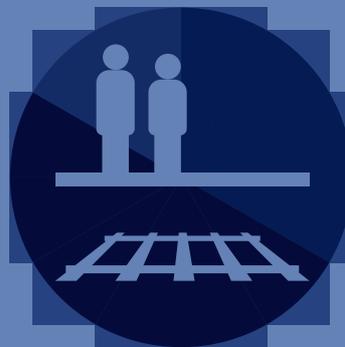




Rail Statistics for Ireland



Bulletin Topics:

- Total number of passenger journeys
- Rail patronage and general economic data
- Total operated kilometres
- Passenger revenues
- Free Travel Scheme revenue
- Subsidies
- 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 (Irish Rail) 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. These contracts are subsidised because the operators are required to deliver what are called Public Service Obligations (PSO). PSO services are socially necessary transport services which may not be commercially viable and require a state subsidy to operate. 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 to 2014 inclusive. 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 has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area. In September 2014 the Authority co-signed with the Railway Procurement Agency (RPA) a five year contract with Transdev Dublin Light Rail Limited to operate the Luas services. The Authority has assigned aspects of its statutory function to the RPA, however, Luas fares, marketing, promotions, customer facing website and apps and their alteration are determined by the Authority.

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 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. Rounding has been used and this could affect overall percentages.

There can also 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 frequency or capacity levels, et cetera.

1

Total Number of Passenger Journeys

Tables 1A and 1B along with Figure 1.1 illustrate the changes in passenger journeys on rail services across the State.

Luas has seen annual passenger journeys rise each year from 2010 to 2014 inclusive with the largest increase of just over 2 million passenger journeys or 6.9% across the Luas network in 2014 compared to the previous year. This growth in Luas passenger journeys of almost 20% between 2010 and 2014 coincides with the opening of three Luas line extensions between December 2009 and July 2011 and the recent recovery in the economy. There is more information on the network extensions under Section 6.

Iarnród Éireann passenger journeys have seen more modest growth of 2.9% in 2014. Passenger journeys fell on Iarnród Éireann services each year since 2008 up to 2013. While the level of decrease slowed each year 2013 saw the stabilisation of passenger numbers and 2014 saw the first year of growth. Iarnród Éireann also saw three rail extension lines opened during 2009 and 2010 and one lightly used rail line closed.

In 2013 Iarnród Éireann re-stated their 2012 passenger journeys from the previous 36.92 million to the updated 36.74 million due to having enhanced passenger journey data. This re-statement while changing the percentage fall in passenger journeys in 2012 does not affect the overall trend in passenger journey numbers during the period 2010 to 2014.

Passenger Journey growth for Iarnród Éireann in 2014 was dampened as there was no Iarnród Éireann PSO services for two days in August 2014 due to industrial action.

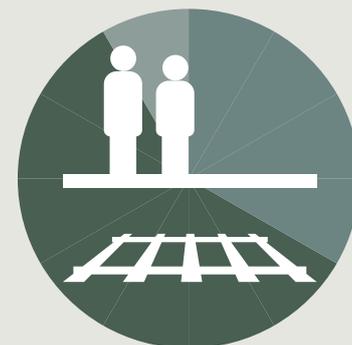


Table 1A – Annual passenger journeys (millions)

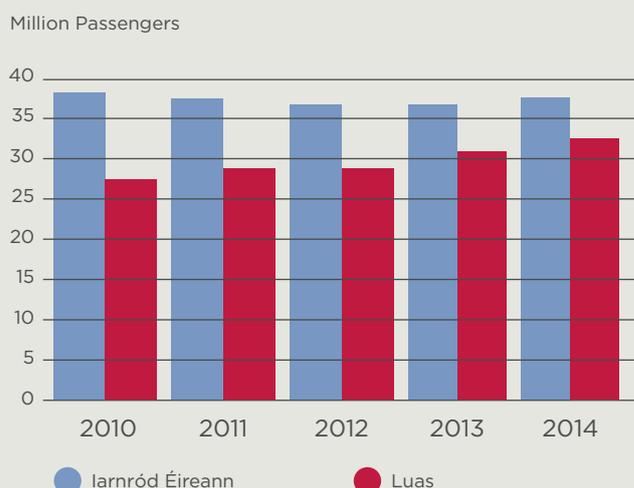
Year/Operator	Iarnród Éireann	Luas
2010	38.23	27.53
2011	37.38	29.10
2012	36.74	29.32
2013	36.74	30.51
2014	37.80	32.61

Note: Figures are in millions

Table 1B – Percentage change of annual passenger journeys

Year/Operator	Iarnród Éireann	Luas
2010	-	-
2011	-2.2%	5.7%
2012	-1.7%	0.8%
2013	0.0%	4.1%
2014	2.9%	6.9%

Figure 1.1 – Public Transport Passenger Volumes, 2010-2014



Rail Patronage and General Economic Data

Passenger demand for public transport services is correlated to economic activity. Economic growth generally increases employment, net immigration, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect. Consequently, passenger journeys increased greatly during the economic boom leading up to 2007 but declined radically from 2008 onwards, resulting in a significant reduction in patronage.

In Figure 1.2, the graph shows changes in Iarnród Éireann and Luas passenger journeys, alongside some general economic data. Three new Luas line extensions were opened between late 2009 and July 2011 and this has had a positive impact on the growth of Luas passenger journeys.

Gross National Product (GNP) is a measure of the value of the goods and services that the country's citizens produced, regardless of their location. Change in GNP is often used as an indicator of the general health of the economy and in broad terms, an increase in real GNP is interpreted as a sign that the economy is doing well.

Employment simply highlights changes in the numbers of people at work. As employment increases there is the potential for a higher number of commuter and business trips, as well as discretionary travel, if those who have gained employment choose to use public transport.

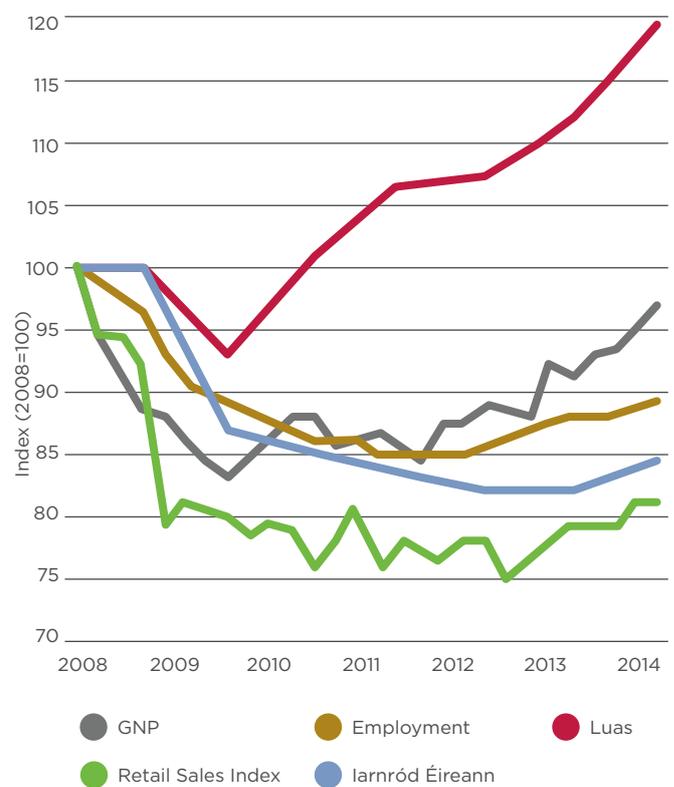
The Retail Sales Index (RSI) is a short-term indicator of changes in the value of retail sales in Ireland. It provides a measure of retail trading, and supplies a valuable guide to consumer spending behaviour in the Irish economy. The RSI is compiled and published every month by the Central Statistics Office (CSO) and although it is a short-term indicator, it can be a valuable tool for better understanding the general economic climate in Ireland. Further details are available on the CSO website.

After a number of years where GNP growth was negative it returned to positive growth in 2012 and this growth strengthened in 2013 and 2014. Most economic forecasts for 2015 and 2016 predict further growth in the economy. This in turn should create employment and a boost in retail sales which would be expected to increase the demand for public transport especially if economic conditions continue to stabilise and improve. We can see on the right hand side of Figure 1.2 that all the economic data indicators are rising slowly which is a positive sign. Passenger journey numbers are also showing an

increase and they will be expected to increase further in 2015. It can also be seen that even with the recovery taking place all the economic data indicators are still below 2008 levels. Luas passenger journey numbers are performing very well and while numbers dropped along with all the other indicators in 2009 passenger numbers have grown from 2010 onward.

Although the economy is the dominant factor behind people's propensity to travel, there are other factors that influence demand, particularly for public transport and these include fares, service quality, and competition from other modes of transport. The influence of these factors over and above the economic effects of recent years would be difficult to estimate, as would the extent and rate to which public transport patronage may improve.

Figure 1.2
 Rail Passenger Journeys alongside
 General Economic Data, 2008-2014



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 2.1 and 2.2.

'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 capacity (both seating and standing) of the train or tram available multiplied by the in service kilometres travelled.

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

Although, for Iarnród Éireann, there was generally a decreasing or neutral trend in both measures between 2010 and 2014, this reduction can be partly attributable to a better matching of public transport supply with a changed transport demand. In 2014 and to a lesser extent in other years the number of seat kilometres fell more rapidly than the number of kilometres operated. This is because Iarnród Éireann implemented a fleet strategy which allowed them to maintain the number of services provided but reduce costs by matching more closely the number of carriages required to the number of passengers travelling.



For Luas services, a major contributory factor to the significant increases in both annual operated vehicle kilometres and annual operated vehicle seat kilometres in 2011 were the new line extensions introduced from late 2010 and 2011 (more details are available in Section 6). There was an approximate 7% reduction in Luas annual operated vehicle kilometres and annual operated vehicle seat kilometres in 2013 as a result of some service frequency changes but this was partially reversed in 2014 to cater for the increasing number of passenger journeys.

Note, the Iarnród Éireann data 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	Luas
2010	15.95	2.90
2011	15.96	3.69
2012	15.96	3.84
2013	15.97	3.54
2014	15.97	3.67

Note: Figures are in million kilometres.

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

Year/Operator	Iarnród Éireann	Luas
2010	-	-
2011	0.03%	27.24%
2012	0.03%	4.01%
2013	0.03%	-7.58%
2014	-0.01%	3.67%

Table 2C
Annual operated vehicle seat kilometres (millions)

Year/Operator	Iarnród Éireann	Luas*
2010	7,063.07	898.38
2011	6,677.55	1,143.13
2012	6,623.00	1,188.94
2013	6,398.00	1,098.79
2014	5,707.00	1,136.99

Table 2D
Percentage change of annual operated vehicle seat kilometres

Year/Operator	Iarnród Éireann	Luas*
2010	-	-
2011	-5.5%	27.2%
2012	-0.8%	4.0%
2013	-3.4%	-7.6%
2014	-10.8%	3.5%

Figure 2.1
Annual vehicle seat kilometres operated - Iarnród Éireann

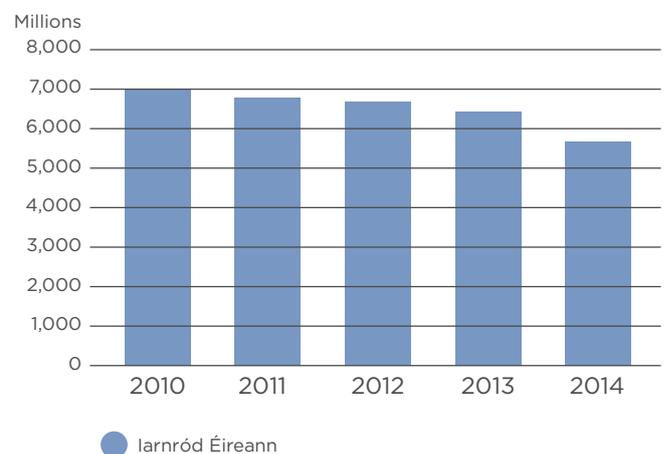
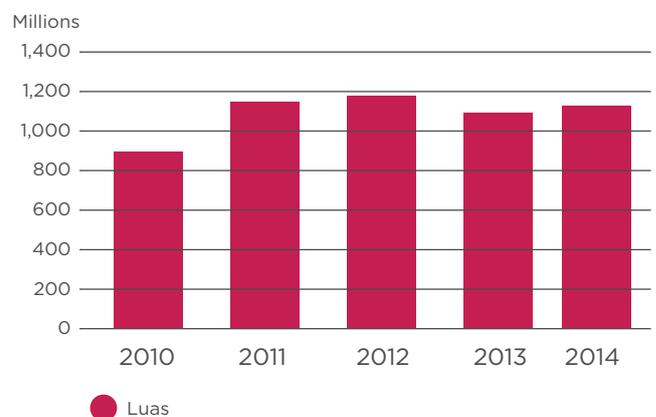
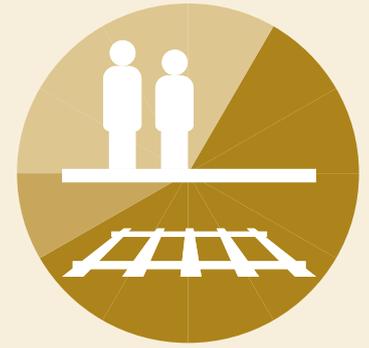


Figure 2.2
Annual vehicle seat kilometres operated - Luas



3

Passenger Revenues



In Table 3A passenger revenues for Iarnród Éireann and Luas are made up of cash, Leap revenue, and prepaid 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 payment from the Authority.

Luas 'Tram Revenue' means all revenue from fares and 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 any subsidy payments from the RPA accumulated funds that may have been paid.

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 unless otherwise stated.

The 2014 changes in passenger revenues for Iarnród Éireann and Luas occurred in a period when fares increases for both operators were approved by the Authority, although the overall fares increases approved for Luas were lower.

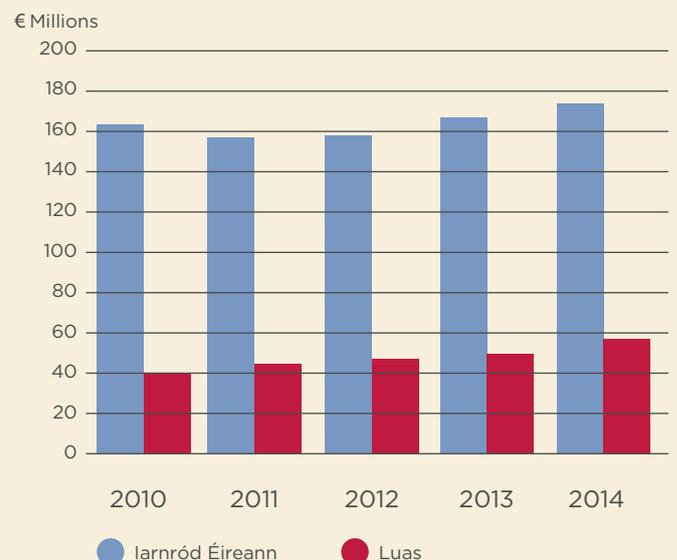
Table 3A
Annual passenger revenue (€ millions)

Year / Operator	Iarnród Éireann	Luas
2010	162.59	40.43
2011	156.65	43.66
2012	157.91	46.44
2013	166.89	47.89
2014	174.52	50.67

Table 3B
Percentage change in annual passenger revenue

Year / Operator	Iarnród Éireann	Luas
2010	-	-
2011	-3.7%	8.0%
2012	0.8%	6.4%
2013	5.7%	3.1%
2014	4.6%	5.8%

Figure 3
Annual Passenger Revenues 2010 - 2014



4

Free Travel Scheme Revenue

The Department of Social Protection's Free Travel Scheme is available to all persons aged 66 and over living permanently in the State. Some people under 66 may also qualify such as carers in receipt of a Carer's Allowance and certain other persons in receipt of a Disability Allowance or Invalidity Pension.

Free travel is available on all regular, scheduled Iarnród Éireann and Luas rail services. Table 4 shows annual Department of Social Protection (DSP) payments for the Free Travel Scheme for these services.



Table 4
Relevant annual DSP Free Travel Scheme passenger revenue 2014

Iarnród Éireann services	€14.5m
Luas services	€3.9m

5

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 5A.

Iarnród Éireann provides these Public Service Obligation (PSO) services under a contract to the Authority. Each quarter, 10% of the subsidy payment is dependent on the operator meeting certain performance criteria.

There is a reduction in the Iarnród Éireann PSO subsidy figure in 2014 of 7.6% caused by the changes to the rail services contracts where the Railway Undertaking (RU) Contract is managed by the NTA and the Infrastructure Manager (IM) Contract is managed by the Department of Transport Tourism and Sport. The overall payments to Iarnród Éireann under both contracts were redistributed with a reduction in subsidy payment for the RU contract but the same amount added to the IM contract. The Iarnród Éireann 2012 figure included an additional subsidy payment of €30.67m to address an operations deficit in the company at the time. Excluding the payment of €30.67m, there was a reduction of 6.4% in the Iarnród Éireann PSO subsidy figure between 2012 and 2013.

Luas experienced deficits between Luas revenue and operating costs from 2011 to 2013. In 2014 Luas operations returned a surplus of €1.94m. 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 5A
PSO subsidy payments

Year	Iarnród Éireann (€ millions)
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*
2013	127.03
2014	117.39

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

** The Iarnród Éireann 2012 figure includes an additional subsidy payment of €30.67m to address the operations deficit of the company.*

Table 5B
Annual 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%*
2013	-23.7%
2014	-7.6%

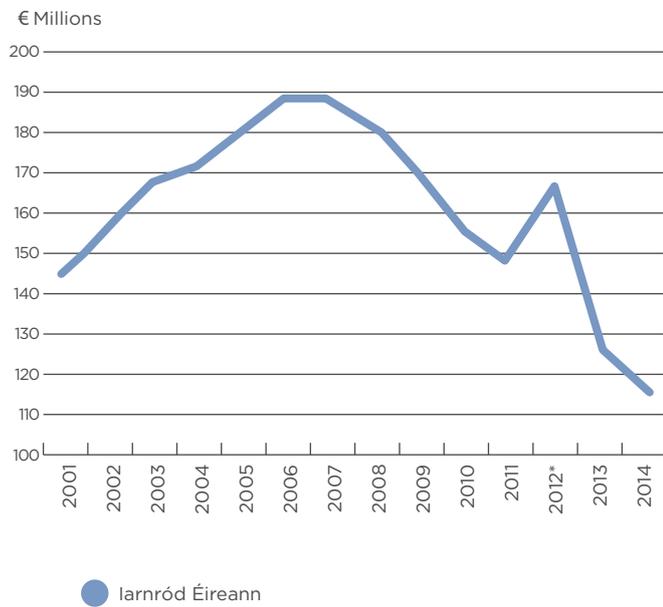
* The Iarnród Éireann 2012 figure includes the additional subsidy payment.

Table 5C
(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)
2013	(2.21)
2014	1.94

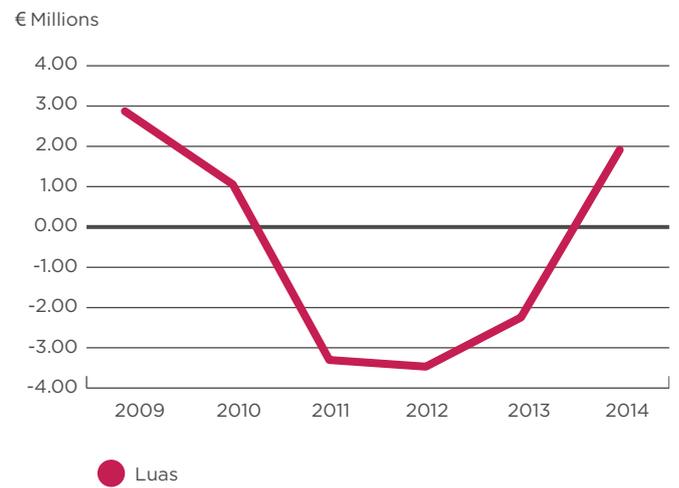
Source: RPA Annual Reports

Figure 4.1
Iarnród Éireann PSO Payments,
2001-2014



* The Iarnród Éireann 2012 figure includes the additional subsidy payment of €30.67m.

Figure 4.2
(Deficit)/Surplus on Luas infrastructure
activities, 2009-2014



6



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 6A and 6B.

Table 6A
Iarnród Éireann Network changes

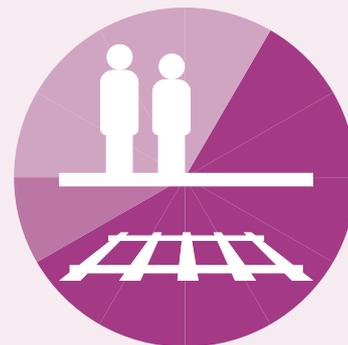
Line extensions / re-openings/closures	Date
Cork Suburban Rail: Cork - Midleton	July 2009
Western Railway Corridor: Ennis - Athenry	March 2010
Rosslare - Waterford passenger line closure	September 2010
Dublin Suburban Rail (Western Commuter): Clonsilla - M3 Parkway	September 2010

Table 6B
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

7

Rail Accessibility



The Iarnród Éireann and Luas rail fleets are internally wheelchair accessible, as outlined in Table 7.

However for wheelchair users, Iarnród Éireann trains require a ramp to enable boarding from the platform to the train carriages. A special portable ramp is used for this purpose and these are currently available at staffed stations and on board some trains.

Table 7
Rail fleet internally Wheelchair
Accessible

Year/Operator	Iarnród Éireann	Luas
2014	100%	100%



Further Information

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