

**Córas Iompair Éireann**



**1983**

**TUARASCÁIL BHLIANTÚIL  
ANNUAL REPORT**



# **Córas Iompair Éireann**

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# **1983**

## **TUARASCÁIL BHLIANTÚIL ANNUAL REPORT**

# ***Córas Iompair Éireann***

## **MEMBERS OF THE BOARD**

Dr. Liam St. John Devlin, *(Chairman)*

(Dr. Devlin retired as Chairman on 31.12.1983  
and was replaced by Mr. G. T. Paul Conlon)

Mr. C. E. Faller

Mr. J. A. Flynn

Mr. J. F. Higgins

Mr. J. Keenan

Mr. P. S. Linehan

Mr. H. L. McKee (to 31.8.1983)

Mr. J. McLoughlin

Mr. R. O'Donovan (to 30.11.1983)

Mr. L. O'Brien

Mr. M. Purcell

Mr. T. A. Tobin

Mr. M. Faherty (from 1.12.1983)

## **GENERAL MANAGER**

Mr. J. F. Higgins

## **ASSISTANT GENERAL MANAGERS**

Mr. C. Finegan *(Marketing)*

Mr. M. Grace *(Finance)*

Mr. P. Murphy *(Personnel)*

Mr. E. O'Connor *(Operating)*

## **SECRETARY**

Mr. P. G. Byrne

## CHAIRMAN'S REVIEW



*Mr. G. T. Paul Conlon.*

For the first time in quite a number of years the upward trend of the annual deficits was arrested. In this context, therefore, it can be said 1983 was a year of progress, reflecting the benefits of productivity and other cost reduction schemes initiated in earlier years. The deficit for the year was £102.113m before exceptional items, compared with £107.581m in 1982. The reduction of £5.468m is all the more noteworthy as it was achieved against the background of a deteriorating climate for both passenger and freight businesses.

Passengers carried both by the Board's Bus and Mainline services declined markedly over the previous year due to the sharp rise in unemployment, limitations on discretionary spending and a lack of buoyancy in tourism. Competition from private operators also contributed to the reduced carryings. The continued recession in the economy, which shows little sign of abating, reduced the volume of transportable freight and this led to more intense competition from licensed and own account transport.

The subvention, which in effect is the payment for social services provided by CIE, totalled £86m., a shortfall on the overall deficit of some £16m. This shortfall, as with previous years' shortfalls, had to be financed by external borrowings, the cost of which adds to future years' deficits. I am glad to say that the State, in its plan "Building on Reality 1985/1987" has recognised this imposition and has undertaken to relieve the Board of a major part of these borrowings albeit over ten years.

Many of the services, both rail and bus, provided by the Board are such that they cannot be maintained without either cross subsidisation or external support. Indeed, in many areas the level of subsidisation is putting at risk the long-term security of other routes and this problem will have to be addressed if CIE is to live within the financial restraints now imposed on it.

In recent years considerable concern has been expressed about the size of the deficit. Such debate is not unique to this country as Governments, particularly in Europe, have increasingly adopted policies to cut the growth of public spending. It has to be recognised that every European Government subsidises public transport and, even with severe cutbacks in public expenditure, these subsidies are still forthcoming. This applies particularly to railway operations. So far as Ireland is concerned, we must, of course, take into account that our economy is over stretched. To-day we are attempting, without being willing in the short-term to accept a reduction in our living standards, to build and maintain the infrastructure of a modern social State on the back of 3.5m people, many of whom are demotivated by high rates of taxation. A large part of public transport is

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a social service and, as such, should be financed like other social services such as education and health. The key issue facing the Government is the definition of the role of public transport, while at the same time ensuring that internal operating efficiencies are maximised. It is understandable that taxpayers should want to know if their money is being used in the most economical and cost effective manner.

The Public Sector in this country is heavily criticised by Public Representatives, the media, economists and by the ordinary man in the street. Much of the criticism is ill-founded, devious and unjustified. CIE would appear to bear an inordinate share of that criticism. It is a high profile organisation, its tentacles stretch far and wide with its activities affecting almost everyone in the State. Commentators are obviously ignorant of the damage that can be done to an organisation and to the morale of its total workforce by ill-founded speculation and negative comment. Such comment creates an air of uncertainty and uncertainty creates insecurity, particularly in the minds of the workforce. I would ask the media and other commentators, at a time when the organisation is undergoing change, to act in a responsible manner and establish the facts before making comment.

## **RAILWAYS**

It is with deep regret that we record a major accident near Cherryville Junction, Co. Kildare, on 21 August 1983, when seven people lost their lives and many were injured. A sworn public enquiry was held by the Railway Inspecting Officer and his report is awaited. I would like, on behalf of the Board and Management, to record our appreciation to the emergency services for the speed and expertise they displayed in the rescue operations and to the dedication and skill of the staffs of Naas and Portlaoise Hospitals.

The deficit on railway operations for the year was £75.232m, an increase of 5% on the previous year. This deficit represents 73% of the total CIE deficit and highlights the major problem facing the Board and the State. Efforts to contain this loss are continuing. The Board have been concerned about the quality of its rail services which, because of the lack of investment, is less than adequate in many areas. A start has been made to upgrade the rail passenger facilities. The production of new Inter-City coaches commenced towards the end of 1983 and some of those have been brought into service in the current year. The assembly of these coaches is taking place at our Inchicore Engineering Works and a substantial element of the materials used is sourced in Ireland. Substantial sums were also spent in modernising signalling and upgrading the permanent way.



## ROAD PASSENGER SERVICES

The electrification of the Howth/Bray line was virtually completed by the year end. The majority of the new electric trains were delivered progressively during the year. Testing of the equipment, including the technologically advanced signalling equipment and the training of staff proceeded for the inauguration of the service which has now taken place.

The upgrading of our bus fleet continued in 1983 with an intake of 149 new buses, including 43 of the newly designed City single-deck buses. As part of our plan to improve the quality of Dublin City Bus Services, further Bus Priority schemes were introduced bringing the total by the year end to 67.

Traffic congestion is exogenous to CIE and plays a major role in reducing the quality of our services. Bus schedules are disrupted and additional costs are incurred which, regrettably, have to be passed on to bus users. The strict enforcement of traffic laws would have a major influence on the reliability of our services with obvious implications for the operating deficits. In this context the proposed setting up of a Dublin Transportation Authority is to be welcomed. The Authority will have the responsibility for traffic management in the Dublin Area. The relationship between the new Authority and CIE has yet to be established.

The performance of the new bus fleet is up to expectations. The availability of 92% is some 5 points higher than for the buses replaced, while the annual mileage operated at 42,300 miles per bus is 40% higher than the annual average mileage of the older buses. The average mileage per failure is 11,433 miles, almost a five fold improvement. Passenger reaction to the new fleet has been very favourable and it has contributed to a perceived improvement in the comfort and reliability of our services.

Reduced maintenance costs have contributed materially to the reduced deficits on both the Dublin City and Provincial bus services and offset the adverse effect of reduced carryings. The major rationalisation of Cork City Services is also reflected in the improved outturn. The integration of the Rural Stage Carriage services with Schools Transport services is ongoing.

## OTHER ACTIVITIES

CIE Tours had a successful year. An expanded product range and aggressive marketing resulted in a profit of £58,000 as against a loss of £185,000 in 1982. Turnover increased by 12% to a record £9.58m.

The deficit on Private Hire business, despite intense competition was reduced by £177,000 to £70,000.

There was a profit of £593,000 in the operation of Rosslare Har-

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bour compared with £85,000 in 1982. This improvement is attributable to lower operating expenditure and increased revenue mainly due to the introduction by the B + I of the Rosslare/Pembroke service.

The cost of maintaining the Canals in 1983 was £1.175m, marginally down on the previous year. Arrangements are being made to transfer the responsibility for the upkeep of the Canals to the Office of Public Works.

## INDUSTRIAL RELATIONS

Over the past number of years CIE has had the co-operation of its workforce and trade unions in its efforts to streamline and make more cost effective its operations and the Board wishes to thank each and everyone for this co-operation. However, it is an accepted fact that the public's perception of CIE is, in the main, conditioned by the image projected by Dublin City Services. Unhappily, this image is too easily tarnished by the unreliability of the services provided and the Board is concerned about the number of stoppages, 31 in total during the year, of which 29 were unofficial and the high level of absenteeism. The Board is conscious that stoppages, official or otherwise, are not conducive to projecting an acceptable image and exhort all, management, employees and trade unions, to consider the damage which such actions have on public confidence. It is also, of course, recognised that the air of uncertainty as to the future role of CIE, which has hung over the organisation for a number of years, is reflected in the actions and low morale of the workforce. It is to be hoped now that as much of the uncertainty has been removed, both management and workforce will co-operate to re-establish a public transport system in which all can justifiably take pride.

## THE BOARD

On 31 December 1983, Dr. Liam St. John Devlin retired as Chairman after a tenure of 10 years. I was honoured and pleased to accept the Minister's invitation to succeed him and to become full-time Executive Chairman. Dr. Devlin made a major contribution to the Company's affairs. While he was in office the decision was taken to electrify the Howth/Bray section of the Dublin Suburban Rail line and the programme to modernise and renew our rolling stock and bus fleet was initiated. I would like to record the Board's appreciation to Dr. Devlin for his leadership. I would also like to thank Mr. Leslie McKee, whose term of office expired on 31 August 1983 for his contribution to the affairs of the organisation.

In the elections in October 1983, Messers. Tony Flynn, John McLoughlin and Tony Tobin were re-elected Worker Directors for a further three year term. They were joined by Mr. Michael Faherty in place of Mr. Dick O'Donovan who did not seek re-election.





## THE FUTURE

I referred earlier to the fact that much of the uncertainty hanging over the organisation had been removed. The Government, in the National Plan, "Building on Reality 1985/1987", have taken decisions as to the future role of CIE. It has been decided that:

- CIE will be retained but in a restructured form which will involve the separate administration by subsidiary companies of Dublin City services, provincial bus services and the railway. This will be effected by legislation to be introduced within a few months;
- a package of retrenchment measures will be implemented on the passenger rail side; this will not affect the existing carriage replacement programme but will mean that there will be no new substantial investment in railways and there will be strict cash limits on other expenditures;
- the interest on the capital expenditure incurred on the electrification of the Howth/Bray line will be met by the State;
- CIE's rail sundries traffic and road freight services will be discontinued from January 1986, unless they are shown to be profitable in 1984/85;
- there will be a new emphasis on the development of efficient bus services, both in the cities and on rural and express routes, partly through implementation of the recommendations resulting from a review of the operation of the Road Transport Act 1932, which will be completed within the next few months.

In addition, a new Dublin Transport Authority is being established which will

- (a) have a key role in the planning and operation of Dublin transport resources, and
- (b) be responsible for traffic management in Dublin Area.

Further, the Government have set rigid financial targets and capital allocations for the next three years. The main requirements are as follows:

(i) **General**

The subvention formula introduced in 1983 and requiring an annual reduction of 2.5% in real terms in the Board's expenditure has been extended for one year to 1989. In addition, the 1984 expenditure on mainline rail maintenance, renewals and depreciation is required to be reduced by 25% between 1985 and 1989 (i.e., 5.6% per annum including the 2.5% reduction already imposed in 1983).

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(ii) **Dublin City Services (DCS)**

Dublin City Services is required to halve its 1984 deficit in real terms by 31 December 1989.

(iii) **Provincial Buses**

The Provincial Bus operation is expected to be profitable after the restructuring of the Company

The Government have also agreed to relieve, to a substantial extent over a ten year period, Company borrowings associated with the shortfalls in previous years' subventions.

Capital expenditure that may be incurred by the Board over the next three years has been established as follows :—

	1985 £m	1986 £m	1987 £m
Bus Programme (excluding school buses)	13.00	12.00	11.00
Mainline Rail Rolling Stock	11.70	14.00	17.00
Signalling & Communications/ Normal Capital Programme	5.30	5.00	4.00
	<u>30.00</u>	<u>31.00</u>	<u>32.00</u>
Repayment of loans (non programme outlay)	0.70	3.40	8.60
<b>TOTAL</b>	<u>30.70</u>	<u>34.40</u>	<u>40.60</u>

Many issues have yet to be clarified, especially the major problem of capital borrowings. Many people think that the Government's Capital Expenditure allocation to CIE implies that it also provides the necessary finance. This is not so, the Company has to borrow the funds on the open market, service them and provide for repayments.

The Minister for Communications has indicated that he will put in place the enabling legislation by the Spring of next year. In the meantime, studies to determine the structures necessary to give effect to the Government decision are in hand. The Board is resolved that the restructured organisation will be in place as quickly as possible in order to meet the targets set.

I have detected, in my period of office, a feeling of dissatisfaction in the workforce mainly brought about not only by uncertainty but also by continual criticism from industry, academics and the general public. A lot of this criticism, as I have stated, is unfounded but



it receives credence because of the losses that have been incurred and the lack of any suitable policy framework within which to operate. By setting objectives and financial targets, the National Plan has given an opportunity to CIE to counteract the criticism by attaining the goals set. To do so, we shall need the continued goodwill and co-operation of the total workforce. I am confident that the required co-operation will be forthcoming and that CIE will attain a respected place in the community.

G.T Paul Conlon,  
Chairman.

16 November 1984.



## REPORT 1983

The deficit for 1983 (before exceptional items) was £102.113m. which was an improvement of £5.468m. on the comparable figure for 1982. Details are given in Table 1.

TABLE 1

Turnover	1983	1982	Variance	%
	£000	£000	£000	
Expenditure	299,175	285,964	+13,211	+ 4.62
Revenue	197,062	178,383	+18,679	+10.47
Deficit (before exceptional items)	102,113	107,581	- 5,468	- 5.08
	%	%	%	
$\frac{\text{Deficit}}{\text{Expenditure}} \times 100$	34.1	37.6	-3.5	



For the year 1983 the Revenue Accounts and Balance Sheet of Oslanna Iompair Eireann Teoranta (OIET) have not been consolidated with those of Coras Iompair Eireann (CIE). This change in the accounting practice which obtained in previous years is in recognition of the decision, in December 1983, to dispose of the share capital held by CIE in that Company. However, provision has been made in the accounts for losses up to 9 March 1984, the actual date of disposal of the share capital.

In previous years certain receipts and expenditure appearing in the Working Accounts represented the net amounts attributable to services provided by the Board. For the year 1983 these receipts and expenditure are shown gross and the comparative figures for 1982 have been restated accordingly.

For 1983 the labour costs (excluding Board's proportion of Pay-Related Social Insurance costs) exceeded those for 1982 by £0.360m. Significant reductions both in staff numbers and overtime working largely offset the effect of pay increases implemented during the year. The cost of materials and services rose by £7.295m. compared with 1982, operating depreciation and financial charges by £3.605m. and fuel costs were higher by £1.951m.

Increases in passenger fares and freight rates were introduced on 3 January 1983.

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The year under review was particularly challenging for the Board's various passenger and freight transport operations. The sharp rise in unemployment, limitation on discretionary spending, lack of buoyancy in tourism and growth in competition from private buses had a strong adverse influence on passenger travel. The recession in the economy reduced the volume of transportable freight and this, in turn, led to greater competition from licensed and own account transport which were left with substantial spare capacity.

In this climate it is encouraging to record a reduction in the deficit situation compared with 1982. This is very gratifying, particularly when viewed against the background of an average annual inflation in excess of 10%, and was achieved by a combination of aggressive marketing and sustained cost control through rationalisation and productivity improvements.

**THE RAILWAY** The financial performance of the Railway is shown in Table 2.



TABLE 2

Turnover	1983	1982	Variance	%
	£000	£000	£000	
Passenger Train Revenue	33,929	31,960	+1,969	+6.2
Freight Train Revenue	17,251	17,475	- 224	-1.3
Miscellaneous Revenue	1,169	1,093	+ 76	+7.0
Total Revenue	52,349	50,528	+1,821	+3.6
Total Expenditure	127,581	122,183	+5,398	+4.4
Deficit	75,232	71,655	+3,577	+5.0
	%	%	%	
Deficit Expenditure x 100	59	59	Nil	

Overall, passenger journeys increased marginally mainly due to an improvement on the Dublin suburban section because of the gradual restoration of more regular services as engineering work progressed towards completion of the electrification project. Mainline passenger journeys declined due to the effects of rising unemployment and the reduction in the level of discretionary spending. Week-end traffic was severely affected. This is predominately related to the younger age groups and the fall-off in recruitment by major

employers accentuated the problem. The growing competition, at very low fares, from private operators, many unlicensed, also had a significant impact. In order to counteract these adverse influences a range of attractive promotional fare offerings, supported strongly by advertising, was operated throughout the year which helped considerably to offset revenue losses from normal fare travel.

On the freight side, reflecting the decline in economic activity and the continuing fall in consumer spending, carryings declined from 3.64m. tonnes in 1982 to 3.319m. tonnes. This was principally accounted for by falls in cement traffic — reflecting the recession in the construction industry — petrol/oil and fertiliser where the normal distribution pattern was disturbed by heavy imports in the early part of the year. As a partial offset there was an improvement in the carryings of beet and mineral ores and the conveyance of shale to the Cement factory at Limerick, which had commenced late in 1982, compensated for the cessation of the mineral concentrate, dolomite and magnesite operations.

Work on all aspects of the electrification of the Howth/Bray section of the Dublin Suburban line proceeded on target and by the end of the year was virtually complete. The first of the new electric train units was received in February and gradually thereafter throughout the year. Testing of the new equipment and training of staff went ahead in preparation for the inauguration of the new electrified service in 1984.

Preparations were also advanced for the building of new main-line carriage stock at Inchicore and the initial deliveries of carriage shells and kit parts for finishing were received towards the end of the year. Work was on schedule to introduce the first trains consisting of the new carriages during the current year.

Table 3 shows the comparative results for Dublin City Services for 1983 and 1982. The deficit for 1983 shows a reduction of 20%.

## ROAD PASSENGER SERVICES

### DUBLIN CITY SERVICES



TABLE 3.

Turnover	1983	1982	Variance	%
	£000	£000	£000	
Revenue	57,594	47,634	+9,960	+20.91
Expenditure	78,853	74,277	+4,576	+6.16
Deficit	21,259	26,643	-5,384	-20.21
	%	%	%	
$\frac{\text{Deficit}}{\text{Expenditure}} \times 100$	27.0	35.9	-8.9	

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Passenger journeys declined by some 4.7m. compared with 1982. This was due to a variety of causes — the rising level of unemployment in line with the general recession, a fall-off in travel over the holiday periods and in post primary school travel following the introduction of a charge for this service by the Department of Education and also disruption of services arising from labour disputes and protest demonstrations in the city. However, despite these adverse factors revenue improved satisfactorily and expenditure, aided by lower maintenance costs because of the increasing number of new buses in the service fleet, was strictly controlled.

Service reliability improved significantly during the year. This was a product of

- the continuing upgrading of the bus fleet by the intake of a further 106 new units including 43 Single Deckers, bringing the total of new vehicles at the end of 1983 to 382.
- the introduction of additional bus priority schemes bringing the total of these priority measures to 67 at the year's end.
- the general decline in vehicular traffic although this was offset to a considerable extent by the continuing indiscriminate parking and recurring traffic congestion.

Many new services, extensions of existing routes and revisions of schedules to meet changing demand patterns were implemented during the year.

New Medium and Long Hop Commuter Tickets were introduced in March to complement the existing Short Hop Commuter Tickets. The new issues have a more extensive geographical range and are valid on mainline and suburban rail and both city and provincial bus services.

## PROVINCIAL CITY SERVICES

The deficit for 1983 at £3.037m. was less by £1.125m. than that for 1982. Revenue improved by £0.680m. (10.2%) and expenditure was reduced by £0.445m. (4.1%). The rationalisation of the city services in Cork, which was effected in November 1982, made a major contribution to the improved results. There was a decline of approximately 8% in passenger journeys which reflected the general economic situation, rising unemployment and the withdrawal, by Government decision, of the subvention for schoolchildren travel.





## OTHER ROAD PASSENGER SERVICES — PROVINCIAL



This sector of activity embraces Expressway, Stage Carriage (rural) services, Suburban services in Cork and Shannon and Day Tours. Overall the deficit on these operations was reduced to £0.740m. an improvement of £0.669m. on the 1982 results. Revenue increased by £4.954m. (10.64%) to £51.532m. and expenditure by £4.285m. (8.93%) to £52.272m.

The Expressway services, providing national coverage and well co-ordinated interlinking arrangements, continued to improve in terms of passenger journeys, revenue and profitability. Through services to cross-channel destinations via the ports of Dun Laoghaire and Rosslare Harbour were expanded by the addition of services from Letterkenny and Donegal to London and intermediate points.

Stage Carriage Services, although showing a revenue improvement in excess of 10%, suffered a drop of approximately 7% in passenger journeys which is accounted for by the recessionary trends mentioned elsewhere, the fall-off in school children travel and competition from private bus operators. The rationalisation of Stage Carriage services and their increasing integration with school transport services is a continuing process.

The numbers taking Day Tours in 1983 declined by some 6% compared with 1982 which mirrored the fall in tourist numbers and in disposable income availability.

## OTHER ACTIVITIES TOURS AND PRIVATE HIRE



The deficit on these combined operations was reduced from £0.432m. in 1982 to £0.012m. in 1983 with the main touring operation showing a profit of £0.058m. compared with a deficit of £0.185m. in the previous year and private hire reducing the 1982 deficit of £0.247m. to £0.070m.

Gross revenue from the touring operations increased by over 12% to a record £9.58m. Coach tours and an expanded range of independent travel arrangements including self-drive packages made significant advances. Traffic through our German office improved substantially but the imposition of currency restrictions by the French Government resulted in a decline in that market. While the general recession adversely affected the domestic market, the programme of tours to the United Kingdom and the Continent showed improvement on the previous year as did centred holidays in Ireland which featured additional locations. Overall the strategy of market and product diversification proved very successful.

Notwithstanding the near break-even result Private Hire business declined in the face of reduced discretionary spending and intensified low priced competition.

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## ROAD FREIGHT

The deficit in 1983 (£0.670m.) was reduced by £0.955m. compared with 1982. Revenue improved by £0.772m. and expenditure was reduced by £0.183m. Tonnage carried (including hired hauliers) fell by 0.301m. tonnes due mainly to declines in cement, heavy haulage, County Council and general traffics.

## VESSELS AND CANALS

The deficit on the Galway/Aran Islands service was reduced by £0.015m. to £0.376m.

The net cost of maintaining the canals was £1.175m. which was £0.038m. less than in 1982.

## INTERNATIONAL ACTIVITIES

Rosslare Harbour is the only operating activity under this heading.

The profit on the year's working increased by £0.508m. to £0.593m. with revenue improving by £0.350m. and a reduction in expenditure of £0.158m.

Satisfactory increases were recorded in Passenger and Freight traffic compared with the 1982 levels. The number of sailings by all services using the port increased from 1,292 to 1,416 which was principally due to the transfer, in 1982, of the B + I's Cork/Pembroke service to Rosslare/Pembroke.

## CATERING SERVICES

The deficit arising from this activity was £0.205m., an increase of £0.069m. compared with 1982 and reflected the decline in main-line rail passenger travel.

## STAFF

The total number of full-time staff at the end of 1983 was 15,374 compared with 15,927 at the end of 1982, a reduction of 553.

Total salaries and wages paid during the year (including pensions and associated costs) totalled £170.0m. of which £49.3m. was contributed to the State by way of PAYE and Social Insurance payments.

Throughout the year there were 31 stoppages of work of which 29 were unofficial disputes. Stoppages in excess of one day's duration numbered 16 of which one only was official.

The total number of meetings held between management and trade unions covering the whole organisation was 2,527. In addition 256 meetings took place which involved third parties such as the Labour Court, Rights Commissioners and Employment Appeals Tribunals. As in previous years, a great volume of this industrial relations activity is unrelated to labour dispute situations and arises from the wide variety of employment and multi-union staff representation in CIE.



Apprentices in training during the year totalled 523 of which 453 were CIE employees, 56 were sponsored by AnCO and 14 by outside firms. Two scholarships were awarded under the Apprentice Engineering Scholarship Scheme. Approximately 4,000 staff members attended 782 training courses during the year.

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## Summary of Total Receipts and Costs

	1983			1982		
	Total Receipts	Total Costs	Net Profit/(Deficit)	Total Receipts	Total Costs	Net Profit/(Deficit)
	£000	£000	£000	£000	£000	£000
Railway – Other than Bray/Howth Suburban Services	50,627	119,201	(68,574)	49,009	113,810	(64,801)
Railway – Bray/Howth Suburban Services	1,722	8,380	(6,658)	1,519	8,373	(6,854)
Road Passenger – Dublin City Services	57,594	78,853	(21,259)	47,634	74,277	(26,643)
Road Passenger – Provincial City Services	7,376	10,413	(3,037)	6,696	10,858	(4,162)
Road Passenger – Other Services	51,532	52,272	(740)	46,578	47,987	(1,409)
Road Passenger – Tours and Private Hire	4,974	4,986	(12)	4,659	5,091	(432)
Road Freight	17,224	17,894	(670)	16,452	18,077	(1,625)
International Activities	2,905	2,312	593	2,555	2,470	85
Refreshment Rooms and Restaurant Cars	2,799	3,004	(205)	3,074	3,210	(136)
Canals	52	1,227	(1,175)	53	1,266	(1,213)
Vessel	257	633	(376)	154	545	(391)
<b>Total</b>	<b>197,062</b>	<b>299,175</b>	<b>(102,113)</b>	<b>178,383</b>	<b>285,964</b>	<b>(107,581)</b>
Salaries, Wages and Associated Costs included above (Excluding Renewals of Railway Lines and Works)		<u>£155,882,000</u>			<u>£152,970,000</u>	

Notes: (1) Financial Charges are included in Total Costs.  
 (2) Net Deficit indicated is before exceptional items.







## Railway Working Account other than Bray/Howth Suburban Services

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Train Traffic	32,283		30,509	
Goods Train Traffic	17,251		17,475	
	49,534		47,984	
Miscellaneous	1,093		1,025	
<b>Total Receipts</b>		<b>50,627</b>		<b>49,009</b>
<b>Expenditure</b>				
Maintenance of Lines and Works	17,822		16,730	
Maintenance of Rolling Stock	17,314		18,558	
Fuel	8,345		7,901	
Operating and Other Expenses	53,046		49,121	
Provision for Renewal of Lines and Works	10,071		10,378	
Operating Depreciation	5,618		4,974	
<b>Total Expenditure</b>		<b>112,216</b>		<b>107,662</b>
<b>Operating Deficit</b>		<b>(61,589)</b>		<b>(58,653)</b>
Financial Charges		6,985		6,148
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(68,574)</b>		<b>(64,801)</b>

## Railway Working Account Bray/Howth Suburban Services

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Train Traffic	1,646		1,451	
Miscellaneous	76		68	
<b>Total Receipts</b>		<b>1,722</b>		<b>1,519</b>
<b>Expenditure</b>				
Maintenance of Lines and Works	765		584	
Maintenance of Rolling Stock	1,538		1,911	
Fuel	462		471	
Operating and Other Expenses	4,719		4,520	
Provision for Renewal of Lines and Works	245		222	
Operating Depreciation	376		440	
<b>Total Expenditure</b>		<b>8,105</b>		<b>8,148</b>
<b>Operating Deficit</b>		<b>(6,383)</b>		<b>(6,629)</b>
Financial Charges		275		225
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(6,658)</b>		<b>(6,854)</b>

# Córas Iompair Éireann

## Road Passenger Working Account Dublin City Services

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Services	56,798		46,945	
Miscellaneous	796		689	
<b>Total Receipts</b>		<b>57,594</b>		<b>47,634</b>
<b>Expenditure</b>				
Maintenance of Buildings	347		424	
Maintenance of Vehicles and Equipment	15,926		17,359	
Fuel	6,411		5,454	
Road Tax and Licences	276		290	
Operating and Other Expenses	44,671		42,194	
Operating Depreciation	6,955		6,263	
<b>Total Expenditure</b>		<b>74,586</b>		<b>71,984</b>
<b>Operating Deficit</b>		<b>(16,992)</b>		<b>(24,350)</b>
Financial Charges		4,267		2,293
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(21,259)</b>		<b>(26,643)</b>

## Road Passenger Working Account Provincial City Services

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Services	7,372		6,692	
Miscellaneous	4		4	
<b>Total Receipts</b>		<b>7,376</b>		<b>6,696</b>
<b>Expenditure</b>				
Maintenance of Buildings	131		78	
Maintenance of Vehicles and Equipment	2,189		2,272	
Fuel	725		637	
Road Tax and Licences	32		34	
Operating and Other Expenses	6,546		6,972	
Operating Depreciation	761		772	
<b>Total Expenditure</b>		<b>10,384</b>		<b>10,765</b>
<b>Operating Deficit</b>		<b>(3,008)</b>		<b>(4,069)</b>
Financial Charges		29		93
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(3,037)</b>		<b>(4,162)</b>





## Road Passenger Working Account Other Services

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Services	50,449		45,278	
Miscellaneous	1,083		1,300	
<b>Total Receipts</b>		<b>51,532</b>		<b>46,578</b>
<b>Expenditure</b>				
Maintenance of Buildings	313		278	
Maintenance of Vehicles and Equipment	12,428		12,379	
Fuel	3,443		3,055	
Road Tax and Licences	138		131	
Operating and Other Expenses	33,468		29,809	
Operating Depreciation	2,404		2,205	
<b>Total Expenditure</b>		<b>52,194</b>		<b>47,857</b>
<b>Operating Deficit</b>		<b>(662)</b>		<b>(1,279)</b>
Financial Charges		78		130
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(740)</b>		<b>(1,409)</b>

## Road Passenger Working Account Tours and Private Hire

	1983		1982	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Services		4,974		4,659
<b>Expenditure</b>				
Maintenance of Buildings	15		13	
Maintenance of Vehicles and Equipment	570		616	
Fuel	227		247	
Road Tax and Licences	19		25	
Operating and Other Expenses	3,881		3,882	
Operating Depreciation	271		327	
<b>Total Expenditure</b>		<b>4,983</b>		<b>5,110</b>
<b>Operating Deficit</b>		<b>(9)</b>		<b>(451)</b>
Financial Charges		3		Cr 19
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(12)</b>		<b>(432)</b>

# Córas Iompair Éireann

## Road Freight Working Account

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Receipts</b>				
Goods Services	16,774		16,265	
Miscellaneous	450		187	
<b>Total Receipts</b>		<b>17,224</b>		<b>16,452</b>
<b>Expenditure</b>				
Maintenance of Buildings	90		108	
Maintenance of Vehicles and Equipment	2,904		2,866	
Fuel	1,861		1,759	
Road Tax and Licences	164		168	
Operating and Other Expenses	11,876		11,928	
Operating Depreciation	620		810	
<b>Total Expenditure</b>		<b>17,515</b>		<b>17,639</b>
<b>Operating Deficit</b>		<b>(291)</b>		<b>(1,187)</b>
Financial Charges		379		438
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(670)</b>		<b>(1,625)</b>

## International Activities Working Account

	1983		1982	
	£000	£000	£000	£000
<b>Receipts</b>				
Harbour Services		2,905		2,555
<b>Expenditure</b>				
Maintenance, Operating and Other Expenses	1,545		1,382	
Operating Depreciation	127		121	
<b>Total Expenditure</b>		<b>1,672</b>		<b>1,503</b>
<b>Operating Profit</b>		<b>1,233</b>		<b>1,052</b>
Financial Charges		640		967
<b>Net Profit carried to Profit &amp; Loss Account</b>		<b>593</b>		<b>85</b>



## Refreshment Rooms and Restaurant Cars Working Account

	1983		1982	
	£000	£000	£000	£000
<b>Receipts</b>				
Refreshment Rooms and Restaurant Cars		2,799		3,074
<b>Expenditure</b>				
Maintenance of Buildings, Cars and Equipment	78		98	
Provisions, Wines etc.	1,375		1,538	
Other Direct Expenses	1,236		1,282	
Other Expenditure	303		283	
<b>Total Expenditure</b>		<b>2,992</b>		<b>3,201</b>
<b>Operating Deficit</b>		<b>(193)</b>		<b>(127)</b>
Financial Charges		12		9
<b>Net Deficit</b> carried to Profit & Loss Account		<b>(205)</b>		<b>(136)</b>

## Canals Working Account

	1983		1982	
	£000	£000	£000	£000
<b>Receipts</b>				
Rents	41		40	
Miscellaneous	11		13	
<b>Total Receipts</b>		<b>52</b>		<b>53</b>
<b>Expenditure</b>				
Maintenance of Buildings	91		72	
Maintenance of Waterways and Works	722		801	
Operating and Other Expenses	414		393	
<b>Total Expenditure</b>		<b>1,227</b>		<b>1,266</b>
<b>Operating Deficit</b>		<b>(1,175)</b>		<b>(1,213)</b>
Financial Charges		—		—
<b>Net Deficit</b> carried to Profit & Loss Account		<b>(1,175)</b>		<b>(1,213)</b>

# *Córas Iompair Éireann*

## Vessel Working Account

	1983		1982	
	£000	£000	£000	£000
<b>Receipts</b>				
Passenger Traffic	150		76	
Goods Traffic	103		76	
Miscellaneous	4		2	
<b>Total Receipts</b>		<b>257</b>		<b>154</b>
<b>Expenditure</b>				
Maintenance of Vessel & Equipment	85		68	
Fuel	24		23	
Operating and Other Expenses	510		441	
Operating Depreciation	4		4	
<b>Total Expenditure</b>		<b>623</b>		<b>536</b>
<b>Operating Deficit</b>		<b>(366)</b>		<b>(382)</b>
Financial Charges		10		9
<b>Net Deficit carried to Profit &amp; Loss Account</b>		<b>(376)</b>		<b>(391)</b>



## Profit and Loss Account

For the Year ended 31st December

	Notes	1983		1982	
		£000	£000	£000	£000
<b>Net Profits/(Deficits) from</b>					
Railway – Other than Bray/Howth Suburban Services		(68,574)		(64,801)	
– Bray/Howth Suburban Services		(6,658)		(6,854)	
Road Passenger – Dublin City Services		(21,259)		(26,643)	
– Provincial City Services		(3,037)		(4,162)	
– Other Services		(740)		(1,409)	
– Tours and Private Hire		(12)		(432)	
Road Freight		(670)		(1,625)	
International Activities		593		85	
Refreshment Rooms and Restaurant Cars		(205)		(136)	
Canals		(1,175)		(1,213)	
Vessel		(376)		(391)	
			(102,113)		(107,581)
Financial Charges	3	(12,678)		(10,293)	
Allocation to Working Accounts		12,678	–	10,293	–
<b>Net Deficit before Exceptional Items</b>			(102,113)		(107,581)
Exceptional Items	4		(1,888)		(1,842)
<b>Net Deficit</b>			<b>(104,001)</b>		<b>(109,423)</b>
<b>Financed as follows:</b>					
Non-Repayable State Grants under					
Sub-Head D 1 Vote 41, 1983 of Dail Eireann					
(1982: Sub-Head D 1 Vote 42)					
(a) Grant in respect of rail passenger services under EEC Regulation 1191/69		27,000		34,000	
(b) Grant for the normalisation of accounts of railways under EEC Regulation 1192/69		4,800		6,000	
(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		54,000		55,800	
(d) Grant to cover losses incurred on the operation of the Galway/Aran Ferry Service		200		200	
	2		86,000		96,000
Adverse Balance Forward	11		18,001		13,423
			<b>104,001</b>		<b>109,423</b>

M. GRACE, Assistant General Manager (Finance)

# Córas Iompair Éireann

## Balance Sheet

as at 31st December

	Notes	1983		1982	
		£000	£000	£000	£000
<b>Fixed Assets</b>	5		220,025		166,375
<b>Investment in Subsidiary Companies</b>	6		7		8
<b>Investments</b>			51		49
<b>Current Assets</b>					
Stocks of Stores	7	33,581		35,435	
Debtors	17	34,863		33,015	
Ostlanna Iompair Éireann Teo. Current A/C		1,326		1,235	
Bank Deposits		8,219		132	
Balance at Bankers and Cash in Hand		349		90	
		<u>78,338</u>		<u>69,907</u>	
<b>LESS:</b>					
<b>Current Liabilities</b>					
Amount Due to Bankers		2,405		5,294	
Unsecured Bank Loans	13	36,451		39,220	
Creditors and Provisions		67,892		56,882	
Equalisation Account for Renewal of Railway Lines and Works		—		625	
		<u>106,748</u>		<u>102,021</u>	
<b>Net Current Liabilities</b>			(28,410)		(32,114)
			<b>191,673</b>		<b>134,318</b>
<b>Financed by:</b>					
<b>Issued Transport Stocks</b>	8		3,514		3,514
<b>Reserves</b>					
Asset Replacement Reserve	9	57,459		47,798	
Capital Reserve	10	16,288		15,343	
Profit and Loss Account	11	(53,880)		(35,853)	
Non Repayable State Advances	6	6,000		—	
			25,867		27,288
<b>Sinking Fund for Redemption of Transport Stocks</b>	18	1,884		1,618	
<b>LESS: Investments</b>		(1,884)		(1,618)	
<b>Department of Education —</b>					
Funding of School Buses	12		968		1,234
<b>Loan Capital</b>					
Repayable State Advances for Capital Expenditure, under Section 4, Transport Act, 1964, as amended by Section 3, Transport Act, 1974		44,459		44,459	
Unsecured Bank Loans	13	116,865		57,823	
			161,324		102,282
			<b>191,673</b>		<b>134,318</b>

M. GRACE, Assistant General Manager (Finance)



## Statement of Source and Application of Funds

For the year ended 31st December

	1983 £000	1982 £000
<b>Source of Funds</b>		
Net Deficit Less Non-Repayable State Grants	(18,001)	(13,423)
Depreciation and Surplus/Deficit on Disposal of Fixed Assets	18,080	16,569
Loss on disposal of Investment in Subsidiary Company	1	—
Sinking Fund — Repayment of Bank Loans	830	945
Proceeds from Realisation of Sinking Fund Investments	—	1,575
Unsecured Bank Loans	70,182	39,019
Repayable State Advances for Capital Expenditure	—	7,000
Non Repayable State Advances	6,000	—
Funding of School Buses	—	6
Investments	—	1
	<u>77,092</u>	<u>51,692</u>
<b>Application of Funds</b>		
Unsecured Bank Loans becoming currently payable	11,140	21,124
Redemption of Transport Stocks	—	2,000
Capital Expenditure	59,697	53,945
Investments	2	—
	<u>70,839</u>	<u>77,069</u>
<b>Net Change in Working Capital</b>	<b>6,253</b>	<b>(25,377)</b>
being:		
(Decrease)/Increase in Stocks of Stores	(1,854)	1,137
Increase/(Decrease) in Debtors	4,488	(914)
Increase in Creditors and Provisions	(11,010)	(2,239)
Decrease/(Increase) in Equalisation Account	625	(825)
	<u>(7,751)</u>	<u>(2,841)</u>
<b>Decrease/(Increase) in short-term borrowings</b>	<b>14,004</b>	<b>(22,536)</b>
	<u>6,253</u>	<u>(25,377)</u>

M. GRACE, Assistant General Manager (Finance)

# Córas Iompair Éireann

## Notes on Accounts

### 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) Accounting for Subsidiary Companies:

The Revenue Accounts and Balance Sheet of Oslanna Iompair Éireann Teoranta have not been consolidated with those of Coras Iompair Éireann in the foregoing Statement of Accounts in recognition of a decision in December 1983, to dispose of the Share Capital held by Coras Iompair Éireann in that Company. Provision has, however, been made in Coras Iompair Éireann's Accounts for losses up to 9th March, 1984, the actual date of transfer of the Share Capital (See Note 6). In view of this provision it was considered that no useful purpose would be served by preparing Consolidated Accounts, and therefore the 1982 comparative figures are in respect of CIE only.

Aerlod Teoranta, a wholly owned subsidiary, did not trade in 1983.

CIE Tours International Incorporated, a wholly owned subsidiary in New York, is treated as a branch of Coras Iompair Éireann 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:**

##### **Vessel:**

##### **Docks, Harbours and Wharves:**

##### **Plant and Machinery:**

##### **Catering Services Equipment:**

The above classes of assets are depreciated on the basis of original cost spread over expected life.





## Notes on Accounts

- (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 Eireann 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 defined as those involving the exchange of Irish currency and foreign currency. These transactions are recorded at the rates ruling at the date of exchange.
- (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:** In former years certain receipts shown in the working Accounts represented the net amounts attributable to services provided by the Board. In 1983 receipts and expenditure are shown gross and the 1982 comparative figures have been restated accordingly.
- The receipts shown in the Tours and Private Hire Working Accounts continue to represent the net amounts attributable to services provided by the Board.
- (j) **Reporting Currency:** These Accounts are stated in Irish Pounds.

### 2. Subvention Structure

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

- (a) **E.E.C. 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) **E.E.C. 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) **E.E.C. 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 Services.

# Córas Iompair Éireann

## Notes on Accounts

Particulars of the total Exchequer Grant of £86,000,000 paid under Sub-Head D.1 of Vote 41 of Dail Eireann of 1983 are given in the following Table, showing the relevant provisions of E.E.C. Regulations:—

	EEC Regulation Number					£000
	1191/69	1192/69	1107/70 Article 3.1 (b)	1107/70 Article 3.2	1107/70 Article 4	
<b>RAILWAYS</b>	£000	£000	£000	£000	£000	£000
Operation of Passenger Services	27,000					
Normalisation of Accounts (Passenger and Freight)						
— Class III (Pensions)		3,988				
— Class IV (Level Crossings)		812				
Infrastructure Grant (Freight)			4,995			
Residual Deficit Grant					22,794	
<b>TOTAL RAILWAYS</b>	<b>27,000</b>	<b>4,800</b>	<b>4,995</b>		<b>22,794</b>	
<b>ROAD PASSENGER</b>						
<b>Dublin City Services</b>						
— Deficit on Operation of Services				21,259		
<b>Provincial Services</b>						
— Deficit on Operation of City Services				3,037		
— Deficit on Operation of Other Services				740		
<b>CANALS</b>						
— Deficit on Maintenance					1,175	
<b>GALWAY/ARAN</b>						
— Grants towards losses on Ferry Services						200
	<b>27,000</b>	<b>4,800</b>	<b>4,995</b>	<b>25,036</b>	<b>23,969</b>	<b>200</b>

**NOTE:** The total net deficit on all services subventible under EEC Regulations and on the Galway/Aran Ferry Service was £101,819,000 compared with total payments from the State of £86,000,000. The grants made under Regulations 1191/69 and 1192/69 and for the Galway/Aran Ferry Service were inadequate to the extent of £17,068,000 but this was partially offset by the grant in respect of Regulation No. 1107/70 (Article 4) being £1,249,000 in excess of the actual result.



## Notes on Accounts

### 3. Financial Charges

The financial charges 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 which are directly allocated to specific Working Accounts with which they can be identified. Financial charges, excluding those capitalised, for the year ended 31st December, 1983, amounted to £12,678,000 (£10,293,000 for the year ended 31st December, 1982) as follows:—

	1983		1982 (As Restated)	
	£000	£000	£000	£000
<b>Interest on Transport Stocks:</b>				
3% Transport Stock, 1975/85	105		105	
6% Transport Stock, 1977/82	—	105	60	165
<b>Sinking Funds:</b>				
3% Transport Stock, 1975/85	50		50	
6% Transport Stock, 1977/82	—		15	
Redemption Funds Shortfall (See Note 1 below)	100		50	
Unsecured Bank Loans — Provisions for repayment of loans obtained in				
1977 (See Note 2 'a' below)	—		165	
1980 (See Note 2 'b' below)	730	880	730	1,010
Interest on Repayable State Advances for Capital Expenditure		5,367		4,564
Sundry Interest Payable less Receivable		6,265		4,495
<b>Associated Transport Companies:</b>				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (in Ireland)		61		59
		<b>12,678</b>		<b>10,293</b>
<b>Allocated to the Working Accounts as follows:</b>				
Railway — Other than Bray/Howth Suburban Services		6,985		6,148
— Bray/Howth Suburban Services		275		225
Road Passenger — Dublin City Services		4,267		2,293
— Provincial City Services		29		93
— Other Services		78		130
— Tours and Private Hire		3		Cr. 19
Road Freight		379		438
International Activities		640		967
Refreshment Rooms and Restaurant Cars		12		9
Vessel		10		9
		<b>12,678</b>		<b>10,293</b>

- NOTES:**
- Provision for recovery of shortfall in Sinking Funds available to redeem Transport Stock, which matured in 1982.
  - The Unsecured Bank Loans were obtained to finance the shortfall in Sinking Funds available to redeem:
    - Two Transport stocks which matured in 1977. These loans were repayable in equal annual instalments ending in 1982.
    - A Transport stock which matured in 1980. This loan is repayable in equal annual instalments ending in 1985.

# Córas Iompair Éireann

## Notes on Accounts

<b>4. Exceptional Items:</b>	1983	1982
	£000	£000
Provision for losses of Oslanna Iompair Éireann Teo. (See Note 6).	1,888	1,842

### 5. Fixed Assets

Original Cost	1st Jan. 1983	Additions	Disposals	31st Dec. 1983
	£000	£000	£000	£000
Railway Lines and Works	5,075	154		5,229
Rail Rolling Stock	36,732	25,728	(1,635)	60,825
Road Passenger Vehicles	65,040	13,989	(1,518)	77,511
Road Freight Vehicles	6,648	10	(53)	6,605
Vessel	163			163
Land and Buildings	26,863	1,209		28,072
Plant and Machinery	63,582	21,124	(557)	84,149
Catering	101	19		120
Docks, Harbours and Wharves	5,909	13		5,922
<b>Total 1983</b>	<b>210,113</b>	<b>62,246</b>	<b>(3,763)</b>	<b>268,596</b>
<b>Total 1982</b>	<b>162,510</b>	<b>51,040</b>	<b>(3,437)</b>	<b>210,113</b>

Depreciation	1st Jan. 1983	Charge For	Disposals	31st Dec. 1983
	£000	Year	£000	£000
Rail Rolling Stock	14,725	1,432	(1,635)	14,522
Road Passenger Vehicles	16,419	4,244	(1,518)	19,145
Road Freight Vehicles	5,110	617	(53)	5,674
Vessel	101	4		105
Plant and Machinery	7,240	2,174	(557)	8,857
Catering	31	7		38
Docks, Harbours & Wharves	112	118		230
<b>Total 1983</b>	<b>43,738</b>	<b>8,596</b>	<b>(3,763)</b>	<b>48,571</b>
<b>Total 1982</b>	<b>39,878</b>	<b>7,297</b>	<b>(3,437)</b>	<b>43,738</b>

Net Book Amounts	31st Dec. 1983	31st Dec. 1982
	£000	£000
Railway Lines and Works	5,229	5,075
Rail Rolling Stock	46,303	22,007
Road Passenger Vehicles	58,366	48,621
Road Freight Vehicles	931	1,538
Vessel	58	62
Land and Buildings	28,072	26,863
Plant and Machinery	75,292	56,342
Catering	82	70
Docks Harbours & Wharves	5,692	5,797
<b>Total</b>	<b>220,025</b>	<b>166,375</b>

(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 1983 depreciation charge shown for Road Passenger Vehicles includes £266,000 (1982 — £262,000) depreciation on school buses. The amount is wholly offset by the amortisation of moneys received from the Department of Education (See Note 12).



## Notes on Accounts

(c) The expected lives used for the various types of assets for depreciation purposes are as follows:

	Lives (Years)
Railway Lines and Works	—
Railway Rolling Stock	20 to 50
Road Passenger Vehicles	16
Road Freight Vehicles	6 to 10
Vessel	40
Land and Buildings	—
Plant and Machinery	3 to 25
Docks, Harbours and Wharves	50
Catering Services Equipment	4

(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, 1983, is accumulated expenditure of £84,198,000 (1982 — £46,295,000) incurred to that date on the Bray/Howth Suburban Railway Electrification Scheme inclusive of £20,477,000, (1982 — £9,266,000) in capitalised interest charges but exclusive of advance payments of £8,779,000 (1982 — £12,354,000).

### 6. Investment in Subsidiary Companies

	1983 £000	1982 £000
Ostlanna Iompair Eireann Teoranta Share Capital	2,490	2,490
Less: Provision for loss on Investment	2,490	2,489
	—	1
Aerlod Teoranta Share Capital	7	7
	<b>7</b>	<b>8</b>

The Subsidiary company in New York — C.I.E. Tours International Incorporated — 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.

The Share capital held by Coras Iompair Eireann in the subsidiary company, Ostlanna Iompair Eireann, Teoranta, was disposed of on 9th March, 1984 for £1. The loss on disposal has been written off to Profit and Loss Account.

Provision of £1,888,000 has been made in Coras Iompair Eireann's Accounts in 1983 for losses incurred by Ostlanna Iompair Eireann Teoranta up to 9th March, 1984, bringing the accumulated provision for further losses in recognition of the deficiency of shareholders Funds in Ostlanna Iompair Eireann Teoranta at 9th March 1984 to £9,853,000 (1982 — £7,965,000), which has been reduced by an amount of £6,000,000 provided by the Exchequer during 1983 as a non-repayable non-interest bearing advance under Section 4 of the Transport Act 1964, as amended, for transfer to Ostlanna Iompair Eireann Teoranta in order to assist that company to discharge its liabilities. The net provision for the accumulated deficiency of Shareholders Funds in Ostlanna Iompair Eireann Teoranta at 9th March 1984 is included in Creditors and Provisions.

A further non-repayable non-interest bearing Exchequer Advance of £3,853,000 was received by Coras Iompair Eireann in 1984 for transfer to Ostlanna Iompair Eireann Teoranta on similar terms and will effect a further reduction in the accumulated provision for the deficiency of Shareholders Funds.

### 7. Stocks of Stores

	1983 £000	1982 £000
Maintenance Materials and Spare Parts	26,855	25,310
Fuel, Lubricants and other Sundry Stocks	6,726	10,125
	<b>33,581</b>	<b>35,435</b>

### 8. Issued Transport Stocks:

	1983 £000	1982 £000
3% Transport Stock, 1975/85	<b>3,514</b>	<b>3,514</b>

# Córas Iompair Éireann

## Notes on Accounts

9. Asset Replacement Reserve:	Railway Rolling Stock	Road Passenger Vehicles	Total
	£000	£000	£000
Balance forward from previous year	14,454	33,344	47,798
Charged to Revenue Working Accounts in Year	3,561	6,100	9,661
	<b>18,015</b>	<b>39,444</b>	<b>57,459</b>

**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:	1983 £000	1982 £000
Balance forward from previous year	15,343	12,614
Sinking Funds no longer required — See Note 18	830	2,685
Surplus arising on disposal of Land and Buildings and Assets acquired at no cost	115	44
	<b>16,288</b>	<b>15,343</b>

11. Profit and Loss Account:	1983 £000	1982 £000
Adverse balance forward from previous years	35,853	22,228
Adverse balance per Profit and Loss Account	18,001	13,423
Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off	26	202
	<b>53,880</b>	<b>35,853</b>

12. Department of Education — Funding of School Buses	1983 £000	1982 £000
Balance forward from previous year	1,234	1,490
Receivable in year	—	6
	<b>1,234</b>	<b>1,496</b>
Released to Revenue Working Account	266	262
	<b>968</b>	<b>1,234</b>

13. Unsecured Bank Loans:	1983 £000	1982 £000
These loans are repayable as follows:		
Current Liabilities — Within 1 year	<b>36,451</b>	<b>39,220</b>
	<b>1983 £000</b>	<b>1982 £000</b>
<b>Loan Capital</b>		
1 Year to 5 Years	25,815	13,824
6 Years to 10 Years	49,133	28,850
Thereafter	41,917	15,149
	<b>116,865</b>	<b>57,823</b>



## Notes on Accounts

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

	1983	1982
<b>Current Liabilities</b>		
United States	US \$23,444,000	US \$23,429,000
United Kingdom	Stg £80,000	Stg £74,000
Republic of Ireland	IR £18,020,000	IR £22,218,000
	<b>1983</b>	<b>1982</b>
<b>Loan Capital</b>		
United States	US \$11,371,000	US \$8,214,000
United Kingdom	Stg £16,462,000	Stg £5,257,000
Republic of Ireland	IR £59,106,000	IR £35,376,000
France	FF 15,735,000	FF 15,735,000
West Germany	DM 36,470,000	DM 19,670,000
The Netherlands	Hfl 43,275,000	Hfl 18,175,000
Europe	ECU 7,420,000	—

### 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 £10,814,000 (1982 — £9,671,000).

The Board 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. The above figures include an amount of £1,081,000 in respect of the shortfall in 1983 (1982 — £488,000) in the cash resources of the Salaried Officers' and Clerks' (G.S.R.) Superannuation Scheme. During the year, the resources of the other funds, for which this obligation exists, were sufficient to meet their immediate cash requirements.

### 15. Capital Commitments:

Capital Commitments at 31st December, 1983, were approximately £42,076,000 (1982 — £53,761,000). In addition lease arrangements at 31st December, 1983, involved an outstanding capital element of approximately £9,948,000 (1982 — £10,029,000).

### 16. 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.

### 17. Debtors:

Debtors include £12,924,000 (1982 — £15,473,000) in respect of advance and progress payments on capital projects.

### 18. Sinking Funds:

	Transport Stocks	Bank Loans	Redemption Funds Shortfall	Total
	£000	£000	£000	£000
Balance forward from previous year	1,618			1,618
Charged to Revenue Working Accounts Note 3	50	730	100	880
Interest on Investments	216			216
	1,884	730	100	2,714
Transferred to Capital Reserve Note 10		730	100	830
	<b>1,884</b>	—	—	<b>1,884</b>

# Córas Iompair Éireann

## Current Cost Profit and Loss Account

For the Year Ended 31st December

	Notes	1983		1982 (as Restated)	
		£000	£000	£000	£000
Operating Deficit before Financial Charges and Exceptional Items based on the Historical Cost Convention			89,435		97,288
Add: Current Cost Operating Adjustments					
Depreciation	1(a)	8,199		6,959	
Working Capital	1(b)	—	8,199	—	6,959
Current Cost Operating Deficit			97,634		104,247
Add: Financial Charges		12,678		10,293	
Exceptional Items		1,888	14,566	1,842	12,135
<b>Current Cost Deficit</b>			<b>112,200</b>		<b>116,382</b>
<b>Financed as follows:</b>					
Non-Repayable State Grants			86,000		96,000
Adverse Balance Forward	4		26,200		20,382
			<b>112,200</b>		<b>116,382</b>

M. GRACE, Assistant General Manager (Finance)





## Current Cost Balance Sheet

as at 31st December

		1983		1982	
	Notes	£000	£000	£000	£000
<b>Assets Employed</b>					
<b>Fixed Assets</b>					
Interest in Subsidiary Company	1(a) and 2		483,787		393,509
			7		8
<b>Current Assets:</b>					
Stocks of Stores		35,440		36,540	
Bank and Cash Balances		8,568		223	
Debtors and Other Current Assets		36,240		34,299	
		<u>80,248</u>		<u>71,062</u>	
<b>LESS:</b>					
<b>Current Liabilities</b>					
Bank Borrowings		38,856		44,514	
Creditors and Other Current Liabilities		67,892		57,507	
		<u>106,748</u>		<u>102,021</u>	
<b>Net Current Liabilities</b>			(26,500)		(30,959)
			<b>457,294</b>		<b>362,558</b>
<b>Financed by:</b>					
<b>Issued Transport Stocks</b>			3,514		3,514
<b>Reserves:</b>					
Asset Replacement Reserve		57,459		47,799	
Capital Reserve		16,288		15,343	
Current Cost Reserve	3	291,954		246,373	
Profit and Loss Account	4	(80,213)		(53,987)	
Non-Repayable State Advances		6,000		—	
		<u>291,488</u>		<u>255,528</u>	
<b>Sinking Fund for Redemption of Transport Stocks</b>		1,884		1,618	
<b>Less: Investments</b>		(1,884)		(1,618)	
Department of Education: Funding of School Buses			968		1,234
<b>Loan Capital:</b>					
Repayable State Advances		44,459		44,459	
Bank Loans		116,865	161,324	57,823	102,282
			<b>457,294</b>		<b>362,558</b>

M. GRACE, Assistant General Manager (Finance)

# Córas Iompair Éireann

## Notes on 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 has taken 1st January, 1980 as the starting point for its current cost accounts.

### 1. Accounting Policies

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

#### (a) Fixed Assets and Depreciation

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

The gross current replacement cost of the fixed assets 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 Services Equipment are stated at current cost calculated by the use of appropriate indices published by the Central Statistics Office.

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

	1983		1982	
	Gross Current Replacement Cost	Accumulated Depreciation.	Net Current Replacement Cost	Net Current Replacement Cost
	£000	£000	£000	£000
Railway Lines and Works	8,625	—	8,625	9,494
Railway Rolling Stock	376,523	196,626	179,897	136,336
Road Passenger Vehicles	288,020	167,722	120,298	98,692
Road Freight Vehicles	12,226	10,788	1,438	2,416
Vessel	1,782	1,147	635	675
Land and Buildings	75,063	—	75,063	72,149
Plant and Machinery	106,431	18,146	88,285	64,608
Docks, Harbours and Wharves	9,511	369	9,142	8,766
Catering Services Equipment	591	187	404	373
	878,772	394,985	483,787	393,509



## Notes on Current Cost Accounts

		<b>1983</b>	<b>1982</b>
		£000	£000
<b>3. Current Cost Reserve</b>			
	Balance at 1st January	246,373	234,426
	Revaluation Surpluses		
	Fixed Assets	44,827	13,837
	Stocks of Stores	754	(1,890)
	Balance at 31st December	<u>291,954</u>	<u>246,373</u>
	of which		
	Realised	26,333	18,134
	Unrealised	265,621	228,239
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.			
<b>4. Profit and Loss Account</b>			
		<b>1983</b>	<b>1982</b>
		£000	£000
	Adverse Balance forward from previous year	53,987	33,403
	Adverse Balance per Current Cost Profit and Loss Account	26,200	20,382
	Deficit arising on Disposal of Rolling Stock and Railway Lines previously written off	26	202
		<u>80,213</u>	<u>53,987</u>

# ***Córas Iompair Éireann***

## **Auditor's Report**

As Auditors appointed by Coras Iompair Éireann (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 21 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 21 to 37 which are in agreement therewith 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, 1983 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,  
30th May, 1984.







## Summary of Financial Statistics

YEAR ENDED 31st DECEMBER

	1978	1979	1980	1981	1982	1983
	£ thousands					
Costs	144,369	174,521	213,827	246,911	287,806	301,063
Receipts	106,334	116,260	139,255	151,966	178,383	197,062
Deficit	38,035	58,261	74,572	94,945	109,423	104,001
State Grant Received	37,700	56,000	70,000	85,000	96,000	86,000
Interest and Sinking Fund Provisions— paid or chargeable on Loan Capital	3,456	3,724	4,178	4,809	5,740	6,352
Interest paid or chargeable on Loan Capital from Exchequer (included in above)	2,154	2,423	2,844	3,443	4,564	5,367
Net Value of Assets:						
Fixed	68,245	78,316	90,851	122,632	166,375	220,025
Current	1,509	(3,732)	(10,869)	(9,585)	(32,057)	(28,352)
Loan Capital (Total) — excluding Interest on Repayable State Advances	44,211	46,416	50,146	82,902	105,796	164,838
Loan Capital from Exchequer — excluding Interest on Repayable State Advances	26,021	29,439	33,285	37,459	44,459	44,459
Reserves	23,436	26,246	28,126	28,490	27,288	25,867
Average Number of Employees	17,578	17,422	17,610	17,576	17,344	16,930
	£	£	£	£	£	£
Auditors' Fees — Audit and Other Services	28,000	36,500	47,500	57,000	66,000	72,000
Board Members' Fees	13,864	13,844	28,851	34,870	35,930	37,588

# Córas Iompair Éireann

## Statistics of Working Results

YEAR ENDED 31st DECEMBER

		1978	1979	1980	1981	1982	1983	
<b>RAILWAY</b>		£ thousands						
Mainline Passenger, Freight and Other Services	Receipts	28,428	32,912	39,018	43,764	48,443	49,882	
Bray/Howth Suburban Services	Receipts	} 1,288	} 1,783	1,618	1,616	1,519	1,722	
Other Dublin Suburban Services	Receipts			515	519	566	745	
Total	Receipts (Deficit)	29,716 (30,985)	34,695 (39,779)	41,151 (49,730)	45,899 (60,218)	50,528 (71,655)	52,349 (75,232)	
<b>ROAD PASSENGER</b>								
Dublin City Services	Receipts (Deficit)	27,246 (5,195)	26,946 (12,919)	35,484 (16,559)	36,009 (24,118)	47,634 (26,643)	57,594 (21,259)	
Provincial City Services	Receipts (Deficit)	} 27,776 (1,251)	} 31,314 (3,785)	4,855 (3,215)	5,415 (4,069)	6,696 (4,162)	7,376 (3,037)	
Other Provincial Services	Receipts (Deficit)			34,506 (985)	39,171 (2,650)	46,578 (1,409)	51,532 (740)	
Tours and Private Hire	Receipts Profit/(Deficit)	2,990 33	3,230 (146)	3,027 (652)	4,225 (62)	4,659 (432)	4,974 (12)	
Total	Receipts (Deficit)	58,012 (6,413)	61,490 (16,850)	77,872 (21,411)	84,820 (30,899)	105,567 (32,646)	121,476 (25,048)	
<b>ROAD FREIGHT</b>		Receipts	15,152	16,016	15,386	15,528	17,224	
		Profit/(Deficit)	8	(688)	(1,105)	(1,474)	(670)	
<b>REFRESHMENT ROOMS &amp; RESTAURANT CARS</b>		Receipts	2,074	2,563	2,723	3,015	2,799	
		Profit/(Deficit)	46	147	20	(56)	(205)	
<b>CANALS AND VESSELS</b>		Receipts (Deficit)	240 (724)	224 (971)	271 (1,260)	344 (1,178)	207 (1,604)	309 (1,551)
<b>INTERNATIONAL ACTIVITIES</b>		Receipts Profit/(Deficit)	1,140 558	1,272 561	1,852 525	2,360 339	2,555 85	2,905 593
<b>TOTAL</b>		Receipts (Deficit)	106,334 (37,510)	116,260 (57,580)	139,255 (72,961)	151,966 (93,486)	178,383 (107,581)	197,062 (102,113)

Notes: (1) The total Net Deficit is before Exceptional Items.  
(2) The data for the years 1978 to 1982 inclusive has been restated.





## Statistics of Rail Passenger Operations & Receipts

YEAR ENDED 31st DECEMBER

	1978	1979	1980	1981	1982	1983
	thousands					
<b>Passenger Journeys</b>						
Mainline and Other Services	7,159	8,109	7,671	7,379	6,677	6,523
Bray/Howth Suburban Services	} 8,746	} 9,777	7,911	7,018	5,270	5,390
Other Dublin Suburban Services			1,072	977	866	1,114
<b>Total</b>	15,905	17,886	16,654	15,374	12,813	13,027
	£ thousands					
<b>Receipts from Passenger Fares (See Note)</b>						
Mainline and Other Services	13,828	17,602	20,856	22,158	24,862	26,486
Bray/Howth Suburban Services	} 1,251	} 1,759	1,561	1,546	1,452	1,646
Other Dublin Suburban Services			515	519	566	745
<b>Total</b>	15,079	19,361	22,932	24,223	26,880	28,877
	thousands					
<b>Passenger Kilometres</b>	965,849	1,112,521	1,032,267	994,631	887,491	845,716
<b>Train Kilometres</b>	8,497	8,904	8,697	8,528	8,085	7,963
	pence					
<b>Average Receipts</b>						
Pence per Passenger Journey	94.81	108.25	137.70	157.56	209.79	221.67
Pence per Passenger Kilometre	1.56	1.74	2.22	2.44	3.03	3.41

NOTE: Receipts from Passengers only.

# Córas Iompair Éireann

## Statistics of Rail Freight Operations & Receipts

YEAR ENDED 31st DECEMBER

	1978	1979	1980	1981	1982	1983
<b>Tonnes Carried:</b>						
			<b>thousands</b>			
Ale, Beer, Stout	209	206	201	197	184	187
Beet and Beet Pulp	264	228	227	185	200	245
Cement	806	820	664	865	769	609
Fertiliser	309	284	373	402	385	306
Mineral Ores	1,042	1,043	1,015	792	759	785
Petrol and Oil	314	330	298	287	227	102
General Freight	810	791	775	918	1,117	1,085
<b>Total</b>	<b>3,754</b>	<b>3,702</b>	<b>3,553</b>	<b>3,646</b>	<b>3,641</b>	<b>3,319</b>
			<b>£ thousands</b>			
<b>Receipts</b>	10,903	10,957	12,511	15,506	17,475	17,251
			<b>thousands</b>			
<b>Tonne Kilometres</b>	614,514	613,371	624,240	678,469	653,696	582,479
<b>Train Kilometres</b>	4,899	5,171	5,168	5,279	4,574	4,464
			<b>tonnes</b>			
<b>Average Wagon Load</b>	10.45	11.99	13.65	14.16	14.50	14.18
			<b>pence</b>			
<b>Average Receipts</b>						
Per Tonne	290.44	295.98	352.12	425.29	479.95	519.76
Per Tonne Kilometre	1.77	1.79	2.00	2.29	2.67	2.96
Per Train Kilometre	222.56	211.89	242.09	293.73	382.05	386.45



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

YEAR ENDED 31st DECEMBER

	1978	1979	1980	1981	1982	1983
<b>thousands</b>						
<b>DUBLIN CITY SCHEDULED SERVICES (See Note (2))</b>						
Passenger Journeys	199,876	166,572	175,137	157,997	162,940	158,245
Vehicle Kilometres	47,195	42,204	47,073	44,478	47,380	47,390
<b>£ thousands</b>						
Receipts	26,726	26,461	34,660	35,010	46,537	56,436
<b>pence</b>						
<b>Average Receipts</b>						
Per Passenger Journey	13.37	15.89	19.79	22.16	28.56	35.66
Per Vehicle Kilometre	56.63	62.70	73.63	78.71	98.22	119.09
<b>thousands</b>						
<b>OTHER CITY SCHEDULED SERVICES</b>						
Passenger Journeys	30,293	27,810	23,693	23,774	22,295	20,724
Vehicle Kilometres	6,578	5,622	5,455	5,483	5,559	5,052
<b>£ thousands</b>						
Receipts	3,964	3,888	4,846	5,412	6,692	7,372
<b>pence</b>						
<b>Average Receipts</b>						
Per Passenger Journey	13.09	13.98	20.45	22.76	30.02	35.57
Per Vehicle Kilometre	60.26	69.16	88.84	98.71	120.38	145.92
<b>thousands</b>						
<b>OTHER SCHEDULED SERVICES (See Note (3))</b>						
Passenger Journeys	49,092	46,968	46,529	44,173	44,776	41,899
Vehicle Kilometres	45,018	43,721	44,698	43,863	43,773	43,577
<b>£ thousands</b>						
Receipts	17,355	19,429	24,522	27,280	32,610	36,038
<b>pence</b>						
<b>Average Receipts</b>						
Per Passenger Journey	35.35	41.37	52.70	61.76	72.83	86.01
Per Vehicle Kilometre	38.55	44.44	54.86	62.19	74.50	82.70
<b>thousands</b>						
<b>TOURS AND PRIVATE HIRE (See Note (2))</b>						
Passenger Journeys	2,476	1,988	1,990	2,008	2,018	1,692
Vehicle Kilometres	4,248	3,770	3,316	2,729	2,932	2,521
<b>£ thousands</b>						
Receipts	3,041	3,325	3,099	4,509	4,995	5,256

Notes: (1) Excluding 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.

# Córas Iompair Éireann

## Statistics of Road Freight Operations & Receipts (See Note)

YEAR ENDED 31st DECEMBER

	1978	1979	1980	1981	1982	1983
			thousands			
Tonnes Carried:	3,003	2,663	2,138	2,050	1,760	1,537
Vehicle Kilometres	20,532	20,508	18,096	16,798	14,561	13,541
			£ thousands			
Receipts	10,848	12,290	13,396	13,716	14,374	14,690
			pence			
Average Receipts per Tonne	361.24	461.51	626.57	669.07	816.70	955.76

Note: Excluding Contractors Services



## Statistics of Rail Assets

Length of Railways Lines	first track kilometres	total track kilometres	Rail Passenger Vehicles	number	seats
Lines owned by Board	1,872	2,860	Passenger Carriages	293	18,499
	(2)	(7)		(34)	(2,235)
Other Lines	72	121	Luggage Vans, etc.	98	
	(41)	—		(8)	
Total	1,944	2,981	Total	391	18,499
	(43)	(7)		(42)	(2,235)
			Rail Freight Vehicles	number	tonnage capacity
Motive Power	number	kilometres (000)	Open Wagons	1,389	16,916
Diesel Locomotives	173	14,371	Covered Wagons	238	2,950
	(19)	(528)	Flat Trucks	1,139	29,533
			Brake Vans, etc.	782	19,024
				—	—
Rail Service Vehicles			Total	3,548	68,423
Ballast Wagons, Tool Vans, etc.	357			5	1,088
	(4)				
			Rail Freight Containers		
			Covered Containers	1,646	20,689
				(25)	(1,524)
			Lancashire Flats	204	2,607
				(10)	(127)
			Other Containers	332	4,580
				—	—
			Total	2,182	27,876
				(35)	(1,651)

Figures in colour represent changes on figures for year ended 31st December, 1982. Reductions are shown ( ).

# Córas Iompair Éireann

## Statistics of Road Assets

Road Passenger Vehicles				Road Freight Vehicles		
		number	seats		number	
Dublin City Services	Double Deck Buses	793 (32)	58,012 (2,704)	Power Units	Lorries	155 (18)
	Single-Deck Buses	119 37	4,801 1,196		Tractors	212 (14)
Other Services	Double-Deck Buses	122 (10)	8,988 (752)		Vans, etc.	57 7
	Single-Deck Buses	1,287 (17)	58,349 (723)		Total	424 (25)
	Mini Buses	55 (8)	770 (112)			
	Touring Coaches	35 —	1,540 —	Trailers	Articulated	406 8
	Miscellaneous	1 —	— —		Others	10 (2)
	Total	2,412 (30)	132,460 (3,095)		Total	416 6
Service Vehicles						
	Total	420 —		Containers	Covered, etc.	113 (32)
					Flats	48 5
					Total	161 (27)

Figures in colour represent changes on figures for year ended 31st December, 1982. Reductions are shown ( ).



