

**COMMISSION IMPLEMENTING DECISION (EU) 2015/348****of 2 March 2015****concerning the consistency of certain targets included in the national or functional airspace block plans submitted pursuant to Regulation (EC) No 549/2004 of the European Parliament and of the Council with the Union-wide performance targets for the second reference period***(notified under document C(2015) 1293)***(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) <sup>(1)</sup>, and in particular Article 11(3)(c) thereof,

Whereas:

- (1) Pursuant to Regulation (EC) No 549/2004, the Member States are to adopt national or functional airspace block ('FAB') plans, including binding national targets or targets at the level of FABs, ensuring consistency with the Union-wide performance targets. That Regulation also provides that the Commission is to assess the consistency of those targets on the basis of the assessment criteria referred to in point (d) of its Article 11(6) and that the Commission may decide to issue recommendations in case it identifies that those criteria have not been met. Detailed rules in this regard have been set out in Commission Implementing Regulation (EU) No 390/2013 <sup>(2)</sup>.
- (2) Union-wide performance targets in the key performance areas of safety, environment, capacity and cost-efficiency for the second reference period (2015-2019) were adopted by Commission Implementing Decision 2014/132/EU <sup>(3)</sup>.
- (3) The Member States submitted to the Commission the performance plans, all at FAB level, by 1 July 2014. In a number of cases the initial submission was in a draft form only. Furthermore, a number of plans were subsequently modified by addenda or corrigenda, the latest one dated 9 January 2015. For its assessment, the Commission has based itself on the most recent information submitted.
- (4) The Performance Review Body, which is charged with assisting the Commission in the implementation of the performance scheme pursuant to Article 3 of Implementing Regulation (EU) No 390/2013, submitted an initial assessment report to the Commission on 7 October 2014 and an updated version of that report on 15 December 2014. The Commission further received from the Performance Review Body reports based on information from national supervisory authorities on the monitoring of the performance plans and targets submitted in accordance with Article 18(4) of Implementing Regulation (EU) No 390/2013.
- (5) Concerning the key performance area of safety, the consistency of the targets submitted by the Member States regarding the effectiveness of safety management and the application of severity classification on the basis of the Risk Analysis Tool (RAT) methodology has been assessed, in accordance with the principles laid down in point 2 of Annex IV to Implementing Regulation (EU) No 390/2013. That assessment has demonstrated that the targets submitted by all Member States, as regards FABCE, UK-IR FAB, FABEC, Baltic FAB, Blue Med FAB, Danube FAB, DK-SE FAB, NEFAB and SW FAB, are consistent with the relevant Union-wide performance target.
- (6) Concerning the key performance area of environment, the consistency of the targets submitted by the Member States has been assessed, in accordance with the principles laid down in point 3 of Annex IV to Implementing Regulation (EU) No 390/2013, by using the respective FAB reference values for horizontal en route flight

<sup>(1)</sup> OJ L 96, 31.3.2004, p. 1.<sup>(2)</sup> Commission Implementing Regulation (EU) No 390/2013 of 3 May 2013 laying down a performance scheme for air navigation services and network functions (OJ L 128, 9.5.2013, p. 1).<sup>(3)</sup> Commission Implementing Decision 2014/132/EU of 11 March 2014 setting the Union-wide performance targets for the air traffic management network and alert thresholds for the second reference period 2015-19 (OJ L 71, 12.3.2014, p. 20).

efficiency of the actual trajectory that, when applied, ensure at Union level that the Union-wide performance target is met, calculated by the Network Manager and set out in the Network Operations Plan (2014-2018/2019) in its most recent version of June 2014 ('Network Operations Plan'). That assessment has demonstrated that the targets submitted by all Member States, as regards FABCE, UK-IR FAB, FABEC, Baltic FAB, Blue Med FAB, Danube FAB, DK-SE FAB, NEFAB and SW FAB, are consistent with the relevant Union-wide performance target.

- (7) Concerning the key performance area of capacity, the consistency of the targets submitted by the Member States for en route Air Traffic Flow Management (ATFM) delay has been assessed, in accordance with the principles laid down in point 4 of Annex IV to Implementing Regulation (EU) No 390/2013, by using the respective FAB reference values for capacity that, when applied, ensure at Union level that the Union-wide performance target is met, calculated by the Network Manager and set out in the Network Operations Plan. That assessment has demonstrated that the targets submitted by the United Kingdom and Ireland as regards UK-IR FAB, by Poland and Lithuania as regards Baltic FAB, by Denmark and Sweden as regards DK-SE FAB and by Estonia, Finland and Latvia as regards NEFAB are consistent with the relevant Union-wide performance target.
- (8) Concerning the key performance area of cost-efficiency, the targets expressed in en route determined unit costs submitted by the Member States have been assessed, in accordance with the principles laid down in point 5, in conjunction with point 1, of Annex IV to Implementing Regulation (EU) No 390/2013, by taking account of the trend of en route determined unit costs over the second reference period and the combined period of the first and the second reference period (2012-2019), the number of service units (traffic forecast) and the level of en route determined unit costs in comparison to Member States having a similar operational and economic environment. That assessment has demonstrated that the targets submitted by the United Kingdom and Ireland as regards UK-IR FAB, by Poland and Lithuania as regards Baltic FAB, by Cyprus, Greece and Malta as regards Blue Med FAB, by Bulgaria and Romania as regards Danube FAB, by Croatia, the Czech Republic, Slovenia and Hungary as regards FABCE, by Portugal and Spain for Spain Continental and Spain Canarias charging zones as regards FAB SW, by Denmark and Sweden as regards DK-SE FAB and by Estonia, Finland and Latvia as regards NEFAB are consistent with the relevant Union-wide performance target.
- (9) Therefore, the Commission considers that the targets included in the performance plans drawn up by the United Kingdom and Ireland as regards the UK-IR FAB, by Denmark and Sweden as regards the DK-SE FAB, by Poland and Lithuania, as regards the Baltic FAB and by Estonia, Finland and Latvia as regards NEFAB are consistent with the Union-wide performance targets in all four key performance areas. The Commission further considers that the targets submitted by Belgium, Luxembourg, France, Germany and the Netherlands as regards FABEC, by Austria, Croatia, Czech Republic, Hungary, Slovakia and Slovenia as regards FABCE, by Cyprus, Greece, Italy and Malta as regards Blue Med FAB, Bulgaria and Romania as regards Danube FAB and by Portugal and Spain as regards SW FAB are consistent with the Union-wide performance targets in the key performance areas of safety and environment. The Commission also considers that the targets submitted by Cyprus, Greece and Malta as regards Blue Med FAB, by Bulgaria and Romania as regards the Danube FAB, Croatia, the Czech Republic, Slovenia and Hungary as regards the FAB CE and Portugal and Spain as regards the SW FAB are consistent with the Union-wide performance targets in the key performance areas of cost-efficiency. Therefore, in relation to all those targets there is no need to issue recommendations that the national supervisory authorities concerned propose revised targets. With respect to the targets submitted by those Member States that are not consistent with the relevant Union-wide performance targets, the Commission has issued such recommendations, as set out in the Commission Implementing Decision concerning inconsistency of targets C(2015) 1263.
- (10) The measures provided for in this Decision are in accordance with the opinion of the Single Sky Committee,

HAS ADOPTED THIS DECISION:

#### *Article 1*

The targets included in the performance plans submitted pursuant to Regulation (EC) No 549/2004, listed in the Annex, are consistent with the Union-wide performance targets for the second reference period set out in Implementing Decision 2014/132/EU.

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*Article 2*

This Decision is addressed to the Member States.

Done at Brussels, 2 March 2015.

*For the Commission*  
Violeta BULC  
*Member of the Commission*

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## ANNEX

**Performance targets in the key performance areas of safety, environment, capacity and cost-efficiency included in the national or functional airspace block plans submitted pursuant to Regulation (EC) No 549/2004 found to be consistent with the Union-wide performance targets for the second reference period**

**KEY PERFORMANCE AREA OF SAFETY****Effectiveness of Safety Management (EOSM) and the application of the severity classification based on the Risk Analysis Tool (RAT) methodology**

MEMBER STATE	FAB	EOSM			ATM Ground Level % (RAT)						ATM overall Level % (RAT)					
		STATE Level	ANSP Level		2017			2019			2017			2019		
			SC	Other MO	SMI	RI's	ATM-S	SMI	RI's	ATM-S	SMI	RI's	ATM-S	SMI	RI's	ATM-S
Austria	FABCE	C	D	D	94,17	93,33	80	100	100	100	80	80	80	80	80	100
Croatia																
Czech Republic																
Hungary																
Slovakia																
Slovenia																
Ireland	UK-IR	C	C	D	80	80	80	100	100	100	80	80	80	80	80	100
United Kingdom																
Belgium/Luxembourg	FABEC	C	C	D	≥ 80	≥ 80	≥ 80	100	100	100	≥ 80	≥ 80	≥ 80	≥ 80	≥ 80	100
France																
Germany																
The Netherlands																
[Switzerland]																
Poland	Baltic	C	C	D	≥ 80	≥ 80	≥ 80	100	100	100	≥ 80	≥ 80	≥ 80	90	90	100
Lithuania																
Cyprus	Blue Med	C	C	D	80	80	80	100	100	100	80	80	80	95	95	100
Greece																
Italy																
Malta																

MEMBER STATE	FAB	EOSM			ATM Ground Level % (RAT)						ATM overall Level % (RAT)					
		STATE Level	ANSP Level		2017			2019			2017			2019		
			SC	Other MO	SMI	RI's	ATM-S	SMI	RI's	ATM-S	SMI	RI's	ATM-S	SMI	RI's	ATM-S
Bulgaria	Danube	C	C	D	90	90	80	100	100	100	80	85	80	90	90	100
Romania																
Denmark	DK-SE	C	C	D	80	80	80	100	100	100	80	80	80	80	80	100
Sweden																
Estonia	NEFAB	C	C	D	95	95	85	100	100	100	90	90	85	100	100	100
Finland																
Latvia																
[Norway]																
Portugal	SW	C	D	D	90	90	90	100	100	100	80	80	90	80	80	100
Spain																

*Abbreviations:*

'SC': Management objective 'safety culture' as referred to in point 1.1(a) of section 2 of Annex I to Implementing Regulation (EU) No 390/2013

'other MO': Management objectives as listed in point 1.1(a) of section 2 of Annex I to Implementing Regulation (EU) No 390/2013 other than 'safety culture'

'RI's': Runway incursions

'SMI': Separation minima infringements

'ATM-S': ATM-specific occurrences

**KEY PERFORMANCE AREA OF ENVIRONMENT**

**Horizontal en route flight efficiency of the actual trajectory**

MEMBER STATE	FAB	FAB TARGET ENVIRONMENT (%)
		2019
Austria	FABCE	1,81
Croatia		
Czech Republic		
Hungary		
Slovakia		
Slovenia		
Ireland	UK-IR	2,99
United Kingdom		

MEMBER STATE	FAB	FAB TARGET ENVIRONMENT (%)
		2019
Belgium/Luxembourg	FABEC	2,96
France		
Germany		
The Netherlands		
[Switzerland]		
Poland	Baltic	1,36
Lithuania		
Cyprus	Blue Med	2,45
Greece		
Italy		
Malta		
Bulgaria	Danube	1,37
Romania		
Denmark	DK-SE	1,19
Sweden		
Estonia	NEFAB	1,22
Finland		
Latvia		
[Norway]		
Portugal	SW	3,28
Spain		

#### KEY PERFORMANCE AREA OF CAPACITY

##### En route Air Traffic Flow Management (ATFM) delay in min/flight

MEMBER STATE	FAB	FAB TARGET EN-ROUTE CAPACITY				
		2015	2016	2017	2018	2019
Ireland	UK-IR	0,25	0,26	0,26	0,26	0,26
United Kingdom						
Poland	Baltic	0,21	0,21	0,21	0,22	0,22
Lithuania						

MEMBER STATE	FAB	FAB TARGET EN-ROUTE CAPACITY				
		2015	2016	2017	2018	2019
Denmark	DK-SE	0,10	0,10	0,10	0,09	0,09
Sweden						
Estonia	NEFAB	0,12	0,12	0,13	0,13	0,13
Finland						
Latvia						
[Norway]						

#### KEY PERFORMANCE AREA OF COST-EFFICIENCY

Legend:

Key	Item	Units
(A)	Total En-route Determined Costs	(in nominal terms and in national currency)
(B)	Inflation rate	(%)
(C)	Inflation index	(100 = 2009)
(D)	Total En-route Determined Costs	(in real 2009 prices and in national currency)
(E)	Total En-route Services Units	(TSUs)
(F)	En-route Determined Unit Cost (DUC)	(in real 2009 prices and in national currency)

BALTIC FAB

#### Charging Zone: Lithuania — Currency: EUR

	2015	2016	2017	2018	2019
(A)	23 316 993	23 342 321	24 186 978	25 093 574	25 748 766
(B)	1,7 %	2,2 %	2,5 %	2,2 %	2,2 %
(C)	112,9	115,4	118,4	121,0	123,7
(D)	20 652 919	20 223 855	20 434 886	20 737 566	20 814 037
(E)	490 928	508 601	524 877	541 672	559 548
<b>(F)</b>	<b>42,07</b>	<b>39,76</b>	<b>38,93</b>	<b>38,28</b>	<b>37,20</b>

#### Charging Zone: Poland — Currency: PLN

	2015	2016	2017	2018	2019
(A)	658 592 342	687 375 337	713 570 963	730 747 925	749 146 920
(B)	2,4 %	2,5 %	2,5 %	2,5 %	2,5 %

	2015	2016	2017	2018	2019
(C)	115,9	118,7	121,7	124,8	127,9
(D)	568 474 758	578 848 069	586 251 473	585 720 606	585 822 496
(E)	4 362 840	4 544 000	4 699 000	4 861 000	5 039 000
<b>(F)</b>	<b>130,30</b>	<b>127,39</b>	<b>124,76</b>	<b>120,49</b>	<b>116,26</b>

BLUE MED FAB

**Charging Zone: Cyprus — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	52 708 045	53 598 493	55 916 691	57 610 277	59 360 816
(B)	1,6 %	1,7 %	1,7 %	1,8 %	2,0 %
(C)	112,9	114,8	116,8	118,9	121,3
(D)	46 681 639	46 676 772	47 881 610	48 459 560	48 952 987
(E)	1 395 081	1 425 773	1 457 140	1 489 197	1 521 959
<b>(F)</b>	<b>33,46</b>	<b>32,74</b>	<b>32,86</b>	<b>32,54</b>	<b>32,16</b>

**Charging Zone: Greece — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	147 841 464	151 226 557	155 317 991	156 939 780	164 629 376
(B)	0,3 %	1,1 %	1,2 %	1,3 %	1,6 %
(C)	107,9	109,1	110,4	111,8	113,6
(D)	136 958 572	138 630 543	140 635 901	140 350 008	144 936 752
(E)	4 231 888	4 318 281	4 404 929	4 492 622	4 599 834
<b>(F)</b>	<b>32,36</b>	<b>32,10</b>	<b>31,93</b>	<b>31,24</b>	<b>31,51</b>

**Charging Zone: Malta — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	17 736 060	19 082 057	20 694 940	21 720 523	22 752 314
(B)	1,7 %	1,8 %	1,7 %	1,7 %	1,7 %
(C)	111,9	114,0	115,9	117,9	119,9
(D)	15 844 908	16 745 957	17 857 802	18 429 483	18 982 242
(E)	609 000	621 000	634 000	653 000	672 000
<b>(F)</b>	<b>26,02</b>	<b>26,97</b>	<b>28,17</b>	<b>28,22</b>	<b>28,25</b>



## DANUBE FAB

## Charging Zone: Bulgaria — Currency: BGN

	2015	2016	2017	2018	2019
(A)	166 771 377	172 805 739	178 045 986	181 582 049	184 412 180
(B)	0,9 %	1,8 %	2,2 %	2,2 %	2,2 %
(C)	110,1	112,1	114,5	117,0	119,6
(D)	151 495 007	154 219 178	155 475 340	155 149 844	154 176 130
(E)	2 627 000	2 667 000	2 903 000	2 984 837	3 090 000
<b>(F)</b>	<b>57,67</b>	<b>57,82</b>	<b>53,56</b>	<b>51,98</b>	<b>49,90</b>

## Charging Zone: Romania — Currency: RON

	2015	2016	2017	2018	2019
(A)	690 507 397	704 650 329	718 659 958	735 119 853	753 216 461
(B)	3,1 %	3,0 %	2,8 %	2,8 %	2,7 %
(C)	126,9	130,7	134,4	138,2	141,9
(D)	543 963 841	538 937 162	534 681 066	532 030 334	530 795 951
(E)	4 012 887	4 117 019	4 219 063	4 317 155	4 441 542
<b>(F)</b>	<b>135,55</b>	<b>130,90</b>	<b>126,73</b>	<b>123,24</b>	<b>119,51</b>

## DENMARK-SWEDEN FAB

## Charging Zone: Denmark — Currency: DKK

	2015	2016	2017	2018	2019
(A)	726 872 134	724 495 393	735 983 926	749 032 040	750 157 741
(B)	1,8 %	2,2 %	2,2 %	2,2 %	2,2 %
(C)	111,6	114,1	116,6	119,1	121,8
(D)	651 263 654	635 160 606	631 342 985	628 704 443	616 095 213
(E)	1 553 000	1 571 000	1 589 000	1 608 000	1 628 000
<b>(F)</b>	<b>419,36</b>	<b>404,30</b>	<b>397,32</b>	<b>390,99</b>	<b>378,44</b>

## Charging Zone: Sweden — Currency: SEK

	2015	2016	2017	2018	2019
(A)	1 951 544 485	1 974 263 091	1 970 314 688	1 964 628 986	1 958 887 595
(B)	1,6 %	2,4 %	2,1 %	2,0 %	2,0 %
(C)	106,1	108,6	110,9	113,1	115,4

	2015	2016	2017	2018	2019
(D)	1 840 204 091	1 817 994 673	1 777 040 937	1 737 169 570	1 698 130 296
(E)	3 257 000	3 303 000	3 341 000	3 383 000	3 425 000
<b>(F)</b>	<b>565,00</b>	<b>550,41</b>	<b>531,89</b>	<b>513,50</b>	<b>495,80</b>

FABCE

**Charging Zone: Croatia — Currency: HRK**

	2015	2016	2017	2018	2019
(A)	670 066 531	687 516 987	691 440 691	687 394 177	674 346 800
(B)	0,2 %	1,0 %	1,5 %	2,5 %	2,5 %
(C)	109,2	110,4	112,0	114,8	117,7
(D)	613 414 184	622 991 131	617 287 272	598 707 050	573 017 597
(E)	1 763 000	1 783 000	1 808 000	1 863 185	1 926 787
<b>(F)</b>	<b>347,94</b>	<b>349,41</b>	<b>341,42</b>	<b>321,34</b>	<b>297,40</b>

**Charging Zone: Czech Republic — Currency: CZK**

	2015	2016	2017	2018	2019
(A)	3 022 287 900	3 087 882 700	3 126 037 100	3 149 817 800	3 102 014 900
(B)	1,9 %	2,0 %	2,0 %	2,0 %	2,0 %
(C)	111,5	113,7	116,0	118,3	120,7
(D)	2 710 775 667	2 715 303 433	2 694 955 079	2 662 212 166	2 570 401 338
(E)	2 548 000	2 637 000	2 717 000	2 795 000	2 881 000
<b>(F)</b>	<b>1 063,88</b>	<b>1 029,69</b>	<b>991,89</b>	<b>952,49</b>	<b>892,19</b>

**Charging Zone: Hungary — Currency: HUF**

	2015	2016	2017	2018	2019
(A)	28 133 097 383	29 114 984 951	29 632 945 277	30 406 204 408	31 345 254 629
(B)	1,8 %	3,0 %	3,0 %	3,0 %	3,0 %
(C)	119,3	122,8	126,5	130,3	134,2
(D)	23 587 547 923	23 699 795 100	23 418 852 735	23 330 056 076	23 350 067 982
(E)	2 457 201	2 364 165	2 413 812	2 453 639	2 512 526
<b>(F)</b>	<b>9 599,36</b>	<b>10 024,60</b>	<b>9 702,02</b>	<b>9 508,35</b>	<b>9 293,46</b>

**Charging Zone: Slovenia — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	32 094 283	33 168 798	33 870 218	34 392 801	35 029 005
(B)	1,6 %	2,1 %	1,9 %	2,0 %	2,0 %
(C)	111,9	114,3	116,5	118,8	121,2
(D)	28 675 840	29 018 678	29 079 819	28 949 500	28 906 876
(E)	481 500	499 637	514 217	529 770	546 470
<b>(F)</b>	<b>59,56</b>	<b>58,08</b>	<b>56,55</b>	<b>54,65</b>	<b>52,90</b>

NEFAB

**Charging Zone: Estonia — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	23 098 175	24 757 151	25 985 553	27 073 003	28 182 980
(B)	3,0 %	3,1 %	3,0 %	3,0 %	3,0 %
(C)	123,3	127,1	130,9	134,8	138,9
(D)	18 739 585	19 481 586	19 852 645	20 081 013	20 295 459
(E)	774 641	801 575	827 117	855 350	885 643
<b>(F)</b>	<b>24,19</b>	<b>24,30</b>	<b>24,00</b>	<b>23,48</b>	<b>22,92</b>

**Charging Zone: Finland — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	45 050 000	45 596 000	46 064 000	46 321 000	46 468 000
(B)	1,5 %	1,7 %	1,9 %	2,0 %	2,0 %
(C)	114,4	116,4	118,6	121,0	123,4
(D)	39 368 663	39 179 750	38 843 860	38 294 684	37 662 953
(E)	792 600	812 000	827 000	843 000	861 000
<b>(F)</b>	<b>49,67</b>	<b>48,25</b>	<b>46,97</b>	<b>45,43</b>	<b>43,74</b>

**Charging Zone: Latvia — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	22 680 662	23 118 000	23 902 000	24 692 818	25 534 000
(B)	2,5 %	2,3 %	2,3 %	2,3 %	2,3 %
(C)	109,7	112,2	114,8	117,4	120,1

	2015	2016	2017	2018	2019
(D)	20 683 885	20 603 685	20 823 477	21 028 777	21 256 247
(E)	802 000	824 000	844 000	867 000	890 000
<b>(F)</b>	<b>25,79</b>	<b>25,00</b>	<b>24,67</b>	<b>24,25</b>	<b>23,88</b>

SW FAB

**Charging Zone: Portugal — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	111 331 252	117 112 878	121 117 127	124 427 807	127 871 286
(B)	1,2 %	1,5 %	1,5 %	1,5 %	1,5 %
(C)	110,5	112,2	113,8	115,5	117,3
(D)	100 758 704	104 424 905	106 399 345	107 692 336	109 037 112
(E)	3 095 250	3 104 536	3 122 232	3 147 209	3 171 128
<b>(F)</b>	<b>32,55</b>	<b>33,64</b>	<b>34,08</b>	<b>34,22</b>	<b>34,38</b>

SPAIN

**Charging Zone: Spain Continental — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	620 443 569	622 072 583	622 240 962	625 580 952	627 777 294
(B)	0,8 %	0,9 %	1,0 %	1,0 %	1,1 %
(C)	110,6	111,6	112,7	113,9	115,1
(D)	561 172 369	557 638 172	552 025 959	549 379 889	545 563 910
(E)	8 880 000	8 936 000	9 018 000	9 128 000	9 238 000
<b>(F)</b>	<b>63,20</b>	<b>62,40</b>	<b>61,21</b>	<b>60,19</b>	<b>59,06</b>

**Charging Zone: Spain Canarias — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	98 528 223	98 750 683	99 003 882	98 495 359	98 326 935
(B)	0,8 %	0,9 %	1,0 %	1,0 %	1,1 %
(C)	110,6	111,6	112,7	113,9	115,1
(D)	89 115 786	88 522 066	87 832 072	86 497 790	85 450 091
(E)	1 531 000	1 528 000	1 531 000	1 537 000	1 543 000
<b>(F)</b>	<b>58,21</b>	<b>57,93</b>	<b>57,37</b>	<b>56,28</b>	<b>55,38</b>

UK-IR FAB

**Charging Zone: Ireland — Currency: EUR**

	2015	2016	2017	2018	2019
(A)	118 046 200	121 386 700	125 595 100	129 364 400	130 778 800
(B)	1,1 %	1,2 %	1,4 %	1,7 %	1,7 %
(C)	103,7	105,0	106,4	108,2	110,1
(D)	113 811 728	115 644 664	118 001 964	119 511 684	118 798 780
(E)	4 000 000	4 049 624	4 113 288	4 184 878	4 262 135
(F)	<b>28,45</b>	<b>28,56</b>	<b>28,69</b>	<b>28,56</b>	<b>27,87</b>

**Charging Zone: United Kingdom — Currency: GBP**

	2015	2016	2017	2018	2019
(A)	686 348 218	687 119 724	690 004 230	682 569 359	673 089 111
(B)	1,9 %	1,9 %	2,0 %	2,0 %	2,0 %
(C)	118,2	120,5	122,9	125,3	127,8
(D)	580 582 809	570 397 867	561 561 156	544 617 914	526 523 219
(E)	10 244 000	10 435 000	10 583 000	10 758 000	10 940 000
(F)	<b>56,68</b>	<b>54,66</b>	<b>53,06</b>	<b>50,62</b>	<b>48,13</b>