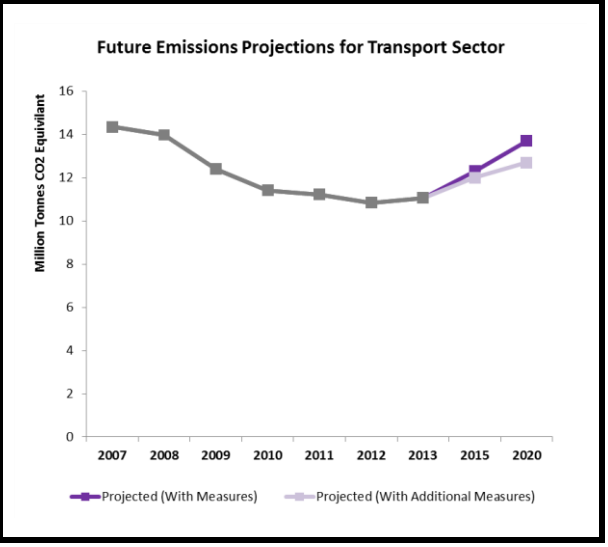
- Transport's primary **energy demand** (as defined and calculated by SEAI) increased substantially between 1990 and 2007 with a subsequent decline of around 25% to a 2013 level of 4,326 thousand tonnes of oil equivalent (ktoe).
- In 2013, the transport sector accounted for 33% of Ireland's primary energy demand.
- In terms of the **fuel** breakdown of transport's energy demand, Gasoil/Diesel/DERV accounts for 55%, Gasoline 28%, Jet Kerosene 14% and Renewables 3%.
- In terms of **emissions**, the transport sector emitted 11 million tonnes of CO2 equivalent in 2013. By 2020, it is estimated that the Irish transport sector will emit 13.7 million tonnes with current policy measures, close to the 2007 peak, or 12.7 million tonnes if additional identified measures are implemented.

Data and Trends:









Data Sources and Notes

The following section lists all of the data sources associated with this document along with relevant notes and information. Links to original sources are highlighted. For any further information on this analysis please contact EFEU@dttas.ie or DanielO'Callaghan@dttas.ie.

Section A: Infrastructure

Roads

National Road Network Breakdown: National road kms for 2013 from the National Roads Authority (NRA), Regional and Local kms estimation for 2012 based on internal DTTaS data.

Vehicles Under Licence: Data from CSO Databank.

Estimated Road Kms Per 1000 Inhabitants: Latest road km data from European Commission 'EU Transport in Figures, Statistical Pocketbook 2014'. Road kms for each country as of end-2011, except Ireland (2013), Greece (2010) and Malta (2005). Population figures from same source for 2013. Average is the average level among the 28 member states. EU28 is the total road kms divided by the total population. Road data for Ireland from source listed above.

Car Ownership Per 1000 Inhabitants: Latest data from Eurostat. All figures for 2012 except UK which is 2011. Data defined as number of passenger cars per 1000 inhabitants. Estimated European average based on 23 countries which had data available in 2011 or 2012.

Public Transport

Number of Buses: Data on bus fleets used for PSO services and other licensed routes from National Transport Authority (NTA). Reference to total Dublin Bus and Bus Éireann fleets from CSO Transport Omnibus.

Luas Infrastructure Breakdown: Red and Green line information from CSO Transport Omnibus 2013. Infrastructure for Luas Cross City taken from Rail Procurement Authority (RPA).

Heavy Rail Statistics: Data from CSO Transport Omnibus 2013.

Heavy Rail Map: From Irishrail.ie

Maritime

Largest Ports by Activity and Busiest Routes: Data from CSO Maritime Statistics and CSO Statistics of Port Traffic. * Note: Bantry Bay freight is liquid bulk only for Whiddy Island Oil Terminal.

Ship Registration Data: Figures from internal DTTaS Administrative data.

European Comparison: Data from Eurostat Maritime Statistics for 2013 and displays total freight handled at each country's main ports.

Map on Ports and Motorways: 'Competition in the Irish Ports Sector' Competition Authority, 2013.

Aviation

Largest Airports by Activity and Total Number of Flights: Data from CSO Aviation Statistics.

European Comparison: Data from European Commission 'EU Transport in Figures, Statistical Pocketbook 2014'.

Sustainable Transport

Cycling Infrastructure Estimate: 2009 data sourced from DTTaS publication 'National Cycle Network Scoping Study'. Note, the report states that not all Local Authorities responded to the request for information and thus the data is incomplete and not a full estimation of the size of the cycleway network in 2009.

Estimated Cycling Infrastructure Investment: Data from Internal DTTaS records. Data is estimated based on records of projects. Note: 2011 figure may include some projects related to walking as well as cycling.

Bikes Available Through Public Bike Schemes: Data provided by NTA. Note: number of bikes refers to total to be provided when schemes are fully operational.

Section B: Investment

Expenditure

DTTaS Gross Expenditure: Data from Department of Public Expenditure and Reform Databank. Gross expenditure refers to the overall Departmental spend as distinct from net expenditure which refers to the overall drawdown from the Exchequer (this is lower than gross spend, because it takes account of "appropriations-in-aid", i.e. fees, levies and other receipts which Departments and agencies may retain and use towards their overall spend).

Steady State Investment Requirement: Steady state investment level refers to an estimated level of transport investment that would be necessary to maintain the land transport network in its current condition. Estimation produced for SFILT publication and full details available in SFILT Background Paper 13: Analysis of Steady State Cost of Transport in Ireland. Note, estimation based on 2015 estimate.

Revenue

Composition of Transport Revenue: Estimation of revenue associated with the transport sector provided by the Department of Finance.

Ratio of Expenditure to Revenue: Data combined from expenditure and revenue data listed above.

Section C: Performance

Modal Share

National Journey Mode Share: Data from CSO National Travel Survey 2012/2013 and 2009.

Mode Share by Mode and Region: Data from CSO National Travel Survey 2012/2013

Passenger Trips (European Comparison): Data from Eurostat Portal on transport statistics and refers to 2012. The indicator is aimed at monitoring the dependence of passenger transport on each individual mode. The indicator is expressed as the percentage of passenger transport by car, buses and coaches, and trains respectively in total inland passenger transport (measured in passenger-kilometres).

Road

Vehicle Kms: Data from CSO Transport Omnibus 2013.

Level of Service Map: Map produced by NRA using their national transport model for the SFILT publication. (Page 34)

Car Mode Share by Journey Distance: Data from CSO National Travel Survey 2012/2013

Road Safety Statistics: Data up to 2012 from Road Safety Authority (RSA) website. Combined from various collision factbook publications. Figures for 2013 and 2014 are provisional estimates from the RSA and may be subject to revision.

Public Transport

Passenger Numbers for All Modes: Passenger numbers up to 2013 from CSO Transport Omnibus. 2014 figures are provisional estimates from DTTaS Internal Data provided by the operators and may be subject to revision. All figures are total company numbers (PSO and commercial). Note, for Bus Éireann, figures are exclusive of school services and their collection methodology was altered in 2014 and thus the 2014 figures are not comparable to previous data. The share of all passenger journeys in 2014 is based on proceeding data. Share is illustrative only as collection methodologies may differ between modes.

Maritime

Arrivals at Irish Ports: Data from CSO Transport Omnibus.

Maritime Passenger Numbers: Data from relevant CSO Transport Omnibus for 2009-2013. Ferry passenger numbers disembarking at Irish ports (Cork, Dublin, Dun Laoghaire and Rosslare). Cruise ship arrivals at Irish ports (Bantry, Cork, Dublin, Galway, Killybegs, Shannon Foynes and Waterford).

Maritime Fatalities: From Marine Casualty Investigation Board (MCIB) Annual Report 2013.

Aviation

Air Passenger Traffic: Data from CSO Transport Omnibus 2013. Passenger numbers refer to arrivals and departures combined.

Busiest Routes: Data from CSO Transport Omnibus 2013. Passenger numbers refer to arrivals and departures combined.

Sustainable Travel

Dublin Bikes Passenger Journeys: Data from CSO Transport Omnibus 2013.

Census Data: From Census module 'Place of Work, School or College'.

Share of All Journeys: Data from CSO National Travel Survey 2013.

Freight

Road Freight: Data from CSO Transport Omnibus and CSO National Road Freight Survey.

Rail Freight: Data from CSO Freight Statistics.

Maritime Freight: Data from CSO Statistics of Port Traffic.

Air Freight: Data from CSO Transport Omnibus refers to inbound and outbound freight at the main airports (Dublin, Shannon, Cork). No freight at Knock, Kerry or Galway.

Energy and Carbon

Primary Energy Demand: Data from Sustainable Energy Authority Ireland (SEAI) Statistics Portal.

Share of Transport's Primary Energy Demand: Data from SEAI Statistics Portal.

Transport Emissions: Historical data from EPA 'Provisional Green House Gas Emissions in 2013'. Future projections from EPA 'Ireland's Greenhouse Gas Emissions Projections 2012-2030'. With measures scenario accounts for actions that have been taken such as VRT and motor tax changes, improvements in fuel economy of cars and 3% renewable energy penetration. Additional measures refers to further potential measures such as increased renewable energy penetration, increased electric vehicle and biofuel use and more efficient traffic movement and public transport.

Transport Data Map

The following section lists a number of resources for transport related data and statistics. This is not exhaustive of all sources but gives an indication of where information which relates to transport can be found. Click each logo for direct link. Conditions of use as stated with source.

An Roinn Iompair Turasóireachta agus Spóirt Department of Transport, Tourism and Sport	Annual Publication of 'Bulletin of Vehicle and Driver Statistics' Data and Information provided in policy documentation
Central Statistics Office An Phríomh-Oifig Staidrimh	Annual Publication of Transport Omnibus, National Travel Survey, Various Sectoral Surveys and Bulletins (Maritime, Freight, Aviation)
An Roinn Caiteachais Phoiblí agus Athchóirithe Department of Public Expenditure and Reform	Publically Available Expenditure Data at DPER Databank
eurostat	On-Going Release and Publication of Transport Statistics
European Commission	Annual Publication of 'EU Transport in Figures'
Údarás Náisiúnta Iompair National Transport Authority	On-Going Publication of Statistical Reports and Bulletins

NRA An tÚdarás um Bóithre Náisiúnta National Roads Authority	Traffic Count Data Publically Available. Number of data focused publications
IMDO-Ireland Marine Institute Foras na Mara	Annual Publication of the 'Irish Maritime Transport Economist'
Ireland Stat Government performance measurement	Whole Of Government Performance Data
seai SUSTAINABLE ENERGY AUTHORITY OF IRELAND	Data Portal for Energy Production, Transformation and End Use in Ireland
Dublinked	Open Data for Dublin
StatCentral.ie	National Statistics Portal
International Transport Forum	Produce and Publish a Number of Statistical Bulletins and Reports

Note: DTTaS takes no responsibility for the information provided at these links and they are listed here for information.

Economic and Financial Evaluation Unit

An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

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