



ANNUAL REPORT 1980

Tuarascáil Bhliantúil 1980

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Members of the Board

Dr. Liam St. John Devlin, Chairman

Mr. C. E. Faller

Mr. J. A. Flynn

Mr. J. F. Higgins, General Manager

Mr. J. Keenan

Mr. P. S. Linehan

Mr. H. L. Mckee

Mr. J. McLoughlin

Mr. R. O'Donovan

Mr. L. O'Brien

Mr. M. Purcell

Mr. T. A. Tobin

ASSISTANT GENERAL MANAGERS

Mr. M. J. Devereux (Railways)

Mr. C. Finegan (Marketing)

Mr. E. Fitzgerald (Operating)

Mr. M. Grace (Finance)

Mr. P. Murphy (Personnel)

SECRETARY

Mr. P. G. Byrne

CHAIRMAN'S REVIEW

It is discouraging to report that another year has gone by and no definite decision has been taken at national level in regard to CIE's role as a provider of national public transport. Another investigation has been completed and the consultancy firm of McKinsey & Co. has issued a report which recommends the separation of urban transport, provincial transport and railway operations from the corporate CIE structure. The proposal is that each of these activities should be established as a separate corporate entity. Apart from the fact that there has been controversy in regard to the economic basis on which the conclusions were based, the proposals are peculiar in so much as —

- (a) the advantages of integrated public transport are ignored,
- and
- (b) the terms of reference given to McKinsey & Co. were —

“To examine the reasons for the deterioration in the financial position of CIE and recommend such corrective measures as may be possible to bring about an improvement in the position.”

The McKinsey Report admitted the outstanding increase in productivity achieved by the Board in recent years. However, it would appear that as a result of this improved productivity they were unable to recommend “such corrective measures as may be possible to bring about an improvement in the position” apart from their recommendation that the activities of the corporation should be fragmented.

The problem with CIE is that its performance is measured by the size of the deficit. No account is taken of the Board's obligation to provide non-commercial services nor of the fact that the operation

of a railway incurs infrastructural costs which are ignored when comparisons are made with competing forms of transport.

The cost of additional road space for the ever-increasing number of private vehicles is not measured nor is the cost of the deterioration in roads arising from the use of heavy road haulage vehicles quantified. In 1977 the Government abolished tax on private vehicles of two litres and under. This is one of the hidden subsidies for private transport which can be measured and amounted to £32m for the year 1980. The accumulated loss of tax over the period 1977/80 was £112m.

The obsession by the public and media with the deficit in CIE has a demoralising effect on the staff and it imposes a cost-cutting syndrome which affects not only the quantity of public transport but also the quality of public transport. Furthermore, the pressure on cost forces CIE to adopt a very strict pay policy which is reflected in a multiplicity of industrial relations problems.

It must be recognised, as it is in other countries, that the provision of a national public transport system to meet the needs of the community is not and cannot be a commercial exercise. The "social" element of such transport must be treated as a public charge and reimbursed as revenue in accordance with the criteria laid down in the EEC Regulations 1191/69, 1192/69 and 1107/70. It is significant that the Joint Committee of the Oireachtas, in their report on the examination of CIE, recommended "that arrangements for payment of State subvention to CIE should be amended to bring them into line with the practice of our partners in the EEC. Where applicable, subvention payments should be made above the line in CIE's accounts rather than below the line as at present"

We recognise that at the present time the State has to adopt stringent economic measures in order to finance essential services. Public transport is an essential service. In discussions with the trade unions, we have indicated that if we are to get the necessary financial and moral support from the Government we must, on our part, increase productivity still further, be flexible in adapting services to community needs and guarantee continuity of operation. Our performance must be seen to justify the financial support which we need. In these circumstances we have proposed to the trade unions and the Minister for Transport the concept of a concordat to which they and the Board would subscribe. The concordat would encompass long-term investment and development plans, a schedule of uneconomic and commercial services and their costings, a commitment to rationalisation of routes and optimisation of resources and equipment and a period of industrial peace. The three parties, trade unions, Board and Government, would participate in the formulation of the concordat and each would give undertakings to deliver their part of the agreement.

Worker Directors

During the year the total Board membership was raised from seven to twelve. This was to accommodate four members to be elected by the staff and who would form one-third of the total membership. The General Manager, Mr. J. F. Higgins, was also appointed to the Board.

The election of "Worker Directors" has considerable benefits for the Board, particularly as a means of communication between staff and the Board. We are fortunate in that the elected members represent a cross-section of all staff and thus they bring to the Board a cogent view of the manner in which policy operates in practice. I am very pleased with the concept of Worker Directors and, in the longer term,

the representation will bring about more effective dialogue between the Board and Staff and better communication of Board policy. It is of considerable advantage to me and the other Members of the Board to get, on the one hand, an immediate response and, on the other, an opportunity to debate policy proposals at the embryonic stage. There are two major problems for the Worker Directors themselves, firstly the lack of a support structure to enable them to communicate promptly to their electorate and, secondly, the relatively short term of office. Worker Directors are appointed for three years and while this may be adequate in the case of undertakings which are not as large or as diverse as CIE, it is, regrettably, too short a time for the CIE Board. At least a method should be devised to stagger the terms of the individual members so that there would be a degree of continuity.

The Railway

1980 has been a tragic and a difficult year for the railway. It was a tragic year because of a major derailment at Buttevant, Co. Cork, when 18 people lost their lives and 60 passengers were injured. Subsequent to the event a sworn public enquiry was held by the Railway Inspecting Officer and his report has been published. The disaster was a traumatic experience for all engaged in the railway and were it not for the efficiency of the emergency services and, in particular, the dedication and commitment of the hospital staff of the Southern Health Board, the death toll could have been even more serious. It has been a difficult year because permission has not yet been granted for the acquisition of new mainline rolling stock or for the establishment of the planned assembly plant for passenger coaches at the Inchicore Works.

For some years I have been commenting on the expanding passenger traffic and the accompanying

deterioration of mainline stock. It seems futile to mention the matter again. We have made repeated submissions to the Department of Transport in regard to alternative suppliers and other means of acquiring stock. As we near the half-way period in 1981 we are still awaiting a directive and paradoxically we are required to provide another commuter service. At times, I wonder if those who are responsible for processing our submissions understand our operating problems. It may be that they are inhibited by financial constraints. In any event the lack of positive response to our proposals for the acquisition of new stock is detrimental to the morale of the railway staff.

Road Passenger Services

The production of buses by Bombardier (Ireland) Ltd. for CIE commenced in August, 1980 and 30 luxury touring coaches and 20 intercity buses were delivered in the early part of 1981. The production of double-deck buses commenced for the replacement of the Dublin fleet and by the end of 1981 approximately 100 new Bombardier double-deck buses will have been produced. Apart from initial teething problems, which are inevitable in the production of a new bus, the performance of the vehicles has been dependable and up to specification. The new fleet will strengthen the morale of the bus operators and will increase public confidence in the reliability of our services. We still have a number of older buses and the maintenance of these units is not only becoming more expensive but there is also an increase in the non-operating time.

In Dublin City there has been a belated acknowledgment of the need for bus priorities. The publication of a report by the Transport Consultative Commission gave rise to the formation of a Task Force for the City of Dublin. Although the Task Force is representative of the Department of the Environment, the Department of Transport, the Dublin Local Authority and

the Gardai, CIE the operator, is excluded. It is difficult to understand the logic of this exclusion, as the Board possesses detailed operational knowledge and statistical data of public transport operation in the City of Dublin over the last 50 years. Some progress has been made by the Task Force but no serious steps have been taken to contain the increasing volume of private transport and the task of the bus operator is as difficult and as demoralising as it is has been over the past number of years.

Road Freight

Road Freight suffered a decline during 1980. This was due to over-capacity in the private sector and fewer loads on offer. The McKinsey Report summarised the situation when they said that State ownership places road freight at a competitive disadvantage because CIE observes the law in regard to loading and drivers' hours and CIE road freight vehicles are maintained to a higher standard. McKinsey pointed out that in the case of the private sector, vehicles were often driven by owner or non-union drivers with a personal stake in profitability, consequently there was no restriction on hours worked in any one day. Furthermore, they suggested that the private sector exceeded speed limits and that there were not enough prosecutions to discourage this practice. They added that there was a tendency to exceed the legal load allowed on trucks and very often by as much as 20%. Finally, in tendering for business, owner-drivers often ignored overheads and capital costs in their charges.

A report on road freight is expected from the Transport Consultative Commission in the latter part of 1981 and it is hoped that, as a result, there will be stricter enforcement of the law in regard to conditions of vehicles, overloading and speeding. If there is an effort to equalise conditions, then I have no doubt that not alone will CIE survive in the road freight business but it can prosper and make profits which

will contribute to the other activities of the undertaking.

The Future

Year after year I hope, in my optimism, that decisions will be forthcoming in regard to the future of the railways, the services to be offered and the social role of public transport. I also hope that there will be an identifiable commitment to the development of public transport and that CIE will be given the opportunity and the investment to improve the quality and quantity of services.

Notwithstanding the many disappointments which we have experienced and the lack of decision making, I still believe that efficient public transport is an essential factor in the development of the economy.

The private car has become a necessity of life, and it will always be so irrespective of the efficiency of public transport. But it seems to me that if the cost of energy continues to escalate and if there is a scarcity of resources, then the use of the private car will have to be more selective. In such a situation the infrastructure of the railway in particular and public transport in general will be a critical factor in economic development. It is in the interests of the whole community that we develop an effective system of public transport now. We cannot have such a system unless the resources are made available and unless public transport is seen as essentially a social service with the opportunity to cross-subsidise where possible.

The electrification of the suburban rail in Dublin, when it is completed, will demonstrate the efficiency and reliability of transport services which are custom built to the requirements of the community and which are unimpeded by the traffic chaos which has been allowed to escalate in the City of Dublin.

Notwithstanding the pressure on costs, the tight control of remuneration, limited resources and the age of the equipment, there is a tremendous commitment and desire on the part of the staff in CIE to serve the community. This is particularly so in the case of the railway, but it is also present in the other modes. Given the necessary operating resources and the capital investment, I have no doubt that we can improve substantially the quality of our services and that we will be able to extend the range of services to those who have not access to private transport.

Cam W. Decker



REPORT 1980

The financial results for 1980 showed a deficit of £73.241m. (before exceptional items) which represented an increase of £15.768m. over the comparable figure for 1979. The figures for the two years are as follows:—

TABLE 1

Turnover	1980	1979	Variance	%
	£000	£000	£000	
Expenditure	207,256	169,219	38,037	+ 22.5
Revenue	134,015	111,746	22,269	+ 19.9
Deficit (before exceptional items)	73,241	57,473	15,768	+ 27.4
	%	%	%	
Deficit $\times 100$ Expenditure	35	34	+ 1	

It will be noted that expenditure increased at a faster rate than revenue due to circumstances outside the direct control of the Board. The principal items contributing to the substantial increase in expenditure were — labour

costs arising from implementation of the National Wage rounds (£16m.), Labour Court awards (£5m.), materials and services (£8m.), fuel (£3.4m.) with the balance being made up of such items as enhanced pension fund contributions, financial costs and operating depreciation.

Revenue growth in 1980 while almost 20% above 1979 was adversely affected by the general economic recession and passenger services revenue suffered as a result of the decline in tourism and the poor weather which prevailed throughout the summer period.

The financial results of the Bray/Howth suburban rail services and the provincial city road passenger services are shown separately for the first time in the working accounts.

In accordance with the requirements of SSAP No. 16 current cost accounts have been prepared and are included in this year's Report. The adjustments under current cost accounting resulted in an increase in the deficit of £6.9m. or 9.3%, to £81.4m. The net value of the recorded fixed assets increased by £170m. to £263.6m., and stocks of stores increased by £2.2m. to £26.6m.

In October, in accordance with the Worker Participation (State Enterprises) Act, 1977, elections were held for the first time to appoint four Worker Directors to the Board of CIE. Fifteen candidates were nominated to go forward for election. The total valid poll was 10,739, representing 75% of the staff qualified to vote. Two Directors were elected on the 11th count and the other two on the 12th and final count. Subsequently the four Worker Directors were appointed to the Board by the Minister for Transport, with effect from 1 December, 1980.

In the report for 1979 attention was drawn to the recommendation by the Joint Committee of the Oireachtas that the arrangements for payment of State subvention to

CIE should be brought into harmony with the practice which obtains with our EEC partners, i.e. subvention payments, where applicable, should be made above the line in CIE's accounts rather than below the line as at present. The effect of this recommendation on the 1980 accounts would have produced the following out-turn:—

TABLE 2

REVENUE	1980 £000	1979 £000
Rates and Fares	134,015	111,746
Support Payments		
Public Service Obligations, Passenger Services	41,959	33,954
Financial Burden of Railway	7,884	6,591
TOTAL REVENUE	183,858	152,291
TOTAL EXPENDITURE	207,256	169,219
NET DEFICIT (before exceptional items)	23,398	16,928
NET SURPLUS/(DEFICIT) OF SALES AND SERVICES		
Railway	(20,846)	(16,088)
Road Passenger: Dublin City Services	—	—
Provincial	—	—
Tours and Private Hire	(652)	(145)
Road Freight	(1,105)	(688)
International Activities	525	560
Hotels and Catering	(260)	254
Canals and Galway/Aran Service	(1,060)	(821)
NET DEFICIT (before exceptional items)	23,398	16,928

On 28 January, 1980, increases averaging some 20% were applied to fares and freight rates (except palletised sundries which applied from 1 July).



THE RAILWAY

The financial performance for the Railway is illustrated in Table 3.

TABLE 3

TURNOVER	1980	1979	Variance	
PASSENGER TRAIN REVENUE	£000 27,801	£000 23,147	£000 4,654	% + 20.1
FREIGHT TRAIN REVENUE	12,511	10,957	1,554	+ 14.2
MISCELLANEOUS REVENUE	437	338	99	+ 29.3
TOTAL REVENUE	40,749	34,442	6,307	+ 18.3
TOTAL EXPENDITURE	90,479	74,221	16,258	+ 21.9
DEFICIT	49,730	39,779	9,951	+ 25.0
DEFICIT	%	%	%	%
EXPENDITURE × 100	55.0	53.6	+ 1.4	

Although passenger train revenue increased by 20.1% as compared with 1979 this represented a slight fallback from the high level of revenue increases in the two previous years, in 1979 of 27.1% and in 1978 of 21.4%. Despite being the second highest on record mainline and

Dublin suburban passenger journeys declined by 5.4% and 8.1% respectively. In the case of the mainline railway the shortfall was due to (a) the general economic recession, (b) the poor tourist season (c) the non-recurrence of special circumstances which obtained in 1979 particularly the Papal visit and the protracted petrol shortage. The decrease in passenger journeys on the Dublin suburban line is attributable to the frequent curtailment of services which included complete closure on some weekends to permit installation and track modernisation work in connection with the electrification programme.

Freight tonnage at 3.57m. tons was down by some 0.2m. tons on the previous year. The principal shortfall was in cement traffic and this was largely due to the unofficial labour dispute which kept the Cabra bulk cement depot closed throughout the year. Arising from the changeover by the B+I line from Lift-On/Lift-Off operation to Roll-On/Roll-Off for cross-channel business the cancellation of liner train working for that company resulted in a significant drop in unit load tonnage. The carryings of fertiliser at 367,000 tons were, however, the highest since 1971.

Work on the electrification of the Howth/Bray section of the Dublin suburban line continued on schedule throughout the year. It is confidently expected that the target date of mid-1984 for the introduction of the new services will be met.

It is with the deepest regret that we have to record the major accident which occurred on 1st August, 1980, to the 10.00 hours Dublin/Cork passenger train at Buttevant, Co. Cork. Tragically, this resulted in the loss of 18 lives and approximately 60 passengers were injured. A sworn public inquiry was held by the Railway Inspecting Officer, Department of Transport, and this report was made available early in May, 1981. The Board, Management and Staff of CIE extend again their

deepest sympathy to all who were bereaved and to all who were injured in this unfortunate accident. They also wish to record again their appreciation of and admiration for all who assisted in the rescue operations which were put into effect with such remarkable efficiency.



ROAD PASSENGER

Dublin City Services

Table 4 sets out the comparative financial results for Dublin City Services for the years 1980 and 1979.

TABLE 4

TURNOVER	1980	1979	VARIANCE	
	£000	£000	£000	%
PASSENGER REVENUE	35,084	26,765	8,319	+ 31.1
EXPENDITURE	51,643	39,684	11,959	+ 30.1
DEFICIT	16,559	12,919	3,640	+ 28.2
DEFICIT	%	%	%	
EXPENDITURE × 100	32.1	32.6	- 0.5	

As will be seen from the foregoing figures the deficit increased by some 28% over the previous year to £16.559m. While there was an increase of 8.5m. in the number of passengers carried, from 166.6m. to 175.1m., this fell short of expectations for a number of reasons, the principal of which were —

- the continuing and serious traffic congestion in the city
- the severe disruption caused by the many protest marches held throughout the year
- extensive roadworks causing disruptions, diversions and delays
- the carry-over effect of the maintenance staff disputes in 1979 which reduced the availability of buses for much of the year.

In the aggregate these factors contributed to a serious loss of bus journeys with a consequent adverse effect on passenger carryings.

An extensive programme of re-engining buses was continued throughout the year.

The introduction of the first bus priority measure, the contra-flow bus lane in Parliament Street on 25 March, 1980, proved very successful and services on all routes using this facility benefited significantly. Further bus priority schemes including bus lanes on certain routes and a bus-only arrangement in Fleet Street were studied and prepared for implementation in 1981. The report of the Transport Consultative Commission, published in March, 1980, recommended amongst other measures designed to reduce traffic congestion in the city, the implementation of a wide range of bus priority measures.

It is worth recording that, for some weeks in September/October, when petrol was scarce because of the tanker drivers' dispute, the general level of traffic in the city was significantly reduced. During that time, with the benefit of freer movement, the passenger loadings

increased by 25%. There was no difficulty in carrying this extra traffic and no increase in the number of buses operating but scheduled running times were consistently maintained.

In order to cater for new demands a number of route extensions were introduced during the year and plans were formulated for a new route beginning in 1981 to link the Tallaght area with Clondalkin and Ballyfermot.

Arising from the disconnection of the rail link with the ferry services at Carlisle Pier, Dun Laoghaire, a substitute bus service was introduced between the Pier and Heuston and Connolly Stations. This is working satisfactorily.

With the additions during the year the number of bus shelters in the Dublin City area reached a total of 625.

Provincial Services

The financial results for provincial bus operation were as follows:—

TABLE 5

TURNOVER	1980	1979	VARIANCE	
	£000	£000	£000	%
PASSENGER REVENUE	31,434	25,132	6,302	+25.1
EXPENDITURE	35,634	28,917	6,717	+23.2
DEFICIT	4,200	3,785	0,415	+11.0
DEFICIT × 100 EXPENDITURE	% 11.8	% 13.1	% -1.3	

The major part of the deficit of £4.2m. on the provincial road passenger services is attributed to the provincial city operations which totalled £3.2m. of which £2.7m. relates to Cork city. All other operations showed improvement on the previous year.



Revenue on the Expressway services at £3.203m. was 29% higher than in 1979, which nevertheless was below anticipation because of the tourism depression and poor summer weather. Frequencies were increased on established Expressway routes and some new services were introduced, including services from Limerick and Tralee to Rosslare Harbour and then linking via B+I and Sealink sailings to U.K. ports for connection with National Travel and British Rail services to provide through travel facilities to Bristol and London.

The extensive Interlink network of through Expressway services was augmented by the introduction in April of Sunday services giving a wide range of journey options for the increasing number of week-end travellers. The Friday only Dublin/Glasgow return which operated during the summer season was expanded to provide services in both directions on Fridays and Sundays on a year-round basis.

The new garage at Athlone came into operation during the year and work commenced on the re-development of garage facilities at Thurles and Tralee.

A programme for the re-engining of provincial bus fleet units was continued and consideration is being given to the design of a dual purpose rural/school bus for the more remote areas.

The number of children being carried on the schools free transport service continued to increase and reached a daily figure of almost 159,000.

Production of buses by Bombardier (Ireland) Ltd. for CIE began in August at the new factory in Shannon. At the end of 1980 production of the first batch of 20 Intercity buses had commenced. Arrangements were being made to follow with a long run of double deck units for Dublin City Services and 30 luxury touring coaches for delivery in time for the 1981 tourist season.

OTHER ACTIVITIES

Tours and Private Hire

In 1980 passenger journeys on extended tours, day tours and private hire totalled 1.990m. and earned £3.099m. in transport revenue compared with 1.988m. passenger journeys and £3.325m. revenue in 1979.

The result for the year was a deficit of £0.652m. being a disimprovement of £0.506m. compared with 1979.

The profit of £0.065m. on private hire and day tour operations in 1979 turned to a deficit of £0.228m. in 1980. The general economic recession considerably reduced demand and this, in turn, intensified competition from the private sector.

The deficit on the inclusive tours operations increased from £0.211m. in 1979 to £0.424m. in 1980. This worsening was directly attributable to the fall in coach tour business from North America. United States citizen

departures direct to Ireland fell by 29% in the period April to October 1980, compared with the same period in 1979. This is the market from which our most lucrative coach tour business is derived. Factors contributing to the decline in 1980 were the depression in the U.S. economy, the weakness of the dollar, the Presidential election and the Iranian crisis. It is hoped that 1981 will see a measure of recovery.

The fall in North American tour passengers was partially compensated by a growth in Irish, Continental and Australian business. The "Great Holiday Sale" introduced the previous year and aimed at the home market was continued with satisfactory results. A total of 44,603 passengers were carried on inclusive tours in 1980 and contributed £3.474m. to hotels and other suppliers.

As part of a programme to diversify into other markets to secure a long-term profit base a subsidiary of CIE Tours International Inc. was established in Germany and an office was opened in Dusseldorf in November, 1980. A programme of tours and holidays was put on the market for the 1981 season. A representative was also placed in Paris in December.

In January 1980, CIE joined the Eurail Pass system. This enables tourists from outside Europe to purchase tickets for unlimited travel on European Railways. The CIE connection with the European mainland is by the Irish Continental Line ferries. The arrangement was very successful and some 22,000 passengers, principally from America and Australia, availed of the service.

Road Freight

The result for the year was a deficit of £1.105m., an increase of £0.417m. on the deficit incurred in 1979.

Revenue increased by £0.853m. to £13.745m. but this was more than offset by a rise of £1.270m. in costs

arising principally from pay increases, higher fuel costs and voluntary severance payments.

The tonnage of goods carried (including hired hauliers) was almost 35% below the 1979 level due mainly to a considerable reduction in ground limestone carryings following the cancellation of the Transport Subsidy Scheme, a reduction in haulage of materials for County Councils because of financial cutbacks and to the general economic recession. The operational expenditure savings achieved in these areas were greatly exceeded by the cost increases already mentioned.



International Activities

Rosslare Harbour is the only operating activity under this heading. The comparative figures for 1979 include minor retrospective adjustments in respect of the terminated Continental Freight Services and Aerlod Teoranta.

The Harbour operations made a profit of £0.525m. in 1980 which represented a reduction of £0.080m.

compared with 1979. While revenue increased by £0.536m. this was more than offset by an increase of £0.616m. in expenditure of which some £0.320m. related to financial charges due mainly to the cost of servicing a loan for the development of the Harbour. This development continued during the year and a second pier became operational during May.

Both passenger and freight traffics expanded substantially during 1980. The major contributor to this increase was the new B+I service from Rosslare to Pembroke which commenced on 27 May. The total number of sailings by all services using the port increased by 153 as compared with 1979.

Vessels and Canals

The deficit on the Galway/Aran Islands service was £0.257m., an increase of £0.062m. as compared with the previous year. The decline in tourism depressed revenue on this service.

The net cost of maintaining the canals was £1.003m. being £0.227m. higher than in 1979.

Hotels and Catering

These activities resulted in a deficit of £0.260m. compared with a profit of £0.254m. in 1979.

The Hotels Group profit of £0.107m. in 1979 turned to a deficit of £0.280m. in 1980 while the profit on Railway Catering Services declined from £0.147m. to £0.020m. Over the same two years the gross revenue of the Hotels Group declined from £5.2m. to £5.1m.

In the case of the hotels the decline in the tourist market in 1980 was the main cause of the deficit. An intensive marketing campaign was successful in increasing home market business but this was insufficient to offset the

considerable fall in foreign bookings. The Railway Catering Services were affected by the lower level of business on mainline railway passenger services.



STAFF

The total number of staff at the end of 1980 was 16,463 compared with 16,297 at the end of the previous year. As was stated in a previous Annual Report, if a reasonable network of services is to be provided there is a limit to the extent to which productivity will replace people employed and the levelling off in this respect occurred in 1978. Despite this, further progress was made during 1980 in implementing productivity agreements of a continuing nature which had their origins in previous years. However, no real progress was made in the scheme to extend one-man operation to double-deck buses.

Salaries and wages paid during the year (including renewal of lines and works, pensions and associated costs) totalled £133m. of which there was a contribution of £32.8m. to the State by way of PAYE and Social Insurance payments.

During the year there were 25 stoppages of work all of which were either limited to one work location or were of short duration, fifteen being of one day or less. Twenty three of the 25 stoppages were unofficial and the remaining two were partly official.

The total number of meetings held directly between the management and trade unions throughout the organisation was 3,006. In addition many Labour Court and Rights Commissioner's investigations and conciliation conferences were also held. As explained in a previous Annual Report, the wide variety of employment and the big number of trade unions representing the staff gives rise to substantial industrial relations activity much of which is not concerned with dispute situations.

A total of 338 apprentices were in training during the year comprising 285 CIE apprentices, 14 sponsored by AnCO and 39 sponsored by outside firms. Two engineering scholarships were awarded during the year which, with scholarships previously awarded, makes a total of five craft apprentices pursuing courses for degrees in engineering. To date eleven apprentices have graduated under the engineering scholarship scheme.

Throughout the year 622 training courses were held for other levels of staff and management. These covered a wide range of activities and were attended by almost 3,700 staff.

Summary of Total Receipts and Costs

	1980			1979			
	Total Receipts	Total Costs	Net Profit/ (Deficit)	Total Receipts	Total Costs	Net Profit/ (Deficit)	
	£	£	£	£	£	£	
Railway — Bray/Howth Suburban Services	1,576,387	6,269,360	(4,692,973)	}	34,442,466	74,221,279	(39,778,813)
Railway — Other Railway Services	39,172,307	84,209,264	(45,036,957)				
Road Passenger — Dublin City Services	35,083,481	51,642,832	(16,559,351)	}	26,765,281	39,683,985	(12,918,704)
Road Passenger — Provincial City Services	4,855,050	8,069,582	(3,214,532)				
Road Passenger — Other Services	26,579,183	27,564,570	(985,387)				
Road Passenger — Tours and Private Hire	3,026,914	3,678,696	(651,782)		3,230,252	3,375,836	(145,584)
Road Freight	13,745,098	14,850,470	(1,105,372)		12,891,801	13,579,864	(688,063)
International Activities	1,851,991	1,327,244	524,747		1,271,879	711,282	560,597
Hotels, Refreshment Rooms and Restaurant Cars	7,853,577	8,113,833	(260,256)		7,788,649	7,534,489	254,160
Canals	40,250	1,043,292	(1,003,042)		38,043	813,912	(775,869)
Vessel	230,460	487,048	(256,588)		185,971	380,717	(194,746)
Total	£134,014,698	£207,256,191	(£73,241,493)		£111,746,227	£169,218,730	(£57,472,503)

Salaries, Wages and Associated Costs included above
(Excluding Renewals of Railway Lines & Works)

£121,327,982

£98,759,523

NOTES: (1) Financial Charges are included with Total Costs.

(2) The total Net Deficit indicated is before Exceptional Items.

Consolidated Revenue Accounts

Railway Working Account

	Bray/Howth Suburban Services £	1980 Other Railway Services £	Total £	1979 Total £
Receipts				
Passenger Train Traffic	1,561,163	26,240,220	27,801,383	23,147,086
Goods Train Traffic	—	12,510,671	12,510,671	10,956,915
Miscellaneous	1,561,163 15,224	38,750,891 421,416	40,312,054 436,640	34,104,001 338,465
Total Receipts	1,576,387	39,172,307	40,748,694	34,442,466
Expenditure				
Maintenance of Lines and Works	319,618	11,254,054	11,573,672	9,143,217
Maintenance of Rolling Stock	1,225,353	11,333,342	12,558,695	9,846,415
Fuel	424,681	6,438,765	6,863,446	5,255,225
Operating and Other Expenses	3,591,212	40,153,612	43,744,824	36,063,457
Provision for Renewal of Lines and Works	96,490	7,282,510	7,379,000	6,500,000
Operating Depreciation	291,005	3,528,053	3,819,058	3,470,176
Total Expenditure	5,948,359	79,990,336	85,938,695	70,278,490
Operating Deficit	(4,371,972)	(40,818,029)	(45,190,001)	(35,836,024)
Financial Charges	321,001	4,218,928	4,539,929	3,942,789
Net Deficit carried to Profit and Loss Account	(£4,692,973)	(£45,036,957)	(£49,729,930)	(£39,778,813)

Consolidated Revenue Accounts

Road Passenger Working Account
Dublin City Services

	1980 £	1979 £
Receipts		
Passenger Services	34,841,557	26,568,454
Miscellaneous	241,924	196,827
Total Receipts	35,083,481	26,765,281
Expenditure		
Maintenance of Buildings	510,136	255,430
Maintenance of Vehicles and Equipment	14,336,586	9,957,792
Fuel	3,601,118	2,672,729
Road Tax and Licences	256,128	261,950
Operating and Other Expenses	29,510,241	23,506,199
Operating Depreciation	2,968,586	2,559,494
Total Expenditure	51,182,795	39,213,594
Operating Deficit	(16,099,314)	(12,448,313)
Financial Charges	460,037	470,391
Net Deficit carried to Profit and Loss Account	(£16,559,351)	(£12,918,704)

**Road Passenger
Working Account
Provincial Services**

Net Deficit carried to Profit and Loss Account

(£16,569,351)

(£12,918,704)

	1980			1979
	Provincial City Services	Other Services	Total	Total
	£	£	£	£
Receipts				
Passenger Services	4,852,122	25,723,647	30,575,769	24,409,913
Miscellaneous	2,928	855,536	858,464	721,972
Total Receipts	4,855,050	26,579,183	31,434,233	25,131,885
Expenditure				
Maintenance of Buildings	169,527	235,404	404,931	289,910
Maintenance of Vehicles and Equipment	1,937,703	9,861,324	11,799,027	9,372,859
Fuel	524,345	2,186,780	2,711,125	2,136,712
Road Tax and Licences	34,495	132,783	167,278	168,667
Operating and Other Expenses	4,998,814	13,913,169	18,911,983	15,437,047
Operating Depreciation	419,154	1,386,482	1,805,636	1,681,564
Total Expenditure	8,084,038	27,715,942	35,799,980	29,086,759
Operating Deficit	(3,228,988)	(1,136,759)	(4,365,747)	(3,954,874)
Financial Charges	Cr. 14,456	Cr. 151,372	Cr. 165,828	Cr. 169,393
Net Deficit carried to Profit and Loss Account	(£3,214,532)	(£985,387)	(£4,199,919)	(£3,785,481)

Consolidated Revenue Accounts

**Road Passenger
Working Account
Tours and Private Hire**

	1980		1979	
	£	£	£	£
Receipts				
Passenger Services	3,026,914		3,216,885	
Miscellaneous	—		13,367	
Total Receipts		3,026,914		3,230,252
Expenditure				
Maintenance of Buildings	12,779		12,802	
Maintenance of Vehicles and Equipment	552,289		469,314	
Fuel	209,749		190,906	
Road Tax and Licences	24,009		23,085	
Operating and Other Expenses	2,743,712		2,727,442	
Operating Depreciation	182,434		168,998	
Total Expenditure		3,724,972		3,592,547
Operating Deficit		(698,058)		(362,295)
Financial Charges		Cr. 46,276		Cr. 216,711
Net Deficit carried to Profit and Loss Account		(£651,782)		(£145,584)

Consolidated Revenue Accounts

Road Freight
Working Account

	1980		1979	
	£	£	£	£
Receipts				
Goods Services	13,591,406		12,736,670	
Miscellaneous	153,692		155,131	
Total Receipts		13,745,098		12,891,801
Expenditure				
Maintenance of Buildings	91,389		63,722	
Maintenance of Vehicles and Equipment	2,502,945		2,306,649	
Fuel	1,421,574		1,167,220	
Road Tax and Licences	202,489		224,715	
Operating and Other Expenses	9,183,823		8,226,734	
Operating Depreciation	992,362		1,147,472	
Total Expenditure		14,394,582		13,136,512
Operating Deficit		(649,484)		(244,711)
Financial Charges		455,888		443,352
Net Deficit carried to Profit and Loss Account		(£1,105,372)		(£688,063)

Consolidated Revenue Accounts

International Activities
Working Account

	1980		1979	
	£	£	£	£
Receipts				
Harbour Services		1,851,991		1,271,879
Expenditure				
Maintenance, Operating and Other Expenses	954,752		658,715	
Operating Depreciation	3,531		3,531	
Total Expenditure		958,283		662,246
Operating Profit		893,708		609,633
Financial Charges		368,961		49,036
Net Profit carried to Profit and Loss Account		£524,747		£560,597

**Hotels, Refreshment
Rooms and Restaurant
Cars Working Account**

	1980		1979	
	£	£	£	£
Receipts				
Hotels, Refreshment Rooms and Restaurant Cars		7,846,641		7,783,494
Expenditure				
Maintenance of Buildings, Cars and Equipment	253,249		209,357	
Provisions, Wines, etc.	2,961,946		2,986,992	
Other Direct Expenses	3,587,560		3,095,694	
Other Expenditure	1,085,962		1,003,690	
Total Expenditure		7,888,717		7,295,733
Operating (Deficit)/Profit		(42,076)		487,761
Realised Surplus on Sales of Premises		6,936		5,155
Financial Charges		(35,140)		492,916
		225,116		238,756
Net (Deficit)/Profit carried to Profit and Loss Account		(£260,256)		£254,160

Consolidated Revenue Accounts

Canals Working Account

	1980		1979	
	£	£	£	£
Receipts				
Rents	29,696		27,496	
Miscellaneous	10,554		10,547	
Total Receipts		40,250		38,043
Expenditure				
Maintenance of Buildings	37,364		29,324	
Maintenance of Waterways and Works	760,931		595,967	
Operating and Other Expenses	244,997		188,621	
Total Expenditure		1,043,292		813,912
Operating Deficit		(1,003,042)		(775,869)
Financial Charges		—		—
Net Deficit carried to Profit and Loss Account		(£1,003,042)		(£775,869)

Consolidated Revenue Accounts

Vessel Working
Account

	1980		1979	
	£	£	£	£
Receipts				
Passenger Traffic	169,401		145,786	
Goods Traffic	58,638		38,121	
Miscellaneous	2,421		2,064	
Total Receipts		230,460		185,971
Expenditure				
Maintenance of Vessel and Equipment	111,927		82,234	
Fuel	15,945		8,249	
Operating and Other Expenses	347,845		279,171	
Operating Depreciation	4,070		4,070	
Total Expenditure		479,787		373,724
Operating Deficit		(249,327)		(187,753)
Financial Charges		7,261		6,993
Net Deficit carried to Profit and Loss Account		(£256,588)		(£194,746)

Consolidated Profit and Loss Account

	Notes	1980		1979	
		£	£	£	£
Net Profits/(Deficits) from					
Railway – Bray/Howth Suburban Services		(4,692,973)			
– Other Railway Services		(45,036,957)		(39,778,813)	
Road Passenger – Dublin City Services		(16,559,351)		(12,918,704)	
– Provincial City Services		(3,214,532)			
– Other Services		(985,387)		(3,785,481)	
– Tours and Private Hire		(651,782)			
Road Freight		(1,105,372)		(145,584)	
International Activities		524,747		(688,063)	
Hotels, Refreshment Rooms and Restaurant Cars		(260,256)		560,597	
Canals		(1,003,042)		254,160	
Vessel		(256,588)		(775,869)	
				(194,746)	
Financial Charges	3	(5,845,088)	(73,241,493)		(57,472,503)
Allocation to Working Accounts		5,845,088	–	(4,765,213)	–
				4,765,213	
Net Deficit before Exceptional Items					
Exceptional Items	4		(73,241,493)		(57,472,503)
			(1,280,758)		(738,488)
Net Deficit					
			(£74,522,251)		(£58,210,991)
Financed as follows:					
Non-repayable State Grants under					
Sub-Head D 1 Vote 43, 1980 of Dáil Éireann (1979:					
Sub-Head D 1 Vote 44)					
(a) Grant in respect of rail passenger services under EEC Regulation 1191/69		21,000,000		17,100,000	
(b) Grant for the normalisation of accounts of railways under EEC Regulation 1192/69		4,500,000		3,800,000	
(c) Grants in respect of public service obligations not covered by EEC Regulation 1191/69, railway infrastructure costs and residual deficits, as permitted by EEC Regulation 1107/70		44,300,000		34,950,000	
(d) Grant to cover losses incurred on the operation of the Galway/Aran Ferry Service		200,000		150,000	
	2		70,000,000		56,000,000
(Deficit)/Surplus arising on Disposal of Rolling Stock and Railway Lines previously written off			(16,937)		6,653
Adverse Balance Forward	11		69,983,063		56,006,653
			4,539,188		2,204,338
			£74,522,251		£58,210,991

Consolidated Balance Sheet at 31st December, 1980

	Notes	£	1980	£	1979	£
Fixed Assets	5			93,550,882		81,110,425
Interest in Subsidiary Company	18(d)			100		100
Current Assets						
Investments	6	47,706			29,896	
Stocks of Stores	7	24,382,514			21,900,064	
Debtors		20,605,487			15,271,580	
Bank Deposits	18(a)	1,172,340			1,101,726	
Balance at Bankers and Cash in Hand		232,336			195,625	
			46,440,383			38,498,891
LESS:						
Current Liabilities						
Amount due to Bankers		10,278,055			6,159,507	
Unsecured Bank Loans	13	5,280,995			1,963,195	
Creditors and Provisions		41,474,137			33,891,106	
Equalisation Account for Renewal of Railway Lines and Works		466,903			553,374	
Taxation		112,133			110,417	
			57,612,223			42,677,599
Net Current Liabilities				(11,171,840)		(4,178,708)
				£82,379,142		£76,931,817
FINANCED BY:						
Issued Transport Stocks	8			5,514,460		9,884,466
Reserves						
Asset Replacement Reserve	9	28,810,075			23,786,874	
Capital Reserve	10	11,161,328			9,714,797	
Profit and Loss Account	11	(12,197,672)			(7,608,484)	
				27,773,731		25,893,187
Sinking Fund for redemption of Transport Stocks		2,423,724			2,691,996	
LESS: Investments		(2,423,724)		—	(2,691,996)	—
Sinking Fund — Repayment of Bank Loans	3			165,000		165,000
Sinking Fund — Unsecured Loan Stock 1991/96				250,000		200,000
Department of Education — Funding of School Buses	12			1,544,484		1,757,703
Loan Capital						
Repayable State Advances for Capital Expenditure, under Section 4, Transport Act, 1964, as amended by Section 3, Transport Act, 1974		33,284,691			29,438,691	
Unsecured Bank Loans	13	11,346,776			7,092,770	
Unsecured Loan Stock 1991/96	13	2,500,000			2,500,000	
				47,131,467		39,031,461
				£82,379,142		£76,931,817

Source and Application of Funds

	1980 £	1979 £
Source of Funds		
Net Deficit less Non-Repayable State Grants	(4,522,251)	(2,210,991)
Depreciation and Surplus arising on Disposal of Fixed Assets	10,754,463	10,022,179
Sinking Fund — Repayment of Bank Loans	695,000	330,000
	<hr/>	<hr/>
Proceeds from Realisation of Sinking Fund Investments	6,927,212	8,141,188
Unsecured Bank Loans	721,039	—
Repayable State Advances for Capital Expenditure	6,285,000	—
Funding of School Buses	3,846,000	3,418,000
	8,526	27,400
	<hr/>	<hr/>
	17,787,777	11,586,588
	<hr/>	<hr/>
Application of Funds		
Unsecured Bank Loans becoming currently payable	2,030,994	1,213,194
Redemption of Transport Stocks	4,370,006	—
Capital Expenditure	18,379,909	15,771,801
Other	16,094	2,250
	<hr/>	<hr/>
	24,797,003	16,987,245
	<hr/>	<hr/>
Net Change in Working Capital	(£7,009,226)	(£5,400,657)
being:		
Increase in Stocks of Stores	2,482,450	9,115,120
Increase in Debtors	5,333,907	176,573
Increase in Creditors and Provisions	(7,583,031)	(10,311,674)
Decrease/(Increase) in Equalisation Account	86,471	(553,374)
	<hr/>	<hr/>
Decrease in Net Liquid Funds	319,797	(1,573,355)
	(7,329,023)	(3,827,302)
	<hr/>	<hr/>
	(£7,009,226)	(£5,400,657)

1. Accounting Policies

(a) Historical Cost Convention

The accounts are prepared under the historical cost convention as modified by the depreciation of certain classes of fixed assets calculated on replacement cost. (Supplementary Current Cost Accounts have been prepared in line with Statement of Standard Accounting Practice No. 16 and are shown on pages 38 to 42.)

(b) Consideration of Accounts

The Revenue Accounts and Balance Sheets of Oslanna Iompair Eireann Teoranta and Aerlod Teoranta — wholly owned subsidiaries — are consolidated with those of Coras Iompair Eireann in the foregoing Statement of Accounts. The accounts of Great Southern Hotels (NI), Limited (a wholly owned subsidiary of Oslanna Iompair Eireann Teoranta) are not consolidated as the Board consider it would be misleading to do so in view of the closure, following extensive bomb damage in March, 1976, of the Russell Court Hotel, that Company's principal asset.

C.I.E. Tours International Incorporated, a wholly owned subsidiary in New York, is treated as a branch of Coras Iompair Eireann for accounting purposes and its results are included in Road Passenger Working Account — Tours and Private Hire.

(c) Fixed Assets, Depreciation and
Provision for Renewals

Fixed Assets are stated at net book amount which represents the historical cost of these assets less accumulated depreciation based on that historical cost.

The bases of calculation of depreciation and provision for renewals are set out below.

Railway Lines and Works:

Railway Lines and Works are not depreciated but their renewal is provided for by an annual provision which is based on 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 December, 1983, based on the actual expenditure for two years ended 31st December, 1980, and estimated expenditure for the next three years. Each year, this estimate is revised on the basis of actual expenditure to date plus estimated expenditure for the balance of the period.

In previous years, the provision was similarly based on the expenditure for the four years and nine months ended 31st December, 1978.

Railway Rolling Stock:

Locomotives and Railcars (other than those completely written off or acquired at no cost) are depreciated on the basis of the original cost of the vehicles in the fleet spread over expected life. Coaching stock and wagons are depreciated on the basis of estimated replacement cost (at the beginning of year) of rolling stock required to replace the existing fleet spread over expected life. The excess of depreciation based on replacement cost over historical cost depreciation is shown separately in Asset Replacement Reserve.

Road Passenger Vehicles:

Road Passenger Vehicles, with the exception of school buses, are depreciated on the basis of replacement cost (at the beginning of year) of under-age vehicles in the fleet spread over expected life. The excess of depreciation based on replacement cost over historical cost depreciation is shown separately in Asset Replacement Reserve.

School buses in the fleet at 1st April, 1974, are depreciated on the basis of their written down value at that date spread over the remainder of their expected life. New school buses coming into service after 1st April, 1974, are depreciated on the basis of original cost spread over expected life.

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.

Vessel:

The vessel is 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.

- (d) **Stocks of Stores:**

- (e) **Department of Education –
Funding of School Buses**

- (f) **Foreign Currency Transactions:**

Stocks of Stores are valued at cost. The general basis on which cost is determined is average cost which is computed after making adequate provision for all defective and obsolete stocks.

The acquisition of school buses is funded by the Department of Education. The buses remain in the fixed assets of Coras Iompair Éireann and are depreciated as described in Note 1 (c) with a corresponding amortisation of the moneys received from the Department of Education.

Foreign currency transactions are converted to Irish currency at the rates of exchange ruling at the dates of the transactions. Exchange gains and losses are recognised in the year in which they are realised.

2. Subvention Structure

The subvention payable to Coras Iompair Éireann is in accordance with the relevant EEC Regulations governing State aid to transport undertakings; these regulations are as follows:

- (a) **EEC Regulation No. 1191/69** enables payment of compensation by the State to transport undertakings in respect of losses incurred on services operated under public service obligations which are deemed essential to ensure the provision of adequate transport services. Payment is made under this Regulation in respect of losses remaining on rail passenger services after fares increases and any possible economies in operation.
- (b) **EEC Regulation No. 1192/69** provides for compensation by the State in respect of specified financial burdens borne by railway undertakings. Payments are made under this Regulation to cover the following costs in respect of rail passenger and freight operations:—
 - superannuation and pensions costs less savings arising from exemption from payment of certain social welfare insurance contributions in respect of clerical and supervisory staff.
 - 50% of the cost of maintenance and control of level crossings.
- (c) **EEC Regulation No. 1107/70** specifies certain additional circumstances in which State aids may be paid to transport undertakings. Under this Regulation payments are made in respect of:—
 - 50% of infrastructure costs in respect of rail freight (Article 3.1.(b)).
 - Losses on the road passenger services which cannot be recouped by fares increases or eliminated by economies in operation (Article 3.2.).
 - residual deficits on railway operations and losses on maintenance of canals (Article 4).

A grant is also paid by the State in respect of losses incurred on the Galway/Aran Ferry service.

Particulars of the total Exchequer grant of £70m paid under Sub-head D.1 of Vote 43 of Dáil Éireann of 1980 are given in the following Table, showing the relevant provisions of EEC regulations:—

Notes on Consolidated Accounts
(Continued)

	EEC Regulation Number					£
	1191/69	1192/69	1107/70 Article 3.1(b)	1107/70 Article 3.2	1107/70 Article 4	
RAILWAYS						
Operation of Passenger Services	21,000,000					
Normalisation of Accounts (Passenger and Freight)						
– Class III (Pensions)		3,872,000				
– Class IV (Level Crossings)		628,000				
Infrastructure Grant (Freight)			3,384,414			
Residual Deficit Grant					19,153,274	
TOTAL – RAILWAYS	21,000,000	4,500,000	3,384,414		19,153,274	
ROAD PASSENGER						
Dublin City Services						
– Deficit on Operation of Services				16,559,351		
Provincial Services						
– Deficit on Operation of Services				4,199,919		
CANALS						
– Deficit on Maintenance					1,003,042	
GALWAY/ARAN						
– Grants towards losses on Ferry Service						200,000
	£21,000,000	£4,500,000	£3,384,414	£20,759,270	£20,156,316	£200,000

Note: The total net deficit on all services subventable under EEC Regulations and on the Galway/Aran Ferry Service was £71,748,830 compared with the total payments from the State of £70 million. The grants made under Regulations No. 1191/69 and 1192/69 and for the Galway/Aran Ferry Service were inadequate to the extent of £3,603,581 but this was partially offset by the grant in respect of Regulation No. 1107/70 (Article 4) being £1,854,751 in excess of the actual result.

3. Financial Charges

The financial charges of Coras Iompair Éireann are allocated to the Working Accounts on a basis related to the net book amounts of the fixed assets employed in the various sections of the Undertaking adjusted for the depreciation of certain assets calculated on replacement cost, except for certain interest charges and rents which are directly allocated to the Railway Working Account. The financial charges of Oslanna Iompair Éireann Teoranta are allocated to the Hotels, Refreshment Rooms and Restaurant Cars Working Account. The consolidated total financial charges for the year ended 31st December, 1980, amounted to £5,845,088 (£4,765,213 for year ended 31st December, 1979) as follows:

	1988	1988	1978	1978
	£	£	£	£
Interest on Transport Stocks:				
3% Transport Stock, 1975/85	105,434		105,434	
6% Transport Stock, 1977/82	120,000		120,000	
12½% Transport Stock, 1980	273,125		546,250	
		498,559		771,684
Sinking Funds:				
3% Transport Stock, 1975/85	50,000		50,000	
6% Transport Stock, 1977/82	30,000		30,000	
12½% Transport Stock, 1980	60,000		120,000	
	140,000		200,000	
Unsecured Bank Loans — Provision for repayment of loans obtained in 1977 (See Note 'a' below)	330,000		330,000	
in 1980 (See Note 'b' below)	365,000		—	
		835,000		530,000
Miscellaneous Rents		42,165		75,492
Interest on Repayable State Advances for Capital Expenditure		2,844,131		2,422,718
Sundry Interest Payable less Receivable		1,566,763		912,180
Associated Transport Companies:				
Guaranteed interest to Fishguard and Rosslare Railways and Harbour Company (in Ireland)		58,470		53,139
		£5,845,088		£4,765,213

Allocated to the Working Accounts as follows:				
Railway — Bray/Howth Suburban Services		321,001}		
— Other Railway Services		4,218,928}		3,942,789
Road Passenger — Dublin City Services		460,037		470,391
— Provincial City Services		Cr. 14,456}		
— Other Services		Cr. 151,372}		Cr. 169,393
— Tours and Private Hire		Cr. 46,276		Cr. 216,711
Road Freight		455,888		443,352
International Activities		368,961		49,036
Vessel		7,261		6,993
Hotels, Refreshment Rooms and Restaurant Cars		225,116		238,756
		£5,845,088		£4,765,213

Notes: The Unsecured Bank Loans were obtained to finance the shortfall in Sinking Funds available to redeem —
 (a) two Transport Stocks which matured in 1977. These loans are repayable in equal annual instalments ending in 1982.
 (b) a Transport Stock which matured in 1980. This loan is repayable in equal annual instalments ending in 1985.

Notes on Consolidated Accounts
(Continued)

4. Exceptional Items	1980 £	1979 £
Provision for loss on interest in Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 18 (d))	350,824	261,313
Provision for further losses of Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 18 (e))	929,934	477,175
	£1,280,758	£738,488

5. Fixed Assets	Net Book Amount 1st Jan., 1980	CURRENT YEAR		Net Book Amount 31st Dec., 1980
		Additions	Depreciation	
	£	£	£	£
Railway Lines and Works (Note e)	2,672,424	439,538	—	3,111,962
Railway Rolling Stock (Notes a and b)	23,908,186	604,682	1,521,603	22,991,265
Road Passenger Vehicles (Notes a and c)	14,220,460	3,943,239	1,714,679	16,449,020
Road Freight Vehicles	3,644,161	543,122	1,042,670	3,144,613
Vessel	74,240	—	4,070	70,170
Land and Buildings (Note f)	17,255,366	3,972,790	—	21,228,156
Plant and Machinery	12,852,814	7,193,678	1,507,315	18,539,177
Docks, Harbours and Wharves (Note g)	3,632,622	1,623,586	—	5,256,208
Hotel Premises, Catering and Other Equipment	2,850,152	59,274	149,115	2,760,311
	£81,110,425	£18,379,909	£5,939,452	£93,550,882

- Notes:
- (a) In the case of certain Railway Rolling Stock and Road Passenger Vehicles the excess of depreciation based on replacement cost over historical cost depreciation is shown separately in Asset Replacement Reserve (See Note 9).
 - (b) The 1980 Railway Rolling stock depreciation charge includes additional amounts, as follows, being depreciation underprovided on certain rolling stock withdrawn from service or due for withdrawal from service before the expiration of its expected useful life: Locomotives — £88,199; Wagons — £7,451.
 - (c) The 1980 depreciation charge shown for Road Passenger Vehicles includes £221,745 depreciation on school buses. The amount is wholly offset by the amortisation of moneys received from the Department of Education (See Note 12).

Depreciation to 31st December, 1980, and the expected lives used are as follows:

	Lives (years)	Accumulated Depreciation £
Railways Lines and Works	—	—
Railway Rolling Stock	—	—
Road Passenger Vehicles	20 to 50	12,927,342
Road Freight Vehicles	16	13,630,987
Vessel	6 to 10	4,339,037
Land and Buildings	40	92,445
Plant and Machinery	—	—
Docks, Harbours and Wharves	3 to 25	4,081,689
Hotel Premises, Catering and Other Equipment	—	—
(e) Railway Lines and Works are not depreciated — See Note 1 (c).	4 to 50	1,168,477
(f) No depreciation has been charged on buildings. The amount involved is not material.		
(g) No depreciation has been charged on Docks, Harbours and Wharves as the asset concerned was only completed during the year. The additions in 1980 are stated net of a government grant of £1,125,000.		

6. Investments

	1980 £	1979 £
Quoted at Cost (Market Value £42,263: 1979 — £25,395)	46,906	29,096
Unquoted at Cost	800	800
	£47,706	£29,896

7. Stocks of Stores

	1980 £	1979 £
Maintenance Materials and Spare Parts	18,965,896	12,676,886
Fuel, Lubricants and Other Sundry Stocks	5,416,618	9,223,178
	£24,382,514	£21,900,064

8. Issued Transport Stocks

	1980 £	1979 £
3% Transport Stock, 1975/85	3,514,460	3,514,460
6% Transport Stock, 1977/82	2,000,000	2,000,000
12½% Transport Stock, 1980 (Redeemed at par on 30th June, 1980)	—	4,370,006
	£5,514,460	£9,884,466

9. Asset Replacement Reserve

	Railway Rolling Stock	Road Passenger Vehicles	Total
	£	£	£
Balance forward from previous year	7,032,644	16,754,230	23,786,874
Charged to Revenue Working Accounts in year	1,712,575	3,310,626	5,023,201
	£8,745,219	£20,064,856	£28,810,075

Note

The excess of depreciation based on replacement cost over historical cost depreciation is shown separately in Asset Replacement Reserve above and only the depreciation calculated on original cost is deducted from the cost of Fixed Assets (see Note 5).

10. Capital Reserve

	1980 £	1979 £
Balance forward from previous year	9,714,797	9,032,998
Sinking Funds no longer required	1,416,039	330,000
Surplus arising on disposal of Land and Buildings and Assets acquired at no cost	30,492	351,799
	£11,161,328	£9,714,797

11. Profit and Loss Account

	1980 £	1979 £
Adverse Balance forward from previous year	7,608,484	5,354,146
Adverse Balance per Profit and Loss Account	4,539,188	2,204,338
	12,147,672	7,558,484
Sinking Fund — Unsecured Loan Stock 1991/96	50,000	50,000
	£12,197,672	£7,608,484

	1980	1979
	£	£
Balance forward from previous year	1,757,703	1,942,266
Receivable in year	8,526	27,400
	1,766,229	1,969,666
Released to Revenue Working Account	221,745	211,963
	£1,544,484	£1,757,703

13. Unsecured Bank Loans and Loan Stock

	1980	1979
	£	£
These loans are repayable as follows:		
Current Liabilities – Within 1 year	5,280,995	1,963,195
Loan Capital		
1 year to 5 years	8,045,980	3,132,380
6 years to 10 years	1,867,596	2,191,190
Thereafter	1,433,200	1,769,200
	£11,346,776	£7,092,770
Unsecured Loan Stock 1991/1996	£2,500,000	£2,500,000

The following table shows the amount and type of currency in which these loans are to be repaid:

	1980	1979
Current Liabilities		
United States	\$901,445	\$889,573
United Kingdom	Stg. £225,950	Stg. £220,830
Republic of Ireland	£4,546,120	£1,238,580
Loan Capital		
United States	\$7,156,915	\$8,058,360
United Kingdom	Stg. £1,617,630	Stg. £1,843,580
Republic of Ireland	£6,066,960	£1,078,080
Unsecured Loan Stock 1991/1996		
United Kingdom	Stg. £2,500,000	Stg. £2,500,000

14. 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 to £8,079,078: 1979 – £6,460,836. These figures include an amount of £459,360 in respect of the shortfall in 1980 (1979 – £298,008) in the cash resources of the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme (See Note 16).

15. Capital Commitments

Capital commitments at 31st December, 1980, were approximately £54,087,000: 1979 – £12,594,000.

16. Superannuation Funds

Coras Iompair Éireann is legally obliged to ensure that cash is available to the funds of certain superannuation schemes if the funds are from time to time insufficient to meet the payments that are due and payable under the schemes. As indicated in Note 14, an amount of £459,360 was paid to the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme in 1980 to meet its cash requirements. During the year, the resources of the other Funds, for which this obligation exists, were sufficient to meet their immediate cash requirements.

17. Contingent Liability

A claim of £2.6m has been lodged against the Board in connection with a former bus building arrangement. It has not been considered necessary to make a provision against this claim as the Board are of the opinion that the claim can be successfully contested.

18. Oslanna Iompair Éireann Teoranta

(a) Bank Deposits include £1,091,859 held on deposit with Allied Irish Banks Limited; the bank holds a right of set-off with the effect that withdrawals from deposit account must be matched by a corresponding reduction in an overdraft of an equivalent amount with this bank. A similar position obtained at 31st December, 1979.

(b) The Company has guaranteed a bank loan amounting to £1,300,000 (Sterling) in the accounts of its subsidiary Great Southern Hotels (NI), Limited.

(c) State Grants are repayable to the extent of £822,595 (1979 – £761,063) in certain circumstances.

(d) Interest in Subsidiary Company Great Southern Hotels (NI), Limited

	1980 £	1979 £
Shares at Cost	850,000	850,000
Less: Premium on Acquisition written off	140,178	140,178
	<hr/>	<hr/>
Current Account	709,822	709,822
	2,059,538	1,708,714
	<hr/>	<hr/>
Less: Provision for Loss on Interest	2,769,360	2,418,536
	2,769,260	2,418,436
	<hr/>	<hr/>
Balance at End of Year	£100	£100

(e) Cumulative provisions of £2,518,161 (1979 – £1,588,227) for further losses have been made in recognition of the deficiency of Shareholders' Funds in the subsidiary company at 31st December, 1980. No provision has been made for losses which may arise after this date.

**Consolidated Current Cost Profit
and Loss Account for Year Ended
31st December, 1980**

	Notes	£000	£000
Operating Deficit before Financial Charges and Exceptional Items based on the Historical Cost Convention			67,396
Add: Current Cost Operating Adjustments			
Depreciation	1 (a)	6,862	
Cost of Sales	1 (b)	1,408	
Monetary Working Capital	1 (c)	(1,408)	6,862
Current Cost Operating Deficit			74,258
Add: Financial Charges		5,845	
Exceptional Items		1,281	7,126
Current Cost Deficit			£81,384
Financed as follows:			
Non-Repayable State Grants			70,000
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off			(17)
Adverse Balance Forward	4		69,983
			11,401
			£81,384

Consolidated Current Cost Balance Sheet at 31st December, 1980

	Notes	£000	£000
Assets Employed			
Fixed Assets	1(a) and 2		263,637
Current Assets			
Stocks of Stores		26,584	
Bank and Cash Balances		1,404	
Debtors and Other Current Assets		20,653	
		<u>48,641</u>	
LESS:			
Current Liabilities			
Bank Borrowings		15,559	
Creditors and Other Current Liabilities		42,053	
		<u>57,612</u>	
Net Current Liabilities			(8,971)
			£ 254,666
FINANCED BY:			
Issued Transport Stocks			5,514
Reserves			
Asset Replacement Reserve		28,810	
Capital Reserve		11,161	
Current Cost Reserve	3	179,150	
Profit and Loss Account	4	(19,059)	
			200,062
Sinking Fund for Redemption of Transport Stocks		2,424	
Less: Investments		(2,424)	
			165
Sinking Fund — Unsecured Loan Stock 1991/96			250
Department of Education — Funding of School Buses			1,544
Loan Capital			
Repayable State Advances		33,284	
Unsecured Bank Loans		11,347	
Unsecured Loan Stock 1991/96		2,500	47,131
			£254,666

Notes on Consolidated Current Cost Accounts

The supplementary current cost accounts have been prepared in line with the Statement of Standard Accounting Practice No. 16 — Current Cost Accounting. The current cost system is not a system of accounting for general inflation. It is a system that allows for price changes specific to the business when reporting assets employed and surpluses/deficits thereon.

The Board has taken 1st January, 1980 as the starting point for its current cost accounts.

1. Accounting Policies

Except as set out below, the policies used in the current cost accounts are the same as those used in the historical cost accounts.

(a) Fixed Assets and Depreciation

Fixed assets are stated at gross current replacement cost less accumulated depreciation where applicable.

The gross current replacement cost of the fixed assets shown in the Historical Cost Accounts is derived on the following bases:

Railway Rolling Stock, Road Passenger Vehicles and Road Freight Vehicles are stated at estimated current cost of modern equivalent assets.

Railway Lines and Works, Vessel, Land and Buildings, Plant and Machinery, Docks, Harbours and Wharves and Catering and Other Equipment are stated at current cost calculated by the use of appropriate indices published by the Central Statistics Office.

Hotel premises are stated at their open market value for their existing use based on a valuation by the Directors of Oslanna Iompair Eireann Teoranta supported by a professional valuation.

The depreciation adjustment charged in the Current Cost Profit and Loss Account represents the excess of the depreciation based on current cost over the depreciation charged in the historical cost accounts.

(b) Stocks of Stores and Cost of Sales Adjustment

Stocks of Stores are stated at their replacement value to the business at the Balance Sheet date.

The Cost of Sales Adjustment is the difference between the current cost at date of consumption and the historical cost of stocks consumed.

The adjustment for stocks represented by maintenance materials and spare parts is based on movement in appropriate price indices issued by the Central Statistics Office. The adjustment for stocks represented by fuel, lubricants and other sundry stocks is based mainly on costs currently being incurred.

(c) Monetary Working Capital

The Monetary Working Capital Adjustment represents the reduction/increase in Monetary Working Capital due to price changes during the year. The adjustment has been calculated using the appropriate published indices. The credit amount of the Monetary Working Capital Adjustment has been restricted in the Current Cost Profit and Loss Account so that there is no net credit on the combined Cost of Sales Adjustment and Monetary Working Capital Adjustment.

(d) Gearing Adjustment

No Gearing Adjustment has been made in the Current Cost Profit and Loss Account because of the special nature of the capital structure.

Notes on Consolidated Current Cost Accounts
(Continued)

2. Fixed Assets

	Gross Current Replacement Cost	Accumulated Depreciation	Net Current Replacement Cost
	£000	£000	£000
Railway Lines and Works	4,818	—	4,818
Railway Rolling Stock	186,483	81,611	104,872
Road Passenger Vehicles	139,106	78,363	60,743
Road Freight Vehicles	11,685	7,465	4,220
Vessel	1,367	779	588
Land and Buildings	51,505	—	51,505
Plant and Machinery	32,798	9,102	23,696
Docks, Harbours and Wharves	6,400	—	6,400
Hotel Premises, Catering and Other Equipment	7,047	252	6,795
	<u>441,209</u>	<u>177,572</u>	<u>263,637</u>

Net Book Amount per Historical Cost Accounts

Add: Revaluation Surplus

£000

93,550

176,949

Less: Current Cost Depreciation Adjustment

270,499

6,862

Net Current Replacement Cost per Current Cost Accounts

£263,637

3. Current Cost Reserve

	£000	£000
Revaluation Surpluses		
Fixed Assets	176,949	
Stocks of Stores	2,201	
	<u>179,150</u>	179,150
Cost of Sales Adjustment	1,408	
Monetary Working Capital Adjustment	(1,408)	
	<u>—</u>	<u>179,150</u>
		179,150
of which		
Realised		6,862
Unrealised		172,288

The realised element represents the net cumulative total of the current cost adjustments which have been passed through the Current Cost Profit and Loss Account.

4. Profit and Loss Account

	£000
Adverse Balance forward from previous year	7,608
Adverse Balance from Current Cost Profit and Loss Account	11,401
	<hr/>
Sinking Fund – Unsecured Loan Stock 1991/96	19,009
	50
	<hr/>
	£19,059

Auditors' Report

We have examined the Consolidated Revenue Accounts, Consolidated Balance Sheet and Consolidated Statement of Source and Application of Funds and the Notes thereon set out on pages 21 to 37. These Accounts have been prepared under the historical cost convention as modified by the depreciation of certain classes of fixed assets calculated on replacement cost. We 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 these accounts, which are in agreement therewith, give, under the convention stated above, a true and fair view of the state of affairs of the Board and its Subsidiaries at 31st December, 1980 and of the consolidated net deficit and source and application of funds for the year ended on that date.

In our opinion, the Supplementary Current Cost Accounts set out on pages 38 to 42 have been properly prepared, in accordance with the accounting policies and methods described therein, to give the information required by Statement of Standard Accounting Practice No. 16.

Craig Gardner & Co., Chartered Accountants.
Gardner House, Ballsbridge, Dublin 4.
27th May, 1981.

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 DECEMBER

	1975	1976	1977	1978	1979	1980
	£ thousands					
Costs	95,038	111,505	122,824	139,684	169,957	208,537
Receipts	67,020	77,940	89,069	101,699	111,746	134,015
Deficit	28,018	33,565	33,755	37,985	58,211	74,522
State Grant Received	26,500	31,900	33,200	37,700	56,000	70,000
Interest and Sinking Fund Provisions — paid or chargeable on Loan Capital	2,597	2,964	3,392	3,456	3,724	4,178
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	1,437	1,571	2,044	2,154	2,423	2,844
Net value of Assets:						
Fixed (see Note)	43,123	48,356	46,260	70,831	81,110	93,551
Current	(668)	(346)	(137)	1,220	(4,179)	(11,172)
Loan Capital (Total) — excluding Interest on Repayable State Advances	42,030	50,149	45,798	46,711	48,916	52,646
Loan Capital from Exchequer — excluding Interest on Repayable State Advances	17,446	21,901	23,971	26,021	29,439	33,285
Reserves (see Note)	(1,663)	(4,127)	(2,138)	23,083	25,893	27,774
Average Number of Employees	21,200	19,850	18,605	18,081	17,925	18,052
	£	£	£	£	£	£
Auditors' Fees	9,700	11,000	11,698	13,665	16,176	23,000
Board Members' Fees	14,134	13,634	15,076	15,784	15,764	30,771

NOTE: The content of Fixed Assets and Reserves, was changed in 1979 (with comparative adjustments to the 1978 figures) to reflect

(a) The inclusion with Fixed Assets of expenditure on Railway Lines and Works and Railway Land and Buildings (formerly charged to Capital Reserve).

(b) The inclusion of the excess of replacement cost over historical cost depreciation in a new Asset Replacement Reserve rather than in Fixed Assets.

YEAR ENDED 31st DECEMBER

		1975	1976	1977	1978	1979	1980
RAILWAY							
				£ thousands			
Mainline Passenger, Freight and Other Services	Receipts	19,632	22,476	24,611	28,269	32,683	38,658
Bray/Howth Suburban Services	Receipts						1,576
Other Dublin Suburban Services	Receipts	} 639	} 786	} 993	} 1,251	} 1,759	515
Total	(Deficit)	20,271 (20,163)	23,262 (24,155)	25,604 (27,366)	29,520 (30,985)	34,442 (39,779)	40,749 (49,730)
ROAD PASSENGER							
Dublin City Services	Receipts	16,813	19,541	23,749	27,091	26,765	35,083
	(Deficit)	(5,035)	(5,997)	(4,782)	(5,195)	(12,919)	(16,559)
Provincial City Services	Receipts						4,855
	(Deficit)	} 13,618	} 16,585	} 19,579	} 22,615	} 25,132	(3,215)
Other Provincial Services	Receipts	(847)	(1,175)	(510)	(1,251)	(3,785)	26,579
	(Deficit)						(985)
Tours and Private Hire	Receipts	2,009	2,531	2,822	2,990	3,230	3,027
	Profit/(Deficit)	(58)	30	21	33	(146)	(652)
Total	(Deficit)	32,440 (5,940)	38,657 (7,142)	46,150 (5,271)	52,696 (6,413)	55,127 (16,850)	69,544 (21,411)
ROAD FREIGHT							
	Receipts	9,080	9,765	10,669	11,433	12,892	13,745
	(Deficit)	(740)	3	7	8	(688)	(1,105)
HOTELS, REFRESHMENT ROOMS, Etc.							
	Receipts	4,067	4,910	5,475	6,670	7,789	7,854
	Profit/(Deficit)	(451)	(641)	(54)	22	254	(260)
CANALS AND VESSELS							
	Receipts	165	202	209	240	224	271
	(Deficit)	(468)	(523)	(640)	(724)	(971)	(1,260)
INTERNATIONAL ACTIVITIES							
	Receipts	997	1,144	962	1,140	1,272	1,852
	Profit/(Deficit)	(2)	175	(23)	558	561	525
TOTAL	Receipts	67,020	77,940	89,069	101,699	111,746	134,015
	(Deficit)	(27,764)	(32,283)	(33,347)	(37,534)	(57,473)	(73,241)

NOTE: The total Net Deficit is before Exceptional Items.

Statistics of Rail Passenger Operations & Receipts

	YEAR ENDED 31st DECEMBER					
	1975	1976	1977	1978	1979	1980
Passenger Journeys	thousands					
Mainline and Other Services	6,648	6,039	6,639	7,159	8,109	7,671
Bray/Howth Suburban Services	}7,243	}7,569	}8,058	}8,746	}9,777	7,911
Other Dublin Suburban Services						1,072
Total	13,891	13,608	14,697	15,905	17,886	16,654
Receipts from Passenger Fares	£ thousands					
Mainline and Other Services	9,088	9,961	11,531	13,828	17,602	20,856
Bray/Howth Suburban Services	}639	}786	}993	}1,251	}1,759	1,561
Other Dublin Suburban Services						515
Total (See Note)	9,727	10,747	12,524	15,079	19,361	22,932
Passenger Miles	thousands					
Passenger Miles	558,496	489,513	544,141	600,279	691,436	641,558
Train Miles	5,009	4,777	4,899	5,281	5,534	5,405
Average Receipts	pence					
Pence per Passenger Journey	70.02	78.98	85.22	94.81	108.25	137.70
Pence per Passenger Mile	1.74	2.20	2.30	2.51	2.80	3.57

NOTE: Includes Receipts from Passengers only.

YEAR ENDED 31st DECEMBER

	1975	1976	1977	1978	1979	1980
	thousands					
Tons Carried						
Ale, Beer, Stout	229	208	210	206	203	198
Beet and Beet Pulp	271	307	284	260	224	223
Cement	757	794	729	793	807	654
Fertiliser	254	282	307	304	280	367
Mineral Ores	640	612	774	1,025	1,026	999
Petrol and Oil	268	261	267	309	325	293
General Freight	966	1,014	938	892	874	837
Total	3,385	3,478	3,509	3,789	3,739	3,571
	£ thousands					
Receipts	8,447	9,952	10,285	10,903	10,957	12,511
	thousands					
Ton Miles	347,471	363,697	364,739	385,466	384,590	389,360
Train Miles	2,900	2,758	2,824	3,045	3,214	3,212
	tons					
Average Wagon Load	7.63	8.62	9.38	10.54	12.11	13.72
Average Receipts	pence					
Per Ton	249.54	286.14	293.08	287.73	293.05	350.30
Per Ton Mile	2.43	2.74	2.82	2.83	2.85	3.21
Per Train Mile	292.31	360.84	364.20	358.06	340.91	389.51

Statistics of Road Passenger Operations & Receipts

	YEAR ENDED 31st DECEMBER					
	1975	1976	1977	1978	1979	1980
DUBLIN CITY SCHEDULED SERVICES						
	thousands					
Passenger Journeys	215,259	212,418	206,150	199,876	166,572	175,137
Vehicle Miles	31,535	30,800	29,667	29,332	26,230	29,256
	£ thousands					
Receipts [See Note (2)]	16,653	19,330	23,433	26,726	26,461	34,660
Average Receipts						
	pence					
Pence per Passenger Journey	7.74	9.10	11.37	13.37	15.89	19.79
Pence per Vehicle Mile	52.81	62.76	78.98	91.12	100.88	118.47
OTHER CITY SCHEDULED SERVICES						
	thousands					
Passenger Journeys	37,776	35,563	31,518	30,293	27,810	23,693
Vehicle Miles	4,602	4,702	4,375	4,088	3,494	3,390
	£ thousands					
Receipts	2,740	3,236	3,699	3,964	3,888	4,846
Average Receipts						
	pence					
Pence per Passenger Journey	7.25	9.10	11.74	13.09	13.98	20.45
Pence per Vehicle Mile	59.54	68.82	84.55	96.97	111.28	142.95
OTHER SCHEDULED SERVICES [See Note (3)]						
	thousands					
Passenger Journeys	51,095	51,123	49,506	49,092	46,968	46,529
Vehicle Miles	28,059	28,246	27,997	27,979	27,173	27,780
	£ thousands					
Receipts [See Note (1)]	10,159	12,329	14,864	17,355	19,429	24,522
Average Receipts						
	pence					
Pence per Passenger Journey	19.88	24.02	30.02	35.35	41.37	52.70
Pence per Vehicle Mile	36.21	43.65	53.09	62.03	71.50	88.27
TOURS AND PRIVATE HIRE						
	thousands					
Passenger Journeys	2,851	2,415	2,444	2,476	1,988	1,990
Vehicle Miles	2,844	2,468	2,676	2,640	2,343	2,061
	£ thousands					
Receipts [See Note (2)]	1,928	2,529	2,837	3,041	3,325	3,099

Notes: (1) Statistics exclude School Transport Contractors' Services. (2) "Tours and Private Hire", includes Dublin City Private Hire. (3) Other scheduled services includes Provincial, Long Distance and Expressway Services and Drogheda and Dundalk Town Services.

Statistics of Rail Assets

Mileage of Railway Lines

	first track miles	total track miles
Lines owned by Board	1,166	1,791
Other Lines	—	(4)
	70	76
	—	—
Total	1,236	1,867
	—	(4)

Motive Power

Number	Mileage 000
192	10,013
—	(94)

Rail Service Vehicles

Ballast Wagons, Tool Vans, etc.	404
	(21)

Rail Passenger Vehicles

	number	seats
Passenger Carriages	341	21,570
	(8)	(756)
Luggage Vans, etc.	111	—
	(10)	—
Total	452	21,570
	(18)	(756)

Rail Freight Vehicles

	number	tonnage capacity
Open Wagons	1,670	20,014
	(72)	(864)
Covered Wagons	486	5,943
	(519)	(6,350)
Flat Trucks	1,112	27,773
Brake Vans, etc.	1	340
	761	18,000
	(2)	56
Total	4,029	71,730
	(592)	(6,818)

Rail Freight Containers

Covered Containers	1,703	22,483
Lancashire Flats	—	—
	323	4,391
Other Containers	—	—
	332	4,508
	—	—
Total	2,358	31,382
	—	—

Figures in colour represent changes on figures for year ended 31st December, 1979.
Reductions are shown ().

Road Passenger Vehicles

		number	seats
Dublin City Services	Double-Deck Buses	801 (28)	60,018 (2,068)
	Single-Deck Buses	77 —	3,387 2
Other Services	Double-Deck Buses	129 (7)	9,652 (552)
	Single-Deck Buses	1,310 (28)	59,366 (1,303)
	Mini Buses	74 (8)	1,036 (112)
	Touring Coaches	47 (18)	2,068 (792)
	Miscellaneous	2 (1)	— —
	Total	2,440 (90)	135,527 (4,825)
Service Vehicles			
	Total	413 (13)	

Road Freight Vehicles

		number
Power Units	Lorries	202 (34)
	Tractors	275 (65)
	Vans, etc.	64 (8)
	Total	541 (107)
Trailers	Articulated	449 (68)
	Others	21 —
	Total	470 (68)
Containers		
	Covered	143 13
	Flats	89 —
	Total	232 13

Figures in colour represent changes on figures for year ended 31st December, 1979.
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