

Appendix D - Iarnród Éireann's approved 2013 child fares

Product details			Cash fare					Leap card fare					Approved cash vs. Leap % saving
Zone	Adult/ Child	Fare Type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	
Zone A + B	Child	Single	0.95	1.05	1.05	10.5%	10.5%	0.75	0.83	0.80	10.7%	6.7%	23.8%
Zone G + D	Child	Single	1.30	1.45	1.45	11.5%	11.5%	1.05	1.16	1.15	10.5%	9.5%	20.7%
Zone J + C	Child	Single	1.45	1.60	1.60	10.3%	10.3%	1.20	1.32	1.30	10.0%	8.3%	18.8%
Zone E	Child	Single	1.95	2.15	2.15	10.3%	10.3%	1.65	1.82	1.75	10.3%	6.1%	18.6%
All	Schoolchild	Single	0.95	1.05	1.05	10.5%	10.5%	0.60	0.66	0.70	10.0%	16.7%	33.3%
Zone A + B	Child	Return	1.60	1.75	1.75	9.4%	9.4%	1.50	1.66	1.60	10.7%	6.7%	8.6%
Zone G + D	Child	Return	2.25	2.50	2.50	11.1%	11.1%	2.10	2.32	2.30	10.5%	9.5%	8.0%
Zone J + C	Child	Return	2.55	2.80	2.80	9.8%	9.8%	2.40	2.64	2.60	10.0%	8.3%	7.1%
Zone E	Child	Return	3.60	4.00	4.00	11.1%	11.1%	3.30	3.64	3.50	10.3%	6.1%	12.5%
All	Schoolchild	Return	1.65	1.80	1.70	9.1%	3.0%	1.20	1.32	1.40	10.0%	16.7%	17.6%

Appendix E

Iarnród Éireann's approved 2013 intercity fares - Express

Zone	Current Fares			Requested Fares			Requested % Increase			Approved Fares			Approved % Increase		
	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€5.60	€10.30	€11.20	€5.80	€10.60	€11.50	3.57%	2.91%	2.68%	€5.70	€10.40	€11.30	1.70%	0.97%	0.89%
Zone B	€7.90	€14.40	€15.50	€8.10	€14.80	€16.00	2.53%	2.78%	3.23%	€8.10	€14.60	€15.70	2.53%	1.39%	1.29%
Zone C	€10.50	€17.80	€19.00	€10.80	€18.40	€19.70	2.86%	3.37%	3.68%	€10.80	€18.00	€19.20	2.86%	1.12%	1.05%
Zone D	€14.50	€19.90	€21.50	€15.00	€20.50	€22.20	3.45%	3.02%	3.26%	€14.70	€20.10	€21.70	1.37%	1.01%	0.93%
Zone E	€15.50	€22.70	€24.50	€16.00	€23.40	€25.30	3.23%	3.08%	3.27%	€16.00	€22.90	€24.80	3.23%	0.88%	1.22%
Zone F	€17.50	€25.30	€27.50	€18.00	€26.00	€28.40	2.86%	2.77%	3.27%	€18.00	€25.60	€27.80	2.86%	1.19%	1.09%
Zone G	€22.20	€29.40	€32.00	€23.00	€30.00	€33.20	3.60%	2.04%	3.75%	€23.00	€29.70	€32.70	3.60%	1.02%	2.19%
Zone H	€26.00	€35.00	€37.50	€26.80	€36.00	€38.80	3.08%	2.86%	3.47%	€26.80	€35.40	€38.80	3.08%	1.14%	3.47%
Zone J	€28.50	€38.00	€41.00	€29.40	€39.00	€42.40	3.16%	2.63%	3.41%	€29.40	€38.40	€42.40	3.16%	1.05%	3.41%
Zone K	€34.00	€42.50	€46.50	€35.00	€44.00	€48.00	2.94%	3.53%	3.23%	€35.00	€42.90	€48.00	2.94%	0.94%	3.23%
Zone L	€37.00	€46.00	€50.00	€38.00	€47.50	€51.50	2.70%	3.26%	3.00%	€38.00	€46.50	€51.50	2.70%	1.09%	3.00%
Zone M	€40.00	€48.00	€52.00	€41.20	€49.50	€53.80	3.00%	3.13%	3.46%	€41.20	€48.50	€53.80	3.00%	1.04%	3.46%
Zone N	€44.00	€54.00	€59.00	€45.50	€55.50	€61.00	3.41%	2.78%	3.39%	€45.50	€54.60	€61.00	3.41%	1.11%	3.39%
Zone P	€50.00	€58.00	€63.00	€51.50	€60.00	€65.30	3.00%	3.45%	3.65%	€51.50	€59.20	€65.30	3.00%	2.07%	3.65%
Zone R	€54.50	€62.00	€68.00	€56.50	€64.00	€70.00	3.67%	3.23%	2.94%	€56.50	€63.30	€70.00	3.67%	2.10%	2.94%
Zone S	€59.00	€65.00	€71.00	€61.00	€67.00	€73.00	3.39%	3.08%	2.82%	€61.00	€67.00	€73.00	3.39%	3.08%	2.82%
Zone T	€60.00	€71.00	€77.00	€62.00	€73.50	€79.50	3.33%	3.52%	3.25%	€62.00	€73.50	€79.50	3.33%	3.52%	3.25%
Zone U	€62.00	€72.00	€79.00	€64.00	€74.50	€81.50	3.23%	3.47%	3.16%	€64.00	€74.50	€81.50	3.23%	3.47%	3.16%

Appendix F

Iarnród Éireann's approved 2013 intercity fares – Economy 1

	Current Fares			Proposed Fares			% Increase			Approved Fares			Approved % Increase		
	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€5.60	€8.50	€11.20	€5.80	€8.80	€11.50	3.57%	3.53%	2.68%	€5.70	€8.60	€11.30	1.79%	1.18%	0.89%
Zone B	€7.50	€11.50	€14.60	€7.70	€11.80	€15.00	2.67%	2.61%	2.74%	€7.70	€11.70	€14.80	2.67%	1.70%	1.37%
Zone C	€9.80	€11.90	€17.80	€10.00	€12.30	€18.40	2.04%	3.36%	3.37%	€10.00	€12.10	€18.00	2.04%	1.70%	1.12%
Zone D	€12.50	€13.10	€21.00	€12.90	€13.50	€21.50	3.20%	3.05%	2.38%	€12.70	€13.40	€21.20	1.60%	2.29%	0.95%
Zone E	€13.00	€13.20	€23.70	€13.40	€13.50	€24.50	3.08%	2.27%	3.38%	€13.40	€13.70	€24.00	3.08%	3.79%	1.27%
Zone F	€15.50	€18.00	€25.00	€16.00	€18.50	€25.80	3.23%	2.78%	3.20%	€15.80	€18.20	€25.30	1.94%	1.11%	1.20%
Zone G	€18.50	€19.50	€30.00	€19.00	€20.00	€31.00	2.70%	2.56%	3.33%	€19.00	€20.00	€30.30	2.70%	2.56%	1.00%
Zone H	€20.00	€21.00	€31.50	€20.50	€21.50	€32.50	2.50%	2.38%	3.17%	€20.50	€21.50	€32.20	2.50%	2.38%	2.22%
Zone J	€21.00	€22.00	€32.50	€21.50	€22.50	€33.50	2.38%	2.27%	3.08%	€21.50	€22.50	€33.50	2.38%	2.27%	3.08%
Zone K	€24.00	€24.50	€37.00	€24.80	€25.40	€38.00	3.33%	3.67%	2.70%	€24.80	€25.40	€38.00	3.33%	3.67%	2.70%
Zone L	€27.50	€28.00	€40.00	€28.50	€29.00	€41.00	3.64%	3.57%	2.50%	€28.50	€29.00	€41.00	3.64%	3.57%	2.50%
Zone M	€28.50	€29.50	€42.00	€29.50	€30.50	€43.00	3.51%	3.39%	2.38%	€29.50	€30.50	€43.00	3.51%	3.39%	2.38%
Zone N	€29.50	€30.00	€43.00	€30.50	€31.00	€44.50	3.39%	3.33%	3.49%	€30.50	€31.00	€44.50	3.39%	3.33%	3.49%
Zone P	€33.50	€34.50	€47.00	€34.50	€35.50	€48.50	2.99%	2.90%	3.19%	€34.50	€35.50	€48.50	2.99%	2.90%	3.19%
Zone R	€34.00	€35.00	€48.00	€35.00	€36.00	€49.50	2.94%	2.86%	3.13%	€35.00	€36.00	€49.50	2.94%	2.86%	3.13%
Zone S	€36.00	€37.00	€51.00	€37.00	€38.00	€52.50	2.78%	2.70%	2.94%	€37.00	€38.00	€52.50	2.78%	2.70%	2.94%
Zone T	€37.00	€38.00	€53.00	€38.00	€39.00	€54.50	2.70%	2.63%	2.83%	€38.00	€39.00	€54.50	2.70%	2.63%	2.83%
Zone U	€38.00	€39.00	€54.00	€39.00	€40.00	€56.00	2.63%	2.56%	3.70%	€39.00	€40.00	€56.00	2.63%	2.56%	3.70%

Appendix G

Iarnród Éireann's approved 2013 intercity fares – Economy 2

	Current Fares			Proposed Fares			% Increase			Approved Fares			Approved % Increase		
	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return	Single	Day Return	Open Return
Zone A	€5.50	€8.50	€10.30	€5.70	€8.80	€10.60	3.64%	3.53%	2.91%	€5.60	€8.60	€10.40	1.81%	1.18%	0.97%
Zone B	€7.50	€11.50	€14.40	€7.70	€11.80	€14.80	2.67%	2.61%	2.78%	€7.70	€11.70	€14.60	2.67%	1.74%	1.39%
Zone C	€9.80	€11.90	€16.50	€10.00	€12.30	€17.00	2.04%	3.36%	3.03%	€10.00	€12.10	€16.70	2.04%	1.68%	1.21%
Zone D	€12.00	€13.00	€17.50	€12.40	€13.50	€18.00	3.33%	3.85%	2.86%	€12.20	€13.30	€17.70	1.67%	2.31%	1.14%
Zone E	€13.00	€13.20	€18.00	€13.40	€13.70	€18.50	3.08%	3.79%	2.78%	€13.40	€13.70	€18.50	3.08%	3.79%	2.78%
Zone F	€15.00	€16.50	€20.00	€15.50	€17.00	€20.50	3.33%	3.03%	2.50%	€15.50	€17.00	€20.50	3.33%	3.03%	2.50%
Zone G	€16.00	€17.00	€20.50	€16.50	€17.50	€21.00	3.13%	2.94%	2.44%	€16.50	€17.50	€21.00	3.13%	2.94%	2.44%
Zone H	€18.50	€19.00	€26.50	€19.00	€19.50	€27.50	2.70%	2.63%	3.77%	€19.00	€19.50	€27.50	2.70%	2.63%	3.77%
Zone J	€20.00	€20.50	€29.00	€20.50	€21.00	€30.00	2.50%	2.44%	3.45%	€20.50	€21.00	€30.00	2.50%	2.44%	3.45%
Zone K	€24.00	€24.50	€32.00	€24.50	€25.00	€33.00	2.08%	2.04%	3.13%	€24.50	€25.00	€33.00	2.08%	2.04%	3.13%
Zone L	€25.00	€25.50	€32.50	€25.50	€26.50	€33.50	2.00%	3.92%	3.08%	€25.50	€26.50	€33.50	2.00%	3.92%	3.08%
Zone M	€25.50	€26.00	€33.00	€26.50	€27.00	€34.00	3.92%	3.85%	3.03%	€26.50	€27.00	€34.00	3.92%	3.85%	3.03%
Zone N	€28.00	€29.50	€37.00	€29.00	€30.50	€38.00	3.57%	3.39%	2.70%	€29.00	€30.50	€38.00	3.57%	3.39%	2.70%
Zone P	€29.00	€31.00	€38.50	€30.00	€32.00	€40.00	3.45%	3.23%	3.90%	€30.00	€32.00	€40.00	3.45%	3.23%	3.90%
Zone R	€30.00	€32.00	€39.50	€31.00	€33.00	€41.00	3.33%	3.13%	3.80%	€31.00	€33.00	€41.00	3.33%	3.13%	3.80%
Zone S	€31.00	€33.00	€40.00	€32.00	€34.00	€41.50	3.23%	3.03%	3.75%	€32.00	€34.00	€41.50	3.23%	3.03%	3.75%
Zone T	n/a														
Zone U	n/a.														

Appendix H

Luas adult single peak cash and Leap card approved 2013 fares

Product details			Cash fare					Leap card fare					Approved cash vs. Leap % saving
Zone	Adult/Child	Fare Type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	
R0	Adult	Single Peak	1.70	1.70	1.70	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	14.7%
G0	Adult	Single Peak	1.70	1.70	1.70	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	14.7%
B0	Adult	Single Peak	1.70	1.70	1.70	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	14.7%
R1	Adult	Single Peak	2.00	2.10	2.10	5.0%	5.0%	1.65	1.80	1.75	9.1%	6.1%	16.7%
G1	Adult	Single Peak	2.10	2.10	2.10	0.0%	0.0%	1.75	1.80	1.80	2.9%	2.9%	14.3%
B1	Adult	Single Peak	2.00	2.10	2.10	5.0%	5.0%	1.65	1.80	1.75	9.1%	6.1%	16.7%
R2	Adult	Single Peak	2.30	2.40	2.40	4.3%	4.3%	2.00	2.10	2.05	5.0%	2.5%	14.6%
G2	Adult	Single Peak	2.50	2.50	2.50	0.0%	0.0%	2.15	2.15	2.15	0.0%	0.0%	14.0%
B2	Adult	Single Peak	2.30	2.40	2.40	4.3%	4.3%	2.00	2.10	2.05	5.0%	2.5%	14.6%
R3	Adult	Single Peak	2.50	2.60	2.60	4.0%	4.0%	2.15	2.25	2.25	4.7%	4.7%	13.5%
G3	Adult	Single Peak	2.70	2.70	2.70	0.0%	0.0%	2.35	2.35	2.35	0.0%	0.0%	13.0%
B3	Adult	Single Peak	2.70	2.70	2.70	0.0%	0.0%	2.35	2.35	2.35	0.0%	0.0%	13.0%
R4	Adult	Single Peak	2.70	2.80	2.80	3.7%	3.7%	2.35	2.45	2.40	4.3%	2.1%	14.3%
G4	Adult	Single Peak	2.90	2.90	2.90	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	13.8%

B4	Adult	Single Peak	2.70	2.80	2.80	3.7%	3.7%	2.35	2.45	2.40	4.3%	2.1%	14.3%
B5	Adult	Single Peak	2.90	2.90	2.90	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	13.8%
B6	Adult	Single Peak	2.90	2.90	2.90	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	13.8%
B7	Adult	Single Peak	2.90	2.90	2.90	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	13.8%

Appendix I

Luas adult single off-peak cash and Leap card approved 2013 fares

Product details			Cash fare					Leap card fare					Approved cash vs. Leap % saving
Zone	Adult/Child	Fare Type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	
R0	Adult	Single off-peak	1.60	1.60	1.60	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	9.4%
G0	Adult	Single off-peak	1.60	1.60	1.60	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	9.4%
B0	Adult	Single off-peak	1.60	1.60	1.60	0.0%	0.0%	1.45	1.45	1.45	0.0%	0.0%	9.4%
R1	Adult	Single off-peak	1.90	2.00	2.00	5.3%	5.3%	1.65	1.80	1.75	9.1%	6.1%	12.5%
G1	Adult	Single off-peak	2.00	2.00	2.00	0.0%	0.0%	1.75	1.80	1.80	2.9%	2.9%	10.0%
B1	Adult	Single off-peak	1.90	2.00	2.00	5.3%	5.3%	1.65	1.80	1.75	9.1%	6.1%	12.5%
R2	Adult	Single	2.20	2.30	2.30	4.5%	4.5%	2.00	2.10	2.05	5.0%	2.5%	10.9%

		off-peak											
G2	Adult	Single off-peak	2.40	2.40	2.40	0.0%	0.0%	2.15	2.15	2.15	0.0%	0.0%	10.4%
B2	Adult	Single off-peak	2.20	2.30	2.30	4.5%	4.5%	2.00	2.10	2.05	5.0%	2.5%	10.9%
R3	Adult	Single off-peak	2.40	2.50	2.50	4.2%	4.2%	2.15	2.25	2.25	4.7%	4.7%	10.0%
G3	Adult	Single off-peak	2.60	2.60	2.60	0.0%	0.0%	2.35	2.35	2.35	0.0%	0.0%	9.6%
B3	Adult	Single off-peak	2.60	2.60	2.60	0.0%	0.0%	2.35	2.35	2.35	0.0%	0.0%	9.6%
R4	Adult	Single off-peak	2.60	2.70	2.70	3.8%	3.8%	2.35	2.45	2.40	4.3%	2.1%	11.1%
G4	Adult	Single off-peak	2.80	2.80	2.80	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	10.7%
B4	Adult	Single off-peak	2.60	2.70	2.70	3.8%	3.8%	2.35	2.45	2.40	4.3%	2.1%	11.1%
B5	Adult	Single off-peak	2.80	2.80	2.80	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	10.7%
B6	Adult	Single off-peak	2.80	2.80	2.80	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	10.7%
B7	Adult	Single off-peak	2.80	2.80	2.80	0.0%	0.0%	2.50	2.50	2.50	0.0%	0.0%	10.7%

Appendix J

Luas adult return cash and Leap card approved 2013 fares

Product details			Cash fare					Leap card fare					Approved cash vs. Leap % saving
Zone	Adult/Child	Fare Type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase	
R0	Adult	Return	3.10	3.10	3.10	0.0%	0.0%	2.90	2.90	2.90	0.0%	0.0%	6.5%
G0	Adult	Return	3.10	3.10	3.10	0.0%	0.0%	2.90	2.90	2.90	0.0%	0.0%	6.5%
B0	Adult	Return	3.10	3.10	3.10	0.0%	0.0%	2.90	2.90	2.90	0.0%	0.0%	6.5%
R1	Adult	Return	3.50	3.70	3.70	5.7%	5.7%	3.30	3.60	3.50	9.1%	6.1%	5.4%
G1	Adult	Return	3.70	3.70	3.70	0.0%	0.0%	3.50	3.60	3.60	2.9%	2.9%	2.7%
B1	Adult	Return	3.50	3.70	3.70	5.7%	5.7%	3.30	3.60	3.50	9.1%	6.1%	5.4%
R2	Adult	Return	4.20	4.40	4.40	4.8%	4.8%	4.00	4.20	4.10	5.0%	2.5%	6.8%
G2	Adult	Return	4.50	4.50	4.50	0.0%	0.0%	4.30	4.30	4.30	0.0%	0.0%	4.4%
B2	Adult	Return	4.20	4.40	4.40	4.8%	4.8%	4.00	4.20	4.10	5.0%	2.5%	6.8%
R3	Adult	Return	4.50	4.70	4.70	4.4%	4.4%	4.30	4.50	4.50	4.7%	4.7%	4.3%
G3	Adult	Return	4.90	4.90	4.90	0.0%	0.0%	4.70	4.70	4.70	0.0%	0.0%	4.1%
B3	Adult	Return	4.90	4.90	4.90	0.0%	0.0%	4.70	4.70	4.70	0.0%	0.0%	4.1%
R4	Adult	Return	4.90	5.10	5.10	4.1%	4.1%	4.70	4.90	4.80	4.3%	2.1%	5.9%
G4	Adult	Return	5.20	5.20	5.20	0.0%	0.0%	5.00	5.00	5.00	0.0%	0.0%	3.8%
B4	Adult	Return	4.90	5.10	5.10	4.1%	4.1%	4.70	4.90	4.80	4.3%	2.1%	5.9%
B5	Adult	Return	5.20	5.20	5.20	0.0%	0.0%	5.00	5.00	5.00	0.0%	0.0%	3.8%
B6	Adult	Return	5.20	5.20	5.20	0.0%	0.0%	5.00	5.00	5.00	0.0%	0.0%	3.8%
B7	Adult	Return	5.20	5.20	5.20	0.0%	0.0%	5.00	5.00	5.00	0.0%	0.0%	3.8%

Note: Leap return fares simply represent two Leap single fares.

R4	€2.10	€2.10	€0.00	0.0%
G0	€1.70	€1.70	€0.00	0.0%
G1	€1.70	€1.70	€0.00	0.0%
G2	€1.70	€1.70	€0.00	0.0%
G3	€2.10	€2.10	€0.00	0.0%
G4	€2.10	€2.10	€0.00	0.0%
B0	€1.70	€1.70	€0.00	0.0%
B1	€1.70	€1.70	€0.00	0.0%
B2	€1.70	€1.70	€0.00	0.0%
B3	€2.10	€2.10	€0.00	0.0%
B4	€2.10	€2.10	€0.00	0.0%
B5	€2.10	€2.10	€0.00	0.0%
B6	€2.10	€2.10	€0.00	0.0%
B7	€2.10	€2.10	€0.00	0.0%

Adult 7 day R0	€12.70	€13.20	€0.50	3.9%
Adult 7 day R1	€15.00	€15.70	€0.70	4.7%
Adult 7 day R2	€17.30	€18.70	€1.40	8.1%
Adult 7 day R3	€20.00	€21.00	€1.00	5.0%
Adult 7 day R4	€21.70	€22.50	€0.80	3.7%
Adult 7 day G0	€12.70	€13.20	€0.50	3.9%
Adult 7 day G1	€16.40	€16.40	€0.00	0.0%
Adult 7 day G2	€20.00	€20.00	€0.00	0.0%
Adult 7 day G3	€21.70	€21.70	€0.00	0.0%
Adult 7 day G4	€23.00	€23.00	€0.00	0.0%
Adult 7 day B0	€12.70	€13.20	€0.50	3.9%
Adult 7 day B1	€15.00	€15.70	€0.70	4.7%
Adult 7 day B2	€17.30	€18.70	€1.40	8.1%
Adult 7 day B3	€21.70	€21.70	€0.00	0.0%
Adult 7 day B4	€21.70	€22.50	€0.80	3.7%
Adult 7 day B5	€23.00	€23.50	€0.50	2.2%
Adult 7 day B6	€23.00	€23.50	€0.50	2.2%
Adult 7 day B7	€23.00	€23.50	€0.50	2.2%

Adult 30 day R0	€50.50	€52.50	€2.00	4.0%
Adult 30 day R1	€56.00	€59.00	€3.00	5.4%
Adult 30 day R2	€70.50	€75.00	€4.50	6.4%
Adult 30 day R3	€77.00	€81.00	€4.00	5.2%
Adult 30 day R4	€84.50	€87.50	€3.00	3.6%
Adult 30 day G0	€50.50	€52.50	€2.00	4.0%
Adult 30 day G1	€63.00	€65.00	€2.00	3.2%
Adult 30 day G2	€75.00	€78.00	€3.00	4.0%
Adult 30 day G3	€84.50	€86.00	€1.50	1.8%
Adult 30 day G4	€88.50	€90.00	€1.50	1.7%
Adult 30 day B0	€50.50	€52.50	€2.00	4.0%
Adult 30 day B1	€56.00	€59.00	€3.00	5.4%
Adult 30 day B2	€70.50	€75.00	€4.50	6.4%
Adult 30 day B3	€84.50	€86.00	€1.50	1.8%

Adult 30 day B4	€84.50	€87.50	€3.00	3.6%
Adult 30 day B5	€88.50	€91.00	€2.50	2.8%
Adult 30 day B6	€88.50	€91.00	€2.50	2.8%
Adult 30 day B7	€88.50	€91.00	€2.50	2.8%
Child 7 day R0	€6.60	€6.80	€0.20	3.0%
Child 7 day R1	€6.60	€6.80	€0.20	3.0%
Child 7 day R2	€6.60	€6.80	€0.20	3.0%
Child 7 day R3	€8.20	€8.40	€0.20	2.4%
Child 7 day R4	€8.20	€8.40	€0.20	2.4%
Child 7 day G0	€6.60	€6.80	€0.20	3.0%
Child 7 day G1	€6.60	€6.80	€0.20	3.0%
Child 7 day G2	€6.60	€6.80	€0.20	3.0%
Child 7 day G3	€8.20	€8.40	€0.20	2.4%
Child 7 day G4	€8.20	€8.40	€0.20	2.4%
Child 7 day B0	€6.60	€6.80	€0.20	3.0%
Child 7 day B1	€6.60	€6.80	€0.20	3.0%
Child 7 day B2	€6.60	€6.80	€0.20	3.0%
Child 7 day B3	€8.20	€8.40	€0.20	2.4%
Child 7 day B4	€8.20	€8.40	€0.20	2.4%
Child 7 day B5	€8.20	€8.40	€0.20	2.4%
Child 7 day B6	€8.20	€8.40	€0.20	2.4%
Child 7 day B7	€8.20	€8.40	€0.20	2.4%
Child 30 day R0	€26.40	€27.20	€0.80	3.0%
Child 30 day R1	€26.40	€27.20	€0.80	3.0%
Child 30 day R2	€26.40	€27.20	€0.80	3.0%
Child 30 day R3	€33.00	€33.80	€0.80	2.4%
Child 30 day R4	€33.00	€33.80	€0.80	2.4%
Child 30 day G0	€26.40	€27.20	€0.80	3.0%
Child 30 day G1	€26.40	€27.20	€0.80	3.0%
Child 30 day G2	€26.40	€27.20	€0.80	3.0%
Child 30 day G3	€33.00	€33.80	€0.80	2.4%
Child 30 day G4	€33.00	€33.80	€0.80	2.4%
Child 30 day B0	€26.40	€27.20	€0.80	3.0%
Child 30 day B1	€26.40	€27.20	€0.80	3.0%
Child 30 day B2	€26.40	€27.20	€0.80	3.0%
Child 30 day B3	€33.00	€33.80	€0.80	2.4%
Child 30 day B4	€33.00	€33.80	€0.80	2.4%
Child 30 day B5	€33.00	€33.80	€0.80	2.4%
Child 30 day B6	€33.00	€33.80	€0.80	2.4%
Child 30 day B7	€33.00	€33.80	€0.80	2.4%
Student 7 day standard R0	€11.00	€11.00	€0.00	0.0%
Student 7 day standard R1	€12.50	€12.50	€0.00	0.0%
Student 7 day standard R2	€14.50	€15.00	€0.50	3.4%
Student 7 day standard R3	€16.00	€16.00	€0.00	0.0%
Student 7 day standard R4	€17.50	€17.50	€0.00	0.0%
Student 7 day standard G0	€11.00	€11.00	€0.00	0.0%

Student 7 day standard G1	€12.50	€12.50	€0.00	0.0%
Student 7 day standard G2	€14.50	€15.00	€0.50	3.4%
Student 7 day standard G3	€16.00	€16.00	€0.00	0.0%
Student 7 day standard G4	€17.50	€17.50	€0.00	0.0%
Student 7 day standard B0	€11.00	€11.00	€0.00	0.0%
Student 7 day standard B1	€12.50	€12.50	€0.00	0.0%
Student 7 day standard B2	€14.50	€15.00	€0.50	3.4%
Student 7 day standard B3	€16.00	€16.00	€0.00	0.0%
Student 7 day standard B4	€17.50	€17.50	€0.00	0.0%
Student 7 day standard B5	€18.00	€18.00	€0.00	0.0%
Student 7 day standard B6	€18.00	€18.00	€0.00	0.0%
Student 7 day standard B7	€18.00	€18.00	€0.00	0.0%
Student 30 day standard R0	€37.50	€39.00	€1.50	4.0%
Student 30 day standard R1	€43.50	€45.00	€1.50	3.4%
Student 30 day standard R2	€50.50	€52.00	€1.50	3.0%
Student 30 day standard R3	€56.00	€58.00	€2.00	3.6%
Student 30 day standard R4	€61.00	€63.00	€2.00	3.3%
Student 30 day standard G0	€37.50	€39.00	€1.50	4.0%
Student 30 day standard G1	€43.50	€45.00	€1.50	3.4%
Student 30 day standard G2	€50.50	€52.00	€1.50	3.0%
Student 30 day standard G3	€56.00	€58.00	€2.00	3.6%
Student 30 day standard G4	€61.00	€63.00	€2.00	3.3%
Student 30 day standard B0	€37.50	€39.00	€1.50	4.0%
Student 30 day standard B1	€43.50	€45.00	€1.50	3.4%
Student 30 day standard B2	€50.50	€52.00	€1.50	3.0%
Student 30 day standard B3	€56.00	€58.00	€2.00	3.6%
Student 30 day standard B4	€61.00	€63.00	€2.00	3.3%
Student 30 day standard B5	€63.50	€65.00	€1.50	2.4%
Student 30 day standard B6	€63.50	€65.00	€1.50	2.4%
Student 30 day standard B7	€63.50	€65.00	€1.50	2.4%
Adult 1day Flexi (All Zones)	€6.30	€6.40	€0.10	1.6%
Adult 7days Flexi (All Zones)	€23.00	€23.50	€0.50	2.2%
Adult 30days Flexi (All Zones)	€88.50	€91.00	€2.50	2.8%
Student 7days Flexi (All Zones)	€18.00	€18.00	€0.00	0.0%
Student 30days Flexi (All Zones)	€63.50	€65.00	€1.50	2.4%
Child 1day Flexi (All Zones)	€2.70	€2.70	€0.00	0.0%
Child 7days Flexi (All Zones)	€8.20	€8.40	€0.20	2.4%
Child 30days Flexi (All Zones)	€33.00	€33.80	€0.80	2.4%
Adult Combi 1 day	€7.80	€8.10	€0.30	3.8%
Child Combi 1 day	€3.30	€3.30	€0.00	0.0%
Adult Combi 7 day	€31.50	€32.80	€1.30	4.1%
Child Combi 7 day	€8.60	€8.90	€0.30	3.5%
Student Combi 7 day	€26.30	€27.30	€1.00	3.8%
Adult Combi 30 day	€124.00	€131.50	€7.50	6.0%
Student Combi 30 day	€92.50	€98.00	€5.50	5.9%

Agents Adult Flexi 1	€6.10	€6.40	€0.30	4.9%
Agents Adult Flexi 7	€22.00	€23.50	€1.50	6.8%
Agents Adult Flexi 30	€80.50	€85.50	€5.00	6.2%
Agents Student Flexi 7	€17.00	€18.00	€1.00	5.9%
Agents Student Flexi 30	€59.70	€62.50	€2.80	4.7%
Agents Child Flexi 1	€2.30	€2.50	€0.20	8.7%
Agents Child Flexi 7	€6.80	€7.60	€0.80	11.8%
BIK Green Line Monthly	€84.50	€88.50	€4.00	4.7%
BIK Green Line 3 Zones Monthly	€75.00	€78.00	€3.00	4.0%
BIK Red Line Monthly	€84.50	€88.50	€4.00	4.7%
BIK Red Line 3 Zones Monthly	€70.50	€75.00	€4.50	6.4%
BIK All Zones Monthly	€88.50	€91.00	€2.50	2.8%
BIK Green Line Annual	€845.00	€885.00	€40.00	4.7%
BIK Green Line 3 Zones Annual	€750.00	€780.00	€30.00	4.0%
BIK Red Line Annual	€845.00	€885.00	€40.00	4.7%
BIK Red Line 3 Zones Annual	€705.00	€750.00	€45.00	6.4%
BIK All Zones Annual	€885.00	€910.00	€25.00	2.8%
Luas/Dublin Bus Add on Fares				
Adult Single	€1.60	€1.60	€0.00	0.0%
Adult Return	€3.20	€3.20	€0.00	0.0%
Child Single	€0.80	€0.90	€0.10	12.5%
Child Return	€1.60	€1.70	€0.10	6.2%
Adult Weekly	€7.50	€8.30*	€0.80*	10.67%*
<i>(* As per note above)</i>				

Table of contents

1.	Introduction	2
1.1	Background	2
1.2	Factors influencing public transport demand and revenues.....	4
1.3	Need for fares increases.....	5
1.4	Economic outlook.....	6
2.	Dublin Bus	7
2.1	Introduction	7
2.2	Proposal by Operator	8
2.3	Determination by the Authority.....	8
2.4	Conclusion	12
3.	Bus Éireann.....	14
3.1	Introduction	14
3.2	Proposal by Operator	15
3.3	Determination by the Authority.....	16
3.4	Conclusion	18
4.	Iarnród Éireann (Irish Rail)	19
4.1	Introduction	19
4.2	Proposal by Operator	20
4.3	Determination by the Authority.....	20
4.4	Conclusion	24
5.	Railway Procurement Agency (RPA).....	25
5.1	Introduction	25
5.2	Proposal by Operator	25
5.3	Determination by the Authority.....	26
5.4	Conclusion	28
6.	Appendices.....	29

1. Introduction

1.1 Background

CIÉ operating companies

The National Transport Authority (the Authority) entered into Public Service Contracts with each of the CIÉ 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.

All of the CIÉ operators 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.

Following the Comprehensive Spending Review and Budget 2012, 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 6% in 2013. This cut comes on top of falling patronage and revenues, increased fuel costs and previous cuts in the PSO payments since 2009. It excludes the once-off Government injection of financial support of €36m approved by Government in July to “ensure that the CIÉ Group remains adequately funded for the immediate future and can continue to provide a sufficient service to the travelling public”¹.

While the operating companies have implemented efficiencies in their operations, they have not matched the loss in revenue associated with the falling patronage and subvention. Public transport passenger numbers have continued to decline in 2012, although at a moderating rate. The CIÉ Group of companies needs to stabilise their financial situations over a number of years so that service cuts are minimised.

¹ Department press release 24 July 2012

Luas

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 assigned these functions to the RPA under the terms allowed by the Act; however, Luas fare alterations require the prior approval of the Authority. Veolia Transdev Ireland operates Luas, Dublin's light rail tram system, under contract with the RPA.

The RPA in conjunction with Veolia 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, ancillary revenue, at a time of increased fuel costs.

Staged determination of fares

The Authority is undertaking the 2013 fares determination in two stages for all operators. The first stage that covered the increases in monthly and annual ticket prices was published by the Authority in September and although some of the information from that determination is reiterated here, the two reports combined reflect the 2013 fare determination. The Authority has aligned the starting point of all operators' increases in the price of cash, Leap and prepaid tickets, which can be applied from 1st December 2012. However, there may be technical and operational reasons why an operator may not be in a position to implement an increase across some products and fares in December.

Promotional fares are fares that are offered by an operator on a temporary basis, or for a specific event, to encourage increased use of their services. There can be a wide array of promotional fares and it is the intention of the Authority to engage proactively with the

operators to ensure that whilst maintaining flexibility, promotional fares are consistent with our public transport objectives.

Furthermore, as in many other areas of commerce, the tendency of customers to purchase tickets on the internet has greatly increased. With this change, some public transport operators have seen significant growth in new methods of sales such as internet or smartcard sales. Fares for smartcards are currently regulated and with the higher volumes of internet sales and with the use of promotional fares in online purchases, it is also deemed appropriate to regulate these sales from now on. This will ensure both the continued presence of good value offers, as well as transparency and fairness relative to other ticket types.

1.2 Factors influencing public transport demand and revenues

Public transport revenues come from three main sources: passenger fares, subsidy via the Authority's PSO payments and 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.

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 other 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 and rail fleet, station improvements and the reconfiguration of city bus services that to date includes Dublin, Cork, Limerick and Galway. The 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 take time to design and 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 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 Economic outlook

As the table below shows, the increase in inflation experienced in 2011 is expected to taper off in 2012 and again 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 2013 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 2013, 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 below.

Key Economic Indicators (annual % growth)		2008	2009	2010	2011	2012	2013	2014
Consumer Price Index (CPI)	CSO	4.1	-4.5	-0.9	2.6			
	Central Bank					1.8	1.0	n/a
	ESRI					1.9	1.8	n/a
	IMF					1.7	1.3	1.4
Gross National Product (GNP)	CSO	-2.8	-9.9	0.2	-2.5			
	Central Bank					-0.4	0.7	n/a
	ESRI					-0.2	0.7	n/a
Gross Domestic Product (GDP)	CSO	-3	-7	-0.4	0.7			
	Central Bank					0.5	1.7	n/a
	ESRI					1.8	2.1	n/a
	IMF					0.4	1.4	2.5

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Q4 2012, ESRI Quarterly Economic Commentary Autumn 2012, IMF World Economic Outlook October 2012.

2. Dublin Bus

2.1 Introduction

Dublin Bus passenger numbers have fallen by 21% between 2007 and 2011. The decline has moderated but continues and Dublin Bus expects to carry 2.3% fewer passengers in 2012 compared with 2011. It expects the trend to bottom out in 2013 before a return to modest growth in 2014.

Since 2008, Dublin Bus has made expenditure savings of €60 million per annum, spanning all areas of the business. The main contributor to the cost reductions has been a reduction of €36 million in payroll costs through reducing staff numbers by some 640 and putting in place a pay freeze since 2008.

Despite making substantial expenditure savings, Dublin Bus has suffered annual losses for a number of years and is now in a difficult financial position which will remain challenging through the remainder of 2012 and 2013 - due to the continuing weak economic environment, falling PSO funding, rising fuel prices and falling passenger and ancillary revenues. The table below indicates the anticipated financial position for 2012, when it is expected that a deficit will remain, although it will be reduced compared to 2011.

PSO Financial Summary	2011 Actual (€000)	2012 Projected (€000)	2013 Projected (€000)
Revenue (all)	167,278	176,530	185,459*
Expenditure	259,171	257,934	252,935
Deficit before subvention	91,893	81,404	67,476
Subvention	73,032	69,436**	65,270***
Surplus / Deficit after subvention before exceptional items	-18,862	-11,968	-2,206

2013 projected revenue based on fares increase application received ** excluding any payment following from Government decision of July *Indicative*

2.2 Proposal by Operator

Dublin Bus has written to the Authority requesting approval for a fares increase in respect of cash, Leap and prepaid tickets for 2013 and that request is the subject of this determination. Beyond 2013, Dublin Bus is planning to move to a simplified fares structure, however, this is beyond the scope of the current determination.

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

Ticket category	Dublin Bus <u>requested</u> increase on 2012 prices
Cash	5.7% - 17.9%
Leap	4.2% - 16.0%
Prepaid tickets	2.7% - 9.3%
<i>Monthly and annual tickets</i>	<i>4.21% to 7.58% (See previous determination)</i>
<i>Adult Dublin Bus & Luas Add on Monthly</i>	<i>20.69% (See previous determination)</i>

2.3 Determination by the Authority

Dublin Bus anticipates the following increase in costs (including reduced subvention) in 2013.

Dublin Bus estimated changes to costs in 2013 as reported to the Authority in July 2012	
Reduced subvention	€4.2m*
Increased maintenance costs due to deferred fleet replacement	€0.6m
Increased ITS costs	€0.5m
Increased fuel costs	€2.2m
Total	€7.5m

*Indicative

Notwithstanding the increase in costs as outlined above, Dublin Bus has also reduced their costs in a number of different areas such as payroll, materials, depot running costs and support service costs. This will result in a forecasted net saving of roughly €5m (or 2%) in expenditure by

Dublin Bus between 2012 and 2013 and will contribute to a sizeable reduction in the company's operating deficit.

In requesting the fares increase, Dublin Bus expects to raise €8.9m in extra revenue in 2013. In response to the Authority's concerns regarding the impact of fares increases on demand, Dublin Bus have applied factors to take account of the price elasticity of demand.

Although research indicates a very wide variation in price elasticity, it suggests that the Dublin Bus assumptions are not unreasonable compared with short run elasticities observed elsewhere. In reality any one operator will be experiencing a wide range of elasticity across different ticket types, areas served and time of day. An operator would typically use lower values for peak strong markets to/from the central zone and the highest values for weak off-peak local markets away from the central zone.

It is of more concern that elasticity values are observed to change over longer time periods and the general view is that long term bus fare elasticity can be significantly higher which may pose a challenge for Dublin Bus' longer term bus patronage levels.

The Authority's approved increases in respect of cash, Leap and prepaid tickets are set out in the tables below.

Cash fares

Zone	Fare type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase
Adult						
Stages 1 to 3	Single	1.40	1.65	1.65	17.9%	17.9%
Stages 4 to 7	Single	1.90	2.15	2.15	13.2%	13.2%
Stages 7 to 13	Single	2.15	2.35	2.40	9.3%	11.6%
Over 13 Stages	Single	2.65	2.80	2.80	5.7%	5.7%
Child						
Schoolchild	Single	0.75	0.75	0.80	0.0%	6.67%
Stages 1 to 7	Single	0.90	1.00	1.00	11.1%	11.1%
Over 7 Stages	Single	1.15	1.25	1.25	8.7%	8.7%

Leap fares

Zone	Fare type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase
Adult						
Stages 1 to 3	Single	1.25	1.45	1.40	16.0%	12.0%
Stages 4 to 7	Single	1.70	1.90	1.90	11.8%	11.8%
Stages 7 to 13	Single	1.95	2.10	2.10	7.7%	7.7%
Over 13 Stages	Single	2.40	2.50	2.45	4.2%	2.1%
Child						
Schoolchild	Single	0.70	0.70	0.70	0.0%	0.0%
Stages 1 to 7	Single	0.85	0.90	0.90	5.9%	5.9%
Over 7 Stages	Single	1.05	1.10	1.10	4.8%	4.8%

Prepaid tickets

Ticket Description	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase
1-Day Adult Rambler	6.50	6.90	6.90	6.15%	6.15%
1-Day Family Rambler	11.00	11.50	11.50	4.55%	4.55%
3-Day Adult Rambler	14.20	15.00	15.00	5.63%	5.63%
5-Day Adult Rambler	23.00	24.40	25.00	6.09%	8.70%
Rambler 5 Day Child	7.30	7.50	7.50	2.74%	2.74%
Rambler 5 Day Student	17.20	18.30	18.30	6.40%	6.40%
Rambler 30 Day Adult	115.00	122.00	125.00	6.09%	8.70%
Rambler 30 Day Student	86.00	91.50	91.50	6.40%	6.40%
Travel 90 - Adult - 10 Journey	21.50	23.50	25.00	9.30%	16.28%
Travel 90 Single	2.50	2.65	2.65	6.00%	6.00%
Travel 90 - Schoolchild	7.00	7.00	7.50	0.00%	7.14%
Travel 90 - Scholar - 10 Journey	10.50	11.00	11.00	4.76%	4.76%

The Authority recognises that requiring the company, on top of past shortfalls, to absorb the additional costs arising from the reduced subvention, increased fuel costs, lower ancillary revenue, in addition to falling passenger numbers and without allowing a fares increase would have a significant detrimental impact on services.

The Authority is nevertheless mindful of the cost-of-living issues that are affecting commuters and of providing value and alternatives. Customers migrating from cash to Leap will notice increased savings with the differential for adults widening for each of the fare bands, from an average of 10% to 12%, through lower Leap fare increases. In respect of children, customers will also observe increased savings in migrating from cash to Leap card with the differential increasing from an average of 7% to 9.6% and also that Leap card schoolchild (i.e. a child travelling in the school hours period) fares have been kept constant with a differential increased to 12.5% relative to cash fares.

There have also been changes in the prepaid tickets. Of particular note is that the 5 Day Rambler is now the same price as the 10 journey Travel 90 ticket for both adults and children. Furthermore, for those customers who use their 10 Journey Travel 90 ticket (originally conceived for second or more journeys within 90 minutes) without interchanging with another bus, it is now cheaper to use a Leap card for the over 13 stages fare band, e.g.

The Travel 90 adult 10 journey ticket is = **€25.00**

Whereas, the Over 13 stages Leap fare is €2.45 times 10 journeys = **€24.50**

And similarly for schoolchildren:

The cash schoolchild fare is €0.80 times 10 journeys = **€8.00**

The Travel 90 schoolchild 10 journey ticket (€0.75 per trip) is = **€7.50**

Whereas, the Leap schoolchild fare is €0.70 times 10 journeys = **€7.00**

In fact, once a child has a Leap card this will enable them to travel at a cheaper rate in comparison to cash for any other extra journeys they may take, whether that is a trip to after-school sports or with friends at the weekend.

Should current cash-paying customers wish to avoid or minimise the effects of the current fare changes they should consider the benefits that can be obtained by easily switching to using a Leap card. Aside from the many advantages it brings, it also gives savings which are outlined in the table below, comparing customers current cash fares to what the new Leap fares will be. However, the savings are even greater when you factor in the changes to cash fares and so the

second table highlights what the new position will be in respect of both cash and Leap fares and the benefits to be obtained from switching from cash to a quicker, coinless, integrated Leap card.

Current cash fare versus new approved Leap fare				
Type and stages	Current cash fare	New approved Leap fare	Fare difference	% saving with Leap
Adult 1-3	€1.40	€1.40	€0.00	0.0%
Adult 4-7	€1.90	€1.90	€0.00	0.0%
Adult 7-13	€2.15	€2.10	€0.05	2.33%
Adult Over 13	€2.65	€2.45	€0.20	7.55%
Schoolchild	€0.75	€0.70	€0.05	6.67%
Child 1-7	€0.90	€0.90	€0.00	0.00%
Child Over 7	€1.15	€1.10	€0.05	4.35%

New cash fare versus new Leap fare				
Type and stages	New approved cash fare	New approved Leap fare	Fare difference	% saving with Leap
Adult 1-3	€1.65	€1.40	€0.25	15.2%
Adult 4-7	€2.15	€1.90	€0.25	11.6%
Adult 7-13	€2.40	€2.10	€0.30	12.5%
Adult Over 13	€2.80	€2.45	€0.35	12.5%
Schoolchild	€0.80	€0.70	€0.10	12.5%
Child 1-7	€1.00	€0.90	€0.10	10.0%
Child Over 7	€1.25	€1.10	€0.15	12.0%

2.4 Conclusion

The Authority has determined the above fare changes as representing an appropriate balance between a contribution on the part of the operator in continuing to increase efficiency and reduce costs and the implementation of increased fares, as important elements that contribute towards maintaining the integrity of the network of public transport services.

Having considered the proposal from Dublin Bus for significant fares increases, it is the Authority's view that having considered all of the respective costs and revenues and relevant changes therein, that the determined increases are warranted in order that a sufficient level of service can continue to be provided.

3. Bus Éireann

3.1 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:

- 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
 - Rural transport services throughout Ireland

Since 2008, Bus Éireann has experienced significant decreases in patronage, revenue and PSO subvention and increased fuel costs. They have also succeeded in reducing operating costs by 14% over this period. Costs per vehicle-kilometre and per passenger-kilometre have fallen by some 11%. In reducing the cost base, Bus Éireann has reduced payroll costs at a greater rate than staff numbers, demonstrating improved productivity.

Cost reduction measures alone will not offset the 6% reduction in subvention in 2013 and Bus Éireann needs to increase its revenue by fare increases and potentially passenger volume growth.

To date, 2012 has seen passenger numbers on City services remain level with 2011, and rise slightly in the last few months, due in part to the rollout of revised city networks and the introduction of Real Time Passenger Information. Bus Éireann is forecasting a 2% growth in patronage in 2013 on these networks.

Stage carriage patronage growth is more challenging and passenger numbers are continuing to fall this year. Nevertheless, Bus Éireann is projecting patronage growth in 2013 due to the development of on-board Wi-Fi, the roll-out of improved buses and new marketing initiatives. Bus Éireann plans to have almost returned to profitability by 2013, as indicated in the table below.

PSO Financial Summary	2011 Actual	2012	2013
	€000	Projected €000	Projected €000
Revenue	65,183	66,600	68,800*
Expenditure	105,064	104,500	103,500
Deficit before Subvention	39,881	37,900	34,700
Subvention	43,403	36,883**	34,670***
Surplus / Deficit After Subvention before exceptional items	3,522	-1,040	-30

2013 projected revenue based on fares increase application received ** excluding any payment following from Government decision of July *Indicative*

3.2 Proposal by Operator

Bus Éireann has written to the Authority requesting approval for a fares increase in respect of cash and prepaid tickets for 2013.

Bus Éireann's proposal is to increase fares by an average of 6%. 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 3% increase in revenue yield which Bus Éireann expects to generate an additional €2.2m in revenue.

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 2012 prices
Cash	4.76% to 7.69%
Leap	None, as the Leap card is not yet available on Bus Éireann. When introduced, Leap card customers will be paying fares at the current 2012 rates
Prepaid tickets	5.08% to 6.67%
<i>Monthly and annual tickets</i>	<i>5.08% to 6.67% (See previous determination)</i>

3.3 Determination by the Authority

Bus Éireann is planning a 1% reduction in expenditure in 2013. This includes a 2.8% reduction in payroll costs to deliver a €1.3m saving which is largely offset by an anticipated €1.1m increase in fuel costs. Reductions ranging from 2% to 6% are planned across other cost categories. Overall, while a 1% 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 which are now taking place in the regional cities will help to offset some of the negative impact of fares increases. The Authority hereby approves those fares.

The Authority also has determined the following new fares structure for Bus Éireann's provincial city operations.

Fare type (Child, Adult, etc.)	Category	Fare type	Current Fare	Requested Fare	Requested % Increase
			€	€	%
Adult	A	Single	1.70	1.80	5.88%
Adult	B	Single	2.00	2.10	5.00%

Bus Éireann has, following detailed review by the Authority, been reconfiguring its provincial city services. This has, amongst other things, seen the introduction of more cross-city services, so where previously passengers may have needed to take two buses they can now possibly just take one. This has many benefits; however, it does also entail the potential loss of revenue for Bus Éireann following a significant increase in journey length through the new product offering. The Authority therefore considers it appropriate that a new category B fare band (as above) be brought in to take account of the revenue and fare changes arising as a result of these new types of cross-city services.

As referred to above, 2013 will see the gradual introduction of the Leap card on Bus Éireann services in the eastern part of the country. It will occur on a phased route by route basis but where the Leap card can be used Leap card customers will be making savings by paying single fares at the current 2012 rates as opposed to the 2013 rates.

The Authority approves the average 6% increase to the cash and prepaid tickets which can apply from the 1st December 2012.

These approved increases for Bus Éireann regional cities are outlined in the tables below and the approved increases for Stage Carriage fares are outlined in appendices A and B.

Approved cash fares for regional cities					
Fare type	Fare stage	Fare type	Current Fare	Requested & Approved Fare	Requested & Approved % Increase
Adult	0-11	Single	1.70	1.80	5.88%
Adult	12+	Single	2.00	2.10	5.00%
Schoolchild	All	Single	0.80	0.85	6.25%
Child	0-11	Single	1.05	1.10	4.76%
Child	12+	Single	1.30	1.40	7.69%

Approved weekly fares for regional city commuter					
Fare type	Fare stage	Fare type	Current Fare	Requested & Approved Fare	Requested & Approved % Increase
Adult	Cork City	Weekly	18.50	19.70	6.49%
Adult	Limerick City	Weekly	18.00	19.00	5.56%
Adult	Galway City	Weekly	18.00	19.00	5.56%
Adult	Waterford City	Weekly	15.50	16.50	6.45%
Student	Cork City	Weekly	16.30	17.30	6.13%
Student	Limerick City	Weekly	16.30	17.30	6.13%
Student	Galway City	Weekly	16.30	17.30	6.13%
Student	Waterford City	Weekly	13.00	13.80	6.15%
Child	Cork City	Weekly	8.00	8.50	6.25%
Child	Limerick City	Weekly	7.30	7.70	5.48%
Child	Galway City	Weekly	7.30	7.70	5.48%
Child	Waterford City	Weekly	6.30	6.70	6.35%

3.4 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 requested is warranted, in order that the wide range of services in rural areas and cities can continue to be provided. In addition, the Authority has determined a two fare band structure for regional cities to reflect the extended journey length on new cross-city services.

The Authority approves the above fare changes as representing an appropriate balance between a contribution on the part of the operator in continuing to increase efficiency and reduce costs and the implementation of increased fares, as important elements that contribute towards maintaining the integrity of the network of public transport services.

4. Iarnród Éireann (Irish Rail)

4.1 Introduction

Irish Rail provides all passenger rail services nationally under public service contract to the National Transport Authority for which they receive a public service obligation (PSO) payment in line with EU regulation 1370/07.

Since 2007, Irish Rail has experienced significant decreases in patronage, revenue, PSO payments and increased fuel costs. In response, Irish Rail introduced a cost reduction programme which saw a fall in costs of €76m, or 17% over this period; however, this programme has not been sufficient to offset the fall in subvention of €59m and the fall in passenger revenue of €48m (17%).

As shown in the table below, Irish Rail's revenue in 2012 is expected to be slightly less than in 2011 but with the projected revenue from the current fares increase applications included, revenue will increase again in 2013. In comparison to 2011, Irish Rail have projected significantly reduced expenditure in 2012 and 2013 and although a substantial deficit will remain, these expenditure changes will firstly reduce and then limit increases in the deficit, in the context of reductions in the PSO payment.

PSO Financial Summary	2011 Actual	2012 Projected	2013 Projected
	€000	€000	€000
Revenue	183,901	182,466	192,299*
Expenditure	350,360	333,458	335,695
Deficit before Subvention	166,459	150,992	143,396
Subvention	148,683	135,751**	127,606***
Surplus / Deficit After Subvention before exceptional items	-17,776	-15,313	-15,790

2013 projected revenue based on fares increase application received. ** excluding any payment following from Government decision of July *Indicative*

4.2 Proposal by Operator

Irish Rail has written to the Authority requesting approval for a fares increase in respect of cash, Leap and prepaid tickets for 2013 and that request is the subject of this determination.

The requested increases vary for different fare bands and ticket products and a variety of the requested changes are highlighted in the tables below and in the appendices.

Irish Rail's request is for:

- Intercity fares to increase by an average of 3%
- Short Hop Zone to increase by an average of 10%.
- Commuter tickets to have a range of increases with lower increase in zones where Irish Rail believes the demand to be elastic
- *Monthly and annual tickets to increase by 2.56% to 10.51% (See previous determination)*

The rationale put forward by Irish Rail for differences between intercity and the short-hop zone is as follows:

- The intercity business has demonstrated a high level of elasticity and fares increases should therefore be moderate to minimise loss of passengers
- Demand within the Dublin Short Hop zone is comparatively inelastic
- There is a boundary issue where the first fare outside the Short Hop zone is significantly higher which needs to be gradually addressed during fare increases

Irish Rail believes that their fares proposal will deliver a 6% increase in revenue yield.

4.3 Determination by the Authority

Between 2011 and 2012, Iarnród Éireann made significant savings in expenditure of some €17m, or 4.8%; however, they report that much of the savings were once-off in nature. They are forecasting an increase in expenditure of 0.7% (€2.2m) in 2013, even with an additional substantial fall in payroll costs of 5% (€10.3m) because of steep increases expected in materials, fuel and depreciation.

Iarnród Éireann has requested approval to increase fares by approximately 3% on Intercity and 10% on DART and Commuter. It is the Authority's view that the financial situation of the company warrants the level of increase requested, in order that a sufficient service can continue to be provided. The Authority has approved increases as set out in the tables below and in appendices C to G and these increases can apply from 1st December 2012.

As can be seen from the figures below, there is a general trend of higher increases on cash as opposed to Leap fares. Given that cash fares are already more expensive than Leap fares and that the differential between single cash and Leap fares in the Dublin commuter zone is widening, it is obvious that for those customers who want a more cost effective option or who wish to avoid these fare increases, they should migrate from cash to the Leap card. As a return fare the Leap fare is effectively a single Leap fare times two, nevertheless, the differential between return cash fares and the effective return Leap fare is also generally increasing and hence savings can be made here too by switching to the Leap card.

Increases approved by the Authority

Cash fares

Zone	Adult/Child	Fare type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase
Zone A	Adult	Single	1.50	1.65	1.65	10.0%	10.0%
Zone B	Adult	Single	1.80	2.00	2.00	11.1%	11.1%
Zone C	Adult	Single	3.60	4.00	4.00	11.1%	11.1%
Zone D	Adult	Single	2.50	2.80	2.80	12.0%	12.0%
Zone E	Adult	Single	4.70	5.20	5.20	10.6%	10.6%
Zone G	Adult	Single	2.20	2.40	2.40	9.1%	9.1%
Zone J	Adult	Single	3.00	3.30	3.30	10.0%	10.0%
Zone A	Adult	Return	2.50	2.75	2.85	10.0%	14.0%
Zone B	Adult	Return	3.10	3.40	3.50	9.7%	12.9%
Zone C	Adult	Return	6.60	7.20	7.25	9.1%	9.8%
Zone D	Adult	Return	4.70	5.25	5.25	11.7%	11.7%
Zone E	Adult	Return	8.70	9.60	9.60	10.3%	10.3%
Zone G	Adult	Return	3.90	4.30	4.30	10.3%	10.3%
Zone J	Adult	Return	5.20	5.70	5.80	9.6%	11.5%

Leap/ePurse/ITS fares

Zone	Adult/Child	Fare type	Current Fare	Proposed Fare	Approved Fare	Proposed % Increase	Approved % Increase
Zone A	Adult	Single	1.25	1.38	1.35	10.4%	8.0%
Zone B	Adult	Single	1.50	1.65	1.65	10.0%	10.0%
Zone C	Adult	Single	3.00	3.30	3.30	10.0%	10.0%
Zone D	Adult	Single	2.10	2.31	2.30	10.0%	9.5%
Zone E	Adult	Single	4.00	4.40	4.35	10.0%	8.7%
Zone G	Adult	Single	1.80	1.98	1.95	10.0%	8.3%
Zone J	Adult	Single	2.50	2.75	2.75	10.0%	10.0%
Zone A	Adult	Return	2.50	2.76	2.70	10.4%	8.0%
Zone B	Adult	Return	3.00	3.30	3.30	10.0%	10.0%
Zone C	Adult	Return	6.00	6.60	6.60	10.0%	10.0%
Zone D	Adult	Return	4.20	4.62	4.60	10.0%	9.5%
Zone E	Adult	Return	8.00	8.80	8.70	10.0%	8.7%
Zone G	Adult	Return	3.60	3.96	3.90	10.0%	8.3%
Zone J	Adult	Return	5.00	5.50	5.50	10.0%	10.0%

Note: Leap return fares simply represent two Leap single fares.

Similar changes are also happening for child, schoolchild, and scholar fares and these changes have been outlined in appendices C and D towards the end of the document. Again significant savings can be made from switching from cash to the Leap card in respect of child and schoolchild fares and in fact the differential between them is even greater than in respect of the adult fares, as outlined in appendix D.

The Authority continues to examine situations where fare anomalies exist and intends to remove these, where appropriate, on a phased basis. Two examples of where these anomalies are being removed in this determination are the following:

Case A - Trips from Donabate to Grand Canal Dock will change from being in fare zone E to fare zone C.

Case B - Trips from Greystones to Landsowne Road will change from being in fare zone E to fare zone C.

Prior to the changes in Case A, a single adult cash trip from Donabate to the City Centre would have cost €3.30 (using the new approved fares) whereas a trip from Donabate to the next station on the line, Grand Canal Dock, would have cost €5.20. Now given the fare zone re-designation the fare from Donabate to Grand Canal Dock will be €4.00 instead of €5.20.

In respect of Case B, prior to the changes, a single adult cash trip from Greystones to Sandymount would have cost €3.30 (using the new fares) whereas a trip from Greystones to the next station on the line, Lansdowne Road, would have cost €5.20. Now given the fare zone re-designation the fare from Greystones to Lansdowne Road will be €4.00 instead of €5.20.

Origin	Destination	Previous fare band and fare	New fare band and fare	Saving
Donabate	Grand Canal Dock	Zone E - €5.20	Zone C - €4.00	€1.20
Greystones	Lansdowne Road	Zone E - €5.20	Zone C - €4.00	€1.20

Intercity fares

In January 2012 the Authority published its determination on the intercity rail fare structure review ([click here for report](#)) and what was planned to be achieved. As had been mentioned in the report, it is the Authority's intention to move incrementally to implement fully the structured fare schedule. This will mean that each year anomalous fares will either be increased or decreased more than the average in order to arrive at the correct fare. As a result of the January 2012 determination, fares were simplified to single, day return and open return and many distance anomalies were partly rectified.

As part of the review various scenarios for charging along routes were analysed. In addition to journey length, it was felt that quality would also influence ticket prices with the key objective measure of this being journey speeds. Routes were then categorised as 'Express', 'Economy 1' and 'Economy 2' accordingly. Fares on routes which were judged 'Economy 1' were discounted from 'Express' and for some fares discounted still further for 'Economy 2' routes. The categorisation of the rail network, according to journey speed sees the Dublin – Dundalk and Dublin – Cork, Tralee, classified as 'Express' routes. Western routes to Galway, Westport and Sligo are classified 'Economy 1', while South Eastern routes to Rosslare and Waterford are classified 'Economy 2' along with the Limerick-Ballybrophy line.

Based on international experience of fare setting, a distance based system was considered to be most equitable. In order for regulated fares to be perceived as equitable, it was decided that

they should relate to the service supplied (journey distance, speed etc.) rather than the demand for that service. Notwithstanding the intention to fully implement the principles set out in the report, the Authority believes that the objectives will need to be achieved over a number of years as increases of the magnitude required to implement all the changes in 2013 would not be appropriate at this time.

The changes to the intercity fare rates are outlined in appendices E to G. As can be seen intercity fare increases have been kept to a minimum in order to generally maintain the current price offering and to encourage passenger travel. In addition, some requested fare increases by the operator have been further reduced so that elements of the intercity rail fare structure review relating to consistent distance and return pricing can be gradually implemented without the need for large fluctuations in ticket prices thus providing more certainty in ticket prices whilst achieving a better pricing structure that protects and supports travel demand.

4.4 Conclusion

Having considered the proposal from Irish Rail for significant fares increases in some areas and more moderate, it is the Authority's view that having considered all of the respective costs and revenues and relevant changes therein, that the determined increases are warranted in order that a sufficient level of service can continue to be provided.

The fare changes represent an appropriate balance between a contribution on the part of the operator in continuing to increase efficiency and reduce costs, and the implementation of increased fares, both being important elements that contribute towards maintaining the integrity of the network of public transport services.

5. Railway Procurement Agency (RPA)

5.1 Introduction

The RPA has been experiencing deficits between Luas revenue and operating costs and is forecast to have an operating deficit in 2012 and in 2013. This has resulted in having to reduce their accumulated cash reserve. The RPA and the contracted operator Veolia 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 cash reserve (this reserve is currently the primary source of funding for the maintenance of the Luas network and therefore the reserve should only be drawn down to meet operating deficits in extreme circumstances).

Luas financial forecast for 2012 and 2013

<i>Year</i>	<i>2012*</i>	<i>2013*</i>
Operating surplus/ deficit	-€4.0m	-€2.6m

*Forecast – based on revenue accrued with fares increase applied.

5.2 Proposal by Operator

The RPA has written to the Authority requesting approval for an averaged fares increase on Luas in respect of cash, Leap and prepaid tickets of 2.1% for 2013, which is only slightly above the current rate of inflation.

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% the RPA proposed to increase some fares and hold others constant.

Luas fares proposal

Fare Type	Average % increase
Cash fares	1.8%
Leap and own Smartcard fares	2.6%
Period passes	3.7%
All fares	2.1%

5.3 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 RPA receives no operating subsidy for Luas,
- the difficult operating environment for Luas, and
- the need to maintain a sufficient level of service frequency

The Authority has approved the increases that are set out in the tables in appendices H to K.

In order to increase fares by an average of 2%, the RPA has suggested using this as an opportunity to gradually align adult red and green line fares over the next few years, given that child and student fares are already the same on the respective Luas lines. This is because when Luas Broombridge is opened, there is likely to be more passenger transfers between lines and having different fares for each line would be problematic.

Nevertheless, no matter which way it is approached, 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 has decided to introduce this on a phased basis in order to avoid dramatic changes in prices and has therefore reduced the level of adult red line increases.

The Authority will review some of the products in appendix K in 2013 in conjunction with the development of Leap card capability and some of the zonal products may as a result be withdrawn.

The RPA requested increasing the Luas/Dublin Bus Weekly Add on Fare by €1.50 from €7.50 to €9.00, a 20% increase. However, in keeping with the September 2012 monthly and annuals fares determination, the Authority has decided to authorise a 10.67% increase, being a similar percentage increase to the same monthly and annual ticket type, from €7.50 to €8.30.

The average fares increase proposed is approximately 2% (weighted by sales volumes) and the principal elements of the approved increases are below (full details are set out in Appendices H, I, J and K).

	Increase	Percentage Increase
Child single, return and Smart Card	No increase	
Adult 1 zone single, return and Smart Card	No increase	
Adult peak single Red Line 2 to 5 zones	10 cent	3.7% to 5.0%
Adult off-peak single Red Line 2 to 5 zones	10 cent	3.8% to 5.3%
Adult Smart Card Red Line 2 to 5 zones and Green Line 2 zones	5 cent to 10 cent	2.9% to 6.1%
Adult return Red Line 2 to 5 zones	20 cent	4.1% to 5.7%
Adult 7 day (no increase in Green Line 2 to 5 zones)	€0.50 to €1.40	2.2% to 8.1%
Adult 30 day	€1.50 to €4.50	1.7% to 6.4%
Child 7 day	20 cent	2.4% or 3.0%
Child 30 day	80 cent	2.4% or 3.0%
Student 7 day 2 zones only	50 cent	3.4%
Student 30 day	€1.50 to €2.00	2.1% to 3.6%
Flexi Tickets (no increase in child 1 day or student 7 day)		1.6% to 2.8%
Combi Tickets (no increase in child 1 day)		3.5% to 6.0%
Luas Ticket Agents		4.7% to 11.8%

Tax Saver Tickets		2.8% to 6.4%
Rail/Luas Tickets		Average of 4.0%
Bus/Luas add-on Tickets		(Requested up to 20%) Approved 10.67%

5.4 Conclusion

Given the challenging environment that Luas is experiencing, as well as that their increase is only slightly above inflation and taking all the other available information at its disposal, the Authority believes that the RPA's requested fare increases for Luas are warranted other than some of the increases on adult Leap fares on the red line which the Authority has reduced.

The Authority therefore approves the fares increases on Luas as representing the appropriate balance between a contribution on the part of the operator in continuing to increase efficiency and reduce costs and the levying of a fares increase on passengers, with both elements contributing towards maintaining the integrity of the network of light rail services.

6. Appendices

Appendix A – Bus Éireann stage carriage cash fares

Approved cash fares for Stage Carriage					
Fare type	Fare stage	Fare type	Current Fare	Requested & Approved Fare	Requested & Approved % Increase
Adult	0-2	Single	1.70	1.80	5.88%
Adult	2-4	Single	1.70	1.80	5.88%
Adult	5-6	Single	1.80	1.90	5.56%
Adult	7-8	Single	2.10	2.20	4.76%
Adult	9-10	Single	2.70	2.90	7.41%
Adult	11-12	Single	3.60	3.80	5.56%
Adult	13-14	Single	3.70	3.90	5.41%
Adult	15-16	Single	4.10	4.30	4.88%
Adult	17-18	Single	4.40	4.70	6.82%
Adult	19-20	Single	4.70	5.00	6.38%
Adult	21-22	Single	5.20	5.50	5.77%
Adult	23-24	Single	5.70	6.00	5.26%
Adult	25-26	Single	6.30	6.70	6.35%
Adult	27-30	Single	6.70	7.10	5.97%
Adult	31-32	Single	7.20	7.60	5.56%
Adult	33-36	Single	8.00	8.50	6.25%
Adult	37-38	Single	8.60	9.10	5.81%
Adult	39-42	Single	9.20	9.80	6.52%
Adult	43-46	Single	10.30	10.90	5.83%
Adult	47-50	Single	10.80	11.50	6.48%
Adult	51-60	Single	11.80	12.50	5.93%
Adult	61-64	Single	12.30	13.00	5.69%
Adult	65 -70	Single	13.40	14.20	5.97%
Adult	71-75	Single	14.20	15.00	5.63%
Adult	76-80	Single	14.50	15.40	6.21%
Adult	81-85	Single	15.00	16.00	6.67%
Adult	86-90	Single	15.80	16.80	6.33%
Adult	91'95	Single	16.20	17.20	6.17%
Adult	96-100	Single	16.50	17.50	6.06%
Adult	101-110	Single	17.50	18.50	5.71%
Adult	111-120	Single	18.00	19.00	5.56%
Adult	121-140	Single	18.50	19.70	6.49%

Adult	141-150	Single	19.00	20.20	6.32%
Adult	151-160	Single	19.50	20.70	6.15%
Adult	161-170	Single	20.00	21.20	6.00%
Adult	171-180	Single	20.50	21.70	5.85%
Adult	181-190	Single	21.00	22.20	5.71%
Adult	191-220	Single	22.00	23.20	5.45%
Adult	221-260	Single	22.50	24.00	6.67%
Adult	261-300	Single	24.50	26.00	6.12%
Adult	301-350	Single	27.00	28.50	5.56%
Adult	351-400	Single	29.00	30.50	5.17%
Adult	401-450	Single	30.00	32.00	6.67%
Adult	451-500	Single	31.00	33.00	6.45%
Adult	501-600	Single	32.50	34.50	6.15%
Adult	600+	Single	33.50	35.50	5.97%

Appendix B - Bus Éireann Stage Carriage 10 Journey fares

Approved 10 Journey fares for Stage Carriage					
Fare type	Fare stage	Fare type	Current Fare	Requested & Approved Fare	Requested & Approved % Increase
Adult	0-2	10 Journey	15.00	15.80	5.33%
Adult	2-4	10 Journey	15.50	16.40	5.81%
Adult	5-6	10 Journey	15.80	16.70	5.70%
Adult	7-8	10 Journey	17.50	18.40	5.14%
Adult	9-10	10 Journey	25.20	26.50	5.16%
Adult	11-12	10 Journey	29.50	31.00	5.08%
Adult	13-14	10 Journey	30.50	32.50	6.56%
Adult	15-16	10 Journey	31.50	33.50	6.35%
Adult	17-18	10 Journey	31.50	33.50	6.35%
Adult	19-20	10 Journey	32.00	34.00	6.25%
Adult	21-22	10 Journey	33.00	35.00	6.06%
Adult	23-24	10 Journey	36.50	38.50	5.48%
Adult	25-26	10 Journey	38.50	41.00	6.49%
Adult	27-30	10 Journey	41.50	44.00	6.02%
Adult	31-32	10 Journey	45.00	48.00	6.67%
Adult	33-36	10 Journey	48.00	51.00	6.25%
Adult	37-38	10 Journey	49.00	52.00	6.12%
Adult	39-42	10 Journey	51.50	54.50	5.83%
Adult	43-46	10 Journey	52.00	55.00	5.77%

Adult	47-50	10 Journey	53.00	56.50	6.60%
Adult	51-60	10 Journey	53.50	57.00	6.54%
Adult	61-64	10 Journey	54.00	57.50	6.48%
Adult	65 -70	10 Journey	54.50	58.00	6.42%
Adult	71-75	10 Journey	57.00	60.50	6.14%
Adult	76-80	10 Journey	58.00	61.50	6.03%
Adult	81-85	10 Journey	58.50	62.00	5.98%
Adult	86-90	10 Journey	60.00	63.50	5.83%
Adult	91'95	10 Journey	63.00	67.00	6.35%
Adult	96-100	10 Journey	65.50	69.50	6.11%
Adult	101-110	10 Journey	68.00	72.00	5.88%
Adult	111-120	10 Journey	69.00	73.00	5.80%
Adult	121-140	10 Journey	70.50	75.00	6.38%
Adult	141-150	10 Journey	71.00	75.50	6.34%

Appendix C - Iarnród Éireann's scholar smartcard fares

Iarnród Éireann's approved 2013 scholar single smartcard fares

Zone	Product	Current Price	Requested fare	Requested % increase	Approved fare	Approved % increase
A & B	Scholar Single Leap	€0.78	€0.86	10.26%	€0.90	15.4%
G & D	Scholar Single Leap	€1.27	€1.40	10.24%	€1.40	10.2%
J & C	Scholar Single Leap	€1.55	€1.70	9.68%	€1.70	9.7%
E	Scholar Single Leap	€2.15	€2.37	10.23%	€2.35	9.3%