



## Australian Government

### Department of Infrastructure and Regional Development

Bureau of Infrastructure, Transport and Regional Economics



## Intercity Passenger Fares

### At a Glance

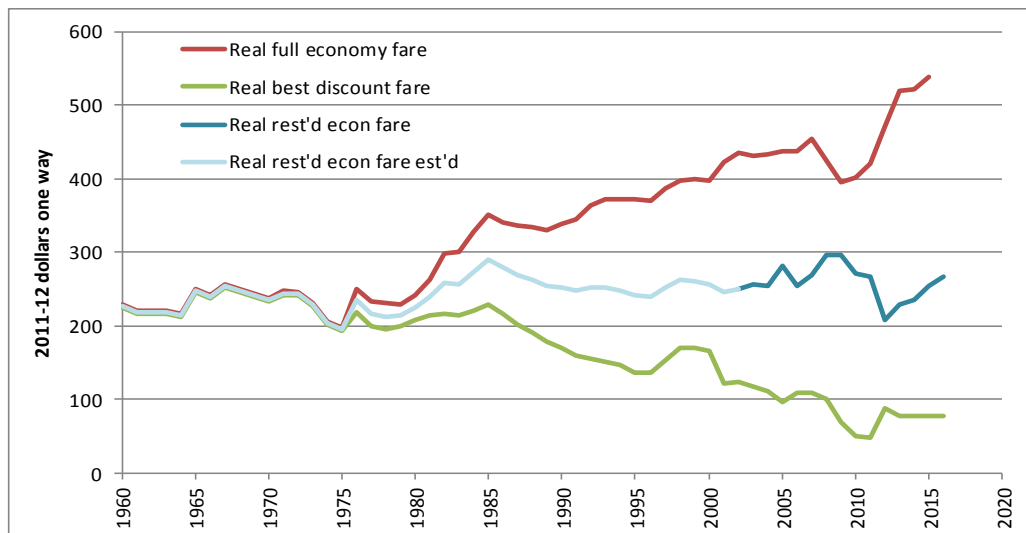
This Information Sheet presents estimates of passenger fares between major Australian cities from 1960 to 2016. Included are air, rail and bus fares (normal fares for all three modes, plus discount fares for air and bus). The longer-term trends that are revealed illustrate the importance of both trend and system breaks, plus the differences between fare types and modes.

Data for nine intercity routes are provided in this analysis: Brisbane-Sydney, Brisbane-Melbourne, Brisbane-Adelaide, Sydney-Melbourne, Sydney-Adelaide, Adelaide-Melbourne, Sydney-Canberra, Melbourne-Canberra, and Adelaide-Perth. However, past aggregate fare statistics representing medium-distance routes are also available (where medium-distance routes are defined as Brisbane-Sydney, Sydney-Melbourne, Adelaide-Melbourne, and Melbourne-Canberra). Comparisons of intercity fares thus use averages of fares on these medium routes. Real dollar fare values for the medium-distance routes have declined across all modes since 1960. But the trends have not been similar and fare trends have often been disrupted, with fares falling or rising substantially over a few years.

### Domestic Airfares

Intercity airfares come in three versions: full economy, restricted economy and best discount. The full economy fare was no longer offered from 2016. The real values of these three fares for the medium-distance routes are shown in Figure I and detailed route estimates are available in Table I at the end of the analysis.

Figure I Medium-distance intercity airfares

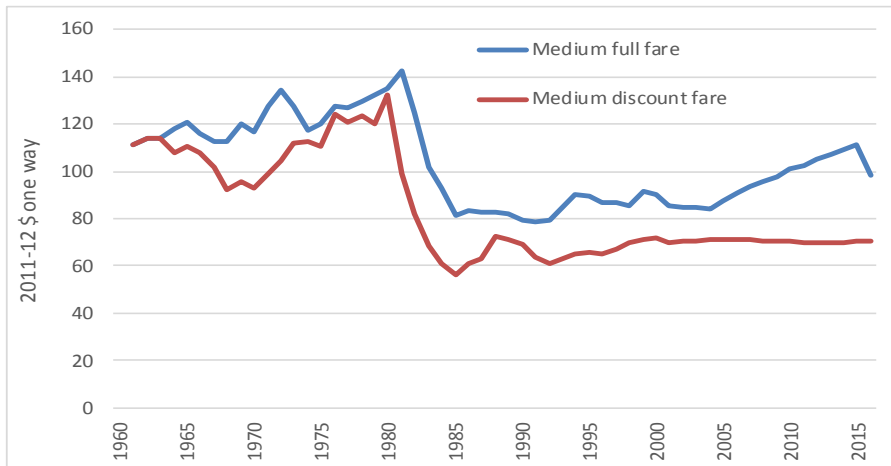


From the start of the 1970s airfares fell under the influence of larger aircraft in the fleet. At the beginning of the 1980s, that was reversed by the surge in world oil prices. From 1985 on, the differential between full economy, restricted economy and best discount fares began to substantially widen, a trend that has continued to this day. The rise in discount fares in 1996-97 came about as Ansett sought to lift its average fare. But with the commencement of Virgin Blue in 2000-01, and the subsequent collapse of Ansett, discount fares fell again. The effects of the Global Financial Crisis lowered fares generally in the period 2008-09 to 2010-11, but all three fares types have subsequently reverted to trend. Before the 1990s, an “average” fare would probably have been similar to the estimate of the real restricted economy fare. But in 2016, the average fare would probably have been closer to mid-way between the restricted economy fare and the best discount fare. Thus the best guess about average real airfares is that they have trended down, falling perhaps 40 per cent in the last three decades (since 1985).

## Bus Fares

Real medium distance bus fares fell sharply between 1980 and 1985, as first Deluxe and then other discount operators entered the market to challenge Ansett Pioneer and Greyhound. The trend of real fares before 1980 and after 1985 has been basically flat. Discount bus fares are now only marginally below real discount medium airfares (although end-of-journey costs are lower for bus).

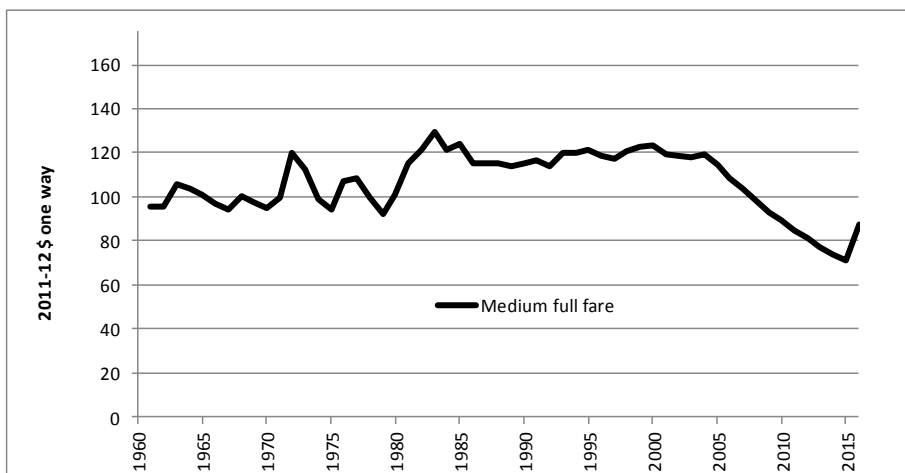
Figure 2 Medium-distance bus fares



## Rail Fares

Real intercity rail fares jumped at the same time as airfares in the 1980s, but since 2005 have fallen, ending up near where they started in the 1960s.

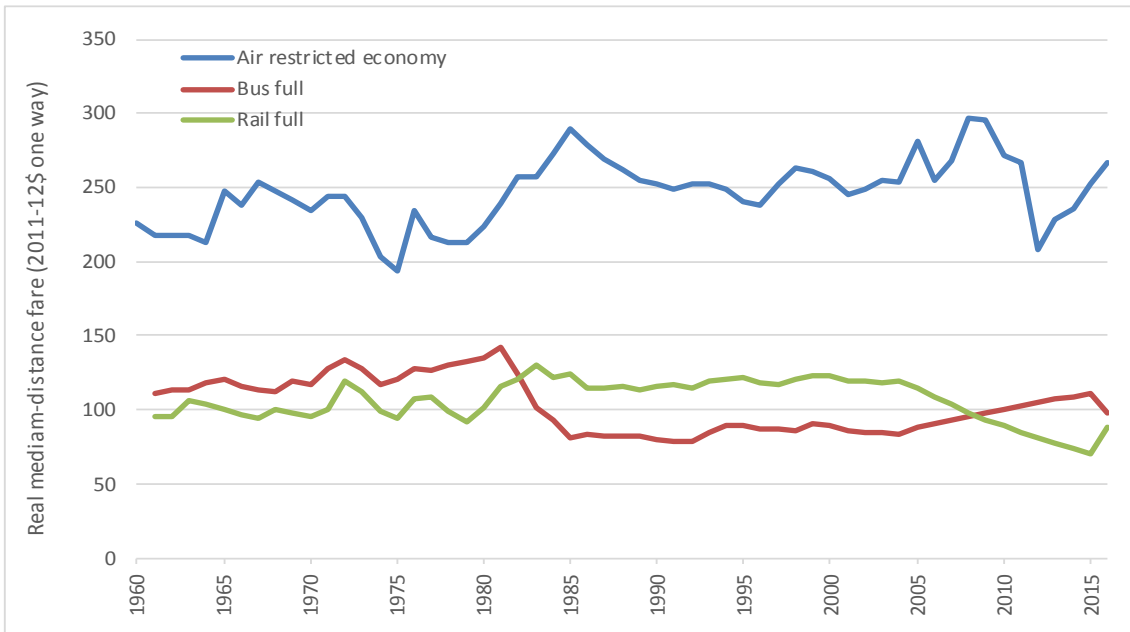
Figure 3 Medium-distance rail fares



## Comparisons between Modes

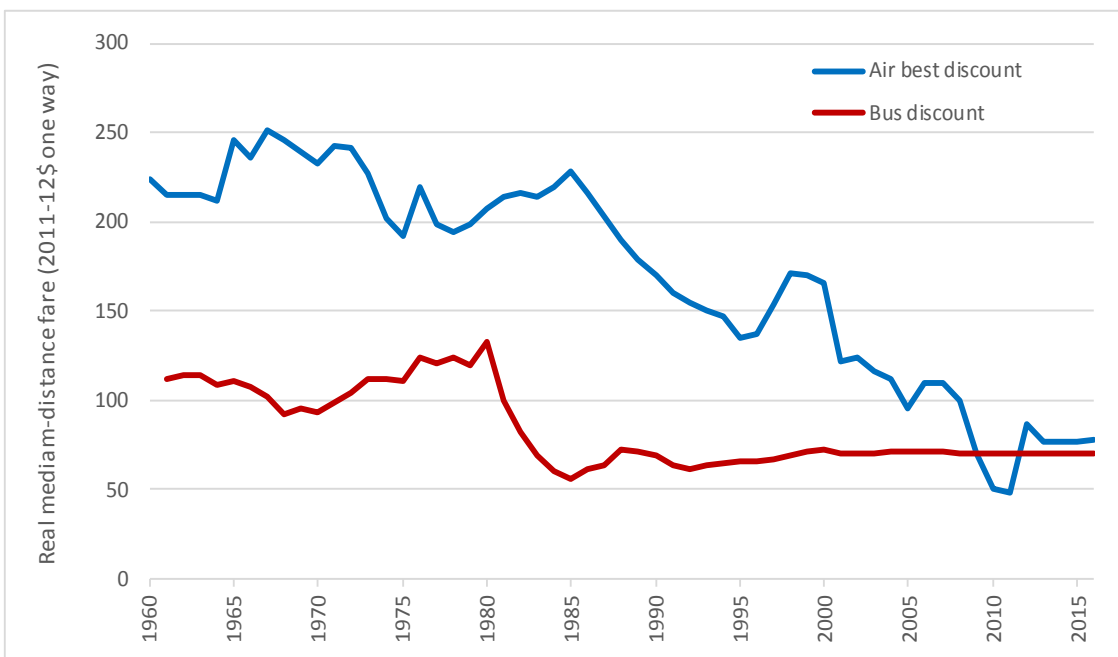
Comparing “full fares” between modes results in the picture in Figure 4. Represented by the restricted economy fare, “full” airfares have basically gone sideways, with air pockets and temporary rises. They have been approximately twice the level of the other two modes. Bus and rail “full” fares have also trended basically sideways, with longer-lasting up and down periods than air. All in all, the major conclusion is that the long-term trends in all three modes’ real “full” medium-distance fares have basically been flat over the period from the early 1960s to now. This might be the best assumption about future trends in “full” fares.

Figure 4 Medium-distance intercity “full” fares



Comparing “discount fares” between air and bus results in the picture in Figure 5. Discount airfares have fallen substantially, again with air pockets and temporary rises. They have fallen to be almost equal to discount bus fares (although end-of-journey costs are lower for bus). It looks as if the downward trend may have ended during the 2010s. Thus the best assumption about future discount fares might also be “flat”.

Figure 5 Medium-distance intercity “discount” fares



## Conclusions

In the period 1960 to 2016, “full” fares have fluctuated, but have been basically trendless.

In contrast, discount airfares have fallen substantially in a long (if interrupted) downward trend. Discount bus fares have also fallen, but in a fall concentrated in the early 1980s, with a flat trend since.

All in all, the major conclusion is that the future long-term trends in all three modes’ real “full” and discount medium-distance fares are likely to be flat in the future. However, short-term deviations from such long-term trends are inevitable.

The trends in fares for individual routes do not necessarily follow that for the average of the median routes. Table I gives the fare data for all modes, by route and fare type (yellow cells are interpolated).

## References

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Table I: Data

Fin Year	DOMESTIC AIR									medium		medium
	economy fare		nominal \$	ONE-WAY					nominal	2011-12\$		
	Bne-Syd	Bne-Mel	Bne-Adl	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Economy	CPI	Real Economy
1960	19	37	54	18	35	17	9	14	53	17.13	7.5	228.33
1961	19	37	54	18	35	17	9	14	53	17.13	7.8	219.55
1962	19	37	54	18	35	17	9	14	53	17.13	7.8	219.55
1963	19	37	54	18	35	17	9	14	53	17.13	7.8	219.55
1964	19	37	54	18	35	17	9	14	53	17.13	8.0	215.41
1965	21	42	61	20	40	19	9	21	58	20.53	8.2	250.30
1966	21	42	61	20	40	19	9	21	58	20.53	8.5	240.76
1967	23	46	67	22	43	21	10	23	63	22.43	8.8	256.29
1968	25	48	70	24	45	22	9	21	66	22.68	9.1	250.55
1969	25	48	70	24	45	22	9	21	66	22.68	9.3	243.82
1970	25	48	70	24	45	22	9	21	66	22.68	9.6	236.81
1971	27	53	76	26	50	24	10	23	72	24.75	10.0	246.88
1972	29	56	81	27	53	26	11	24	77	26.38	10.7	245.92
1973	29	56	81	27	53	26	11	24	77	26.38	11.4	231.87
1974	29	56	81	27	53	26	11	24	77	26.38	12.8	205.65
1975	32	62	83	30	51	29	12	27	85	29.43	15.0	196.17
1976	48	85	109	46	70	42	21	33	120	42.35	16.9	250.22
1977	51	90	116	49	74	45	22	35	127	44.93	19.3	233.38
1978	55	97	124	53	80	49	25	39	136	48.73	21.1	230.65
1979	59	102	130	56	84	52	27	42	142	52.10	22.8	228.26
1980	68	116	148	65	97	61	33	49	162	60.83	25.2	241.61
1981	81	130	173	78	114	73	41	59	189	72.43	27.5	263.36
1982	98	145	185	96	129	91	61	78	200	90.68	30.4	298.52
1983	110	162	207	107	145	102	68	87	224	101.50	33.9	299.63
1984	130	192	236	126	172	119	72	99	252	118.45	36.2	327.21
1985	146	214	263	141	193	133	80	111	281	132.75	37.8	351.66
1986	153	225	278	151	202	140	83	116	294	139.70	40.9	341.35
1987	166	243	302	161	219	151	90	125	319	150.69	44.7	336.93
1988	176	260	320	173	234	161	95	132	342	160.39	48.0	333.98
1989	187	276	340	185	249	170	100	139	362	170.27	51.5	330.47
1990	211	312	384	195	281	192	113	157	409	188.77	55.7	339.05
1991	224	329	407	211	297	205	123	170	412	202.32	58.6	345.26
1992	237	346	439	229	312	217	132	185	414	217.00	59.7	363.48
1993	247	371	452	237	322	223	137	191	482	224.56	60.3	372.25
1994	256	372	470	240	325	226	138	193	485	228.77	61.4	372.44
1995	265	386	478	247	335	232	141	198	499	235.50	63.4	371.45
1996	275	400	495	256	347	241	146	205	517	244.08	66.1	369.26
1997	293	426	526	271	368	256	155	218	548	259.50	67.0	387.46
1998	304	443	536	277	375	261	158	223	559	266.25	67.0	397.68
1999	303	461	551	278	391	272	163	232	582	271.25	67.8	400.07
2000	313	464	554	284	393	274	164	233	585	275.98	69.4	397.52
2001	350	515	615	322	438	306	185	265	650	310.94	73.6	422.47
2002	358	538	641	340	459	323	204	294	677	328.57	75.7	434.05
2003	379	538	642	346	465	322	207	296	679	335.79	78.0	430.63
2004	367	562	615	357	460	352	226	307	722	345.85	79.9	433.13
2005	380	561	615	370	481	365	233	314	744	357.40	81.8	437.06
2006	390	556	599	379	490	377	244	329	735	368.69	84.4	436.84
2007	418	602	628	404	522	398	264	360	800	394.68	86.9	454.18
2008	391	562	563	383	475	391	259	361	728	381.48	89.8	424.69
2009	358	507	489	346	439	402	256	358	620	366.06	92.6	395.21
2010	392	535	508	365	467	399	267	362	562	379.67	94.8	400.60
2011	427	545	502	405	489	414	291	394	697	410.25	97.7	419.80
2012	479	612	649	468	550	462	351	475	850	471.00	100.0	471.12
2013	560	770	803	534	634	525	378	503	999	530.74	102.3	519.06
2014	575	795	836	548	667	553	403	518	1057	548.65	105.0	522.40
2015	595	835	857	589	678	565	435	548	1093	574.08	106.8	537.41
2016	na	na	na	na	na	na	na	na	na	na	108.3	na

Table I: Data (cont'd)

Fin Year	DOMESTIC AIR									medium		medium
	best discount fare		nominal \$ ONE-WAY (=return/2)							nominal	CPI	2011-12\$
	Bne-Syd	Bne-Mel	Bne-Adl	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Discount	Real Discount	
1960										16.80	7.50	224.03
1961										16.80	7.80	215.41
1962										16.80	7.80	215.41
1963										16.80	7.80	215.41
1964										16.80	7.95	211.35
1965										20.14	8.20	245.59
1966										20.14	8.53	236.22
1967										22.00	8.75	251.45
1968										22.25	9.05	245.83
1969										22.25	9.30	239.22
1970										22.25	9.58	232.35
1971										24.28	10.03	242.23
1972										25.88	10.73	241.28
1973										25.88	11.38	227.50
1974										25.88	12.83	201.78
1975										28.87	15.00	192.47
1976										37.07	16.93	219.03
1977	43	77	98	41	63	38	19	30	108	38.20	19.25	198.44
1978	46	82	104	44	67	41	21	33	115	41.09	21.13	194.50
1979	51	89	113	49	73	45	24	36	124	45.25	22.83	198.26
1980	58	97	123	56	82	52	28	42	134	52.09	25.18	206.92
1981	66	105	132	63	90	59	33	48	143	58.93	27.50	214.29
1982	73	114	142	70	99	66	38	54	153	65.77	30.38	216.52
1983	80	122	152	77	108	73	43	60	163	72.61	33.88	214.34
1984	87	131	161	84	116	80	47	66	173	79.44	36.20	219.46
1985	95	139	171	92	125	87	52	72	182	86.28	37.75	228.56
1986	94	138	173	98	126	87	53	75	183	88.42	40.9	216.04
1987	94	138	175	103	127	87	53	77	184	90.55	44.7	202.45
1988	94	137	177	104	128	88	54	80	184	91.29	48.0	190.10
1989	93	136	179	104	128	88	55	82	185	91.89	51.5	178.34
1990	93	135	181	112	129	89	55	85	186	94.63	55.7	169.96
1991	93	134	182	106	130	89	56	87	186	93.80	58.6	160.07
1992	92	134	184	97	131	90	57	90	187	92.21	59.7	154.46
1993	92	133	186	88	132	90	57	92	188	90.63	60.3	150.23
1994	91	153	197	89	146	94	63	86	198	89.98	61.4	146.49
1995	94	157	194	92	140	91	52	67	192	85.75	63.4	135.25
1996	93	158	195	92	145	90	69	87	186	90.44	66.1	136.82
1997	102	169	211	103	155	106	85	102	211	103.13	67.0	153.98
1998	118	188	232	114	168	118	89	108	231	114.39	67.0	170.85
1999	119	189	228	115	169	118	90	108	233	115.03	67.8	169.66
2000	119	188	227	116	165	120	91	107	233	115.29	69.4	166.07
2001	78	133	169	83	140	108	81	89	235	89.47	73.6	121.56
2002	98	138	151	95	132	92	98	91	258	93.88	75.7	124.02
2003	94	146	150	91	118	90	92	89	203	90.84	78.0	116.50
2004	91	132	149	88	121	92	68	85	177	89.14	79.9	111.64
2005	80	106	155	73	121	82	80	78	192	78.37	81.8	95.83
2006	88	134	138	99	132	94	95	90	204	92.56	84.4	109.67
2007	100	131	121	99	133	92	109	89	223	94.98	86.9	109.30
2008	96	135	127	105	120	78	103	82	237	89.97	89.8	100.16
2009	78	130	125	94	106	42	69	44	171	64.45	92.6	69.58
2010	75	109	122	37	69	37	64	41	153	47.31	94.8	49.92
2011	62	72	123	41	62	38	83	46	172	46.83	97.7	47.92
2012	87	87	158	60	113	92	99	109	199	87.03	100.0	87.05
2013	66	94	148	56	109	73	96	119	177	78.63	102.3	76.90
2014	65	80	141	62	92	56	111	140	176	80.75	105.0	76.89
2015	60	78	94	58	76	53	134	158	187	82.13	106.8	76.88
2016	57.00	81.00	97.00	63.00	74.50	54.50	134.00	162.50	178.50	84.25	108.3	77.79

Table I: Data (cont'd)

Fin Year	DOMESTIC AIR									medium		medium
	restricted economy fare			nominal \$	ONE-WAY					nominal	CPI	2011-12\$
	Bne-Syd	Bne-Mel	Bne-Adl	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Rest'd Econ		Rest'd Econ
1960										16.96	7.5	226.18
1961										16.96	7.8	217.48
1962										16.96	7.8	217.48
1963										16.96	7.8	217.48
1964										16.96	8.0	213.38
1965										20.33	8.2	247.95
1966										20.33	8.5	238.49
1967										22.21	8.8	253.87
1968										22.46	9.1	248.19
1969										22.46	9.3	241.52
1970										22.46	9.6	234.58
1971										24.52	10.0	244.56
1972										26.13	10.7	243.60
1973										26.13	11.4	229.68
1974										26.13	12.8	203.71
1975										29.15	15.0	194.32
1976										39.71	16.9	234.62
1977										41.56	19.3	215.91
1978										44.91	21.1	212.57
1979										48.68	22.8	213.26
1980										56.46	25.2	224.26
1981										65.68	27.5	238.83
1982										78.22	30.4	257.52
1983										87.05	33.9	256.98
1984										98.95	36.2	273.34
1985										109.52	37.8	290.11
1986										114.06	40.9	278.70
1987										120.62	44.7	269.69
1988										125.84	48.0	262.04
1989										131.08	51.5	254.40
1990										140.52	55.7	252.39
1991										145.59	58.6	248.45
1992										150.74	59.7	252.50
1993										152.34	60.3	252.53
1994										152.74	61.4	248.65
1995										152.59	63.4	240.69
1996										157.50	66.1	238.28
1997										169.23	67.0	252.67
1998										176.05	67.0	262.95
1999										177.05	67.8	261.13
2000										177.70	69.4	255.97
2001										180.18	73.6	244.82
2002	184	276	308	195	260	184	222	191	453	188.35	75.7	248.81
2003	199	299	327	199	249	199	215	199	459	199.00	78.0	255.21
2004	203	298	334	200	252	202	158	203	457	202.09	79.9	253.09
2005	238	315	370	214	290	231	220	237	487	230.10	81.8	281.39
2006	222	316	337	205	279	217	207	216	473	215.04	84.4	254.79
2007	236	312	308	232	277	229	225	236	459	233.17	86.9	268.32
2008	256	375	299	266	274	270	219	276	484	266.88	89.8	297.11
2009	260	402	303	272	276	284	208	281	482	274.27	92.6	296.11
2010	236	402	311	273	269	242	192	278	397	257.19	94.8	271.37
2011	239	387	328	269	281	245	224	293	395	261.29	97.7	267.37
2012	205	246	306	202	244	209	193	218	322	208.56	100.0	208.61
2013	232	289	319	247	259	223	205	235	329	233.96	102.3	228.81
2014	229	291	329	264	253	231	250	267	349	247.60	105.0	235.76
2015	229	294	358	299	264	242	294	311	374	270.25	106.8	252.98
2016	239	289	366	308	285	255	322	352	399	288.50	108.3	266.39



Table I: Data (cont'd)

Fin Year	BUS			ONE-WAY						medium		medium
	Full fare		nominal \$	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Full fare	CPI	2011-12\$
	Bne-Syd	Bne-Mel	Bne-Adl									Real full fare
1960												
1961	9	17	24	10	17	8	4	8	26	9	7.8	112
1962	11	21	29	10	17	7	4	7	31	9	7.8	114
1963	11	21	29	10	17	7	4	7	31	9	7.8	114
1964	11	21	29	10	18	8	4	8	31	9	8.0	118
1965	12	22	31	11	19	9	4	9	33	10	8.2	120
1966	12	22	31	11	19	9	4	9	33	10	8.5	116
1967	12	22	31	11	19	9	4	9	33	10	8.8	113
1968	12	23	32	11	20	9	4	9	34	10	9.1	112
1969	13	25	35	12	22	10	5	10	37	11	9.3	120
1970	13	25	35	12	22	10	5	10	37	11	9.6	116
1971	14	28	39	13	25	11	6	12	42	13	10.0	128
1972	17	33	46	16	29	13	7	12	44	14	10.7	134
1973	17	33	46	16	29	13	6	12	44	15	11.4	128
1974	17	32	46	15	29	13	7	15	52	15	12.8	117
1975	20	38	54	19	35	16	9	18	64	18	15.0	120
1976	25	47	67	23	42	20	11	20	72	22	16.9	128
1977	28	53	75	26	48	22	12	23	82	24	19.3	127
1978	31	60	85	29	54	25	13	25	90	27	21.1	130
1979	34	66	93	32	59	27	14	28	100	30	22.8	132
1980	37	72	101	35	54	30	15	35	105	34	25.2	135
1981	49	94	100	39	70	39	19	30	95	39	27.5	142
1982	51	98	105	35	74	41	22	24	96	38	30.4	125
1983	48	84	95	33	75	38	27	19	99	34	33.9	101
1984	48	90	95	31	75	38	26	18	96	34	36.2	93
1985	37	70	100	31	70	37	26	18	96	31	37.8	81
1986	38	77	99	36	77	38	20	26	98	34	40.9	84
1987	38	84	99	41	84	38	20	31	99	37	44.7	83
1988	42	90	123	43	90	41	22	32	123	40	48.0	83
1989	44	95	130	46	95	46	25	34	135	42	51.5	82
1990	46	99	136	46	99	50	25	34	160	44	55.7	79
1991	55	109	129	49	91	45	26	35	163	46	58.6	78
1992	63	119	140	50	87	40	27	36	152	47	59.7	79
1993	66	123	145	55	91	43	30	40	158	51	60.3	85
1994	69	127	150	58	111	52	31	42	166	55	61.4	90
1995	72	132	156	58	118	55	32	42	176	57	63.4	90
1996	75	138	162	58	120	55	32	42	188	57	66.1	87
1997	78	143	169	58	123	54	32	42	200	58	67.0	87
1998	81	149	175	61	125	54	33	34	213	57	67.0	86
1999	85	154	182	63	128	53	33	47	225	62	67.8	91
2000	88	159	188	63	130	53	33	47	237	62	69.4	90
2001	91	165	194	63	133	52	33	46	249	63	73.6	86
2002	94	170	201	64	135	52	34	47	262	64	75.7	85
2003	97	176	207	66	138	51	34	49	274	66	78.0	84
2004	100	181	213	67	140	51	34	50	286	67	79.9	84
2005										72	81.8	88
2006										76	84.4	91
2007										81	86.9	93
2008										86	89.8	96
2009										91	92.6	98
2010										95	94.8	101
2011										100	97.7	103
2012										105	100.0	105
2013										110	102.3	107
2014										114	105.0	109
2015	189	321	381	136	196	60	42	92	381	119	106.8	112
2016	173	235	295	105	165	60	41	88	295	107	108.3	98

Table I: Data (cont'd)

Fin Year	BUS									medium		medium
	Discount fare	nominal \$	ONE-WAY							nominal	CPI	2011-12\$
	Bne-Syd	Bne-Mel	Bne-Adl	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Discount fare		Real discount fare
1960												
1961	9	17	24	10	17	8	4	8	19	9	7.8	112
1962	11	21	29	10	17	7	4	7	23	9	7.8	114
1963	11	21	29	10	17	7	4	7	23	9	7.8	114
1964	9	17	29	10	18	8	4	8	18	9	8.0	108
1965	10	17	31	10	19	9	4	8	18	9	8.2	110
1966	11	18	27	10	19	9	4	8	19	9	8.5	108
1967	10	18	27	10	18	9	4	8	19	9	8.8	102
1968	10	18	25	10	17	7	4	7	19	8	9.1	93
1969	10	20	28	10	18	8	4	8	21	9	9.3	96
1970	10	20	28	10	18	8	4	8	21	9	9.6	93
1971	11	22	30	11	19	9	4	9	23	10	10.0	99
1972	13	25	36	12	23	10	5	9	27	11	10.7	105
1973	14	27	41	14	26	12	5	11	29	13	11.4	112
1974	14	28	46	16	29	13	7	15	29	14	12.8	112
1975	18	35	51	17	32	15	9	16	37	17	15.0	110
1976	24	41	65	22	41	19	10	19	43	21	16.9	124
1977	26	51	67	25	41	21	11	21	55	23	19.3	121
1978	29	56	74	28	44	25	12	23	60	26	21.1	123
1979	27	63	82	31	49	27	13	25	68	27	22.8	120
1980	35	71	91	35	54	30	15	35	76	33	25.2	132
1981	37	70	90	27	49	25	13	20	75	27	27.5	99
1982	39	69	89	23	45	23	13	15	75	25	30.4	82
1983	25	60	89	25	50	29	20	14	70	23	33.9	69
1984	25	50	89	25	50	25	19	13	75	22	36.2	61
1985	24	50	75	24	48	24	18	13	60	21	37.8	56
1986	27	55	65	27	55	27	15	19	65	25	40.9	61
1987	30	60	70	30	60	30	15	23	70	28	44.7	63
1988	37	75	87	37	75	37	19	28	87	35	48.0	73
1989	38	77	89	38	79	41	21	29	100	37	51.5	71
1990	39	79	92	39	83	45	22	29	113	38	55.7	69
1991	39	78	91	39	82	41	23	31	120	37	58.6	64
1992	39	78	91	39	81	36	23	32	126	36	59.7	61
1993										38	60.3	63
1994										40	61.4	65
1995										41	63.4	65
1996										43	66.1	65
1997										45	67.0	67
1998										47	67.0	69
1999										48	67.8	71
2000										50	69.4	72
2001										52	73.6	70
2002										53	75.7	70
2003										55	78.0	70
2004										57	79.9	71
2005										58	81.8	71
2006										60	84.4	71
2007										62	86.9	71
2008										63	89.8	70
2009										65	92.6	70
2010										67	94.8	70
2011										68	97.7	70
2012										70	100.0	70
2013										72	102.3	70
2014										73	105.0	70
2015	105	200	260	65	155	55	24	75	316	75	106.8	70
2016	109	215	275	65	165	55	31	75	245	76	108.3	70

Table I: Data (cont'd)

Fin Year	RAIL									medium		medium
	Full fare			nominal \$	ONE-WAY						nominal	CPI
	Bne-Syd	Bne-Mel	Bne-Adl	Syd-Mel	Syd-Adl	Adl-Mel	Syd-Cbr	Mel-Cbr	Adl-Per	Full fare		Real full fare
1960												
1961	10	15	19	9	13	5	4	6	31	7	7.8	96
1962	10	15	19	9	13	5	4	6	34	7	7.8	96
1963	10	17	21	10	14	6	5	7	32	8	7.8	106
1964	10	17	23	10	15	6	5	7	32	8	8.0	104
1965	10	17	24	10	17	6	5	7	33	8	8.2	101
1966	10	17	26	10	18	6	5	7	35	8	8.5	97
1967	10	17	27	10	19	6	5	7	35	8	8.8	94
1968	11	19	30	11	22	6	5	8	40	9	9.1	100
1969	11	19	32	11	23	6	5	8	41	9	9.3	98
1970	11	19	33	11	24	6	5	8	41	9	9.6	95
1971	12	20	36	12	27	7	6	8	45	10	10.0	100
1972	17	25	45	15	33	8	6	11	55	13	10.7	120
1973	17	25	45	15	33	8	7	11	55	13	11.4	112
1974	17	25	45	15	33	8	7	11	55	13	12.8	99
1975	18	28	53	17	34	10	8	13	63	14	15.0	94
1976	20	40	76	20	51	14	9	19	80	18	16.9	107
1977	25	50	76	25	51	14	7	20	100	21	19.3	108
1978	25	50	84	25	59	15	7	20	112	21	21.1	100
1979	25	50	90	25	65	15	7	20	126	21	22.8	92
1980	30	60	106	30	76	17	10	24	140	25	25.2	101
1981	36	72	135	36	93	23	13	32	167	32	27.5	115
1982	42	84	155	42	102	26	15	37	183	37	30.4	121
1983	53	106	163	53	110	29	16	40	216	44	33.9	130
1984	53	106	171	53	115	29	16	40	216	44	36.2	121
1985	56	112	190	56	131	31	18	45	241	47	37.8	124
1986	59	113	190	54	131	31	19	45	263	47	40.9	115
1987	62	124	215	62	153	33	24	50	300	51	44.7	115
1988	69	134	231	65	162	35	25	53	319	55	48.0	115
1989	73	142	244	69	171	37	27	56	338	59	51.5	114
1990	85	159	258	74	173	39	28	59	360	64	55.7	115
1991	90	168	276	78	186	42	30	63	371	68	58.6	117
1992	90	168	276	78	186	42	32	62	371	68	59.7	114
1993	95	178	294	83	199	45	33	66	399	72	60.3	120
1994	95	180	294	85	199	47	35	68	399	74	61.4	120
1995	98	187	339	89	241	50	36	71	438	77	63.4	121
1996	102	192	361	90	259	50	38	71	468	78	66.1	118
1997	104	191	358	90	255	51	41	70	448	79	67.0	117
1998	105	190	355	94	250	52	42	73	428	81	67.0	121
1999	107	190	353	97	246	53	43	76	408	83	67.8	123
2000	109	189	350	101	241	55	45	79	389	86	69.4	123
2001	110	188	347	104	237	56	46	81	369	88	73.6	119
2002	112	187	344	107	232	57	47	84	349	90	75.7	119
2003	114	187	341	110	228	58	48	86	329	92	78.0	118
2004	116	186	339	116	223	59	50	91	309	95	79.9	119
2005										93	81.8	114
2006										92	84.4	109
2007										90	86.9	103
2008										88	89.8	98
2009										86	92.6	93
2010										85	94.8	89
2011										83	97.7	85
2012										81	100.0	81
2013										79	102.3	77
2014										77	105.0	74
2015	81	140	351	81	150	69	40	72	415	76	106.8	71
2016	111	179	282	111	171	61	48	98	415	95	108.3	88

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ISBN: 978-1-925531-12-1

INFRA -3111

February 2017

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This publication should be attributed in the following way; Bureau of Infrastructure, Transport and Regional Economics (BITRE), **Intercity Passenger Fares** BITRE, Canberra.

### *Acknowledgement*

This Information Sheet was prepared by Dr. David Gargett, with help from Gangadharan Manoranjan and Jack McAuley

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