

Public transport fares increase – to protect service delivery

- Monthly, Annual and Tax-Saver tickets up from November 1st
- Cash, Leap Card and Pre-Paid tickets up from December 1st

Leap Card fares now significantly lower than cash

October 23rd, 2013

The National Transport Authority has today (October 23, 2013) announced fares increases for CIÉ public transport services (Dublin Bus, Iarnród Éireann and Bus Éireann) and Luas. Fares on Monthly, Annual and Tax-Saver Tickets across these operators will increase from November 1st. Fares for cash tickets, Leap Card and pre-paid tickets will go up a month later, from December 1st. These are annual fare adjustments, and the prices will be maintained for a 12-month period.

Mr. Gerry Murphy, Chief Executive of the National Transport Authority, explained that fare increases were required to protect transport service delivery at a time of reduced incomes for the operators. He pointed out that Leap Card fares would be significantly cheaper than cash fares, and he encouraged as many people as possible to switch to Leap Card for their day-to-day journeys.

With several hundred fares variants in operation across the different transport operators, the Authority has today published its **Fares Determination Reports** across each operator and every fare type, to ensure transparency for the public and to help the transport user understand the decision-making process. These are available to download and read on the Authority's website: www.nationaltransport.ie.

Sample increases (for some popular fare-types) are set out below, where the on-going value offered by Leap Card when compared to cash can be seen; in many cases next year's Leap Card fares will be even cheaper than the cash prices people were paying back in 2011 – before Leap was introduced.

	2011 cash €	2012 cash €	2013 cash €	2014 cash €	2014 Leap €	Leap 2014 vs Cash 2011 % difference	Leap 2014 less than Cash 2011 € difference
Luas Green Zone 2	2.40	2.50	2.50	2.60	2.10	-12.5%	-€0.30
Luas Red Zone 2	2.20	2.30	2.40	2.60	2.10	-4.5%	-€0.10
Irish Rail Short Hop Zone D	2.40	2.50	2.80	3.05	2.35	-2.1%	-€0.05
Dublin Bus Over 13 stages	2.30	2.65	2.80	3.05	2.50	8.7%	€0.20
Bus Éireann Zone 21-22	5.00	5.20	5.50	5.80	4.95	-1.0%	-€0.05
Bus Éireann Cork City Zone A	1.60	1.70	1.80	1.90	1.55	-3.1%	-€0.05

Mr. Murphy said that the operating environment had been challenging for all transport operators over the last number of years and that patronage levels and revenues had suffered as a result. At the same time, fuel costs had increased and the Public Service Obligation (PSO) subsidy payments had been reduced by Government since 2009 due to the economic crisis, with a further 7.4% cut (approx. €17 million) set for 2014.

He explained: "Public transport revenues come from four sources: passenger fares, PSO payments, the Department of Social Protections' Free Travel Grant and some minor "other" revenues (such as advertising). Fares account for the greatest revenue stream and these are driven by passenger numbers. When economic growth increases, this should lead to greater levels of travel and thereby passenger numbers".

"On the positive side, public transport service quality – also an important factor influencing passenger demand – has been improving due to a number of new and creative initiatives driven by the National Transport Authority, such as Real Time Information at bus stops and on an App, the Authority's National Journey Planner, the Leap Card, investment in the bus fleet, improved public transport maps and the reconfiguration of city bus services that to date includes Dublin, Cork, Limerick, Galway and Waterford" he said.

On the Leap Card Mr. Murphy said "A card like Leap makes it easier for users to hop on and pay for public transport - no scrambling for change or buying tickets. We now have daily and weekly cost capping for Leap users giving customers the assurance of good value. Also Leap is substantially cheaper than cash."

On the consistency of fares Mr. Murphy added "Over the last two years we have been gradually bringing greater consistency in the pricing of Irish Rail's fares. In 2012, we simplified inter-city fares to single, day return and open return and rectified many distance anomalies. In 2013 we continued that process and dealt with some anomalies in the short hop zone in the Dublin area. This year we have rectified even more of the short hop zone anomalies and have continued to remedy inconsistent distance pricing of inter-city fares".

Mr. Murphy added that the CIÉ companies needed to stabilise their financial situation reasonably quickly to minimise service cuts and to return the companies 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 subsidy and revenue base. Public transport fare increases have been necessary in recent years as the Authority has had to protect the services as much as possible," he concluded.

ENDS

Editor Information

The Authority is setting the fares for 2014 by way of a number of **Determinations** for the operators, which are each 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](#)