



**Consideration of application to change cash, Leap and
pre-paid fares including monthlies and annual fares
from Dublin Bus for 2016**

Determination No. 2 - 2015

October 2015

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1 Introduction

1.1 Background

The National Transport Authority (the Authority) entered into a second Public Service Contract with Dublin Bus in December 2014 for the provision of passenger and ancillary services,.

Dublin Bus is 100% owned by Córas Iompair Éireann (CIÉ). CIÉ is a statutory body with ownership vested in the Minister for Transport, Tourism & Sport.

This fares determination has been based on the assumption that the amount allocated to the Public Service Obligation (PSO) payments will not be reduced in 2016. In fact, the Minister for Transport Tourism and Sport announced that an additional €28m has been made available for Public Service Obligation payments in 2016 across all contracted services; primarily for the additional services required for the increasing demand for services.

While Dublin Bus has implemented efficiencies in their operations, they will need to continue to maintain a strong focus on cost control and to examine ways of reducing costs as future fares increases will be more moderate and will track closer to inflation.

Passenger journeys have stabilised and began to increase in 2014 with further growth in 2015. Dublin Bus expects that passenger numbers to grow by around 1% in 2016.

1.2 Determination of fares

The determination of fares for 2016 is being undertaken in a single stage with this determination addressing the price of cash, Leap and pre-paid tickets. Increases to the cash, Leap and pre-paid tickets are permissible from 1st December 2015.

1.3 Factors influencing public transport demand and revenues

Public transport revenues for Dublin Bus come from three main sources: passenger fares, PSO subsidy and the free travel grant from the Department of Social Protection. 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, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect.

Passenger numbers on Dublin Bus have grown since 2014 following a fall-off in demand since late 2008. This led to a loss in profitability for a number of years up to 2014 when Dublin Bus returned a surplus on PSO services for the first time in a number of years. As passenger growth continued in 2014 and 2015 and fare increases were applied, Dublin Bus expects to return surpluses in 2015 and 2016.

1.4 Economic outlook

It is evident that the economy is starting to grow again after 5 or 6 years of decline followed by modest growth. As can be seen in Table 1 showing a number of the key economic indicators on page 8 the forecast of growth in the economy for this year is between 3% and 6% depending on the forecast used. If this predicted level of growth in the economy comes to pass it will help all sectors of the economy and it will put increasing pressure on public transport services at peak times. Public transport operators, while they will benefit from the growth in the economy, they will incur increased cost as more services will need to be provided.

Despite these encouraging forecasts for growth we are aware that some European economies are not enjoying the same level of growth in their economies and if that remains the case this may have an effect on Ireland's economy as we are partly relying on a growth in exports to achieve the expected levels of growth. Slow growth in Europe will dampen the level of exports from Ireland and in turn dampen our growth prospects

As Table 4 shows, the increase in the Consumer Price Index in 2015 and forecast for 2016 is very small. 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.

Table 1: Key Economic Indicators

Key Economic Indicators (real annual % growth)									
	2008	2009	2010	2011	2012	2013	2014	2015 ^d	2016 ^f
Consumer Price Index (CPI)									
CSO	4.1	-4.5	-1.0	2.6	1.7	0.5	0.2		
Central Bank								0.3	1.5
ESRI								0.1	1.0
Department of Finance (HICP)								1.4	1.4
IMF (HICP)								0.8	1.5
Gross National Product (GNP)									
CSO	-1.8	-9.1	0.5	-0.9	1.9	3.2	6.5		
Central Bank								5.3	4.4
ESRI								5.9	4.0
Department of Finance								3.1	3.1
Gross Domestic Product (GDP)									
CSO	-2.2	-6.4	-1.1	2.8	-0.3	0.2	5.6		
Central Bank								5.8	4.7
ESRI								6.0	4.5
Department of Finance								3.4	3.4
IMF								4.8	3.8

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Oct 2015, ESRI Quarterly Economic Commentary Autumn 2015, IMF World Economic Outlook October 2015, Department of Finance Budget 2016 Macroeconomic Forecasts and Department of Finance Monthly Economic Bulletin October 2015 (2016 forecast). Note “f” indicates forecast, “d” indicates to date and HICP is the Harmonised Index of Consumer Prices which differs slightly from the Consumer Price Index (CPI).

1.5 National Payments Plan

The National Payments Plan (NPP) is a three year plan managed by the Central Bank of Ireland. 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. Currently up to 1.5 million public transport passengers use Leap e-purse each week resulting in over €2.5 million of electronic transactions replacing traditional cash payments each week.

There are significant benefits to reforming our payments system on public transport for both the public and the operators. The gains include cashless transactions, ease of use, discounting from cash fares, daily and weekly fare capping, quicker boarding, an improved public transport offer and with the Leap card, an integrated payments format.

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 contributes to improvements in Ireland's payment systems' infrastructure through encouraging greater use of electronic payments that enhance both the efficiency and convenience of using public transport.

1.6 The need for fare increases

Dublin Bus public transport fare increases have been deemed to be necessary in recent years to compensate for reduced patronage and the increased operating costs. While passenger numbers have grown since 2014, fares increases are required to:

- a) complete the restructuring and simplification of the Dublin Bus fares structures;
- b) encourage a transfer to Leap card usage; and
- c) contribute to the increased cost the provision of the services

The main cost drivers for Dublin Bus in 2016 are fuel (which is hedged forward), expiry of cost reduction measures, accident claims, ITS, maintenance, IT and additional support resources estimated at €6.8m by Dublin Bus.

The contract with Dublin Bus allows for an annual increase in costs based on different pricing indices.

1.7 Fares Innovations

The Authority has introduced a number of fare innovations over the last few years namely:

Year	Innovation
2013	Daily and weekly caps on Dublin Bus fares Multi-operator daily and weekly cap on Luas, Dublin Bus and Iarnród Éireann fares in Greater Dublin Area
2014	Visitor Leap Card Extension of Child Age to up to 19 for Leap Child Fares
2015	Second Journey Discount on Luas, Dublin Bus and Iarnród Éireann fares in Greater Dublin Area

Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on one or multiple public transport operators. 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.

Second Journey Discounts allow the customer to get a discount (€1.00 adults, €1.00 students €0.70 child) on a second journey that has been commenced within 90 minutes of the start of the first journey.

Family Tickets

The Authority recognises that the cost of travel by public transport by families can be prohibitive compared to travel by other modes. Dublin Bus already offer family tickets, however in 2016, the Authority proposes introducing a single operator and multi-operator family ticket. A more detailed determination for family tickets will be published in 2016.

2 Dublin Bus

2.1 Introduction

Dublin Bus passenger numbers fell by 20% between 2008 and 2013. The decline has been easing since the middle of 2012 and Dublin Bus passenger numbers are on the rise again with growth of 3.4% in passenger journeys in 2014. Despite this growth in 2014 Dublin Bus carried more than 15% less passengers in 2014 than they did in 2007 before the economic collapse. Alongside this collapse in passenger journeys the public service payments (PSO) to Dublin Bus were reduced by €20 million per year or a reduction of 25% between 2007 and 2014. PSO payments were not reduced for the first time in six years in 2015 when they remained steady. In 2016 the PSO budget will rise for the first time in 6 years.

During this period despite Dublin Bus reducing costs and receiving fare increases the transport operator experienced large deficits. Despite an operating surplus of €6 million in 2014 the cumulative deficit suffered by Dublin Bus between 2010 and 2014 is in the region of €40 million.

Dublin Bus now expects to experience a period of growth and they expect passenger journeys to grow by around 1% in 2016. While this may appear conservative passenger journey growth will be dampened by the construction works for Luas Cross City which will continue throughout 2016.

These construction works along with expected increased congestion due to the growing economy will slow bus movements in some areas and this will require Dublin Bus to provide additional bus services to ensure passengers continue to receive the quality of service they have come to expect.

This growth will put pressure on Dublin Bus operations with a projected requirement for up to 100 additional buses over the next 3 years along with replacing life expired buses each year. A number of the cost cutting measures implemented by Dublin Bus have now expired and 2016 will see a full year effect of the end of the pay deal which provided significant savings on payroll costs in previous years. The payments that Dublin Bus receive from the Department of Social Protection for carrying people with free travel passes has been frozen for the past 6 years at 2010 levels and this is resulting in fare paying passengers partially subsidizing those with free travel.

The table below outlines what Dublin Bus anticipates their financial position to be in 2015 and 2016 with results from 2014. In both years they expect that they will achieve a modest surplus after subvention and free travel payments and before exceptional items. The table shows an increase in subsidy but this is not confirmed by the Authority.

Table 1: Projected financial position to 2016

PSO Financial Summary	2014 Actual	2015 Projected by DB June 2015	2016* Projected by DB June 2015
	€000	€000	€000
Total revenue excluding PSO payment and Free Travel payment	180,819	186,962	189,701
Total Expenditure	255,336	266,302	274,762
Deficit before subvention and Free Travel payment	-74,516	-79,340	-85,061
Subvention	60,039	60,861	67,476**
DSP Free Travel payment	20,594	20,494	20,594
Surplus / Deficit after subvention and Free Travel payment and before exceptional items	6,117	2,016	3,010

**2015 projected revenue based on requested fares increase application received. **Indicative by Dublin Bus*

2.2 Proposal by Operator

Dublin Bus has written to the Authority requesting an average fare increase of about 1.7% that will yield a 1.5% increase in revenue taking the effect of elasticity into consideration. The average fare increase is sought in varying ways across different fares with fares requested to increase by between 0% and 5% but in some cases a higher increase is sought where Dublin Bus see exceptional value in a current fare.

Unlike in previous years this one determination looks at all Dublin Bus fares including cash, Leap, prepaid tickets, monthly and annual fares. All the revised fares as outlined in this determination can be implemented from 1st December 2015.

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

Ticket category	Dublin Bus requested increase on 2014 prices
Single Cash	0.0% to 5.1%
Single Leap	0.0% to 3.3%
Daily and weekly capping	1.5% to 5.0%
Prepaid tickets	0.0% to 9.7%
Monthly and annual tickets, Dublin Bus only	0.0%
Multi-Operator Monthly and annual tickets	3.8% to 9.9%

3 Determination by the Authority

3.1 Introduction

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

- The need to maintain a sufficient level of service frequency.
- The economic climate over the past 7 years,
- The effect of the recession on the public's disposable income and costs,
- That Dublin Bus returned a deficit in 3 of the past 6 years,

- The need to simplify the fares structure ,
- The PSO budget that is available in 2016; and
- The need to encourage a transfer from Cash to Leap.

Over the past number of years the Authority has introduced (along with the public transport providers) a number of changes to the fare structures which had been in place for many years. With the introduction of the Leap card in 2011 it allowed the Authority to introduce a range of innovations previously not possible. Daily and weekly capping set an upper limit and certainty on the cost of travel for many passengers with those using public transport most often benefiting the most. The introduction of the multi-operator Leap-90 discount allowed passengers taking two trips within 90 minutes of each other using one or more different transport providers to get a discount on their second journey. Leap also allows its users to avail of at least a 20% discount on the cost of a single trip compared to the cash fare. This has resulted in the Leap fare regularly being cheaper than the cash fare up to 4 years earlier.

The introduction of Leap and the capping in particular has allowed certain tickets to be withdrawn as Leap offers better value and this has resulted in a reduction in the number of tickets required. Other tickets have transferred from traditional paper versions to products on the Leap card.

3.2 Merging of Adult Fares

The Authority along with Dublin Bus has over the past few years reduced the number of single fares options for passengers by merging fares such as the outer suburban 1, outer suburban 2 and the over 13 stages fares into 1 fare. This provided substantial savings to those travelling longer journeys on their bus services. This year the Authority will continue this trend and merge the adult stages 4-7 and stages 8-13 cash fares following the merging of the Leap fares for these stages last year. To do this the stages 8-13 fare will reduce by 10 cent to €2.70 while the stages 4-7 fare will increase by 15 cent also to €2.70.

This change will reduce the number of main adult fares from 9 in 2014 to 5 different fares in 2016 namely stages 1-3, stages 4-13, over 13 stages, Xpresso and the city centre fare. By reducing the

number of fares this has resulted in savings to customers and also allows quicker boarding of the buses.

3.3 Leap & Cash fares

Following significant fare increases over the past numbers of years 2016 will see more modest increases with a number of fares remaining at current prices. All adult Leap fares and cash fares for over 13 stages, Xpresso and city centre will not increase in price this year. Stages 1-3 adult cash will increase by just 5 cent while the merging of the adult stages 4-7 and stages 8-13 cash fare results in a drop in the 8-13 stages fare and an increase in the stages 4-7 as outlined above.

Regular child fares will have no increase in 2016 remaining at current fare levels. Schoolchild fares which offer very good value will increase by 5 cent on cash and 2 cent on Leap in 2016.

The fares as determined by the Authority are set out in Appendix A.

3.4 Savings with Leap

Since the introduction of the Leap card there has always been a saving when paying for single journeys using Leap compared to cash. This saving has been growing over the past few years and last year the Authority determined that for all single journeys the Leap fare will be at least 20% cheaper than the equivalent cash fare.

While Dublin Bus's cash fares have been increased substantially since 2012, the Authority has been able through the use of the Leap card to reduce the impact or improve the value and savings to customers, for many of the fares stages. Set out in the table below are the 2016 adult Dublin Bus single cash and Leap fares. It is shown that savings of up to 70 cent can be made on a single journey paid for by Leap credit instead of cash. For anyone travelling on Dublin Bus to and from work over 13 stages could save up to €7.00 per week by using Leap.

Adult Leap & cash fares and savings by using Leap

2016 Dublin Bus Fares	Approved Cash Fare	Approved Leap Fare	Saving by using leap	% saving by using Leap
Adult Leap single fares	€	€	€	
Stages 1 to 3	2.00	1.50	0.50	25%
Stages 4 to 13	2.70	2.05	0.65	24%
Over 13 Stages	3.30	2.60	0.70	21%
Xpresso	3.60	2.85	0.75	21%
City Centre Fare	0.75	0.60	0.15	20%

3.5 Fare Capping

Fare Capping is where there is a maximum charge per day or week for journeys done with a Leap card on a 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. Multi-operator capping allows travel on a combination of operators from Dublin Bus, Luas and Iarnród Éireann.

Fare capping was introduced in 2013 and is available on Dublin Bus services along with Luas and Iarnród Éireann services. Dublin Bus requested an increase in the daily and weekly caps for Dublin Bus and the multi-operator caps of between 1.5% and 5.0%. The Authority has considered this request but determined that an increase in the leap caps was not appropriate at this time and that the current caps which are in place since 2013 will remain as they are. The cap is in place to reward those who are regular users of public transport and offer a similar savings to period fares such as a monthly ticket. However if you regularly reach the weekly Leap cap it is worth considering purchasing a monthly or annual taxsaver ticket which may be better value depending on the level of tax, PRSI and USC which you pay and if your employer has joined the taxsaver scheme.

The Authority has determined that the Dublin Bus daily and weekly cap will remain at current levels at this time. The multi-operator caps will also remain at the same level as currently applies.

Cap	Dublin Bus Journeys		
	Adult	Student	Child
Daily	€6.90	€5.00	€2.50
Weekly	€27.50	€20.00	€8.20

Cap	Multi-operator Journeys		
	Adult	Student	Child
Daily	€10.00	€7.50	€3.50
Weekly	€40.00	€30.00	€14.00

3.6 Pre-paid Tickets

The Authority has a policy of consolidating and rationalising tickets so as to reduce the array of ticket options and to offer customers a clear, concise and easy to understand choice. The introduction of capping on the Leap card including multi-operator capping has greatly assisted with this policy.

The Authority in keeping with this policy of rationalising ticket types has examined the current pre-paid Dublin Bus tickets and looked at the value available at their current prices. For example an adult 30-day Rambler ticket is currently priced at €147.50 which works out at less than €5.00 per day for all day travel on Dublin Bus. This ticket and other Rambler tickets offer excellent value, in fact as they can be used on non-consecutive days a 30 day Rambler could be used to travel to work 5 days a week over 6 weeks at a cost of €24.60 per week which is less than the weekly Leap cap of €27.50. With this in mind an increase of 3.7% or €5.50 on this 30 day Rambler to €153.00 will ensure that it still offers excellent value compared to all other fares include Leap caps. The Authority have determined that all Rambler tickets will increase by around 3.7% as they all offer similar value to the 30-day Rambler.

3.7 Monthly and Annual Tickets

Dublin Bus offer one monthly and one annual ticket for all Dublin Bus PSO services. The annual ticket offers excellent value at the equivalent of €3.62 per day over the whole year to travel across the entire Dublin Bus network. If the annual ticket is purchased under the tax saver scheme savings of up to 52% can be made, depending on the rate of tax, PRSI and USC one pays, bringing the price of the annual tax saver ticket down to less than €2.00 per day to travel the entire Dublin Bus PSO network.

The Authority has determined that the price of the monthly and annual adult Dublin Bus only Travelwide tickets will not increase in 2016 and the current excellent value for the regular Dublin Bus passenger will continue into 2016. Prices are €132 per month or €1,320 per year.

Dublin Bus also offers a number of multi-operator monthly and annual tickets in conjunction with other operators namely Luas, Iarnród Éireann and Bus Éireann. The public transport operators have requested an increase of around 4% on these multi-operator fares but the Authority having considered the fares have determined that the multi operator fares should increase by a maximum of 3%. The multi-operator monthly and annual fares as determined by the Authority are set out in appendix B.

At present, Iarnród Éireann (Irish Rail) customers purchasing point-to-point tickets can opt for a monthly or annual Dublin Bus/Luas add-on to their rail ticket. This add-on entitles them to travel on the Luas between Heuston and George's Dock, and on certain Dublin Bus routes. Monthly and annual add-on tickets are considerably cheaper than equivalent Dublin Bus tickets. The Railway Procurement Agency (RPA) and Dublin Bus had proposed reducing the discount by applying an increase of over 9.9%. Despite the excellent value offered by these monthly and annual add-on tickets the Authority has determined that a 6.5% increase is more appropriate at this time. It should be noted that the adult and child add-on fares for single, return and weekly are not increasing at this time and will remain at current levels in 2016.

4 Summary

Given the additional PSO budget that is available to the Authority in 2016, the approved fare changes are very modest. A summary of the fare changes approved by the Authority is outlined below.

Headline changes:

- Child cash & leap no change
- Schoolchild cash up 5 cent and Leap up 2 cent
- City centre Leap & cash no change
- Leap adult singles no change
- Cash adult single -3.6% to 5.9% due to reducing one fare stage band
- Pre-paid Rambler tickets 3.7%
- Dublin Bus only monthlies & annuals no change
- Multi-operator monthlies & annuals 2.6% to 2.9%

Appendix A

Adult Leap and cash singles

Adult Leap single fares	Current Fare	Dublin Bus Proposed Fare	Proposed % Increase	Approved Fare	Approved % Increase
Stages	€	€		€	
Stages 1 to 3	1.50	1.55	3.3%	1.50	0.0%
Stages 4 to 13	2.05	2.05	0.0%	2.05	0.0%
Over 13 Stages	2.60	2.60	0.0%	2.60	0.0%
Xpresso	2.85	2.85	0.0%	2.85	0.0%
City Centre Fare	0.60	0.60	0.0%	0.60	0.0%

Adult Cash single fares	Current Fare	Dublin Bus Proposed Fare	Proposed % Increase	Approved Fare	Approved % Increase
Stages	€	€		€	
Stages 1 to 3	1.95	2.05	5.1%	2.00	2.6%
Stages 4 to 7	2.55	2.60	2.0%	2.70	5.9%
Stages 8 to 13	2.80	2.80	0.0%	2.70	-3.6%
Over 13 Stages	3.30	3.30	0.0%	3.30	0.0%
Xpresso	3.60	3.60	0.0%	3.60	0.0%
City Centre Fare	0.75	0.75	0.0%	0.75	0.0%

Child Leap and cash singles

Child Leap fares	Current Fare	Dublin Bus Proposed Fare	Proposed % Increase	Approved Fare	Approved % Increase
Stages	€	€		€	
Schoolchild	0.75	0.80	6.7%	0.77	2.7%
Stages 1 to 7	0.90	0.90	0.0%	0.90	0.0%
Over 7 stages	1.10	1.10	0.0%	1.10	0.0%
Xpresso	1.20	1.20	0.0%	1.20	0.0%

Child Cash single fares	Current Fare	Dublin Bus Proposed Fare	Proposed % Increase	Approved Fare	Approved % Increase
Stages	€	€		€	
Schoolchild	0.95	1.00	5.3%	1.00	5.3%
Stages 1 to 7	1.15	1.20	4.3%	1.15	0.0%
Over 7 stages	1.40	1.40	0.0%	1.40	0.0%
Xpresso	1.50	1.50	0.0%	1.50	0.0%

Pre-Paid Rambler and Nitelink

Ticket Description	Current Ticket Price	Dublin Bus Proposed Ticket Price	Proposed % Increase	Approved Ticket Price	Approved % Increase
	€	€		€	
1-Day Family Rambler	13.50	13.50	0.0%	14.00	3.7%
Rambler 5 Day Adult	29.50	30.00	1.7%	30.60	3.7%
Rambler 30 Day Adult	147.50	150.00	1.7%	153.00	3.7%
Rambler 5 Day Student	21.50	22.00	2.3%	22.30	3.7%
Rambler 30 Day Student	107.50	110.00	2.3%	111.50	3.7%
Nitelink Cash	6.50	6.50	0.0%	6.50	0.0%
Nitelink Leap	5.00	5.00	4.0%	5.20	4.0%

Appendix B

Dublin Bus Monthly and Annual Tickets

Ticket Description	Current Ticket Price	Dublin Bus Proposed Ticket Price	Dublin Bus Proposed % Increase	Approved Ticket Price	Approved % Increase
Dublin Bus Monthly and Annual					
Adult Travelwide Monthly (Dublin Bus only)	€132.00	€132.00	0.00%	€132.00	0.0%
Adult Travelwide Annual (Dublin Bus only)	€1,320.00	€1,320.00	0.00%	€1,320.00	0.0%

Multi Operator Monthly and Annual Tickets

Multi-Operator Annual Fares	Current Ticket Price	Proposed Ticket Price	Proposed % Increase	Approved Ticket Price	Approved % Increase
Irish Rail Short Hop Zone – & Dublin Bus	€1,710.00	€1,780.00	4.1%	€1,760.00	2.9%
Irish Rail Short Hop Zone, Dublin Bus & Luas	€2,080.00	€2,160.00	3.8%	€2,140.00	2.9%
Adult Bus/Luas (Dublin Bus & Luas)	€1,550.00	€1,590.00	2.6%	€1,590.00	2.6%
Adult Irish Rail/Dublin Bus - All Services Annual (Dublin Bus & Irish Rail)	€5,280.00	€5,490.00	4.0%	€5,430.00	2.8%
CIE all services Annual (Dublin Bus, Irish Rail & Bus Éireann)	€6,220.00	€6,470.00	4.0%	€6,400.00	2.9%

Multi-Operator Monthly Fares	Current Ticket Price	Proposed Ticket Price	Proposed % Increase	Approved Ticket Price	Approved % Increase
Irish Rail Short Hop Zone – & Dublin Bus	€171.00	€178.00	4.1%	€176.00	2.9%
Irish Rail Short Hop Zone, Dublin Bus & Luas	€208.00	€216.00	3.8%	€214.00	2.9%
Adult Bus/Luas (Dublin Bus & Luas)	€155.00	€159.00	2.6%	€159.00	2.6%

Iarnród Éireann add-on ticket	Current Ticket Price	Proposed Ticket Price	Proposed % Increase	Approved Ticket Price	Approved % Increase
Adult Monthly Iarnród Éireann Dublin Bus/Luas Add-on	€38.50	€42.30	9.9%	€41.00	6.5%
Adult Annual Iarnród Éireann Dublin Bus/Luas Add-on	€385.00	€423.00	9.9%	€410.00	6.5%

Leap Capping, Dublin Bus and Multi-Operator

Dublin Bus daily and weekly Leap capping levels from 1 December 2014			
	Adult	Student	Child
BÁC daily cap	€6.90	€5.00	€2.50
BÁC weekly cap	€27.50	€20.00	€8.20

Multi-Operator daily and weekly Leap capping levels from 1 December 2014			
	Adult	Student	Child
Multi-Operator daily cap	€10.00	€7.50	€3.50
Multi-Operator weekly cap	€40.00	€30.00	€14.00