



**Consideration of application to change cash, Leap and
pre-paid fares including monthlies and annual fares
from Dublin Bus for 2017**

Determination No. 1 - 2016

November 2016

Table of contents

1	Introduction	3
1.1	Background	3
1.2	Determination of fares.....	3
1.3	Factors influencing public transport demand and revenues.....	4
1.4	Economic outlook	4
1.5	The need for fare increases	5
1.6	Fares Innovations	6
2	Dublin Bus.....	7
2.1	Introduction.....	7
2.2	Proposal by Operator.....	9
3	Determination by the Authority	10
3.1	Introduction.....	10
3.2	Leap & Cash Fares	11
3.3	Fare Capping.....	11
3.4	Pre-paid Tickets.....	13
3.5	Monthly and Annual Tickets	13
4	Summary	15
	Appendix A	16
	Appendix B	18

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 2017. In fact, the Minister for Transport Tourism and Sport announced that an additional €25m has been made available for Public Service Obligation payments in 2017 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 in 2013 and began to increase in 2014 with further growth in 2015 and to date in 2016. Dublin Bus expects that passenger numbers to grow by around 2.8% in 2017.

1.2 Determination of fares

The determination of fares for 2017 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 2016.

1.3 Factors influencing public transport demand and revenues

Public transport revenues for Dublin Bus come from three main sources: passenger fares, subsidy via the free travel grant from the Department of Social Protection, and relatively minor ancillary revenues (e.g. advertising). Passenger fares account for a substantial amount of revenue and are dependent on passenger numbers. These in turn depend on the demand for passenger services.

Demand for public transport services is strongly related to economic activity. Economic growth increases employment, disposable income and consumer spend, all of which lead to greater travel. Economic decline produces the opposite effect.

1.4 Economic outlook

It is evident the economy is recovering and this is reflected in the increased public transport journeys in 2015 and again in 2016. The increase in Dublin Bus total passenger journeys in 2015 was 3.1% compared to the previous year. Passenger journey growth in 2016 is slightly stronger than in 2015 with growth of around 5% expected by year end.

The outlook for 2017 remains optimistic where growth in terms of GDP and GNP are expected to be in the order of 4% and CPI is projected to be quite flat at between 0.5% and 1%.

Table 1: Key Economic Indicators

Key Economic Indicators (real annual % growth)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016f	2017 ^f
Consumer Price Index (CPI)										
CSO	4.1	-4.5	-1.0	2.6	1.7	0.5	0.2	-0.3		
Central Bank									0.2	1.0
ESRI									0.5	1.0
Department of Finance (HICP)									-0.1	1.3
IMF (HICP)									0.3	1.2
Gross National Product (GNP)										
CSO	-1.8	-9.1	0.5	-0.9	1.9	4.7	9.2	18.7		
Central Bank									4.5	3.1
ESRI									4.1	3.5
Department of Finance									7.5	3.3

Key Economic Indicators (real annual % growth)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016f	2017f
Gross Domestic Product (GDP)										
CSO	-2.2	-6.4	-1.1	2.8	-0.3	1.1	8.5	26.3		
Central Bank									4.5	3.6
ESRI									4.3	3.8
Department of Finance									4.2	3.5
IMF									4.9	3.2
Unemployment rate (ILO)										
CSO	6.4	12.1	13.9	14.7	14.7	13.1	11.3	9.4		
Central Bank									8.3	7.7
ESRI									8.3	7.3
Department of Finance									8.3	7.7
IMF									8.3	7.7
Average Hourly Earnings All Sectors										
CSO	21.68	22.15	21.93	21.95	21.96	21.87	21.66	21.86		
Percentage change each year		2.2%	-1.0%	0.1%	0.0%	-0.4%	-0.9%	0.9%		
Total Employment -million										
CSO	2.182	1.961	1.882	1.848	1.837	1.900	1.900	1.963		

Source: Central Statistics Office (CSO), Central Bank Quarterly Bulletin Oct 2016, ESRI Quarterly Economic Commentary Autumn 2016, IMF World Economic Outlook October 2016, Department of Finance Draft Budgetary Plan for 2017 - October 2016.

Note "f" indicates forecast and HICP is the Harmonised Index of Consumer Prices which differs slightly from the Consumer Price Index (CPI).

1.5 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:

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

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

1.6 Fares Innovations

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

Table 2: Fare innovations

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
2016	Family Leap card

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 €0.75 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. In 2016, the Authority introduced a multi-operator family ticket on a pilot basis.

2 Dublin Bus

2.1 Introduction

Dublin Bus passenger numbers fell by 20% between 2008 and 2013. The decline had 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 and 3.1% growth in 2015. The growth in passenger numbers is continuing into 2016 and Dublin Bus expect to see passenger growth in excess of 5% this year.

Despite this growth for the past number of years Dublin Bus carried more than 15% less passengers in 2015 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 or a reduction of more than 25% between 2007 and 2015.

Passenger revenues did grow during this time following significant fares increases since 2009 and this mitigated the reduction in PSO subsidy. However the fares increases were softened for the travelling public by the introduction of the Leap card and the approximate 20% saving it offers on single journeys.

During this period despite Dublin Bus reducing costs and receiving the fare increases the transport operator experienced large deficits. Despite an operating surplus of around €6 million in 2014 and 2015 the cumulative deficit suffered by Dublin Bus between 2010 and 2015 is close to €40 million.

While Dublin Bus have experienced strong passenger growth over the past few years they expect this growth to slow next year to about 2.7% in 2017. They expect that passenger journey growth will be dampened by the construction works for Luas Cross City which will continue throughout the first half of 2017 and the opening of the Luas Cross City towards the end of 2017. 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.

Over the past year or so Dublin Bus have had to add both additional buses and services to ensure compliance with their schedules and offer a quality service to its customers.

This growth has put pressure on Dublin Bus operations with a projected requirement for up to 180 additional buses over the next 5 years along with replacing between 80 and 100 life expired buses each year. A number of the cost cutting measures implemented by Dublin Bus during the recession have now expired and 2016 saw a full year effect of the end of the pay deal which provided significant savings on payroll costs in previous years. Recent pay awards will add additional pressure on the Dublin Bus finances. 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 7 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 2016 and 2017 with results from 2015. 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 3: Projected financial position to 2017

PSO Financial Summary	2015 Actual	2016 Projected by DB June 2016	2017* Projected by DB June 2016
	€000	€000	€000
Total revenue excluding PSO payment and Free Travel payment	192,533	202,293	206,715
Total Expenditure	264,944	281,910	287,308
Deficit before subvention and Free Travel payment	-72,411	-79,617	-80,593
Subvention	57,700	63,623**	64,999**
DSP Free Travel payment	20,592	20,494	20,594
Surplus / Deficit after subvention and Free Travel payment and before exceptional items	5,881	4,500	5,000

**2016 projected revenue based on requested fares increase application received. **Indicative by Dublin Bus*

The NTA, in accordance with Regulation 1370/2007 of the European Parliament and Council, are required to establish provisions to avoid overcompensation in the case of directly awarded contracts for public transport services. Regulation 1370/2007 states that reasonable profit is the rate of return that is normal for the sector in a given Member State and that takes into account the risk (or absence thereof), incurred by the operator by the virtue of the intervention.

The NTA has reviewed case law precedent, and has considered various methodologies for determining an appropriate rate of return. The NTA has concluded that the determination of reasonable profit based on a return on equity is the most appropriate approach. At present the determination for reasonable profit for Dublin Bus is in the order of €4.8 million.

2.2 Proposal by Operator

Dublin Bus has written to the Authority requesting an average fare increase of about 1.5% that will yield a 1.125% 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 3% generally but in some cases a higher increase is sought where Dublin Bus see exceptional value in a current fare. The increase of 1.5% was sought by Dublin Bus in line with the projected growth in CPI for 2017 as projected by the March edition of the Department of Finance Monthly Economic Bulletin.

This 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 2016.

The requested increases vary for different ticket products and the range of requested changes are summarised in table 4.

Table 4: requested fare increases for 2017.

Ticket category	Dublin Bus requested increase on 2016 prices
Single Cash & Leap	0.0% to 2.7%
Daily and weekly capping	0.0% to 2.0%
City Centre Fare cash & Leap	6.67%
Prepaid tickets	0.0% to 1.6%
Monthly and annual tickets, Dublin Bus only	0.0%
Multi-Operator Monthly and annual tickets	1.9% to 2.3%
Irish Rail Intercity Add-on	9.8%

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 since 2007,
- The effect of the recession and current economic growth on the public's disposable income and costs,
- That Dublin Bus returned a surplus in the past two years but suffered significant losses in the years up to 2013,
- The need to simplify the fares structure ,
- The PSO budget that is available in 2016; and
- The need to continue 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 a number of years earlier.

The introduction of Leap and the fare 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. While for the past number of years changes were made to the fares structure this year will see the fare structure remain as is.

3.2 Leap & Cash Fares

Last year saw no Leap fare increases for adult single journeys and for 2017 we are also keeping adult single Leap fares at 2015 levels. Cash adult single fares will see no increase in their current fares for 2017 either.

Regular child fares both Leap and cash will have no increase in 2017 with fares remaining at current prices. Child fares for School Hours which offer very good value will see no increase in the cash price while the Leap Child fare for School Hours will increase to €0.79, a 2 cent increase on the Leap fare in 2016.

All the fares as determined by the Authority are set out in Appendix A and B at the end of this document.

3.3 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 0.0% and 2.0%. The Authority has determined that a small increase in some of the caps is appropriate. However the changes to the Leap caps will not take effect until Monday 6th March 2017. The changes will see a small increase in the Dublin Bus adult daily cap to €7.00 and the child daily and weekly caps increasing by 20 cent and 30 cent respectively to €2.70 and €8.50. The student Leap caps will remain as they currently are. No changes will be made to the multi-operator caps which will remain at the levels first set in December 2013.

The Leap caps are 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 caps will be as outlined in the table below. The multi-operator caps will remain at the same level as currently applies.

Table 5: Leap daily and weekly caps – Dublin Bus & Multi-operator caps effective 6th March 2017

	Dublin Bus Journeys				Multi-operator Journeys		
Cap	Adult	Student	Child	Cap	Adult	Student	Child
Daily	€7.00	€5.00	€2.70	Daily	€10.00	€7.50	€3.50
Weekly	€27.50	€20.00	€8.50	Weekly	€40.00	€30.00	€14.00

3.4 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 €153 which works out at a little more 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 €25.50 per week which is less than the new weekly Leap cap of €27.50. With this in mind an increase of 2.9% or €4.50 on this 30 day Rambler to €157.50 will ensure that it still offers excellent value compared to all other fares including Leap caps. The Authority have determined that all Rambler tickets will increase by 2.7% to 2.9% as they all offer similar value to the 30-day Rambler.

3.5 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 for the second year in a row and the current excellent value for

the regular Dublin Bus passenger will continue into 2017. Prices for 2017 are €132 per month or €1,320 per year the same as in 2015.

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 2% on these multi-operator fares and the Authority have determined that an increase of this level in multi-operator fares is in order.

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. Transport Infrastructure Ireland (TII) and Dublin Bus had proposed reducing the discount by applying an increase of 9.8%. Despite the excellent value offered by these monthly and annual add-on tickets the Authority has determined that a 4.9% increase is more appropriate at this time. The weekly add-on ticket is increasing by a similar amount of 5.2% despite a request for an increase of 10.3%. It should be noted that the adult and child add-on fares for single and return are not increasing at this time and will remain at current levels in 2017.

4 Summary

For the second year in a row the approved fare changes are very modest with only Dublin Bus rambler fares and multi-operator fares increasing by modest amounts. A summary of the fare changes determined by the Authority is outlined below.

Headline changes:

- Adult cash & Leap no change
- Regular child cash and Leap no change
- Child (School Hours) cash no change
- Child (School Hours) Leap up 2 cent
- City centre Leap & cash no change
- Pre-paid Rambler tickets 2.7% to 2.9% increase
- Dublin Bus only monthlies & annuals no change
- Multi-operator monthlies & annuals 1.9% to 2.3%

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	1.54	2.7%	1.50	0.0%
Stages 4 to 13	2.05	2.09	2.0%	2.05	0.0%
Over 13 Stages	2.60	2.60	0.0%	2.60	0.0%
Xpresso	2.85	2.89	1.4%	2.85	0.0%
City Centre Fare	0.60	0.64	6.7%	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	2.00	2.05	2.5%	2.00	0.0%
Stages 4 to 13	2.70	2.75	1.9%	2.70	0.0%
Over 13 Stages	3.30	3.30	0.0%	3.30	0.0%
Xpresso	3.60	3.65	1.4%	3.60	0.0%
City Centre Fare	0.75	0.80	6.7%	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	€	€		€	
Child (School Hours)	0.77	0.77	0.0%	0.79	2.6%
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	€	€		€	
Child (School Hours)	1.00	1.00	0.0%	1.00	0.0%
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	14.00	14.20	1.4%	14.40	2.9%
Rambler 5 Day Adult	30.60	31.00	1.3%	31.50	2.9%
Rambler 30 Day Adult	153.00	155.30	1.5%	157.50	2.9%
Rambler 5 Day Student	22.30	22.65	1.6%	22.90	2.7%
Rambler 30 Day Student	111.50	113.20	1.5%	114.50	2.7%
Nitelink Cash	6.50	6.50	0.0%	6.50	0.0%
Nitelink Leap	5.20	5.20	0.0%	5.20	0.0%

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	€1,760.00	€1,800.00	2.3%	€1,800.00	2.3%
Irish Rail Short Hop Zone, Dublin Bus & Luas	€2,140.00	€2,180.00	1.9%	€2,180.00	1.9%
Adult Bus/Luas (Dublin Bus & Luas)	€1,590.00	€1,620.00	1.9%	€1,620.00	1.9%
Adult Irish Rail/Dublin Bus - All Services Annual (Dublin Bus & Irish Rail)	€5,430.00	€5,540.00	2.0%	€5,540.00	2.0%
CIE all services Annual (Dublin Bus, Irish Rail & Bus Éireann)	€6,400.00	€6,530.00	2.0%	€6,530.00	2.0%

Multi-Operator Monthly Fares	Current Ticket Price	Proposed Ticket Price	Proposed % Increase	Approved Ticket Price	Approved % Increase
Irish Rail Short Hop Zone – & Dublin Bus	€176.00	€180.00	2.3%	€180.00	2.3%
Irish Rail Short Hop Zone, Dublin Bus & Luas	€214.00	€218.00	1.9%	€218.00	1.9%
Adult Bus/Luas (Dublin Bus & Luas)	€159.00	€162.00	1.9%	€162.00	1.9%

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	€41.00	€45.00	9.8%	€43.00	4.9%
Adult Annual Iarnród Éireann Dublin Bus/Luas Add-on	€410.00	€450.00	9.8%	€430.00	4.9%

Leap Capping, Dublin Bus (To be effective from Monday 6th March 2017)

Dublin Bus daily and weekly Leap caps currently operating			
	Adult	Student	Child
BÁC daily cap	€6.90	€5.00	€2.50
BÁC weekly cap	€27.50	€20.00	€8.20
Dublin Bus daily and weekly Leap capping levels from 6 March 2017			
	Adult	Student	Child
BÁC daily cap	€7.00	€5.00	€2.70
BÁC weekly cap	€27.50	€20.00	€8.50

Leap Capping Multi-Operator – Current rates, no change in 2017

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