



**Consideration of applications to increase cash, Leap
and prepaid fares from Iarnród Éireann (Irish Rail)
for 2014**

Determination No. 5 for period Nov/Dec 2013 to Nov/Dec 2014

October 2013

Table of contents

Executive summary	3
1. Introduction	7
1.1 Background.....	7
1.2 Factors influencing public transport demand and revenues.....	8
1.3 Need for fares increases	9
1.4 National Payments Plan	10
1.5 Economic outlook.....	11
2. Iarnród Éireann (Irish Rail)	13
2.1 Introduction	13
2.2 Proposal by Operator	14
2.3 Determination by the Authority	15
2.4 Conditions attaching to the approval	22

Appendices A to K

Executive summary

Over the last number of years the operating environment for the CIÉ companies (Dublin Bus, Bus Éireann and Iarnród Éireann) has been challenging and it has had a detrimental impact on their patronage levels and revenues. There have also been cuts to Public Service Obligation (PSO) subsidy payments since 2009, whilst at the same time the CIÉ companies have been experiencing substantial increases in fuel costs.

The Department of Transport, Tourism and Sport has confirmed that the amount allocated to the Public Service Obligation (PSO) payments will be reduced by at least 7% or approximately €17 million in 2014. This cut comes on top of some challenges for public transport companies with patronage and revenues and previous cuts in the PSO payments since 2009.

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. When economic growth increases, this should lead to greater levels of travel and thereby passenger numbers. The prospects for both the Irish and international economy remain uncertain and although there has been a number of encouraging signals of late, caution would need to be employed in forecasting any significant passenger growth on the basis of improved economic activity.

On the positive side, 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 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.

The CIÉ companies need to stabilise their financial situation reasonably quickly so that service cuts are minimised and that the companies are returned to a stable financial footing. 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. 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.

The Authority is setting the fares for 2014 by way of a number of **Determinations** for the operators as set out below:

Monthly and annual determinations:

Determination No. 1 for period Nov/Dec 2013 to Nov/Dec 2014 – CIÉ operators

Determination No. 2 for period Nov/Dec 2013 to Nov/Dec 2014 – Luas

Cash, Leap and other fares determinations:

Determination No. 3 for period Nov/Dec 2013 to Nov/Dec 2014 – Dublin Bus

Determination No. 4 for period Nov/Dec 2013 to Nov/Dec 2014 – Bus Éireann

Determination No. 5 for period Nov/Dec 2013 to Nov/Dec 2014 – Irish Rail

Determination No. 6 for period Nov/Dec 2013 to Nov/Dec 2014 - Luas

Conditions have been attached to the availability of the Leap card in the Cork Commuter area and where the Leap card is not available in this area by the 1st April 2014 and the Authority hasn't approved of a new implementation date, then specific fares in the Cork Cobh Midleton area will revert to their previous rates.

Iarnród Éireann's overall fares request was for Intercity single, day return and open return fares to increase by 2% on Express routes and 4% on Economy routes and Short Hop Zone fares as well as Season Intercity and Commuter tickets to increase by an average of 10%.

Headline changes approved by the Authority:

- Leap fares increases have been kept low; substantially lower than those sought by Iarnród Éireann.
- Requested cash increases have generally been accepted in the Short Hop Zone
- The savings in using Leap compared to cash have again risen substantially

Details of changes:

- Iarnród Éireann sought average increase on adult Leap fares of 10.3%
 - Average 2.7% increase was approved
- Higher increases on lightly used zone A fares so as to enable consolidation with zone B fares
- Iarnród Éireann's Short Hop Zone adult single cash fares were approved with an average of 8.5%
- Iarnród Éireann sought increases on Leap child fares of 10.2%
 - 2.1% increase was approved
- Iarnród Éireann's Short Hop Zone child single cash fares were approved with an average of 9.6%
- Greatly improved cash/Leap differentials:
 - Average adult single Leap discount on cash was 17.5% now 21.7%
 - Average adult Leap / cash return discount on cash was 8.0% now 13.7%
 - Average child Leap single discount on cash was 23.0% now 28.3%
 - Average child Leap / cash return discount on cash was 10.8% now 16.6%

Dublin Commuter

Improvements being introduced across Commuter network including:

- Removing numerous fares anomalies
- Better alignment of zone fares to distance travelled
- Aligning 'out of kilter' Origin Destination (OD) pairings to the correct zone
 - some increased fares, some reduced fares
 - beginning with low volume OD pairings

While Iarnród Éireann's cash fares have increased significantly since 2011, the Authority and Iarnród Éireann have been able to offer value and savings to the customer through the use of Leap Card and pre-paid tickets. The increase between 2011 cash fare and the 2014 Leap fare has been between a five cents reduction and 10 cents increase over three years, representing

extremely good value for those customers who have chosen to migrate to using the Leap card. The table below demonstrates the cost increases can be minimised by using Leap in 2014.

Iarnród Éireann Short Hop Zone adult single fares

Ticket type	2011 cash fare	2014 cash fare	2014 Leap fare
Zone A	€1.40	€1.90	€1.50
Zone B	€1.70	€2.15	€1.70
Zone G	€2.05	€2.60	€2.00
Zone D	€2.40	€3.05	€2.35
Zone J	€2.85	€3.55	€2.80
Zone C	€3.40	€4.35	€3.40
Zone E	€4.40	€5.70	€4.50

Intercity

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

Summary

It is the Authority's view that having considered all of the respective costs and revenues, and the level of discounts available with various tickets, that the level of increase approved is appropriate. This is in order that a sufficient level of service can continue to be provided. However Iarnród Éireann will need to maintain a strong focus on cost control and the Authority will consider their success in that regard when making a fares determination in 2014.

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.

Dublin Bus, Bus Éireann and Iarnród Éireann are Limited Companies governed by the Companies Acts 1963 – 2009. This prevents them from engaging in reckless trading (e.g. accumulating unsustainable debts). The companies are subject to annual external audit and their accounts are available to the public. They are also prevented from borrowing.

The Department of Transport, Tourism and Sport has confirmed that the amount allocated to the Public Service Obligation (PSO) payments will be reduced by at least 7% or approximately €17 million in 2014. This cut comes on top of challenges for public transport companies with patronage and revenues, increased fuel costs and previous cuts in the PSO payments since 2009.

While Dublin Bus, Bus Éireann and Iarnród Éireann have implemented efficiencies in their operations, they have not matched the loss in revenue associated with the falling patronage and subvention. Passenger numbers have continued to decline in 2013, although at a moderating rate. As with all transport companies, the current operating environment has had a detrimental impact on passenger demand, ancillary revenue and on increased fuel costs. However, Dublin Bus, Bus Éireann and Iarnród Éireann need to stabilise their financial situation reasonably quickly so that service cuts are minimised and that the companies are returned to a stable financial footing.

Staged determination of fares

The Authority is undertaking the 2014 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 Tax saver tickets) and the starting point of these ticket changes will be from 1st November 2013. These have been published in separate determinations (numbers 1 & 2) that are available on the Authority's website. The second stage for cash, Leap and prepaid fares is the subject of this and other determinations (numbers 3, 4, 5 & 6 respectively) and changes in the price of all these tickets will be from 1st December 2013, though some tickets may not actually increase until the New Year.

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 other modes 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. 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, there have not generally been significant service cuts.

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. Public transport is not unique in this respect – gas and electricity prices have also risen substantially in the same period.

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.

1.4 National Payments Plan

The National Payments Plan (NPP) is a three year plan launched in April 2013 and managed by the Central Bank of Ireland, on behalf of the Minister for Finance. 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.

In public transport terms having the correct combination of coins to purchase tickets from drivers or vending machines is inconvenient to most. The pressure to pay on boarding buses as a queue forms results in delayed trips. The Authority is naturally eager to improve boarding and alighting times for public transport and therefore wishes to increase the use of payment systems that promote this.

There are significant benefits to reforming our payments system on public transport for both the public and the operators. The public's gains include cashless transactions, ease of use, discounting from cash fares, daily and weekly fare capping, quicker boarding and with the Leap card, an integrated payments format. The additional advantage is the growth of confidence amongst customers that they are getting good value and that they gain benefits from making extra trips.

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 electronic payments that enhance both the efficiency and convenience of using public transport.

1.5 Economic outlook

As the table below shows, the increase in inflation experienced in 2011 tapered off in 2012 and forecasts for 2013 and 2014 indicate reasonably low levels of inflation in the economy. However, 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.

Modest growth in the economy is generally forecast for 2013, with improvements in 2014 and this provides some potential upside to the analysis in this determination - as mentioned earlier, when economic growth increases, the knock-on effects should lead to greater levels of travel. Nevertheless, the prospects for both the Irish and the international economy remain uncertain and although there has been a number of encouraging signals of late, with domestic budgetary tightening measures planned for 2014, albeit on a smaller scale than before, caution would need to be employed in forecasting any significant passenger growth on the basis of improved economic growth.

A number of economic indicators are set out in the table overleaf.

Key Economic Indicators (real annual % growth)								
	2008	2009	2010	2011	2012	2013f	2014f	2015f
Consumer Price Index (CPI)								
CSO	4.1	-4.5	-1.0	2.6	1.7			
Central Bank						0.7	0.6	n/a
ESRI						0.7	1.5	n/a
Department of Finance (HICP)						0.7	1.2	2.0
IMF (HICP)						1.3	1.3	1.6
Gross National Product (GNP)								
CSO	-1.8	-9.1	0.5	-1.6	1.8			
Central Bank						0.1	1.2	n/a
ESRI						2.0	2.7	n/a
Department of Finance						1.0	1.7	1.7
Gross Domestic Product (GDP)								
CSO	-2.2	-6.4	-1.1	2.2	0.2			
Central Bank						0.5	2.0	n/a
ESRI						0.5	2.6	n/a
Department of Finance						0.2	2.0	2.3
IMF						1.1	2.2	2.7

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Oct 2013, ESRI Quarterly Economic Commentary Autumn 2013, IMF World Economic Outlook April 2013 and Department of Finance Budget 2014: Economic and Fiscal Outlook. Note “f” indicates forecast and HICP is the Harmonised Index of Consumer Prices which differs slightly from the Consumer Price Index (CPI).

2. Iarnród Éireann (Irish Rail)

2.1 Introduction

Iarnród Éireann provides all rail passenger services nationally under a public service contract to the Authority for which they receive a Public Service Obligation (PSO) payment in line with EU regulation 1370/07.

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 a fall in costs of €69m over this period; however, this programme has not been sufficient to offset the fall in subvention and the fall in passenger revenue.

Operating costs rose in 2013 and will rise again in 2014 due to a number of factors such as:

- Inventory reserves were reviewed in 2013, which will require an increased materials spend on maintenance items to resolve the backlog
- There were a number of once-off gains in 2013 in payroll holiday accrual and general overheads that will not repeat in 2014

As shown in the table overleaf, Iarnród Éireann has projected that passenger revenue in 2014 is expected to be more than in 2013 but the projected revenue includes the gains from their current requested fares increase application.

In examining the figures in the table overleaf, *Passenger Revenue* is a stand-alone figure. *Expenditure* is subtracted from *Total Other Revenue excluding Subvention and Free Travel payment* to give *Deficit before Subvention and Free Travel payment*. Then the Subvention and Free Travel payment are added to this deficit to give the *Surplus / Deficit after Subvention and Free Travel payment before exceptional items*. Finally, *Exceptional items* are subtracted from this figure to give *Net Profit / Loss*.

Iarnród Éireann Financial Summary	2012 Actual €000	2013 Projected €000	2014 Projected €000
Passenger Revenue	157,888	165,931	171,294*
Total Other Revenue excluding Subvention and Free Travel payment	172,652	185,823	186,986
Expenditure	343,844	353,100	362,400
Deficit before Subvention and Free Travel payment	-171,192	-167,277	-175,414
Subvention	166,418	142,400	133,000**
DSP Free Travel payment	14,608	14,608	14,608
Surplus / Deficit after Subvention and Free Travel payment and before exceptional items	9,834	-10,269	-27,806
Exceptional items (Voluntary Severance Programme)	-32,307	-6,100	-3,000
Net Profit / Loss	-22,473	-16,369	-30,806

*2014 projected revenue based on fares increase application received. **Indicative

2.2 Proposal by Operator

Iarnród Éireann has written to the Authority requesting a fares increase for implementation in 2013 and 2014 and the request in respect of cash, Leap, 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 1.

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:

- Intercity single, day return and open return fares to increase by 2% on Express routes and 4% on Economy routes
- Short Hop Zone¹ fares to increase by an average of 10%
- Season Intercity and Commuter tickets to increase by an average of 10%
- Monthly and annual tickets to increase by between 9.47% to 10.48%

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 for web revenue to yield an average of 3%.

The rationale put forward by Iarnród Éireann for their fares changes on Intercity and the Short Hop Zone are as follows:

- It reduces the impact of the boundary issue where the first fare outside the Short Hop Zone was always significantly higher
- It supports the fares rationalisation principles by bringing Economy 1 & Economy 2 fares closer to Express fares
- Their recent research indicates that customers within the Short Hop Zone consider their products to be inexpensive
- By limiting the Intercity increase on single, day return and open return to 2% on Express routes it reduces the risk of further volume loss on these sensitive routes

Iarnród Éireann believes that their fares request is a balanced fares application that takes account of market demand and elasticities and reflects the requirement to deliver a 6% increase in revenue yield.

2.3 Determination by the Authority

Given that there are higher price elasticities for the range of tickets covered in this determination, especially single and return fares, the resulting loss of patronage from the requested average 10% increase across many ticket types could have negative consequences. These consequences can potentially be worsened in a competitive environment where alternatives exist and also where the positive value perception that customers have for these products is diminished.

As outlined above, Iarnród Éireann's operating costs rose in 2013 and will rise again in 2014 due to a number of factors. Although Iarnród Éireann has reduced their costs over a number of years through their cost reduction programme, these are occasionally once-off items and costs are

increasing across a number of areas. It is therefore essential that Iarnród Éireann continue to focus on cost control and keeping costs permanently down.

The Authority has approved a number of smaller fare increases than that requested by Iarnród Éireann in both the Short Hop Zone and the Intercity market. However, there has also been a number of significant fare increases too. It is the Authority's view that the financial situation of the company warrants the final level of increase approved, considering also the reductions in increases from what was requested by Iarnród Éireann.

The Authority is changing the Iarnród Éireann fares structure through gradually improving fairness of distance pricing in the respective fare determinations and a number of changes have been made in this determination that are designed to achieve that. The key themes are to implement a more distance based fares scheme, remove fare anomalies and smooth fare differences at the boundary of the Intercity and Commuter zones.

The Authority considers that the overall level of increase approved is warranted, in order that a sufficient level of service can continue to be provided. However, there is a possibility that prolonged increases in fares of the magnitude requested, especially in particular segments of Iarnród Éireann's market could have serious negative consequences and that an inelastic patronage response cannot always be assumed. Iarnród Éireann needs to maintain a strong focus on cost control.

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 cash, Leap and prepaid tickets will apply from 1st December 2013.

The Authority's approval can be summarized as follows:

- Irish Rail sought 10.3% on adult Leap

- Average increase to be 2.7%
- Have accepted adult cash fares increases, average 8.5% for singles and 9.8% for returns
- Irish rail sought 10.2% on Leap child fares
 - Average increase to be 3.1%
 - Have accepted cash child fares, average 9.6%
- Have approved higher increases on lightly used zone A fares so as to enable consolidation with zone B fares
- The net effect is greatly improved cash/Leap differentials
 - Adult Leap discount was 17.5% now 21.7%
 - Adult Leap/ cash return discount was 8.0% now 13.7%

As can be seen from the summary above and the tables below, there is a very obvious trend of higher increases on cash as opposed to Leap fares. Given that cash fares are already higher than Leap fares and that the differential between single cash and Leap fares in the Dublin commuter zone is widening, 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.

As a return fare the Leap fare is effectively a single Leap fare multiplied by two. The differential between return cash fares and the effective return Leap fare is also increasing and hence savings can be made here as well by switching to the Leap card. The improved savings that can be made when using Leap instead of cash can be seen in Appendix D.

Similar changes are also made for child, schoolchild, and scholar fares and these changes have been outlined in appendices C and E. 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 significantly greater than in respect of the adult fares. This shows that a schoolchild using cash will pay €1.15 for a journey as opposed to €0.70 when using the Leap card, a saving of 39.13% on Leap.

Iarnród Éireann's requested increases 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	1.35	€1.50	€1.50	11.1%	11.1%
Zone B	Adult	Single	1.65	€1.80	€1.70	9.1%	3.0%
Zone G	Adult	Single	1.95	€2.15	€2.00	10.3%	2.6%
Zone D	Adult	Single	2.30	€2.55	€2.35	10.9%	2.2%
Zone J	Adult	Single	2.75	€3.05	€2.80	10.9%	1.8%
Zone C	Adult	Single	3.30	€3.65	€3.40	10.6%	3.0%
Zone E	Adult	Single	4.35	€4.80	€4.50	10.3%	3.4%
Zone A	Adult	Return	2.70	€3.00	€3.00	11.1%	11.1%
Zone B	Adult	Return	3.30	€3.60	€3.40	9.1%	3.0%
Zone G	Adult	Return	3.90	€4.30	€4.00	10.3%	2.6%
Zone D	Adult	Return	4.60	€5.10	€4.70	10.9%	2.2%
Zone J	Adult	Return	5.50	€6.10	€5.60	10.9%	1.8%
Zone C	Adult	Return	6.60	€7.30	€6.80	10.6%	3.0%
Zone E	Adult	Return	8.70	€9.60	€9.00	10.3%	3.4%

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	1.65	€1.80	€1.90	9.1%	15.2%
Zone B	Adult	Single	2.00	€2.20	€2.15	10.0%	7.5%
Zone G	Adult	Single	2.40	€2.60	€2.60	8.3%	8.3%
Zone D	Adult	Single	2.80	€3.10	€3.05	10.7%	8.9%
Zone J	Adult	Single	3.30	€3.60	€3.55	9.1%	7.6%
Zone C	Adult	Single	4.00	€4.40	€4.35	10.0%	8.7%
Zone E	Adult	Single	5.20	€5.70	€5.70	9.6%	9.6%
Zone A	Adult	Return	2.85	€3.15	€3.30	10.5%	15.8%
Zone B	Adult	Return	3.50	€3.85	€3.85	10.0%	10.0%
Zone G	Adult	Return	4.30	€4.70	€4.70	9.3%	9.3%
Zone D	Adult	Return	5.25	€5.80	€5.75	10.5%	9.5%
Zone J	Adult	Return	5.80	€6.40	€6.40	10.3%	10.3%
Zone C	Adult	Return	7.25	€8.00	€8.00	10.3%	10.3%
Zone E	Adult	Return	9.60	€10.50	€10.50	9.4%	9.4%

While Iarnród Éireann's cash fares have increased significantly since 2011, the Authority and Iarnród Éireann have been able to offer value and savings to the customer through the use of Leap Card and pre-paid tickets. The increase between a 2011 cash fare and the 2014 Leap fare has been between a five cents reduction and 10 cents increase over three years, representing extremely good value for those customers who have chosen to migrate to using the Leap card. The table below demonstrates the cost control that can be achieved by using Leap in 2014.

Iarnród Éireann Short Hop Zone adult single fares

Ticket type	2011 cash fare	2014 cash fare	2014 Leap fare
Zone A	€1.40	€1.90	€1.50
Zone B	€1.70	€2.15	€1.70
Zone G	€2.05	€2.60	€2.00
Zone D	€2.40	€3.05	€2.35
Zone J	€2.85	€3.55	€2.80
Zone C	€3.40	€4.35	€3.40
Zone E	€4.40	€5.70	€4.50

In 2014 Leap will have an Iarnród Éireann and also a multi-operator capping facility. That will deliver similar benefits to the offers of many existing tickets. A number of Short Hop Zone tickets will be discontinued in 2014 and customers will be encouraged to use a Leap card instead.

Examples of tickets to be removed are:

Ticket type
1-Day Adult Bus/Rail
3-Day Adult Bus/Rail
7-Day Adult Bus/Rail
Foreign Std. 2 Week
Foreign Std. 3 Week
Foreign Std. 4 Week

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, see Appendix

A. 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 has continued the process that began last year of reclassifying incorrect Origin-Destination pairings, but has limited the changes (which will either reduce or increase fares) to pairings that have demonstrated very low levels of patronage (on average, one single ticket per station per day) so that impacts on customers of increases will be minimal. The Authority will continue to remove fare anomalies exist on a phased basis over the coming years.

Reclassifications of Origin-Destination pairings

No. of Origin Distance pairings being changed- Ds	Changing from 2013 Fare Band	To New 2014 Fare Band
1	A	B
72	C	E
13	C	J
4	D	B
1	D	C
65	D	J
38	E	C
3	E	D
25	E	J
3	G	B
29	J	C
15	J	D
269	Total	

Intercity

Iarnród Éireann requested an increase on Intercity single, day return and open return fares by an average of 2% on Express routes and 4% on Economy routes. However, 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. These fare changes are outlined in appendices G, H and I.

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.

The Authority is intent on minimising and, where possible, resolving boundary issues that exist at the interface of the Short Hop Zone and the Intercity network. However, there are many different relationships that exist between tickets so that changing one fare level can often have a knock on effect elsewhere. The approved fare changes in the initial Intercity zones, in conjunction with the approved Short Hop Zone fares and Short Hop Zone Origin-Destination pairing reclassifications will, over a number of years, smooth the differences at the boundary of the Intercity and Commuter zones and improve the fares transition between the two zones.

Webfares

Iarnród Éireann requested a new approval regime in respect of web fares. Specifically, the request involved web fares lying within a range from €9.99 to €49.99 and for web revenue to yield an average of 3%. There was also to be a variety of different price points, number of price points and maximum fares levels across the various destinations on the Intercity network.

The Authority has decided for the time being to continue with the existing approval regime whereby promotional fares are approved on a case by case basis. The Authority intends to review the current system in the forthcoming year with a view to potentially establishing a new regulatory regime once a number of improved financial and reporting mechanism have been put in place and further details will be made available when the Authority proceeds with such a proposal.

2.4 Conditions attaching to the approval

Approved increases for Iarnród Éireann's Cork/Cobh/Midleton products are on the basis that these will be made available on the Leap card format by 1st August 2014. If that date is not achieved, and if the Authority does not approve the reasons for the missed deadline, then these newly approved fares are to revert to their rates prior to this determination from the 1st April 2014.

Increases on Irish Rail Leap fares are contingent on Irish Rail being enabled for multi-operator capping by 1st January 2014 at latest.

Appendix A – Reclassification of Origin-Destination pairings in the Short Hop Zone

New approved Iarnród Éireann 2014 Origin-Destination pairings

Origin	Destination	2013 Fare Band	New 2014 Fare Band
188 SANDYMOUNT	094 CLONSILLA	D	J
128 BLACKROCK	096 CASTLEKNOCK	D	J
126 SYDNEY PARADE	091 MAYNOOTH	C	E
076 CHERRY ORCHARD	199 DUBLIN CITY CENTRE	G	B
132 SANDYCOVE	101 KILLESTER	D	J
131 DUN LAOGHAIRE	111 PORTMARNOCK	C	J
150 PEARSE	086 M3 PARKWAY	C	J
099 DRUMCONDRA	108 HOWTH	J	D
085 DUNBOYNE	124 TARA STREET	D	J
113 DONABATE	110 GRAND CANAL DOCK	C	J
140 BRAY	106 BAYSIDE	C	E
128 BLACKROCK	094 CLONSILLA	J	C
094 CLONSILLA	112 MALAHIDE	C	E
134 DALKEY	112 MALAHIDE	C	E
187 CLONGRIFFIN	116 BALBRIGGAN	E	C
116 BALBRIGGAN	111 PORTMARNOCK	E	C
188 SANDYMOUNT	091 MAYNOOTH	C	E
187 CLONGRIFFIN	098 BROOMBRIDGE	D	J
124 TARA STREET	085 DUNBOYNE	D	J
111 PORTMARNOCK	116 BALBRIGGAN	E	C
091 MAYNOOTH	101 KILLESTER	C	E
126 SYDNEY PARADE	096 CASTLEKNOCK	D	J
188 SANDYMOUNT	095 COOLMINE	D	J
109 CLONTARF ROAD	091 MAYNOOTH	C	E
126 SYDNEY PARADE	095 COOLMINE	D	J
091 MAYNOOTH	109 CLONTARF ROAD	C	E
125 LANSLOWNE ROAD	093 LEIXLIP CONFY	J	C
130 SALTHILL	103 RAHENY	D	J
105 HOWTH JUNCTION	091 MAYNOOTH	C	E
101 KILLESTER	091 MAYNOOTH	C	E
140 BRAY	104 KILBARRACK	C	E
091 MAYNOOTH	105 HOWTH JUNCTION	C	E
091 MAYNOOTH	103 RAHENY	C	E
111 PORTMARNOCK	115 SKERRIES	E	J
113 DONABATE	108 HOWTH	D	J
136 SHANKILL	112 MALAHIDE	C	E

Origin	Destination	2013 Fare Band	New 2014 Fare Band
135 KILLINEY	112 MALAHIDE	C	E
131 DUN LAOGHAIRE	093 LEIXLIP CONFY	C	E
092 LEIXLIP LOUISA BRDGE	105 HOWTH JUNCTION	C	E
135 KILLINEY	108 HOWTH	C	E
140 BRAY	111 PORTMARNOCK	C	E
114 RUSH AND LUSK	109 CLONTARF ROAD	E	J
140 BRAY	107 SUTTON	C	E
114 RUSH AND LUSK	104 KILBARRACK	E	D
112 MALAHIDE	094 CLONSILLA	C	E
106 BAYSIDE	098 BROOMBRIDGE	D	J
116 BALBRIGGAN	103 RAHENY	E	C
103 RAHENY	096 CASTLEKNOCK	D	J
103 RAHENY	116 BALBRIGGAN	E	C
125 LANSLOWNE ROAD	114 RUSH AND LUSK	E	C
116 BALBRIGGAN	104 KILBARRACK	E	C
095 COOLMINE	101 KILLESTER	D	J
128 BLACKROCK	097 ASHTOWN	D	J
103 RAHENY	091 MAYNOOTH	C	E
125 LANSLOWNE ROAD	113 DONABATE	E	J
127 BOOTERSTOWN	106 BAYSIDE	D	J
108 HOWTH	099 DRUMCONDRA	J	D
127 BOOTERSTOWN	091 MAYNOOTH	C	E
110 GRAND CANAL DOCK	114 RUSH AND LUSK	E	C
135 KILLINEY	102 HARMONSTOWN	J	C
108 HOWTH	113 DONABATE	D	J
136 SHANKILL	108 HOWTH	C	E
112 MALAHIDE	097 ASHTOWN	J	C
086 M3 PARKWAY	124 TARA STREET	C	J
114 RUSH AND LUSK	103 RAHENY	E	J
097 ASHTOWN	112 MALAHIDE	J	C
136 SHANKILL	107 SUTTON	C	E
115 SKERRIES	111 PORTMARNOCK	E	J
109 CLONTARF ROAD	115 SKERRIES	E	C
128 BLACKROCK	092 LEIXLIP LOUISA BRDGE	C	E
104 KILBARRACK	116 BALBRIGGAN	E	C
140 BRAY	098 BROOMBRIDGE	C	E
110 GRAND CANAL DOCK	113 DONABATE	C	J
132 SANDYCOVE	098 BROOMBRIDGE	D	J
115 SKERRIES	109 CLONTARF ROAD	E	C

Origin	Destination	2013 Fare Band	New 2014 Fare Band
126 SYDNEY PARADE	113 DONABATE	E	C
114 RUSH AND LUSK	101 KILLESTER	E	J
099 DRUMCONDRA	109 CLONTARF ROAD	D	B
129 SEAPOINT	105 HOWTH JUNCTION	D	J
101 KILLESTER	115 SKERRIES	E	C
115 SKERRIES	103 RAHENY	E	J
096 CASTLEKNOCK	103 RAHENY	D	J
130 SALTHILL	097 ASHTOWN	D	J
101 KILLESTER	114 RUSH AND LUSK	E	J
099 DRUMCONDRA	111 PORTMARNOCK	J	D
115 SKERRIES	108 HOWTH	E	C
105 HOWTH JUNCTION	096 CASTLEKNOCK	D	J
126 SYDNEY PARADE	114 RUSH AND LUSK	E	C
188 SANDYMOUNT	113 DONABATE	E	J
104 KILBARRACK	091 MAYNOOTH	C	E
124 TARA STREET	086 M3 PARKWAY	C	J
125 LANSLOWNE ROAD	085 DUNBOYNE	D	J
134 DALKEY	097 ASHTOWN	J	C
103 RAHENY	115 SKERRIES	E	J
091 MAYNOOTH	102 HARMONSTOWN	C	E
133 GLENAGEARY	099 DRUMCONDRA	J	D
109 CLONTARF ROAD	114 RUSH AND LUSK	E	J
085 DUNBOYNE	110 GRAND CANAL DOCK	D	J
108 HOWTH	115 SKERRIES	E	C
134 DALKEY	106 BAYSIDE	J	C
084 DOCKLANDS	092 LEIXLIP LOUISA BRDGE	D	J
109 CLONTARF ROAD	099 DRUMCONDRA	D	B
126 SYDNEY PARADE	085 DUNBOYNE	J	C
136 SHANKILL	099 DRUMCONDRA	C	J
114 RUSH AND LUSK	108 HOWTH	E	J
130 SALTHILL	104 KILBARRACK	D	J
127 BOOTERSTOWN	096 CASTLEKNOCK	D	J
108 HOWTH	114 RUSH AND LUSK	E	J
103 RAHENY	114 RUSH AND LUSK	E	J
115 SKERRIES	101 KILLESTER	E	C
136 SHANKILL	111 PORTMARNOCK	C	E
104 KILBARRACK	096 CASTLEKNOCK	D	J
111 PORTMARNOCK	099 DRUMCONDRA	J	D
129 SEAPOINT	096 CASTLEKNOCK	D	J

Origin	Destination	2013 Fare Band	New 2014 Fare Band
089 PHOENIX PARK	094 CLONSILLA	G	B
128 BLACKROCK	113 DONABATE	E	C
132 SANDYCOVE	102 HARMONSTOWN	D	J
101 KILLESTER	095 COOLMINE	D	J
110 GRAND CANAL DOCK	085 DUNBOYNE	D	J
188 SANDYMOUNT	114 RUSH AND LUSK	E	C
135 KILLINEY	111 PORTMARNOCK	C	E
091 MAYNOOTH	104 KILBARRACK	C	E
105 HOWTH JUNCTION	092 LEIXLIP LOUISA BRDGE	C	E
102 HARMONSTOWN	091 MAYNOOTH	C	E
132 SANDYCOVE	107 SUTTON	J	C
107 SUTTON	099 DRUMCONDRA	J	D
134 DALKEY	094 CLONSILLA	C	E
132 SANDYCOVE	096 CASTLEKNOCK	J	C
106 BAYSIDE	093 LEIXLIP CONFEY	C	E
129 SEAPOINT	106 BAYSIDE	D	J
094 CLONSILLA	089 PHOENIX PARK	G	B
130 SALTHILL	093 LEIXLIP CONFEY	C	E
127 BOOTERSTOWN	113 DONABATE	E	C
130 SALTHILL	098 BROOMBRIDGE	D	J
135 KILLINEY	107 SUTTON	C	E
105 HOWTH JUNCTION	097 ASHTOWN	D	J
129 SEAPOINT	097 ASHTOWN	D	J
103 RAHENY	085 DUNBOYNE	J	C
114 RUSH AND LUSK	106 BAYSIDE	E	J
113 DONABATE	099 DRUMCONDRA	E	J
114 RUSH AND LUSK	107 SUTTON	E	J
086 M3 PARKWAY	097 ASHTOWN	J	D
096 CASTLEKNOCK	105 HOWTH JUNCTION	D	J
111 PORTMARNOCK	096 CASTLEKNOCK	C	J
086 M3 PARKWAY	085 DUNBOYNE	D	B
107 SUTTON	093 LEIXLIP CONFEY	C	E
128 BLACKROCK	085 DUNBOYNE	J	C
099 DRUMCONDRA	107 SUTTON	J	D
099 DRUMCONDRA	113 DONABATE	E	J
130 SALTHILL	113 DONABATE	E	C
107 SUTTON	096 CASTLEKNOCK	C	J
188 SANDYMOUNT	085 DUNBOYNE	D	C
128 BLACKROCK	089 PHOENIX PARK	D	J

Origin	Destination	2013 Fare Band	New 2014 Fare Band
097 ASHTOWN	105 HOWTH JUNCTION	D	J
102 HARMONSTOWN	096 CASTLEKNOCK	D	J
115 SKERRIES	107 SUTTON	E	C
094 CLONSILLA	105 HOWTH JUNCTION	C	J
187 CLONGRIFFIN	115 SKERRIES	E	J
115 SKERRIES	106 BAYSIDE	E	C
085 DUNBOYNE	103 RAHENY	J	C
129 SEAPOINT	104 KILBARRACK	D	J
104 KILBARRACK	097 ASHTOWN	D	J
105 HOWTH JUNCTION	094 CLONSILLA	C	J
187 CLONGRIFFIN	097 ASHTOWN	D	J
089 PHOENIX PARK	105 HOWTH JUNCTION	D	J
084 DOCKLANDS	093 LEIXLIP CONFY	D	J
098 BROOMBRIDGE	099 DRUMCONDRA	A	B
108 HOWTH	093 LEIXLIP CONFY	C	E
093 LEIXLIP CONFY	107 SUTTON	C	E
101 KILLESTER	085 DUNBOYNE	J	C
127 BOOTERSTOWN	097 ASHTOWN	D	J
089 PHOENIX PARK	112 MALAHIDE	J	C
097 ASHTOWN	113 DONABATE	E	C
106 BAYSIDE	114 RUSH AND LUSK	E	J
106 BAYSIDE	115 SKERRIES	E	C
086 M3 PARKWAY	098 BROOMBRIDGE	J	D
085 DUNBOYNE	101 KILLESTER	J	C
085 DUNBOYNE	112 MALAHIDE	C	E
093 LEIXLIP CONFY	101 KILLESTER	J	C
093 LEIXLIP CONFY	106 BAYSIDE	C	E
096 CASTLEKNOCK	102 HARMONSTOWN	D	J
113 DONABATE	097 ASHTOWN	E	C
096 CASTLEKNOCK	107 SUTTON	C	J
097 ASHTOWN	086 M3 PARKWAY	J	D
134 DALKEY	085 DUNBOYNE	C	E
093 LEIXLIP CONFY	108 HOWTH	C	E
107 SUTTON	115 SKERRIES	E	C
112 MALAHIDE	093 LEIXLIP CONFY	C	E
114 RUSH AND LUSK	102 HARMONSTOWN	E	J
093 LEIXLIP CONFY	112 MALAHIDE	C	E
127 BOOTERSTOWN	092 LEIXLIP LOUISA BRDGE	C	E
092 LEIXLIP LOUISA BRDGE	104 KILBARRACK	C	E

Origin	Destination	2013 Fare Band	New 2014 Fare Band
129 SEAPOINT	113 DONABATE	E	C
136 SHANKILL	097 ASHTOWN	E	C
085 DUNBOYNE	111 PORTMARNOCK	C	E
104 KILBARRACK	092 LEIXLIP LOUISA BRDGE	C	E
135 KILLINEY	097 ASHTOWN	E	C
102 HARMONSTOWN	115 SKERRIES	E	C
127 BOOTERSTOWN	089 PHOENIX PARK	D	J
115 SKERRIES	102 HARMONSTOWN	E	C
089 PHOENIX PARK	108 HOWTH	J	C
096 CASTLEKNOCK	104 KILBARRACK	D	J
092 LEIXLIP LOUISA BRDGE	084 DOCKLANDS	D	J
112 MALAHIDE	085 DUNBOYNE	C	E
131 DUN LAOGHAIRE	085 DUNBOYNE	C	E
115 SKERRIES	104 KILBARRACK	E	J
107 SUTTON	114 RUSH AND LUSK	E	J
105 HOWTH JUNCTION	089 PHOENIX PARK	D	J
128 BLACKROCK	086 M3 PARKWAY	C	E
132 SANDYCOVE	089 PHOENIX PARK	J	C
089 PHOENIX PARK	086 M3 PARKWAY	J	D
093 LEIXLIP CONFEY	084 DOCKLANDS	D	J
101 KILLESTER	093 LEIXLIP CONFEY	J	C
104 KILBARRACK	115 SKERRIES	E	J
114 RUSH AND LUSK	099 DRUMCONDRA	E	C
135 KILLINEY	098 BROOMBRIDGE	J	C
099 DRUMCONDRA	114 RUSH AND LUSK	E	C
102 HARMONSTOWN	114 RUSH AND LUSK	E	J
104 KILBARRACK	114 RUSH AND LUSK	E	D
127 BOOTERSTOWN	085 DUNBOYNE	J	C
129 SEAPOINT	093 LEIXLIP CONFEY	C	E
134 DALKEY	093 LEIXLIP CONFEY	C	E
089 PHOENIX PARK	103 RAHENY	D	J
097 ASHTOWN	106 BAYSIDE	D	J
106 BAYSIDE	097 ASHTOWN	D	J
111 PORTMARNOCK	093 LEIXLIP CONFEY	C	E
133 GLENAGEARY	085 DUNBOYNE	C	E
096 CASTLEKNOCK	111 PORTMARNOCK	C	J
113 DONABATE	098 BROOMBRIDGE	E	C
085 DUNBOYNE	086 M3 PARKWAY	D	B
086 M3 PARKWAY	089 PHOENIX PARK	J	D

Origin	Destination	2013 Fare Band	New 2014 Fare Band
130 SALTHILL	089 PHOENIX PARK	D	J
092 LEIXLIP LOUISA BRDGE	086 M3 PARKWAY	J	D
112 MALAHIDE	089 PHOENIX PARK	J	C
089 PHOENIX PARK	106 BAYSIDE	D	J
097 ASHTOWN	104 KILBARRACK	D	J
111 PORTMARNOCK	085 DUNBOYNE	C	E
127 BOOTERSTOWN	086 M3 PARKWAY	C	E
093 LEIXLIP CONFY	111 PORTMARNOCK	C	E
187 CLONGRIFFIN	114 RUSH AND LUSK	E	D
106 BAYSIDE	089 PHOENIX PARK	D	J
108 HOWTH	089 PHOENIX PARK	J	C
133 GLENAGEARY	093 LEIXLIP CONFY	C	E
108 HOWTH	085 DUNBOYNE	C	E
132 SANDYCOVE	093 LEIXLIP CONFY	C	E
134 DALKEY	089 PHOENIX PARK	J	C
085 DUNBOYNE	108 HOWTH	C	E
086 M3 PARKWAY	092 LEIXLIP LOUISA BRDGE	J	D
104 KILBARRACK	089 PHOENIX PARK	D	J
105 HOWTH JUNCTION	086 M3 PARKWAY	C	E
130 SALTHILL	085 DUNBOYNE	C	E
187 CLONGRIFFIN	089 PHOENIX PARK	D	J
085 DUNBOYNE	107 SUTTON	C	E
089 PHOENIX PARK	113 DONABATE	E	C
102 HARMONSTOWN	085 DUNBOYNE	J	C
103 RAHENY	089 PHOENIX PARK	D	J
104 KILBARRACK	085 DUNBOYNE	J	C
129 SEAPOINT	098 BROOMBRIDGE	D	J
132 SANDYCOVE	085 DUNBOYNE	C	E
187 CLONGRIFFIN	093 LEIXLIP CONFY	C	E
089 PHOENIX PARK	104 KILBARRACK	D	J
098 BROOMBRIDGE	086 M3 PARKWAY	J	D
104 KILBARRACK	086 M3 PARKWAY	C	E
129 SEAPOINT	089 PHOENIX PARK	D	J
133 GLENAGEARY	089 PHOENIX PARK	J	C
135 KILLINEY	089 PHOENIX PARK	E	C
085 DUNBOYNE	104 KILBARRACK	J	C
086 M3 PARKWAY	104 KILBARRACK	C	E
098 BROOMBRIDGE	113 DONABATE	E	C

Appendix B - 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	€8.00	€8.80	10.00%	€8.80	10.00%
B	Adult 3 Day	€10.30	€11.30	9.71%	€11.30	9.71%
C	Adult 3 Day	€19.20	€21.20	10.42%	€21.20	10.42%
D	Adult 3 Day	€13.90	€15.30	10.07%	€15.30	10.07%
E	Adult 3 Day	€21.60	€23.70	9.72%	€23.70	9.72%
G	Adult 3 Day	€12.50	€13.80	10.40%	€13.80	10.40%
J	Adult 3 Day	€16.00	€17.60	10.00%	€17.60	10.00%
A	Adult 7 Day	€13.50	€14.90	10.37%	€14.90	10.37%
B	Adult 7 Day	€17.00	€18.70	10.00%	€18.70	10.00%
C	Adult 7 Day	€32.50	€35.80	10.15%	€35.80	10.15%
D	Adult 7 Day	€23.50	€25.90	10.21%	€25.90	10.21%
E	Adult 7 Day	€37.00	€40.50	9.46%	€40.50	9.46%
G	Adult 7 Day	€21.20	€23.30	9.91%	€23.30	9.91%
J	Adult 7 Day	€27.50	€30.30	10.18%	€30.30	10.18%

Appendix C - Iarnród Éireann's scholar smartcard fares

Iarnród Éireann's approved 2014 scholar single smartcard fares

Zone	Product	Current Price	Requested fare*	Requested % increase	Approved fare	Approved % increase
A & B	Scholar Single Leap	€0.90	n/a	n/a	€0.92	2.2%
G & D	Scholar Single Leap	€1.40	n/a	n/a	€1.44	2.9%
J & C	Scholar Single Leap	€1.70	n/a	n/a	€1.75	2.9%
E	Scholar Single Leap	€2.35	n/a	n/a	€2.42	3.0%

*Note: Iarnród Éireann did not submit a request for scholar fare changes as these fares were subject to on-going discussions with the Authority.

Appendix D - 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	Requested % discount	Approved % discount
Zone A	Adult	Single	€1.80	€1.90	9.1%	15.2%	€1.50	€1.50	11.1%	11.1%	18.2%	16.7%	21.1%
Zone B	Adult	Single	€2.20	€2.15	10.0%	7.5%	€1.80	€1.70	9.1%	3.0%	17.5%	18.2%	20.9%
Zone G	Adult	Single	€2.60	€2.60	8.3%	8.3%	€2.15	€2.00	10.3%	2.6%	18.8%	17.3%	23.1%
Zone D	Adult	Single	€3.10	€3.05	10.7%	8.9%	€2.55	€2.35	10.9%	2.2%	17.9%	17.7%	23.0%
Zone J	Adult	Single	€3.60	€3.55	9.1%	7.6%	€3.05	€2.80	10.9%	1.8%	16.7%	15.3%	21.1%
Zone C	Adult	Single	€4.40	€4.35	10.0%	8.7%	€3.65	€3.40	10.6%	3.0%	17.5%	17.0%	21.8%
Zone E	Adult	Single	€5.70	€5.70	9.6%	9.6%	€4.80	€4.50	10.3%	3.4%	16.3%	15.8%	21.1%
Zone A	Adult	Return	€3.15	€3.30	10.5%	15.8%	€3.00	€3.00	11.1%	11.1%	5.3%	4.8%	9.1%
Zone B	Adult	Return	€3.85	€3.85	10.0%	10.0%	€3.60	€3.40	9.1%	3.0%	5.7%	6.5%	11.7%
Zone G	Adult	Return	€4.70	€4.70	9.3%	9.3%	€4.30	€4.00	10.3%	2.6%	9.3%	8.5%	14.9%
Zone D	Adult	Return	€5.80	€5.75	10.5%	9.5%	€5.10	€4.70	10.9%	2.2%	12.4%	12.1%	18.3%
Zone J	Adult	Return	€6.40	€6.40	10.3%	10.3%	€6.10	€5.60	10.9%	1.8%	5.2%	4.7%	12.5%
Zone C	Adult	Return	€8.00	€8.00	10.3%	10.3%	€7.30	€6.80	10.6%	3.0%	9.0%	8.8%	15.0%
Zone E	Adult	Return	€10.50	€10.50	9.4%	9.4%	€9.60	€9.00	10.3%	3.4%	9.4%	8.6%	14.3%

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

Appendix E - 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	Requested % Increase	Approved % Increase	Current Fare	IÉ Requested Fare	Approved Fare	Requested % Increase	Approved % Increase	
Zone A + B	Child	Single	1.05	1.15	1.15	9.5%	9.5%	0.80	0.88	0.82	10.0%	2.5%	28.7%
Zone G + D	Child	Single	1.45	1.60	1.60	10.3%	10.3%	1.15	1.27	1.18	10.4%	2.6%	26.3%
Zone J + C	Child	Single	1.60	1.75	1.75	9.4%	9.4%	1.30	1.43	1.33	10.0%	2.3%	24.0%
Zone E	Child	Single	2.15	2.35	2.35	9.3%	9.3%	1.75	1.93	1.80	10.3%	2.9%	23.4%
All	Schoolchild	Single	1.05	n/a	1.15	n/a	9.5%	0.70	n/a	0.70	n/a	0.0%	39.1%
Zone A + B	Child	Return	1.75	1.90	1.90	8.6%	8.6%	1.60	1.76	1.64	10.0%	2.5%	13.7%
Zone G + D	Child	Return	2.50	2.75	2.75	10.0%	10.0%	2.30	2.54	2.36	10.4%	2.6%	14.2%
Zone J + C	Child	Return	2.80	3.05	3.05	8.9%	8.9%	2.60	2.86	2.66	10.0%	2.3%	12.8%
Zone E	Child	Return	4.00	4.40	4.40	10.0%	10.0%	3.50	3.86	3.60	10.3%	2.9%	18.2%
All	Schoolchild	Return	1.70	n/a	1.85	n/a	8.8%	1.40	n/a	1.40	n/a	0.0%	24.3%

Appendix F - Iarnród Éireann's other approved 2014 Short Hop Zone fares

Student Short Hop Zone

<u>Ticket Type</u>	<u>Ticket Type</u>	Current	Requested & Approved	Requested & Approved % Increase
289	Weekly Rail only (Inner)	€23.50	€25.90	10.21%
288	Weekly Rail only (SHZ)	€25.00	€27.50	10.00%
406	Weekly Rail & Luas (SHZ)	€35.70	€39.00	9.24%

Short Hop Zone DART & Commuter Fares (Day Tickets)

<u>Ticket Type</u>	<u>Ticket Type</u>	Current	Requested & Approved	Requested & Approved % Increase
319	Adult All Day Rail only	€10.10	€11.10	9.90%
366	Adult All Day Rail/Bus	€12.00	€13.20	10.00%
403	Adult All Day Rail/Luas	€10.70	€11.80	10.28%
316	Family All Day Rail only	€17.20	€18.90	9.88%
367	Family All Day Rail/Bus	€17.70	€19.50	10.17%

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

<u>Ticket Type</u>	<u>Ticket Type</u>	Current	Requested & Approved	Requested & Approved % Increase
314	3 Day Rail only	€21.60	€23.80	10.19%
370	3 Day Bus & Rail	€24.50	€27.00	10.20%
284	Weekly Rail only (Inner)	€32.50	€35.80	10.15%
282	Weekly Rail only (SHZ)	€37.00	€40.50	9.46%
410	7 Day Bus & Rail	€42.40	€46.50	9.67%
404	7 Day Bus & Luas	€42.40	€46.50	9.67%

Appendix G - 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	€5.70	€10.40	€11.30	€5.80	€10.60	€11.60	1.75%	1.92%	2.65%	€ 5.80	€10.40	€11.30	1.75%	0.00%	0.00%
Zone B	€8.10	€14.60	€15.70	€8.30	€14.90	€16.05	2.47%	2.05%	2.22%	€ 8.60	€14.60	€ 15.80	6.17%	0.00%	0.64%
Zone C	€10.80	€18.00	€19.20	€11.00	€18.40	€19.60	1.85%	2.22%	2.08%	€ 11.20	€18.00	€19.20	3.70%	0.00%	0.00%
Zone D	€14.70	€20.10	€21.70	€15.00	€20.50	€22.20	2.04%	1.99%	2.30%	€ 14.80	€20.10	€ 21.70	0.68%	0.00%	0.00%
Zone E	€16.00	€22.90	€24.80	€16.30	€23.40	€25.30	1.88%	2.18%	2.02%	€ 16.30	€22.90	€ 24.80	1.88%	0.00%	0.00%
Zone F	€18.00	€25.60	€27.80	€18.40	€26.10	€28.40	2.22%	1.95%	2.16%	€ 18.40	€25.60	€ 28.00	2.22%	0.00%	0.72%
Zone G	€23.00	€29.70	€32.70	€23.50	€30.30	€33.40	2.17%	2.02%	2.14%	€ 23.40	€ 29.80	€ 33.10	1.74%	0.34%	1.22%
Zone H	€26.80	€35.40	€38.80	€27.40	€36.10	€39.60	2.24%	1.98%	2.06%	€ 27.30	€ 35.50	€ 39.30	1.87%	0.28%	1.29%
Zone J	€29.40	€38.40	€42.40	€30.00	€39.20	€43.30	2.04%	2.08%	2.12%	€ 30.10	€ 38.70	€ 43.10	2.38%	0.78%	1.65%
Zone K	€35.00	€42.90	€48.00	€35.70	€43.80	€49.00	2.00%	2.10%	2.08%	€ 35.40	€ 43.20	€ 48.60	1.14%	0.70%	1.25%
Zone L	€38.00	€46.50	€51.50	€38.80	€47.50	€52.60	2.11%	2.15%	2.14%	€ 38.50	€ 47.00	€ 52.50	1.32%	1.08%	1.94%
Zone M	€41.20	€48.50	€53.80	€42.00	€49.50	€55.00	1.94%	2.06%	2.23%	€ 41.90	€ 49.50	€ 55.30	1.70%	2.06%	2.79%
Zone N	€45.50	€54.60	€61.00	€46.50	€55.70	€62.40	2.20%	2.01%	2.30%	€ 46.30	€ 55.50	€ 62.50	1.76%	1.65%	2.46%
Zone P	€51.50	€59.20	€65.30	€52.60	€60.40	€66.70	2.14%	2.03%	2.14%	€ 52.20	€ 60.40	€ 67.20	1.36%	2.03%	2.91%
Zone R	€56.50	€63.30	€70.00	€57.70	€64.60	€71.50	2.12%	2.05%	2.14%	€ 57.20	€ 64.80	€ 72.30	1.24%	2.37%	3.29%
Zone S	€61.00	€67.00	€73.00	€62.30	€68.50	€74.50	2.13%	2.24%	2.05%	€ 62.00	€ 69.00	€ 75.80	1.64%	2.99%	3.84%
Zone T	€62.00	€73.50	€79.50	€63.30	€75.00	€81.50	2.10%	2.04%	2.52%	€ 63.70	€ 75.70	€ 82.60	2.74%	2.99%	3.90%
Zone U	€64.00	€74.50	€81.50	€65.30	€76.00	€83.50	2.03%	2.01%	2.45%	€ 66.50	€ 77.40	€ 84.70	3.91%	3.89%	3.93%

Appendix H - 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	€5.70	€8.60	€11.30	€5.80	€8.80	€11.60	1.75%	2.33%	2.65%	€ 5.80	€8.60	€11.30	1.75%	0.00%	0.00%
Zone B	€7.70	€11.70	€14.80	€8.00	€12.20	€15.40	3.90%	4.27%	4.05%	€ 8.00	€ 11.80	€14.80	3.90%	0.85%	0.00%
Zone C	€10.00	€12.10	€18.00	€10.40	€12.60	€18.70	4.00%	4.13%	3.89%	€ 10.10	€ 12.20	€18.00	1.00%	0.83%	0.00%
Zone D	€12.70	€13.40	€21.20	€13.20	€13.90	€22.10	3.94%	3.73%	4.25%	€12.70	€ 13.60	€21.20	0.00%	1.49%	0.00%
Zone E	€13.40	€13.70	€24.00	€13.90	€14.20	€25.00	3.73%	3.65%	4.17%	€ 13.50	€ 14.10	€24.00	0.75%	2.92%	0.00%
Zone F	€15.80	€18.20	€25.30	€16.40	€18.90	€26.40	3.80%	3.85%	4.35%	€ 16.00	€ 18.40	€25.30	1.27%	1.10%	0.00%
Zone G	€19.00	€20.00	€30.30	€19.80	€20.80	€31.50	4.21%	4.00%	3.96%	€ 19.20	€ 20.40	€30.30	1.05%	2.00%	0.00%
Zone H	€20.50	€21.50	€32.20	€21.30	€22.40	€33.50	3.90%	4.19%	4.04%	€ 20.80	€ 22.30	€32.20	1.46%	3.72%	0.00%
Zone J	€21.50	€22.50	€33.50	€22.40	€23.40	€34.80	4.19%	4.00%	3.88%	€ 22.00	€ 23.60	€ 33.90	2.33%	4.89%	1.19%
Zone K	€24.80	€25.40	€38.00	€25.80	€26.50	€39.60	4.03%	4.33%	4.21%	€ 25.20	€ 26.50	€ 38.40	1.61%	4.33%	1.05%
Zone L	€28.50	€29.00	€41.00	€29.70	€30.20	€42.70	4.21%	4.14%	4.15%	€ 28.80	€ 30.10	€ 41.40	1.05%	3.79%	0.98%
Zone M	€29.50	€30.50	€43.00	€30.70	€31.80	€44.80	4.07%	4.26%	4.19%	€ 30.10	€ 31.90	€ 43.50	2.03%	4.59%	1.16%
Zone N	€30.50	€31.00	€44.50	€31.80	€32.30	€46.30	4.26%	4.19%	4.04%	€ 31.50	€ 33.00	€ 45.50	3.28%	6.45%	2.25%
Zone P	€34.50	€35.50	€48.50	€36.00	€37.00	€50.50	4.35%	4.23%	4.12%	€ 35.40	€ 37.40	€ 49.80	2.61%	5.35%	2.68%
Zone R	€35.00	€36.00	€49.50	€36.50	€37.50	€51.50	4.29%	4.17%	4.04%	€ 36.40	€ 38.50	€ 51.30	4.00%	6.94%	3.64%
Zone S	€37.00	€38.00	€52.50	€38.50	€39.50	€54.60	4.05%	3.95%	4.00%	€ 38.70	€ 40.60	€ 54.80	4.59%	6.84%	4.38%
Zone T	€38.00	€39.00	€54.50	€39.60	€40.60	€56.70	4.21%	4.10%	4.04%	€ 40.20	€ 41.70	€ 57.40	5.79%	6.92%	5.32%
Zone U	N/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Appendix I - 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	€5.60	€8.60	€10.40	€5.80	€8.80	€10.80	3.57%	2.33%	3.85%	€ 5.70	€8.60	€10.40	1.79%	0.00%	0.00%
Zone B	€7.70	€11.70	€14.60	€8.00	€12.20	€15.20	3.90%	4.27%	4.11%	€ 7.80	€11.70	€14.60	1.30%	0.00%	0.00%
Zone C	€10.00	€12.10	€16.70	€10.40	€12.60	€17.40	4.00%	4.13%	4.19%	€ 10.10	€ 12.30	€16.70	1.00%	1.65%	0.00%
Zone D	€12.20	€13.30	€17.70	€12.70	€13.80	€18.40	4.10%	3.76%	3.95%	€ 12.30	€ 13.50	€17.70	0.82%	1.50%	0.00%
Zone E	€13.40	€13.70	€18.50	€13.90	€14.20	€19.20	3.73%	3.65%	3.78%	€ 13.50	€ 14.00	€ 18.70	0.75%	2.19%	1.08%
Zone F	€15.50	€17.00	€20.50	€16.10	€17.70	€21.30	3.87%	4.12%	3.90%	€15.50	€ 17.20	€ 20.70	0.00%	1.18%	0.98%
Zone G	€16.50	€17.50	€21.00	€17.20	€18.20	€21.90	4.24%	4.00%	4.29%	€ 16.80	€ 18.10	€ 21.60	1.82%	3.43%	2.86%
Zone H	€19.00	€19.50	€27.50	€19.80	€20.30	€28.60	4.21%	4.10%	4.00%	€ 19.40	€ 20.40	€ 27.90	2.11%	4.62%	1.45%
Zone J	€20.50	€21.00	€30.00	€21.30	€21.90	€31.20	3.90%	4.29%	4.00%	€ 21.00	€ 22.10	€ 30.50	2.44%	5.24%	1.67%
Zone K	€24.50	€25.00	€33.00	€25.50	€26.00	€34.40	4.08%	4.00%	4.24%	€ 24.80	€ 26.00	€ 33.60	1.22%	4.00%	1.82%
Zone L	€25.50	€26.50	€33.50	€26.60	€27.60	€35.00	4.31%	4.15%	4.48%	€ 26.10	€ 27.80	€ 34.50	2.35%	4.91%	2.99%
Zone M	€26.50	€27.00	€34.00	€27.60	€28.00	€35.50	4.15%	3.70%	4.41%	€ 27.30	€ 28.60	€ 35.50	3.02%	5.93%	4.41%
Zone N	€29.00	€30.50	€38.00	€30.20	€31.80	€39.50	4.14%	4.26%	3.95%	€ 30.00	€ 32.30	€ 39.70	3.45%	5.90%	4.47%
Zone P	€30.00	€32.00	€40.00	€31.20	€33.30	€41.60	4.00%	4.06%	4.00%	€ 31.30	€ 34.10	€ 42.10	4.33%	6.56%	5.25%
Zone R	€31.00	€33.00	€41.00	€32.30	€34.40	€42.80	4.19%	4.24%	4.39%	€ 32.60	€ 35.30	€ 43.80	5.16%	6.97%	6.83%
Zone S	€32.00	€34.00	€41.50	€33.30	€35.50	€43.30	4.06%	4.41%	4.34%	€ 34.10	€ 36.30	€ 44.40	6.56%	6.76%	6.99%
Zone T	€33.00	€35.00	€42.50	€34.30	€36.50	€44.20	3.94%	4.29%	4.00%	€ 35.30	€ 37.40	€ 45.40	6.97%	6.86%	6.82%
Zone U	€34.00	€36.00	€43.50	€35.40	€37.50	€45.40	4.12%	4.17%	4.37%	€ 36.30	€ 38.50	€ 46.50	6.76%	6.94%	6.90%

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

Rail & Bus Combined Tickets (Cobh & Midleton)

<u>Ticket Type</u>	<u>Ticket Type</u>	<u>Current</u>	<u>Requested & Approved</u>	<u>Requested & Approved % Increase</u>
442	Adult 1 Day Rail Services (Cobh & Midleton) & Cork City	€11.50	€12.70	10.43%

		Cork Cobh Midleton										
	Current Fares				Requested and approved fares				Requested and approved % Increase			
	Adult Single	Adult Day Return	Adult Weekly		Adult Single	Adult Day Return	Adult Weekly		Adult Single	Adult Day Return	Adult Weekly	
Zone A	€1.60	€3.10	€13.40		€1.75	€3.40	€14.80		9.37%	9.68%	10.45%	
Zone B	€2.40	€4.20	€19.00		€2.65	€4.60	€20.90		10.42%	9.52%	10.00%	
Zone C	€3.30	€5.50	€21.70		€3.60	€6.05	€23.90		9.09%	10.00%	10.14%	
Zone D	€5.00	€7.70	€28.50		€5.50	€8.50	€31.30		10.00%	10.39%	9.82%	
Zone E	€5.20	€7.90	€31.50		€5.70	€8.70	€34.60		9.62%	10.13%	9.84%	

		Cork Cobh Midleton										
	Current Fares				Requested and approved fares				Requested and approved % Increase			
		Student Weekly	Family Day Return			Student Weekly	Family Day Return			Student Weekly	Family Day Return	
Zone A		€7.50	€7.70			€8.20	€8.50			9.33%	10.39%	
Zone B		€10.00	€11.50			€11.00	€12.60			10.00%	9.57%	
Zone C		€12.50	€13.50			€13.80	€14.90			10.40%	10.37%	
Zone D		€16.00	€19.00			€17.60	€20.90			10.00%	10.00%	
Zone E		€18.20	€21.00			€20.00	€23.10			9.89%	10.00%	

Appendix K - Iarnród Éireann's other remaining approved 2014 fares

SPECIAL INTERCITY DAY RETURN TO DUBLIN

	Current Minimum Fare	Requested Minimum Fare	Requested % Increase	Approved Minimum Fare	Approved % Increase
Zone A	€33.00	€33.80	2.42%	€33.80	2.42%
Zone B	€33.00	€33.80	2.42%	€33.80	2.42%
Zone C	€33.00	€33.80	2.42%	€33.80	2.42%
Zone D	€33.00	€33.80	2.42%	€33.80	2.42%
Zone E	€33.00	€33.80	2.42%	€33.80	2.42%
Zone F	€33.00	€33.80	2.42%	€33.80	2.42%
Zone G	€33.00	€33.80	2.42%	€33.80	2.42%
Zone H	€33.00	€33.80	2.42%	€33.80	2.42%
Zone J	€38.50	€39.20	1.82%	€39.20	1.82%
Zone K	€39.00	€40.00	2.56%	€40.00	2.56%
Zone L	€45.50	€47.00	3.30%	€47.00	3.30%
Zone M	€49.00	€49.50	1.02%	€49.50	1.02%
Zone N	€50.00	€51.00	2.00%	€51.00	2.00%
Zone P	€57.00	€58.30	2.28%	€58.30	2.28%
Zone R	€62.00	€63.50	2.42%	€63.50	2.42%
Zone S	€62.00	€63.50	2.42%	€63.50	2.42%
Zone T	€62.00	€63.50	2.42%	€63.50	2.42%
Zone U	€62.00	€63.50	2.42%	€63.50	2.42%

Inter City Weeklies

<u>Intercity Adult Weekly Season</u>	Current	Requested & Approved	Requested & Approved % Increase
Zone A	€29.00	€32.00	10.34%
Zone B	€40.00	€44.00	10.00%
Zone C	€43.00	€47.00	9.30%
Zone D	€56.00	€62.00	10.71%
Zone E	€60.00	€66.00	10.00%
Zone F	€77.00	€85.00	10.39%
Zone G	€80.00	€88.00	10.00%
Zone H	€85.00	€93.00	9.41%
Zone J	€97.00	€107.00	10.31%
Zone K	€114.00	€125.50	10.09%
Zone L	€125.00	€138.00	10.40%
Zone M	€129.00	€142.00	10.08%

<u>Intercity Adult Weekly Season</u>	Current	Requested & Approved	Requested & Approved % Increase
Zone N	€158.00	€174.00	10.13%
Zone P	€180.00	€198.00	10.00%
Zone R	€197.00	€217.00	10.15%
Zone S	€214.00	€236.00	10.28%
Zone T	€238.00	€262.00	10.08%
Zone U	€276.00	€304.00	10.14%

<u>Intercity Student Weekly Season</u>	Current	Requested & Approved	Requested & Approved % Increase
Zone A	€25.00	€27.00	8.00%
Zone B	€31.00	€34.00	9.68%
Zone C	€34.00	€37.00	8.82%
Zone D	€45.00	€49.00	8.89%
Zone E	€51.00	€56.00	9.80%
Zone F	€61.00	€67.00	9.84%
Zone G	€67.00	€74.00	10.45%
Zone H	€69.00	€76.00	10.14%
Zone J	€73.00	€80.00	9.59%
Zone K	€88.00	€97.00	10.23%
Zone L	€100.00	€110.00	10.00%
Zone M	€115.00	€127.00	10.43%
Zone N	€140.00	€154.00	10.00%
Zone P	N/A	N/A	N/A
Zone R	N/A	N/A	N/A
Zone S	N/A	N/A	N/A
Zone T	N/A	N/A	N/A
Zone U	N/A	N/A	N/A

WATERFORD TO TIPPERARY DAY RETURN

	Current	Requested & Approved	Requested & Approved % Increase
Zone A	€4.60	€4.80	4.35%
Zone B	€6.10	€6.20	1.64%
Zone C	€6.20	€6.40	3.23%
Zone D	€6.70	€7.00	4.48%
Zone E	€6.70	€7.20	7.46%
Zone F	€8.80	€9.00	2.27%
Zone G	€8.80	€9.20	4.55%