



**Consideration of applications to increase cash, Leap
and pre-paid fares from Bus Éireann for 2014**

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

October 2013

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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 with this determination addressing the price of cash, pre-paid tickets and Leap. Increases to these fares will apply from 1st December 2013 though some tickets may not actually increase till the New Year. The determination of the monthly and annual tickets is published on the Authority's website as part of Determination No. 1.

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

Bus Éireann is planning a 2% reduction in expenditure in 2014. This includes a 2.8% reduction in payroll costs to deliver a €1.3m saving which is partly offset by an anticipated €0.4m increase in fuel costs. Reductions of over 1% are expected in maintenance costs and reductions of 3.7% in overhead costs. Overall, while a 2% net cost reduction target appears modest, the Authority acknowledges that Bus Éireann are reducing costs across all aspects of their cost base and have already made substantial savings since 2008. Although Bus Éireann has requested approval to increase fares by an average of 6%, they anticipate that the improvements to service quality will help to offset some of the negative impact of fares increases.

Bus Éireann introduced the Leap card on a number of commuter services in the eastern part of the country earlier this year and plan to gradually introduce it over its entire network. It is expected to be introduced on the Cork city commuter services by April 2014. In order to provide

good value to the public transport user the Authority has retained the Leap fares at current rates for 2014. This will provide the Leap card user with a saving of between 14% and 18% when using their leap card over the equivalent cash single fare on those routes where the Leap card is in use. In fact the 2014 Leap card fares will in many cases be lower than or equal to the 2011 single cash fares or in only a small number of cases will be a few cent higher by where it is available.

The table below gives a sample of single cash fares for 2011 to 2014 and the 2014 Leap fare. It shows that the 2014 Leap fare is similar to the 2011 cash fares. This represents a significant saving for the hard pressed commuter who uses their Leap card when travelling on Bus Éireann.

2014 adult Leap fares compared with a sample of 2011 to 2014 adult single fares

Fare type	2011 cash	2012 cash	2013 cash	2014 cash	2014 Leap
Cork city zone A	€1.60	€1.70	€1.80	€1.90	€1.55
Cork city zone B	€1.90	€2.00	€2.10	€2.20	€1.80
Stage carriage zone 3-4	€1.60	€1.65	€1.80	€1.90	€1.62
Stage carriage zone 7-8	€2.00	€2.10	€2.20	€2.30	€1.98
Stage carriage zone 21-22	€5.00	€5.20	€5.50	€5.80	€4.95
Stage carriage zone 33-36	€7.60	€7.80	€8.50	€9.00	€7.65
Stage carriage zone 51-60	€11.40	€11.80	€12.50	€13.30	€11.25
Stage carriage zone 71-75	€13.50	€14.00	€15.00	€16.00	€13.50

At a time when the cost of almost all forms of transport have increased it represents a significant boost to the leap card user that they can avail of fares which are similar to those on offer 3 years earlier simply by getting and using a Leap card.

The Authority considered that a 10 cent or up to 9.09% increase requested by Bus Éireann on the regional cities' child cash fares as inappropriate at this time, instead it approves a 5 cent increase rather than the 10 cent requested.

A number of years ago Bus Éireann introduced a discounted weekly student fare in Cork city. Over the past few years a number of improvements to the Cork city service have taken place.

Currently the Cork city student fare is the same as the Limerick city student fare and Galway city student fare. As there is a more extensive bus network in Cork compared to the other two cities it is reasonable that the fares in Limerick and Galway should be lower than in Cork. To facilitate this, the Authority has approved a 2.9% increase in the Limerick and Galway student weekly tickets rather than the 6.4% requested and approved a 9.8% increase in the Cork student weekly fare rather than the 6.4% requested. The difference is already reflected in the adult and child fares and the student monthly fare.

The Authority has approved the fare increases outlined in the appendices in order that the wide range of services in rural areas and cities can continue to be provided.

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 determination on the fares is being undertaken in two stages with this determination addressing the price of cash, pre-paid tickets and Leap. Increases to these fares will apply from 1st December 2013 though some tickets may not actually increase till the New Year. The determination of the monthly and annual tickets has issued separately as part of Determination No. 1 (for period Nov/Dec 2013 to Nov/Dec 2014).

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 now it appears 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. Bus Éireann

2.1 Introduction

Bus Éireann PSO Services Programme is provided under public service contract to the National Transport Authority. These services are not commercial and attract a public service obligation payment in line with EU regulation 1370/07. They comprise:

- Regional City services in Cork, Limerick, Galway and Waterford
- Stage Carriage (i.e. multi-stop) services which include:
 - Commuter services within the Greater Dublin Area
 - Town services in Navan, Dundalk, Drogheda, Balbriggan, Sligo and Athlone
 - Commuter services from over 100 satellite towns and villages to the main gateway cities
 - Transport services throughout Ireland

Over the last 4 to 5 years, Bus Éireann has experienced a significant decrease in patronage, revenue and Public Service Obligation (PSO) subvention. At the same time the Department of Social Protection compensation to Bus Éireann for those availing of free travel has remained at 2010 levels and fuel prices have increased.

The company has delivered cost savings over this period by reducing operating costs. Costs per vehicle-kilometre and per passenger-kilometre have fallen. Bus Éireann has reduced payroll costs at a greater rate than staff numbers, demonstrating improved productivity. The company expect to reduce payroll costs by over €1 million this year followed by a further reduction of €1 million in 2014. Bus Éireann expect to save a further million euro this year and next year by reducing overhead and maintenance costs.

Bus Éireann are currently implementing a detailed Strategic Plan for the period 2013 to 2017 which includes a range of measures to ensure the long term viability of the company.

However the cost saving measures and their Strategic Plan are not enough on their own to ensure the viability of the Company. Passenger journey growth and an increase in fares are also required to maintain services at their current levels.

During the latter part of 2012 passenger journeys increased slightly in the Regional Cities and this increase in passenger numbers has continued to date in 2013. Bus Éireann are projecting growth of 1.5% in passenger numbers for 2014 in the Regional Cities services.

Passenger growth on Stage Carriage routes is more challenging but the fall in passenger numbers since 2008 appear to have stabilised. Year on year, passenger journeys are 0.3% lower in the early months of 2013 compared to the same period in 2012. For 2014 Bus Éireann is predicting passenger demand to grow by 1% on Stage Carriage services.

The table below outlines the projected annual passenger growth rate by PSO service product over the period of the next three years.

	2014	2015	2016
Passenger Growth %	%	%	%
Regional City	1.5	1.5	1.5
Stage Carriage	1.0	1.0	1.0

2.2 Proposal by Operator

Bus Éireann has written to the Authority requesting approval for a fares increase in respect of cash, Leap, prepaid tickets and monthly & annual tax saver tickets. The approved fares will take effect from the 1st November 2013 for the tax saver monthly & annual tickets while the other approved fares will take effect from 1st December 2013. This determination is in respect of cash, Leap and prepaid tickets. The determination of the monthly and annual tickets has issued separately as part of determination No: 1 for period Nov/Dec 2013 to Nov/Dec 2014.

Bus Éireann's proposal is to increase fares by an average of 6% with increases varying from 0.0% to 9.09%. Individual fare changes may be more or less when rounding to the nearest 5c or 10c is taken into account. The aim is for an overall 4% increase in revenue yield which equates to an additional €2.2m in revenue to Bus Éireann.

The requested increases vary for different fare bands and ticket products and the range of requested changes are summarised as follows:

Ticket category	Increase on 2013 prices
Cash	4.55% to 9.09%
Leap	0% to 2.33%
Prepaid tickets	5.26% to 7.46%
Monthly and annual tickets	Determination issued separately.

2.3 Determination by the Authority

Bus Éireann is planning a 2% reduction in expenditure in 2014. This includes a 2.8% reduction in payroll costs to deliver a €1.3m saving which is partly offset by an anticipated €0.4m increase in fuel costs. Reductions of over 1% are expected in maintenance costs and reductions of 3.7% in overhead costs.

Overall, while a 2% net cost reduction target appears modest, the Authority acknowledges that Bus Éireann are reducing costs across all aspects of their cost base and have already made savings since 2008.

Although Bus Éireann has requested approval to increase fares by an average of 6%, they anticipate that the improvements to service quality will help to offset some of the negative impact of fares increases. Among the improvements implemented over the past year and into 2014 with the assistance of the Authority are:

- Revised regional city networks with improved frequencies and better access to employment areas and residential areas.

- Introduction of 60 new buses into service in 2012.
- Introduction of free Wi-Fi at 7 Bus Éireann stations.
- Roll out of Real Time Passenger Information displays in the regional cities and at various locations in the Greater Dublin Area.
- Bus Éireann information available on the National Journey Planner.

The Authority has considered that a 10 cent or up to 9.09% increase requested by Bus Éireann on the regional cities child cash fares as inappropriate at this time, instead it approves a 5 cent increase. The regional cities child fares will go from €1.10 to €1.15 and from €1.40 to €1.45, an increase of 4.5% and 3.6% respectively.

The Leap card which is a reusable plastic smart card that can be used instead of paper tickets to pay-as-you-go for public transport in the Greater Dublin Area and in selected areas outside the capital was introduced almost 2 years ago. It provides a flexible, convenient, quicker and safe way to pay on Bus Éireann services in the eastern part of the country and on other public transport operators. It is expected that the Leap card will be introduced on Cork city services by April 2014.

As the leap card is rolled out on the various public transport operators the Authority wants to ensure value for the travelling public who use the Leap card. This is achieved by giving Leap card users a discount over the equivalent cash fares. When Leap is rolled out on Cork city services next April the Bus Éireann proposal is for Leap single fares in regional cities to be up to 14.2% cheaper than the similar cash fare. However the Authority has decided to extend this discount to just over 18%.

In order to achieve this 18% discount on single fares the Authority has reduced Bus Éireann's proposed regional cities Leap fares from €1.63 to €1.55 and from €1.89 to €1.80, an average decrease of 4.5%. This will ensure that the 2014 Leap single fares are cheaper than the cash single fares applicable in 2011.

The table below gives the single cash fares for Bus Éireann Cork city services from 2011 to 2014 and the 2014 Leap fare. It shows that the 2014 Leap fare is 5 to 10 cent cheaper than the 2011 cash fares. This represents a significant saving for the hard pressed commuter who uses their Leap card when travelling on Bus Éireann.

2014 Cork city adult Leap fares compared with 2011 to 2014 adult single cash fares

Fare type	2011 cash	2012 cash	2013 cash	2014 cash	2014 Leap
Cork city zone A (0-11 stages)	€1.60	€1.70	€1.80	€1.90	€1.55
Cork city zone B (12+ stages)	€1.90	€2.00	€2.10	€2.20	€1.80

Similarly the Authority has extended the discount available on stage carriage fares in the eastern part of the country where Leap was introduced earlier this year. The Authority has not approved the requested increase in Leap fares for stage carriage by Bus Éireann but has held them at last year's levels. This will increase the cash/ leap fares differential for stage carriage to an average of 15% up from a current discount of 10%.

The table below gives a sample of the single cash fares for Bus Éireann stage carriage for 2011 to 2014 and the 2014 Leap fare. It shows that the 2014 Leap fare is between 15 cent cheaper and 5 cent dearer than the 2011 cash fares and considerable cheaper than the 2012 cash fare.

2014 adult Leap fares compared with a sample of the 2011 to 2014 adult single stage carriage fares

Fare type	2011 cash	2012 cash	2013 cash	2014 cash	2014 Leap
Stage carriage zone 3-4	€1.60	€1.65	€1.80	€1.90	€1.62
Stage carriage zone 7-8	€2.00	€2.10	€2.20	€2.30	€1.98
Stage carriage zone 21-22	€5.00	€5.20	€5.50	€5.80	€4.95
Stage carriage zone 33-36	€7.60	€7.80	€8.50	€9.00	€7.65
Stage carriage zone 51-60	€11.40	€11.80	€12.50	€13.30	€11.25
Stage carriage zone 71-75	€13.50	€14.00	€15.00	€16.00	€13.50

At a time when the cost of almost all forms of transport have increased it represents a significant boost to the leap card user that they can avail of fares which are almost the same or cheaper than those on offer 3 years earlier simply by getting and using a Leap card.

A number of years ago Bus Éireann introduced a discounted weekly student fare in Cork city. Over the past few years a number of improvements to the Cork city service have taken place such as improved frequencies and revised routes giving better access to residential areas. Currently the Cork city student fare is the same as the Limerick city student fare and Galway city student fare. As there is a more extensive bus network in Cork compared to the other two cities it is reasonable that the fares in Limerick and Galway should be lower than in Cork. To facilitate this, the Authority has approved a 2.9% increase in the Limerick and Galway student weekly tickets rather than the 6.4% requested and approved a 9.8% increase in the Cork student weekly fare rather than the 6.4% requested. The difference in ticket prices between Cork city and Limerick & Galway cities is already reflected in both the adult and child weekly and monthly tickets as it is in the student monthly ticket.

The approved fares for Bus Éireann cash fares, pre paid tickets and Leap are outlined in appendices below.

2.4 Conditions attaching to the approval

Approved increases for cash and pre-paid products for Cork city are on the basis that these will be made available on the Leap card format by 1st April 2014. If that date is not achieved, and if the Authority does not approve the reasons for the missed deadline date, then these fares are to revert to their levels prior to this determination.

2.5 Conclusion

Although Bus Éireann is proposing significant fares increases, it is the Authority's view that having considered all of the respective costs and revenues that the level of increase approved is warranted, in order that the wide range of services in rural areas and cities can continue to be provided.

2.6 Appendix A – Regional cities’ fares

BUS ÉIREANN REGIONAL CITIES (Galway, Limerick and Waterford)- CASH FARES							
Fare type (Child, Adult, etc.)	Zone	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
			€	€	€		
Adult	0-11	Single - Cash	1.80	1.90	1.90	5.56%	5.56%
Adult	12+	Single - Cash	2.10	2.20	2.20	4.76%	4.76%
Child	0-11	Single - Cash	1.10	1.20	1.15	9.09%	4.55%
Child	12+	Single - Cash	1.40	1.50	1.45	7.14%	3.57%
Schoolchild	All	Single - Cash	0.85	0.90	0.90	5.88%	5.88%

BUS ÉIREANN CORK CITY - CASH FARES							
Fare type (Child, Adult, etc.)	Zone	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
			€	€	€		
Adult	A	Single - Cash	1.80	1.90	1.90	5.56%	5.56%
Adult	B	Single - Cash	2.10	2.20	2.20	4.76%	4.76%
Child	A	Single - Cash	1.10	1.20	1.15	9.09%	4.55%
Child	B	Single - Cash	1.40	1.50	1.45	7.14%	3.57%
Schoolchild	All	Single - Cash	0.85	0.90	0.90	5.88%	5.88%

BUS ÉIREANN REGIONAL CITIES - LEAP FARES							
Fare type (Child, Adult, etc.)	Zone	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
			€	€	€		
Adult	A	Single - Leap	1.62	1.63	1.55	0.62%	-4.32%
Adult	B	Single - Leap	1.89	1.89	1.80	0.00%	-4.76%

BUS ÉIREANN Regional Cities - Leap discount on cash fare					
Adult/Child	Zone	Fare type (Single, Return, 7 Day, etc.)	Cash /Leap Differential		
			Approved Cash Fare	Approved Leap fare	Approved % discount
			€	€	
Adult	A	Single	1.90	1.55	18.4%
Adult	B	Single	2.20	1.80	18.2%

BUS ÉIREANN REGIONAL CITIES - WEEKLY COMMUTER FARES							
Fare type (Child, Adult, etc.)	Fare stage/route	Fare type	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
			€	€	€		
Adult	Cork City	Weekly	19.70	21.00	21.00	6.60%	6.60%
Adult	Limerick City	Weekly	19.00	20.20	20.20	6.32%	6.32%
Adult	Galway City	Weekly	19.00	20.20	20.20	6.32%	6.32%
Adult	Waterford City	Weekly	16.50	17.50	17.50	6.06%	6.06%
Student	Cork City	Weekly	17.30	18.40	19.00	6.36%	9.83%
Student	Limerick City	Weekly	17.30	18.40	17.80	6.36%	2.89%
Student	Galway City	Weekly	17.30	18.40	17.80	6.36%	2.89%
Student	Waterford City	Weekly	13.80	14.70	14.70	6.52%	6.52%
Child	Cork City	Weekly	8.50	9.00	9.00	5.88%	5.88%
Child	Limerick City	Weekly	7.70	8.20	8.20	6.49%	6.49%
Child	Galway City	Weekly	7.70	8.20	8.20	6.49%	6.49%

2.7 Appendix B - Stage carriage fares

BUS ÉIREANN STAGE CARRIAGE - CASH FARES							
Fare type (Child, Adult, etc.)	Fare stage	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
Adult	0-2	Single - Cash	1.80	1.90	1.90	5.56%	5.56%
Adult	2-4	Single - Cash	1.80	1.90	1.90	5.56%	5.56%
Adult	5-6	Single - Cash	1.90	2.00	2.00	5.26%	5.26%
Adult	7-8	Single - Cash	2.20	2.30	2.30	4.55%	4.55%
Adult	9-10	Single - Cash	2.90	3.10	3.10	6.90%	6.90%
Adult	11-12	Single - Cash	3.80	4.00	4.00	5.26%	5.26%
Adult	13-14	Single - Cash	3.90	4.10	4.10	5.13%	5.13%
Adult	15-16	Single - Cash	4.30	4.60	4.60	6.98%	6.98%
Adult	17-18	Single - Cash	4.70	5.00	5.00	6.38%	6.38%
Adult	19-20	Single - Cash	5.00	5.30	5.30	6.00%	6.00%
Adult	21-22	Single - Cash	5.50	5.80	5.80	5.45%	5.45%
Adult	23-24	Single - Cash	6.00	6.40	6.40	6.67%	6.67%
Adult	25-26	Single - Cash	6.70	7.10	7.10	5.97%	5.97%
Adult	27-30	Single - Cash	7.10	7.50	7.50	5.63%	5.63%
Adult	31-32	Single - Cash	7.60	8.10	8.10	6.58%	6.58%
Adult	33-36	Single - Cash	8.50	9.00	9.00	5.88%	5.88%
Adult	37-38	Single - Cash	9.10	9.70	9.70	6.59%	6.59%
Adult	39-42	Single - Cash	9.80	10.30	10.30	5.10%	5.10%
Adult	43-46	Single - Cash	10.90	11.60	11.60	6.42%	6.42%
Adult	47-50	Single - Cash	11.50	12.20	12.20	6.09%	6.09%
Adult	51-60	Single - Cash	12.50	13.30	13.30	6.40%	6.40%
Adult	61-64	Single - Cash	13.00	13.80	13.80	6.15%	6.15%
Adult	65 -70	Single - Cash	14.20	15.00	15.00	5.63%	5.63%
Adult	71-75	Single - Cash	15.00	16.00	16.00	6.67%	6.67%
Adult	76-80	Single - Cash	15.40	16.40	16.40	6.49%	6.49%
Adult	81-85	Single - Cash	16.00	17.00	17.00	6.25%	6.25%
Adult	86-90	Single - Cash	16.80	17.80	17.80	5.95%	5.95%
Adult	91'95	Single - Cash	17.20	18.20	18.20	5.81%	5.81%
Adult	96-100	Single - Cash	17.50	18.50	18.50	5.71%	5.71%

Adult	101-110	Single - Cash	18.50	19.50	19.50	5.41%	5.41%
Adult	111-120	Single - Cash	19.00	20.00	20.00	5.26%	5.26%
Adult	121-140	Single - Cash	19.70	21.00	21.00	6.60%	6.60%
Adult	141-150	Single - Cash	20.20	21.50	21.50	6.44%	6.44%
Adult	151-160	Single - Cash	20.70	22.00	22.00	6.28%	6.28%
Adult	161-170	Single - Cash	21.20	22.50	22.50	6.13%	6.13%
Adult	171-180	Single - Cash	21.70	23.00	23.00	5.99%	5.99%
Adult	181-190	Single - Cash	22.20	23.50	23.50	5.86%	5.86%
Adult	191-220	Single - Cash	23.20	24.50	24.50	5.60%	5.60%
Adult	221-260	Single - Cash	24.00	25.50	25.50	6.25%	6.25%
Adult	261-300	Single - Cash	26.00	27.50	27.50	5.77%	5.77%
Adult	301-350	Single - Cash	28.50	30.00	30.00	5.26%	5.26%
Adult	351-400	Single - Cash	30.50	32.50	32.50	6.56%	6.56%
Adult	401-450	Single - Cash	32.00	34.00	34.00	6.25%	6.25%
Adult	451-500	Single - Cash	33.00	35.00	35.00	6.06%	6.06%
Adult	501-600	Single - Cash	34.50	36.50	36.50	5.80%	5.80%
Adult	600+	Single - Cash	35.50	37.50	37.50	5.63%	5.63%

BUS ÉIREANN STAGE CARRIAGE - LEAP FARES							
Fare type (Child, Adult, etc.)	Fare stage	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
Adult	0-2	Single - Leap	1.62	1.63	1.62	0.62%	0.00%
Adult	2-4	Single - Leap	1.62	1.63	1.62	0.62%	0.00%
Adult	5-6	Single - Leap	1.71	1.72	1.71	0.58%	0.00%
Adult	7-8	Single - Leap	1.98	1.98	1.98	0.00%	0.00%
Adult	9-10	Single - Leap	2.61	2.67	2.61	2.30%	0.00%
Adult	11-12	Single - Leap	3.42	3.44	3.42	0.58%	0.00%
Adult	13-14	Single - Leap	3.51	3.53	3.51	0.57%	0.00%
Adult	15-16	Single - Leap	3.87	3.96	3.87	2.33%	0.00%
Adult	17-18	Single - Leap	4.23	4.30	4.23	1.65%	0.00%
Adult	19-20	Single - Leap	4.50	4.56	4.50	1.33%	0.00%
Adult	21-22	Single - Leap	4.95	4.99	4.95	0.81%	0.00%
Adult	23-24	Single - Leap	5.40	5.50	5.40	1.85%	0.00%
Adult	25-26	Single - Leap	6.03	6.11	6.03	1.33%	0.00%

Adult	27-30	Single - Leap	6.39	6.45	6.39	0.94%	0.00%
Adult	31-32	Single - Leap	6.84	6.97	6.84	1.90%	0.00%
Adult	33-36	Single - Leap	7.65	7.74	7.65	1.18%	0.00%
Adult	37-38	Single - Leap	8.19	8.34	8.19	1.83%	0.00%
Adult	39-42	Single - Leap	8.82	8.86	8.82	0.45%	0.00%
Adult	43-46	Single - Leap	9.81	9.98	9.81	1.73%	0.00%
Adult	47-50	Single - Leap	10.35	10.49	10.35	1.35%	0.00%
Adult	51-60	Single - Leap	11.25	11.44	11.25	1.69%	0.00%
Adult	61-64	Single - Leap	11.70	11.87	11.70	1.45%	0.00%
Adult	65 -70	Single - Leap	12.78	12.90	12.78	0.94%	0.00%
Adult	71-75	Single - Leap	13.50	13.76	13.50	1.93%	0.00%
Adult	76-80	Single - Leap	13.86	14.10	13.86	1.73%	0.00%
Adult	81-85	Single - Leap	14.40	14.62	14.40	1.53%	0.00%
Adult	86-90	Single - Leap	15.12	15.31	15.12	1.26%	0.00%
Adult	91-95	Single - Leap	15.48	15.65	15.48	1.10%	0.00%
Adult	96-100	Single - Leap	15.75	15.91	15.75	1.02%	0.00%
Adult	101-110	Single - Leap	16.65	16.77	16.65	0.72%	0.00%
Adult	111-120	Single - Leap	17.10	17.20	17.10	0.58%	0.00%
Adult	121-140	Single - Leap	17.73	18.06	17.73	1.86%	0.00%
Adult	141-150	Single - Leap	18.18	18.49	18.18	1.71%	0.00%
Adult	151-160	Single - Leap	18.63	18.92	18.63	1.56%	0.00%
Adult	161-170	Single - Leap	19.08	19.35	19.08	1.42%	0.00%
Adult	171-180	Single - Leap	19.53	19.78	19.53	1.28%	0.00%
Adult	181-190	Single - Leap	19.98	20.21	19.98	1.15%	0.00%
Adult	191-220	Single - Leap	20.88	21.07	20.88	0.91%	0.00%
Adult	221-260	Single - Leap	21.60	21.93	21.60	1.53%	0.00%
Adult	261-300	Single - Leap	23.40	23.65	23.40	1.07%	0.00%
Adult	301-350	Single - Leap	25.65	25.80	25.65	0.58%	0.00%
Adult	351-400	Single - Leap	27.45	27.95	27.45	1.82%	0.00%
Adult	401-450	Single - Leap	28.80	29.24	28.80	1.53%	0.00%
Adult	451-500	Single - Leap	29.70	30.10	29.70	1.35%	0.00%
Adult	501-600	Single - Leap	31.05	31.39	31.05	1.10%	0.00%
Adult	600+	Single - Leap	31.95	32.25	31.95	0.94%	0.00%

BUS ÉIREANN Stage Carriage - Leap discount on cash fare					
Adult/Child	Fare stage	Fare type (Single, Return, 7 Day, etc.)	Cash /Leap Differential		
			Approved Cash Fare	Approved Leap fare	Approved % discount when using leap over cash
			€	€	
Adult	0-2	Single	1.90	1.62	14.7%
Adult	2-4	Single	1.90	1.62	14.7%
Adult	5-6	Single	2.00	1.71	14.5%
Adult	7-8	Single	2.30	1.98	13.9%
Adult	9-10	Single	3.10	2.61	15.8%
Adult	11-12	Single	4.00	3.42	14.5%
Adult	13-14	Single	4.10	3.51	14.4%
Adult	15-16	Single	4.60	3.87	15.9%
Adult	17-18	Single	5.00	4.23	15.4%
Adult	19-20	Single	5.30	4.50	15.1%
Adult	21-22	Single	5.80	4.95	14.7%
Adult	23-24	Single	6.40	5.40	15.6%
Adult	25-26	Single	7.10	6.03	15.1%
Adult	27-30	Single	7.50	6.39	14.8%
Adult	31-32	Single	8.10	6.84	15.6%
Adult	33-36	Single	9.00	7.65	15.0%
Adult	37-38	Single	9.70	8.19	15.6%
Adult	39-42	Single	10.30	8.82	14.4%
Adult	43-46	Single	11.60	9.81	15.4%
Adult	47-50	Single	12.20	10.35	15.2%
Adult	51-60	Single	13.30	11.25	15.4%
Adult	61-64	Single	13.80	11.70	15.2%
Adult	65 -70	Single	15.00	12.78	14.8%
Adult	71-75	Single	16.00	13.50	15.6%
Adult	76-80	Single	16.40	13.86	15.5%
Adult	81-85	Single	17.00	14.40	15.3%
Adult	86-90	Single	17.80	15.12	15.1%
Adult	91'95	Single	18.20	15.48	14.9%
Adult	96-100	Single	18.50	15.75	14.9%

Adult	101-110	Single	19.50	16.65	14.6%
Adult	111-120	Single	20.00	17.10	14.5%
Adult	121-140	Single	21.00	17.73	15.6%
Adult	141-150	Single	21.50	18.18	15.4%
Adult	151-160	Single	22.00	18.63	15.3%
Adult	161-170	Single	22.50	19.08	15.2%
Adult	171-180	Single	23.00	19.53	15.1%
Adult	181-190	Single	23.50	19.98	15.0%
Adult	191-220	Single	24.50	20.88	14.8%
Adult	221-260	Single	25.50	21.60	15.3%
Adult	261-300	Single	27.50	23.40	14.9%
Adult	301-350	Single	30.00	25.65	14.5%
Adult	351-400	Single	32.50	27.45	15.5%
Adult	401-450	Single	34.00	28.80	15.3%
Adult	451-500	Single	35.00	29.70	15.1%
Adult	501-600	Single	36.50	31.05	14.9%
Adult	600+	Single	37.50	31.95	14.8%

BUS ÉIREANN STAGE CARRIAGE - 10 JOURNEY							
Fare type (Child, Adult, etc.)	Fare stage	Fare type (Single, Return, etc.)	Current Fare	BÉ Proposed Fare	Approved Fare	BÉ proposed % Increase	Approved % increase
Adult	0-2	10 Journey	15.80	16.80	16.80	6.33%	6.33%
Adult	2-4	10 Journey	16.40	17.40	17.40	6.10%	6.10%
Adult	5-6	10 Journey	16.70	17.70	17.70	5.99%	5.99%
Adult	7-8	10 Journey	18.40	19.50	19.50	5.98%	5.98%
Adult	9-10	10 Journey	26.50	28.00	28.00	5.66%	5.66%
Adult	11-12	10 Journey	31.00	33.00	33.00	6.45%	6.45%
Adult	13-14	10 Journey	32.50	34.50	34.50	6.15%	6.15%
Adult	15-16	10 Journey	33.50	35.50	35.50	5.97%	5.97%
Adult	17-18	10 Journey	33.50	35.50	35.50	5.97%	5.97%
Adult	19-20	10 Journey	34.00	36.00	36.00	5.88%	5.88%
Adult	21-22	10 Journey	35.00	37.00	37.00	5.71%	5.71%
Adult	23-24	10 Journey	38.50	41.00	41.00	6.49%	6.49%
Adult	25-26	10 Journey	41.00	43.50	43.50	6.10%	6.10%

Adult	27-30	10 Journey	44.00	46.50	46.50	5.68%	5.68%
Adult	31-32	10 Journey	48.00	51.00	51.00	6.25%	6.25%
Adult	33-36	10 Journey	51.00	54.00	54.00	5.88%	5.88%
Adult	37-38	10 Journey	52.00	55.00	55.00	5.77%	5.77%
Adult	39-42	10 Journey	54.50	57.50	57.50	5.50%	5.50%
Adult	43-46	10 Journey	55.00	58.00	58.00	5.45%	5.45%
Adult	47-50	10 Journey	56.50	59.50	59.50	5.31%	5.31%
Adult	51-60	10 Journey	57.00	60.00	60.00	5.26%	5.26%
Adult	61-64	10 Journey	57.50	61.00	61.00	6.09%	6.09%
Adult	65 -70	10 Journey	58.00	62.00	62.00	6.90%	6.90%
Adult	71-75	10 Journey	60.50	64.00	64.00	5.79%	5.79%
Adult	76-80	10 Journey	61.50	65.00	65.00	5.69%	5.69%
Adult	81-85	10 Journey	62.00	66.00	66.00	6.45%	6.45%
Adult	86-90	10 Journey	63.50	67.50	67.50	6.30%	6.30%
Adult	91-95	10 Journey	67.00	71.00	71.00	5.97%	5.97%
Adult	96-100	10 Journey	69.50	74.00	74.00	6.47%	6.47%
Adult	101-110	10 Journey	72.00	76.00	76.00	5.56%	5.56%
Adult	111-120	10 Journey	73.00	77.50	77.50	6.16%	6.16%
Adult	121-140	10 Journey	75.00	79.50	79.50	6.00%	6.00%
Adult	141-150	10 Journey	75.50	80.00	80.00	5.96%	5.96%