



ANNUAL REPORT 1981
Tuarascáil Bhliantúil 1981

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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 unusual that I should be writing this review when the one which I wrote last year for the 1980 accounts has not yet been published. In the circumstances an explanation is due and I will summarise, briefly, the reason why the accounts for year ending 31 December 1980 have not yet been printed or distributed.

Hotels Group

Ostlanna Iompair Eireann is a subsidiary of CIE. This subsidiary is responsible for the operation of the hotel chain which now consists of six hotels in the Republic of Ireland and one bomb-damaged hotel in Belfast. The financing of the Hotels subsidiary has been the subject of negotiation and discussion with the Department of Transport for a number of years. In 1973 a firm of business consultants was employed to undertake an examination of the OIE hotels and to make recommendations regarding their future and the financing of that future. In 1981, at the request of the Minister for Transport, there was an examination of the financial state of the hotels by a firm of Merchant Bankers and they made certain recommendations. Numerous submissions have been made to the Department of Transport and these have been revised at regular intervals.

The hotels have been under-capitalised because the development which took place prior to 1972 was financed by loan capital. Apart from an equity injection of £1.4m. in 1977, the company has had to pay substantial interest in the years 1974 to 1982. During this period four hotels were sold and an effort was made to dispose of the bomb-damaged hotel in Belfast. When, in the view of the Board, a satisfactory tender was obtained for the Belfast premises, the Government of the day directed that the asset should not be disposed of.

Unfortunately no Government has indicated a policy for the hotels nor has any Government responded to the Company's request for adequate equity finance. Because of the absence of a decision, the insolvency of OIE and the Board's reservation concerning the continued operation of OIE as a going concern, the accounts of the subsidiary cannot be consolidated with the accounts of CIE and this has been the reason for the delay in the publication of the annual reports.

Subvention

During the past decade the State has become more involved with Education, Health and Social Welfare Services, as well as with industrial development and the acquisition of unsuccessful private enterprise operations. The increased activity has led to a more extensive bureaucracy and an escalation in demand on available resources. All political parties are agreed that the existing forms of taxation have reached saturation point and that initially there will have to be a considerable reduction in public sector spending. One has to accept the situation as it is and CIE will do everything in its power to operate within whatever financial limits are established by the Government.

I have, in the past, referred to the fact that it is a tougher discipline to contain and reduce a deficit than it is to maximise a profit. The cost controls which we have instituted in recent years have been effective but it is difficult to demonstrate this in the context of large increases in the cost of labour, fuel and the extension of 'social' transport services which are being continuously demanded. Furthermore, while total capital spending is controlled by the Department of Transport, CIE procures the finance, consequently the re-payment and the cost of interest are charges against CIE's current operations.

In recent years we have had a number of different Ministers for Transport and each has communicated the Government's concern about the future financing of CIE. There seems to be a general reluctance to accept that public transport services are, for the greater part, of a social rather than a commercial nature. If the intention is to reduce the annual subvention, then there must be an acceptance that services with a high social content must gradually be eliminated. CIE was established by Statute and owes its existence solely to the Oireachtas, which, in turn, delegates its powers to the Government of the day and the Government appoints the Board to carry out the duties laid down by the legislature. Naturally when a Board accepts the responsibilities laid down by the legislature, it also accepts the delegated authority. In other words, the Board carries the responsibilities and the consequences. The difficulty for the Board is that the Government's objectives are not always clearly defined and the Board's powers are frequently curtailed by political considerations.

Industrial Relations

At this stage the four Worker Directors have served half their appointed time. Their intimate knowledge of policy in action as seen from shopfloor level has added a new dimension to our Board discussions. Their contributions complement those of the other members of the Board and, as a consequence, we have been able to achieve a consensus on most issues affecting policy at the formulation stage and policy in practice. It is a matter of interest that to date it has not been necessary to take a vote on any specific issue and this is a reflection of the commonsense and understanding shown by all members of the Board.

It would be a mistake to expect that industrial problems can be eliminated as a result of Board representation. The role of the Worker Directors, as I see it, is to reflect the effect of policy in operation and to facilitate the communication of agreed corporate

policy. While they can and do contribute advice on the management of industrial relations, the responsibility for negotiations rests with the trade unions and the management. The great difficulty which the Worker Directors experience is the lack of a support structure with which to communicate with their constituents. We have been endeavouring at Board and management levels to establish a suitable structure and one which would not transgress on the trade union/management machinery. So far we have not been successful but we are hopeful that a solution will be found before the conclusion of the terms of office of the present Worker Directors.

Once again the total number of meetings held between management and the trade unions was approximately 3,000. This figure excludes the meetings where third parties were involved such as Labour Court Conciliation Conferences and Investigations, Tribunal Appeals, Rights Commissioner's interventions and Equality Officers' Examinations. The overall number of meetings reflect not the state of industrial relations within CIE but rather the wide variety of employment, the number of trade unions and the number of grades of staff.

CIE is often perceived to have bad industrial relations but this is not so. In my opinion, there is a very satisfactory relationship between management and trade unions within CIE, particularly when account is taken of the total numbers employed, the diverse nature of their employment and the geographical spread of activity. A further point is that wage and salary increases cannot be conceded unless the Board gets the approval of the Department of Transport. The delays involved in seeking such approval very often lead to frustration on the part of the negotiators. During 1981, of the 23 stoppages of work, 18 were unofficial and 13 were for one day or less. The real problem rests with sudden disruptions in Dublin City Services. Often only one individual takes action and this may result in severe inconvenience for

50,000 or more people on the particular morning or evening.

The Railway

The major part of the annual subvention is allocated to the railway operation. This is not very different to what prevails in other European countries. The only difference between our situation and theirs is that they receive the greater part of their subvention as revenue for social services in accordance with the terms of the EEC directives. It is significant that the Joint Committee of the Oireachtas recommended "that arrangements for payment of State subventions to CIE should be amended to bring them into line with the practice of our partners in the European Economic Community". McKinsey & Co. in their study of the railways concluded that the commercial options regarding the reduction of the deficit were few. They calculated that the liquidation cost of the railway could exceed the operational cost over a number of years. In the circumstances they concluded that the future operation of the railway depended on a political decision rather than on a commercial decision.

The Board of CIE would argue that the commercial results can be improved if investment takes place. In recent years there has been a substantial investment in track, signalling and locomotive power. This investment has enabled more efficient operation, shorter journey times and more comfortable travel. However, there has been no investment in passenger rolling stock and the condition of much of the existing stock is very poor. As a consequence, the cost of maintenance of equipment is excessively high, capacity is inadequate and the quality of service on some routes is not good. Last year I pointed out that there is a need for 200 new mainline coaches to supplement the existing fleet and enable very old stock to be retired. In a number of previous reports, I have referred to the establishment of an independent

rolling stock industry at Inchicore Works. A revised plan which provided for an assembly plant which would be managed and manned by CIE staff has been with the Department of Transport for some time. A decision on this plan has been deferred by successive Governments but I am glad to say that, recently, approval was given for the project. It is hoped to commence production towards the end of 1983. The stock will be based on the British Rail Mark III passenger coach. During the early stages components will be imported in knock-down condition but as experience is gained an increasing amount of the structural work will be executed at Inchicore. The provision of the new rolling stock will give rise to a reduction in maintenance but, more importantly, it will enable us to provide a quality service to Sligo Ballina and Westport. We will also be able to improve the services on other routes.

While the railway does absorb the greater part of the subvention, it must be said that there has been a tremendous commitment and loyalty among the railway staff. They have co-operated with management in increasing productivity and implementing innovations, many of which are in advance of practices in other railways. Furthermore, there has been a substantial reduction in the manning of the railway; over the past eight years it has been of the order of 30%. Traditional methods have been discarded, flexibility has been introduced and there is a more aggressive approach to obtaining new business.

Urban Transportation

During the year 90 new Bombardier double deck buses were operated on Dublin City Services. The buses proved to be reliable and comfortable. The crews were pleased with the handling of the buses and their equipment. The introduction of these new buses has made a notable improvement in services, mainly because of their superior availability. It is hoped to have 275 buses in service in Dublin by the end of

1982 and 17 will be allocated to Cork City operations. In 1983 we hope to add new buses to Limerick and Galway City fleets.

While traffic congestion in Dublin City continues to have an adverse affect on schedules, the introduction of bus lanes has eased some of the problems. There are times when it has been possible to maintain schedules during the peak periods because of the efficiency of these bus lanes. However, there is a tendency for trespass and this can only be corrected by regular and effective policing. Unfortunately the problem of double parking still persists in Dublin City and in some areas it conflicts with the good work of the Dublin Transportation Task Force.

The electrification of the suburban line is being implemented according to plan and the first of the electric rolling stock will be delivered by the end of 1982. It is hoped to inaugurate the service in July 1983, and by March 1984 all the stock used on the suburban services will be new electric stock. A feature of the implementation is that there has not been an over-run on the costs and that the time plan for the project has been observed.

The perceived efficiency of CIE is a function of the Dublin City Services. With the establishment of the Dublin Transport Authority, the introduction of the Bombardier double deck buses and the electrification of the suburban line, we anticipate providing fast, regular and dependable services to the community in Dublin City, Suburban and Outer Suburban areas. This new deal will boost the morale of CIE staff enormously. For too long the Board has been blamed for the inadequacies of the infrastructure and lack of investment in equipment.

The Future

Under this heading in my last review I wrote the following paragraph —

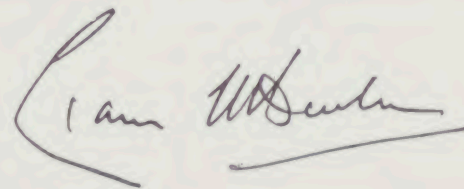
“Year after year I hope, in my optimism, that decisions will be forthcoming in regard to the future of the railways, the services to be offered and the social role of public transport. I also hope that there will be an identifiable commitment to the development of public transport and that CIE will be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

We have had one very important decision since I wrote that paragraph and it is the approval to construct passenger rolling stock at Inchicore. This is interpreted as a guarantee that the railway will continue to operate at least until the end of the century. Now that this commitment has been made, there is a need for further discussion between the Board and the Department concerning the manner in which the railway will be operated over the next 20 years. The subvention will be an essential element in these discussions but once there is a general agreement on policy, then it is a matter for the Board and Management of CIE to implement that policy.

I have previously referred to the need for a concordat agreed by the three parties concerned, the Board, the trade unions and the Government. Such an agreement would enable all parties to plan on a continuing basis

rather than from year to year. It would also allow difficult decisions to be taken in the context of long term survival and support. The concordat should indicate the financial parameters allowed to the Board but, in turn, the Board should be allowed to use the freedoms conferred on it by the Statutes.

What is distressing for the Board and the staff is the uncertainty caused by the absence of a stated commitment to the railways by the Government of the day. My point is that in the progress already achieved — the upgrading of the track, the modernisation of the signalling system, the electrification of the suburban line, the planned building of passenger rolling stock at Inchicore — all of these projects have been approved by direct decision or by acceptance of the Board’s plans. To all intents, therefore, there has been an unarticulated commitment to the railway and what is now needed is a statement of support by the Government, a statement which will lift the morale of all railway staff and which will enable the necessary operating and personnel decisions to be taken in the knowledge that there is a long-term commitment to the railway.

A handwritten signature in black ink, appearing to read "Liam W. Deane". The signature is written in a cursive style with a large initial "L" and a long horizontal stroke at the end.



REPORT 1981

The financial result for 1981 is a deficit of £93.969m. (before exceptional items).

TABLE 1

Turnover	1981	1980	Variance	%
	£000	£000	£000	
Expenditure	240,278	207,256	33,022	+ 15.93
Revenue	146,309	134,015	12,294	+ 9.17
Deficit (before exceptional items)	93,969	73,241	20,728	+ 28.3
	%	%	%	
Deficit Expenditure x 100	39	35	+ 4	

An application made in August 1980 to increase rates and fares from 1 January 1981 was not authorised by Government until July 1981. This deferment resulted in a loss of £8.2m. in revenue. The increases, in the range 20/25%, were introduced from 31 July. Furthermore, the general economic recession, the drop in tourism, industrial disputes, and service disruptions due to protest marches and demonstrations all had an adverse affect on revenue growth.

The principal items contributing to the significant increase in expenditure were — labour costs arising from implementation of National Wages rounds (offset by net strike savings) — £12.8m.; materials — £8.0m.; operating depreciation — £4.2m.; financial charges — £2.3m.; fuel costs — £1.7m.; miscellaneous — £4.0m.

Separate working accounts are provided for the Bray/Howth suburban rail services and for the provincial city road passenger services.

If, as recommended by the Joint Committee of the Oireachtas, the arrangement for payment of State subvention to CIE had been brought into line with the practice which obtains in other EEC countries (i.e. subvention payments, where applicable, should be made above the line instead of below the line which is the practice with CIE's accounts) the effect on the 1981 accounts would have been as in Table 2.

TABLE 2

REVENUE	1981 £000	1980 £000
Rates and Fares	146,308	134,015
Support Payments		
Public Service Obligations, Passenger Services	57,537	41,959
Financial Burden of Railway	8,445	7,884
TOTAL REVENUE	212,290	183,858
TOTAL EXPENDITURE	240,278	207,256
NET DEFICIT (before exceptional items)	27,988	23,398
NET DEFICIT/(SURPLUS) OF THE VARIOUS OPERATIONS		
Railway	25,273	20,846
Road Passenger: Dublin City Services	—	—
: Provincial	—	—
: Tours and Private Hire	62	652
Road Freight	1,474	1,105
International Activities	(339)	(525)
Hotels and Catering	539	260
Canals and Galway/Aran Services	979	1,060
NET DEFICIT (before exceptional items)	27,988	23,398



THE RAILWAY

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

TABLE 3

Turnover	1981	1980	Variance	
	£000	£000	£000	%
Passenger Train Revenue	29,366	27,801	1,565	+ 5.6
Freight Train Revenue	15,506	12,511	2,995	+23.9
Miscellaneous Revenue	574	437	137	+31.4
Total Revenue	45,446	40,749	4,697	+11.5
Total Expenditure	105,664	90,479	15,185	+16.8
Deficit	60,218	49,730	10,488	+21.1
Deficit ----- x 100 Expenditure	% 57.0	% 55.0	% + 2.0	

Overall, the increase in passenger train revenue at 5.6% was not comparable with the performance of the previous three years when the increases were in the order of 20% in each of those years. Passenger journeys, other than on the Bray/Howth suburban service, declined by 4.43% reflecting the depressed economic situation and the poor tourist season in

1981. On the Bray/Howth suburban service the reduction in passenger journeys was 11.3%. This was due, largely, to the curtailment of services (including closures at week-ends) to facilitate the implementation of the electrification programme.

Freight tonnage increased by 2.6% to 3.66m. tons. The tonnage of mineral ores was down because of the protracted closure of Tara Mines resulting from industrial action. However the loss of the ore traffic was more than offset by increased volumes of cement, fertiliser and general freight.

ROAD PASSENGER SERVICES

Dublin City Services:

Table 4 sets out the comparative results for Dublin City Services for 1981 and 1980.

TABLE 4

Turnover	1981	1980	Variances	
	£000	£000	£000	%
Revenue	35,581	35,084	497	+ 1.4
Expenditure	59,699	51,643	8,056	+15.6
Deficit	24,118	16,559	7,559	+45.6
Deficit ----- x 100 Expenditure	% 40.4	% 32.1	% + 8.3	

Passenger revenue improved only marginally. As well as the shortfall attributable to the deferment of the fares increase, estimated at some £3.3m., there was a further estimated loss of some £3.0m. because of the strike by maintenance and operative staff which resulted in the suspension of services from 3 to 29 July. The revenue situation was also worsened by the service disruptions caused by demonstrations and



protest marches. These factors account for the decline in passenger journeys.

Traffic congestion continued to have an adverse effect on scheduled running. However, during the year 33 bus priority measures (bus lanes) aggregating to approximately seven kilometres of road length were introduced and contributed to a reduction in delays on certain routes. Plans are well advanced to extend the number of bus lanes.

At the end of 1981 a total of 90 of the new Bombardier double deck buses were in service. These had been introduced on a gradual basis in the second half of the year.

The much greater reliability of these buses compared with the older units in the fleet which they replaced made a noticeable improvement on the services to which they were allocated.

The public response to the new Bombardier buses has been very favourable. It is hoped to have about 275 of the double deck units in service in Dublin by the end of 1982.

The Automatic Vehicle Monitoring System (AVM) already operating at Phibsboro depot was extended to the routes operating from Summerhill depot. There was an improvement in overall control and some of the worst effects of traffic congestion and other causes of service disruption were eased. AVM will be gradually extended to all city depots.

The new 76 route, providing a peripheral service between Tallaght, Clondalkin and Ballyfermot was introduced in May. A number of services were rationalised and others were extended during the year. Furthermore, buses were transferred from areas with a reduced passenger demand to service new and developing areas.

On Mondays to Saturdays from 12 to 24 December a special free shuttle service for city shoppers was introduced between O'Connell Street and St. Stephen's Green. The service was subsidised by the City Centre Business Association.

At the end of the year the total number of the bus shelters in Dublin City area was 652.

Provincial City Services

The deficit for the year was £4.069m to which the loss on Cork City services was again the main contributor. A major revision of the services in Cork city is under way. In general, passenger journeys increased and revenue improved by £0.559m. However, this was more than offset by a rise in expenditure of £1.413m. Efforts are being made to reduce the deficit significantly. It may be necessary to withdraw completely services which are poorly supported.

Other Road Passenger Services — Provincial

Revenue increased by £3.113m. (11.7%). This would have been higher by £1.5m. but for the delayed introduction of the fares increase. Expenditure during the



year rose by £4.778m. (17.3%) and the deficit was £2.650m.

Revenue on the Expressway services which increased by 18% amounted to £3.777m. These services were affected by the industrial action taken in July. This was unfortunate as the demand for Expressway services is at peak during the summer months.

During 1981 the development of the Expressway network was mainly in the area of cross-channel services. Through coach operations were introduced on the Limerick/Waterford/Bristol/London route via Rosslare and through booking arrangements were expanded on all through services.

Twenty-one new Bombardier single deck inter-city buses went into service during the year and, as with the new double-deck units, they have proved consistently reliable.

A new garage at Thurles was opened and the extension and re-development of the garage at Tralee was completed.

The number of children being carried on the free school transport service increased to 162,650.

OTHER ACTIVITIES

Tours and Private Hire

The result for the year in this sector was an improvement of £0.590m. compared with 1980, the deficit in that year of £0.652m. having been reduced to £0.062m.

The tours operation returned a profit of £0.196m. compared with the loss of £0.424m. in the previous year. Gross revenue increased by 51% to a record of £7.689m. The principal factors contributing to this growth were — an almost tenfold increase in Convention and Incentive Tour business (from £0.065m. to £0.623m.); the opening of an office in Dusseldorf which recorded a turnover of £0.33m.; an increase of 65% in self-drive car business and a growth of 146% in the Great Britain Vacations programme from the United States. This satisfactory result was achieved despite a fall in business in the second half of the year resulting from the political situation in Northern Ireland and the effects of the US air traffic controllers' strike.

Thirty-one new Bombardier touring coaches were introduced to the fleet to replace overage units.

Private Hire results were adversely affected by the general domestic recession. The deficit on this activity increased slightly from £0.228m. in 1980 to £0.258m. in 1981.

Vessels and Canals

The deficit on the Galway/Aran Islands service was £0.236m., a reduction of £0.021m. on the previous year.

The net cost of maintaining the canals was £0.942m. as compared with £1.003m. in 1980. We are under constant pressure to carry out more work on the canals, but our activity is limited by the financial resources available. There has been no indication of progress in the plan to transfer responsibility for the canals to the Office of Public Works. In the meanwhile the canals are kept on a care and maintenance basis.

Road Freight

The deficit in 1981 was £1.474m.

Revenue increased by £0.328m. to £14.073m. but was more than offset by a rise in expenditure of £0.697m.

Tonnage carried including hired hauliers was below the 1980 level by 0.252m. tons. Contract work for County Councils and the carriage of ground limestone and general traffics were generally down. This reflected the overall economic recession.

International Activities

Rosslare Harbour is the only operating activity under this heading.

The profit on the year's working was £0.339m. which was £0.186m. below the 1980 level. Although revenue improved by £0.508m. the expenditure increased by £0.694m. but almost £0.500m. of this related to financial charges due mainly to the cost of servicing loans for work on developing the Harbour.

Both passenger and freight traffics increased. The number of sailings by all services using the port was 1,453 an improvement of 12.4%.

Facilities for the handling of freight at the port and passenger facilities at the new pier were improved.



Hotels and Catering Services

These activities resulted in a deficit of £0.539m. compared with the deficit of £0.260m. in 1980.

Gross revenue earned by the Hotel Group was £6.2m. an increase of 21.6%. However, the deficit increased from £0.280m. in 1980 to £0.483m. in 1981. Despite the success of the campaign to develop home market business the competitive pricing levels necessary to achieve this did not compensate for the loss of expected foreign business.

Chiefly because of the lower level of passenger traffic railway catering services returned a loss of £0.056m. compared with a profit of £0.020m. in the previous year.

STAFF

The total number of staff at the end of 1981 was 16,211 compared with 16,463 at the end of the previous year.



Salaries and wages paid during the year (including renewal of lines and works, pensions and associated costs) totalled £150m. of which £36.6m. was contributed to the State by way of PAYE and Social Insurance payments.

During the year there were 23 stoppages of work, 13 of which were for one day or less. Eighteen of the 23

stoppages were unofficial and the remaining five were official or partly official.

The total number of meetings held directly between the management and trade unions, throughout the organisation, was 2,927. This does not include numerous meetings where third parties were involved e.g. Labour Court Conciliation Conferences and Investigations, Tribunal Appeals, Rights Commissioners and Equality Officers. It must be observed again that the wide variety of employment in CIE and the multi-union representations covering the staff gives rise to a great volume of industrial relations activity unconnected with dispute situations.

The number of apprentices in training during the year was 384, comprising 336 CIE apprentices, 13 sponsored by AnCO and 35 sponsored by outside firms. One former apprentice graduated as an engineer under the Engineering Scholarship Scheme. This brings to 12 the number of apprentices who have graduated to date under this scheme.

The number of training courses held throughout the year was 724 and the aggregate attendance at courses was 5,700, which represents about one-third of the total staff.

Summary of Total Receipts and Costs

	1981			1980		
	Total Receipts	Total Costs	Net Profit/ Deficit	Total Receipts	Total Costs	Net Profit/ Deficit
	£	£	£	£	£	£
Railway — Other than Bray/Howth Suburban Services	43,885,891	98,380,367	(54,494,476)	39,172,307	84,209,264	(45,036,957)
Railway — Bray/Howth Suburban Services	1,559,704	7,283,603	(5,723,899)	1,576,387	6,269,360	(4,692,973)
Road Passenger — Dublin City Services	35,580,582	59,698,558	(24,117,976)	35,083,481	51,642,832	(16,559,351)
Road Passenger — Provincial City Services	5,414,604	9,483,343	(4,068,739)	4,855,050	8,069,582	(3,214,532)
Road Passenger — Other Services	29,691,889	32,341,957	(2,650,068)	26,579,183	27,564,570	(985,387)
Road Passenger — Tours and Private Hire	4,225,296	4,287,441	(62,145)	3,026,914	3,678,696	(651,782)
Road Freight	14,072,807	15,546,533	(1,473,726)	13,745,098	14,850,470	(1,105,372)
International Activities	2,359,857	2,021,171	338,686	1,851,991	1,327,244	524,747
Hotels, Refreshment Rooms and Restaurant Cars	9,174,112	9,712,690	(538,578)	7,853,577	8,113,833	(260,256)
Canals	56,680	999,046	(942,366)	40,250	1,043,292	(1,003,042)
Vessel	287,103	523,295	(236,192)	230,460	487,048	(256,588)
TOTAL	£146,308,525	£240,278,004	(£93,969,479)	£134,014,698	£207,256,191	(£73,241,493)

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

£134,965,347

£121,327,982

NOTES: (1) Financial Charges are included with Total Costs.
(2) The Total Net Deficit indicated is before exceptional items.

Accounts

Consolidated Revenue Accounts

Railway Working
Account Other
Than Bray/Howth
Suburban Services

	1981		1980	
	£	£	£	£
Receipts				
Passenger Train Traffic	27,820,256		26,240,220	
Goods Train Traffic	15,506,279		12,510,671	
	43,326,535		38,750,891	
Miscellaneous	559,356		421,416	
Total Receipts		43,885,891		39,172,307
Expenditure				
Maintenance of Lines and Works	13,531,191		11,254,054	
Maintenance of Rolling Stock	15,811,397		11,333,342	
Fuel	7,272,230		6,438,765	
Operating and Other Expenses	44,245,668		40,153,612	
Provision for Renewal of Lines and Works	8,079,000		7,282,510	
Operating Depreciation	4,043,368		3,528,053	
Total Expenditure		92,982,854		79,990,336
Operating Deficit		(49,096,963)		(40,818,029)
Financial Charges		5,397,513		4,218,928
Net Deficit carried to Profit and Loss Account		(£54,494,476)		(£45,036,957)

Consolidated Revenue Accounts

Railway Working
Account Bray/Howth
Suburban Services

	1981		1980	
	£	£	£	£
Receipts				
Passenger Train Traffic	1,545,399		1,561,163	
Miscellaneous	14,305		15,224	
Total Receipts		1,559,704		1,576,387
Expenditure				
Maintenance of Lines and Works	381,778		319,618	
Maintenance of Rolling Stock	1,571,364		1,225,353	
Fuel	374,714		424,681	
Operating and Other Expenses	4,156,532		3,591,212	
Provision for Renewal of Lines and Works	208,000		96,490	
Operating Depreciation	364,399		291,005	
Total Expenditure		7,056,787		5,948,359
Operating Deficit		(5,497,083)		(4,371,972)
Financial Charges		226,816		321,001
Net Deficit carried to Profit and Loss Account		(£5,723,899)		(£4,692,973)

Consolidated Revenue Accounts

Road Passenger
Working Account
Dublin City Services

	1981		1980	
	£	£	£	£
Receipts				
Passenger Services	35,369,906		34,841,557	
Miscellaneous	210,676		241,924	
Total Receipts		35,580,582		35,083,481
Expenditure				
Maintenance of Buildings	553,681		510,136	
Maintenance of Vehicles and Equipment	15,745,367		14,336,586	
Fuel	3,967,443		3,601,118	
Road Tax and Licences	260,610		256,128	
Operating and Other Expenses	33,147,386		29,510,241	
Operating Depreciation	5,093,224		2,968,586	
Total Expenditure		58,767,711		51,182,795
Operating Deficit		(23,187,129)		(16,099,314)
Financial Charges		930,847		460,037
Net Deficit carried to Profit and Loss Account		(£24,117,976)		(£16,559,351)

Consolidated Revenue Accounts

Road Passenger
Working Account
Provincial City Services

	1981		1980	
	£	£	£	£
Receipts				
Passenger Services	5,411,642		4,852,122	
Miscellaneous	2,962		2,928	
Total Receipts		5,414,604		4,855,050
Expenditure				
Maintenance of Buildings	83,205		169,527	
Maintenance of Vehicles and Equipment	2,146,768		1,937,703	
Fuel	516,583		524,345	
Road Tax and Licences	33,530		34,495	
Operating and Other Expenses	5,923,699		4,998,814	
Operating Depreciation	768,720		419,154	
Total Expenditure		9,472,505		8,084,038
Operating Deficit		(4,057,901)		(3,228,988)
Financial Charges		10,838		Cr. 14,456
Net Deficit carried to Profit and Loss Account		(£4,068,739)		(£3,214,532)

Consolidated Revenue Accounts

Road Passenger
Working Account
Other Services

	1981		1980	
	£	£	£	£
Receipts				
Passenger Services	28,873,789		25,723,647	
Miscellaneous	818,100		855,536	
Total Receipts		29,691,889		26,579,183
Expenditure				
Maintenance of Buildings	232,923		235,404	
Maintenance of Vehicles and Equipment	11,052,434		9,861,324	
Fuel	2,538,849		2,186,780	
Road Tax and Licences	133,892		132,783	
Operating and Other Expenses	15,749,459		13,913,169	
Operating Depreciation	2,585,448		1,386,482	
Total Expenditure		32,293,005		27,715,942
Operating Deficit		(2,601,116)		(1,136,759)
Financial Charges		48,952		Cr. 151,372
Net Deficit carried to Profit and Loss Account		(£2,650,068)		(£985,387)

Consolidated Revenue Accounts

Road Passenger
Working Account
Tours and Private Hire

	1981		1980	
	£	£	£	£
Receipts				
Passenger Services		4,225,296		3,026,914
Expenditure				
Maintenance of Buildings	11,928		12,779	
Maintenance of Vehicles and Equipment	493,889		552,289	
Fuel	198,878		209,749	
Road Tax and Licences	25,029		24,009	
Operating and Other Expenses	3,412,451		2,743,712	
Operating Depreciation	244,391		182,434	
Total Expenditure		4,386,566		3,724,972
Operating Deficit		(161,270)		(698,058)
Financial Charges		Cr. 99,125		Cr. 46,276
Net Deficit carried to Profit and Loss Account		(£62,145)		(£651,782)

Consolidated Revenue Accounts

Road Freight
Working Account

	1981		1980	
	£	£	£	£
Receipts				
Goods Services	13,921,835		13,591,406	
Miscellaneous	150,972		153,692	
Total Receipts		14,072,807		13,745,098
Expenditure				
Maintenance of Buildings	84,295		91,389	
Maintenance of Vehicles and Equipment	2,599,461		2,502,945	
Fuel	1,634,625		1,421,574	
Road Tax and Licences	185,708		202,489	
Operating and Other Expenses	9,705,879		9,183,823	
Operating Depreciation	838,885		992,362	
Total Expenditure		15,048,853		14,394,582
Operating Deficit		(976,046)		(649,484)
Financial Charges		497,680		455,888
Net Deficit carried to Profit and Loss Account		(£1,473,726)		(£1,105,372)

Consolidated Revenue Accounts

International Activities
Working Account

	1981		1980	
	£	£	£	£
Receipts				
Harbour Services		2,359,857		1,851,991
Expenditure				
Maintenance, Operating and Other Expenses	1,145,798		954,752	
Operating Depreciation	9,636		3,531	
Total Expenditure		1,155,434		958,283
Operating Profit		1,204,423		893,708
Financial Charges		865,737		368,961
Net Profit carried to Profit and Loss Account		£338,686		£524,747

Consolidated Revenue Accounts

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

	£	1981	£	£	1980	£
Receipts						
Hotels, Refreshment Rooms and Restaurant Cars			9,157,615			7,846,641
Expenditure						
Maintenance of Buildings, Cars and Equipment	299,625				253,249	
Provisions, Wines, etc.	3,477,978				2,961,946	
Other Direct Expenses	4,295,433				3,587,560	
Other Expenditure	1,368,507				1,085,962	
Total Expenditure			9,441,543			7,888,717
Operating Deficit			(283,928)			(42,076)
Surplus on Sale of Fixed Assets			16,497			6,936
			(267,431)			(35,140)
Financial Charges			271,147			225,116
Net Deficit carried to Profit and Loss Account			(£538,578)			(£260,256)

Consolidated Revenue Accounts

Canals Working Account

	£	1981	£	£	1980	£
Receipts						
Rents	45,189				29,696	
Miscellaneous	11,491				10,554	
Total Receipts			56,680			40,250
Expenditure						
Maintenance of Buildings	69,694				37,364	
Maintenance of Waterways and Works	602,759				760,931	
Operating and Other Expenses	326,593				244,997	
Total Expenditure			999,046			1,043,292
Operating Deficit			(942,366)			(1,003,042)
Financial Charges			—			—
Net Deficit carried to Profit and Loss Account			(£942,366)			(£1,003,042)

Vessel Working Account

	1981		1980	
	£	£	£	£
Receipts				
Passenger Traffic	215,564		169,401	
Goods Traffic	69,006		58,638	
Miscellaneous	2,533		2,421	
Total Receipts		287,103		230,460
Expenditure				
Maintenance of Vessel and Equipment	99,055		111,927	
Fuel	23,529		15,945	
Operating and Other Expenses	388,134		347,845	
Operating Depreciation	4,070		4,070	
Total Expenditure		514,788		479,787
Operating Deficit		(227,685)		(249,327)
Financial Charges		8,507		7,261
Net Deficit carried to Profit and Loss Account		(£236,192)		(£256,588)

Consolidated Profit and Loss Account

Net Profits/(Deficits) from	Notes	1981		1980	
		£	£	£	£
Railway – Other than Bray/Howth Suburban Services		(54,494,476)		(45,036,957)	
– Bray/Howth Suburban Services		(5,723,899)		(4,692,973)	
Road Passenger – Dublin City Services		(24,117,976)		(16,559,351)	
– Provincial City Services		(4,068,739)		(3,214,532)	
– Other Services		(2,650,068)		(985,387)	
– Tours and Private Hire		(62,145)		(651,782)	
Road Freight		(1,473,726)		(1,105,372)	
International Activities		338,686		524,747	
Hotels, Refreshment Rooms and Restaurant Cars		(538,578)		(260,256)	
Canals		(942,366)		(1,003,042)	
Vessel		(236,192)		(256,588)	
			(93,969,479)		(73,241,493)
Financial Charges	3	(8,158,912)		(5,845,088)	
Allocation to Working Accounts		8,158,912	–	5,845,088	–
Net Deficit before Exceptional Items			(93,969,479)		(73,241,493)
Exceptional Items	4		(925,858)		(1,280,758)
Net Deficit			(£94,895,337)		(£74,522,251)
Financed as follows:					
Non-repayable State Grants under					
Sub-Head D 1 Vote 44, 1981 of Dáil Éireann (1980:					
Sub-Head D 1 Vote 43)					
(a) Grant in respect of rail passenger services under EEC Regulation 1191/69		26,500,000		21,000,000	
(b) Grant for the normalisation of accounts of railways under EEC Regulation 1192/69		4,500,000		4,500,000	
(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		53,800,000		44,300,000	
(d) Grant to cover losses incurred on the operation of the Galway/Aran Ferry Service		200,000		200,000	
	2		85,000,000		70,000,000
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off			(91,865)		(16,937)
			84,908,135		69,983,063
Adverse Balance Forward	11		9,987,202		4,539,188
			£94,895,337		£74,522,251

M. GRACE, Assistant General Manager (Finance)

Consolidated Balance Sheet at 31st December

	Notes	£	1981 £	£	1980 £
Fixed Assets	5		125,445,588		93,550,882
Interest in Subsidiary Company	19(d)		100		100
Investments	6		50,480		47,706
Current Assets					
Stocks of Stores	7	34,598,268		24,382,514	
Debtors	18	31,929,283		20,605,487	
Equalisation Account for Renewal of Railway Lines and Works		199,818		—	
Bank Deposits	19(a)	1,238,049		1,172,340	
Balance at Bankers and Cash in Hand		354,013		232,336	
		<u>68,319,431</u>		<u>46,392,677</u>	
LESS:					
Current Liabilities					
Amount due to Bankers		5,220,580		10,278,055	
Unsecured Bank Loans	13	18,920,489		5,280,995	
Creditors and Provisions		54,179,847		41,586,270	
Equalisation Account for Renewal of Railway Lines and Works		—		466,903	
		<u>78,320,916</u>		<u>57,612,223</u>	
Net Current Liabilities			(10,001,485)		(11,219,546)
			£115,494,683		£82,379,142
FINANCED BY:					
Issued Transport Stocks	8		5,514,460		5,514,460
Reserves					
Asset Replacement Reserve	9	38,105,183		28,810,075	
Capital Reserve	10	12,267,515		11,161,328	
Profit and Loss Account	11	(22,234,874)		(12,197,672)	
			28,137,824		27,773,731
Sinking Fund for redemption of Transport Stocks	20	2,794,326		2,423,724	
LESS: Investments		(2,794,326)		(2,423,724)	
Sinking Fund — Repayment of Bank Loans	20		165,000		165,000
Sinking Fund — Unsecured Loan Stock 1991/96	20		300,000		250,000
Department of Education — Funding of School Buses	12		1,490,006		1,544,484
Loan Capital					
Repayable State Advances for Capital Expenditure, under Section 4, Transport Act, 1964, as amended by Section 3, Transport Act, 1974		37,458,691		33,284,691	
Unsecured Bank Loans	13	39,928,702		11,346,776	
Unsecured Loan Stock 1991/96	13	2,500,000		2,500,000	
			79,887,393		47,131,467
			£115,494,683		£82,379,142

Consolidated Statement of Source and Application of Funds

	1981 £	1980 £
Source of Funds		
Net Deficit less Non-Repayable State Grants	(9,895,337)	(4,522,251)
Depreciation and Surplus arising on Disposal of Fixed Assets	14,874,624	10,754,463
Sinking Fund — Repayment of Bank Loans	1,060,000	695,000
Proceeds from Realisation of Sinking Fund Investments	—	721,039
Unsecured Bank Loans	31,001,522	6,285,000
Repayable State Advances for Capital Expenditure	4,174,000	3,846,000
Funding of School Buses	171,254	8,526
	<u>41,386,063</u>	<u>17,787,777</u>
Application of Funds		
Unsecured Bank Loans becoming currently payable	2,419,595	2,030,994
Redemption of Transport Stocks	—	4,370,006
Capital Expenditure	45,843,953	21,730,196
Investments	2,774	17,810
	<u>48,266,322</u>	<u>28,149,006</u>
Net Change in Working Capital	(£6,880,259)	(£10,361,229)
being:		
Increase in Stocks of Stores	10,215,754	2,482,450
Increase in Debtors	3,225,476	1,983,620
Increase in Creditors and Provisions	(12,593,577)	(7,584,747)
Decrease in Equalisation Account	666,721	86,471
	<u>1,514,374</u>	<u>(3,032,206)</u>
Increase in short-term borrowings	(8,394,633)	(7,329,023)
	<u>(£6,880,259)</u>	<u>(£10,361,229)</u>

M. GRACE, Assistant General Manager (Finance)

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 41).

(b) Consolidation 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.

Since the Balance Sheet date a contract for the sale of the Russell Court Hotel for a sum in excess of its book value has been signed.

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. Each year, this estimate is revised on the basis of actual expenditure to date plus estimated expenditure for the balance of the period.

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.

Hotel Premises, Catering and
Other Equipment:

Hotel Premises, Catering and Other Equipment are depreciated on the basis of original cost (after deducting capital grants in the case of Hotels) spread over expected life.

(d) Stocks of Stores:

Stocks of Stores are valued at average cost less provision for all defective and obsolete stocks.

(e) Department of Education –
Funding of School Buses

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.

(f) Foreign Currency Transactions:

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.

(g) Capitalisation of Interest

Interest on funds used to finance expenditure on the Dublin Suburban Railway Electrification Scheme is capitalised during the period of construction as part of the cost of the project.

(h) Leasing

Leased assets and the obligation to pay future rentals are not capitalised in the Balance Sheet. Rentals payable on all leases are charged to Revenue Working Accounts.

(i) Receipts

The receipts shown in the Road Passenger Other Services, Tours and Private Hire and Road Freight Working Accounts represent the net amounts attributable to services provided by the Board.

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 pension 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 £85m paid under Sub-Head D.1 of Vote 44 of Dáil Éireann of 1981 are given in the following Table, showing the relevant provisions of EEC regulations:—

	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	26,500,000					
Normalisation of Accounts (Passenger and Freight)						
– Class III (Pensions)		3,872,000				
– Class IV (Level Crossings)		628,000				
Infrastructure Grant (Freight)			3,944,636			
Residual Deficit Grant					18,076,215	
TOTAL – RAILWAYS	<u>26,500,000</u>	<u>4,500,000</u>	<u>3,944,636</u>		<u>18,076,215</u>	
ROAD PASSENGER						
Dublin City Services						
– Deficit on Operation of Services				24,117,976		
Provincial Services						
– Deficit on Operation of City Services				4,068,739		
– Deficit on Operation of Other Services				2,650,068		
CANALS						
– Deficit on Maintenance					942,366	
GALWAY/ARAN						
– Grants towards losses on Ferry Service						200,000
	<u>£26,500,000</u>	<u>£4,500,000</u>	<u>£3,944,636</u>	<u>£30,836,783</u>	<u>£19,018,581</u>	<u>£200,000</u>

Note: The total net deficit on all services subventable under EEC Regulations and on the Galway/Aran Ferry Service was £92,233,716 compared with total payments from the State of £85 million. The grants received under all regulations were inadequate and the total shortfall amounted to £7,233,716.

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 and the International Activities Working Accounts. The financial charges of Ostlanna Iompair Éireann Teoranta are allocated to the Hotels, Refreshment Rooms and Restaurant Cars Working Account. Financial charges, excluding those capitalised, for the year ended 31st December, 1981, amounted to £8,158,912 (£5,845,088 for year ended 31st December, 1980) as follows:—

Notes on Consolidated Accounts
(Continued)

	1981	1980
	£	£
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
	<u>225,434</u>	<u>498,559</u>
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
	<u>80,000</u>	<u>140,000</u>
Unsecured Bank Loans — Provision for repayment of loans obtained in 1977 (See Note 'a' below) in 1980 (See Note 'b' below)	330,000 <u>730,000</u>	330,000 <u>365,000</u>
Miscellaneous Rents	1,140,000 Cr. 70,508	835,000 42,165
Interest on Repayable State Advances for Capital Expenditure	3,443,460	2,844,131
Sundry Interest Payable less Receivable	3,360,027	1,566,763
Associated Transport Companies:		
Guaranteed interest to Fishguard and Rosslare Railways and Harbour Company (in Ireland)	60,499	58,470
	£8,158,912	£5,845,088
Allocated to the Working Accounts as follows:		
Railway — Other than Bray/Howth Suburban Services	5,397,513	4,218,928
— Bray/Howth Suburban Services	226,816	321,001
Road Passenger — Dublin City Services	930,847	460,037
— Provincial City Services	10,838	Cr. 14,456
— Other Services	48,952	Cr. 151,372
— Tours and Private Hire	Cr. 99,125	Cr. 46,276
Road Freight	497,680	455,888
International Activities	865,737	368,961
Hotels, Refreshment Rooms and Restaurant Cars	271,147	225,116
Vessel	8,507	7,261
	£8,158,912	£5,845,088

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 in 1982.
(b) a Transport Stock which matured in 1980. This loan is repayable in equal annual instalments ending in 1985.

	1981 £	1980 £
4. Exceptional Items		
Provision for loss on interest in Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 19 (d))	450,131	350,824
Provision for further losses of Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 19 (e))	475,727	929,934
	£925,858	£1,280,758

5. Fixed Assets	Net Book Amount 1st Jan., 1981	CURRENT YEAR		Net Book Amount 31st Dec., 1981
		Additions	Depreciation	
	£	£	£	£
Railway Lines and Works (Note d)	3,111,962	1,867,331	—	4,979,293
Railway Rolling Stock (Note a)	22,991,265	1,270,036	1,329,890	22,931,411
Road Passenger Vehicles (Notes a and b)	16,449,020	15,095,253	1,794,693	29,749,580
Road Freight Vehicles	3,144,613	93,750	913,397	2,324,966
Vessel	70,170	—	4,070	66,100
Land and Buildings (Note e)	21,228,156	4,604,425	—	25,832,581
Plant and Machinery	18,539,177	14,182,638	1,640,397	31,081,418
Docks, Harbours and Wharves (Note f)	5,256,208	341,676	—	5,597,884
Hotel Premises, Catering and Other Equipment	2,760,311	290,524	168,480	2,882,355
	£93,550,882	£37,745,633	£5,850,927	£125,445,588

- 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 1981 depreciation charge shown for Road Passenger Vehicles includes £225,732 (1980 — £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).
(c) The accumulated depreciation to 31st December, 1981, and the expected lives used are as follows:

	Lives (years)	Accumulated Depreciation £
Railway Lines and Works	—	—
Railway Rolling Stock	20 to 50	14,036,839
Road Passenger Vehicles	16	15,219,417
Road Freight Vehicles	6 to 10	5,158,831
Vessel	40	96,515
Land and Buildings	—	—
Plant and Machinery	3 to 25	5,340,041
Docks, Harbours and Wharves	—	—
Hotel Premises, Catering and Other Equipment	4 to 50	1,336,957

- (d) Railway Lines and Works are not depreciated — See Note 1 (c).
- (e) No depreciation has been charged on buildings. The amount involved is not material.
- (f) No depreciation has been charged on Docks, Harbours and Wharves in 1981, as all works were not fully completed. The net book amount is stated after the deduction of a government grant of £1,125,000.
- (g) Included in the net book amount at 31st December, 1981 is accumulated expenditure of £19,478,000 (1980 — £6,826,000) incurred to that date on the Bray/Howth Suburban Railway Electrification Scheme inclusive of £2,250,000 (1980 — Nil) in capitalised interest charges but exclusive of advance payments of £12,182,000 (1980 — £4,469,000).

6. Investments	1981 £	1980 £
Quoted at Cost (Market Value £38,088: 1980 — £42,263)	49,680	46,906
Unquoted at Cost	800	800
	£50,480	£47,706

7. Stocks of Stores	1981 £	1980 £
Maintenance Materials and Spare Parts	22,053,528	18,965,896
Fuel, Lubricants and Other Sundry Stocks	12,544,740	5,416,618
	£34,598,268	£24,382,514

8. Issued Transport Stocks	1981 £	1980 £
3% Transport Stock, 1975/85	3,514,460	3,514,460
6% Transport Stock, 1977/82	2,000,000	2,000,000
	£5,514,460	£5,514,460

9. Asset Replacement Reserve

	Railway Rolling Stock	Road Passenger Vehicles	Total
	£	£	£
Balance forward from previous year	8,745,219	20,064,856	28,810,075
Charged to Revenue Working Accounts in year	2,471,685	6,823,423	9,295,108
	£11,216,904	£26,888,279	£38,105,183

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

	1981 £	1980 £
Balance forward from previous year	11,161,328	9,714,797
Sinking Funds no longer required — See note 20	1,060,000	1,416,039
Surplus arising on disposal of Land and Buildings and Assets acquired at no cost	46,187	30,492
	£12,267,515	£11,161,328

11. Profit and Loss Account

	1981 £	1980 £
Adverse Balance forward from previous year	12,197,672	7,608,484
Adverse Balance per Profit and Loss Account	9,987,202	4,539,188
Sinking Fund — Unsecured Loan Stock 1991/96	22,184,874	12,147,672
	50,000	50,000
	£22,234,874	£12,197,672

12. Department of Education — Funding of
School Buses

	1981 £	1980 £
Balance forward from previous year	1,544,484	1,757,703
Receivable in year	171,254	8,526
	<u>1,715,738</u>	<u>1,766,229</u>
Released to Revenue Working Account	225,732	221,745
	£1,490,006	£1,544,484

13. Unsecured Bank Loans and Loan Stock

	1981 £	1980 £
These loans are repayable as follows:		
Current Liabilities — Within 1 year	£18,920,489	5,280,995
Loan Capital		
	1981 £	1980 £
1 year to 5 years	9,505,581	8,045,980
6 years to 10 years	12,415,282	1,867,596
Thereafter	18,007,839	1,433,200
	<u>£39,928,702</u>	<u>£11,346,776</u>
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:

	1981	1980
Current Liabilities		
United States	\$914,059	\$901,445
United Kingdom	Stg. £231,390	Stg. £225,950
Republic of Ireland	£18,174,734	£4,546,120
Loan Capital		
United States	\$9,142,856	\$7,156,915
United Kingdom	Stg. £5,331,240	Stg. £1,617,630
Republic of Ireland	£16,893,120	£6,066,960
France	F.F15,735,000	—
West Germany	D.M.19,670,000	—
The Netherlands	Hfl.18,175,000	—
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 £9,563,151 (1980 — £8,079,078). These figures include an amount of £484,320 in respect of the shortfall in 1981 (1980 — £459,360) 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, 1981, were approximately £45,259,000: (1980 – £54,087,000. In addition lease arrangements at 31st December, 1981, involved an outstanding capital element of approximately £4,143,000 (1980 – Nil).

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 £484,320 was paid to the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme in 1981 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. Debtors

Debtors include £12,567,430 (1980: £4,469,110) in respect of advance and progress payments on capital projects.

19. 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, 1980.

(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 £615,378 (1980 – £822,595) in certain circumstances.

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

	1981 £	1980 £
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
	2,509,669	2,059,538
	<hr/>	<hr/>
	3,219,491	2,769,360
Less: Provision for Loss on Interest	3,219,391	2,769,260
	<hr/>	<hr/>
Balance at End of Year	£100	£100

(e) Included in Creditors and Provisions are cumulative provisions of £2,993,888 (1980: £2,518,161) for further losses in recognition of the deficiency of Shareholders' Funds in the subsidiary company at 31st December, 1981. No provision has been made for losses which may arise after this date.

20. Sinking Funds

	Transport Stocks	Bank Loans	Unsecured Loan Stock	Total
	£	£	£	£
Balance forward from previous year	2,423,724	165,000	250,000	2,838,724
Charged to Revenue Working Accounts				
Note 3	80,000	1,060,000	—	1,140,000
Note 11	—	—	50,000	50,000
Interest on Investments	290,602	—	—	290,602
	<u>2,794,326</u>	<u>1,225,000</u>	<u>300,000</u>	<u>4,319,326</u>
Transferred to Capital Reserve				
Note 10	—	1,060,000	—	1,060,000
	<u>£2,794,326</u>	<u>£165,000</u>	<u>£300,000</u>	<u>£3,259,326</u>

Consolidated Current Cost Profit and Loss Account

	Notes	1981 £000	1980 £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)	4,464	6,862
Working Capital	1(b)	—	6,862
Current Cost Operating Deficit		90,274	74,258
Add: Financial Charges		8,159	5,845
Exceptional Items		926	1,281
Current Cost Deficit		£99,359	£81,384
Financed as follows:			
Non-Repayable State Grants		85,000	70,000
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off		(92)	(17)
Adverse Balance Forward	4	84,908	69,983
		14,451	11,401
		£99,359	£81,384

M. GRACE, Assistant General Manager (Finance)

Consolidated Current Cost Balance Sheet at 31st December

	Notes	£000	1981 £000	1980 £000
Assets Employed				
Fixed Assets	1(a) and 2		349,417	263,637
Current Assets				
Stocks of Stores		37,595		26,584
Bank and Cash Balances		1,592		1,404
Debtors and Other Current Assets		32,180		20,653
		<u>71,367</u>		<u>48,641</u>
LESS:				
Current Liabilities				
Bank Borrowings		24,141		15,559
Creditors and Other Current Liabilities		54,180		42,053
		<u>78,321</u>		<u>57,612</u>
Net Current Liabilities			(6,954)	(8,971)
			£342,463	£254,666
FINANCED BY:				
Issued Transport Stocks			5,514	5,514
Reserves				
Asset Replacement Reserve		38,105		28,810
Capital Reserve		12,267		11,161
Current Cost Reserve	3	238,295		179,150
Profit and Loss Account	4	<u>(33,560)</u>		<u>(19,059)</u>
			255,107	200,062
Sinking Fund for Redemption of Transport Stocks		2,794		2,424
Less: Investments		<u>(2,794)</u>		<u>(2,424)</u>
			—	—
Sinking Fund for Redemption of Bank Loans			165	165
Sinking Fund — Unsecured Loan Stock 1991/96			300	250
Department of Education — Funding of School Buses			1,490	1,544
Loan Capital				
Repayable State Advances		37,458		33,284
Unsecured Bank Loans		39,929		11,347
Unsecured Loan Stock 1991/96		2,500	79,887	2,500
			£342,463	£254,666

M. GRACE, Assistant General Manager (Finance)

Notes on Consolidated Current Cost Accounts

The supplementary current cost accounts have been prepared in line with 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 took 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 included 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) Working Capital

In view of the fact that the Boards investment in Working Capital is effectively nil, a Working Capital adjustment is not required.

(c) 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.

2. Fixed Assets

	1981		Net Current Replacement Cost	1980 Net Current Replacement Cost
	Gross Current Replacement Cost	Accumulated Depreciation		
	£000	£000	£000	£000
Railway Lines and Works	7,270	—	7,270	4,818
Railway Rolling Stock	224,470	107,096	117,374	104,872
Road Passenger Vehicles	223,129	117,280	105,849	60,743
Road Freight Vehicles	13,158	9,814	3,344	4,220
Vessel	1,520	901	619	588
Land and Buildings	62,003	—	62,003	51,505
Plant and Machinery	49,933	11,597	38,336	23,696
Docks, Harbours and Wharves	7,657	—	7,657	6,400
Hotel Premises, Catering and Other Equipment	7,260	295	6,965	6,795
	<u>£596,400</u>	<u>£246,983</u>	<u>£349,417</u>	<u>£263,637</u>

Notes on Consolidated Current Cost
Accounts (Continued)

3. Current Cost Reserve

	1981 £000	1980 £000
Balance at 1st January	179,150	—
Revaluation Surpluses		
Fixed Assets	58,349	176,949
Stocks of Stores	796	2,201
Balance at 31st December	<u>£238,295</u>	<u>£179,150</u>

of which	Realised	£11,326	£6,862
	Unrealised	£226,969	£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

	1981 £000	1980 £000
Adverse Balance forward from previous year	19,059	7,608
Adverse Balance from Current Cost Profit and Loss Account	<u>14,451</u>	<u>11,401</u>
	33,510	19,009
Sinking Fund — Unsecured Loan Stock 1991/96	50	50
	<u>£33,560</u>	<u>£19,059</u>

Auditors' Report

As Auditors appointed by Coras Iompair Eireann (The Board) under Section 34(2) of the Transport Act 1950 with the consent of the Minister for Transport, we have audited the Accounts on pages 19 to 41 in accordance with approved auditing standards and have obtained all the information and explanations we considered necessary.

In our opinion, the Board has kept proper Books of Account and the accounts on pages 19 to 37 give, under the historical cost convention as modified by the Depreciation of certain Fixed Assets on the basis of their Replacement Cost, a true and fair view of the state of affairs at 31st December, 1981 and of the net deficit and source and application of funds for the year ended on that date.

In our opinion also, the Supplementary Current Cost Accounts on pages 38 to 41 have been properly prepared, in accordance with the policies and methods described in the notes, to give the information required by Statement of Standard Accounting Practice No. 16.

Craig Gardner & Co., Chartered Accountants.
Oldbrook House, Ballsbridge, Dublin 4.
7th July, 1983.

Summary of Financial Statistics

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

YEAR ENDED 31st DECEMBER

	1976	1977	1978	1979	1980	1981
	£ thousands					
Costs	111,505	122,824	139,684	169,957	208,537	241,204
Receipts	77,940	89,069	101,699	111,746	134,015	146,309
Deficit	33,565	33,755	37,985	58,211	74,522	94,895
State Grant Received	31,900	33,200	37,700	56,000	70,000	85,000
Interest and Sinking Fund Provisions — paid or chargeable on Loan Capital	2,964	3,392	3,456	3,724	4,178	4,809
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	1,571	2,044	2,154	2,423	2,844	3,443
Net value of Assets:						
Fixed (see Note)	48,356	46,260	70,831	81,110	93,551	125,446
Current	(346)	(137)	1,220	(4,179)	(11,172)	(9,951)
Loan Capital (Total) — excluding Interest on Repayable State Advances	50,149	45,798	46,711	48,916	52,646	85,402
Loan Capital from Exchequer — excluding Interest on Repayable State Advances	21,901	23,971	26,021	29,439	33,285	37,459
Reserves (see Note)	(4,127)	(2,138)	23,083	25,893	27,774	28,138
Average Number of Employees	19,850	18,605	18,081	17,925	18,052	18,040
	£	£	£	£	£	£
Auditors' Fees	11,000	11,698	13,665	16,176	23,000	36,600
Board Members' Fees	13,634	15,076	15,784	15,764	30,771	36,790

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.

Statistics of Working Results

YEAR ENDED 31st DECEMBER

		1976	1977	1978	1979	1980	1981
		£ thousands					
RAILWAY							
Mainline Passenger, Freight and Other Services	Receipts	22,476	24,611	28,269	32,683	38,658	43,367
Bray/Howth Suburban Services	Receipts	{ 786	{ 993	{ 1,251	{ 1,759	1,576	1,560
Other Dublin Suburban Services	Receipts					515	519
	Total	Receipts	23,262	25,604	29,520	34,442	40,749
		(Deficit)	(24,155)	(27,366)	(30,985)	(39,779)	(49,730)
							(60,218)
ROAD PASSENGER							
Dublin City Services	Receipts	19,541	23,749	27,091	26,765	35,083	35,580
	(Deficit)	(5,997)	(4,782)	(5,195)	(12,919)	(16,559)	(24,118)
Provincial City Services	Receipts	{ 16,585	{ 19,579	{ 22,615	{ 25,132	4,855	5,415
	(Deficit)	{ (1,175)	{ (510)	{ (1,251)	{ (3,785)	(3,215)	(4,069)
Other Provincial Services	Receipts					26,579	29,692
	(Deficit)					(985)	(2,650)
Tours and Private Hire	Receipts	2,531	2,822	2,990	3,230	3,027	4,225
	Profit/(Deficit)	30	21	33	(146)	(652)	(62)
	Total	Receipts	38,657	46,150	52,696	69,544	74,912
		(Deficit)	(7,142)	(5,271)	(6,413)	(16,850)	(30,899)
ROAD FREIGHT							
	Receipts	9,765	10,669	11,433	12,892	13,745	14,073
	Profit/(Deficit)	3	7	8	(688)	(1,105)	(1,474)
HOTELS, REFRESHMENT ROOMS, Etc.							
	Receipts	4,910	5,475	6,670	7,789	7,854	9,174
	Profit/(Deficit)	(641)	(54)	22	254	(260)	(539)
CANALS AND VESSELS							
	Receipts	202	209	240	224	271	344
	(Deficit)	(523)	(640)	(724)	(971)	(1,260)	(1,178)
INTERNATIONAL ACTIVITIES							
	Receipts	1,144	962	1,140	1,272	1,852	2,360
	Profit/(Deficit)	175	(23)	558	561	525	339
TOTAL							
	Receipts	77,940	89,069	101,699	111,746	134,015	146,309
	(Deficit)	(32,283)	(33,347)	(37,534)	(57,473)	(73,241)	(93,969)

NOTE: The total Net Deficit is before Exceptional Items.

Statistics of Rail Passenger Operations & Receipts

YEAR ENDED 31st DECEMBER

	1976	1977	1978	1979	1980	1981
	thousands					
Passenger Journeys						
Mainline and Other Services	6,039	6,639	7,159	8,109	7,671	7,379
Bray/Howth Suburban Services	} 7,569	} 8,058	} 8,746	} 9,777	7,911	7,018
Other Dublin Suburban Services					1,072	977
Total	13,608	14,697	15,905	17,886	16,654	15,374
	£ thousands					
Receipts from Passenger Fares						
Mainline and Other Services	9,961	11,531	13,828	17,602	20,856	22,158
Bray/Howth Suburban Services	} 786	} 993	} 1,251	} 1,759	1,561	1,546
Other Dublin Suburban Services					515	519
Total (See Note)	10,747	12,524	15,079	19,361	22,932	24,223
	thousands					
Passenger Miles	489,513	544,141	600,279	691,436	641,558	618,167
Train Miles	4,777	4,899	5,281	5,534	5,405	5,300
	pence					
Average Receipts						
Pence per Passenger Journey	78.98	85.22	94.81	108.25	137.70	157.56
Pence per Passenger Mile	2.20	2.30	2.51	2.80	3.57	3.92

NOTE: Includes Receipts from Passengers only.

Statistics of Rail Freight Operations & Receipts

	YEAR ENDED 31st DECEMBER					
	1976	1977	1978	1979	1980	1981
	thousands					
Tons Carried						
Ale, Beer, Stout	208	210	206	203	198	194
Beet and Beet Pulp	307	284	260	224	223	182
Cement	794	729	793	807	654	851
Fertiliser	282	307	304	280	367	396
Mineral Ores	612	774	1,025	1,026	999	780
Petrol and Oil	261	267	309	325	293	282
General Freight	1,014	938	892	874	837	979
Total	3,478	3,509	3,789	3,739	3,571	3,664
	£ thousands					
Receipts	9,952	10,285	10,903	10,957	12,511	15,506
	thousands					
Ton Miles	363,697	364,739	385,466	384,590	389,360	422,983
Train Miles	2,758	2,824	3,045	3,214	3,212	3,281
	tons					
Average Wagon Load	8.62	9.38	10.54	12.11	13.72	14.22
	pence					
Average Receipts						
Per Ton	286.14	293.08	287.73	293.05	350.30	423.20
Per Ton Mile	2.74	2.82	2.83	2.85	3.21	3.67
Per Train Mile	360.84	364.20	358.06	340.91	389.51	472.60

Statistics of Road Passenger Operations & Receipts (See Note (1))

	YEAR ENDED 31st DECEMBER					
	1976	1977	1978	1979	1980	1981
DUBLIN CITY SCHEDULED SERVICES (See Note (2))						
	thousands					
Passenger Journeys	212,418	206,150	199,876	166,572	175,137	157,997
Vehicle Miles	30,800	29,667	29,332	26,230	29,256	27,643
	£ thousands					
Receipts	19,330	23,433	26,726	26,461	34,660	35,010
Average Receipts						
	pence					
Pence per Passenger Journey	9.10	11.37	13.37	15.89	19.79	22.16
Pence per Vehicle Mile	62.76	78.98	91.12	100.88	118.47	126.65
OTHER CITY SCHEDULED SERVICES						
	thousands					
Passenger Journeys	35,563	31,518	30,293	27,810	23,693	23,774
Vehicle Miles	4,702	4,375	4,088	3,494	3,390	3,408
	£ thousands					
Receipts	3,236	3,699	3,964	3,888	4,846	5,412
Average Receipts						
	pence					
Pence per Passenger Journey	9.10	11.74	13.09	13.98	20.45	22.76
Pence per Vehicle Mile	68.82	84.55	96.97	111.28	142.95	158.77
OTHER SCHEDULED SERVICES (See Note (3))						
	thousands					
Passenger Journeys	51,123	49,506	49,092	46,968	46,529	44,173
Vehicle Miles	28,246	27,997	27,979	27,173	27,780	27,261
	£ thousands					
Receipts	12,329	14,864	17,355	19,429	24,522	27,280
Average Receipts						
	pence					
Pence per Passenger Journey	24.02	30.02	35.35	41.37	52.70	61.76
Pence per Vehicle Mile	43.65	53.09	62.03	71.50	88.27	100.07
TOURS AND PRIVATE HIRE (See Note (2))						
	thousands					
Passenger Journeys	2,415	2,444	2,476	1,988	1,990	2,008
Vehicle Miles	2,468	2,676	2,640	2,343	2,061	1,696
	£ thousands					
Receipts	2,529	2,837	3,041	3,325	3,099	4,509

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 Road Freight Operations & Receipts

	YEAR ENDED 31st DECEMBER					
	1976	1977	1978	1979	1980	1981
	thousands					
Tons Carried	3,040	3,066	2,956	2,621	2,104	2,018
Mileage (Board's Motors)	13,973	12,924	12,761	12,746	11,247	10,440
	£ thousands					
Receipts	9,935	10,326	10,848	12,290	13,396	13,716
	pence					
Average Receipts per Ton	326.81	336.74	367.03	468.87	636.69	679.68

Note: 1976 and 1977 include International Activities.

Statistics of Rail Assets

Mileage of Railway Lines

	first track miles	total track miles
Lines owned by Board	1,166	1,788
Other Lines	70	75
	—	(1)
Total	1,236	1,863
	—	(4)

Motive Power

	Number	Mileage 000
Diesel Locomotives	192	9,995
	—	(18)

Rail Service Vehicles

Ballast Wagons, Tool Vans, etc.	363
	(41)

Rail Passenger Vehicles

	number	seats
Passenger Carriages	338	21,362
	(3)	(208)
Luggage Vans, etc.	110	—
	(1)	—
Total	448	21,362
	(4)	(208)

Rail Freight Vehicles

	number	tonnage capacity
Open Wagons	1,536	18,406
	(134)	(1,608)
Covered Wagons	383	4,679
	(103)	(1,264)
Flat Trucks	1,107	27,673
	(5)	(100)
Brake Vans, etc.	760	17,980
	(1)	(20)
Total	3,786	68,738
	(243)	(2,992)

Rail Freight Containers

Covered Containers	1,671	21,863
	(32)	(620)
Lancashire Flats	214	2,691
	(109)	(1,700)
Other Containers	332	4,508
	—	—
Total	2,217	29,062
	(141)	(2,320)

Figures in colour represent changes on figures for year ended 31st December, 1980.
Reductions are shown ().

Statistics of Road Assets

Road Passenger Vehicles

		number	seats
Dublin City Services	Double-Deck Buses	824	61,614
		23	1,596
	Single-Deck Buses	81	3,559
		4	172
Other Services	Double-Deck Buses	131	9,794
		2	142
	Single-Deck Buses	1,327	60,038
		17	672
	Mini Buses	87	1,218
		13	182
	Touring Coaches	70	3,076
		23	1,008
	Miscellaneous	1	—
		(1)	—
	Total	2,521	139,299
		81	3,772

Service Vehicles

Total	409
	(4)

Road Freight Vehicles

		number
Power Units	Lorries	183
		(19)
	Tractors	241
		(34)
	Vans, etc.	56
		(8)
	Total	480
		(61)
Trailers	Articulated	403
		(46)
	Others	15
		(6)
	Total	418
		(52)
Containers	Covered	137
		(6)
	Flats	64
		(25)
	Total	201
		(31)

Figures in colour represent changes on figures for year ended 31st December, 1980.
Reductions are shown ().

