

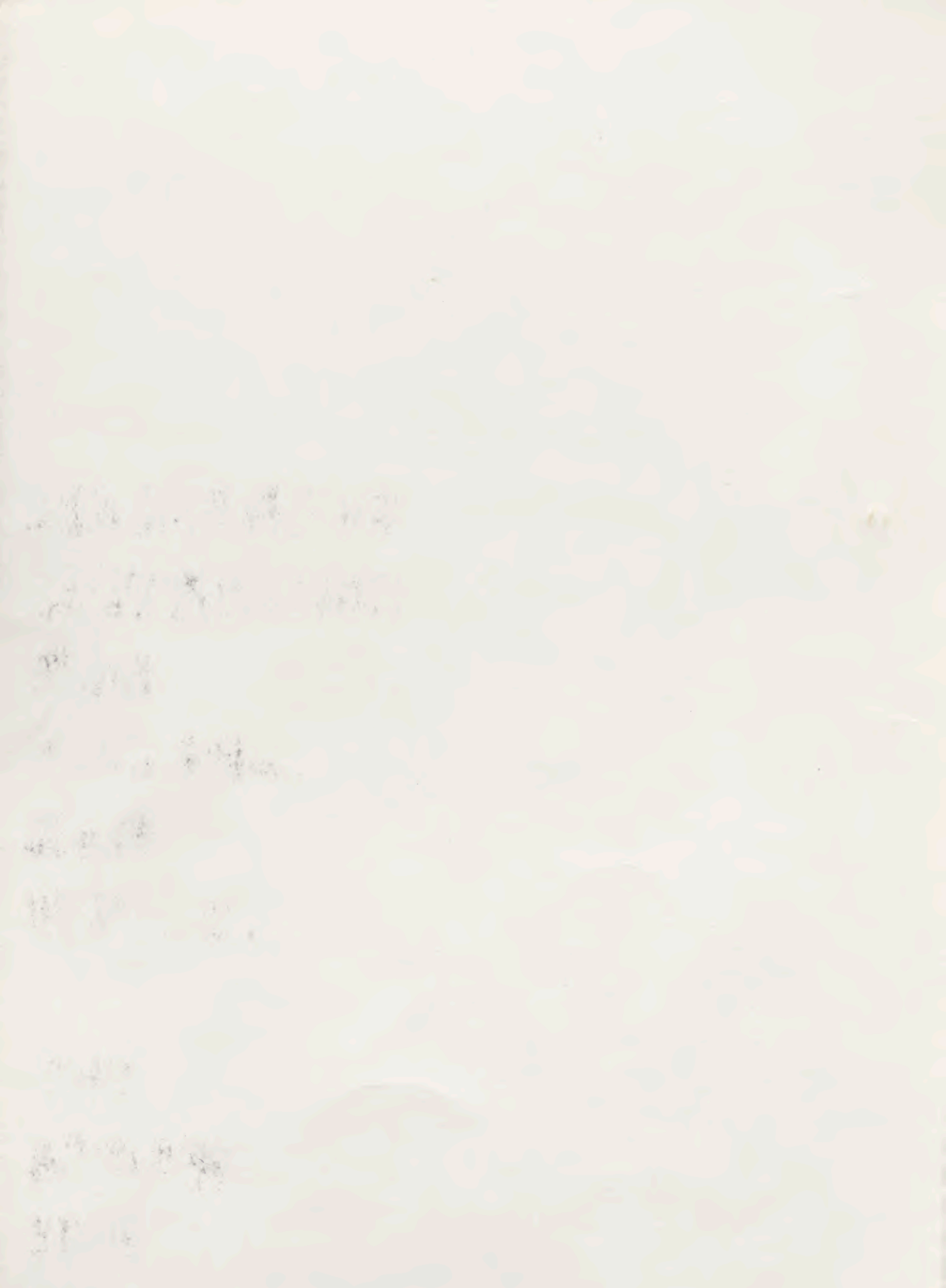
TUARASCÁIL BHLIANTÚIL

1970/71



CORAS IOMPAIR ÉIREANN





COVER DESIGN :

Detail from the Cross at Kilfenora, Co. Clare,
an appropriate transport motif.



**TUARASCÁIL
BHLIANTÚIL
DON
BHLIAIN
DAR
CRÍOCH**

**31 Ú
MÁRTA
1971**

Members of the Board

Mr. T. P. Hogan, Chairman

Mr. E. Cassidy

Mr. J. M. Cox

Mr. L. Ferris

Mr. W. J. Fitzpatrick

Mr. F. Lemass

Mr. M. F. Molony

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INTRODUCTION

Coras Iompair Éireann presents its Annual Report with statement of accounts and statistics for the year ended 31st March 1971.

The year was one of high inflation and low economic growth, and those features of the state of the national economy were reflected in the financial results of the Board, and in the scale of its operations.

Inflation affects labour intensive industries, like public transport, more seriously than other industries, and its impact on the profitability of the railway is more serious than on other forms of public transport, because railway expenses have for many years past exceeded railway revenue, and recovery of increases in expenses would necessitate disproportionate increases in charges to a degree which would be unrealistic in the competitive environment.

Labour costs rose by £4m. or 18½% in the year, due to the implementation of the 12th Round and the early stages of the 13th Round of wage and salary increases, as well as to improvements in conditions of employment such as the extension of the 40 hour week. Other costs rose because of higher prices of materials and services, and because of increases in central and local taxation.

The Board decided early in the financial year to increase rates and fares to a level which was intended to meet most of the new expenses and to ensure that its road services would continue to be profitable. The implementation of these increases in full was, however, postponed from June to October because of the Government's desire that the increases in June, 1970 should conform with the general price-control arrangements then in force as part of the measures to curb inflation. The revenue foregone was about £2m. with the result that the accounts as presented for each of the main transport activities show much more serious deterioration

in profitability than would otherwise have been the case. The amount foregone in the Dublin City Road Passenger Services was £500,000, and in the Road Freight Services £140,000 with the result that these services incurred losses in the year's working, despite a long sequence of profit making operations in previous years.

These results of the direct and indirect effects of high inflation and low economic growth led to the re-opening of the whole question of social and commercial objectives in public transport, and of the adequacy of conventional commercial accounting procedures for measuring performance in the industry. It is the Board's view that CIE has both social and commercial objectives, and that subventions from the Government are payments in respect of those transport services which, while not being remunerative on a commercial basis, are justified on social considerations.

The Minister for Transport and Power spoke of the Government's concern at the financial position of CIE, and of the railway in particular, during the passage of the Transport Bill 1970, which increased the subvention to the Board for the year by £2.98m. He announced that he had set up a joint committee, comprising representatives of his Department, the Department of Finance, and CIE to investigate the deterioration in CIE's financial position, and to identify possible corrective measures. He announced also that the joint committee had obtained the services of the management consultancy firm of McKinsey & Co. Inc. to assist in the task. The Board welcomed the Minister's decision to have the problems examined in this manner, and its representatives have co-operated fully in the work of the consultants which commenced in December, 1970.

The overall financial result for the undertaking as a whole during the year was a deficit of £541,000 on a turnover of £42½m. after allowing for the subventions under the Transport Acts of 1964 and 1970.



RAILWAYS

Operating revenue of £12,668,000 was higher by £758,000 than in 1969/70. Operating expenditure was £17,432,000, an increase of £2,411,000, while financial charges increased by £99,000 to £1,200,000. The consequent rail operations deficit of £5,964,000 was £1,752,000 more than in 1969/70.

The number of passengers carried by rail, 10,332,287, increased by 3.8%. This increase earned in a year of diminished tourist traffic was due to improved services and vigorous promotion of week-end, multi-journey and other concession fares.

Commuter traffic on Dublin suburban rail continued to grow, a census taken in December 1970 showed a daily increase of 14% on the corresponding period last year.

Rail freight tonnage showed an increase of 8% largely due to the increase of mineral carryings following the opening of the magnesite plant in Dungarvan.

There were also further significant increases in fertiliser, petrol, oil and Guinness traffic.

Liner trains were further developed and two additional newspaper special trains were introduced to give a more efficient pattern of distribution.





The "Gestetner Mobile Exhibition" train—one of our numerous rail activities.

ROAD PASSENGER

Dublin City Services

For the first time Dublin City Services showed a deficit of £285,000, compared with a profit of £61,000 for last year. Receipts at £8,422,000 showed an increase of £745,000 on the previous year. Operating expenditure at £8,482,000 was however greater than last year by £1,062,000.

This increase was necessitated by higher costs, of wages and salaries in the 12th and 13th rounds, of improved working conditions, of materials, and of depreciation charges arising out of increased replacement costs of double-deck buses.

Traffic congestion continued to be a major cause of disruption and loss. The Board co-operated with the Dublin Corporation Traffic and Parking Committee in two significant experiments sponsored by the Minister for Local Government.

During Traffic Improvement Week in February special measures were taken to improve vehicle movement in Dublin. Fifty extra buses were put on at peak periods and twenty nine additional suburban railway services were scheduled daily. Enforcement of parking regulations improved traffic flow and buses moved with greater regularity.

In the first week of March an experimental bus lane was introduced in the North-Eastern section of the city. Thirty additional buses were used and the public were given the inducement of 1p fare reduction on these routes. Additional suburban trains were introduced. Overall travel time for persons using the corridor was reduced by 10.6% and there was a substantial transfer of car users to public transport.

CIE took a prominent part in the Dublin Transportation Study Group which is preparing a general road and transport plan for the Dublin region in 1991.



Provincial Services

Total receipts on these services were £6,320,000, an increase of £759,000 on last year.

The additional revenue apart from fare increases was mainly contributed by the expansion of the schoolchildren's free transport scheme. A total of 115,443 children were carried to school daily, an overall increase of 11.2% on the previous year.

The operating expenditure for the year (excluding financial charges) was £5,804,000, an increase of £991,000 on last year.

The increases arose from additional labour costs and higher prices for materials and services. Extra development costs of school services and higher depreciation costs were factors in this additional expenditure.

These increased costs and inhibiting factors such as strikes, a disappointing tourist season, the continuing growth of ownership in private cars, and inadequate and delayed fare increases depressed the profits to £336,000 which was £296,000 lower than last year.

Expansion of long distance express bus services continued. A limited stop express bus service between Westport and Clifden was introduced for the Summer months.

A major re-organisation of scheduled road passenger routes was carried out in the Waterford area. Revised schedules operating from March 1971 will yield a significant annual betterment.

To meet expanded passenger business a new garage is nearing completion in Cork and new facilities installed at Ballina, Galway, Clonmel, Ennis and Birr.

Tours and Private Hire

Revenue at £1,416,000 showed a decrease of £10,000 on the 1969/70 season. Operating expenditure at £1,407,000 was £141,000 higher.

The deficit of £28,000 (after financial charges) was the result of a disappointing year in Irish Tourism which was naturally reflected in the Board's tour operations. The trouble in Northern Ireland affected all major tourist markets; the depressed economic situation in North America and in Great Britain led to cancellations of holidays or down-grading from luxury to thrift type tours; late confirmation of air fare structures impeded booking in the early selling period.

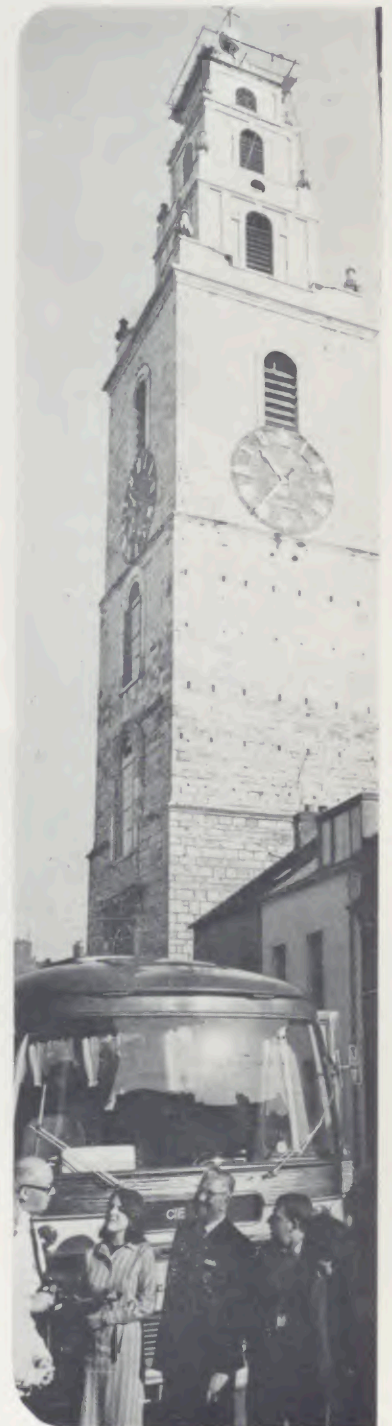
Tour programmes were modified to suit the down-swing in the market and luxury programmes were replaced by a new 17 day tour of Great Britain and Ireland.

While the number of tourists carried on extended coach tours—25,000, was nearly 2,000 short of last year this still represents an improvement on 1961, when 9,000 were carried.

An intensive private hire campaign was launched to offset the drop in tour bookings and make use of available coaches. This campaign was successful in giving additional revenue.

The new programme of inclusive, chauffeur and self-drive car tours launched particularly for the North American market achieved a 100% increase.

The incentive travel field proved a buoyant new area. One group of 3,000 handled was the largest incentive movement to Ireland to date.



To stimulate new tourist traffic an office was opened in Canada. The CIE sales force in Great Britain was strengthened with the appointment of a General Sales Manager and a staff of two District Managers, in Glasgow and Manchester, and two additional salesmen to cover the southern area.

Express coach services were inaugurated from Dublin to Glasgow and Dublin to Paris. The Dublin-Glasgow service was particularly successful.

CIE extended coach tours were operated into Continental Europe for the first time.

HOTELS & CATERING

The hotels and catering services operated by Ostlanna Iompair Eireann earned a net profit of £54,000 which was a decrease of £139,000 on last year's performance.

Revenue totalled £2,390,000 of which £1,620,000 was earned by the Great Southern Hotels Group.

The financial results and operations of Ostlanna Iompair Eireann are published separately by the subsidiary.



ROAD FREIGHT

Receipts for the year were £5,538,000, an increase of £404,000 on last year. This increase was however offset by higher operating costs and a shortfall in the traffic tonnage handled.

Total tonnage at 5,781,739 tons showed a decrease of 2% on 1969/70. The decrease occurred over a wide range of traffic and reflected prevailing economic conditions.

The cement strike, the National Farmers' Association ban on the purchase of limestone and internal strikes in CIE all adversely affected traffic.

Operating expenditure influenced by higher wages and improved conditions of service increased by £615,000 to £5,553,000. Added to this, higher depreciation costs for new vehicles, increased maintenance costs and higher financial charges produced a deficit of £139,000 which contrasted with a profit of £84,000 in the previous year. An adequate rates increase in June 1970 would have produced a profit in the year under review.

Continuing disadvantages are the failure to obtain agreement on the working of 40ft. trailers without helpers which disimproves our competitive position vis a vis private hauliers; and the inter-Government arrangements for cross-Border traffic which operate to the advantage of Northern Ireland hauliers.

The European Refrigerated road transport service to Europe and the U.K. was firmly established in its working pattern and efficiency of service was enhanced by using specialised equipment.





A major CIE effort to alleviate traffic congestion is the provision of traffic reports broadcast daily by RTE.

STAFF

Wages and salary increases under the 12th Round were agreed with the Trade Unions. Wages increases in accordance with the Employer Labour Conference National Agreement were extended to engineering craftsmen and building trade employees from 1st January 1971. Work hours for operative staffs in rail, road freight and provincial road passenger sections were reduced from 42½ to 40 per week by agreement with the Trade Unions. A number of other improvements in conditions of employment were introduced.

The Joint Consultation scheme between management and staff operated effectively during the year. Elections of staff representatives for the period 1970/72 were held.

The staff training and development programme was expanded to 1,631 internal training courses, attended by 8,799 members of staff. These included courses in preparation for decimalisation. In addition 478 members of staff attended external training courses.

There were four unofficial and three official stoppages of work during the year.

The salaries and wages paid during the year (excluding OIE staff) was £26,389,868 an increase of £4,126,882 over the previous year.

The number of staff (also excluding OIE staff) at the end of the year was 19,975.



Irish Ferryways
continued to
expand its services
profitably.

GENERAL

Mr. Daniel Herlihy became General Manager in succession to Mr. Frank Lemass who had been General Manager since 1947. Mr. Lemass continues as a member of the Board which he joined in 1966.

Mr. John J. Byrne was appointed to Mr. Herlihy's former post of Deputy General Manager. Mr. Byrne was previously General Manager of Ostlanna Iompair Eireann.

CIE which had already decimalised its internal accounting procedures was in the forefront of the introduction of decimal money, being represented on the Decimal Currency Board, acting as country-wide distributor of decimal money in bulk and collector for the withdrawn coinage, and giving out the first decimal money to the public on its city bus services.

Irish Ferryways in which the Board has a partnership arrangement with Ferry Trailers Ltd. — in spite of an initially difficult trading year affected by dock strikes and other factors — continued to expand its container operations profitably.

The Board's air freight subsidiary Aerlod Teo. continues to develop its international business especially in long haul traffic. Its profits were much diminished this year by increased salary costs and development costs.

The Board wishes to thank the Minister for Transport and Power for his guidance during the year and to pay tribute to the staff of his department for their continued co-operation. The Board also wishes to acknowledge the sustained efforts of its own staff at all levels and to record its appreciation of their effective endeavours throughout the year.

T. P. HOGAN, Chairman

M. J. HAYES, Secretary

B. M. O'FARRELL, Assistant General Manager (Finance)

Mr. Daniel Herlihy



Mr. John J. Byrne



Rail System

Stations open for Passenger Trains only **Blackrock**

Lines open for Goods Trains only **■■■■■■**

Stations open for Goods Trains only **■**

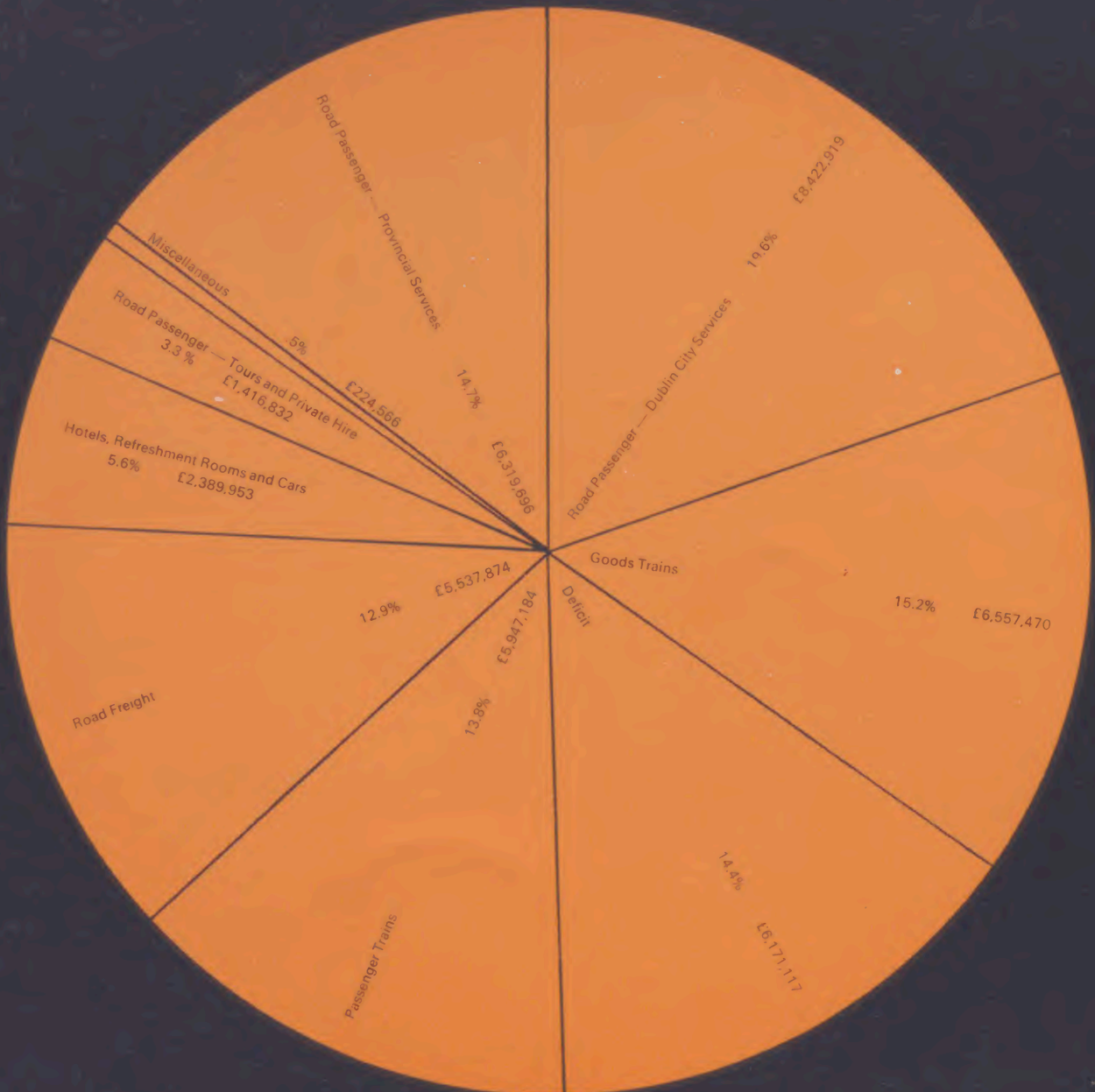


RECEIPTS

Where they came from

100%

£42,987,611

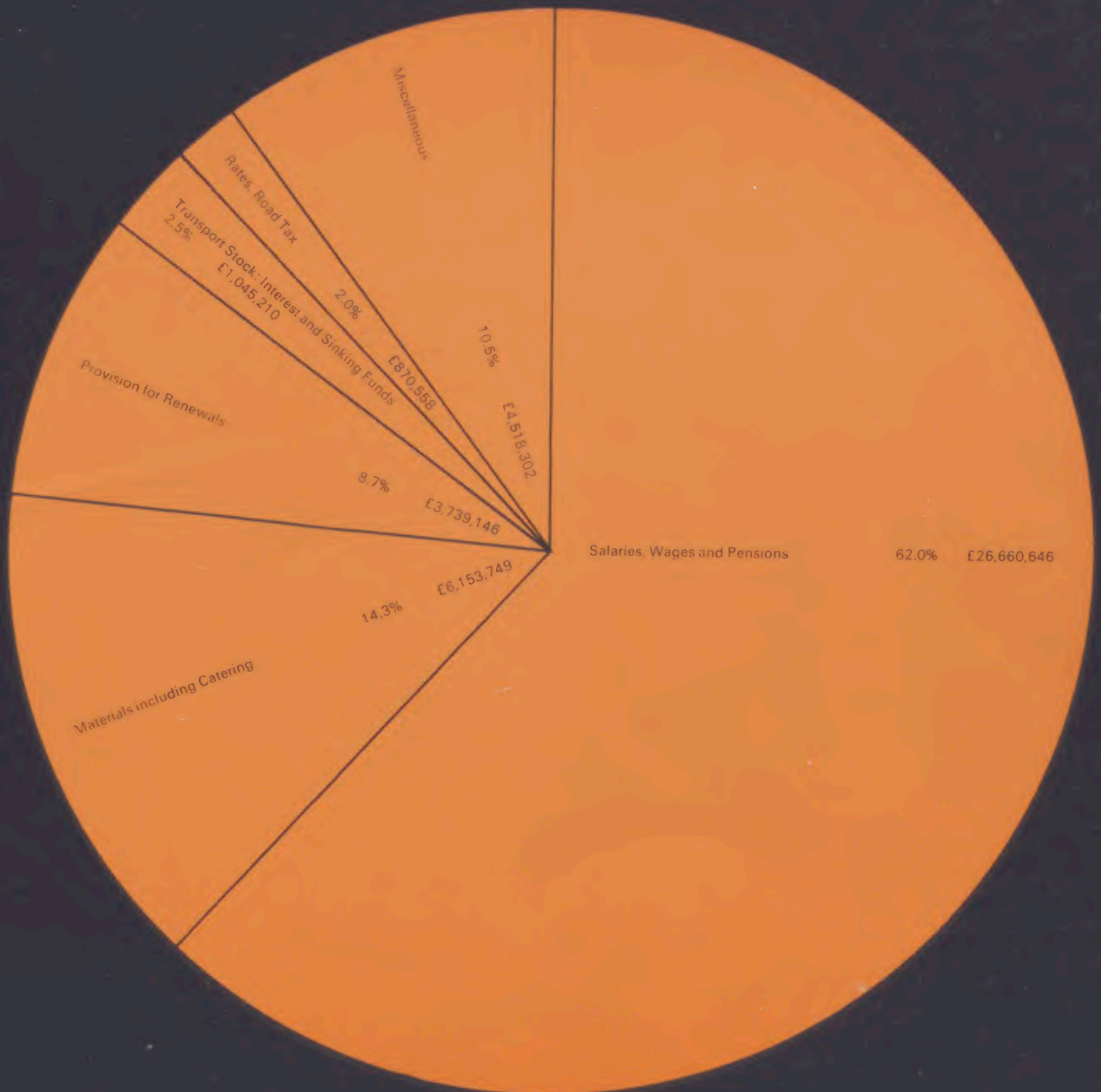


EXPENDITURE

Where it went

100%

£42,987,611



ACCOUNTS

Railway Working Account

	1971		1970	
	£	£	£	£
Receipts				
Passenger Train Traffic	5,947,184		5,588,473	
Goods Train Traffic	6,557,470		6,177,572	
Miscellaneous	12,504,654		11,766,045	
	162,968		143,602	
Total Receipts		12,667,622		11,909,647
Expenditure				
Maintenance of Lines and Works	2,277,667		2,077,706	
Maintenance of Rolling Stock	3,270,473		2,921,554	
Fuel	329,547		309,791	
Operating and Other Expenses	9,363,228		7,772,198	
Provision for Renewal of Lines and Works	931,000		790,000	
Operating Depreciation	1,259,980		1,149,345	
Total Expenditure		17,431,895		15,020,594
Operating Deficit		(4,764,273)		(3,110,947)
Financial Charges		1,199,954		1,101,360
Net Deficit carried to Profit and Loss Account		(£5,964,227)		(£4,212,307)

Road Passenger Working Account Dublin City Services

	1971		1970	
	£	£	£	£
Receipts				
Passenger Services	8,375,160		7,633,138	
Miscellaneous	47,759		44,426	
Total Receipts		8,422,919		7,677,564
Expenditure				
Maintenance of Buildings	22,154		26,807	
Maintenance of Vehicles and Equipment	1,938,292		1,614,395	
Fuel	471,865		524,836	
Road Tax and Licences	246,662		235,963	
Operating and Other Expenses	5,261,709		4,586,984	
Operating Depreciation	542,257		431,308	
Total Expenditure		8,482,939		7,420,293
Operating Profit/(Deficit)		(60,020)		257,271
Financial Charges		225,442		195,998
Net Profit/(Deficit) carried to Profit and Loss Account		(£285,462)		£61,273

Road Passenger Working Account Provincial Services

	1971		1970	
	£	£	£	£
Receipts				
Passenger Services	6,064,712		5,325,129	
Miscellaneous	254,984		235,522	
Total Receipts		6,319,696		5,560,651
Expenditure				
Maintenance of Buildings	36,553		44,235	
Maintenance of Vehicles and Equipment	1,273,170		1,041,727	
Fuel	335,961		358,255	
Road Tax and Licences	138,780		137,177	
Operating and Other Expenses	3,529,491		2,850,496	
Operating Depreciation	489,904		381,025	
Total Expenditure		5,803,859		4,812,915
Operating Profit		515,837		747,736
Financial Charges		179,620		114,950
Net Profit carried to Profit and Loss Account		£336,217		£632,786

Road Passenger Working Account Tours and Private Hire

	1971		1970	
	£	£	£	£
Receipts				
Passenger Services	1,387,904		1,396,694	
Miscellaneous	28,928		29,825	
Total Receipts		1,416,832		1,426,519
Expenditure				
Maintenance of Buildings	7,754		9,384	
Maintenance of Vehicles and Equipment	168,054		160,928	
Fuel	55,330		61,131	
Road Tax and Licences	22,333		21,672	
Operating and Other Expenses	1,015,951		802,028	
Operating Depreciation	138,183		210,813	
Total Expenditure		1,407,605		1,265,956
Operating Profit		9,227		160,563
Financial Charges		37,627		28,782
Net Profit/(Deficit) carried to Profit and Loss Account		(£28,400)		£131,781

Road Freight Working Account

	1971		1970	
	£	£	£	£
Receipts				
Goods Services	5,501,049		5,097,125	
Miscellaneous	36,825		37,214	
Total Receipts		5,537,874		5,134,339
Expenditure				
Maintenance of Buildings	27,692		33,517	
Maintenance of Vehicles and Equipment	952,978		902,271	
Fuel	363,875		404,736	
Road Tax and Licences	190,109		183,065	
Operating and Other Expenses	3,665,281		3,080,868	
Operating Depreciation	353,402		334,144	
Total Expenditure		5,553,337		4,938,601
Operating Profit/(Deficit)		(15,463)		195,738
Financial Charges		123,592		111,792
Net Profit/(Deficit) carried to Profit and Loss Account		(£139,055)		£83,946

Hotels, Refreshment Rooms and Restaurant Cars Working Account

	1971		1970	
	£	£	£	£
Receipts				
Hotels, Refreshment Rooms and Restaurant Cars		2,389,953		2,414,258
Expenditure				
Maintenance of Buildings, Cars and Equipment	94,820		95,536	
Provisions, Wines, etc.	964,353		1,053,130	
Other Direct Expenses	1,059,885		837,870	
Other Expenditure	202,871		197,210	
Total Expenditure		2,321,929		2,183,746
Operating Profit		68,024		230,512
Financial Charges		13,479		37,165
Net Profit carried to Profit and Loss Account		£54,545		£193,347

Canals Working Account

	1971		1970	
	£	£	£	£
Receipts				
Rents	32,641		30,909	
Miscellaneous	4,489		4,478	
Total Receipts		37,130		35,477
Expenditure				
Maintenance of Buildings	6,608		11,829	
Maintenance of Waterways and Works	92,169		80,682	
Operating and Other Expenses	42,079		38,019	
Total Expenditure		140,856		130,530
Operating Deficit		(103,726)		(95,053)
Financial Charges		—		—
Net Deficit carried to Profit and Loss Account		(£103,726)		(£95,053)

Vessels Working Account

	1971		1970	
	£	£	£	£
Receipts				
Passenger Traffic	60,196		59,028	
Goods Traffic	14,287		12,996	
Miscellaneous	1,025		1,069	
Total Receipts		75,508		73,093
Expenditure				
Maintenance of Vessels and Equipment	29,420		21,709	
Fuel	1,946		1,652	
Operating and Other Expenses	72,674		68,551	
Operating Depreciation	5,620		5,620	
Total Expenditure		109,660		97,532
Operating Deficit		(34,152)		(24,439)
Financial Charges		6,857		5,807
Net Deficit carried to Profit and Loss Account		(£41,009)		(£30,246)

Consolidated Profit and Loss Account

	1971		1970	
	£	£	£	£
WORKING ACCOUNTS:				
Net Profits/(Deficits) from				
Railway	(5,964,227)		(4,212,307)	
Road Passenger — Dublin City Services	(285,462)		61,273	
— Provincial Services	336,217		632,786	
— Tours and Private Hire	(28,400)		131,781	
Road Freight	(139,055)		83,946	
Hotels, Refreshment Rooms and Restaurant Cars	54,545		193,347	
Canals	(103,726)		(95,053)	
Vessels	(41,009)		(30,246)	
		(6,171,117)		(3,234,473)
Financial Charges (Note 5)	1,786,571		1,595,854	
Allocation to Working Accounts	Cr. 1,786,571		Cr. 1,595,854	
Net Deficit		£6,171,117		£3,234,473
Financed as Follows:—				
Non-repayable State Grants Under				
Section 6, Transport Act, 1964	2,650,000		2,650,000	
Section 1, Transport Act, 1970	2,980,000		—	
		5,630,000		2,650,000
Surplus arising on disposal of Rolling Stock and Railway Lines previously written-off		27,165		21,671
		5,657,165		2,671,671
Increase in Adverse Balance Forward (Note 6)		513,952		562,802
		£6,171,117		£3,234,473

Consolidated Balance Sheet at 31st March, 1971

	1971		1970	
	£	£	£	£
Fixed Assets (Note 10)		31,863,960		29,702,095
Investment in Subsidiary Company (Note 12)				
Share Capital	300,000		180,000	
Loan Account	147,583		338,034	
		447,583		518,034
Current Assets				
Stock of Stores (Less Reserve—Note 8)	3,972,789		2,986,980	
Sundry Debtors and Payments in Advance	5,251,927		3,727,678	
Balance at Bankers and Cash in Hand	20,327		530,900	
Investments (Less Reserve)	589,453		601,906	
(Market Value 31.3.71.—£464,110 31.3.70.—£464,719)				
		9,834,496		7,847,464
LESS:				
Current Liabilities and Provisions				
Amount due to Bankers (partly secured by Investments)	1,857,664		706,503	
Unsecured Bank Loans	2,287,816		1,281,709	
Deferred Payments on Diesel Locomotives and Bus Chassis	1,011,506		382,200	
Sundry Creditors and Accrued Charges	5,763,955		5,728,934	
Equalisation Account for Renewal of Lines and Works	121,523		96,648	
Taxation	64,437		63,147	
		11,106,901		8,259,141
NET CURRENT ASSETS		(1,272,405)		(411,677)
TOTAL NET ASSETS		£31,039,138		£29,808,452
FINANCED BY				
Issued Transport Stocks (Note 7)		18,514,460		18,514,460
RESERVES				
Capital Reserve (Note 9)	2,027,758		2,148,165	
Profit and Loss Account (Note 6)	Dr. 81,914		Dr. 210,422	
		1,945,844		1,937,743
LESS: Discount and Issue Expenses— Transport Stocks (Less amounts written-off)		12,534		14,623
		1,933,310		1,923,120
Sinking Fund for Redemption of Transport Stocks	4,273,123		3,791,464	
LESS: Investments	4,273,123	—	3,791,464	—
Loan Capital: Repayable State Advances for Capital Expenditure with Interest thereon, under Section 4, Transport Act, 1964, as amended by Section 1, Transport Act, 1969		10,591,368		9,370,872
		£31,039,138		£29,808,452

B. M. O'FARRELL, *Asst. General Manager (Finance)*

Notes on Consolidated Accounts

1. Consolidation of Accounts

The Revenue Accounts and Balance Sheets of Oslanna Iompair Eireann Teoranta and Aerlod Teoranta—wholly owned subsidiaries of the Board—have been consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts. The Revenue Account of Aerlod Teoranta is included under Railway Working Account.

Approval for the formation of a subsidiary company in New York—C.I.E. Tours International Incorporated—to handle the Board's coach tour promotional activities in North America was granted by the Minister for Transport and Power under Statutory Instrument No. 265 of 1969 and was approved by both houses of the Oireachtas in July, 1970. For accounting purposes this subsidiary has been treated as a branch of Coras Iompair Eireann and its results are included in Road Passenger Working Account Tours and Private Hire.

2. Board's Contributions to Superannuation Funds, Pensions, etc.

The Board's contributions to superannuation funds, pensions, etc. which are apportioned over the various sections of the Undertaking amounted in the current year to £998,714. (£817,345 in the previous year).

3. Capital Commitments

The Board's Capital commitments at 31st March, 1971, were approximately £4,487,000 (£3,947,000 at 31st March, 1970).

4. Depreciation and Provision for Renewals

The basis of calculation of depreciation provisions is set out below and is the same as in the previous year unless otherwise indicated.

Railway Lines and Works:

The provision for renewal of railway lines and works is the estimated average annual cost of carrying out the programme of renewals necessary to maintain the running lines at the required standard over the period of five years ending 31st March, 1974, based on the actual expenditure for the two years ended 31st March, 1971, and revised estimated expenditure for the next three years. In previous years the provision was similarly based on the expenditure for the five years ended 31st March, 1969.

Railway Rolling Stock:

Locomotives and rail cars (other than those completely written off or acquired at no cost) are depreciated on the basis of original cost of vehicles in the fleet spread over expected life. Coaching stock is depreciated on the basis of replacement cost of under-age vehicles in the fleet at the commencement of the year spread over expected life. Wagons are depreciated on the basis of estimated cost of vehicles required to replace the existing fleet spread over expected life. The 1970/71 depreciation provision includes an additional amount of £169,205 being depreciation underprovided on 37 diesel locomotive engines replaced during the year.

Road Passenger Vehicles:

Road Passenger Vehicles are depreciated on the basis of replacement cost of under-age vehicles in the fleet spread over expected life. The 1970/71 depreciation provision includes an additional amount of £5,697 being depreciation underprovided on 16 coach bodies which were replaced during the year. In addition the expected life of new coach bodies has with effect from this year been reduced from 16 to 8 years resulting in an increase in the depreciation provision of £12,204.

Road Freight Vehicles:

Road Freight Vehicles are depreciated on the basis of original cost of under-age vehicles in the fleet spread over expected life.

Vessels:

Vessels are depreciated on the basis of original cost spread over expected life.

Plant and Machinery:

Plant and Machinery is depreciated on the basis of original cost spread over expected life.

Hotels, including Catering Equipment:

Hotel Furnishings and Catering Equipment are depreciated on the basis of original cost spread over expected life. No depreciation has been written off Hotel premises.

5. Financial Charges

The financial charges have been allocated to the Working Accounts by the Board's Officers on a basis related to the written down values of the fixed assets employed in the various sections of the Undertaking and as agreed by the Board. The total financial charges for the year ended 31st March, 1971 amounted to £1,786,571 (£1,595,854 year ended 31st March, 1970) as follows:

	1971		1970	
	£	£	£	£
Interest on Transport Stocks:				
2½% Transport Stock, 1965/75	75,000		75,000	
3% Transport Stock, 1975/85	105,434		105,434	
5% Transport Stock, 1972/77	125,000		125,000	
4½% Transport Stock, 1972/77	191,250		191,250	
5% Transport Stock, 1970/75	150,000		150,000	
6% Transport Stock, 1977/82	120,000		120,000	
		766,684		766,684
Sinking Funds:				
2½% Transport Stock, 1965/75	50,000		50,000	
3% Transport Stock, 1975/85				
5% Transport Stock, 1972/77		37,500		37,500
4½% Transport Stock, 1972/77		67,500		67,500
5% Transport Stock, 1970/75		45,000		45,000
6% Transport Stock, 1977/82		30,000		30,000
		230,000		230,000
Discount and Issue Expenses—Transport Stocks		2,089		2,089
Miscellaneous Rents		55,958		62,058
Interest on Repayable State Advances for Capital Expenditure		643,993		470,375
Sundry Interest Paid, less Received		51,040		30,889
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (In Ireland)		48,526		48,497
Statutory Contribution—County Donegal Railways Joint Committee.		Cr. 11,719		Cr. 14,738
		£1,786,571		£1,595,854
Allocated to Working Accounts as follows:		£		£
Railway		1,199,954		1,101,360
Road Passenger—Dublin City Services		225,442		195,998
—Provincial Services		179,620		114,950
—Tours and Private Hire		37,627		28,782
Road Freight		123,592		111,792
Vessels		6,857		5,807
Hotels, Refreshment Rooms and Restaurant Cars		13,479		37,165
		£1,786,571		£1,595,854

6. Movement on Profit and Loss Account

	1971	1970
	£	£
Adverse Balance forward from last year	Dr. 210,422	Cr. 425,501
DEDUCT: Equipment acquired by Ostlanna Iompair Eireann Teoranta from Coras Iompair Eireann in 1962, now written off.	—	73,121
	Dr. 210,422	Cr. 352,380
Increase per Profit and Loss Account	513,952	562,802
	Dr. 724,374	Dr. 210,422
Payment under section 2 Transport Act, 1969 of amount by which the Board grants were inadequate during the five year period ended 31st March, 1969.	642,460	—
	Dr. £81,914	Dr. £210,422

7. Issued Transport Stocks

	Amount of Stock at 31st March, 1970	Amount Received During Year	Amount of Stock at 31st March, 1971
	£	£	£
2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3% Transport Stock, 1975/85	3,514,460	—	3,514,460
5% Transport Stock, 1972/77	2,500,000	—	2,500,000
4½% Transport Stock, 1972/77	4,500,000	—	4,500,000
5% Transport Stock, 1970/75	3,000,000	—	3,000,000
6% Transport Stock, 1977/82	2,000,000	—	2,000,000
	£18,514,460	—	£18,514,460

8. Stock of Stores (Less Reserve)

During the year the sum of £103,258 was charged against the Stock of Stores Reserve in respect of obsolete stock items. These obsolete stock items mainly comprise spares for Crossley locomotive engines which are no longer in service.

9. Movement on Capital Reserve

	1971		1970	
	£	£	£	£
Balance forward from last year		2,148,165		2,368,453
Deduct:				
Capital Expenditure on Railway Lines and Works during year.	161,075		309,765	
Expenditure on Car Ferry loading facilities at Rosslare Harbour during year (to be financed by Repayable State Advances)	—		884	
	161,075		310,649	
Less: Surplus arising on disposal of Land and Buildings and Acquired Assets	40,668		90,361	
		120,407		220,288
		£2,027,758		£2,148,165

10. Fixed Assets

	Net Book Amount 1st April, 1970	Current Year Additions	Current Year Depreciation	Net Book Amount 31st March, 1971
	£	£	£	£
Railway Rolling Stock	14,310,194	1,124,109	1,202,145	14,232,158
Road Passenger Vehicles:				
<i>Dublin City Services</i>	3,330,508	697,882	531,338	3,497,052
<i>Other Services</i>	2,725,168	1,609,407	622,464	3,712,111
Road Freight Vehicles and Equipment	1,715,803	515,690	386,524	1,844,969
Vessels	119,257	—	5,620	113,637
Land and Buildings	2,951,646	398,210	—	3,349,856
Plant and Machinery	1,881,124	302,924	302,944	1,881,104
Hotels and Refreshment Rooms, including Catering Equipment	2,668,395	630,212	65,534	3,233,073
	£29,702,095	£5,278,434	£3,116,569	£31,863,960

11. Salaried Officers' and Clerks' (G.S.R.) Superannuation Fund

The deficiency on the above Fund as shown by the most recent actuarial valuation (31st December, 1967) is £2,675,000, but the solvency of the Fund is guaranteed by the Board to the extent that sufficient money shall be available at all times to meet the immediate cash requirements of the Fund. During the year the resources of the Fund were sufficient to meet its cash requirements.

12. Oslanna Iompair Eireann Teoranta

- (a) Capital Commitments of the Company at 31st March, 1971 were approximately £210,000 (£37,000 at 31st March, 1970).
- (b) No provision for Income Tax has been made in the Accounts, other than for tax deducted from Loan Interest for which the Company is accountable, as the Capital Allowances available appear sufficient to eliminate any liability to date.
- (c) Bank Interest payable for the year amounted to £135,935 (1970—£106,508). Of this amount £18,890 (1970—£11,389) has been capitalised and added to cost of new premises; £41,257 (1970—£20,411) has been charged to Great Southern Hotels (N.I.) Limited (1970—Russell Court Hotel Limited) being interest on loans to that Company and the balance of £75,788 (1970—£74,708) charged to Profit and Loss Account.
- (d) The Accounts of Great Southern Hotels (N.I.) Limited, Belfast, formerly Russell Court Hotel Limited, which is a wholly owned subsidiary have not been consolidated due to demolition of the hotel for reconstruction. The result for the year was a loss of £83,727 (1970—£67,892). The major contribution to this loss was the interest charged by O.I.E.T. on current account. The value of the investment £447,583 (1970—£518,034) in Great Southern Hotels (N.I.) Limited is not covered by net assets. In addition, the value of the hotel building in the books has been taken as the site cost for the new hotel. The Directors, however, have expressed themselves satisfied that the investment in the site will fully represent its value when the hotel is rebuilt.
- (e) Oslanna Iompair Eireann Teoranta has guaranteed the bank loan of £600,000 to Great Southern Hotels (N.I.) Limited.

AUDITORS' REPORT

We have examined the foregoing Consolidated Balance Sheet and Revenue Accounts, with the Notes annexed, and have obtained all the information and explanations which we considered necessary for our Audit.

In our opinion, proper books of Account have been kept by the Board and its subsidiaries and the foregoing Consolidated Balance Sheet and Revenue Accounts, which are in agreement therewith, give with the Notes annexed a true and fair view of the state of affairs of the Board and its subsidiaries at 31st March, 1971, and of the consolidated net revenue deficit for the year ended on that date.

Craig Gardner & Co., Chartered Accountants,
Gardner House, Ballsbridge, Dublin 4.
24th September, 1971.

STATISTICS

Summary of Financial Statistics

Coras Iompair Éireann (Including wholly owned subsidiary companies OIE Teo., Aerlod Teo., and CIE Tours International Inc.)

	Year ended 31st March				
	1967	1968	1969	1970	1971
	£'000	£'000	£'000	£'000	£'000
Revenue	25,123	27,396	31,197	34,232	36,868
Deficit	2,398	2,480	1,961	3,234	6,171
State Grant Received (See note)	2,000	2,000	2,000	2,650	5,630
Interest and Sinking Fund Provisions—paid or chargeable on Loan Capital	1,095	1,256	1,347	1,467	1,641
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	148	309	400	470	644
Net Value of Assets:					
Fixed	22,911	24,121	27,972	29,882	32,164
Current	1,222	1,294	29	(74)	(1,125)
Loan Capital (Total)	22,404	23,923	24,514	26,705	27,991
Loan Capital from Exchequer	3,890	5,409	6,000	8,191	9,477
Reserves	1,642	1,182	2,777	1,923	1,933
Number of Employees	20,145	20,213	20,647	20,551	20,922
	£	£	£	£	£
Auditors' Fees	3,743	3,613	3,729	5,275	5,650
Board Members' Fees	7,910	5,500	5,417	5,258	5,586

Note: In 1971 an additional grant of £642,460 was received in respect of the five-year period ended 31st March 1969.

Rail Passengers

Revenue	£5,947,184	1971
	£5,588,473	1970
Number	10,332,287	1971
	9,957,192	1970

Rail Freight

Revenue	£6,557,470	1971
	£6,177,572	1970
Tonnage	3,394,266	1971
	3,144,885	1970

Dublin City Road Passenger Services

Revenue	£8,375,160	1971
	£7,633,138	1970
Number	208,945,028	1971
	220,314,734	1970

Provincial and Other Road Passenger Services

Revenue	£7,452,616	1971
	£6,721,823	1970
Number	85,091,932	1971
	80,907,431	1970

Road Freight

Revenue	£5,501,049	1971
	£5,097,125	1970
Tonnage	3,591,675	1971
	3,813,386	1970

Figures in colour are in respect of 1970.

Mileage of Railway Lines

	First Track		Other Track		Sidings		Total	
	Miles	Chs.	Miles	Chs.	Miles	Chs.	Miles	Chs.
Lines owned by Board	1,289	22	312	44	250	15	1,852	01
	1,288	30	313	50	249	07	1,851	07
Lines jointly owned (Board's share of Ownership)		08		06		06		20
		08		06		06		20
Lines leased or worked by Board	71	11	2	73	5	23	79	27
	44	34	2	56	36	53	83	63
Total	1,360	41	315	43	255	44	1,931	48
	1,332	72	316	32	285	66	1,935	10

Mileage of Canals

	Canals open for Navigation		Supply Canals not open for Navigation	
	Miles	Chs.	Miles	Chs.
Grand Canal: Main Line and Branches	155	57	13	35
	155	57	13	35
Shannon Navigation	123	00		
	123	00		
Barrow Navigation	30	00		
	30	00		
Total	308	57	13	35
	308	57	13	35

Locomotives

	1971	1970
Diesel Electric Locomotives	177	177
Diesel Hydraulic Locomotives	44	44
Total	221	221

Rail Motor Vehicles

	No.	Seats		
		First	Standard	Total
Diesel Rail Cars	86		5,209	5,209
	86	684	3,855	4,539

Figures in colour are in respect of 1970.

Rail Coaching Vehicles

	Seats				No. of Vehicles	
	First		Standard			
	1971	1970	1971	1970	1971	1970
Carriages of Uniform Class	232	158	20,429	20,635	312	314
Composite Carriages	988	1,052	1,288	1,284	45	49
Restaurant Cars			1,055	1,094	29	30
Total	1,220	1,210	22,772	23,013	386	393

Ambulance Coaches					4	4
Radio Vans					5	5
Post Office Vans					14	16
Luggage, Parcel and Brake Vans					174	165
Horse Boxes					17	18
Total					600	601

Rail Service Vehicles

	1971	1970
Ballast Wagons and Vans, etc.	396	397
Mess and Tool and Sleeping Vans	91	82
Breakdown Cranes	5	5
Miscellaneous	104	107
Departmental Petrol Rail Motors	5	5
Total	601	596

Figures in colour are in respect of 1970.

Rail Merchandise & Mineral Vehicles

	8 Tons & up to 12 Tons	Over 12 Tons	Number	Tonnage Capacity	
				Total	Average per Vehicle
Freight Vehicles					
Open Wagons	2,903 3,119	— —	2,903 3,119	33,984 36,184	11.71 11.60
Covered Wagons	4,052 4,184	134 134	4,186 4,318	48,841 50,183	11.67 11.62
Special Wagons for Loads of exceptional Dimensions and Weight			17 59	502 994	29.53 16.85
Cattle Trucks			688 740	8,256 8,880	12.00 12.00
Flat Trucks			1,184 995	18,869 15,916	15.94 16.00
Miscellaneous			515 459	8,496 7,424	16.50 16.17
Total			9,493 9,690	118,948 119,581	12.53 12.34
Containers					
Large Covered			92 97	992 1,012	10.78 10.43
Large Covered Insulated			93 33	1,596 396	17.16 12.00
Small Covered			31 32	123 126	3.97 3.94
Small Covered Wheeled			2 17	5 42	2.50 2.47
Open			74 74	166 166	2.24 2.24
Bicycle			4 4	16 16	4.00 4.00
Lancashire Flats			555 446	7,613 5,868	13.72 13.16
Dog Kennels			76 76	4 4	.05 .05
Glucose Tanks			9 10	57 61	6.33 6.10
International Standard Organisation			200 109	4,000 2,180	20.00 20.00
Barley Containers			12 12	132 132	11.00 11.00
Total			1,148 910	14,704 10,003	
Brake Vans			177 178		

Figures in colour are in respect of 1970.

Dublin City Services Road Passenger Vehicles

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1971	1970	1971	1970	1971	1970
Double-Deck Buses	850	789	61,887	57,281	72.8	72.6
Single-Deck Buses	85	86	3,699	3,744	43.5	43.5
Total	935	875	65,586	61,025	70.1	69.7

Provincial and Other Services Road Passenger Vehicles

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1971	1970	1971	1970	1971	1970
Double-Deck Buses	172	157	12,168	10,896	70.7	69.4
Single-Deck Buses	1,173	1,076	49,968	45,061	42.6	41.9
Minibuses	72	52	1,006	726	14.0	14.0
Touring Coaches	100	86	4,280	3,600	42.8	41.9
Limousines	6	6	39	39	6.5	6.5
Ambulances	4	4	Berths	Berths	Berths	Berths
			32	32	8.0	8.0
Total	1,527	1,381	67,493	60,354	44.2	43.7

Figures in colour are in respect of 1970.

Road Freight Vehicles

	Under 6 Tons Capacity		6 Tons Capacity and Over		Total	
	1971	1970	1971	1970	1971	1970
Lorries	37	41	497	511	534	552
Vans	68	67	18	18	86	85
Tractors	154	154	213	162	367	316
Horseboxes					33	33
Total					1,020	986

Trailers

Special Purposes					92	93
Articulated					579	553
Flat Four-Wheel					238	240
Horse-Drawn Vehicles					5	12
Total					914	898

Horses for Road Vehicles

					5	8
--	--	--	--	--	---	---

Containers

Cement					13	21
Merchandise					341	320
Livestock					99	120
Grain					18	18
Insulated					130	130
Tar and Oil					37	34
Refrigerated					2	2
Total					640	645

Staff Cars					134	135
Service Vehicles					192	161

Figures in colour are in respect of 1970.

Hotels and Inns

	Location	No. of Bedrooms	No. of Private Baths	Accommodation (No. of Persons)
Hotels	Killarney	173	165	335
		173	165	335
	Kenmare	60	42	104
		60	42	104
	Parknasilla	76	63	144
		76	63	144
	Galway	128	128	251
		128	128	251
	Mulrany	72	46	142
		72	46	142
Sligo	60	30	109	
	60	30	109	
Bundoran	106	69	208	
	106	69	208	
Inns	Killarney	96	96	192
		96	96	192
	Rosslare	100	100	200
		100	100	200

Figures in colour are in respect of 1970.

**Tonnage of the Principal Classes of Merchandise and Minerals
carried by Goods Train
Originating on the Board's System**

	1971	1970
	Tons	Tons
Ale and Porter (including Empties)	227,995	210,587
Bacon and Hams	13,827	18,498
Beet	273,753	269,279
Beet Pulp	14,570	18,156
Butter	4,273	5,349
Cement	745,496	774,822
Chilled and Frozen Meat	33,227	39,511
Chocolate Crumb	11,855	15,057
Drapery	21,298	28,146
Fertiliser	396,993	342,950
Grain	44,673	40,663
Groceries	90,229	98,451
Gypsum	43,385	50,426
Jute and Sisal	9,203	10,940
Millstuffs	21,388	27,649
Mineral Ores	624,952	362,046
Moss Peat	4,548	5,778
Petrol and Oil	167,657	141,607
Scrap Iron	13,126	13,265
Sugar	50,315	49,093
Tar and Bitumen	48,200	50,950
Total	2,860,963	2,573,223

Figures in colour are in respect of 1970.

Number of Livestock carried by Goods Train

	1971	1970
Horses	1,266	1,719
Cattle	199,615	204,249
Calves	7,848	10,024
Sheep	5,299	12,348
Pigs	7,811	13,534
Other Animals	89	239
Total	221,928	242,113

Engine Mileage

	Coaching	Goods	Other	Total
Diesel Locomotives	4,307,048	3,302,281	888,718	8,498,047
	3,964,398	3,162,654	900,515	8,027,567
Diesel Railcars	481,066	—	2,361	483,427
	737,056	—	8,829	745,885
Total	4,788,114	3,302,281	891,079	8,981,474
	4,701,454	3,162,654	909,344	8,773,452

Freight Train Working

	1971	1970
Ton Miles per Train Mile (Train Load in Tons)	102.05	98.64
Wagon Miles per Train Mile (No. of Wagons per Train)		
Loaded	18.46	19.66
Empty	6.87	7.73
Average Wagon Load in Tons	5.53	5.02

Figures in colour are in respect of 1970.

Rail Passenger Traffic

Class of Passenger		Number	Receipts	Average Receipts per Journey
			£	£ p.
Ordinary	First Class	100,824	237,019	2 35-08
		93,838	247,644	2 63-91
	Standard	7,109,450	4,144,847	0 58-30
		7,109,370	3,926,561	0 55-23
Total		7,210,274	4,381,866	0 60-77
			4,174,205	0 57-95
Season	First Class	79,876	15,292	0 19-14
		87,252	12,559	0 14-39
	Standard	3,042,137	175,430	0 05-77
		2,666,732	140,339	0 05-26
Total		3,122,013	190,722	0 06-11
		2,753,984	152,898	0 05-55

	Total Units	Average Receipts per Unit
		Pence
Passenger Miles	361,917,300	1-26
	360,352,400	1-20
Passenger Journeys	10,332,287	44-26
	9,957,192	43-46
Loaded Train Miles	4,663,048	98-06
	4,578,652	94-51
Miles of Road (First Track)	1,361	£3,360
	1,333	£3,246

Freight Train Traffic

	Receipts	Tons Carried	Ton Miles	Average Length of Haul	Average Receipts	
	£			Miles	Per Ton	Per Ton Mile
					£ p.	Pence
Merchandise	5,334,209	2,271,738	256,824,496	113-05	2 34-81	2-08
	5,187,488	2,275,400	246,941,619	108-53	2 27-98	2-10
Minerals	1,016,592	1,025,288	66,615,037	64-97	0 99-15	1-53
	785,022	767,760	50,727,924	66-07	1 02-25	1-55
Coal and Coke	10,499	10,499	346,467	33-00	1 00-00	3-03
	14,171	11,835	486,656	41-12	1 19-74	2-91
Total	6,361,300	3,307,525	323,786,000	97-89	1 92-33	1-96
	5,986,681	3,054,995	298,156,199	97-60	1 95-96	2-01

	Number	Average Receipts per Unit
		£ p.
Livestock	196,170	113-25
	190,891	119-16

	Total Units	Average Receipts per Unit
		£ p.
Loaded Train Miles	3,269,166	2 00-59
	3,131,329	1 97-28
Loaded Wagon Miles	60,360,075	0 10-86
	61,561,893	0 10-03
Miles of Road (First Track) over which service operates	1,506	£4,354
	1,478	£4,180

Figures in colour are in respect of 1970.

Dublin City Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	8,330,951 7,591,212	208,568,230 219,952,223	31,580,681 32,089,841
Private Hire	44,209 41,926	376,798 362,514	90,436 110,352
Total	8,375,160 7,633,138	208,945,028 220,314,737	31,671,117 32,200,193

Average Receipts	Per Passenger	Per Vehicle Mile
	Pence	Pence
City Services	3.99 3.45	26.38 23.66

Provincial and other Road Passenger Services

	Receipts	Passengers Carried	Vehicle Miles
	£		
City Services	1,315,258 1,228,013	43,333,662 41,863,126	4,284,463 4,571,446
Provincial Services	4,550,914 3,957,284	38,888,376 36,326,024	22,858,769 21,709,756
Private Hire	475,336 418,689	2,627,070 2,420,752	2,078,649 1,796,656
Tours	912,568 978,005	242,824 297,529	1,798,912 1,921,620
Total	7,254,076 6,581,991	85,091,932 80,907,431	31,020,793 29,999,478

Average Receipts	Per Passenger	Per Vehicle Mile
	Pence	Pence
City Services	3.04 2.93	30.70 26.86
Provincial Services	11.70 10.89	19.91 18.23

Figures in colour are in respect of 1970.

Road Freight Motor Services

(Board's Vehicles Only.)

	Vehicle Miles	Tonnage	Receipts	Average Receipts per Ton	
			£	£	p.
Scheduled Services	2,308,302	185,678	845,984	4	55.62
	2,522,110	199,908	743,848	3	72.10
Railhead Collection and Delivery Services	2,249,380	1,304,311	1,581,590	1	21.26
	2,190,144	1,171,805	1,331,272	1	13.61
Direct Road Services	11,107,037	2,078,794	2,722,432	1	30.96
	12,012,005	2,411,530	2,674,078	1	10.89
Total	15,664,719	3,568,783	5,150,006	1	44.31
	16,724,259	3,783,243	4,749,198	1	25.53
		Number			
Livestock	834,941	62,268	174,232		
	901,713	90,669	176,291		

Figures in colour are in respect of 1970.

IRISH PRINTERS LIMITED

