



National Transport Authority Determination on Intercity Rail Fare Structure Review and Request for Fares Increase

February 2012

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1. Introduction

In February 2011, Iarnród Éireann sought an increase across all rail fares. The Authority sanctioned a small increase in lower fares but ruled out any increase in intercity fares above €25 as the current structure was deemed in need of reform. **Intercity fares above €25 have not increased since January 2009.**

Iarnród Éireann's current ticket offering provides a range of products with varying terms and conditions depending on region and days of the week. These spatial and temporal anomalies are the product of a system which has developed in a piecemeal fashion over a number of years. Iarnród Éireann are aware that the lack of a unified and less opaque offering can present the customer with a bewildering array of ticketing options.

To take some examples of current anomalies, on the Dublin – Cork route, five day return tickets are the shortest duration return tickets available. On certain other routes, day return tickets are available. Likewise, on the Sligo line, Thursday and Saturday tickets are priced differently from Friday and Sunday tickets. This differential is not present on other routes.

More fundamentally, the build-up over time of this wide range of fares has prevented a clear pricing policy, relating fares to the service offering and providing consistent relationships between single and return tickets.

In order to address the above shortcomings, consultants were commissioned by the National Transport Authority to conduct a review of intercity fares. Iarnród Éireann actively supported the analytical work and provided much information to enable revenue analysis.

The purpose of the review was to identify a simplified fare structure for standard fares which meets the following objectives:

- Is consistent;
- Avoids anomalies;
- Meets market requirements; and
- Can be applied to be broadly neutral in terms of revenue, at this point in time of severe financial constraint, but forms a coherent platform for changes up or down in fares.

Iarnród Éireann was requested by the Authority to ensure that its request to increase fares in 2012 would be consistent with the principles set out in the consultants' report, which were accepted by the Authority.

Iarnród Éireann wrote to the Authority, in December 2011, requesting a fares increase, incorporating their requested increase within the planned new fare structure and noted that their request represented a significant move to implement a simplified fare structure. This fares increase is required by Iarnród Éireann to take account of the challenging operating environment. The Authority has covered these issues in our December, 2012 report on CIÉ fares increases, available [here](#) on the Authority's website (www.nationaltransport.ie) in which the Authority already signalled that intercity fares would increase as part of the overall fares contribution to remedying the loss in public subsidy.

2. Towards a New Fare Structure

The Authority's review of the fares structure was informed by stakeholder consultation with passengers, local authorities and Iarnród Éireann.

Based on international experience of fare setting, a distance based system was considered to be most equitable. In order for regulated fares to be perceived as equitable, it was decided that they should relate to the service supplied (journey distance, speed etc.) rather than the demand for that service.

Fare pricing which is based solely on revenue maximisation was deemed inappropriate in the context of publicly subsidised services. It could, for example lead to large geographical discrepancies, depending on levels of competition present in given markets and would be opaque in its application.

A regulated fare structure does not prevent promotional pricing. Iarnród Éireann currently offer discounts on regulated fares via web fares in order to optimise revenues. This arrangement would continue with a new fare structure.

3. Fare Scenarios

In order to develop a fare structure which strikes the optimal balance between the above criteria, the consultants tested a number of fare scenarios. Fares were varied according to levels of discount for ticket type, length of journey and quality (speed) of journey.

The various fare scenarios evaluated were as follows:

- Scenario F1 (single and open return fares):
- Scenario F2 (single only):
- Scenario F3 (single only with peak pricing):
- Scenario F4 (single, open and day return fares):

The preferred fare option was then analysed in the context of scenarios for charging along the route. In addition to journey length, it was felt that quality would also influence ticket prices. The key objective measure of this is journey speed. Routes were categorised as ‘Express’, ‘Economy 1’ and ‘Economy 2’ accordingly. Fares on routes which are judged ‘Economy 1’ were discounted from ‘Express’ and discounted still further for ‘Economy 2’ routes.

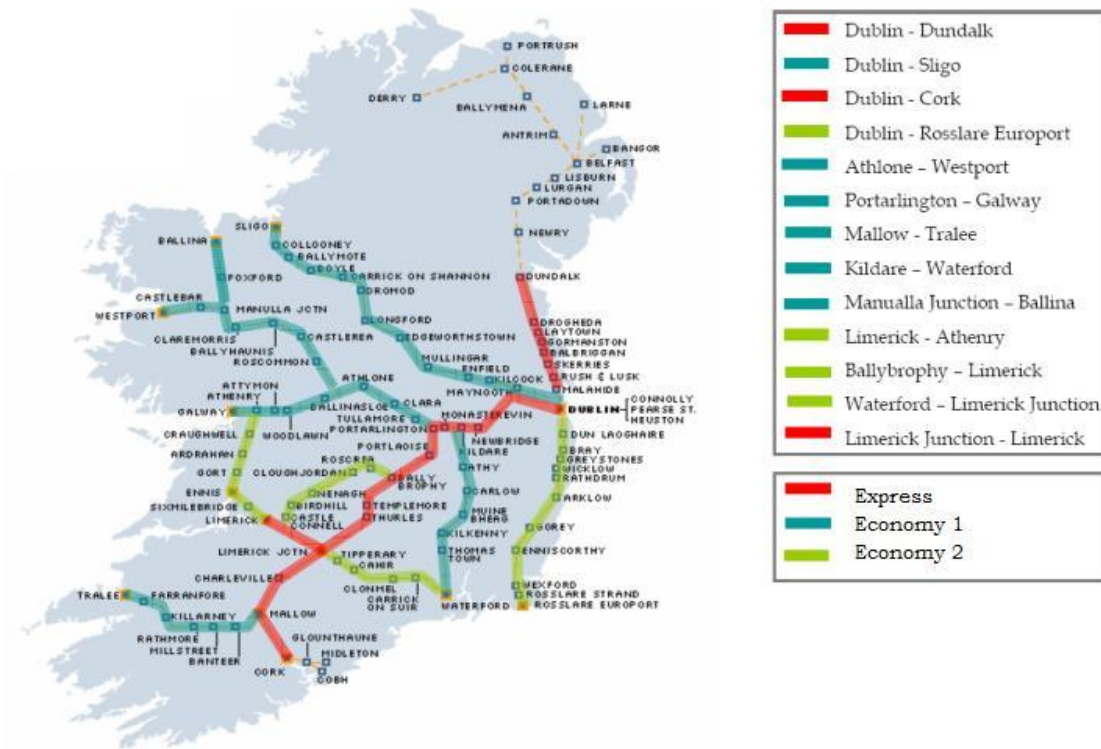
The route scenarios were as follows:

- R1: fare per km with segments categorised as Express/Economy 1/Economy 2 in terms of quality;
- R2: same as R1 with an additional fixed element for joining the network;
- R3: fare per km; and
- R4: modification of R2 (or R3) for journeys involving two or more routes.

Figure 1, overleaf, illustrates the Consultants’ categorisation of the rail network, according to journey speed. This is broken into three categories: Express/Economy 1/Economy 2.

Iarnód Éireann’s implementation of this categorisation is tabulated in Appendix A. This implementation sees the Dublin – Dundalk and Dublin – Cork, Tralee, classified as ‘Express’ routes. Western Routes to Galway, Westport and Sligo are classified ‘Economy 1’, while South Eastern routes to Rosslare and Waterford are classified ‘Economy 2’ along with the Limerick-Ballybrophy line.

Figure 1: Categorisation of Network Segments



Varying levels of discount for the Economy 1 and Economy 2 route sections against the Express route sections were tested, as follows:

- V1: Economy 1 15%, Economy 2 30%;
- V2: Economy 1 20%, Economy 2 35%;
- V3: Economy 1 25%, Economy 2 35%;
- V4: Economy 1 30%, Economy 2 35%;
- V5: Economy 1 25%, Economy 2 30%; and
- V6: Economy 1 30%, Economy 2 30%.

Finally, sub-option tests were undertaken: Z1 – Z6, where varying open return discounts and day discounts were applied. The discounts applied were as follows:

- Z1: Open Return Discount 30%, Day Discount 40%;
- Z2: Open Return Discount 30%, Day Discount 45%;
- Z3: Open Return Discount 35%, Day Discount 40%;

- Z4: Open Return Discount 35%, Day Discount 45%;
- Z5: Open Return Discount 40%, Day Discount 45%; and
- Z6: Open Return Discount 25%, Day Discount 35%.

4. Preferred Option

Recapping on the objective behind the study, this was to create a fares structure:

1. which is simple, avoids anomalies and creates a coherent platform for fare rises or decreases
2. has broadly the same average return as the current structure
3. although there will have to be winners and losers, minimises the scale of these
4. increases passenger demand (where feasible and would not necessitate a significant increase in subsidy).

The first of these objectives is inherent in all of the fares structure tested, in that clear pricing rules were applied which avoided anomalies.

The second objective was achieved through adjusting fares levels and discounts to provide a precise match to existing fare levels on average.

The third objective was evaluated by examining both the average percentage change in fares and its standard deviation and choosing structures which minimised volatility.

Finally, the overall change in demand was estimated using the analytical tool of fares elasticity.

Following scenario testing, the selected fares structure is (F4R2V6Z6) which is as follows:

- Availability of Single, Open (30% discount on two single fares) & Day Return (45% discount on two single fares) Fares
 - with fare calculated per km
 - with segments categorised as Express (no discount)/ Economy 1 (30% discount) / Economy 2 (30% discount)
 - with an additional fixed element for joining the network.

The modelling work indicated that the fare structure could retain the current revenue base and generate a small overall increase in passenger numbers (estimated at 4.7%).

5. Implementing a new fares structure

Following a thorough analysis of the report's findings, the Authority broadly concurs with the recommendations and conclusions contained within. As such, implementation will begin with the steps outlined below.

The current array of tickets will be reduced to provide a simplified offering of three standard ticket types, as follows:

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

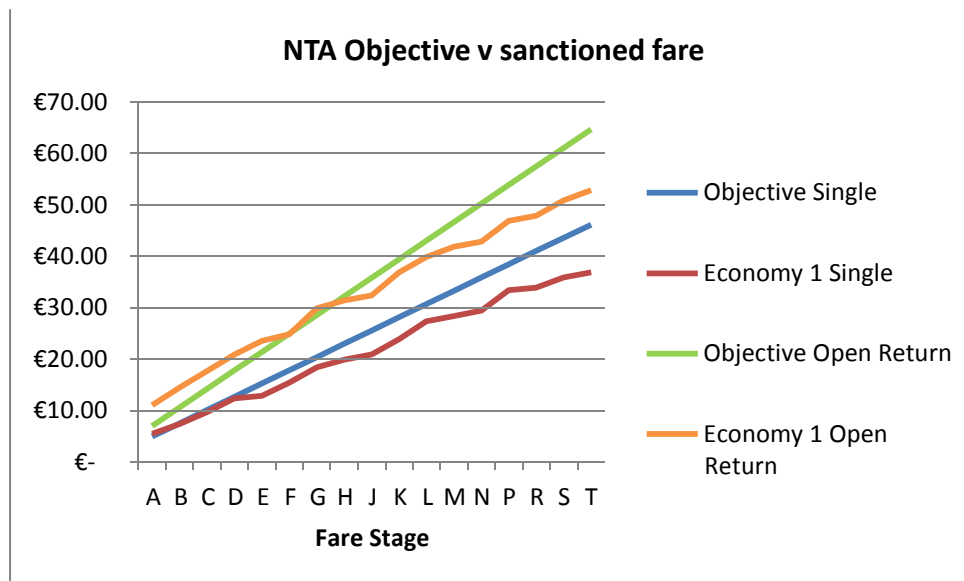
Fare pricing will be distance based, increasing with journey length. In addition, passengers will face a fixed fee for joining the rail network. All single fares will be cheaper than day return fares and all day return fares will be cheaper than open return tickets.

In terms of geographical alignment, fares on Express routes (e.g. Dublin –Cork- Tralee) will be highest based on the quality of service offered, as measured by journey speed. Fares on Economy 1 routes (e.g. Galway-Dublin) will be next highest, followed by Economy 2 (e.g. Rosslare-Dublin).

Notwithstanding the intention to fully implement the principles set out in the report, the Authority does not believe it will be possible to achieve this over one fare change. For example, imposing standardised discounts on return fares poses significant challenges. The objective is that day returns should be priced equivalent to a discount of 45% on two single fares. For open return, the objective is for a 30% discount. On certain routes, customers currently enjoy significantly higher discounts. Hence implementing this recommendation 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.

Figure 3, below, is included to provide an indicative comparison between complete implementation of the NTA objectives derived from the report and the fare changes that are now being sanctioned. Using an access charge of €2.50 and a kilometre charge of €0.23 for 'Express' services, the rates for each fare band and geographical rail section have been calculated, for Economy 1 routes.

Figure 3: Comparison between sanctioned fares and NTA Objective for Economy 1 routes



As the figure above illustrates, a fully consistent fare structure cannot be fully implemented without exception in one fare change because a strict implementation at this juncture would lead to substantially higher single and return fares for certain fare stages. This is because at present, shorter journeys are being used to cross-subsidise longer journeys. Likewise, single journeys are subsidising return trips. The Authority has endeavoured to cap increases for anomalous lower fares at approximately 10%.

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 of 45% on two single fares is applied for day return fares; and
- A fixed discount of 30% on two single fares is applied for open return fares.

6. Determination of fares increase by Authority

As previously discussed, the Authority has sought to simplify rail fares through the introduction of a fares schedule which is:

- Consistent;
- Avoids anomalies;
- Meets market requirements; and
- Broadly neutral in terms of revenue.

The Authority is satisfied that the new fare schedule requested by Iarnród Éireann is in keeping with the above principles. The Authority has, however, mitigated some large increases which were proposed by Iarnród Éireann for the purposes of consistency but the Authority will incrementally redress these inconsistencies in subsequent fare increases.

It is important to note that the fares regulated in this report are the maximum fares charged to passengers who purchase from rail stations. Iarnród Éireann is not prevented from offering promotional discounted fares in addition to these fares.

The approved fares are set out in tables in Appendix B.

A summary overview of the of the fare changes sanctioned, across single and return fares, is as follows:

- There are 143 fare band increases, ranging from 0.63% to 13.33%. The higher increases have been applied to those fares most anomalous in distance pricing.
- There are 66 fare band decreases, ranging from -0.79% to -29.4%. Significant fares decreases were required on Galway and Rosslare services to align them with Sligo and Waterford services, respectively.
- Some 15 fare bands remain unchanged¹.

¹ In relation to the above comparisons, it is important to note that certain fare categories have been withdrawn. In such instances, comparisons may be made with more than one new fare category e.g. the, now defunct, five day return is compared with both single and open return products.

- For **Express routes**, single increases were limited to the first four stages. Other single fares were unchanged whilst the longest two trip stages, Heuston –Cork and Heuston- Killarney were reduced by 9%.
- For return fares on **Express routes**, increases were limited, however, availability was restricted from five days to one day. Monthly returns were broadly unchanged.
- For **Economy 1** routes, the highest increase was 13.33% while the largest decrease was 26.92% In general, fares on the Galway line were reduced to align with increased fares on the Sligo line.
- On **Economy 2** routes, the largest increase was 12.82% while the largest decrease was- 26.09%. In this instance, Rosslare fares were broadly decreased to align with increased Waterford fares.

In subsequent fare increases in future years, the Authority's intention is to move incrementally to implement fully the structured fare schedule. This will mean that each year anomalous fares will either be increased or decreased more than the average in order to arrive at the correct fare.

Appendix A: Route Categories

Express
Dublin – Limerick, Cork & Tralee
Dundalk – Dublin
Economy 1
Dublin – Galway
Dublin – Ballina/Westport
Dublin – Sligo
Galway – Limerick
Economy 2
Dublin - Rosslare Europort
Dublin - Waterford
Limerick – Dublin (via Nenagh)
Waterford – Cork/Tralee
Waterford – Limerick Junction

Appendix B: Sanctioned Fares

Fare Table 1: Express Routes Singles

Zone	Sample stations within the zone	Current Single Fare	New Single Fare	% Increase New Single Fare over Current Single Fare
A	Portarlington/ Portlaoise	€5.10	€5.60	9.80%
	Drogheda/ Balbriggan			
	Newbridge/ Sallins			
B	Heuston/ Sallins	€7.20	€7.90	9.72%
	Sallins/ Newbridge			
	Killarney/ Rathmore			
C	Cork/ Mallow	€9.80	€10.50	7.14%
	Ennis/ Limerick			
	Limerick Jct/ Limerick			
D	Heuston/ Newbridge	€13.40	€14.50	8.21%
	Connolly/ Laytown			
E	Connolly/ Drogheda	€15.50	€15.50	0%
	Heuston/ Kildare			
	Drogheda/ Pearse			
F	Heuston/ Portarlington	€17.50	€17.50	0%
	Limerick/ Thurles			
G	Heuston/ Portlaoise	€22.20	€22.20	0%
	Connolly/ Dundalk			
	Limerick/ Templemore			
H	Cork/Limerick	€26.00	€26.00	0%
	Cork/ Killarney			
J	Portlaoise/ Limerick	€28.50	€28.50	0%
	Limerick/ Killarney			
K	Cork/ Thurles	€34.00	€34.00	0%
	Heuston/ Templemore			
	Cork/ Tralee			
L	Heuston/ Thurles	€37.00	€37.00	0%
	Kildare/ Limerick			
M	Limerick/ Newbridge	€40.00	€40.00	0%
	Thurles/ Killarney			
	Limerick/ Tralee			
N	Heuston/ Limerick Jct	€44.00	€44.00	0%
	Portlaoise/ Cork			
	Kildare/ Mallow			
P	Heuston/ Limerick	€50.00	€50.00	0%
	Ennis/ Heuston			
	Heuston/ Charleville			
R	Heuston/ Mallow	€54.50	€54.50	0%
	Cork/ Kildare			
	Kildare/ Heuston			
S	Portlaoise/ Killarney	€59.00	€59.00	0%
	Heuston/ Banteer			
	Tralee/ Portlaoise			
	Cork/ Sallins			
T	Heuston/ Cork	€66.00	€60.00	-9.09%
	Heuston/ Rathmore			
	Millstreet/ Heuston			
U	Heuston/ Killarney	€68.50	€62.00	-9.49%
	Heuston/ Tralee			
	Heuston/ Farrenfore			
			Average	0.91%

Zone	Sample journeys within the zone	NEW Day Return (formerly 5 Day Return)	NEW Open Return Fare	% Increase to Open Return from 5 Day Return	Existing Monthly Return Fare which was adjusted to new Open Return	% Increase to New Open Return from Existing Monthly Return
A	Portarlington/ Portlaoise Drogheda/ Balbriggan Newbridge/ Sallins	€10.30	€11.20	8.74%	€11.30	-0.88%
B	Heuston/ Sallins Sallins/ Newbridge Killarney/ Rathmore	€14.40	€15.50	7.64%	€14.60	6.16%
C	Cork/ Mallow Limerick/ Ennis Limerick Jct/ Limerick	€17.80	€19.00	6.74%	€17.80	6.74%
D	Heuston/ Newbridge Connolly/ Laytown	€19.90	€21.50	8.04%	€21.00	2.38%
E	Connolly/ Drogheda Heuston/ Kildare Drogheda/ Pearse	€22.70	€24.50	7.93%	€23.70	3.38%
F	Heuston/ Portarlington Limerick/ Thurles	€25.30	€27.50	8.70%	€28.00	-1.79%
G	Heuston/ Portlaoise Connolly/ Dundalk Limerick/ Templemore	€29.40	€32.00	8.84%	€33.00	-3.03%
H	Cork/Limerick Limerick/ Cork	€35.00	€37.50	7.14%	€37.00	1.35%
J	Portlaoise/ Limerick Limerick/ Killarney	€38.00	€41.00	7.89%	€40.50	1.23%
K	Cork/ Thurles Tralee/ Cork Heuston/ Templemore	€42.50	€46.50	9.41%	€46.50	0.00%
L	Heuston/ Thurles Kildare/ Limerick	€46.00	€50.00	8.70%	€52.00	-3.85%
M	Limerick/ Newbridge Killarney/ Thurles Limerick/ Tralee	€48.00	€52.00	8.33%	€55.00	-5.45%
N	Heuston/ Limerick Jct Portlaoise/ Cork Kildare/ Mallow	€54.00	€59.00	9.26%	€60.50	-2.48%
P	Heuston/ Limerick Heuston/ Ennis Heuston/ Charleville	€58.00	€63.00	8.62%	€64.00	-1.56%
R	Heuston/ Mallow Cork/ Kildare	€62.00	€68.00	9.68%	€68.00	0.00%

	Sample journeys within the zone	NEW Day Return (formerly 5 Day Return)	NEW Open Return Fare	% Increase to Open Return from 5 Day Return	Existing Monthly Return Fare which was adjusted to new Open Return	% Increase to New Open Return from Existing Monthly Return
S	Portlaoise/ Killarney Heuston/ Banteer Tralee/ Portlaoise Cork/ Sallins	€65.00	€71.00	9.23%	€73.00	-2.74%
T	Heuston/ Cork Heuston/ Millstreet Heuston/ Rathmore	€71.00	€77.00	8.45%	€78.50	-1.91%
U	Heuston/ Killarney Heuston/ Tralee Heuston/ Farrenfore	€72.00	€79.00	9.72%	€81.50	-3.07%
			Average	8.43%	Average	-2.57%

Fare Table 3: Economy 1 Routes Singles (Galway, Westport, WRC and Sligo)

Zone	Sample journeys within the zone	Current Single Fare Mon - Thu + Sat Dublin/ Sligo	Current Single Fare Fri + Sun Dublin/ Sligo	Current Single Fare Every Day Dub/ Galway/ Mayo & WRC	New Single Fare	% Increase Dublin/ Sligo Single Fare Mon - Thu & Sat	% Increase Dublin/ Sligo Single Fare Fri - Sun	% Increase Dublin/ Galway /Mayo & WRC
A	Kilcock / Maynooth Clara / Athenry	€5.10	€5.10	€5.10	€5.60	9.81%	9.81%	9.81%
B	Ballymote / Sligo Connolly /Kilcock Limerick / Sixmilebridge Galway / Athenry	€7.20	€7.20	€7.20	€7.50	4.17%	4.17%	4.17%
C	Ballymote / Carrick-On-Shannon Carrick-On-Shannon / Longford Galway / Woodlawn Limerick / Ennis Athlone / Tullamore	€9.80	€9.80	€9.80	€9.80	0.00%	0.00%	0.00%
D	Connolly / Enfield Sligo / Boyle Gort / Galway	€11.70	€13.40	€13.40	€12.50	6.84%	-6.72%	-6.72%
E	Mullingar / Kilcock Galway / Ballinalsoe Athlone / Castlerea	€11.70	€15.50	€15.40	€13.00	11.11%	-16.13%	-15.58%
F	Maynooth / Mullingar Athlone / Athenry	€16.70	€17.50	€17.30	€15.50	-7.19%	-11.43%	-10.40%
G	Connolly / Mullingar Galway / Athlone	€19.30	€22.20		€18.50	-4.15%	-16.67%	
H	Maynooth / Longford Heuston / Tullamore Galway / Limerick	€20.30	€26.00	€19.00	€20.00	-1.48%	-23.08%	5.26%
J	Connolly / Edgeworthstown Limerick / Galway Tullamore / Galway	€20.30	€28.50	€20.00	€21.00	3.45%	-26.32%	5.00%

Zone	Sample journeys within the zone	Current Single Fare Mon - Thu + Sat Dublin/ Sligo	Current Single Fare Fri + Sun Dublin/ Sligo	Current Single Fare Every Day Dub/ Galway/ Mayo & WRC	New Single Fare	% Increase Dublin/ Sligo Single Fare Mon - Thu & Sat	% Increase Dublin/ Sligo Single Fare Fri - Sun	% Increase Dublin/ Galway /Mayo & WRC
K	Connolly /Longford Heuston / Athlone / Heuston	€22.50	€34.00	€22.00	€24.00	6.67%	-29.41%	9.09%
L	Connolly / Dromod Galway / Portarlington	€25.50	€36.50	€27.00	€27.50	7.84%	-24.66%	1.85%
M	Connolly / Carrick-On- Shannon Heuston / Roscommon	€27.50	€39.00	€27.00	€28.50	3.64%	-26.92%	5.56%
N	Connolly / Boyle Athenry / Heuston	€27.50	€39.00	€29.50	€29.50	7.27%	-24.36%	0.00%
P	Ballymote / Connolly Galway / Heuston	€32.00	€44.00	€34.50	€33.50	4.69%	-23.86%	-2.90%
R	Connolly / Sligo Heuston / Claremorris	€32.00	€44.00	€34.50	€34.00	6.25%	-22.73%	-1.45%
S	Castlebar / Heuston			€35.00	€36.00			2.86%
T	Westport / Heuston			€35.00	€37.00			5.71%
					Average	3.93%	-15.89%	0.26%

Fare Table 4: Economy 1 Day Return (Galway, Westport, WRC and Sligo)

Zone	Sample journeys within the zone	Current Day Saver Dublin Sligo	Current Day Saver Fare Dublin/Galway/Mayo & WRC	New Day Return Fare	% Increase Dublin/Sligo	% Increase Dublin/Galway/Mayo & WRC
A	Clara / Tullamore	€7.70	€8.50	€8.50	10.39%	0.00%
B	Ballymote / Sligo Athenry / Galway	€10.50	€11.30	€11.50	9.52%	1.77%
C	Longford / Carrick-On-Shannon Tullamore / Athlone Woodlawn / Galway	€10.50	€12.30	€11.90	13.33%	-3.25%
D	Boyle / Sligo Enfield / Connolly Gort / Galway Ballyhaunis / Castlebar	€11.70	€14.10	€13.10	11.97%	-7.09%
E	Boyle / Longford Ballinasloe / Galway Castlerea / Athlone	€11.70	€15.40	€13.20	12.82%	-14.29%
F	Carrick-On-Shannon / Sligo Mullingar / Maynooth Athenry / Athlone Portarlinton / Athlone	€16.70	€17.30	€18.00	7.78%	4.05%
G	Mullingar / Connolly Athlone / Galway Ennis / Galway	€19.30	€17.90	€19.50	1.04%	8.94%
H	Longford / Sligo Maynooth / Longford Tullamore / Heuston	€20.30	€19.00	€21.00	3.45%	10.53%
J	Edgeworthstown / Connolly Limerick / Galway Tullamore / Galway	€20.30	€20.00	€22.00	8.37%	10.00%
K	Longford / Connolly Athlone / Heuston	€22.50	€22.00	€24.50	8.89%	11.36%
L	Dromod / Connolly Ballinasloe / Heuston Portarlinton / Galway	€25.50	€27.00	€28.00	9.80%	3.70%
M	Carrick-On-Shannon / Connolly Roscommon / Heuston Kildare / Galway	€27.50	€27.00	€29.50	7.27%	9.26%
N	Connolly / Boyle Maynooth / Sligo Athenry / Heuston Castlerea / Heuston	€27.50	€29.50	€30.00	9.09%	1.69%
P	Ballymote / Connolly Galway / Heuston	€32.00	€34.50	€34.50	7.81%	0.00%
R	Sligo / Connolly Collooney / Connolly Claremorris / Heuston	€32.00	€34.50	€35.00	9.38%	1.45%
S	Castlebar / Heuston		€35.00	€37.00		5.71%
T	Westport / Heuston Ballina / Heuston		€35.00	€38.00		8.57%
				Average	8.73%	3.08%

Fare Table 5: Economy 1 Routes Open Return (Galway, Westport, WRC and Sligo)

Zone	Sample journeys within the zone	Current Monthly Saver Fare Dublin/ Sligo	Current Monthly Saver Fare Dublin/Galway/Mayo & WRC	New Open Return Fare	% Increase Dublin/ Sligo	% Increase Dublin/ Galway/Mayo & WRC
A	Clara / Tullamore	€10.30	€10.30	€11.20	9.71%	8.74%
B	Connolly / Kilcock Athenry / Galway	€14.40	€14.40	€14.60	1.39%	1.39%
C	Carrick-On-Shannon / Ballymote Athlone / Tullamore	€17.80	€17.80	€17.80	0.00%	0.00%
D	Mullingar / Longford Ballyhaunis / Castlebar	€19.90	€19.90	€21.00	5.53%	5.53%
E	Longford / Boyle Ballinasloe / Galway	€22.70	€22.70	€23.70	4.41%	4.41%
F	Maynooth / Mullingar Athenry / Athlone Portarlinton / Athlone	€22.70	€25.20	€25.00	10.13%	-0.79%
G	Mullingar / Connolly Athlone / Galway	€27.80	€29.40	€30.00	7.91%	2.04%
H	Maynooth / Longford Heuston / Tullamore	€29.50	€33.50	€31.50	6.78%	-5.97%
J	Connolly / Edgeworthstown Edgeworthstown / Longford Tullamore / Galway Limerick / Galway	€29.50	€36.00	€32.50	10.17%	-9.72%
K	Connolly / Longford Mullingar / Sligo Heuston / Athlone	€34.50	€37.50	€37.00	7.25%	-1.33%
L	Connolly / Dromod Ballinasloe / Heuston Portarlinton / Galway	€36.50	€41.00	€40.00	9.59%	-2.44%
M	Connolly / Carrick-On-Shannon Roscommon / Heuston Kildare / Galway Newbridge / Galway	€39.00	€43.00	€42.00	7.69%	-2.33%
N	Boyle / Connolly Sligo / Maynooth Athenry / Heuston Castlereagh / Heuston	€39.00	€43.00	€43.00	10.26%	0.00%
P	Ballymote / Connolly Heuston / Galway Galway / Heuston	€44.00	€48.00	€47.00	6.82%	-2.08%
R	Connolly / Sligo Claremorris / Heuston	€44.00	€48.00	€48.00	9.09%	0.00%
S	Castlebar / Heuston		€48.50	€51.00		5.15%
T	Heuston / Westport Heuston / Ballina		€48.50	€53.00		9.28%
				Average	7.11%	0.76%

Fare Table 6: Economy 2 Singles

Zone	Sample journeys within the zone	Current Single Fare Mon - Thu + Sat Dublin/ Waterford	Current Single Fare Fri + Sun Dublin/ Waterford	Current Single Fare Every Day Dublin/ Rosslare	New Single Fare	% Increase Dublin/ Waterford Single Fare Mon - Thu & Sat	% Increase Dublin/ Waterford Single Fare Fri - Sun	% Increase Dublin/ Rosslare all days
A	Wexford/Rosslare Strand			€5.10	€5.50			7.84%
	Wicklow/ Rathdrum	€5.10	€5.10			7.84%	7.84%	
B	Arklow/ Rathdrum			€7.20	€7.50			4.17%
	Wexford/ Enniscorthy							
C	Kilkenny/ Thomastown	€7.20	€7.20			4.17%	4.17%	
	Enniscorthy/ Rosslare Hrb			€9.80	€9.80			0.00%
D	Dun Laoghaire/ Wicklow							
	Carlow/ Kilkenny	€9.80	€9.80			0.00%	0.00%	
E	Connolly/ Wicklow			€13.40	€12.00			-10.45%
	Arklow/ Enniscorthy							
F	Carlow/ Kildare	€11.70	€13.40			2.56%	-10.45%	
	Gorey/ Wexford			€15.50	€13.00			-16.13%
G	Kilkenny/ Waterford	€11.70	€15.50			11.11%	-16.13%	
	Connolly/ Rathdrum			€15.90	€15.00			-5.66%
H	Bray/ Arklow							
	Heuston/ Athy	€15.40	€17.50			-2.60%	-14.29%	
I	Connolly/ Arklow			€15.90	€16.00			0.63%
	Heuston/ Carlow	€15.40	€18.50			3.90%	-13.51%	
J	Connolly/ Gorey			€17.30	€18.50			6.94%
	Muine Bheag/ Heuston	€17.40	€26.00			6.32%	-28.85%	
K	Dun Laoghaire/ Enniscorthy			€19.20	€20.00			4.17%
	Sallins/ Thomastown	€18.50	€27.50			8.11%	-27.27%	
L	Enniscorthy/ Connolly			€23.20	€24.00			3.45%
	Kilkenny/ Heuston	€25.00	€32.00			-4.00%	-25.00%	
M	Connolly/ Wexford			€23.20	€25.00			7.76%
	Heuston/ Thomastown	€25.00	€32.00			0.00%	-21.88%	
N	Connolly/ Rosslare E.port	€25.00	€34.50	€23.20	€25.50	2.00%	-26.09%	9.91%
	Waterford/Heuston	€27.00	€34.50		€28.00	3.70%	-18.84%	
					Average	3.28%	-15.39%	1.05%

Fare Table 7: Economy 2 Day Return

Zone	Sample journeys within the zone	Current Day Return Fare Dublin/Waterford	Current Day Return Fare Dublin/Rosslare	New Day Return Fare	% Increase Dublin/Waterford Day Return Fare	% Increase Day Return Fare Dublin/Rosslare
A	Rathdrum/ Wicklow Kilcoole/ Wicklow	€10.30	€9.80	€8.50	-17.48%	-13.27%
B	Wicklow/ Bray Athy/ Carlow Muine Bheag/ Kilkenny	€11.00	€11.70	€11.50	-1.71%	4.00%
C	Wicklow/ Dun Laoghaire Wicklow/ Arklow Carlow/ Kilkenny Carlow/ Waterford	€11.70	€14.10	€11.90	1.71%	-15.60%
D	Connolly/ Wicklow Kildare/ Carlow	€11.70	€15.90	€13.00	11.11%	-18.24%
E	Rathdrum/ Dun Laoghaire Greystones/ Arklow Waterford/ Kilkenny	€11.70	€15.90	€13.20	12.82%	-16.98%
F	Arklow/ Bray Rathdrum/ Connolly Athy/ Heuston	€15.40	€15.90	€16.50	7.14%	3.77%
G	Arklow/ Connolly Gorey/ Dun Laoghaire Carlow/ Heuston	€15.40	€15.90	€17.00	10.39%	6.92%
H	Gorey/ Connolly Muine Bheag/ Heuston	€17.40	€17.30	€19.00	9.20%	9.83%
J	Enniscorthy/ Dun Laoghaire Sallins/ Thomastown	€18.50	€19.20	€20.50	10.81%	6.77%
K	Enniscorthy/ Connolly Kilkenny/ Heuston	€25.00	€23.20	€24.50	-2.00%	5.60%
L	Wexford/ Connolly Thomastown/ Heuston	€25.00	€23.20	€25.50	2.00%	9.91%
M	Rosslare E.port/ Connolly	€25.00	€23.20	€26.00	4.00%	12.07%
N	Waterford/Heuston	€27.00		€29.50	9.26%	
				Average	5.60%	-0.77%

Fare Table 8: Economy 2 Open Return

Zone	Sample journeys within the zone	Current Monthly Return Fare Dublin/ Waterford	Current Monthly Return Fare Dublin/ Rosslare	New Open Return Fare	% Increase Dublin/ Waterford Open Return Fare	% Increase Open Return Fare Dublin/ Rosslare
A	Wicklow/ Rathdrum Wexford/ Rosslare Strand	€10.30	€10.30	€10.30	0.00%	0.00%
B	Arklow/ Rathdrum Rathdrum/ Bray Athy/ Carlow	€14.40	€14.40	€14.40	0.00%	0.00%
C	Dun Laoghaire/ Wicklow Wicklow/ Arklow Carlow/ Kilkenny	€15.90	€17.80	€16.50	0.00%	0.00%
D	Connolly/ Wicklow Kildare/ Carlow	€15.90	€19.80	€17.50	10.06%	-11.62%
E	Dun Laoghaire/ Rathdrum Greystones/ Arklow Waterford/ Kilkenny	€15.90	€19.80	€18.00	13.21%	-9.09%
F	Connolly/ Rathdrum Heuston/ Athy	€18.50	€19.80	€20.00	8.11%	1.01%
G	Connolly/ Arklow Heuston/ Carlow	€18.50	€19.80	€20.50	10.81%	3.54%
H	Connolly/ Gorey Muine Bheag/ Heuston	€26.50	€23.70	€26.50	0.00%	11.81%
J	Dun Laoghaire/ Enniscorthy Sallins/ Thomastown	€27.50	€26.80	€29.00	5.45%	8.21%
K	Connolly/ Enniscorthy Heuston/ Kilkenny	€32.00	€29.40	€32.00	0.00%	8.84%
L	Connolly/ Wexford Heuston/ Thomastown	€32.00	€29.40	€32.50	1.56%	10.54%
M	Connolly/ Rosslare E.port Connolly/ Rosslare Strand	€34.50	€29.40	€33.00	-4.35%	12.24%
N	Waterford/Heuston	€34.50		€37.00	7.25%	
				Average	3.74%	2.96%