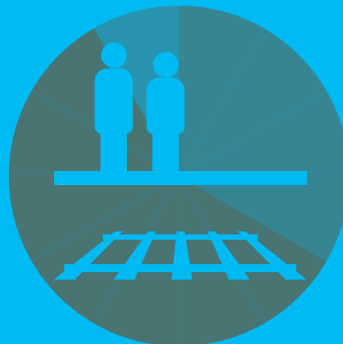
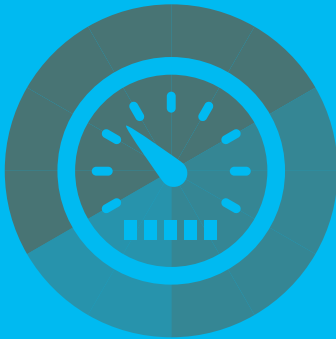




# Rail Statistics for Ireland



## Bulletin Topics:

- Total number of passenger journeys
- Total operated kilometres
- Subsidies
- Passenger revenues
- Network changes

# Introduction

This statistical bulletin is a publication of the National Transport Authority of Ireland (“the Authority”). It focuses on rail passenger statistics in respect of heavy rail services provided by Iarnród Éireann and Luas light rail services.

On 1st December 2009 the Dublin Transport Authority Act 2008 and the Public Transport Regulation Act 2009 came into effect. Under these Acts the Authority signed a number of Public Service Contracts for bus and rail services, including with Iarnród Éireann (Irish Rail). These contracts are subsidised because the operators are required to deliver, what are called, Public Service Obligations (PSO).

These contracts were also new and much more comprehensive than previous arrangements. Consequently, the annual rail statistics in this bulletin begin in 2010 and cover the period 2010, 2011 and 2012. Some data from prior to 2010 is included such as subsidy payments in order to give a historical perspective to the level of payments in recent years.

The Authority also has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area. The Authority has assigned its statutory functions to the Railway Procurement Agency subject to a range of terms and conditions including, for example, Authority approval for service changes, fares, marketing, promotions, customer facing website and apps. Transdev Ireland operates Luas, Dublin’s light rail tram system, under contract with the RPA.

The reader of this bulletin may wish to see data on the contractual performance of Iarnród Éireann and Luas. Quarterly reports on the key performance indicators of these operators can be found on the Authority’s website [www.nationaltransport.ie](http://www.nationaltransport.ie) under the heading Public Transport Services.

**Statistics Qualification** - it is important to note that the figures used in this bulletin are intended to illustrate broad trends and are not meant to be read as exact calculations.

There can be approximations for a number of reasons. Reporting periods could differ slightly due to calculation methods and this would limit the precise accuracy. Other factors could affect figures e.g. severe weather conditions, amendments to routes, et cetera.

# 1

## Total Number of Passenger Journeys

Tables 1A and 1B along with Figure 1 illustrate the changes in passenger numbers on rail services across the State.

In comparison to Iarnród Éireann, the Luas has seen annual passenger numbers rise in both 2011 and 2012; however, this increase coincides with significant lengths of new line extensions in 2010 and 2011. There is more information on the network extensions under Section 5.

Table 1A  
Annual passenger journeys (millions)

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	38.23	27.53
2011	37.38	29.10
2012	36.92	29.32

Note: Figures are in **millions**.

Table 1B  
Percentage change of annual passenger journeys (millions)

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	-	-
2011	-2.2%	5.7%
2012	-1.2%	0.8%

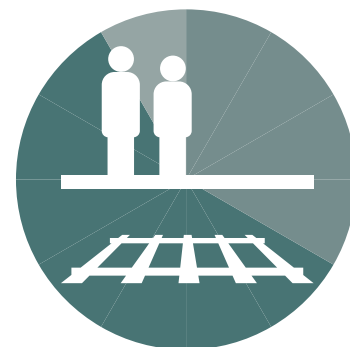


Figure 1  
Public Transport Passenger Volumes, 2010-2012



## 2

# Total operated vehicle kilometres and vehicle seat kilometres



The changes in both vehicle kilometres and vehicle seat kilometres operated by Iarnród Éireann and Luas across the State are shown in Tables 2A to 2D along with Figures 2A and 2B.

'Operated vehicle kilometres' refer to the actual amount of in service vehicle kilometres that a rail company has operated in a given period, as opposed to 'scheduled vehicle kilometres' which would indicate the number of vehicle kilometres that they intended to operate as per their cumulative timetables.

'Vehicle seat-kilometres' meanwhile, is a unit of passenger transport capacity measuring the total number of seats available multiplied by the in service kilometres travelled.

Given that Iarnród Éireann and Luas both operate a variety of trains and trams with differing numbers of seats, vehicle seat-kilometres can be more instructive in illustrating actual transport capacity.

Although, in respect of Iarnród Éireann, there was generally a decreasing or neutral trend in both measures between 2010 and 2012, this reduction can be partly attributable to a better matching of public transport supply with a changed transport demand. This is illustrated by the fact that greater reductions have occurred in annual operated vehicle seat kilometres than in passengers carried (see Section 1 above). There were some Iarnród Éireann line extensions in recent years (see Section 5).

For Luas services, a major contributory factor to the significant increases in both annual operated vehicle kilometres and annual operated vehicle seat kilometres are the new line extensions from late 2010 and 2011 taking effect (more details are available in Section 5).

Note, the Iarnród Éireann data below refers to passenger services and does not include data in respect of Iarnród Éireann's freight operations.

Table 2A  
Annual operated in service vehicle kilometres (millions)

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	15.95	2.90
2011	15.96	3.69
2012	15.96	3.84

Note: Figures are in **million kilometres**.

Table 2B  
Percentage change of annual operated in service vehicle kilometres (millions)

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	-	-
2011	0.03%	27.2%
2012	0.03%	4.0%

Table 2C  
Annual operated vehicle seat kilometres (millions)

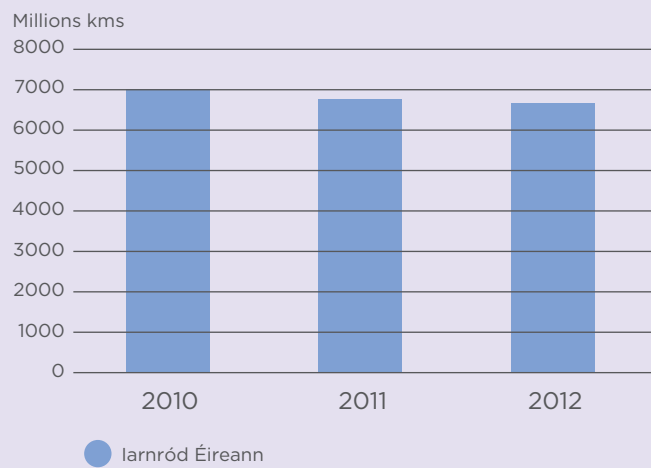
Year / Operator	Iarnród Éireann	RPA (Luas)
2010	7,063.07	310.39
2011	6,677.55	376.33
2012	6,623.00	374.08

Note: Figures are in **million seat kilometres**.

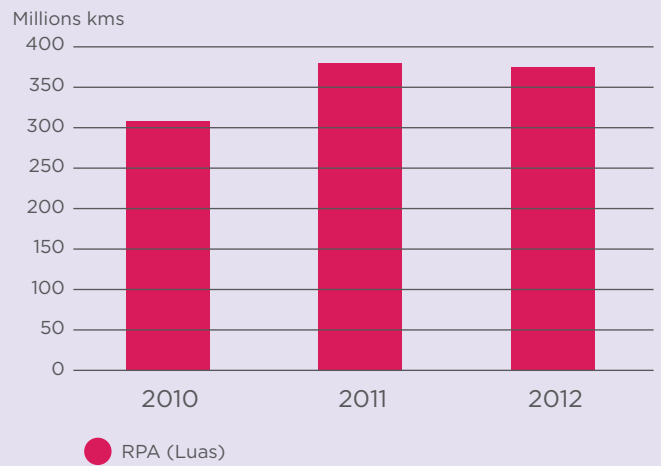
**Table 2D**  
 Percentage change of annual operated vehicle seat kilometres (millions)

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	-	-
2011	-5.5%	21.2%
2012	-0.8%	-0.6%

**Figure 2A**  
 Annual vehicle seat kilometres operated



**Figure 2B**  
 Annual vehicle seat kilometres operated



## 3

## Subsidies



Each year funding is provided for socially necessary but commercially unviable Iarnród Éireann rail services. The PSO payments in respect of the rail transport contract with Iarnród Éireann since 2001 are set out in Table 3A.

Iarnród Éireann provides these Public Service Obligation (PSO) services under contract to the Authority. The funding of PSO services is governed by Public Service Contracts between the Authority and the relevant operator, with responsibility for the amount of PSO payments decided by the Authority. Each quarter, 10% of the subsidy payment is dependent on the operator meeting certain performance criteria.

Luas has been experiencing deficits between Luas revenue and operating costs and is forecast to continue to have an operating deficit in 2013. Although, Luas does not receive PSO funding from the Authority, the Authority has agreed to the balancing of these shortfalls from the RPA's accumulated cash reserve (this reserve is the source of funding for the maintenance of the Luas network along with the Authority's capital grant funds.)

Table 3A  
PSO subsidy payments (€ millions)

Year	Iarnród Éireann
2001	146.02
2002	155.48
2003	168.26
2004	171.42
2005	179.99
2006	188.72
2007	189.91
2008	181.15
2009	170.62
2010	155.14
2011	148.69
2012	166.42*

*Note: Figures are in millions. Source: CIÉ Annual Reports and Authority statistics from 2010.*

*\* The Iarnród Éireann 2012 figure includes an extraordinary subsidy payment of €30.67m as part of the €36m funds to CIÉ.*

**Table 3B**  
Percentage change in PSO subsidy payments

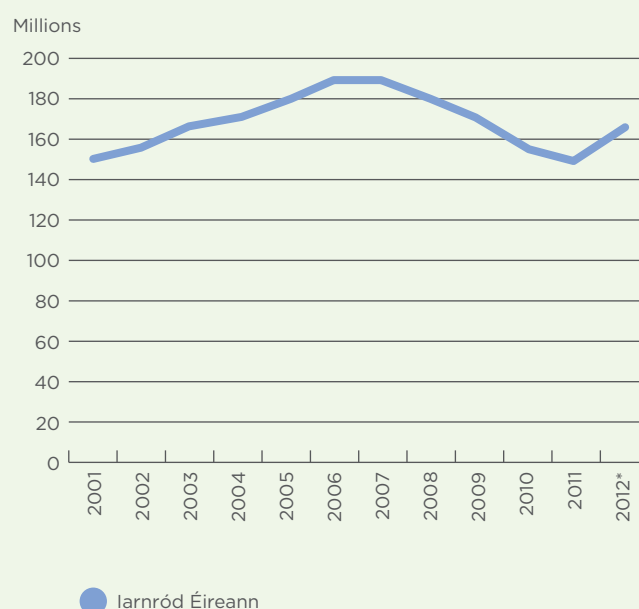
Year	Iarnród Éireann
2001	-
2002	6.5%
2003	8.2%
2004	1.9%
2005	5.0%
2006	4.8%
2007	0.6%
2008	-4.6%
2009	-5.8%
2010	-9.1%
2011	-4.2%
2012	11.9%*

**Table 3C**  
(Deficit) / surplus on Luas infrastructure activities before interest, tax and depreciation

Year	Luas (€ millions)
2009	2.744
2010	1.13
2011	(3.30)
2012	(3.44)

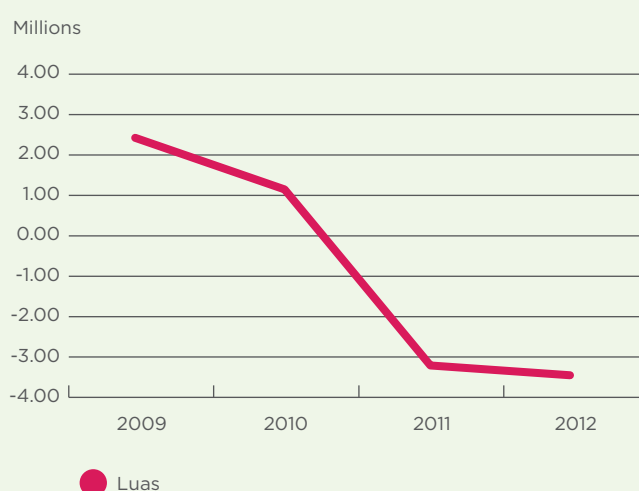
Note: Figures are in **millions**. Source: RPA Annual Reports

**Figure 3A**  
PSO Payments, 2001-2012



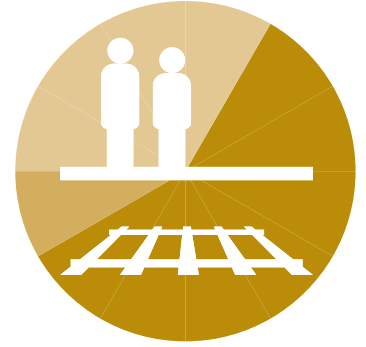
\* The Iarnród Éireann 2012 figure includes an extraordinary subsidy payment of €30.67m as part of the €36m funds to CIÉ.

**Figure 3B**  
(Deficit)/Surplus on Luas infrastructure activities, 2009-2012



## 4

# Passenger Revenues



In Table 4A passenger revenues for Iarnród Éireann and Luas are made up of cash, Leap revenue, and prepaid season ticket sales (including Tax saver tickets), as well as the Free Travel Payment grant from the Department of Social Protection.

The Iarnród Éireann figures include ticket sales from all their services - Dart, Commuter and Intercity. The passenger revenues reported in this section for Iarnród Éireann do not include the annual subsidy.

Luas 'Tram Revenue' means all revenue from fares and as noted in the qualification, there can be slight differences in figures due to the variances between the combined reporting periods and the calendar year. Luas revenue does not include the subsidy payments from the RPA accumulated funds.

Passenger revenue is presented at current prices, that is, figures are not adjusted for inflation and this is the same for other financial data in the bulletin.

The changes in passenger revenues for Iarnród Éireann and Luas have occurred in a period when fares increases for both operators have been approved by the Authority. Significant Luas line extensions, that have affected passenger numbers, have also occurred in this period and further details are available in Section 5.

Table 4A  
Annual passenger revenue

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	162.59	40.43
2011	156.65	43.66
2012	157.91	46.44

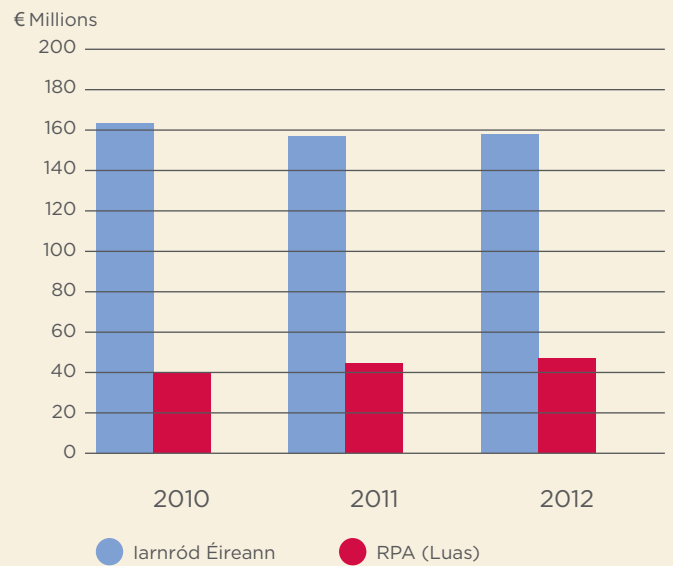
Note: Figures are in **millions**.



Table 4B  
 Percentage change in annual  
 passenger revenue

Year / Operator	Iarnród Éireann	RPA (Luas)
2010	-	-
2011	-3.66%	7.98%
2012	0.80%	6.38%

Figure 4  
 Annual Passenger Revenues 2010 - 2012



## 5

# Network Changes



The major changes that have occurred to both the Iarnród Éireann and Luas network over the last number of years are outlined in Tables 5 and 6.

Table 5  
Iarnród Éireann Network changes

Line extensions / re-openings/closures	Date
Cork Suburban Rail: Cork - Midleton	July 2009
Western Railway Corridor: Ennis - Athenry	March 2010
Limerick - Rosslare Railway Line: Rosslare - Waterford passenger line closure	September 2010
Dublin Suburban Rail (Western Commuter): Clonsilla - M3 Parkway	September 2010

Table 6  
RPA (Luas) Network changes

Line extensions	Date
Red Line: Connolly - Docklands	December 2009
Green Line: Sandyford - Brides Glen	October 2010
Red Line: Belgard - Saggart	July 2011





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