



ANNUAL REPORT 1982
Tuarascáil Bhliantúil 1982

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Mr. M. Grace (Finance)

Mr. P. Murphy (Personnel)

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Mr. P. G. Byrne

CHAIRMAN'S REVIEW

In the past ten years there have been seven different Ministers for Transport. In many cases a particular Minister has had the added responsibility of another department of State. In the circumstances there has been limited opportunity for any one Minister to develop and put into operation a policy for public transport. Although there have been numerous investigations of CIE over the years, none of the various studies has indicated an optimum choice. While this may be unsatisfactory for the various administrations, the resort to consultants and other investigators does underline the fact that the solutions may be political rather than commercial. What is at issue is —

- (i) Where does public transport rate in the Government's priorities for funding social services?
- (ii) How can the State measure value for money spent on services?

I do not think that there is a deliberate avoidance of these issues. I believe that the reason they have not been resolved is due to the limited time available to a Minister to analyse the situation, to formulate a new policy, to have it approved, and to initiate implementation.

At the time of writing this report, the present Minister for Transport has announced a subvention policy. It is a formula which prescribes that the annual subvention will be $33\frac{1}{3}\%$ of the total expenditure or 50% of the revenue earned whichever is the lesser. Furthermore, a saving in real terms of $2\frac{1}{2}\%$ per annum must be achieved in each of the next five years.

While we might have wished to have had more dialogue with the Minister's advisers before the formula was finally determined, it must be admitted that it does accord with the Board's wishes insofar as it indicates what moneys will be available over a period of years. Furthermore, an important aspect of

the formula is that the subvention will be paid above the line for social services rendered and consequently will raise morale and, hopefully, eliminate the myth that CIE is a loss-making commercial enterprise.

The formula is intended to be a discipline and, as such, it does create problems. For example, the present requirement of the railway is a subvention amounting to 59% of costs. Dublin City Services require a subvention which will meet 36% of cost. The corporate deficit in 1982 was 39% of total expenditure. In 1983 there will have to be an improvement in the revenue/expenditure ratio of 6%. In practical terms that means that the subvention for 1983 should be less than that necessary for 1982.

Personnel

The formula for subvention has implications for staff because personnel costs represent over 60% of the total costs. There is an official view that the new discipline will enforce more efficiency and greater productivity. This view seems to ignore the changes which have taken place in CIE in recent years. Staff numbers have already been reduced from in excess of 20,000 to less than 16,000. Demarcation disputes have been eliminated because of the rationalisation of functions and roles. Even McKinsey & Co., who were not commissioned by CIE, reported on the dramatic improvements in productivity achieved over the period 1970 to 1979. All of this was attained with the co-operation of the Trade Unions and without major industrial unrest on the understanding that the reduction in numbers would strengthen the security of employment of the remaining staff. The threat of a further reduction in numbers, when national unemployment is rising, is demoralising.

In the circumstances it is becoming more difficult to evoke from staff an extra dimension to service, be it in personal appearance, good humour, courtesy and patience. While there is a commitment to keep services operating, the preoccupation is with the operation and the avoidance of a loss of revenue.

Frequently, in the absence of standby facilities in personnel or equipment, services may have to be cancelled or amalgamated at short notice. The result is delay, overcrowding and a fall in the quality of service. In this situation it is not easy to develop pride in the undertaking or to motivate personnel who fear another round of service cuts and redundancies.

In previous years I have referred to the successful experiment of appointing four Worker Directors to the Board. This extension of worker participation is to be recommended for all public enterprises. It certainly leads to a more open discussion of policies and a better understanding of corporate priorities. Although it may be and has been difficult to maintain confidentiality, there are considerable benefits not the least of which is the informed view on attitudes and misunderstandings at shop floor level. In a large and geographically dispersed organisation such as CIE, there is a great distance between the Board and the operative grades. While lines of communication are established through a hierarchy of management, the system may not always work. The Worker Directors have helped to supplement communications but as I indicated last year they do suffer from a lack of support structure which would enable them to communicate with their "constituents". We had hoped to devise an acceptable system before the end of 1982 but little progress has been made and this has been a disappointment to me and to the Board.

The four Worker Directors will retire on 30 November this year having served three years in office. A new election will take place in October. CIE is a large undertaking and although it provides the general function of public transport, there are many businesses involved.

In the circumstances it takes some time to learn about each of these businesses and to contribute effectively at Board meetings. In my view three years is too short a term and I have already indicated to the Minister for Labour that five years would be more appropriate.

Railway

In 1982 we were finally given permission by Government to place an order for the design and supply of components for mainline passenger rolling stock. It is now hoped to commence production of coaches in November 1983.

The implementation of the electrification of the suburban service is continuing; it is on time and is in accordance with the financial plan. A number of electric passenger coaches have been delivered and have been under test for some months. The tests will continue until late in 1983 when it is hoped to inaugurate a limited service; a full service will not be available until the middle of 1984.

Because of the limitation of resources, investment in the infrastructure of the mainline railway has been deferred. It is the intention of the Minister to establish a Permanent Capital Committee to appraise all capital projects and to monitor the progress of both new and existing projects. We have been asked to consider revising the rail maintenance programme so as to reduce upgrading of track and to confine activity to minimum essential maintenance assuring that safety is maintained by changes in operational practice.

The problem for the railway as indeed with any railway is one of revenue. We have installed mechanisms for control of costs on a weekly basis but we are, to a great extent, at the mercy of the economy in our efforts to generate more revenue. There are indications that our passenger fares on the railway are too high and we are suffering from intense competition from competing private coach services. In times of recession the only available solutions appear to be the elimination of services which have a high social content and a consequent reduction in employment. Obviously there is a limit and I think we have reached that limit. It is not possible to operate a cheap railway and at the same time maintain standards. It is

well to recall the words of the McKinsey Report: "We have concluded from our analysis that two of the broad strategic alternatives, increasing the role of the railway, and reducing the railway network, are unlikely to be attractive and therefore that the Government's real choice lies between keeping the railway at its present position in the transport network and some form of closure". The ultimate decision is a political one and in my view needs to be taken now. I don't think that keeping the railway at its present position can be achieved without investment. Changes in operational practice to accommodate a reduction in maintenance will only lessen the attractiveness of the railway as a means of passenger travel and will lead to an erosion of revenue. If the economy cannot sustain further investment in the railway then it would be more realistic and more merciful to adopt the alternative option.

Road Passenger Services

Up to the end of 1982 352 buses were manufactured and delivered by Bombardier (Ireland) Ltd. from the Shannon factory. Of these 276 double-deckers were allocated to Dublin and 24 double-deckers to the provincial cities. The other 52 vehicles were single-deck buses operated on coach tours and express services. The impact of these additions to the fleet raised morale, reduced maintenance costs and improved the quality and reliability of service. In Dublin there was a significant improvement in service, assisted to a great extent by the excellent work of the Dublin Transportation Task Force which continued to establish new bus lanes and stimulated a major re-organisation of traffic flows. As a consequence the subvention required for Dublin City Services was reduced from 41% of cost in 1981 to 36% in 1982 and the anticipated subvention for 1983 is of the order of 27% of cost.

An outstanding objective is the negotiation of one-man operation of double-deck buses in urban areas.

An end to these negotiations which have been going on since 1968 is now urgently needed. One-man operation cannot be implemented overnight; it will take some years but a start needs to be made. The quantity of service in our cities depends on the success of the negotiations. The alternative during these difficult times is the elimination of some schedules and consequent truncation of the network.

Hotels

Since my last report permission has been granted for the sale of the Russell Court Hotel in Belfast. The sale was completed early this year for £1.1m. sterling. Also this year the Government provided an equity injection of £3.4m. and both of these amounts were used to repay one of the major bank loans. The annual accounts for the OIE hotels have now been signed by the Directors and consolidation with the CIE accounts has been possible.

In January 1983 a programme for re-organisation of services and a reduction in the number of permanent staff was drafted. This programme was agreed with the trade unions in February and submitted to the Minister for Transport for approval. No decision has yet been given because the Government is considering a future policy for the hotels. It is not yet known whether CIE will be required to dispose of some or all of the present chain.

The Future

The future outlook for CIE will depend on the ability to operate within the subvention formula. The major problems will be: (a) the inflexibility of the formula in the context of Government budgetary decisions; (b) the financing costs to CIE of accumulated deficits; (c) the financing and repayment of capital expended on the electrification programme.

National budgetary policy does affect public transport in many ways. A reduction in disposable income means a reduction in discretionary travel. A cutback in economic activity gives rise to a decline in bulk movements of commodities such as cement and the fall in the volume of general goods being distributed.

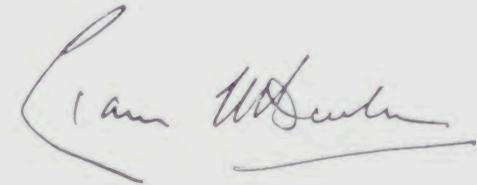
In recent years Governments have allowed deficits to accrue over and above subventions allocated. In most cases these subventions were calculated on the basis of assumptions (determined by Governments) which were not found to be valid. For example, forecasts of wage increases which were inadequate and acceptance of revenue budgets which were not realised because of the deferment of rates and fares increases for political reasons. With the passage of time the source of the original assumptions is forgotten or ignored and the board is blamed for the deficits. The aggregate shortfall to 31 December 1982 is £20.5m. and this has had to be financed through borrowings. It now appears that the anticipated deficit after subvention for 1983 will be £13m. plus the cost of the pending Pay Agreement. These borrowings impose a very heavy burden on the Board. In 1982 the cost was £2.4m. and in 1983 it could be of the order of £4m., that is without taking into account capital repayments.

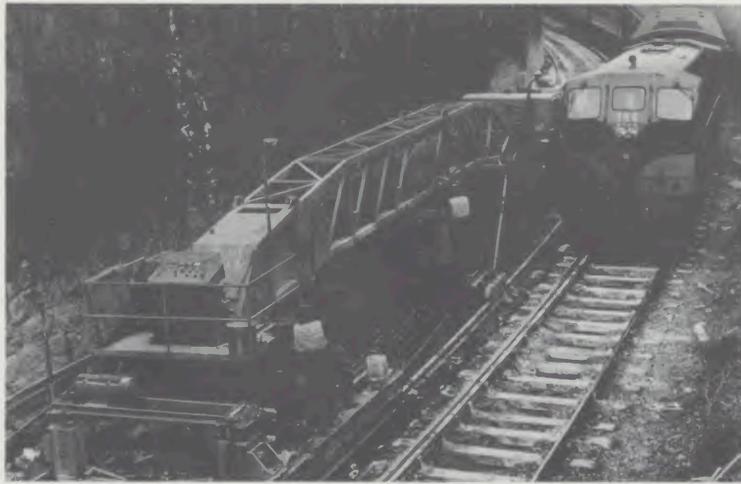
It was originally intended that the electrification project should be financed by way of non-repayable exchequer grants and advances. However, it was subsequently decided by the Government that the project should be funded by repayable interest bearing loans. A submission was made to the European Investment bank in 1981 for a maximum loan amounting to 50% of the estimated cost. This included a capitalised interest charge of £30m. The European Investment Bank have agreed in principle to make the loan available at prevailing interest rates. As a consequence the Department of Finance will receive a rebate of the appropriate EMS interest subsidy in the form of a capital payment. In the

circumstances the Board does not benefit from the subsidy and whereas it was anticipated that the capital cost would not be repayable, the burden of capital and full interest now remains to be met within the limits of the subvention formula. The balance of the cost of the electrification programme is financed by commercial loans which are again repayable by CIE.

In commenting on the annual subvention for CIE it is often forgotten that there is a substantial contribution to the Exchequer as a result of our activities. For example in 1982 CIE received a subvention of £96m. from the Government and in return contributed £68m. directly to the Exchequer. Of this, £33.6m. arose from the Board's contribution of PRSI, VAT, Excise and Import Duties and Interest on Exchequer Advances. A further £34.4m. was paid direct to the Revenue Commissioners in the form of deductions from employees' wages for PAYE and PRSI.

I do not think that in normal circumstances the proposed formula is unreasonable. I do not believe that the subvention to public transport should be open-ended. I do think that the process of implementing new criteria should be a gradual one. The lead time in public transport whether it be investment or retrenchment can be substantial. What is required is a three to five year plan somewhat on the basis of the concordat to which I referred in last year's review. There are three parties involved, the Trade Unions, the Board and the Government. Both the Trade Unions and the Board realise that resources are limited. It is appreciated that the subvention cannot be allowed to increase in real terms. The problems associated with this containment can only be resolved by a change in attitudes and a change in expectations. The three parties must come together to bring about these changes and the phasing must be based over two or three years rather than over six months. These are the arguments which the Board in due course will be making to the Minister.

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



REPORT 1982

The deficit for 1982 (before exceptional items) was £108.341m. Details are shown in Table 1.

TABLE 1

Turnover	1982	1981	Variance	%
	£000	£000	£000	
Expenditure	279,347	240,278	39,069	+ 16.26
Revenue	171,006	146,309	24,697	+ 16.88
Deficit (before exceptional items)	108,341	93,969	14,372	+ 15.29
	%	%		
Deficit Expenditure x 100	39	39		

It was planned to increase rates and fares on a two-phased basis, by approximately 12½/15% and 10% on 4 January 1982 and 4 July 1982 respectively. The second phase was, by Government embargo, restricted to freight charges. This resulted in a loss of just £6m. in the budget for passenger revenue.

In the year under review labour costs, arising from the implementation of national wage rounds and other pay increases (excluding Hotels and the Board's proportion of PRSI costs), were higher by £18.953m. despite reductions in staff numbers and overtime working. Other expenditure increased by the following amounts: materials — £6.100m.; operating depreciation — £2.00m.; financial charges — £2.500m.; fuel — £3.000m.

Table 2 illustrates what the effect would have been on the 1982 accounts had — as recommended by the Joint Committee of the Oireachtas — the State subvention to CIE been brought into line with the practice in other EEC countries i.e. subvention payments for passenger services of a social nature and for financial burdens on the railway are made above the line.

TABLE 2

REVENUE	1982 £000	1981 £000
Rates and Fares	171,006	146,308
Payment by the State for operation of Passenger Services	66,415	57,537
TOTAL	237,421	203,845
EXPENDITURE		
Incurring Amount	279,347	240,278
Less Payments by the State for financial burdens on the Railway.	10,862	8,445
TOTAL	268,485	231,833
NET DEFICIT (excluding Exceptional Items)	31,064	27,988
Net Deficit/(Surplus) is analysed over the businesses as follows:		
Railway	26,802	25,273
Road Passenger: Dublin City Services	—	—
Road Passenger: Provincial	—	—
Tours & Private Hire	432	62
Road Freight	1,625	1,474
International Activities	(85)	(339)
Hotels	885	539
Canals & Galway/Aran Service	1,405	979
Net Deficit (excluding Exceptional Items)	31,064	27,988

THE RAILWAY

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

TABLE 3

Turnover	1982	1981	Variance	
	£000	£000	£000	%
Passenger Train Revenue	31,960	29,366	2,594	+ 8.8
Freight Train Revenue	17,476	15,506	1,970	+ 12.7
Miscellaneous Revenue	507	574	(67)	- 11.7
Total Revenue	49,943	45,446	4,497	+ 9.9
Total Expenditure	121,607	105,664	15,943	+ 15.1
Deficit	71,664	60,218	11,446	+ 19.0
Deficit _____ x 100	%	%	%	
Expenditure	59	57	+ 2.0	

The deepening economic recession had a particularly severe effect on railway traffic.

The growing level of unemployment and consequent decline in the availability of money for discretionary spending were the main influences in the reduction of 9.75%, in mainline passenger journeys. Week-end travel, which is particularly sensitive to fare increases fell by over 17%, an outcome which was also influenced by the development of competitive long distance private sector bus services. Strong marketing campaigns which were introduced through the year helped to counteract the worst effects of the economic decline and the downturn in tourist business.

There was a reduction of 25% in passenger journeys on the Bray/Howth suburban section. This was mainly attributable to the extensive service disruptions which were necessary to allow the electrification programme to advance on target. The increase in unemployment also contributed to the loss of passenger journeys.

The volume of rail freight in any one year is dependent on the buoyancy or otherwise of the

national economy. During 1982 the depressed state of the construction industry was reflected in a substantial reduction in the rail transport of cement.

The fall in consumer spending affected the traffic in distribution. In addition there was a sudden and unexpected cessation in the movement of three major bulk commodities — mineral concentrates, dolomite and magnesite. Notwithstanding these disadvantages the overall level of freight business was broadly in line with that carried in 1981. During the year, beet traffic exceeded expectations, there was a recovery of ore traffic from Tara mines which had a prolonged strike in 1981, more container traffic moved by rail and a new business was initiated — the transport of shale to the Cement factory in Limerick.

ROAD PASSENGER SERVICES

Dublin City Services

Table 4 sets out the comparative results for Dublin City Services for 1982 and 1981.

TABLE 4

Turnover	1982	1981	Variances	
	£000	£000	£000	%
Revenue	47,099	35,581	11,518	+ 32.4
Expenditure	73,742	59,699	14,043	+ 23.5
Deficit	26,643	24,118	2,525	+ 10.5
Deficit _____ x 100	%	%	%	
Expenditure	36.1	40.4	- 4.3	

The Government embargo on the implementation of increases in passenger fares from 1 July 1982 resulted in a shortfall of approximately £2.5m. A further £2m. shortfall in budgeted revenue is attributable to service disruptions due to the extremely bad weather in January and the general economic situation. The overall standards of service improved during 1982 notwithstanding continuing traffic congestion and



indiscriminate parking. This service improvement was achieved because of:

- the intake of 187 Bombardier buses during the year bringing the total on Dublin City Services to 276 at 31 December 1982. The upgrading of the fleet has increased the availability and the reliability of buses.
- the reversal of traffic flows on the Liffey Quays and the introduction of a further 23 bus priority measures (making a total of 59 at the end of 1982) eased traffic movement in many areas of the city.
- the Automatic Vehicle Monitoring System was further extended and, at the end of the year, was working successfully on all routes operated from Phibsboro, Summerhill and Ringsend depots and on a number of routes from the Donnybrook 2 depot.

For the first time in a number of years there was a real increase in passenger journeys.

Many bus schedules were revised to reflect changes in demand and these included extensions to new and developing areas of the city.

The free inner city shuttle service for Christmas shoppers, sponsored by the City Centre Business Association, introduced the previous year was again operated in 1982 from 8 to 24 December between 11.00 and 16.00 hours.

A new Student Monthly Commuter Ticket was introduced in October.

Provincial City Services

The deficit for 1982 increased marginally over the previous year. The loss on Cork City services was again the main contributor. Revenue improved by £1.280m. but expenditure increased by £1.375m. The overall effects of the recession and the severe weather conditions in the early part of the year combined to produce a reduction in passenger journeys of 6.2%.

A major rationalisation of the city services in Cork was implemented in November, 1982. This is expected to give an improved financial performance in 1983. During the year 17 new Bombardier double-deck buses were introduced in Cork and 7 in Limerick.

Other Road Passenger Services — Provincial

The deficit for 1982 was £1.240m. less than 1981. Revenue improved by 19.2% or £5.705m. to £35.397m. and expenditure increased by 13.8% or £4.465 m. to £36.807m.

Revenue on Expressway services increased by 34% to £5.066m. Several new "Summer only" services were introduced and additional services were operated on some established routes.

A programme for the rationalisation of rural services and a greater degree of integration of these services with School Transport operations was pursued during the year.

The number of children carried on the free school transport service increased to 164,800.



OTHER ACTIVITIES

Tours and Private Hire

After generating and paying for services rendered by Road and Rail passenger services and Hotels, the deficit for the year was £0.432m. compared with £0.062m. in 1981. Of this the loss on private hire operation amounted to £0.247m. The gross revenue from tours increased by 12% to a record £8.575m. Coach tours, independent travel including self drive packages and Group and Conference business all made substantial contributions. The German office, in its second year of trading, improved its position to become the second largest operator into Ireland from Germany. An office was opened in Paris to promote business to Ireland and handle inbound business from Ireland, Britain and the United States to France. A successful programme of Continental Coach Tours was introduced and marketed in Ireland, Britain and the United States. Centre holidays in Ireland, with day coach tours included, were well patronised by both Irish and British holidaymakers.

Despite the slightly reduced deficit as compared with 1981, the performance in the private hire sector was disappointing, notwithstanding the fall in disposable incomes.

Vessels and Canals

The deficit on the Galway/Aran Island service increased by £0.155m. to £0.391m.

The net cost of maintaining the Canals increased by £0.272m. to £1.214m. The proposal to transfer responsibility for the canals to the Office of Public Works has not yet been implemented and they continue to be kept on a care and maintenance basis.

Road Freight

The deficit in 1982 was £1.625m. an increase of £0.151m. over 1981. Revenue improved by £0.738m. but expenditure rose by £0.889m. The tonnage carried (including hired hauliers) fell by 0.317m. tons. This was mainly due to a reduction in the transport of cement, fertiliser, ground limestone and general traffics.

In response to the legislation making it compulsory for certain categories of road vehicles to have Certificates of Roadworthiness eight Vehicle Testing Stations were established on CIE premises at key locations throughout the country. These Stations, apart from dealing with CIE's own fleets of buses and lorries, are operating commercially and undertaking a substantial and growing volume of vehicle testing on behalf of other fleet operators.

International Activities

Rosslare Harbour is the only operating activity under this heading.

The profit after interest on the year's working declined from £0.339m in 1981 to £0.085m. The revenue increase of £0.195m. was more than offset by expenditure increases totalling £0.449m.

Passenger traffic increased by over 52,000 (6.8%) but freight showed a 5.7% drop compared with 1981. The



actual number of sailings by all services using the port reduced from 1,453 in 1981 to 1,292 but increased vessel capacity was capable of handling all traffic offered.

Considerable further improvements in facilities at the port were implemented during the year.



Hotels and Catering

The combined results of these activities was a deficit of £0.885m. compared with a deficit of £0.539m. in 1981.

The gross revenue earned by the Hotels Group increased by 6.9% to £6.565m. However, the deficit in this function rose from £0.483m. in 1981 to £0.749m. In common with general trends in the hotel industry reductions were recorded in bednight and food sales and the overall situation was adversely affected by the keen pricing levels required to sustain home market business.

The deficit in the Catering Services increased from £0.056m. in the previous year to £0.136m. which reflected the lower level of railway passenger traffic.

STAFF

The total number of staff at the end of 1982 was 15,927 compared with 16,211 at the end of 1981.

Salaries and wages paid during the year (including renewal of lines and works, pensions and associated costs) totalled £171.8m. of which £46.4m. was contributed to the State by way of PAYE and Social Insurance payments.

During the year there were 33 stoppages of work of which 32 were unofficial disputes. Disputes in excess of one day's duration numbered 10; the remaining 23 disputes were of one day or shorter durations.

The total number of meetings held between management and trade unions, throughout the organisation, was 3,160. In addition numerous meetings were held involving third parties — Labour Court Conciliation

Conferences and Investigations, Rights Commissioners, Equality Officer and Employment Appeals Tribunals. Again it is necessary to draw attention to the complex nature of personnel management in CIE and to point out that a high volume of industrial relations activity is unrelated to labour dispute issues but arises from the wide variety of employment in CIE and the multi-union staff representation.

The number of apprentices in training with the Company during the year was 462. Of these 406 were CIE employees, 29 were sponsored by AnCO and 27 were sponsored by outside firms. Two former apprentices graduated as engineers under the Engineering Scholarship Scheme which brings to 14 the number who have graduated to date through this Scheme.

During the year 630 training courses were conducted embracing an aggregate attendance of 4,400 staff members.

Summary of Total Receipts and Costs

	1982			1981		
	Total Receipts	Total Costs	Net Profit/ (Deficit)	Total Receipts	Total Costs	Net Profit/ (Deficit)
	£	£	£	£	£	£
Railway – Other than Bray/Howth Suburban Services	48,489,961	113,300,975	(64,811,014)	43,885,891	98,380,367	(54,494,476)
Railway – Bray/Howth Suburban Services	1,452,548	8,306,148	(6,853,600)	1,559,704	7,283,603	(5,723,899)
Road Passenger – Dublin City Services	47,099,296	73,742,192	(26,642,896)	35,580,582	59,698,558	(24,117,976)
Road Passenger – Provincial City Services	6,696,070	10,858,124	(4,162,054)	5,414,604	9,483,343	(4,068,739)
Road Passenger – Other Services	35,396,628	36,806,231	(1,409,603)	29,691,889	32,341,957	(2,650,068)
Road Passenger – Tours and Private Hire	4,658,544	5,090,494	(431,950)	4,225,296	4,287,441	(62,145)
Road Freight	14,811,088	16,436,334	(1,625,246)	14,072,807	15,546,533	(1,473,726)
International Activities	2,555,080	2,469,926	85,154	2,359,857	2,021,171	338,686
Hotels, Refreshment Rooms and Restaurant Cars	9,640,285	10,525,337	(885,052)	9,174,112	9,712,690	(538,578)
Canals	52,347	1,265,973	(1,213,626)	56,680	999,046	(942,366)
Vessel	154,546	545,486	(390,940)	287,103	523,295	(236,192)
Total	£171,006,393	£279,347,220	(£108,340,827)	£146,308,525	£240,278,004	(£93,969,479)

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

£155,431,612

£134,965,347

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

	1982		1981	
	£	£	£	£
Receipts				
Passenger Train Traffic	30,508,740		27,820,256	
Goods Train Traffic	17,475,512		15,506,279	
	47,984,252		43,326,535	
Miscellaneous	505,709		559,356	
Total Receipts		48,489,961		43,885,891
Expenditure				
Maintenance of Lines and Works	16,729,806		13,531,191	
Maintenance of Rolling Stock	18,558,005		15,811,397	
Fuel	7,900,741		7,272,230	
Operating and Other Expenses	48,670,712		44,245,668	
Provision for Renewal of Lines and Works	10,378,000		8,079,000	
Operating Depreciation	4,974,152		4,043,368	
Total Expenditure		107,211,416		92,982,854
Operating Deficit		(58,721,455)		(49,096,963)
Financial Charges		6,089,559		5,397,513
Net Deficit carried to Profit and Loss Account		(£64,811,014)		(£54,494,476)

Consolidated Revenue Accounts

Railway Working
Account Bray/Howth
Suburban Services

	1982		1981	
	£	£	£	£
Receipts				
Passenger Train Traffic	1,451,534		1,545,399	
Miscellaneous	1,014		14,305	
Total Receipts		1,452,548		1,559,704
Expenditure				
Maintenance of Lines and Works	584,511		381,778	
Maintenance of Rolling Stock	1,911,240		1,571,364	
Fuel	470,596		374,714	
Operating and Other Expenses	4,453,020		4,156,532	
Provision for Renewal of Lines and Works	222,000		208,000	
Operating Depreciation	440,080		364,399	
Total Expenditure		8,081,447		7,056,787
Operating Deficit		(6,628,899)		(5,497,083)
Financial Charges		224,701		226,816
Net Deficit carried to Profit and Loss Account		(£6,853,600)		(£5,723,899)

Consolidated Revenue Accounts

Road Passenger
Working Account
Dublin City Services

	1982		1981	
	£	£	£	£
Receipts				
Passenger Services	46,945,465		35,369,906	
Miscellaneous	153,831		210,676	
Total Receipts		47,099,296		35,580,582
Expenditure				
Maintenance of Buildings	424,027		553,681	
Maintenance of Vehicles and Equipment	17,359,062		15,745,367	
Fuel	5,454,105		3,967,443	
Road Tax and Licences	290,382		260,610	
Operating and Other Expenses	41,658,854		33,147,386	
Operating Depreciation	6,262,409		5,093,224	
Total Expenditure		71,448,839		58,767,711
Operating Deficit		(24,349,543)		(23,187,129)
Financial Charges		2,293,353		930,847
Net Deficit carried to Profit and Loss Account		(£26,642,896)		(£24,117,976)

Consolidated Revenue Accounts

Road Passenger
Working Account
Provincial City Services

	1982		1981	
	£	£	£	£
Receipts				
Passenger Services	6,691,849		5,411,642	
Miscellaneous	4,221		2,962	
Total Receipts		6,696,070		5,414,604
Expenditure				
Maintenance of Buildings	78,188		83,205	
Maintenance of Vehicles and Equipment	2,271,898		2,146,768	
Fuel	637,265		516,583	
Road Tax and Licences	33,818		33,530	
Operating and Other Expenses	6,971,970		5,923,699	
Operating Depreciation	771,897		768,720	
Total Expenditure		10,765,036		9,472,505
Operating Deficit		(4,068,966)		(4,057,901)
Financial Charges		93,088		10,838
Net Deficit carried to Profit and Loss Account		(£4,162,054)		(£4,068,739)

Consolidated Revenue Accounts

Road Passenger
Working Account
Other Services

	1982		1981	
	£	£	£	£
Receipts				
Passenger Services	34,253,235		28,873,789	
Miscellaneous	1,143,393		818,100	
Total Receipts		35,396,628		29,691,889
Expenditure				
Maintenance of Buildings	278,055		232,923	
Maintenance of Vehicles and Equipment	12,379,313		11,052,434	
Fuel	3,054,749		2,538,849	
Road Tax and Licences	130,945		133,892	
Operating and Other Expenses	18,627,857		15,749,459	
Operating Depreciation	2,205,207		2,585,448	
Total Expenditure		36,676,126		32,293,005
Operating Deficit		(1,279,498)		(2,601,116)
Financial Charges		130,105		48,952
Net Deficit carried to Profit and Loss Account		(£1,409,603)		(£2,650,068)

Consolidated Revenue Accounts

Road Passenger
Working Account
Tours and Private Hire

	1982		1981	
	£	£	£	£
Receipts				
Passenger Services		4,658,544		4,225,296
Expenditure				
Maintenance of Buildings	12,708		11,928	
Maintenance of Vehicles and Equipment	616,255		493,889	
Fuel	246,892		198,878	
Road Tax and Licences	24,707		25,029	
Operating and Other Expenses	3,881,755		3,412,451	
Operating Depreciation	327,491		244,391	
Total Expenditure		5,109,808		4,386,566
Operating Deficit		(451,264)		(161,270)
Financial Charges		Cr. 19,314		Cr. 99,125
Net Deficit carried to Profit and Loss Account		(£431,950)		(£62,145)

Consolidated Revenue Accounts

Road Freight
Working Account

	1982		1981	
	£	£	£	£
Receipts				
Goods Services	14,623,848		13,921,835	
Miscellaneous	187,240		150,972	
Total Receipts		14,811,088		14,072,807
Expenditure				
Maintenance of Buildings	108,112		84,295	
Maintenance of Vehicles and Equipment	2,865,537		2,599,461	
Fuel	1,759,428		1,634,625	
Road Tax and Licences	167,988		185,708	
Operating and Other Expenses	10,287,280		9,705,879	
Operating Depreciation	810,326		838,885	
Total Expenditure		15,998,671		15,048,853
Operating Deficit		(1,187,583)		(976,046)
Financial Charges		437,663		497,680
Net Deficit carried to Profit and Loss Account		(£1,625,246)		(£1,473,726)

Consolidated Revenue Accounts

International Activities
Working Account

	1982		1981	
	£	£	£	£
Receipts				
Harbour Services		2,555,080		2,359,857
Expenditure				
Maintenance, Operating and Other Expenses	1,381,723		1,145,798	
Operating Depreciation	121,232		9,636	
Total Expenditure		1,502,955		1,155,434
Operating Profit		1,052,125		1,204,423
Financial Charges		966,971		865,737
Net Profit carried to Profit and Loss Account		£85,154		£338,686

Consolidated Revenue Accounts

Hotels, Refreshment
Rooms and Restaurant
Cars Working Account

	£	1982	£	1981	£
Receipts					
Hotels, Refreshment Rooms and Restaurant Cars			9,639,886		9,157,615
Expenditure					
Maintenance of Buildings, Cars and Equipment	304,665			299,625	
Provisions, Wines, etc.	3,523,542			3,477,978	
Other Direct Expenses	4,833,299			4,295,433	
Other Expenditure	1,551,073			1,368,507	
Total Expenditure			10,212,579		9,441,543
Operating Deficit			(572,693)		(283,928)
Surplus on Sale of Fixed Assets			399		16,497
			(572,294)		(267,431)
Financial Charges			312,758		271,147
Net Deficit carried to Profit and Loss Account			(£885,052)		(£538,578)

Consolidated Revenue Accounts

Canals Working Account

	£	1982	£	1981	£
Receipts					
Rents	39,671			45,189	
Miscellaneous	12,676			11,491	
Total Receipts			52,347		56,680
Expenditure					
Maintenance of Buildings	71,598			69,694	
Maintenance of Waterways and Works	801,391			602,759	
Operating and Other Expenses	392,984			326,593	
Total Expenditure			1,265,973		999,046
Operating Deficit			(1,213,626)		(942,366)
Financial Charges			—		—
Net Deficit carried to Profit and Loss Account			(£1,213,626)		(£942,366)

**Vessel Working
Account**

	1982		1981	
	£	£	£	£
Receipts				
Passenger Traffic	75,915		215,564	
Goods Traffic	75,935		69,006	
Miscellaneous	2,696		2,533	
Total Receipts		154,546		287,103
Expenditure				
Maintenance of Vessel and Equipment	67,850		99,055	
Fuel	22,909		23,529	
Operating and Other Expenses	441,443		388,134	
Operating Depreciation	4,070		4,070	
Total Expenditure		536,272		514,788
Operating Deficit		(381,726)		(227,685)
Financial Charges		9,214		8,507
Net Deficit carried to Profit and Loss Account		(£390,940)		(£236,192)

Consolidated Profit and Loss Account

		1982		1981	
	Notes	£	£	£	£
Net Profits/(Deficits) from					
Railway — Other than Bray/Howth Suburban Services		(64,811,014)		(54,494,476)	
— Bray/Howth Suburban Services		(6,853,600)		(5,723,899)	
Road Passenger — Dublin City Services		(26,642,896)		(24,117,976)	
— Provincial City Services		(4,162,054)		(4,068,739)	
— Other Services		(1,409,603)		(2,650,068)	
— Tours and Private Hire		(431,950)		(62,145)	
Road Freight		(1,625,246)		(1,473,726)	
International Activities		85,154		338,686	
Hotels, Refreshment Rooms and Restaurant Cars		(885,052)		(538,578)	
Canals		(1,213,626)		(942,366)	
Vessel		(390,940)		(236,192)	
			(108,340,827)		(93,969,479)
Financial Charges	3	(10,538,098)		(8,158,912)	
Allocation to Working Accounts		10,538,098		8,158,912	
Net Deficit before Exceptional Items			(108,340,827)		(93,969,479)
Exceptional Items	4		(1,032,685)		(925,858)
Net Deficit			(£109,373,512)		(£94,895,337)
Financed as follows:					
Non-repayable State Grants under					
Sub-Head D 1 Vote 42, 1982 of Dáil Éireann (1981:					
Sub-Head D 1 Vote 44)					
(a) Grant in respect of rail passenger services under EEC Regulation 1191/69		34,000,000		26,500,000	
(b) Grant for the normalisation of accounts of railways under EEC Regulation 1192/69		6,000,000		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		55,800,000		53,800,000	
(d) Grant to cover losses incurred on the operation of the Galway/Aran Ferry Service		200,000		200,000	
	2		96,000,000		85,000,000
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off			(202,080)		(91,865)
Adverse Balance Forward	11		95,797,920		84,908,135
			13,575,592		9,987,202
			£109,373,512		£94,895,337

M. GRACE, Assistant General Manager (Finance)

Consolidated Balance Sheet at 31st December

	Notes	£	1982 £	£	1981 £
Fixed Assets	5		169,104,103		125,445,588
Interest in Subsidiary Company	19(d)		100		100
Investments	6		49,072		50,480
Current Assets					
Stocks of Stores	7	35,769,302		34,598,268	
Debtors	18	33,400,563		31,929,283	
Equalisation Account for Renewal of Railway Lines and Works		—		199,818	
Bank Deposits	19(a)	1,233,886		1,238,049	
Balance at Bankers and Cash in Hand		107,240		354,013	
			<u>70,510,991</u>	<u>68,319,431</u>	
LESS:					
Current Liabilities					
Amount due to Bankers		7,080,364		5,220,580	
Unsecured Bank Loans	13	39,219,968		18,920,489	
Creditors and Provisions		55,922,920		54,179,847	
Equalisation Account for Renewal of Railway Lines and Works		625,439		—	
			<u>102,848,691</u>	<u>78,320,916</u>	
Net Current Liabilities			(32,337,700)	(10,001,485)	
			£136,815,575	£115,494,683	
FINANCED BY:					
Issued Transport Stocks	8		3,514,460		5,514,460
Reserves					
Asset Replacement Reserve	9	47,798,653		38,105,183	
Capital Reserve	10	14,997,168		12,267,515	
Profit and Loss Account	11	(35,860,466)		(22,234,874)	
			26,935,355	28,137,824	
Sinking Fund for redemption of Transport Stocks	20	1,618,127		2,794,326	
LESS: Investments		(1,618,127)		(2,794,326)	
			—	—	
Sinking Fund — Repayment of Bank Loans	20		—		165,000
Sinking Fund — Unsecured Loan Stock 1991/96	20		350,000		300,000
Department of Education — Funding of School Buses	12		1,233,566		1,490,006
Loan Capital					
Repayable State Advances for Capital Expenditure, under Section 4, Transport Act, 1964, as amended by Section 3, Transport Act, 1974		44,458,691		37,458,691	
Unsecured Bank Loans	13	57,823,503		39,928,702	
Unsecured Loan Stock 1991/96	13	2,500,000		2,500,000	
			<u>104,782,194</u>	<u>79,887,393</u>	
			£136,815,575	£115,494,683	

M. GRACE, Assistant General Manager (Finance)

Consolidated Statement of Source and Application of Funds

	1982 £	1981 £
Source of Funds		
Net Deficit less Non-Repayable State Grants	(13,373,512)	(9,895,337)
Depreciation less Net Deficit on Disposal of Fixed Assets	16,738,288	14,874,624
Sinking Fund — Repayment of Bank Loans	945,000	1,060,000
Proceeds from Realisation of Sinking Fund Investments	1,575,316	—
Unsecured Bank Loans	39,018,755	31,001,522
Repayable State Advances for Capital Expenditure	7,000,000	4,174,000
Funding of School Buses	6,353	171,254
Investments	1,408	—
	<u>51,911,608</u>	<u>41,386,063</u>
Application of Funds		
Unsecured Bank Loans becoming currently payable	21,123,954	2,419,595
Redemption of Transport Stocks	2,000,000	—
Capital Expenditure	54,029,426	45,843,953
Investments	—	2,774
	<u>77,153,380</u>	<u>48,266,322</u>
Net Change in Working Capital	(£25,241,772)	(£6,880,259)
being:		
Increase in Stocks of Stores	1,171,034	10,215,754
(Decrease)/Increase in Debtors	(1,434,277)	3,225,476
Increase in Creditors and Provisions	(1,743,073)	(12,593,577)
(Increase)/Decrease in Equalisation Account	(825,257)	666,721
	<u>(2,831,573)</u>	<u>1,514,374</u>
Increase in short-term borrowings	(22,410,199)	(8,394,633)
	<u>(£25,241,772)</u>	<u>(£6,880,259)</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.

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

Docks, Harbours and Wharves:

Docks, Harbours and Wharves are 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 cost 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 £96m paid under Sub-head D.1 of Vote 44 of Dáil Éireann of 1982 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	34,000,000					
Normalisation of Accounts (Passenger and Freight)						
– Class III (Pensions)		5,100,000				
– Class IV (Level Crossings)		900,000				
Infrastructure Grant (Freight)			4,862,374			
Residual Deficit Grant					17,509,447	
TOTAL – RAILWAYS	34,000,000	6,000,000	4,862,374		17,509,447	
ROAD PASSENGER						
Dublin City Services						
– Deficit on Operation of Services				26,642,896		
Provincial Services						
– Deficit on Operation of City Services				4,162,054		
– Deficit on Operation of Other Services				1,409,603		
CANALS						
– Deficit on Maintenance					1,213,626	
GALWAY/ARAN						
– Grants towards losses on Ferry Service						200,000
	£34,000,000	£6,000,000	£4,862,374	£32,214,553	£18,723,073	£200,000

Note: The total net deficit on all services subventable under EEC Regulations and on the Galway/Aran Ferry Service was £105,483,733 compared with total payments from the State of £96 million. The grants received under all regulations were inadequate and the total shortfall amounted to £9,483,733.

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 Oslanna 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, 1982, amounted to £10,538,098 (£8,158,912 for year ended 31st December, 1981) as follows:

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

	1982	1981
	£	£
Interest on Transport Stocks:		
3% Transport Stock, 1975/85	105,434	105,434
6% Transport Stock, 1977/82	60,000	120,000
	<u>165,434</u>	<u>225,434</u>
Sinking Funds:		
3% Transport Stock, 1975/85	50,000	50,000
6% Transport Stock, 1977/82	15,000	30,000
Redemption Funds Shortfall (See Note 1 below)	50,000	—
Unsecured Bank Loans — Provisions for repayment of loans obtained in 1977 (See Note 2 'a' below)	165,000	330,000
1980 (See Note 2 'b' below)	730,000	730,000
	<u>1,010,000</u>	<u>1,140,000</u>
Miscellaneous Rents	Cr. 58,133	Cr. 70,508
Interest on Repayable State Advances for Capital Expenditure	4,564,142	3,443,460
Sundry Interest Payable less Receivable	4,797,925	3,360,027
Associated Transport Companies:		
Guaranteed interest to Fishguard and Rosslare Railways and Harbour Company (in Ireland)	58,730	60,499
	<u>£10,538,098</u>	<u>£8,158,912</u>

Allocated to the Working Accounts as follows:

Railway — Other than Bray/Howth Suburban Services	6,089,559	5,397,513
— Bray/Howth Suburban Services	224,701	226,816
Road Passenger — Dublin City Services	2,293,353	930,847
— Provincial City Services	93,088	10,838
— Other Services	130,105	48,952
— Tours and Private Hire	Cr. 19,314	Cr. 99,125
Road Freight	437,663	497,680
International Activities	966,971	865,737
Hotels, Refreshment Rooms and Restaurant Cars	312,758	271,147
Vessel	9,214	8,507
	<u>£10,538,098</u>	<u>£8,158,912</u>

- Notes:** 1. Provision for recovery of shortfall in Sinking Funds available to redeem Transport Stock which matured in 1982.
 2. 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 were 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	1982		1981
	£		£
Provision for loss on interest in Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 19 (d))	608,183		450,131
Provision for further losses of Subsidiary Company of Oslanna Iompair Eireann Teoranta (See Note 19 (e))	424,502		475,727
	£1,032,685		£925,858

5. Fixed Assets	Net Book Amount 1st Jan., 1982	CURRENT YEAR		Net Book Amount 31st Dec., 1982
		Additions	Depreciation	
	£	£	£	£
Railway Lines and Works (Note d)	4,979,293	95,220	—	5,074,513
Railway Rolling Stock (Note a)	22,931,411	443,101	1,367,376	22,007,136
Road Passenger Vehicles (Notes a and b)	29,749,580	21,957,437	3,085,587	48,621,430
Road Freight Vehicles	2,324,966	35,073	822,254	1,537,785
Vessel	66,100	—	4,070	62,030
Land and Buildings (Note e)	25,832,581	1,030,639	—	26,863,220
Plant and Machinery	31,081,418	27,160,531	1,899,946	56,342,003
Docks, Harbours and Wharves	5,597,884	311,451	111,958	5,797,377
Hotel Premises, Catering and Other Equipment	2,882,355	90,417	174,163	2,798,609
	£125,445,588	£51,123,869	£7,465,354	£169,104,103

- 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 1982 depreciation charge shown for Road Passenger Vehicles includes £262,793 (1981 — £225,732) 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, 1982, and the expected lives used are as follows:

	Lives (years)	Accumulated Depreciation £
Railway Lines and Works	—	—
Railway Rolling Stock	20 to 50	14,724,415
Road Passenger Vehicles	16	16,418,884
Road Freight Vehicles	6 to 10	5,110,246
Vessel	40	100,585
Land and Buildings	—	—
Plant and Machinery	3 to 25	7,239,987
Docks, Harbours and Wharves	50	111,958
Hotel Premises, Catering and Other Equipment	4 to 50	1,511,120

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

- (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) Included in the net book amount at 31st December, 1982 is accumulated expenditure of £46,295,000 (1981 — £19,478,000) incurred to that date on the Bray/Howth Suburban Railway Electrification Scheme inclusive of £9,266,000 (1981 — £2,250,000) in capitalised interest charges but exclusive of advance payments of £12,354,000 (1981 — £12,182,000).

6. Investments	1982 £	1981 £
Quoted at Cost (Market Value £44,654: 1981 — £38,088)	49,072	49,680
Unquoted at Cost	—	800
	£49,072	£50,480

7. Stocks of Stores	1982 £	1981 £
Maintenance Materials and Spare Parts	25,309,963	22,053,528
Fuel, Lubricants and Other Sundry Stocks	10,459,339	12,544,740
	£35,769,302	£34,598,268

8. Issued Transport Stocks	1982 £	1981 £
3% Transport Stock, 1975/85	3,514,460	3,514,460
6% Transport Stock, 1977/82	—	2,000,000
	£3,514,460	£5,514,460

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

9. Asset Replacement Reserve

	Railway Rolling Stock	Road Passenger Vehicles	Total
	£	£	£
Balance forward from previous year	11,216,904	26,888,279	38,105,183
Charged to Revenue Working Accounts in year	3,237,781	6,455,689	9,693,470
	£14,454,685	£33,343,968	£47,798,653

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

	1982 £	1981 £
Balance forward from previous year	12,267,515	11,161,328
Sinking Funds no longer required — See Note 20	2,685,316	1,060,000
Surplus arising on disposal of Land and Buildings and Assets acquired at no cost	44,337	46,187
	£14,997,168	£12,267,515

11. Profit and Loss Account

	1982 £	1981 £
Adverse Balance forward from previous year	22,234,874	12,197,672
Adverse Balance per Profit and Loss Account	13,575,592	9,987,202
Sinking Fund — Unsecured Loan Stock 1991/96	35,810,466	22,184,874
	£35,860,466	£22,234,874

NOTES ON CONSOLIDATED ACCOUNTS
(Continued)

12. Department of Education — Funding of School Buses	1982 £	1981 £
Balance forward from previous year	1,490,006	1,544,484
Receivable in year	6,353	171,254
	<u>1,496,359</u>	<u>1,715,738</u>
Released to Revenue Working Account	262,793	225,732
	<u>£1,233,566</u>	<u>£1,490,006</u>

13. Unsecured Bank Loans and Loan Stock	1982 £	1981 £
These loans are repayable as follows:		
Current Liabilities — Within 1 year	£39,219,968	£18,920,489
Loan Capital	1982 £	1981 £
1 year to 5 years	13,824,373	9,505,581
6 years to 10 years	28,850,389	12,415,282
Thereafter	15,148,741	18,007,839
	<u>£57,823,503</u>	<u>£39,928,702</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:

Current Liabilities	1982	1981
United States	\$23,428,528	\$914,059
United Kingdom	Stg. £73,920	Stg. £231,390
Republic of Ireland	£22,218,175	£18,174,734
Loan Capital	1982	1981
United States	\$8,214,328	\$9,142,856
United Kingdom	Stg. £5,257,320	Stg. £5,331,240
Republic of Ireland	£35,376,160	£16,893,120
France	F.F. 15,735,000	F.F. 15,735,000
West Germany	D.M. 19,670,000	D.M. 19,670,000
The Netherlands	Hfl. 18,175,000	Hfl. 18,175,000
Unsecured Loan Stock 1991/1996	1982	1981
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 £9,703,233 (1981 — £9,563,151). These figures include an amount of £488,200 in respect of the shortfall in 1982 (1981 — £484,320) in the cash resources of the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme (See Note 16).

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

15. Capital Commitments

Capital commitments at 31st December, 1982, were approximately £53,761,000: (1981 – £45,259,000). In addition lease arrangements at 31st December, 1982, involved an outstanding capital element of approximately £10,029,000 (1981 – £4,143,000).

16. Superannuation Funds

Coras Iompair Eireann 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 £488,200 was paid to the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme in 1982 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 £15,472,987 (1981 – £12,567,430) in respect of advance and progress payments on capital projects.

19. Ostlanna Iompair Eireann Teoranta

(a) Bank Deposits include £1,101,889 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, 1981.

(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 £325,763 (1981 – £615,378) in certain circumstances.

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

	1982	1981
	£	£
Shares at Cost	850,000	850,000
Less: Premium on Acquisition written off	<u>140,178</u>	<u>140,178</u>
	709,822	709,822
Current Account	<u>3,117,852</u>	<u>2,509,669</u>
	3,827,674	3,219,491
Less: Provision for Loss on Interest	<u>3,827,574</u>	<u>3,219,391</u>
Balance at End of Year	£100	£100

(e) Included in Creditors and Provisions are cumulative provisions of £3,418,390 (1981 – £2,993,888) for further losses in recognition of the deficiency of Shareholders' Funds in the subsidiary company at 31st December, 1982. No provision has been made for losses which may arise after this date.

20. Sinking Funds

NOTES ON CONSOLIDATED ACCOUNTS

(Continued)

	Transport Stocks	Bank Loans	Unsecured Loan Stock	Redemption Funds Shortfall	Total
	£	£	£	£	£
Balance forward from previous year	2,794,326	165,000	300,000	—	3,259,326
Charged to Revenue Working Accounts					
Note 3	65,000	895,000	—	50,000	1,010,000
Note 11	—	—	50,000	—	50,000
Interest on Investments	349,428	—	—	—	349,428
Loss on Sale of Investments	(15,311)	—	—	—	(15,311)
	3,193,443	1,060,000	350,000	50,000	4,653,443
Transferred to Capital Reserve					
Note 10	1,575,316	1,060,000	—	50,000	2,685,316
	£1,618,127	—	£350,000	—	£1,968,127

Consolidated Current Cost Profit and Loss Account

	Notes	1982 £000	1981 £000
Operating Deficit before Financial Charges and Exceptional Items based on the Historical Cost Convention			97,803
Add: Current Cost Operating Adjustments			
Depreciation	1 (a)	6,995	4,464
Working Capital	1 (b)	—	—
Current Cost Operating Deficit		104,798	90,274
Add: Financial Charges		10,538	8,159
Exceptional Items		1,033	926
Current Cost Deficit		£116,369	£99,359
Financed as follows:			
Non-Repayable State Grants		96,000	85,000
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off		(202)	(92)
Adverse Balance Forward	4	95,798	84,908
		20,571	14,451
		£116,369	£99,359

M. GRACE, Assistant General Manager (Finance)

Consolidated Current Cost Balance Sheet at 31st December

	Notes	1982 £000	1981 £000
Assets Employed			
Fixed Assets	1(a) and 2		
Current Assets			
Stocks of Stores		36,876	37,595
Bank and Cash Balances		1,341	1,592
Debtors and Other Current Assets		33,450	32,180
		<u>71,667</u>	<u>71,367</u>
LESS:			
Current Liabilities			
Bank Borrowings		46,300	24,141
Creditors and Other Current Liabilities		56,548	54,180
		<u>102,848</u>	<u>78,321</u>
Net Current Liabilities			
		(31,181)	(6,954)
		£367,346	£342,463
FINANCED BY:			
Issued Transport Stocks			
Reserves			
Asset Replacement Reserve		47,799	38,105
Capital Reserve		14,997	12,267
Current Cost Reserve	3	248,851	238,295
Profit and Loss Account	4	(54,181)	(33,560)
		257,466	255,107
Sinking Fund for Redemption of Transport Stocks		1,618	2,794
Less: Investments		<u>(1,618)</u>	<u>(2,794)</u>
		—	—
Sinking Fund for Redemption of Bank Loans			165
Sinking Fund — Unsecured Loan Stock 1991/96			300
Department of Education — Funding of School Buses			1,490
Loan Capital			
Repayable State Advances		44,459	37,458
Unsecured Bank Loans		57,823	39,929
Unsecured Loan Stock 1991/96		2,500	2,500
		104,782	79,887
		£367,346	£342,463

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 Ostlanna 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 Board's 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

	1982		1981	
	Gross Current Replacement Cost	Accumulated Depreciation	Net Current Replacement Cost	Net Current Replacement Cost
	£000	£000	£000	£000
Railway Lines and Works	9,494	—	9,494	7,270
Railway Rolling Stock	294,384	158,048	136,336	117,374
Road Passenger Vehicles	243,956	145,264	98,692	105,849
Road Freight Vehicles	11,569	9,153	2,416	3,344
Vessel	1,686	1,011	675	619
Land and Buildings	72,149	—	72,149	62,003
Plant and Machinery	79,751	15,143	64,608	38,336
Docks, Harbours and Wharves	8,933	167	8,766	7,657
Hotel Premises, Catering and Other Equipment	5,764	373	5,391	6,965
	<u>£727,686</u>	<u>£329,159</u>	<u>£398,527</u>	<u>£349,417</u>

**NOTES ON CONSOLIDATED CURRENT
COST ACCOUNTS (Continued)**

3. Current Cost Reserve

	1982 £000	1981 £000	
Balance at 1st January	238,295	179,150	
Revaluation Surpluses			
Fixed Assets	12,446	58,349	
Stocks of Stores	(1,890)	796	
Balance at 31st December	<u>£248,851</u>	<u>£238,295</u>	
	Realised	£18,321	£11,326
of which	Unrealised	£230,530	£226,969

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

	1982 £000	1981 £000
Adverse Balance forward from previous year	33,560	19,059
Adverse Balance from Current Cost Profit and Loss Account	<u>20,571</u>	<u>14,451</u>
	54,131	33,510
Sinking Fund — Unsecured Loan Stock 1991/96	50	50
	£54,181	£33,560

Auditors' Report

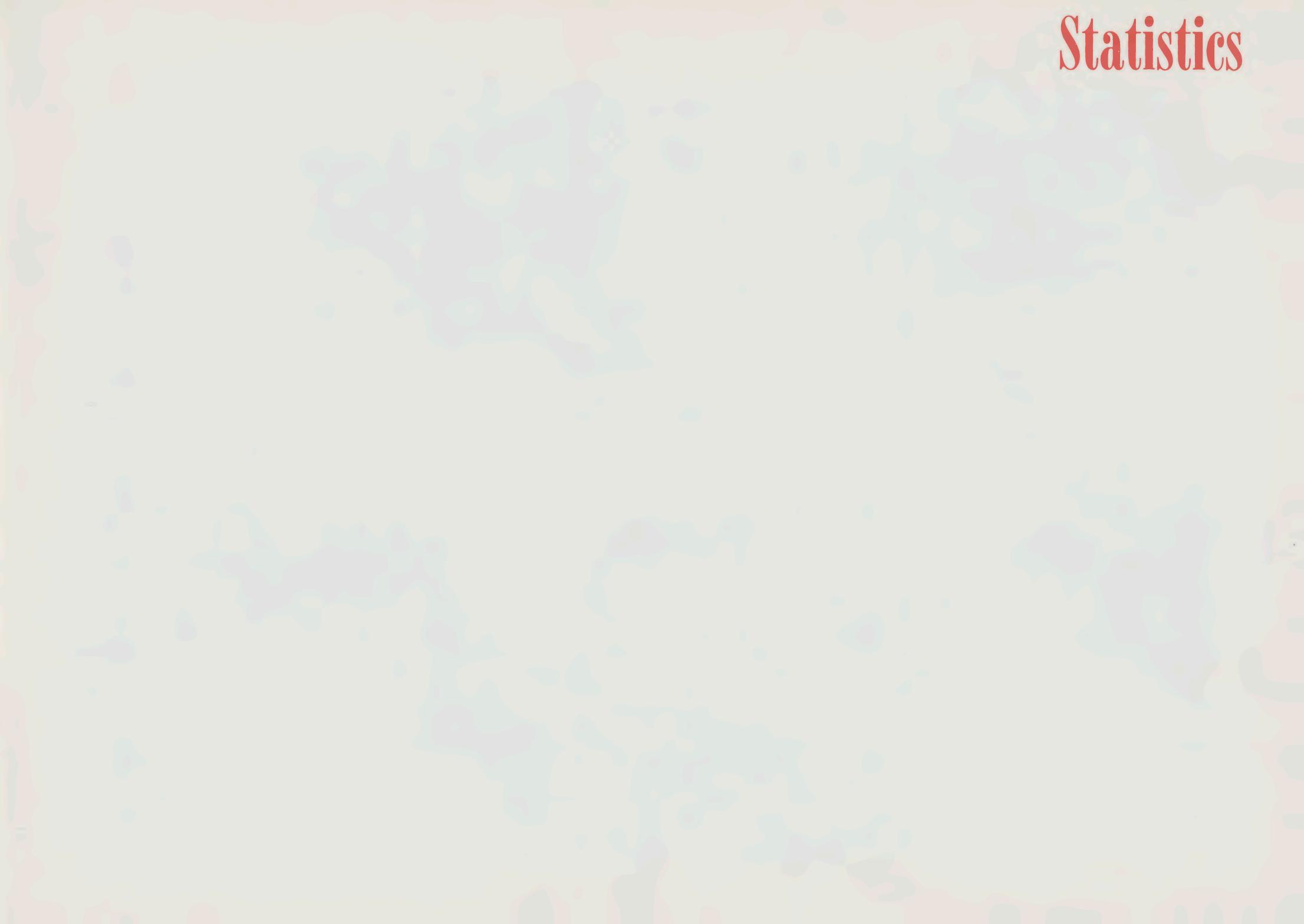
As Auditors appointed by Coras Iompair Eireann (The Board) under Section 34(2) of the Transport Act 1950 with the consent of the Minister for Transport, we have audited the Accounts on pages 19 to 41 in accordance with approved auditing standards and have obtained all the information and explanations 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, 1982 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.

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

	1977	1978	1979	1980	1981	1982
	£ thousands					
Costs	122,824	139,684	169,957	208,537	241,204	280,380
Receipts	89,069	101,699	111,746	134,015	146,309	171,006
Deficit	33,755	37,985	58,211	74,522	94,895	109,374
State Grant Received	33,200	37,700	56,000	70,000	85,000	96,000
Interest and Sinking Fund Provisions — paid or chargeable on Loan Capital	3,392	3,456	3,724	4,178	4,809	5,740
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	2,044	2,154	2,423	2,844	3,443	4,564
Net value of Assets:						
Fixed (see Note)	46,260	70,831	81,110	93,551	125,446	169,104
Current	(137)	1,220	(4,179)	(11,172)	(9,951)	(32,289)
Loan Capital (Total) — excluding Interest on Repayable State Advances	45,798	46,711	48,916	52,646	85,402	108,297
Loan Capital from Exchequer — excluding Interest on Repayable State Advances	23,971	26,021	29,439	33,285	37,459	44,459
Reserves (see Note)	(2,138)	23,083	25,893	27,774	28,138	26,935
Average Number of Employees	18,605	18,081	17,925	18,052	18,040	17,809
	£	£	£	£	£	£
Auditors' Fees	11,698	13,665	16,176	23,000	36,600	47,241
Board Members' Fees	15,076	15,784	15,764	30,771	36,790	37,850

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

RAILWAY		1977	1978	1979	1980	1981	1982	
		£ thousands						
Mainline Passenger, Freight and Other Services	Receipts	24,611	28,269	32,683	38,658	43,367	47,924	
Bray/Howth Suburban Services	Receipts	} 993	} 1,251	} 1,759	1,576	1,560	1,453	
Other Dublin Suburban Services	Receipts				515	519	566	
Total		Receipts (Deficit)	25,604 (27,366)	29,520 (30,985)	34,442 (39,779)	40,749 (49,730)	45,446 (60,218)	49,943 (71,664)
ROAD PASSENGER								
Dublin City Services	Receipts (Deficit)	23,749 (4,782)	27,091 (5,195)	26,765 (12,919)	35,083 (16,559)	35,580 (24,118)	47,099 (26,643)	
Provincial City Services	Receipts (Deficit)	} 19,579 (510)	} 22,615 (1,251)	} 25,132 (3,785)	4,855 (3,215)	5,415 (4,069)	6,696 (4,162)	
Other Provincial Services	Receipts (Deficit)				26,579 (985)	29,692 (2,650)	35,397 (1,410)	
Tours and Private Hire	Receipts Profit/(Deficit)	2,822 21	2,990 33	3,230 (146)	3,027 (652)	4,225 (62)	4,659 (432)	
Total		Receipts (Deficit)	46,150 (5,271)	52,696 (6,413)	55,127 (16,850)	69,544 (21,411)	74,912 (30,899)	93,851 (32,647)
ROAD FREIGHT								
	Receipts Profit/(Deficit)	10,669 7	11,433 8	12,892 (688)	13,745 (1,105)	14,073 (1,474)	14,811 (1,625)	
HOTELS, REFRESHMENT ROOMS, Etc.								
	Receipts Profit/(Deficit)	5,475 (54)	6,670 22	7,789 254	7,854 (260)	9,174 (539)	9,640 (885)	
CANALS AND VESSELS								
	Receipts (Deficit)	209 (640)	240 (724)	224 (971)	271 (1,260)	344 (1,178)	206 (1,605)	
INTERNATIONAL ACTIVITIES								
	Receipts Profit/(Deficit)	962 (23)	1,140 558	1,272 561	1,852 525	2,360 339	2,555 85	
TOTAL		Receipts (Deficit)	89,069 (33,347)	101,699 (37,534)	111,746 (57,473)	134,015 (73,241)	146,309 (93,969)	171,006 (108,341)

NOTE: The total Net Deficit is before Exceptional Items.

Statistics of Rail Passenger Operations & Receipts

	YEAR ENDED 31st DECEMBER					
	1977	1978	1979	1980	1981	1982
	thousands					
Passenger Journeys						
Mainline and Other Services	6,639	7,159	8,109	7,671	7,379	6,677
Bray/Howth Suburban Services	} 8,058	} 8,746	} 9,777	7,911	7,018	5,270
Other Dublin Suburban Services				1,072	977	866
Total	14,697	15,905	17,886	16,654	15,374	12,813
	£ thousands					
Receipts from Passenger Fares						
Mainline and Other Services	11,531	13,828	17,602	20,856	22,158	24,862
Bray/Howth Suburban Services	} 993	} 1,251	} 1,759	1,561	1,546	1,452
Other Dublin Suburban Services				515	519	566
Total (See Note)	12,524	15,079	19,361	22,932	24,223	26,880
	thousands					
Passenger Miles	544,141	600,279	691,436	641,558	618,167	551,579
Train Miles	4,899	5,281	5,534	5,405	5,300	5,025
	pence					
Average Receipts						
Pence per Passenger Journey	85.22	94.81	108.25	137.70	157.56	209.79
Pence per Passenger Mile	2.30	2.51	2.80	3.57	3.92	4.87

NOTE: Includes Receipts from Passengers only.

Statistics of Rail Freight Operations & Receipts

YEAR ENDED 31st DECEMBER

	1977	1978	1979	1980	1981	1982
	thousands					
Tons Carried						
Ale, Beer, Stout	210	206	203	198	194	181
Beet and Beet Pulp	284	260	224	223	182	197
Cement	729	793	807	654	851	757
Fertiliser	307	304	280	367	396	379
Mineral Ores	774	1,025	1,026	999	780	747
Petrol and Oil	267	309	325	293	282	223
General Freight	938	892	874	837	979	1,196
Total	3,509	3,789	3,739	3,571	3,664	3,680
	£ thousands					
Receipts	10,285	10,903	10,957	12,511	15,506	17,476
	thousands					
Ton Miles	364,739	385,466	384,590	389,360	422,983	410,383
Train Miles	2,824	3,045	3,214	3,212	3,281	2,843
	tons					
Average Wagon Load	9.38	10.54	12.11	13.72	14.22	14.65
	pence					
Average Receipts						
Per Ton	293.08	287.73	293.05	350.30	423.20	474.89
Per Ton Mile	2.82	2.83	2.85	3.21	3.67	4.26
Per Train Mile	364.20	358.06	340.91	389.51	472.60	614.70

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

YEAR ENDED 31st DECEMBER

	1977	1978	1979	1980	1981	1982
	thousands					
DUBLIN CITY SCHEDULED SERVICES (See Note (2))						
Passenger Journeys	206,150	199,876	166,572	175,137	157,997	162,940
Vehicle Miles	29,667	29,332	26,230	29,256	27,643	29,447
	£ thousands					
Receipts	23,433	26,726	26,461	34,660	35,010	46,537
Average Receipts	pence					
Pence per Passenger Journey	11.37	13.37	15.89	19.79	22.16	28.56
Pence per Vehicle Mile	78.98	91.12	100.88	118.47	126.65	158.04
	thousands					
OTHER CITY SCHEDULED SERVICES						
Passenger Journeys	31,518	30,293	27,810	23,693	23,774	22,295
Vehicle Miles	4,375	4,088	3,494	3,390	3,408	3,455
	£ thousands					
Receipts	3,699	3,964	3,888	4,846	5,412	6,692
Average Receipts	pence					
Pence per Passenger Journey	11.74	13.09	13.98	20.45	22.76	30.02
Pence per Vehicle Mile	84.55	96.97	111.28	142.95	158.77	193.69
	thousands					
OTHER SCHEDULED SERVICES (See Note (3))						
Passenger Journeys	49,506	49,092	46,968	46,529	44,173	44,776
Vehicle Miles	27,997	27,979	27,173	27,780	27,261	27,205
	£ thousands					
Receipts	14,864	17,355	19,429	24,522	27,280	32,610
Average Receipts	pence					
Pence per Passenger Journey	30.02	35.35	41.37	52.70	61.76	72.83
Pence per Vehicle Mile	53.09	62.03	71.50	88.27	100.07	119.87
	thousands					
TOURS AND PRIVATE HIRE (See Note (2))						
Passenger Journeys	2,444	2,476	1,988	1,990	2,008	2,018
Vehicle Miles	2,676	2,640	2,343	2,061	1,696	1,822
	£ thousands					
Receipts	2,837	3,041	3,325	3,099	4,509	4,995

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

	1977	1978	1979	1980	1981	1982
			thousands			
Tons Carried	3,066	2,956	2,621	2,104	2,018	1,732
Mileage (Board's Motors)	12,924	12,761	12,746	11,247	10,440	9,050
			£ thousands			
Receipts	10,326	10,848	12,290	13,396	13,716	14,374
			pence			
Average Receipts per Ton	336.74	367.03	468.87	636.69	679.68	829.91

Note: 1977 includes International Activities

Statistics of Rail Assets

Mileage of Railway Lines

	first track miles	total track miles
Lines owned by Board	1,165	1,782
	(1)	(6)
Other Lines	70	75
	—	—
Total	1,235	1,857
	(1)	(6)

Rail Passenger Vehicles

	number	seats
Passenger Carriages	327	20,734
	(11)	(628)
Luggage Vans, etc.	106	—
	(4)	—
Total	433	20,734
	(15)	(628)

Motive Power

	Number	Mileage 000
Diesel Locomotives	192	9,260
	—	(735)

Rail Freight Vehicles

	number	tonnage capacity
Open Wagons	1,414	16,950
	(122)	(1,456)
Covered Wagons	240	2,928
	(143)	(1,751)
Flat Trucks	1,107	27,673
	—	—
Brake Vans, etc.	782	18,724
	22	744
Total	3,543	66,275
	(243)	(2,463)

Rail Service Vehicles

Ballast Wagons, Tool Vans, etc.	361
	(2)

Rail Freight Containers

Covered Containers	1,671	21,863
	—	—
Lancashire Flats	214	2,691
	—	—
Other Containers	332	4,508
	—	—
Total	2,217	29,062
	—	—

Figures in colour represent changes on figures for year ended 31st December, 1981.
Reductions are shown ().

Statistics of Road Assets

Road Passenger Vehicles

		number	seats
Dublin City Services	Double-Deck Buses	825	60,716
		1	(898)
	Single-Deck Buses	82	3,605
		1	46
Other Services	Double-Deck Buses	132	9,740
		1	(54)
	Single-Deck Buses	1,304	59,072
		(23)	(966)
	Mini Buses	63	882
		(24)	(336)
	Touring Coaches	35	1,540
		(35)	(1,536)
	Miscellaneous	1	—
		—	—
	Total	2,442	135,555
		(79)	(3,744)

Service Vehicles

Total	420
	11

Road Freight Vehicles

		number
Power Units	Lorries	173
		(10)
Tractors		226
		(15)
Vans, etc.		50
		(6)
Total		449
		(31)
Trailers	Articulated	398
		(5)
Others		12
		(3)
Total		410
		(8)
Containers	Covered	145
		8
Flats		43
		(21)
Total		188
		(13)

Figures in colour represent changes on figures for year ended 31st December, 1981.
Reductions are shown ().

