



**Consideration of application from the RPA to increase cash,
Leap and pre-paid tickets for 2014**

Determination No. 6 for period Nov/Dec 2013 to Nov/Dec 2014

October 2013

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Executive summary

The National Transport Authority (the Authority) has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area. The Authority has currently assigned these functions to the Railway Procurement Authority (RPA); however Luas fare alterations require the prior approval of the Authority.

In recent years the RPA have been faced with increased operating costs due to the opening of three new extensions to the Luas network since 2009. While passenger volumes have increased they have not improved to the extent that these additional costs can be met by increased ticket revenue. Cost reduction programmes have been put in place, but these take time to design and implement.

Modest growth in the economy is forecast for the next year however this growth will not on its own return Luas to profitability. RPA have lodged an application for fares increase varying from 0% to 15.9% and if approved expect to return to profitability in 2015.

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 the Luas cash and Leap fares to apply from 1st December 2013.

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

In assessing the RPA's request the Authority took into consideration a number of factors including the current economic climate, the effect of the recession on the public's disposable income, that the Luas operations are being supported from a diminishing surplus and the need to maintain a sufficient level of service frequency. In addition the Authority has taken into account the value offered when using the

Leap card and the National Payments Plan strategy which is targeting savings of up to €1 billion per annum for the Irish economy through a doubling of electronic payments by 2015.

Last year we began the process of aligning the fares on the Red and Green lines in preparation for Luas Cross City when more passengers will transfer between lines. This year we, with the two determinations, we will align all the remaining fares on the Red and Green lines. To do this some of the Red line fares will have to increase more than similar fares on the Green line.

Currently Leap fares on Luas are between 13% and 17% cheaper than the peak cash fares and the Authority wants to extend this discount towards 20% for all peak cash fares by 2015. In order to achieve a differential of up to 20% between all adult peak cash single fares and the corresponding Leap single fares the Authority has held the price of a number of the Leap fares at current levels, reduced other Leap fares slightly and only increased the price of a small number of Leap fares. Overall Leap fares will reduce by an average of about 1%.

While this reduction in Leap fares is a modest reduction it ensures that the 2014 Leap fares are on average 9% cheaper than the peak cash single fares applicable in 2011, in some cases cheaper by up to 14%. This represents a significant saving for the hard pressed commuter who uses their Leap card when travelling by Luas. The table below shows the excellent value which is available by using Leap. The 2014 Leap fares are on average 21 cent or 9.39% cheaper than the 2011 peak cash fares.

2014 adult Leap fares compared with 2011 adult single peak fares

| | Cash 2011 adult single peak fare | Leap 2014 adult single fare | Savings in 2014 Leap compared to 2011 cash | 2014 Leap % cheaper than 2011 cash |
|----------------|----------------------------------|-----------------------------|--|------------------------------------|
| | € | € | € | % |
| Red 0 | 1.60 | 1.45 | 15 cent | 9.38% |
| Green 0 | 1.60 | 1.45 | 15 cent | 9.38% |
| Red 1 | 1.90 | 1.75 | 15 cent | 7.89% |
| Green 1 | 2.00 | 1.75 | 25 cent | 12.50% |
| Red 2 | 2.20 | 2.10 | 10 cent | 4.55% |
| Green 2 | 2.40 | 2.10 | 30 cent | 12.50% |
| Red 3 | 2.40 | 2.30 | 10 cent | 4.17% |

| | Cash 2011 adult single peak fare | Leap 2014 adult single fare | Savings in 2014 Leap compared to 2011 cash | 2014 Leap % cheaper than 2011 cash |
|----------------|---|------------------------------------|---|---|
| Green 3 | 2.60 | 2.30 | 30 cent | 11.54% |
| Red 4 | 2.60 | 2.40 | 20 cent | 7.69% |
| Green 4 | 2.80 | 2.40 | 40 cent | 14.29% |
| | | Average savings | 21 cent | 9.39% |

Cash fares will increase by between 3% and 8%. However the public transport user can avoid these increases by becoming a Leap card user.

Child single and return fares will not increase at this time either for cash or for Leap.

Fare capping was first introduced on Luas services in December 2012. Daily and weekly caps were set for adults, students and child fares. Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on one public transport operator.

The daily and weekly Leap caps for children have each been reduced by €0.20 with the adult and student caps remaining as they were when first introduced in 2012.

Approved Leap card single operator fare capping levels on RPA services

| | Leap card Luas 1 day cap | Leap card Luas 1 week cap |
|--------------------|---------------------------------|----------------------------------|
| Adult cap | €6.40 | €23.50 |
| Student cap | €5.00 | €18.00 |
| Child cap | €2.50 | €8.20 |

At present, Irish Rail customers purchasing point-to-point tickets can opt for a bus/Luas add-on to their rail ticket. Add-on tickets can be cheaper than equivalent Luas or Dublin Bus tickets. The RPA and Dublin Bus had requested reducing the discount by applying an increase of almost 16% to the weekly Irish Rail Add On ticket. The Authority considered this level of increase as inappropriate. Instead, the approved increase is between 9.8%.

The approved fares applicable from 1st December 2013 are set out in the tables in the appendices.

1. Introduction

1.1 *Background*

The National Transport Authority (the Authority) has the statutory obligation to secure the provision of light railway passenger services in the Greater Dublin Area (section 48 of the Dublin Transport Authority Act 2008). The Authority has currently assigned these functions to the Railway Procurement Authority (RPA) under the terms allowed by the Act; however, Luas fare alterations require the prior approval of the Authority. Transdev Ireland operates Luas, Dublin's light rail tram system, under contract with the RPA.

The RPA in conjunction with Transdev have been reducing costs across the business since April 2009 and have implemented a wide range of cost saving measures to meet the current challenging environment. Unfortunately some Luas patronage levels remain below expectation, such as on the Citywest extension. For the RPA, as with all public transport companies, the current operating environment has had a detrimental impact on passenger demand and ancillary revenue, at a time of increased fuel costs.

Determination of fares

The determination is being undertaken in two stages with this determination addressing the cash, Leap and pre-paid products. Increases to these fares will apply from 1st December 2013. The determination addressing the price of the monthly and annual tickets has issued separately as determination No: 2 for period Nov/Dec 2013 to Nov/Dec 2014. Increases to the monthly and annual tickets will apply from 1st November 2013.

1.2 *Factors influencing public transport demand and revenues*

Public transport revenues for Luas come from three main sources: passenger fares, subsidy via the free travel grant from the Department of Social Protection, and relatively minor ancillary revenues (e.g. advertising). Passenger fares account for a substantial 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 large reduction in patronage and in passenger revenues.

Passenger numbers on Luas have actually grown since 2009; however, there was a Red Line extension to the Docklands (Busáras to The Point) in December 2009, a Green Line extension to Cherrywood (Sandyford to Brides Glen) in October 2010 and a Red Line extension to Citywest (Belgard to Saggart) in July 2011. Given these extensions, the RPA had expected passenger numbers to have increased by considerably more. However what has occurred is that operating costs have increased while passenger volumes have not improved to the extent that these costs can be met by increased ticket revenue.

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 alternative means of travel become more attractive, public transport demand will fall.

The influence of these factors over and above the economic effects in recent years is 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, although this has also had a positive effect on buses using the enhanced road network. Cycling and walking have increased in popularity as well, due to the Bike to Work scheme, the Dublin Bikes scheme, infrastructure improvements 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 *The need for fare increases*

Luas public transport fare increases have been deemed to be necessary in recent years as the RPA have been faced with increased operating costs due to the opening of three new extensions to the Luas network since 2009. While passenger volumes have increased they have not improved to the extent that these additional costs can be met by increased ticket revenue. Ancillary revenues have also

reduced over the past number of years. Cost reduction programmes have been put in place. The result has been that increases in fares have been 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.

Although there may be a need for fare increases, the Authority is conscious of the effects that the current recession is having on commuters and their families. Therefore, cost cutting by operators has, where appropriate, taken precedence over fare increases and service reductions and the Authority has endeavoured, where possible, to provide commuters with cost-effective alternatives if fare increases occur. 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

On page 10 we have set out a table showing a number of the key economic indicators. As the table shows, the increase in the Consumer Price Index experienced in 2011 has tapered off in 2012 and is expected to drop slightly further in 2013. 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 forecast for 2014 which provides some potential upside to the analysis in this determination and 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 with a further round of domestic budgetary tightening measures planned for 2014, caution would need to be employed in forecasting any significant passenger growth on the basis of improved economic growth.

| 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. Luas operations

2.1 Introduction

Luas currently has two tram lines, the green line which runs from Brides Glen to St Stephen's Green and the red line which runs from the Point in the Docklands to Tallaght with a spur to Citywest and a spur to Connolly rail station.

The RPA has been experiencing deficits between Luas revenue and operating costs and is forecast to have an operating deficit in 2013 and in 2014. However they expect to return to profitability in 2015. To fund their deficits over the past few years the RPA have used their accumulated cash reserve, with the approval of the Authority.

The RPA and the contracted operator Transdev have also been reducing costs in a number of different areas and they have implemented a wide range of cost saving measures as part of decreasing the deficit.

Given this deficit and funding shortfall, the Authority recognises that a fares increase is needed to generate increased revenue with the balance of the shortfall being met for the coming year from the RPA's accumulated operations cash reserve.

Luas financial forecasts for period 2013 to 2015

| Year | 2013* | 2014* | 2015* |
|---|--------|--------|-------|
| Operating surplus/deficit on Luas infrastructure activities before interest, tax and depreciation | -€2.3m | -€0.6m | €1.5m |

* Forecast – based on revenue accrued with fares increase applied

2.2 Proposal by Operator

The RPA has written to the Authority requesting approval for an average fares increase on Luas in respect of cash, Leap and prepaid tickets including tax saver monthly and annual tickets varying from 0% to 15.9% for 2014

The minimum increase that can apply to Luas cash fares is 10c due to ticket vending machine constraints and so an increase of 10c on all single fares (including smartcards), 20c on return fares, and pro-rata increases on period passes would result in an average increase of around 6.0%.

Therefore, in order to increase fares by an average of 2.25% the RPA proposed to increase about half their fares and hold the other fares constant.

A number of the tickets are combined tickets which allow travel on Luas and/or Dublin Bus and/or Irish Rail. The price increase application on these combined tickets will have been agreed between the relevant transport operators.

2.3 Determination by the Authority

A number of factors need to be taken into consideration in assessing this request:

- The current economic climate,
- The effect of the recession on the public's disposable income and costs,
- That the accumulated surplus is being used to subsidise operations, and
- The need to maintain a sufficient level of service frequency.

Last year the Authority approved fares increases so as to gradually align adult red and green line fares, given that child and student fares are already the same on the respective Luas lines. This is because when Luas Cross City is opened in 2017, there will be more passenger transfers between lines and having different fares for each line would be problematic.

Aligning the Luas red and green lines fares will mean that red line fares will have to go up by more than green line fares. However, the Authority decided to introduce this on a phased basis last year in order to avoid dramatic changes in prices. This determination will complete the alignment of fares, resulting in all fares being the same on both the red line and the green line. This in turn will reduce the number of different fare types by about half resulting in an easier to understand fare structure.

The Leap card which is a reusable plastic smart card that can be used instead of paper tickets to pay-as-you-go for transport in Dublin 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 Dublin Bus, Luas, DART and commuter rail services and some Bus Éireann services. It also saves the user money as single Leap fares are discounted and daily and weekly caps are in place.

Currently Leap single fares on Luas are 13% to 17% cheaper than the similar peak adult single cash fare and the Authority wants to extend this discount to 20% for all adult peak fares by 2015. This represents a significant saving to regular public transport users over cash fares.

In order to achieve a differential of up to 20% between all adult peak cash single fares and the corresponding Leap single fares the Authority has held the price of a number of the Leap fares at current levels, reduced other Leap fares slightly and only increased the price of a small number of Leap fares. For example the current green line 2 zone adult Leap fare has dropped from €2.15 to €2.10 while the red line 2 zone adult Leap fare has increased from €2.05 to €2.10. In total 7 of the 18 adult single Leap fares are held at current rates while 8 dropped in price with just 3 increasing in price.

Cash fares will increase by between 3.4% and 8.3%. However the public transport user can avoid these increases by becoming a Leap card user. The discount on adult peak cash fares when using Leap will range from 17.9% to 20.5% in 2014. Discount on off-peak cash fares when using Leap vary from 14.7% to 17.2% and the discount on return fares varies from 7.9% to 9.4%.

By adjusting the fares in this way it will ensure that the 2014 Leap single fares are cheaper than the peak cash single fares applicable in 2011, in some cases cheaper by up to 14%. The table below shows the excellent value which is available by using Leap. The 2014 Leap fares are on average 21 cent or 9.39% cheaper than the 2014 cash fares.

2014 adult Leap fares compared with 2011 adult single peak fares

| | Cash 2011 adult single peak fare | Leap 2014 adult single fare | Savings in 2014 Leap compared to 2011 cash | 2014 Leap % cheaper than 2011 cash |
|----------------|-------------------------------------|--------------------------------|--|---------------------------------------|
| | € | € | € | % |
| Red 0 | 1.60 | 1.45 | 15 cent | 9.38% |
| Green 0 | 1.60 | 1.45 | 15 cent | 9.38% |
| Red 1 | 1.90 | 1.75 | 15 cent | 7.89% |
| Green 1 | 2.00 | 1.75 | 25 cent | 12.50% |
| Red 2 | 2.20 | 2.10 | 10 cent | 4.55% |
| Green 2 | 2.40 | 2.10 | 30 cent | 12.50% |
| Red 3 | 2.40 | 2.30 | 10 cent | 4.17% |
| Green 3 | 2.60 | 2.30 | 30 cent | 11.54% |
| Red 4 | 2.60 | 2.40 | 20 cent | 7.69% |
| Green 4 | 2.80 | 2.40 | 40 cent | 14.29% |
| | | Average savings | 21 cent | 9.39% |

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 cheaper than those on offer 3 years earlier simply by getting and using a Leap card.

Fare capping was first introduced on Luas services in December 2012. Daily and weekly caps were set for adults, students and child fares. Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on one public transport operator. So, if a customer makes a lot of trips with their Leap card during a Daily or Weekly (Monday to Sunday) time period, the amount they spend will be capped and the Leap card system will make sure they never pay more than the fare cap limit. Capping aims to make paying for public transport easier as users will be able to Pay-As-You-Go without having to decide in advance if they wish to commit to the up-front expense of buying a daily or weekly ticket.

The Authority has determined that the Leap card single operator daily and weekly fare capping levels are to be at the rates outlined below:

Approved Leap card single operator fare capping levels on RPA services

| | Leap card Luas 1 day cap | Leap card Luas 1 week cap |
|--------------------|-------------------------------------|--------------------------------------|
| Adult cap | €6.40 | €23.50 |
| Student cap | €5.00 | €18.00 |
| Child cap | €2.50 | €8.20 |

The daily and weekly caps for children have been reduced by €0.20 each with the adult and student caps remaining as they were when first introduced in 2012.

At present, Irish Rail customers purchasing point-to-point tickets can opt for a bus/Luas add-on to their rail ticket. This add-on entitles them to travel on Luas between Heuston and George’s Dock, and on certain Dublin Bus routes. Add-on tickets can be cheaper than equivalent Luas tickets. The RPA and Dublin Bus had requested reducing the discount by applying an increase of almost 16%. The Authority considered this level of increase as inappropriate. Instead, the approved increase on the weekly Irish Rail add-on ticket is 9.8%.

The approved fares applicable from 1st December 2013 are set out in the appendixes. Given the continuing deficit in the operation of Luas, the Authority believes that the approved fares for Luas are warranted in order to maintain the integrity of the network of light rail services.

Discontinuance of Tickets

In 2014 Leap will have a multi-operator capping facility. That will deliver similar benefits to the offers of many existing multi-operator tickets. The following tickets will be discontinued in 2014 and customers will be encouraged to use a Leap card instead.

| Ticket type |
|-------------------------|
| Adult 1 Day Bus/Luas |
| Adult 7 Day Bus/Luas |
| Adult 30 Day Bus/Luas |
| Student 7 Day Bus/Luas |
| Student 30 Day Bus/Luas |
| Child 1 Day Bus/Luas |
| Child 7 Day Bus/Luas |
| |

2.4 Conditions attaching to Approval

Increases on Luas Leap fares are contingent on Luas being enabled for multi-operator capping by 1st January 2014 at latest.

Appendix A

LUAS ADULT SINGLE PEAK CASH AND LEAP CARD APPROVED 2014 FARES

| Product details | | | Adult peak single cash fare | | | | | Adult Leap card fare | | | | | |
|--------------------------------|------------|----------------------------------|-----------------------------|-------------------|---------------|-------------------------|---------------------|----------------------|-------------------|---------------|-------------------------|---------------------|---------------------------------|
| Fare type (Child, Adult, etc.) | Fare Stage | Fare type (Single, Return, etc.) | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | Approved Leap vs cash % savings |
| | | | € | € | € | | | € | € | € | | | |
| Adult | R0 | Single - Peak | 1.70 | 1.80 | 1.80 | 5.9% | 5.9% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 19.4% |
| Adult | G0 | Single - Peak | 1.70 | 1.80 | 1.80 | 5.9% | 5.9% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 19.4% |
| Adult | B0 | Single - Peak | 1.70 | 1.80 | 1.80 | 5.9% | 5.9% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 19.4% |
| Adult | R1 | Single - Peak | 2.10 | 2.10 | 2.20 | 0.0% | 4.8% | 1.75 | 1.80 | 1.75 | 2.9% | 0.0% | 20.5% |
| Adult | G1 | Single - Peak | 2.10 | 2.10 | 2.20 | 0.0% | 4.8% | 1.80 | 1.80 | 1.75 | 0.0% | -2.8% | 20.5% |
| Adult | B1 | Single - Peak | 2.10 | 2.10 | 2.20 | 0.0% | 4.8% | 1.75 | 1.80 | 1.75 | 2.9% | 0.0% | 20.5% |
| Adult | R2 | Single - Peak | 2.40 | 2.50 | 2.60 | 4.2% | 8.3% | 2.05 | 2.15 | 2.10 | 4.9% | 2.4% | 19.2% |
| Adult | G2 | Single - Peak | 2.50 | 2.50 | 2.60 | 0.0% | 4.0% | 2.15 | 2.15 | 2.10 | 0.0% | -2.3% | 19.2% |
| Adult | B2 | Single - Peak | 2.40 | 2.50 | 2.60 | 4.2% | 8.3% | 2.05 | 2.15 | 2.10 | 4.9% | 2.4% | 19.2% |
| Adult | R3 | Single - Peak | 2.60 | 2.70 | 2.80 | 3.8% | 7.7% | 2.25 | 2.35 | 2.30 | 4.4% | 2.2% | 17.9% |
| Adult | G3 | Single - Peak | 2.70 | 2.70 | 2.80 | 0.0% | 3.7% | 2.35 | 2.35 | 2.30 | 0.0% | -2.1% | 17.9% |
| Adult | B3 | Single - Peak | 2.70 | 2.70 | 2.80 | 0.0% | 3.7% | 2.35 | 2.35 | 2.30 | 0.0% | -2.1% | 17.9% |
| Adult | R4 | Single - Peak | 2.80 | 2.90 | 3.00 | 3.6% | 7.1% | 2.40 | 2.50 | 2.40 | 4.2% | 0.0% | 20.0% |
| Adult | G4 | Single - Peak | 2.90 | 2.90 | 3.00 | 0.0% | 3.4% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 20.0% |
| Adult | B4 | Single - Peak | 2.80 | 2.90 | 3.00 | 3.6% | 7.1% | 2.40 | 2.50 | 2.40 | 4.2% | 0.0% | 20.0% |
| Adult | B5 | Single - Peak | 2.90 | 2.90 | 3.00 | 0.0% | 3.4% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 20.0% |
| Adult | B6 | Single - Peak | 2.90 | 2.90 | 3.00 | 0.0% | 3.4% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 20.0% |
| Adult | B7 | Single - Peak | 2.90 | 2.90 | 3.00 | 0.0% | 3.4% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 20.0% |

Peak is from 7:45 to 9:30 Mon to Fri except public holidays.

R = Red line

G = Green line

B= Both Green and Red Lines

B0 fare involves some travelling within the Central zone across both Luas lines, e.g. Harcourt to Heuston.

G3 is a fare on the Green line when you are crossing through 3 other zones, e.g. Leopardstown Valley to St. Stephens Green.

Appendix B

LUAS ADULT SINGLE OFF-PEAK CASH AND LEAP CARD APPROVED 2014 FARES

| Product details | | | Adult off-peak single cash fare | | | | | Adult Leap card fare | | | | | Approved Leap vs cash % savings |
|--------------------------------|------------|----------------------------------|---------------------------------|-------------------|---------------|-------------------------|---------------------|----------------------|-------------------|---------------|-------------------------|---------------------|---------------------------------|
| Fare type (Child, Adult, etc.) | Fare Stage | Fare type (Single, Return, etc.) | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | |
| | | | € | € | € | | | € | € | € | | | |
| Adult | R0 | Single - Off Peak | 1.60 | 1.70 | 1.70 | 6.2% | 6.2% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 14.7% |
| Adult | G0 | Single - Off Peak | 1.60 | 1.70 | 1.70 | 6.2% | 6.2% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 14.7% |
| Adult | B0 | Single - Off Peak | 1.60 | 1.70 | 1.70 | 6.2% | 6.2% | 1.45 | 1.55 | 1.45 | 6.9% | 0.0% | 14.7% |
| Adult | R1 | Single - Off Peak | 2.00 | 2.00 | 2.10 | 0.0% | 5.0% | 1.75 | 1.80 | 1.75 | 2.9% | 0.0% | 16.7% |
| Adult | G1 | Single - Off Peak | 2.00 | 2.00 | 2.10 | 0.0% | 5.0% | 1.80 | 1.80 | 1.75 | 0.0% | -2.8% | 16.7% |
| Adult | B1 | Single - Off Peak | 2.00 | 2.00 | 2.10 | 0.0% | 5.0% | 1.75 | 1.80 | 1.75 | 2.9% | 0.0% | 16.7% |
| Adult | R2 | Single - Off Peak | 2.30 | 2.40 | 2.50 | 4.3% | 8.7% | 2.05 | 2.15 | 2.10 | 4.9% | 2.4% | 16.0% |
| Adult | G2 | Single - Off Peak | 2.40 | 2.40 | 2.50 | 0.0% | 4.2% | 2.15 | 2.15 | 2.10 | 0.0% | -2.3% | 16.0% |
| Adult | B2 | Single - Off Peak | 2.30 | 2.40 | 2.50 | 4.3% | 8.7% | 2.05 | 2.15 | 2.10 | 4.9% | 2.4% | 16.0% |
| Adult | R3 | Single - Off Peak | 2.50 | 2.60 | 2.70 | 4.0% | 8.0% | 2.25 | 2.35 | 2.30 | 4.4% | 2.2% | 14.8% |
| Adult | G3 | Single - Off Peak | 2.60 | 2.60 | 2.70 | 0.0% | 3.8% | 2.35 | 2.35 | 2.30 | 0.0% | -2.1% | 14.8% |
| Adult | B3 | Single - Off Peak | 2.60 | 2.60 | 2.70 | 0.0% | 3.8% | 2.35 | 2.35 | 2.30 | 0.0% | -2.1% | 14.8% |
| Adult | R4 | Single - Off Peak | 2.70 | 2.80 | 2.90 | 3.7% | 7.4% | 2.40 | 2.50 | 2.40 | 4.2% | 0.0% | 17.2% |
| Adult | G4 | Single - Off Peak | 2.80 | 2.80 | 2.90 | 0.0% | 3.6% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 17.2% |
| Adult | B4 | Single - Off Peak | 2.70 | 2.80 | 2.90 | 3.7% | 7.4% | 2.40 | 2.50 | 2.40 | 4.2% | 0.0% | 17.2% |
| Adult | B5 | Single - Off Peak | 2.80 | 2.80 | 2.90 | 0.0% | 3.6% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 17.2% |
| Adult | B6 | Single - Off Peak | 2.80 | 2.80 | 2.90 | 0.0% | 3.6% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 17.2% |
| Adult | B7 | Single - Off Peak | 2.80 | 2.80 | 2.90 | 0.0% | 3.6% | 2.50 | 2.50 | 2.40 | 0.0% | -4.0% | 17.2% |

Appendix C

LUAS ADULT RETURN CASH AND LEAP CARD APPROVED 2014 FARES

| Product details | | | Adult cash fare – Peak and off-peak | | | | | Adult Leap card return fare | | | | | |
|--------------------------------|------------|----------------------------------|-------------------------------------|-------------------|---------------|-------------------------|---------------------|-----------------------------|-------------------|---------------|-------------------------|---------------------|---------------------------------|
| Fare type (Child, Adult, etc.) | Fare Stage | Fare type (Single, Return, etc.) | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | Current Fare | RPA Proposed Fare | Approved Fare | RPA proposed % Increase | Approved % increase | Approved Leap vs cash % savings |
| | | | € | € | € | | | | | | | | |
| Adult | R0 | Return | 3.10 | 3.20 | 3.20 | 3.2% | 3.2% | 2.90 | 3.10 | 2.90 | 6.9% | 0.0% | 9.4% |
| Adult | G0 | Return | 3.10 | 3.20 | 3.20 | 3.2% | 3.2% | 2.90 | 3.10 | 2.90 | 6.9% | 0.0% | 9.4% |
| Adult | B0 | Return | 3.10 | 3.20 | 3.20 | 3.2% | 3.2% | 2.90 | 3.10 | 2.90 | 6.9% | 0.0% | 9.4% |
| Adult | R1 | Return | 3.70 | 3.70 | 3.80 | 0.0% | 2.7% | 3.50 | 3.60 | 3.50 | 2.9% | 0.0% | 7.9% |
| Adult | G1 | Return | 3.70 | 3.70 | 3.80 | 0.0% | 2.7% | 3.60 | 3.60 | 3.50 | 0.0% | -2.8% | 7.9% |
| Adult | B1 | Return | 3.70 | 3.70 | 3.80 | 0.0% | 2.7% | 3.50 | 3.60 | 3.50 | 2.9% | 0.0% | 7.9% |
| Adult | R2 | Return | 4.40 | 4.50 | 4.60 | 2.3% | 4.5% | 4.10 | 4.30 | 4.20 | 4.9% | 2.4% | 8.7% |
| Adult | G2 | Return | 4.50 | 4.50 | 4.60 | 0.0% | 2.2% | 4.30 | 4.30 | 4.20 | 0.0% | -2.3% | 8.7% |
| Adult | B2 | Return | 4.40 | 4.50 | 4.60 | 2.3% | 4.5% | 4.10 | 4.30 | 4.20 | 4.9% | 2.4% | 8.7% |
| Adult | R3 | Return | 4.70 | 4.90 | 5.00 | 4.3% | 6.4% | 4.50 | 4.70 | 4.60 | 4.4% | 2.2% | 8.0% |
| Adult | G3 | Return | 4.90 | 4.90 | 5.00 | 0.0% | 2.0% | 4.70 | 4.70 | 4.60 | 0.0% | -2.1% | 8.0% |
| Adult | B3 | Return | 4.90 | 4.90 | 5.00 | 0.0% | 2.0% | 4.70 | 4.70 | 4.60 | 0.0% | -2.1% | 8.0% |
| Adult | R4 | Return | 5.10 | 5.20 | 5.30 | 2.0% | 3.9% | 4.80 | 5.00 | 4.80 | 4.2% | 0.0% | 9.4% |
| Adult | G4 | Return | 5.20 | 5.20 | 5.30 | 0.0% | 1.9% | 5.00 | 5.00 | 4.80 | 0.0% | -4.0% | 9.4% |
| Adult | B4 | Return | 5.10 | 5.20 | 5.30 | 2.0% | 3.9% | 4.80 | 5.00 | 4.80 | 4.2% | 0.0% | 9.4% |
| Adult | B5 | Return | 5.20 | 5.20 | 5.30 | 0.0% | 1.9% | 5.00 | 5.00 | 4.80 | 0.0% | -4.0% | 9.4% |
| Adult | B6 | Return | 5.20 | 5.20 | 5.30 | 0.0% | 1.9% | 5.00 | 5.00 | 4.80 | 0.0% | -4.0% | 9.4% |
| Adult | B7 | Return | 5.20 | 5.20 | 5.30 | 0.0% | 1.9% | 5.00 | 5.00 | 4.80 | 0.0% | -4.0% | 9.4% |

Leap return fare represent two Leap single fares.

Appendix D

Other approved Luas Fares - 2014

| Child Single Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|------------------------|---------------|---|----------|------------|
| R0 | €0.90 | €0.90 | €0.00 | 0.00% |
| R1 | €0.90 | €0.90 | €0.00 | 0.00% |
| R2 | €0.90 | €0.90 | €0.00 | 0.00% |
| R3 | €1.10 | €1.10 | €0.00 | 0.00% |
| R4 | €1.10 | €1.10 | €0.00 | 0.00% |
| G0 | €0.90 | €0.90 | €0.00 | 0.00% |
| G1 | €0.90 | €0.90 | €0.00 | 0.00% |
| G2 | €0.90 | €0.90 | €0.00 | 0.00% |
| G3 | €1.10 | €1.10 | €0.00 | 0.00% |
| G4 | €1.10 | €1.10 | €0.00 | 0.00% |
| B0 | €0.90 | €0.90 | €0.00 | 0.00% |
| B1 | €0.90 | €0.90 | €0.00 | 0.00% |
| B2 | €0.90 | €0.90 | €0.00 | 0.00% |
| B3 | €1.10 | €1.10 | €0.00 | 0.00% |
| B4 | €1.10 | €1.10 | €0.00 | 0.00% |
| B5 | €1.10 | €1.10 | €0.00 | 0.00% |
| B6 | €1.10 | €1.10 | €0.00 | 0.00% |
| B7 | €1.10 | €1.10 | €0.00 | 0.00% |

| Child Smart Card | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|------------------|---------------|---|----------|------------|
| R0 | €0.80 | €0.80 | €0.00 | 0.00% |
| R1 | €0.80 | €0.80 | €0.00 | 0.00% |
| R2 | €0.80 | €0.80 | €0.00 | 0.00% |
| R3 | €1.00 | €1.00 | €0.00 | 0.00% |
| R4 | €1.00 | €1.00 | €0.00 | 0.00% |
| G0 | €0.80 | €0.80 | €0.00 | 0.00% |
| G1 | €0.80 | €0.80 | €0.00 | 0.00% |
| G2 | €0.80 | €0.80 | €0.00 | 0.00% |
| G3 | €1.00 | €1.00 | €0.00 | 0.00% |
| G4 | €1.00 | €1.00 | €0.00 | 0.00% |
| B0 | €0.80 | €0.80 | €0.00 | 0.00% |
| B1 | €0.80 | €0.80 | €0.00 | 0.00% |
| B2 | €0.80 | €0.80 | €0.00 | 0.00% |
| B3 | €1.00 | €1.00 | €0.00 | 0.00% |
| B4 | €1.00 | €1.00 | €0.00 | 0.00% |
| B5 | €1.00 | €1.00 | €0.00 | 0.00% |
| B6 | €1.00 | €1.00 | €0.00 | 0.00% |
| B7 | €1.00 | €1.00 | €0.00 | 0.00% |

| Child Return Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|-------------------------------|----------------------|--|-----------------|-------------------|
| R0 | €1.70 | €1.70 | €0.00 | 0.00% |
| R1 | €1.70 | €1.70 | €0.00 | 0.00% |
| R2 | €1.70 | €1.70 | €0.00 | 0.00% |
| R3 | €2.10 | €2.10 | €0.00 | 0.00% |
| R4 | €2.10 | €2.10 | €0.00 | 0.00% |
| G0 | €1.70 | €1.70 | €0.00 | 0.00% |
| G1 | €1.70 | €1.70 | €0.00 | 0.00% |
| G2 | €1.70 | €1.70 | €0.00 | 0.00% |
| G3 | €2.10 | €2.10 | €0.00 | 0.00% |
| G4 | €2.10 | €2.10 | €0.00 | 0.00% |
| B0 | €1.70 | €1.70 | €0.00 | 0.00% |
| B1 | €1.70 | €1.70 | €0.00 | 0.00% |
| B2 | €1.70 | €1.70 | €0.00 | 0.00% |
| B3 | €2.10 | €2.10 | €0.00 | 0.00% |
| B4 | €2.10 | €2.10 | €0.00 | 0.00% |
| B5 | €2.10 | €2.10 | €0.00 | 0.00% |
| B6 | €2.10 | €2.10 | €0.00 | 0.00% |
| B7 | €2.10 | €2.10 | €0.00 | 0.00% |

| Adult 7 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|------------------------------|----------------------|--|-----------------|-------------------|
| Adult 7 day R0 | €13.20 | €14.00 | €0.80 | 6.10% |
| Adult 7 day R1 | €15.70 | €16.40 | €0.70 | 4.50% |
| Adult 7 day R2 | €18.70 | €20.00 | €1.30 | 7.00% |
| Adult 7 day R3 | €21.00 | €21.70 | €0.70 | 3.30% |
| Adult 7 day R4 | €22.50 | €23.00 | €0.50 | 2.20% |
| Adult 7 day G0 | €13.20 | €14.00 | €0.80 | 6.10% |
| Adult 7 day G1 | €16.40 | €16.40 | €0.00 | 0.00% |
| Adult 7 day G2 | €20.00 | €20.00 | €0.00 | 0.00% |
| Adult 7 day G3 | €21.70 | €21.70 | €0.00 | 0.00% |
| Adult 7 day G4 | €23.00 | €23.00 | €0.00 | 0.00% |
| Adult 7 day B0 | €13.20 | €14.00 | €0.80 | 6.10% |
| Adult 7 day B1 | €15.70 | €16.40 | €0.70 | 4.50% |
| Adult 7 day B2 | €18.70 | €20.00 | €1.30 | 7.00% |
| Adult 7 day B3 | €21.70 | €21.70 | €0.00 | 0.00% |
| Adult 7 day B4 | €22.50 | €23.00 | €0.50 | 2.20% |
| Adult 7 day B5 | €23.50 | €23.50 | €0.00 | 0.00% |
| Adult 7 day B6 | €23.50 | €23.50 | €0.00 | 0.00% |
| Adult 7 day B7 | €23.50 | €23.50 | €0.00 | 0.00% |

| Adult 30 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|-------------------------------|----------------------|--|-----------------|-------------------|
| Adult 30 day R0 | €52.50 | €55.50 | €3.00 | 5.70% |
| Adult 30 day R1 | €59.00 | €65.00 | €6.00 | 10.20% |
| Adult 30 day R2 | €75.00 | €80.00 | €5.00 | 6.70% |
| Adult 30 day R3 | €81.00 | €87.00 | €6.00 | 7.40% |
| Adult 30 day R4 | €87.50 | €91.00 | €3.50 | 4.00% |
| Adult 30 day G0 | €52.50 | €55.50 | €3.00 | 5.70% |
| Adult 30 day G1 | €65.00 | €65.00 | €0.00 | 0.00% |
| Adult 30 day G2 | €78.00 | €80.00 | €2.00 | 2.60% |
| Adult 30 day G3 | €86.00 | €87.00 | €1.00 | 1.20% |
| Adult 30 day G4 | €90.00 | €91.00 | €1.00 | 1.10% |
| Adult 30 day B0 | €52.50 | €55.50 | €3.00 | 5.70% |
| Adult 30 day B1 | €59.00 | €65.00 | €6.00 | 10.20% |
| Adult 30 day B2 | €75.00 | €80.00 | €5.00 | 6.70% |
| Adult 30 day B3 | €86.00 | €87.00 | €1.00 | 1.20% |
| Adult 30 day B4 | €87.50 | €91.00 | €3.50 | 4.00% |
| Adult 30 day B5 | €91.00 | €91.00 | €0.00 | 0.00% |
| Adult 30 day B6 | €91.00 | €91.00 | €0.00 | 0.00% |
| Adult 30 day B7 | €91.00 | €91.00 | €0.00 | 0.00% |

| Child 7 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|------------------------------|----------------------|--|-----------------|-------------------|
| Child 7 day R0 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day R1 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day R2 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day R3 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day R4 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day G0 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day G1 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day G2 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day G3 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day G4 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day B0 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day B1 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day B2 | €6.80 | €6.80 | €0.00 | 0.00% |
| Child 7 day B3 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day B4 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day B5 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day B6 | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 7 day B7 | €8.40 | €8.40 | €0.00 | 0.00% |

| Child 30 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|-------------------------------|----------------------|--|-----------------|-------------------|
| Child 30 day R0 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day R1 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day R2 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day R3 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day R4 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day G0 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day G1 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day G2 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day G3 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day G4 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day B0 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day B1 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day B2 | €27.20 | €27.20 | €0.00 | 0.00% |
| Child 30 day B3 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day B4 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day B5 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day B6 | €33.80 | €33.80 | €0.00 | 0.00% |
| Child 30 day B7 | €33.80 | €33.80 | €0.00 | 0.00% |

| Student 7 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|--------------------------------|----------------------|--|-----------------|-------------------|
| Student 7 day standard RO | €11.00 | €11.00 | €0.00 | 0.00% |
| Student 7 day standard R1 | €12.50 | €12.50 | €0.00 | 0.00% |
| Student 7 day standard R2 | €15.00 | €15.00 | €0.00 | 0.00% |
| Student 7 day standard R3 | €16.00 | €16.00 | €0.00 | 0.00% |
| Student 7 day standard R4 | €17.50 | €18.00 | €0.50 | 2.90% |
| Student 7 day standard G0 | €11.00 | €11.00 | €0.00 | 0.00% |
| Student 7 day standard G1 | €12.50 | €12.50 | €0.00 | 0.00% |
| Student 7 day standard G2 | €15.00 | €15.00 | €0.00 | 0.00% |
| Student 7 day standard G3 | €16.00 | €16.00 | €0.00 | 0.00% |
| Student 7 day standard G4 | €17.50 | €18.00 | €0.50 | 2.90% |
| Student 7 day standard B0 | €11.00 | €11.00 | €0.00 | 0.00% |
| Student 7 day standard B1 | €12.50 | €12.50 | €0.00 | 0.00% |
| Student 7 day standard B2 | €15.00 | €15.00 | €0.00 | 0.00% |
| Student 7 day standard B3 | €16.00 | €16.00 | €0.00 | 0.00% |
| Student 7 day standard B4 | €17.50 | €18.00 | €0.50 | 2.90% |
| Student 7 day standard B5 | €18.00 | €18.00 | €0.00 | 0.00% |
| Student 7 day standard B6 | €18.00 | €18.00 | €0.00 | 0.00% |
| Student 7 day standard B7 | €18.00 | €18.00 | €0.00 | 0.00% |

| Student 30 day Standards | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|---------------------------------|----------------------|--|-----------------|-------------------|
| Student 30 day standard R0 | €39.00 | €40.00 | €1.00 | 2.60% |
| Student 30 day standard R1 | €45.00 | €46.00 | €1.00 | 2.20% |
| Student 30 day standard R2 | €52.00 | €54.00 | €2.00 | 3.80% |
| Student 30 day standard R3 | €58.00 | €59.00 | €1.00 | 1.70% |
| Student 30 day standard R4 | €63.00 | €66.00 | €3.00 | 4.80% |
| Student 30 day standard G0 | €39.00 | €40.00 | €1.00 | 2.60% |
| Student 30 day standard G1 | €45.00 | €46.00 | €1.00 | 2.20% |
| Student 30 day standard G2 | €52.00 | €54.00 | €2.00 | 3.80% |
| Student 30 day standard G3 | €58.00 | €59.00 | €1.00 | 1.70% |
| Student 30 day standard G4 | €63.00 | €66.00 | €3.00 | 4.80% |
| Student 30 day standard B0 | €39.00 | €40.00 | €1.00 | 2.60% |
| Student 30 day standard B1 | €45.00 | €46.00 | €1.00 | 2.20% |
| Student 30 day standard B2 | €52.00 | €54.00 | €2.00 | 3.80% |
| Student 30 day standard B3 | €58.00 | €59.00 | €1.00 | 1.70% |
| Student 30 day standard B4 | €63.00 | €66.00 | €3.00 | 4.80% |
| Student 30 day standard B5 | €65.00 | €66.00 | €1.00 | 1.50% |
| Student 30 day standard B6 | €65.00 | €66.00 | €1.00 | 1.50% |
| Student 30 day standard B7 | €65.00 | €66.00 | €1.00 | 1.50% |

| Flexi Tickets (all zones) sold from TVMs | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|---|----------------------|--|-----------------|-------------------|
| Adult 1 day Flexi | €6.40 | €6.40 | €0.00 | 0.00% |
| Adult 7 days Flexi | €23.50 | €23.50 | €0.00 | 0.00% |
| Adult 30 days Flexi | €91.00 | €91.00 | €0.00 | 0.00% |
| Student 7 days Flexi | €18.00 | €18.00 | €0.00 | 0.00% |
| Student 30 days Flexi | €65.00 | €66.00 | €1.00 | 1.50% |
| Child 1 day Flexi | €2.70 | €2.70 | €0.00 | 0.00% |
| Child 7 days Flexi | €8.40 | €8.40 | €0.00 | 0.00% |
| Child 30 days Flexi | €33.80 | €33.80 | €0.00 | 0.00% |

| Flexi Tickets (all zones) sold from Agents | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|---|----------------------|--|-----------------|-------------------|
| Adult 1 day Flexi | €6.40 | €6.40 | €0.00 | 0.00% |
| Adult 7 days Flexi | €23.50 | €23.50 | €0.00 | 0.00% |
| Adult 30 days Flexi | €85.50 | €91.00 | €5.50 | 6.40% |
| Student 7 days Flexi | €18.00 | €18.00 | €0.00 | 0.00% |
| Student 30 days Flexi | €62.50 | €66.00 | €3.50 | 5.60% |
| Child 1 day Flexi | €2.50 | €2.70 | €0.20 | 8.00% |
| Child 7 days Flexi | €7.60 | €8.40 | €0.80 | 10.50% |

| Combi (bus/Luas) Tickets sold from TVMs | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|--|----------------------|--|-----------------|-------------------|
| Adult 1 day Combi | €8.10 | €8.80 | €0.70 | 8.60% |
| Child 1 day Combi | €3.30 | €3.60 | €0.30 | 9.10% |
| Adult 7 day Combi | €32.80 | €36.00 | €3.20 | 9.80% |
| Child 7 day Combi | €8.90 | €9.80 | €0.90 | 10.10% |
| Student 7 day Combi | €27.30 | €30.00 | €2.70 | 9.90% |
| Adult 30 day Combi | €131.50 | €145.00 | €13.50 | 10.30% |
| Student 30 day Combi | €98.00 | €108.00 | €10.00 | 10.20% |

| Bus/Luas Tickets sold by Dublin Bus | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|--|----------------------|--|-----------------|-------------------|
| Adult 1 day bus/Luas | €8.10 | €8.80 | €0.70 | 8.60% |
| Child 1 day bus/Luas | €3.30 | €3.60 | €0.30 | 9.10% |
| Adult 7 day bus/Luas | €32.80 | €36.00 | €3.20 | 9.80% |
| Child 7 day bus/Luas | €8.90 | €9.80 | €0.90 | 10.10% |
| Student 7 day bus/Luas | €27.30 | €30.00 | €2.70 | 9.90% |
| Adult 30 day bus/Luas | €131.50 | €145.00 | €13.50 | 10.30% |
| Student 30 day bus/Luas | €98.00 | €108.00 | €10.00 | 10.20% |

| Rail/Luas Tickets | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|---------------------------|----------------------|--|-----------------|-------------------|
| Adult 1 day rail/luas | €10.70 | €11.80 | €1.10 | 10.30% |
| Adult 7 day rail/luas | €42.40 | €46.60 | €4.20 | 9.90% |
| Student Weekly rail/luas | €35.70 | €39.00 | €3.30 | 9.24% |
| Student Monthly rail/luas | €124.00 | €137.00 | €13.00 | 10.48% |

| Luas/Dublin Bus Add on Tickets | Current Fares | RPA Requested and NTA approved 2014 fares | Increase | % Increase |
|---------------------------------------|----------------------|--|-----------------|-------------------|
| Adult Single | €1.60 | €1.70 | €0.10 | 6.20% |
| Adult Return | €3.20 | €3.20 | €0.00 | 0.00% |
| Child Single | €0.90 | €0.90 | €0.00 | 0.00% |
| Child Return | €1.70 | €1.70 | €0.00 | 0.00% |
| Adult Weekly | €8.20 | RPA Requested €9.50 or 15.9%, NTA Approved €9.00 | €0.80 | 9.76% |