



**Consideration of application to increase Leap, cash
and pre-paid fares from Iarnród Éireann for 2015**

Determination No. 9 - 2014

October 2014

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Executive summary

Over the last number of years the operating environment for Iarnród Éireann has been challenging and it has had a detrimental impact on its patronage levels and revenues. There have also been cuts to Public Service Obligation (PSO) subsidy payments since 2009 and Iarnród Éireann has experienced a substantial cumulative increase in fuel costs over this same period.

The economic forecasts have improved in recent months which would indicate a return to growth in demand for public transport. This fares determination has been based on the assumption that the amount allocated to the Public Service Obligation (PSO) payments will not be reduced in 2015.

Public transport service quality is also an important factor that influences passenger demand and it has been improving due to a number of new and innovative initiatives across public transport such as the real time information at bus stops, the Authority's National Journey Planner, the Leap card, investment in the bus fleet, improved public transport maps and the reconfiguration of regional city bus services that to date includes Dublin, Cork, Limerick, Galway and Waterford. Leap card will be available shortly in Cork and Leap fares for Cork are included in this determination.

There continues to be some financial instability within the C.I.É. group and its operating companies. The continual losses sustained by the C.I.É. group have resulted in a refinancing of the company with the interest on those borrowings requiring repayment. Some of this interest has been transferred to the individual C.I.É. operating companies' balance sheets.

Public transport fare increases have been deemed to be necessary in recent years as the Authority has had to protect the services as much as possible. While Iarnród Éireann has implemented efficiencies in its operations, it need to continue to maintain a strong focus on cost control and to examine ways of reducing costs, as future fares increases will be more moderate and will track closer to inflation.

The Authority is setting the fares for 2015 by way of a number of Determinations for the operators. The first stage is concerned with the increases in all operators' monthly and annual ticket prices (including Tax saver tickets) and the starting point of these ticket changes is permissible from 1st November 2014 (see determinations 5 & 6). The second stage for all other fares is being published in separate documents (see determination numbers 7, 8, 9 & 10) with those changes permissible from 1st December 2014. The Iarnród Éireann fares are the subject of this determination. The various determinations will be:

Monthly and annual determinations:

Determination No. 5 2014 – CIÉ operators

Determination No. 6 2014 – Luas

Cash, Leap and other fares determinations:

Determination No. 7 2014 – Dublin Bus

Determination No. 8 2014 – Bus Éireann

Determination No. 9 2014 – Iarnród Éireann

Determination No. 10 2014 - Luas

Conditions have been attached to certain fare products relating to the availability of those products on the Leap card and where these products have not been migrated to the Leap card format by a particular date and the Authority hasn't approved of the new implementation date, then fares on these products will revert to their previous rates.

The Authority, in a drive to increase the number of young people using public transport, increased the child age on the Leap card from up to 16th birthday to up to 19th birthday. This enables young people, still in second level education, to avail of child fares where the Leap Card is in operation. In late 2014 the Authority will introduce a second journey discount on Dublin Bus fares which will be introduced across all modes in early 2015. This second journey discount is designed to reduce the penalty on those customers who need to avail of a connecting service on any mode.

These innovations address problem fares and will incentivise increased use of public transport. However as would be expected they would have the effect of reducing the overall fare revenue to the operators. Therefore the Authority has looked at the fares for 2015 in the round; with the objectives of (i) meeting the assessed financial needs of Iarnród Éireann in order to maintain services (ii) increasing Leap card use to improve ticketing transactions and encourage cross-mode use and (iii) funding the fares innovations. This means that the Authority may reduce fares from those increases requested and may increase some fares above those requested, all in order to provide a balanced increase across all users. Some fares products have been underpriced relative to the other products.

Iarnród Éireann is in a precarious financial position and the Authority has carried out a review of its operation with the company to establish an appropriate funding model for the railway and has examined the level of fares revenue that would be appropriate to contribute to the operation of the rail services. Having considered Iarnród Éireann's respective costs and revenues, the level of ticket pricing, and the cumulative increases that have been granted on these tickets over the last number of years, the Authority has determined an increase lower than the average sought by the company. The approved fares have more consistent ratios between tickets, extend the improvements in distance pricing and further reduce the anomalies in fares, a process which began in 2011.

Iarnród Éireann's overall fares request was for Short Hop Zone (SHZ) cash fares in the Greater Dublin Area to increase by an average of 8% (except Zone E) and Leap fares by 4.5%; student fares to increase by 3-5% on all routes; Intercity single, day return and open return fares to increase by 3% on Express routes, 4% on Economy 1 routes and 7% on Economy 2 routes;

Headline changes approved by the Authority:

- Leap fares increases have been kept low; lower than those sought by Iarnród Éireann.
- Requested cash increases have generally been accepted in the Short Hop Zone
 - Exception is lightly used Zone A fares, which are being merged with Zone B fares as Zone A created anomalies in the system and so as to consolidate the variety of ticket types. Very few Zone A tickets are sold in the year.

Details of changes:

- Iarnród Éireann sought average increase on adult Leap fares of 4.5%
 - Average 2.1% increase was approved (excluding Zone A)
- Iarnród Éireann's Short Hop Zone adult single cash fares were approved with an average of 2.6% and cash returns 2.9%
 - Iarnród Éireann sought average increase on child Leap fares of 2.5% Leap child fares will increase by 2.4%
- Schoolchild single cash fares will increase from €1.15 to €1.20 and schoolchild single Leap fares will increase from €0.70 to €0.73
- Iarnród Éireann's SHZ child single cash fares will increase by 3.1%
- Cash/Leap differentials:
 - Average adult single Leap discount on cash will be 22.1%
 - Average adult Leap / cash return discount on cash will be 14.6%
 - Average child Leap single discount on cash will now be 26.1%
 - Schoolchild Leap single discount on cash will now be 39.2%.

Dublin Commuter

The Authority has determined that both the Leap card single and multi-operator caps will not increase in 2015. This will be a of significant benefit to many customers using Leap as it ensures that the daily and weekly total that they can pay is being capped at 2014 prices. This will also mean that the caps will actually be cheaper and offer more services in comparison to a number of existing tickets. Customers should therefore examine whether the daily and weekly Leap caps are more competitively priced than the prepaid ticket that they currently buy.

The caps remain at last year's prices;

Leap card multi-operator fare capping levels on services

Cap	Iarnród Éireann journeys		
	Adult	Student	Child
Daily	9.20	6.90	3.10
Weekly	35.50	27.00	12.00
	Multi-operator Journeys		

	-		
Daily	10.00	7.50	3.50
Weekly	40.00	30.00	14.00

While Iarnród Éireann's cash fares have been increased since 2012, the Authority has been able to offer value and savings to customers through the use of Leap card and pre-paid tickets.

All the 2015 Leap fares are cheaper than the 2012 cash fares (except for the lightly used Zone A as it is being merged). This represents extremely good value for those customers who have chosen to migrate to using the Leap card and highlights the savings customers can enjoy on top of the other enhanced features on Leap. The table below demonstrates the savings gained by using Leap in 2015.

Iarnród Éireann Short Hop Zone adult single fares 2012 s 2015 Comparison

Ticket type	2012 cash fare	2015 cash fare	2015 Leap fare	Difference between 2015 Leap fare and 2012 cash fare	2015 Leap fare compared to 2012 cash fare (%)
Zone A	€1.50	€2.15	€1.70	+€0.20	13%
Zone B	€1.80	€2.15	€1.70	-€0.10	-6%
Zone G	€2.20	€2.70	€2.05	-€0.15	-7%
Zone D	€2.50	€3.15	€2.41	-€0.09	-4%
Zone J	€3.00	€3.70	€2.87	-€0.13	-4%
Zone C	€3.60	€4.50	€3.49	-€0.11	-3%
Zone E	€4.70	€5.75	€4.60	-€0.10	-2%

Intercity

Iarnród Éireann requested an increase on Intercity single, day return and open return fares by an average of 3% on Express routes, 4% on Economy 1 routes, and 7% on Economy 2 routes.

However, the Authority has approved a range of increases, both lower and also higher than that requested but with a net lower average, in these tickets. Increases are being kept to a minimum to protect passenger numbers, summarised as follows:

- lower increases approved than requested, with rectification of anomalies
- maintaining roll out of distance pricing for improved intercity fares structure
- Continuation of policy of consistent discounts of tickets between single, day and open return
- Removal of anomalies and smoother transition of fares at the boundaries.

1. Introduction

1.1 Background

The National Transport Authority (the Authority) entered into Public Service Contracts with three public transport companies (Dublin Bus, Bus Éireann and Iarnród Éireann) in December 2009 for the provision of passenger and ancillary services.

Dublin Bus, Bus Éireann and Iarnród Éireann are 100% owned by Córas Iompair Éireann (CIÉ). CIÉ is a statutory body with ownership vested in the Minister for Transport, Tourism & Sport.

This fares determination has been based on the assumption that the amount allocated to the Public Service Obligation (PSO) payments will not be reduced in 2015. Nevertheless, the reductions over a number of years have had a cumulative negative effect on the operator's financial position.

While Iarnród Éireann has implemented efficiencies in their operations, they will need to continue to maintain a strong focus on cost control and to examine ways of reducing costs as future fares increases will be more moderate and will track closer to inflation.

Passenger journeys have stabilised and begun to increase in 2014 and it is thought this trend will continue into 2015 for Iarnród Éireann.

Staged determination of fares

The Authority is undertaking the 2015 fare determinations in two stages for all operators. The first stage is concerned with the changes in all operators' monthly and annual ticket prices (including Taxsaver tickets) and the starting point of these ticket changes is permissible from 1st November 2014.

The second stage for Leap, cash and prepaid fares will be published in separate determinations (numbers 7, 8, 9 & 10 respectively) and changes in the price of all these tickets will be

permissible from 1st December 2014. Fares in respect of Iarnród Éireann are the subject of this determination and the other determinations will be available on the Authority's website. All determinations will be published at the same time but in separate documents.

1.2 Factors influencing public transport demand and revenues

Public transport revenues come from four sources: passenger fares, the Authority's PSO payments, the Department of Social Protections' Free Travel Grant and relatively minor ancillary revenues (e.g. advertising). Passenger fares account for the greatest amount of revenue and are dependent on passenger numbers. These in turn depend on the demand for passenger services.

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, immigration, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect. Consequently, passenger numbers increased greatly during the economic boom but declined radically from 2008 onwards, resulting in a great reduction in patronage and in passenger revenues.

Although the economy is the dominant factor behind people's propensity to travel, there are other factors that influence demand, particularly for public transport, which include:

- Fares – changes to fares affect demand, with fare increases reducing demand
- Service quality – any improvements of factors such as frequency, reliability, cleanliness, comfort or security tends to increase demand
- Competition from other modes of transport – if it becomes more attractive to drive, cycle or walk, public transport demand will fall. People will also switch between rail and bus if the respective offerings change.

The influence of these factors over and above the economic effects in recent years would be difficult to isolate. In addition, competition from modes other than public transport has increased. Despite large increases in fuel prices, driving conditions have improved with the completion of the roads programme and reduced volumes of traffic and congestion levels, however this trend may have begun to reverse in direction in 2014. Cycling and walking have

increased in popularity, due to the Bike to Work scheme, the Dublin Bikes scheme, infrastructure improvements, greater promotion of cycling and improved public awareness.

On the positive side, public transport service quality has been improving due to initiatives such as the real time information at bus stops, the Authority's National Journey Planner, the Leap card, investment in the bus fleet, improved public transport maps and the reconfiguration of regional city bus services that to date includes Dublin, Cork, Limerick, Galway and Waterford. Operators have also been increasing efficiency and, as yet, service levels have remained generally stable.

1.3 Need for fares increases

Public transport fare increases have been deemed to be necessary in recent years as the operators have sought to compensate for reduced PSO payments, declining numbers of passengers due to the economic situation and reduced ancillary revenues. Cost reduction programmes have been put in place by the operators, but these have taken time to implement, and costs have not fallen to the same extent as the revenue base. Cost reduction has also been hindered by the significant increase in fuel costs, which are largely outside the operators' control. The result has been that increases in fares have been either counter to, or in excess of, inflation and economic growth.

The challenge for the Authority is to determine an appropriate level of fares increase that will greater match the costs of operating public transport to the revenues accruing from it, whilst also protecting the services themselves. The demand for public transport has begun to increase in 2014 in areas that are seeing economic recovery and as a result revenue has increased which will help to keep fares increases down overall this year compared to the previous 3 years.

1.4 National Payments Plan

The National Payments Plan (NPP) is a three year plan managed by the Central Bank of Ireland. The plan is targeting savings of up to €1 billion per annum for the Irish economy through a

doubling of electronic payments by 2015. These savings are intended to be achieved through a significant shift away from cash and paper payments to efficient electronic payment methods.

Public transport users span all sectors of society and as such can include people who will not readily migrate to electronic payment systems. However, recent experience with the introduction of the Authority's integrated ticketing Leap card system, has shown that significant numbers of people will use a cash replacement system that is convenient, well marketed and provides advantages, in particular price benefits.

There are significant benefits to reforming our payments system on public transport for both the public and the operators. The gains include cashless transactions, ease of use, discounting from cash fares, daily and weekly fare capping, quicker boarding, an improved public transport offer and with the Leap card, an integrated payments format.

Cash transactions involve additional costs for public transport operators. These come from the counting and collection of cash, the need for a logistical system involving security, transportation, insurance, cash depots, et cetera. Public transport operators have also been experiencing increases in the cost of the return of excess cash to banks and overall cash operating costs are high.

The Authority therefore intends to contribute to improvements in Ireland's payment systems' infrastructure through encouraging greater use of electronic payments that enhance both the efficiency and convenience of using public transport.

1.5 Economic outlook

It is evident that the economy is starting to grow again after 5 or 6 years of decline or modest growth. As can be seen in the table showing a number of the key economic indicators on page 8 the forecast of growth in the economy for this year are between 4% and 5% depending on the forecast used and indeed how recent the forecast was delivered. If this predicted level of growth in the economy comes to pass it will help all sectors of the economy but public transport

operators, while they will expect to benefit from the growth in the economy, will take some time to recover the losses they have suffered in the past 5 or 6 years.

Despite these encouraging forecasts for growth we are aware that some European economies are not enjoying the same level of growth in their economies and if that remains the case this may have an effect on Ireland's economy as we are partly relying on a growth in exports to achieve the expected levels of growth. Slow growth in Europe will dampen the level of exports from Ireland and in turn dampen our growth prospects.

As the table below shows, the increase in the Consumer Price Index in 2013 and forecast for 2014 is very small. It should be noted that although the price of energy and fuels is reflected in changes in inflation, the Consumer Price Index is made up of a basket of weighted goods and services and so changes in the rate of inflation may not fully reflect the sometimes large and volatile swings that can occur in the cost of energy in Ireland, which is naturally a major cost component of a transport company.

Key Economic Indicators (real annual % growth)									
	2008	2009	2010	2011	2012	2013	2014^f	2015^f	2016^f
Consumer Price Index (CPI)									
CSO	4.1	-4.5	-1.0	2.6	1.7	0.5			
Central Bank							0.4	1.1	n/a
ESRI							0.3	1.0	n/a
Department of Finance (HICP)							0.5	1.0	1.4
IMF (HICP)							0.6	0.9	1.2
Gross National Product (GNP)									
CSO	-1.8	-9.1	0.5	-0.9	1.9	3.2			
Central Bank							4.9	3.1	n/a
ESRI							4.9	5.2	n/a
Department of Finance							4.1	3.3	2.5
Gross Domestic Product (GDP)									
CSO	-2.2	-6.4	-1.1	2.8	-0.3	0.2			
Central Bank							4.5	3.4	n/a
ESRI							5.0	5.3	n/a
Department of Finance							4.7	3.6	3.0
IMF							3.6	3.1	2.5

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Oct 2014, ESRI Quarterly Economic Commentary Autumn 2014, IMF World Economic Outlook October 2014, Department of Finance Budget 2015 Macroeconomic Forecasts – 7th October 2014 (2014 & 2015 forecast) and Department of Finance Monthly Economic Bulletin October 2014 (2016 forecast). Note “f” indicates forecast and HICP is the Harmonised Index of Consumer Prices which differs slightly from the Consumer Price Index (CPI).

1.6 Fares Innovations

Earlier this year the Authority examined the Child and Scholar Fares across the public transport operators and introduced a simplification of those fares through Leap across the C.I.É. operating companies in the Greater Dublin Area and Cork which extended the permissible age for the Child Leap card fares to up to 19th birthday. Its introduction will impact the operators’ revenue in 2015.

The Authority is also introducing a second journey discount on Leap card fares on 2nd November on Dublin Bus services. This will allow the customer to get the discounts (€1.00 adult, €1.00 student, €0.70 child) on a second journey that has been commenced within 90 minutes of the start of the first journey. It is planned to introduce this feature across all operators in 2015 which will impact their revenues. Therefore the Authority, in its determinations, has allowed for these costs.

2. Iarnród Éireann (Irish Rail)

2.1 Introduction

Since 2008, Iarnród Éireann has experienced decreases in patronage, revenue, PSO payments and increased fuel costs. In response, Iarnród Éireann introduced a cost reduction programme which saw reductions in costs over this period; however, this programme has not been sufficient to offset the fall in subvention and the fall in passenger revenue. While the economic climate over the last number of years has had a detrimental impact on the operating environment for public passenger transport companies, economic conditions have improved of late.

Iarnród Éireann saw passenger journeys stay the same between 2012 and 2013 and in 2014 so far passenger journeys have been growing based on the previous year's results. Revenue has also been growing, though much of this is attributable to the fare increases approved by the Authority last year.

Changes in the price of fuel have been much more positive for operators, with prices stabilising or falling. Iarnród Éireann doesn't always get the immediate benefits of positive movements in fuel prices as they will have entered into hedging contracts to mitigate their exposure to future fuel price changes. The cumulative price increases in fuel since 2008 have been substantial.

Two items will reduce Iarnród Éireann's fares revenue for the forthcoming year, the introduction of a discount for a second journey made within a certain timeframe on the Leap card (which will be introduced in early 2015), as well the costs associated with the extension of the Leap child age eligibility within the Short Hop Zone to include those aged 16 to 18 years inclusive.

A detailed review of the costs of operation of the current rail network has been undertaken by the Authority and Iarnród Éireann and proposals for a more sustainable rail network are being examined. Iarnród Éireann expects a *Deficit after Subvention and Free Travel payment and before exceptional items* of -€12.2m in 2014, which will then increase to -€22.8m in 2015.

Iarnród Éireann Financial Summary	2014 Rail Review September 2014 €000	2015 Rail Review September 2014 €000
Passenger Revenue	158,000	160,700
Other Revenue excluding Subvention and Free Travel payment	32,800	32,400
Total Revenue excluding Subvention and Free Travel payment	190,800	193,100
Expenditure before exceptional items	401,300	413,800
Deficit before Subvention and Free Travel payment	-210,500	-220,700
Subvention	183,700	183,300
DSP Free Travel payment	14,600	14,600
Deficit after Subvention and Free Travel payment and before exceptional items	-12,200	-22,800

2.2 Proposal by Operator

Iarnród Éireann has written to the Authority requesting a fares increase for implementation in 2014 and 2015 and the request in respect of Leap, cash and prepaid tickets is the subject of this determination. The determination of changes to Iarnród Éireann's monthly and annual fares fare is contained in determination number 5.

The requested increases vary for different fare bands and ticket products and the range of requested changes are summarised below.

Iarnród Éireann's overall fares request is for:

- Short Hop Zone¹ (SHZ) cash fares to increase by an average of 8% (except Zone E)
- Leap fares to increase by 4.5%;
- Intercity single, day return and open return fares to increase by 3% on Express routes, 4% on Economy 1 routes and 7% on Economy 2 routes; and

¹ The Short Hop Zone (SHZ) represents an area predominately in Iarnród Éireann's Dublin area network. The zone includes all stations between Balbriggan, Greystones/Kilcoole, Maynooth and Hazelhatch.

- Web fares to lie within a range from €9.99 to €49.99 and to yield an average of 3%.

2.3 Determination by the Authority

Over the last number of years the operating environment for Iarnród Éireann has been challenging and it has had a detrimental impact on its patronage levels and revenues. There have also been cuts to Public Service Obligation (PSO) subsidy payments since 2009 and Iarnród Éireann has experienced a substantial cumulative increase in fuel costs over this same period.

The economic forecasts have improved in recent months which would indicate a return to growth in demand for public transport. This fares determination has been based on the assumption that the amount allocated to the Public Service Obligation (PSO) payments will not be reduced in 2015.

There continues to be some financial instability within the C.I.É. group and its operating companies. The continual losses sustained by the C.I.É. group have resulted in a refinancing of the company with the interest on those borrowings requiring repayment. Some of this interest has been transferred to the individual C.I.É. operating companies' balance sheets.

Public transport fare increases have been deemed to be necessary in recent years as the Authority has had to protect the services as much as possible. While Iarnród Éireann has implemented efficiencies in its operations, it need to continue to maintain a strong focus on cost control and to examine ways of reducing costs, as future fares increases will be more moderate and will track closer to inflation.

Iarnród Éireann is in a precarious financial position and the Authority has carried out a review of its operation with the company to establish an appropriate funding model for the railway and has examined the level of fares revenue that would be appropriate to contribute to the operation of the rail services. Having considered Iarnród Éireann's respective costs and revenues, the level of ticket pricing, and the cumulative increases that have been granted on these tickets over the last number of years, the Authority has determined an increase lower than that sought by the company. The approved fares have more consistent ratios between tickets, extend the

improvements in distance pricing and further reduce the anomalies in fares, a process which began in 2011.

Dublin Commuter Short Hop Zone

The Short Hop Zone (SHZ) represents an area predominately in Iarnród Éireann's Dublin area network. The zone includes all stations between Balbriggan, Greystones/Kilcoole, Maynooth and Hazelhatch. The Authority has approved increases as set out in the tables and appendices below and the increases to Leap, cash and prepaid tickets are permissible from 1st December 2014.

The Authority's approval can be summarized as follows:

- Iarnród Éireann sought average increase on adult Leap fares of 4.5%
 - Average 2.1% increase was approved (excluding Zone A)
- Iarnród Éireann's Short Hop Zone adult single cash fares were approved with an average of 2.6% and cash returns 2.9%
- Iarnród Éireann Leap child fares will increase by 2.4%
 - Iarnród Éireann sought average increase on child Leap fares of 2.5% Leap child fares will increase by 2.4%
- Schoolchild single cash fares will increase from €1.15 to €1.20 and schoolchild single Leap fares will increase from €0.70 to €0.73
- Iarnród Éireann's SHZ child single cash fares will increase by 3.1%
- Cash/Leap differentials:
 - Average adult single Leap discount on cash will now be 22.1%
 - Average adult Leap / cash return discount on cash will now be 14.6%
 - Average child Leap single discount on cash will now be 26.1%
 - Schoolchild Leap single discount on cash will now be 39.2%.

As can be seen from the summary and the tables below, it is obvious that for those customers who want a more cost effective option or who wish to avoid these fare increases, they should migrate from cash to the Leap card. The improved savings that can be made when using Leap instead of cash can be seen in Appendix B.

Similar changes are also made for child and schoolchild fares and these changes have been outlined in Appendix C. Again significant savings can be made from switching from cash to the Leap card in respect of child and schoolchild fares and in fact the differential between them, as outlined in Appendix E, is often significantly greater than in respect of the adult fares. This shows that a schoolchild using cash will pay €1.20 for a journey as opposed to €0.73 when using the Leap card, a saving of 39.2%.

The Authority has determined that both the Leap card single and multi-operator caps will not increase in 2015. This will be a of significant benefit to many customers using Leap as it ensures that the daily and weekly total that they can pay is being capped at 2014 prices. This will also mean that the caps will actually be cheaper and offer more services in comparison to a number of existing tickets. Customers should therefore examine whether the daily and weekly Leap caps are more competitively priced than the prepaid ticket that they currently buy.

Leap card multi-operator fare capping levels on services

Cap	Iarnród Éireann journeys		
	Adult	Student	Child
Daily	9.20	6.90	3.10
Weekly	35.50	27.00	12.00
	Multi-operator Journeys		
	-		
Daily	10.00	7.50	3.50
Weekly	40.00	30.00	14.00

It should be noted that a number of multi-operator tickets that had Dublin Bus services as a component have been discontinued and this is because the magnetic readers on the buses that validated the tickets had reached end of life and were no longer reliable. However an alternative is available on the Leap card which will offer a similar ticketing option and generally at a lower cost and with the enhanced flexibility that comes with using a Leap card.

From 2014 there has been a capping facility on the Leap card for Iarnród Éireann SHZ only services and also a multi-operator cap for Iarnród Éireann SHZ services, as well as Dublin Bus and Luas services. This has delivered similar benefits to many existing tickets.

It should also be noted that there is a clear benefit in switching to the Leap card rather than continuing to buy the 'Student Weekly Rail only (Outer Hop)' and 'Student Weekly Rail & Luas (SHZ)' tickets. With a Leap card the student weekly cap for Iarnród Éireann SHZ travel is €27.00, which is cheaper than the similar ticket and the Leap cap offers added flexibility. The student multi-operator cap (includes Dublin Bus, Iarnród Éireann SHZ services and Luas services) is €30.00 and the same applies for this in comparison to the 'Weekly Rail & Luas (SHZ)' ticket.

A number of Short Hop Zone tickets will gradually be discontinued in 2015, and customers will be encouraged to use a Leap card instead. Examples of tickets to be removed are outlined below.

Ticket type
Student Weekly SHZ Rail only (Outer Hop)
Student Weekly Rail & Luas (SHZ)
Adult SHZ All Day Rail only
Adult SHZ All Day Rail/Luas
Adult SHZ 7 Day Bus & Luas

The Authority is continuing to implement a more distance based fare scheme in the Short Hop Zone, which involves a number of reclassifications of Origin-Destination pairings. A more distance based fare scheme ensures that people pay a fairer price for the journey that they make; however, it can result in fares going up and down.

The Authority has therefore specifically tried to avoid making changes that will result in large increases or decreases for significant numbers of passengers, to both protect revenue and the impact on passengers. The Authority will continue to remove fare anomalies that exist on a phased basis over the coming years.

New approved Iarnród Éireann 2015 Origin-Destination pairings

Origin	Destination	2014 Fare Band	New 2015 Fare Band
RUSH AND LUSK	HOWTH JUNCTION	E	C
SKERRIES	HOWTH JUNCTION	E	C
DUNBOYNE	CITY CENTRE	J	D
BAYSIDE	BLACKROCK	D	J
BRAY	HOWTH JUNCTION	C	E
COOLMINE	HANSFIELD	D	B

Iarnród Éireann's approved Short Hop Zone Leap and cash fares are outlined in the tables below.

Of particular note is the fact that the Authority has consolidated Zones A and B. Zone A and B are being merged as Zone A creates a number of anomalies in the system and so as to consolidate the variety of ticket types. The number of ticket sales for Zone A is also extremely low.

Iarnród Éireann's requested increases and fares approved by the Authority

Iarnród Éireann's Dublin Suburban Short Hop Zone Leap fares

Zone	Adult/Child	Fare type	Current Fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase
Zone A	Adult	Single	€1.50	€1.57	€1.70	4.5%	13.3%
Zone B	Adult	Single	€1.70	€1.78	€1.70	4.5%	0.0%
Zone G	Adult	Single	€2.00	€2.09	€2.05	4.5%	2.5%
Zone D	Adult	Single	€2.35	€2.46	€2.41	4.5%	2.5%
Zone J	Adult	Single	€2.80	€2.93	€2.87	4.5%	2.5%
Zone C	Adult	Single	€3.40	€3.55	€3.49	4.5%	2.6%
Zone E	Adult	Single	€4.50	€4.70	€4.60	4.5%	2.2%
Zone A	Adult	Return	€3.00	€3.14	€3.40	4.5%	13.3%
Zone B	Adult	Return	€3.40	€3.56	€3.40	4.5%	0.0%
Zone G	Adult	Return	€4.00	€4.18	€4.10	4.5%	2.5%
Zone D	Adult	Return	€4.70	€4.92	€4.82	4.5%	2.5%
Zone J	Adult	Return	€5.60	€5.86	€5.74	4.5%	2.5%
Zone C	Adult	Return	€6.80	€7.10	€6.98	4.5%	2.6%
Zone E	Adult	Return	€9.00	€9.40	€9.20	4.5%	2.2%

Note: Leap return fares simply represent two Leap single fares.

Iarnród Éireann's Dublin Suburban Short Hop Zone cash fares

Zone	Adult/Child	Fare type	Current Fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase
Zone A	Adult	Single	€1.90	€2.05	€2.15	7.9%	13.2%
Zone B	Adult	Single	€2.15	€2.30	€2.15	7.0%	0.0%
Zone G	Adult	Single	€2.60	€2.80	€2.70	7.7%	4.0%
Zone D	Adult	Single	€3.05	€3.30	€3.15	8.2%	3.3%
Zone J	Adult	Single	€3.55	€3.85	€3.70	8.5%	4.2%
Zone C	Adult	Single	€4.35	€4.70	€4.50	8.0%	3.4%
Zone E	Adult	Single	€5.70	€5.80	€5.75	1.8%	0.9%
Zone A	Adult	Return	€3.30	€3.55	€3.85	7.6%	16.7%
Zone B	Adult	Return	€3.85	€4.15	€3.85	7.8%	0.0%
Zone G	Adult	Return	€4.70	€5.10	€4.90	8.5%	4.3%
Zone D	Adult	Return	€5.75	€6.20	€6.00	7.8%	4.3%
Zone J	Adult	Return	€6.40	€6.90	€6.65	7.8%	3.9%
Zone C	Adult	Return	€8.00	€8.65	€8.30	8.1%	3.8%
Zone E	Adult	Return	€10.50	€10.70	€10.60	1.9%	1.0%

While Iarnród Éireann's cash fares have increased since 2012, the Authority has been able to offer value and savings to customers through the use of Leap card and pre-paid tickets. All the 2015 Leap fares are cheaper than the 2012 cash fares (except for the lightly used Zone A as it is being merged). This represents extremely good value for those customers who have chosen to migrate to using the Leap card and highlights the savings customers can enjoy on top of the other enhanced features on Leap. The table below demonstrates the savings gained by using Leap in 2015.

Iarnród Éireann Short Hop Zone adult single fares 2012 vs 2015 Comparison

Ticket type	2012 cash fare	2015 cash fare	2015 Leap fare	Difference between 2015 Leap fare and 2012 cash fare	2015 Leap fare compared to 2012 cash fare (%)
Zone A	€1.50	€2.15	€1.70	+€0.20	13%
Zone B	€1.80	€2.15	€1.70	-€0.10	-6%
Zone G	€2.20	€2.70	€2.05	-€0.15	-7%
Zone D	€2.50	€3.15	€2.41	-€0.09	-4%
Zone J	€3.00	€3.70	€2.87	-€0.13	-4%
Zone C	€3.60	€4.50	€3.49	-€0.11	-3%
Zone E	€4.70	€5.75	€4.60	-€0.10	-2%

Intercity

The Authority has approved a range of increases with a net lower average, containing a mixture of lower and higher increases than those requested. These changes continue the process of rectifying distance pricing inconsistencies – a process started by the Authority in 2012. These fare changes are outlined in appendices E, F and G.

As set out in the Rail Fare Structure Review, published in January 2012, in terms of geographical alignment, fares on Express routes (e.g. Dublin – Cork, Kerry and Limerick; and Dublin - Dundalk) will be highest based on the quality of service offered, as measured by journey speed. Fares on Economy 1 routes (e.g. Dublin – Galway, Mayo and Sligo) will be next highest, followed by Economy 2 (e.g. Dublin – Waterford and Rosslare). There is now a simplified offering of three standard ticket types:

- Single
- Day return
- Open return (within 30 days of departure)

Notwithstanding the intention to fully implement the principles set out in the 2012 report, the Authority does not believe it will be possible to achieve this over a short period. For example, imposing standardised discounts on return fares poses significant challenges. The objective is that day returns and open returns should be priced equivalent to a specific discount on two single fares. On certain routes, customers currently enjoy significantly higher discounts. Hence, implementing these recommendations immediately would involve significant fare increases, in excess of 20%, for certain return fares. The Authority does not believe that increases of the magnitude required would be appropriate at this time and so we are introducing these changes on an incremental basis over a number of years.

Future fare increases will be focused on ensuring greater alignment with the new fare structure by eliminating remaining anomalies. This will continue until a point is reached in which:

- A fixed track access charge is applied; A fixed charge per kilometre is applied;
- A fixed discount for Economy 1 and 2 routes is applied;
- A fixed discount on two single fares is applied for day return fares; and

- A fixed discount on two single fares is applied for open return fares.

Iarnród Éireann requested an increase on Intercity single, day return and open return fares by an average of 3% on Express routes, 4% on Economy 1 routes, and 7% on Economy 2 routes.

However, the Authority has approved a range of increases, both lower and also higher than that requested but with a net lower average, in these tickets. Increases are being kept to a minimum to protect passenger numbers, summarised as follows:

- lower increases approved than requested, with rectification of anomalies
- maintaining roll out of distance pricing for improved intercity fares structure
- Continuation of policy of consistent discounts of tickets between single, day and open return
- Removal of anomalies and smoother transition of fares at the boundaries.

Webfares

Iarnród Éireann has requested for web fares to lie within a range from €9.99 to €49.99 and for web revenue to yield an average of 3%. They proposed that there would be a variety of different price points, number of price points and maximum fares levels across the various destinations on the Intercity network.

For the time being, the Authority has decided to continue with the existing approval regime whereby the above price range is agreed and then specific promotional fares are approved on a case by case basis. The Authority approves for web revenue to yield an average of 2.5%.

Other requests

Iarnród Éireann requested that an increase in the Adult CityGold Off-Peak first class supplementary fare from 20 to €25 and this fare request is approved, bring the new fare to €25.

Child fares on InterCity services for children of 5 to 15 years of age are heavily discounted by up to 50% of the relevant adult fare, but they are also capped at a maximum fare of €29.50. Iarnród Éireann has requested the removal of the Intercity child cap of €29.50. However, it is the Authority's opinion that this cap supports family travel, represents good value for customers,

and encourages use of the Intercity network. Therefore, the cap will remain in place, although an increase of €1.50 (5.09%) to €31.00 is approved.

2.4 Conditions attaching to the approval

Condition

The approved increases for Iarnród Éireann's Cork to Cobh and Midleton tickets that are permissible from the 1st of December 2014 cannot be implemented until Leap fares are available on the Leap card.

Appendix A - Iarnród Éireann's Dublin Suburban Short Hop Zone fares

Iarnród Éireann's approved 2014 Short Hop Zone fares

Zone	Product	Current Price	Requested Price	Requested % Increase	Approved Fare	Approved % Increase
A	Adult 3 Day	€8.80	€9.50	8.0%	€11.30	28.41%
B	Adult 3 Day	€11.30	€12.20	8.0%	€11.30	0.00%
C	Adult 3 Day	€21.20	€22.90	8.0%	€22.90	8.02%
D	Adult 3 Day	€15.30	€16.50	7.8%	€16.50	7.84%
E	Adult 3 Day	€23.70	€24.15	1.1%	€25.50	7.59%
G	Adult 3 Day	€13.80	€14.90	8.0%	€14.90	7.97%
J	Adult 3 Day	€17.60	€19.00	8.0%	€19.00	7.95%
A	Adult 7 Day	€14.90	€16.10	8.1%	€18.70	25.50%
B	Adult 7 Day	€18.70	€20.20	8.0%	€18.70	0.00%
C	Adult 7 Day	€35.80	€38.65	8.0%	€38.65	7.96%
D	Adult 7 Day	€25.90	€27.95	7.9%	€27.95	7.92%
E	Adult 7 Day	€40.50	€41.30	2.0%	€43.60	7.65%
G	Adult 7 Day	€23.30	€25.15	7.9%	€25.15	7.94%
J	Adult 7 Day	€30.30	€32.70	7.9%	€32.70	7.92%

Note: The combined sales for Zones A- 3 and 7 day tickets are 200 tickets per annum.

Appendix B - Iarnród Éireann's Dublin Suburban Short Hop Zone cash versus Leap fare, and value of savings

			Cash fares				Leap fares				Cash versus Leap discount	
Zone	Adult/Child	Fare type	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	Current % discount	Approved % discount
Zone A	Adult	Single	€2.05	€2.15	7.9%	13.2%	€1.57	€1.70	4.5%	13.3%	21.1%	20.9%
Zone B	Adult	Single	€2.30	€2.15	7.0%	0.0%	€1.78	€1.70	4.5%	0.0%	20.9%	20.9%
Zone G	Adult	Single	€2.80	€2.70	7.7%	4.0%	€2.09	€2.05	4.5%	2.5%	23.1%	24.2%
Zone D	Adult	Single	€3.30	€3.15	8.2%	3.3%	€2.46	€2.41	4.5%	2.5%	23.0%	23.5%
Zone J	Adult	Single	€3.85	€3.70	8.5%	4.2%	€2.93	€2.87	4.5%	2.5%	21.1%	22.4%
Zone C	Adult	Single	€4.70	€4.50	8.0%	3.4%	€3.55	€3.49	4.5%	2.6%	21.8%	22.4%
Zone E	Adult	Single	€5.80	€5.75	1.8%	0.9%	€4.70	€4.60	4.5%	2.2%	21.1%	20.0%
Zone A	Adult	Return	€3.55	€3.85	7.6%	16.7%	€3.14	€3.40	4.5%	13.3%	9.1%	11.7%
Zone B	Adult	Return	€4.15	€3.85	7.8%	0.0%	€3.56	€3.40	4.5%	0.0%	11.7%	11.7%
Zone G	Adult	Return	€5.10	€4.90	8.5%	4.3%	€4.18	€4.10	4.5%	2.5%	14.9%	16.3%
Zone D	Adult	Return	€6.20	€6.00	7.8%	4.3%	€4.92	€4.82	4.5%	2.5%	18.3%	19.7%
Zone J	Adult	Return	€6.90	€6.65	7.8%	3.9%	€5.86	€5.74	4.5%	2.5%	12.5%	13.7%
Zone C	Adult	Return	€8.65	€8.30	8.1%	3.8%	€7.10	€6.98	4.5%	2.6%	15.0%	15.9%
Zone E	Adult	Return	€10.70	€10.60	1.9%	1.0%	€9.40	€9.20	4.5%	2.2%	14.3%	13.2%

Note: Leap return fares simply represent two Leap single fares.

Appendix C - Iarnród Éireann's approved 2014 Short Hop Zone child fares

Product details			Cash fare					Leap card fare					Approved cash vs. Leap % saving
Zone	Adult/ Child	Fare Type	Current Fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	Current Fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	
Zone A + B	Child	Single	€1.15	€1.25	€1.20	8.7%	4.3%	€0.82	€0.86	€0.84	4.5%	2.4%	30.0%
Zone G + D	Child	Single	€1.60	€1.75	€1.65	9.4%	3.1%	€1.18	€1.23	€1.21	4.5%	2.5%	26.7%
Zone J + C	Child	Single	€1.75	€1.90	€1.80	8.6%	2.9%	€1.33	€1.39	€1.36	4.5%	2.3%	24.4%
Zone E	Child	Single	€2.35	€2.40	€2.40	2.1%	2.1%	€1.80	€1.88	€1.84	4.5%	2.2%	23.3%
All	Schoolchild	Single	€1.15	€1.25	€1.20	8.7%	4.3%	€0.70	€0.73	€0.73	4.5%	4.3%	39.2%
Zone A + B	Child	Return	€1.90	€2.05	€2.00	7.9%	5.3%	€1.64	€1.72	€1.68	4.5%	2.4%	16.0%
Zone G + D	Child	Return	€2.75	€2.95	€2.85	7.3%	3.6%	€2.36	€2.46	€2.42	4.5%	2.5%	15.1%
Zone J + C	Child	Return	€3.05	€3.30	€3.15	8.2%	3.3%	€2.66	€2.78	€2.72	4.5%	2.3%	13.7%
Zone E	Child	Return	€4.40	€4.50	€4.50	2.3%	2.3%	€3.60	€3.76	€3.68	4.5%	2.2%	18.2%
All	Schoolchild	Return	€1.85	€4.50	€1.95	8.1%	5.4%	€1.40	€1.46	€1.46	4.5%	4.3%	25.1%

Appendix D - Iarnród Éireann's other approved 2015 Short Hop Zone fares

Student Short Hop Zone

<u>Ticket Type</u>	<u>Ticket Type</u>	<u>Current</u>	<u>IÉ requested fare</u>	<u>Requested % Increase</u>	<u>Approved</u>	<u>Approved % Increase</u>
289	Student Weekly Rail only (Inner Hop)	€25.90	€28.25	9.1%	28.50	10.04%
288	Student Weekly Rail only (Outer Hop)	€27.50	€30.00	9.1%	30.25	10.00%
406	Student Weekly Rail & Luas (SHZ)	€39.00	€42.50	9.0%	40.55	3.97%

Short Hop Zone DART & Commuter Fares (Day Tickets)

<u>Ticket Type</u>	<u>Ticket Type</u>	<u>Current</u>	<u>IÉ Requested</u>	<u>Requested %</u>	<u>Approved</u>	<u>Approved % Increase</u>
319	Adult All Day Rail only	€11.10	€12.10	9.0%	€11.10	0%
366	Adult All Day Rail/Bus	€13.20	Discontinued	-	-	-
403	Adult All Day Rail/Luas	€11.80	€12.85	8.9%	€11.80	0%
316	Family All Day Rail only	€18.90	€20.60	9.0%	€19.65	3.97%
367	Family All Day Rail/Bus	€19.50	Discontinued	-	-	-

Short Hop Zone DART & Commuter Fares (3 Day & Weekly)

<u>Ticket Type</u>	<u>Ticket Type</u>	<u>Current</u>	<u>IÉ Requested</u>	<u>Requested %</u>	<u>Approved</u>	<u>Approved % Increase</u>
314	3 Day Rail only	€23.80	€25.95	9.0%	Use E pricing	
370	3 Day Bus & Rail	€27.00	Discontinued	-	-	-
284	Weekly Rail only (Inner)	€35.80	€39.00	8.9%	Use C pricing	
282	Weekly Rail only (SHZ)	€40.50	€44.15	9.0%	Use E pricing	
410	7 Day Bus & Rail	€46.50	Discontinued	-	-	-
404	7 Day Bus & Luas	€46.50	€50.70	9.0%	€46.50	0%

Appendix E - Iarnród Éireann's approved 2014 Intercity fares: Express

	Current Fares			IÉ Requested Fares			IÉ Requested % Increase			Approved Fares			Approved % Increase		
Zone	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€ 5.80	€10.40	€11.30	€5.95	€10.70	€11.75	2.6%	2.9%	4.0%	€5.95	€10.60	€11.50	2.59%	1.92%	1.77%
Zone B	€ 8.60	€14.60	€ 15.80	€8.85	€15.05	€16.25	2.9%	3.1%	2.8%	€8.70	€14.85	€16.00	1.16%	1.71%	1.27%
Zone C	€ 11.20	€18.00	€19.20	€11.55	€18.55	€19.80	3.0%	3.1%	3.1%	€11.35	€18.20	€19.45	1.34%	1.11%	1.30%
Zone D	€ 14.80	€20.10	€ 21.70	€15.25	€20.70	€22.35	3.0%	3.0%	3.0%	€15.05	€20.50	€22.10	1.69%	1.99%	1.84%
Zone E	€ 16.30	€22.90	€ 24.80	€16.80	€23.60	€25.55	3.1%	3.1%	3.0%	€16.60	€23.35	€25.25	1.84%	1.97%	1.81%
Zone F	€ 18.40	€25.60	€ 28.00	€18.95	€26.35	€28.85	3.0%	2.9%	3.0%	€18.80	€26.05	€28.50	2.17%	1.76%	1.79%
Zone G	€ 23.40	€ 29.80	€ 33.10	€24.10	€30.70	€34.10	3.0%	3.0%	3.0%	€23.85	€30.35	€33.75	1.92%	1.85%	1.96%
Zone H	€ 27.30	€ 35.50	€ 39.30	€28.10	€36.55	€40.50	2.9%	3.0%	3.1%	€27.80	€36.15	€40.05	1.83%	1.83%	1.91%
Zone J	€ 30.10	€ 38.70	€ 43.10	€31.00	€39.85	€44.40	3.0%	3.0%	3.0%	€30.75	€39.45	€43.95	2.16%	1.94%	1.97%
Zone K	€ 35.40	€ 43.20	€ 48.60	€36.45	€44.50	€50.05	3.0%	3.0%	3.0%	€36.10	€44.00	€49.50	1.98%	1.85%	1.85%
Zone L	€ 38.50	€ 47.00	€ 52.50	€39.65	€48.40	€54.10	3.0%	3.0%	3.0%	€39.25	€47.90	€53.65	1.95%	1.91%	2.19%
Zone M	€ 41.90	€ 49.50	€ 55.30	€43.15	€51.00	€56.95	3.0%	3.0%	3.0%	€42.65	€50.55	€56.95	1.79%	2.12%	2.98%
Zone N	€ 46.30	€ 55.50	€ 62.50	€47.70	€57.20	€64.40	3.0%	3.0%	3.0%	€47.30	€56.70	€64.20	2.16%	2.16%	2.72%
Zone P	€ 52.20	€ 60.40	€ 67.20	€53.75	€62.20	€69.20	3.0%	3.0%	3.0%	€53.05	€61.80	€69.35	1.63%	2.32%	3.20%
Zone R	€ 57.20	€ 64.80	€ 72.30	€58.90	€66.75	€74.45	3.0%	3.0%	3.0%	€58.15	€66.50	€74.70	1.66%	2.62%	3.32%
Zone S	€ 62.00	€ 69.00	€ 75.80	€63.85	€71.05	€78.05	3.0%	3.0%	3.0%	€63.10	€71.30	€78.30	1.77%	3.33%	3.30%
Zone T	€ 63.70	€ 75.70	€ 82.60	€65.60	€77.95	€85.10	3.0%	3.0%	3.0%	€65.65	€78.15	€85.30	3.06%	3.24%	3.27%
Zone U	€ 66.50	€ 77.40	€ 84.70	€68.50	€79.70	€87.25	3.0%	3.0%	3.0%	€68.55	€80.65	€88.25	3.08%	4.20%	4.19%

Appendix F - Iarnród Éireann's approved 2014 Intercity fares: Economy 1

	Current Fares			IÉ Proposed Fares			IÉ % Increase			Approved Fares			Approved % Increase		
	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€ 5.80	€8.60	€11.30	€5.95	€8.95	€11.75	2.59%	4.07%	4.00%	€5.95	€8.85	€11.50	2.59%	2.91%	1.77%
Zone B	€ 8.00	€ 11.80	€14.80	€8.30	€12.25	€15.40	3.75%	3.81%	4.05%	€8.10	€11.95	€15.00	1.25%	1.27%	1.35%
Zone C	€ 10.10	€ 12.30	€18.00	€10.50	€12.70	€18.70	4.00%	4.10%	3.89%	€10.35	€12.50	€18.50	2.49%	2.46%	2.78%
Zone D	€12.70	€ 13.60	€21.20	€13.20	€14.45	€22.05	3.94%	6.25%	4.00%	€13.05	€13.95	€21.75	2.76%	2.57%	2.59%
Zone E	€ 13.50	€ 14.10	€24.00	€14.45	€15.00	€24.95	7.04%	6.38%	3.96%	€13.85	€14.60	€24.60	2.59%	3.55%	2.50%
Zone F	€ 16.00	€ 18.40	€25.30	€16.60	€19.15	€26.30	3.75%	4.08%	3.95%	€16.40	€18.90	€25.95	2.50%	2.72%	2.58%
Zone G	€ 19.20	€ 20.40	€30.30	€19.95	€21.20	€31.50	3.91%	3.92%	3.96%	€19.70	€21.00	€31.05	2.60%	2.96%	2.49%
Zone H	€ 20.80	€ 22.30	€32.20	€21.65	€23.20	€33.50	4.09%	4.04%	4.04%	€21.30	€23.15	€33.00	2.40%	3.81%	2.48%
Zone J	€ 22.00	€ 23.60	€ 33.90	€22.90	€24.55	€35.25	4.09%	4.03%	3.98%	€22.70	€24.65	€34.75	3.18%	4.45%	2.51%
Zone K	€ 25.20	€ 26.50	€ 38.40	€26.55	€27.80	€39.95	5.36%	4.91%	4.04%	€25.85	€27.70	€39.40	2.59%	4.53%	2.60%
Zone L	€ 28.80	€ 30.10	€ 41.40	€29.95	€31.30	€43.05	4.00%	4.00%	3.99%	€29.55	€31.45	€42.40	2.60%	4.49%	2.42%
Zone M	€ 30.10	€ 31.90	€ 43.50	€31.30	€33.20	€45.25	4.00%	4.08%	4.02%	€30.95	€33.35	€44.60	2.83%	4.55%	2.53%
Zone N	€ 31.50	€ 33.00	€ 45.50	€32.75	€34.55	€47.30	3.97%	4.70%	3.96%	€32.70	€34.50	€47.10	3.81%	4.55%	3.52%
Zone P	€ 35.40	€ 37.40	€ 49.80	€36.80	€38.90	€51.80	3.95%	4.00%	4.02%	€36.65	€39.10	€51.40	3.54%	4.55%	3.21%
Zone R	€ 36.40	€ 38.50	€ 51.30	€37.85	€40.05	€53.35	3.98%	4.03%	4.00%	€38.05	€40.25	€53.65	4.53%	4.55%	4.58%
Zone S	€ 38.70	€ 40.60	€ 54.80	€40.25	€42.20	€57.00	4.00%	3.94%	4.01%	€40.00	€42.45	€57.25	3.36%	4.56%	4.47%
Zone T	€ 40.20	€ 41.70	€ 57.40	€41.80	€43.35	€59.70	3.98%	3.96%	4.00%	€41.60	€43.25	€59.95	3.49%	3.72%	4.44%
Zone U	N/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Appendix G - Iarnród Éireann's approved 2014 Intercity fares: Economy 2

	Current Fares			IÉ Proposed Fares			IÉ % Increase			Approved Fares			Approved % Increase		
	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€ 5.70	€8.60	€10.40	€5.95	€8.95	€11.15	4.39%	4.07%	7.21%	€5.85	€8.85	€10.75	2.63%	2.91%	3.37%
Zone B	€ 7.80	€11.70	€14.60	€8.30	€12.25	€15.40	6.41%	4.70%	5.48%	€8.05	€11.95	€15.00	3.22%	2.14%	2.74%
Zone C	€ 10.10	€ 12.30	€16.70	€10.50	€12.70	€17.85	3.96%	3.25%	6.89%	€10.35	€12.50	€17.30	2.48%	1.63%	3.59%
Zone D	€ 12.30	€ 13.50	€17.70	€13.15	€14.45	€18.95	6.91%	7.00%	7.06%	€12.50	€13.70	€17.90	1.63%	1.48%	1.13%
Zone E	€ 13.50	€ 14.00	€ 18.70	€14.45	€15.00	€20.00	7.00%	7.14%	6.95%	€13.85	€14.60	€19.35	2.59%	4.29%	3.48%
Zone F	€15.50	€ 17.20	€ 20.70	€16.60	€18.40	€22.15	7.10%	7.00%	7.00%	€16.05	€17.80	€21.40	3.55%	3.49%	3.38%
Zone G	€ 16.80	€ 18.10	€ 21.60	€18.00	€19.35	€23.10	7.14%	6.91%	6.94%	€17.35	€19.15	€22.80	3.27%	5.80%	5.56%
Zone H	€ 19.40	€ 20.40	€ 27.90	€20.75	€21.85	€29.85	6.96%	7.11%	7.00%	€20.10	€21.60	€28.85	3.61%	5.88%	3.41%
Zone J	€ 21.00	€ 22.10	€ 30.50	€22.45	€23.65	€32.65	6.90%	7.00%	7.05%	€22.25	€23.45	€31.65	5.95%	6.11%	3.77%
Zone K	€ 24.80	€ 26.00	€ 33.60	€26.55	€27.80	€35.95	7.06%	6.92%	7.00%	€25.65	€27.45	€34.80	3.43%	5.58%	3.57%
Zone L	€ 26.10	€ 27.80	€ 34.50	€28.50	€29.75	€36.90	9.20%	7.00%	6.96%	€27.10	€29.50	€36.35	3.83%	6.12%	5.36%
Zone M	€ 27.30	€ 28.60	€ 35.50	€29.20	€30.60	€38.00	6.96%	7.00%	7.04%	€28.65	€30.30	€37.65	4.93%	5.94%	6.06%
Zone N	€ 30.00	€ 32.30	€ 39.70	€32.10	€34.55	€42.50	7.00%	6.97%	7.05%	€31.45	€34.50	€42.05	4.83%	6.81%	5.92%
Zone P	€ 31.30	€ 34.10	€ 42.10	€33.50	€36.50	€45.05	7.03%	7.04%	7.00%	€33.20	€36.20	€44.45	6.07%	6.16%	5.58%
Zone R	€ 32.60	€ 35.30	€ 43.80	€34.90	€37.75	€46.85	7.06%	6.94%	6.96%	€34.50	€37.45	€46.40	5.83%	6.09%	5.94%
Zone S	€ 34.10	€ 36.30	€ 44.40	€36.50	€38.85	€47.50	7.04%	7.02%	6.98%	€36.20	€38.50	€47.00	6.16%	6.06%	5.86%
Zone T	€ 35.30	€ 37.40	€ 45.40	€37.75	€40.00	€48.60	6.94%	6.95%	7.05%	€37.45	€39.65	€48.10	6.09%	6.02%	5.95%
Zone U	€ 36.30	€ 38.50	€ 46.50	€38.85	€41.20	€49.75	7.02%	7.00%	6.99%	€38.40	€40.75	€49.30	5.79%	5.84%	6.02%

Appendix H - Iarnród Éireann's approved 2014 Intercity fares: Express return student tickets

Express students - Return tickets					
Zone	Current	IÉ Requested	Requested % Increase	Approved	Approved % Increase
Zone A	€6.60	€7.00	6.06%	€7.00	6.06%
Zone B	€9.60	€10.10	5.21%	€10.10	5.21%
Zone C	€13.30	€14.10	6.02%	€14.00	5.26%
Zone D	€15.00	€16.00	6.67%	€15.80	5.33%
Zone E	€15.40	€16.40	6.49%	€16.40	6.49%
Zone F	€16.30	€17.30	6.13%	€17.30	6.13%
Zone G	€18.00	€19.00	5.56%	€19.00	5.56%
Zone H	€21.00	€22.00	4.76%	€22.00	4.76%
Zone J	€21.00	€22.00	4.76%	€22.00	4.76%
Zone K	€21.00	€22.00	4.76%	€22.00	4.76%
Zone L	€21.00	€22.00	4.76%	€22.00	4.76%
Zone M	€21.00	€22.00	4.76%	€22.00	4.76%
Zone N	€21.00	€22.00	4.76%	€22.00	4.76%
Zone P	€21.00	€23.00	9.52%	€23.00	9.52%
Zone R	€31.50	€32.50	3.17%	€32.50	3.17%
Zone S	€31.50	€32.50	3.17%	€32.50	3.17%
Zone T	€31.50	€32.50	3.17%	€32.50	3.17%
Zone U	€35.00	€36.00	2.86%	€36.00	2.86%

Appendix I - Iarnród Éireann's approved 2014 Intercity fares: Economy return student tickets

Economy students - Return tickets					
Zone	Current	IÉ Requested	Requested % Increase	Approved	Approved % Increase
Zone A	€6.60	€7.00	6.06%	€7.00	6.06%
Zone B	€9.60	€10.20	6.25%	€10.20	6.25%
Zone C	€11.60	€12.20	5.17%	€12.20	5.17%
Zone D	€13.50	€14.20	5.19%	€14.20	5.19%
Zone E	€14.00	€14.70	5.00%	€14.70	5.00%
Zone F	€14.50	€15.20	4.83%	€15.20	4.83%
Zone G	€17.20	€18.10	5.23%	€18.10	5.23%
Zone H	€18.30	€19.30	5.46%	€19.30	5.46%
Zone J	€19.00	€20.00	5.26%	€20.00	5.26%
Zone K	€21.00	€22.00	4.76%	€22.00	4.76%
Zone L	€21.00	€22.00	4.76%	€22.00	4.76%
Zone M	€21.00	€22.00	4.76%	€22.00	4.76%
Zone N	€21.00	€22.00	4.76%	€22.00	4.76%
Zone P	€22.00	€23.00	4.55%	€23.00	4.55%
Zone R	€23.00	€24.00	4.35%	€24.00	4.35%
Zone S	€31.50	€32.50	3.17%	€32.50	3.17%
Zone T	€33.00	€34.00	3.03%	€34.00	3.03%
Zone U	€33.00	€34.00	3.03%	€34.00	3.03%

Appendix J - Iarnród Éireann's Cork Commuter Zone, cash versus Leap fare, and value of savings

Zone	Adult/Child	Fare type	Cash fares					Leap fares					Cash versus Leap discount
			Current fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	Current fare	IÉ Requested Fare	Approved Fare	IÉ Requested % Increase	Approved % Increase	Approved % discount
Zone A	Adult	Single	€1.75	€1.95	€2.05	11.4%	17.1%	-	€1.70	€1.64	0.0%	0.0%	20.0%
Zone B	Adult	Single	€2.65	€2.90	€2.90	9.4%	9.4%	-	€2.30	€2.30	0.0%	0.0%	20.7%
Zone C	Adult	Single	€3.60	€3.95	€4.00	9.7%	11.1%	-	€3.20	€3.20	0.0%	0.0%	20.0%
Zone D	Adult	Single	€5.50	€6.05	€6.05	10.0%	10.0%	-	€4.65	€4.65	0.0%	0.0%	23.1%
Zone E	Adult	Single	€5.70	€6.25	€6.25	9.6%	9.6%	-	€4.77	€4.77	0.0%	0.0%	23.7%
Zone A	Adult	Return	€3.40	€3.85	€3.85	13.2%	13.2%	-	€3.40	€3.28	0.0%	0.0%	14.8%
Zone B	Adult	Return	€4.60	€5.15	€5.15	12.0%	12.0%	-	€4.60	€4.60	0.0%	0.0%	10.7%
Zone C	Adult	Return	€6.05	€7.30	€6.90	20.7%	14.0%	-	€6.40	€6.40	0.0%	0.0%	7.2%
Zone D	Adult	Return	€8.50	€9.80	€9.70	15.3%	14.1%	-	€9.30	€9.20* Capping	0.0%	0.0%	5.2%
Zone E	Adult	Return	€8.70	€9.90	€9.90	13.8%	13.8%	-	€9.54	€9.20^ Capping	0.0%	0.0%	7.1%

Note: Leap return fares simply represent two Leap single fares.

Note*: Two single Leap journeys on the Leap e-Purse should cost €9.30 but Leap capping limits the daily charge to €9.20

Note^: Two single Leap journeys on the Leap e-Purse should cost €9.54 but Leap capping limits the daily charge to €9.20

Appendix K - Iarnród Éireann's other approved 2014 Cork Commuter fares

Rail & Bus Combined Tickets (Cobh & Midleton)				
<u>Ticket Type</u>	<u>Ticket Type</u>	Current	Requested & Approved	Requested & Approved % Increase
442	Adult 1 Day Rail Services (Cobh & Midleton) & Cork City	€12.70	€13.20	3.94%

Cork Cobh Midleton adult tickets						
Zone	Current Fares		Requested Fares		Approved % Increase	
	Adult Weekly		Adult Weekly	% Increase	Adult Weekly	% Increase
Zone A	€14.80	-	€16.30	10.14%	€16.10	8.78%
Zone B	€20.90	-	€23.00	10.05%	€22.50	7.66%
Zone C	€23.90	-	€26.30	10.04%	€26.10	9.21%
Zone D	€31.30	-	€34.45	10.06%	€34.20	9.27%
Zone E	€34.60	-	€38.05	9.97%	€37.90	9.54%

Cork Cobh Midleton student tickets						
Zone	Current Fares		Requested Fares		Approved % Increase	
	Student Weekly		Student Weekly	% Increase	Student Weekly	% Increase
Zone A	€8.20	-	€9.00	9.76%	€8.80	7.32%
Zone B	€11.00	-	€12.10	10.00%	€11.90	8.18%
Zone C	€13.80	-	€15.20	10.14%	€14.80	7.25%
Zone D	€17.60	-	€19.30	9.94%	€18.90	7.39%
Zone E	€20.00	-	€22.00	10.00%	€21.70	8.50%

Cork Cobh Midleton family tickets						
Zone	Current Fares		Requested Fares		Approved Fares	
	Family Day Return		Family Day Return	% Increase	Family Day Return	% Increase
Zone A	€8.50	-	€8.85	4.12%	€8.85	4.12%
Zone B	€12.60	-	€13.10	4.00%	€13.10	4.00%
Zone C	€14.90	-	€15.50	4.00%	€15.50	4.00%
Zone D	€20.90	-	€21.75	4.07%	€21.75	4.07%
Zone E	€23.10	-	€24.00	3.90%	€24.00	3.90%

Appendix L - Iarnród Éireann's approved 2014 Intercity weekly and Day Return tickets

<u>Intercity Adult Weekly Season</u>	Current	IÉ Requested	Requested % Increase	Approved	Approved % Increase
Zone A	€32.00	€34.90	9.06%	€34.50	7.81%
Zone B	€44.00	€47.95	8.98%	€47.00	6.82%
Zone C	€47.00	€51.25	9.04%	€50.50	7.45%
Zone D	€62.00	€67.60	9.03%	€66.50	7.26%
Zone E	€66.00	€71.95	9.02%	€71.00	7.58%
Zone F	€85.00	€92.65	9.00%	€91.50	7.65%
Zone G	€88.00	€95.90	8.98%	€94.50	7.39%
Zone H	€93.00	€101.35	8.98%	€99.50	6.99%
Zone J	€107.00	€116.65	9.02%	€115.00	7.48%
Zone K	€125.50	€136.80	9.00%	€135.00	7.57%
Zone L	€138.00	€150.40	8.99%	€148.00	7.25%
Zone M	€142.00	€154.80	9.01%	€152.00	7.04%
Zone N	€174.00	€189.65	8.99%	€187.00	7.47%
Zone P	€198.00	€215.80	8.99%	€213.00	7.58%
Zone R	€217.00	€236.55	9.01%	€233.00	7.37%
Zone S	€236.00	€257.25	9.00%	€253.50	7.42%
Zone T	€262.00	€285.60	9.01%	€281.50	7.44%
Zone U	€304.00	€331.35	9.00%	€327.00	7.57%

<u>Intercity Student Weekly Season</u>	Current	IÉ Requested	Requested % Increase	Approved	Approved % Increase
Zone A	€27.00	€29.45	9.07%	€29.00	7.41%
Zone B	€34.00	€37.05	8.97%	€36.50	7.35%
Zone C	€37.00	€40.35	9.05%	€39.50	6.76%
Zone D	€49.00	€53.40	8.98%	€52.50	7.14%
Zone E	€56.00	€61.05	9.02%	€60.00	7.14%
Zone F	€67.00	€73.05	9.03%	€72.00	7.46%
Zone G	€74.00	€80.65	8.99%	€79.50	7.43%
Zone H	€76.00	€82.85	9.01%	€81.50	7.24%
Zone J	€80.00	€87.20	9.00%	€86.00	7.50%
Zone K	€97.00	€105.75	9.02%	€104.00	7.22%
Zone L	€110.00	€119.90	9.00%	€118.50	7.73%
Zone M	€127.00	€138.45	9.02%	€136.00	7.09%
Zone N	€154.00	€167.85	8.99%	€165.50	7.47%
Zone P	N/A	N/A	N/A	N/A	N/A
Zone R	N/A	N/A	N/A	N/A	N/A
Zone S	N/A	N/A	N/A	N/A	N/A
Zone T	N/A	N/A	N/A	N/A	N/A
Zone U	N/A	N/A	N/A	N/A	N/A

SPECIAL INTERCITY DAY RETURN TO DUBLIN

	Current Minimum Fare	Requested Minimum Fare	Requested % Increase	Approved Minimum Fare	Approved % Increase
Zone A	€33.80	€34.65	2.50%	€34.65	2.50%
Zone B	€33.80	€34.65	2.50%	€34.65	2.50%
Zone C	€33.80	€34.65	2.50%	€34.65	2.50%
Zone D	€33.80	€34.65	2.50%	€34.65	2.50%
Zone E	€33.80	€34.65	2.50%	€34.65	2.50%
Zone F	€33.80	€34.65	2.50%	€34.65	2.50%
Zone G	€33.80	€34.65	2.50%	€34.65	2.50%
Zone H	€33.80	€34.65	2.50%	€34.65	2.50%
Zone J	€39.20	€40.20	2.55%	€40.20	2.55%
Zone K	€40.00	€41.00	2.50%	€41.00	2.50%
Zone L	€47.00	€48.20	2.55%	€48.20	2.55%
Zone M	€49.50	€50.75	2.53%	€50.75	2.53%
Zone N	€51.00	€52.30	2.55%	€52.30	2.55%
Zone P	€58.30	€59.75	2.49%	€59.75	2.49%
Zone R	€63.50	€65.10	2.52%	€65.10	2.52%
Zone S	€63.50	€65.10	2.52%	€65.10	2.52%
Zone T	€63.50	€65.10	2.52%	€65.10	2.52%
Zone U	€63.50	€65.10	2.52%	€65.10	2.52%