

Private and not
for Publication



CÓRAS IOMPAIR ÉIREANN

1986

TUARASCÁIL BHLIANTÚIL

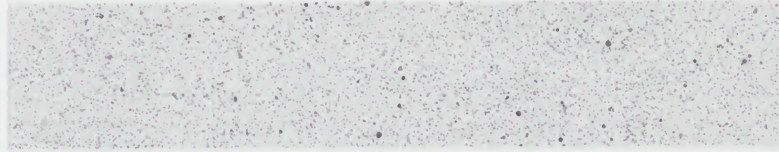
ANNUAL REPORT



CONTENTS

	Page
✓ Chairman's Review	3-8
✓ Report 1986	10
The Railways	11
Road Passenger – Dublin City Services	12
Road Passenger – Provincial City Services	12
Road Passenger – Other Services	13
Other Activities	
Tours and Private Hire	14
Road Freight	14
International Activities – Rosslare Harbour	14
Catering Services	15
Canals	15
Galway/Aran Ferry	15
Capital Expenditure	16
General Funding	16
Personnel	17
Summary of Total Receipts and Costs	18
Accounts	
Working Accounts	19-25
Profit and Loss Account	26
Balance Sheet	27
Statement of Source and Application of Funds	28
✓ <u>Notes</u> on Accounts	29-38
✓ <u>Auditors'</u> Report	39
✓ Statistics	40-47
Map of Rail Network	48

Accounts ✓



MEMBERS OF THE BOARD

at 31 December 1986.

G.T. Paul Conlon CHAIRMAN

A. G. Barry

B. Byrne

C.J. Collins

M. Faherty

J.F. Meagher

J.A. Mealy

J. McCullough

J. McLoughlin

S. O'Connor

T.A. Tobin

GENERAL MANAGER

J.F. Higgins

ASSISTANT GENERAL MANAGERS

C. Finegan MARKETING

M. Grace FINANCE

P. Murphy PERSONNEL

E. O'Connor OPERATIONS

SECRETARY

B.P. Dowling

AUDITORS

Craig Gardner & Co., Chartered Accountants,
Gardner House, Wilton Place, Dublin 2.

HEAD OFFICE

Heuston Station
Dublin 8
Tel. (01) 771871 Telex 31600



CHAIRMAN'S REVIEW



Significant progress has been made in recent years to establish a national public transport service which is customer oriented, safe, reliable, efficient and cost effective. This progress was maintained in the year under review and culminated with the passing of the Transport (Re-organisation of Córas Iompair Éireann) Act 1986, last December. The Act led to the establishment of three major operating subsidiaries: Iarnród Éireann – Irish Rail; Bus Éireann – Irish Bus and Bus Átha Cliath – Dublin Bus, all of which officially commenced trading on the 2nd February, 1987. Since February, 1987, therefore, the organisation structures, management and personnel tools are all in place to enable the group to tackle the many problems which face it in achieving its business and financial objectives.

Considerable time and resources were expended in effecting a smooth changeover to the new corporate structure and I would like to record my personal appreciation to those staff members whose dedication and tenacity made the smooth transition possible. I would also like to thank our Consultants for their help and guidance in the restructuring.

1986 can be viewed as another year of progress in financial terms. Overall operating profits, before financial charges and exceptional items, were 25% higher at £16.9m. This was a sound achievement given the poor economic climate that persisted throughout the year. A comparison with the previous four years is as follows:-

	Gross Revenue £m	Operating Expenditure £m	Operating Surplus/(Deficit) £m	Financial Charges £m	*Net Profit/(Deficit) £m
1982	263.5	264.8	(1.3)	10.3	(11.6)
1983	273.3	276.7	(3.4)	12.7	(16.1)
1984	306.9	294.9	12.0	13.0	(1.0)
1985	324.6	311.1	13.5	12.0	1.5
1986	332.0	315.1	16.9	13.3	3.6

* Before exceptional items.



Overall revenue increased by £7.4m (2.3%), while operating expenditure, benefitting from the ongoing rationalisation programmes, at £315.1m, shows a modest increase of 1.3% over 1985.

As will be seen from the above table, the operating surplus in 1986 is significantly absorbed by the financial charges. The net profit of £3.6m is totally inadequate for the Company's requirements, having regard to the need to reduce borrowings and to contribute to financing essential capital investment.

The security of a business lies in its ability to sustain itself financially into the future without recourse to external assistance. However, CIE has had to resort to external borrowings to help finance such expenditures because of its inability in the past to generate sufficient funds internally and because of essential renewal and modification programmes, which are not grant aided.

At the 31st December, 1986, borrowings on capital account totalled £227m. Apart from the adverse effect the cost of servicing these borrowings has on the operating results, this level of borrowing is unsustainable and, as I stated last year, a resolution to the problem will have to be found. Some progress was made in the year under review when capital expenditure programmes of £28.1m were financed without adding to the borrowing requirements.

This adverse position is being compounded by the deferral of moneys due by the State to the Company. We were owed some £24m in respect of a Government commitment to underwrite DART interest payments. On top of this, the expected 1987 subvention receipts have been reduced and the last instalment deferred until 1988. This has forced CIE to borrow to cover the shortfalls with consequential adverse effect on profitability.

The formula used to determine the State subvention in respect of socially desirable but uneconomic services and certain railway infrastructure costs lacks precision and this problem needs to be addressed in order to satisfy the Irish taxpayer of their validity. Ad hoc adjustments to the formula to meet current exigencies are undesirable and do not allow for proper financial planning. Employee morale is also affected.

Despite its monetary problems, the Board maintained its policy of upgrading the quality and level of service demanded by the travelling public. Twenty new Inter City mainline coaches were added to the fleet, extending the availability of safe, reliable and comfortable rail travel facilities to all of the mainline network. The Board is still not satisfied with the quality of some of the services on radial and outer suburban lines and I am pleased to announce that we propose to modify our carriage building programme in order to honour our commitment to these areas. The first of the modified coaches will be available during 1988. To date, 79 new mainline coaches, catering and generator vans have been brought into service. Expenditure on the upgrading of the railway signalling system and permanent way was maintained and was within budget.

The Board took delivery of 39 new rural buses during the year and the coach fleet was enhanced enormously by the acquisition of 50 new luxury coaches for use on the Supabus and Expressway routes and by the Tours Division.

G.A.C. (Ireland) Ltd., which assembled our bus requirements at CIE's bus assembly facility at Shannon, went into liquidation in March, 1986. The Board finished the assembly of 23 buses, left uncompleted on the assembly line, on schedule and within budget. The plant is now idle and we are currently considering its position and how best to meet the Board's future bus requirements. Our deliberations have to take account of the fact that our bus building programme was advanced by two years to keep the Shannon facility in operation. It is clear, however, that CIE's future bus requirements on their own will not permit an economic and viable operation. The efficient and profitable use of the Shannon facility is receiving urgent attention.

Further progress was made in upgrading the facilities at Rosslare Harbour. The Customs Clearance facilities were completed during the year. The contract for the ultra modern passenger and office facilities has been awarded and these are scheduled to be in use by the end of 1988. When completed, the facilities at Rosslare will stand comparison with the best in Europe.

THE RAILWAY

The public response to our efforts to improve the quality of our rail services has been encouraging. Passenger support increased by 8.2% over the previous year and has grown by some 70% since 1982. Passenger numbers on the Dublin Suburban line are 11% ahead of last year and we remain confident that DART will achieve its targeted break-even situation by 1989.

Total customer receipts, including rail freight, amounted to £64.2m (1985 £62.4m). Operating expenditures were tightly controlled with the result that the operating surplus increased to £11.7m, up 50% on the previous year. Despite the increase of £0.7m in financial charges to £8.8m, the net profit for the year was £2.925m compared to a loss of £0.262m in 1985.

The ongoing recession continues to affect adversely our rail freight business. Carrying of bulk traffics which include



cement, fertiliser, beet and mineral traffics were 125,000 tonnes lower at 2,079,000 tonnes. Our unit load traffic was 11% lower, while Transtrack carryings fell 6% when compared with 1985. Despite these reductions, the overall rail freight revenue was marginally ahead of last year.

There is no other mode of surface transport which can match the speed and comfort of the railways; no other mode can deal with large volumes as efficiently and effectively and this applies particularly to the transport of hazardous products. It is, of course, ideally suited to the application of new technology and is uniquely efficient and flexible in energy use, as well as being environmentally friendly and remarkably safe.

Initiatives are being taken in Europe to properly categorise the role and advantages of rail travel – universally accepted as a superior mode of transport for passenger and certain types of freight. The Swiss Government recently agreed to fund their railways infrastructural costs, thus placing them on a more equal commercial footing with road transport.

Vandalism and the resultant security cost continues to be a major problem for the railways, particularly in the Dublin area. It is, of course, basically a social problem but it is being combatted by increasing vigilance and co-operation with the Garda Authorities.

ROAD PASSENGER SERVICES

These services are operated daily with a fleet of 2,400 passenger vehicles and in 1986 catered for over 230 million passenger journeys nationwide; a truly national service providing a transport facility and a social service in a safe, efficient and courteous manner.

(i) DUBLIN CITY SERVICES

Passenger carryings increased by 2.1% in 1986 to over 165 million and total passenger receipts went up by £3.7m (5.3%). The outturn for the year was, however, disappointing and the operating profit fell to £1.3m. Increases in wages and salaries, and higher maintenance costs more than offset the increased revenue and savings on fuel.

In January 1986 agreement was finally reached, with Labour Court intervention, on the introduction of “One Person Operated” buses and some 19.5% of the routes were converted by the year end. Adherence to the phased timetable for conversion is critical to the future financial well-being of the services. Feeder buses to supplement the DART system were also introduced. Greater emphasis was placed on the marketing of pre-purchased tickets which have a ready acceptance by the public.

Regretfully a number of services were seriously disrupted, and continue to be, by the appalling state of many of the roads in Dublin City. Road works, traffic congestion and illegal parking caused a number of buses to be diverted from their normal routes, thereby greatly inconveniencing passengers and intending passengers. I sincerely trust that the Dublin Transportation Authority, which came into being during the year, will give urgent attention to these problem areas.

(ii) PROVINCIAL CITY BUSES

Provincial City Services also increased their patronage in 1986 and now carry 20.5m passengers annually. The operating surplus, before financial charges, more than doubled in the year under review with revenue up 8.1%. Expenditure was contained through rationalisation and economies.

Since the year end, the Labour Court recommended the introduction of “One Person Operation” and while the Trade Unions have been dilatory in agreeing to the programme,



I expect the services will be converted to this method of operation by early autumn. One person operation in the provincial cities is essential in order to curtail losses.

(iii) OTHER BUS SERVICES

Rural, Expressway and Supabus are the services most affected by competition. The significant changes in the fare structure between Ireland and the U.K. combined with the unabated growth of illegal bus operations presented these services with unprecedented pressures. Fares were reduced to combat the competition and although the passenger carryings increased overall, the ability to cross-subsidise the less profitable routes was diluted. It is regretted that the initiative taken by Government in 1985 in issuing the Green Paper on Transport Services was not followed through with a Bill to update and enforce existing legislation.

(iv) SCHOOL SERVICES

The management of the School Bus services has been fully computerised and is now a highly efficient unit dealing with the collection of revenue, the administration of parent application, the control of outside contractors and the maintenance of safety standards. It is not generally recognised but over 60% of the school bus services are contracted out to private operators. The service is provided in the most cost effective manner consistent with safety, either by our special school fleet, external contractors or by being integrated with our rural or city services. Privatisation of the school services would not necessarily mean reduced cost to the State or the maintenance of the current high standards but would have serious implications for our overall bus networks leading to substantial disemployment.

OTHER ACTIVITIES

(i) CIE TOURS AND PRIVATE HIRE

Terrorism, the Libyan bombing and Chernobyl all contributed to making 1986 a disaster for our tourist associated businesses when substantial losses were incurred as opposed to a profit in 1985. It is cold comfort that others in the industry suffered similarly. Our numbers from North America were 41% lower than in 1985 and highlighted our dependency on that market. Immediate steps were taken to contain our losses by reducing staffing in our New York and Dublin offices and reducing other overhead costs, the effects of which will benefit trading in future years. It has to be appreciated that it is difficult to respond instantaneously to such a dramatic downturn as occurred in 1986. We have decided, in addition to protecting our core business from North America, to develop our outlets in Europe and the U.K., as well as our indigenous business. The industry is highly competitive with low profit margins, but there are spin-offs for other sectors of the economy. We should benefit from the Government's initiatives on tourism and the liberalisation of access fares favours growth. The Economist Intelligence Unit forecasts annual growth in world travel of 7% to 1990, but to gain a share of the growth it is essential that we maintain a competitive base.

CIE Tours is one of the major tour packagers to Ireland in all the countries in which we operate, viz., North America, Britain, Germany and France. We operate the largest and most modern coach fleet in the State. However, the cost of operating our coach fleet is about a third higher than our competitors and it is management's responsibility to resolve this problem.

(ii) ROAD FREIGHT

The improvement in our Road Freight Division reported last year was maintained and I am pleased to report a profit after all charges of £324,000 compared to £195,000 profit in 1985, despite a reduction in the tonnage carried. The Division secured a major contract during the year against stiff competition and the benefit will accrue in the current and future financial years. The recovery of the Road Freight Division, which a short number of years ago was burdened by an unacceptable level of overheads, is a prime example of what can be achieved by applying sound profitability criteria to business policy. We operate in a competitive environment and there is a need for more stringent enforcement of road transport legislation.

(iii) ROSSLARE HARBOUR

The phased programme of development at Rosslare Harbour continued throughout the year and another acceptable profit of £1.2m (1985 £1.3m) was achieved in a difficult trading environment and after charging £173,000 towards the cost of replenishing sand at Rosslare Strand. Despite the air fare war, the decision of B + I and Sealink to pool services and the poor tourist season, revenues were maintained at the 1985 level. However, the vulnerability of the port to the tribulations and fortunes of the port users has become apparent. Future stability in earnings can only be secured by broadening the business base. I am pleased to report that the Port has been designated as the base for a new Ro/Ro freight service. Our business plans provide for a more intensive marketing programme to coincide with the bringing into operation of the new and improved Port facilities.



(iv) CIE CATERING

The Catering Division has been progressively rationalised over the past number of years and benefits are now accruing. In 1986 an overall profit of £47,000 was achieved compared to a loss of £156,000 in 1985. The Catering Division covers not only in-train catering and station restaurants but also Restaurant na Mara and Outdoor Catering. Our policy of leasing certain facilities to private concessionaires was further implemented with the leasing of a further three outlets. Improved premises, better customer service and more attractive menus, allied to tight quality control and innovative marketing, will be the means adopted to further improve profitability.

(v) CIE PROPERTIES

CIE properties which are now identified separately as a profit centre under new property management achieved property sales of £807,000 and property rental income of £642,000 in 1986. All properties held are being evaluated as to their operational appropriateness and potential value.

(vi) GALWAY/ARAN FERRY SERVICE

At the request of the former Minister for Communications, an in-depth study was carried out as to appropriate proposals for the future operation of the ferry service which CIE operates on behalf of the State. The net cost to the State in 1986 was £559,000. Revenue at £202,000 was marginally lower than in the previous year. Revised arrangements for the current year's operation should show a significant decrease in the cost to the State.

(vii) CANALS

Responsibility for the operation and maintenance of the Canals was transferred to the Commissioners of Public Works on the 1st July, 1986. The Canals were last used as a transport facility in 1960 when a consignment of Guinness was transported from Dublin to Limerick. Since then they have been regarded as a tourist amenity.

INDUSTRIAL RELATIONS

The improvement in the Industrial Relations climate, to which I referred last year, was maintained. There were only seven minor stoppages, all unofficial, throughout the year and none lasted longer than a day. I am, however, still concerned that we are unable to resolve our differences without recourse to outside agencies. Apart from the time consuming nature of these meetings, the need to involve outside agencies in the resolution of our industrial problems points to a lack of appreciation of the realities of our precarious financial situation when we have to rely to a substantial extent on State support for many of our operations. The level of this support cannot be guaranteed. We operate in a highly competitive and volatile market and employees must be prepared to contain their aspirations, adapt and accept changes in work practices and conditions for the future wellbeing of the Group. It is in their own interests that they should do so. We are faced with many difficulties and it will require the total commitment and co-operation of all if we are to surmount them. We had such commitment and co-operation throughout 1986 and the Board wishes to thank all staff for the achievements of 1986.

THE BOARD

It was with regret that I had to accept the resignation of Mr. Richard Burrows following his appointment as Chairman of the National Development Corporation. Mr. Jack Higgins completed his terms as a Director at the end of November, 1986. The Board is deeply indebted to both for their valuable contributions to Boardroom affairs over the years.

I was pleased to welcome Mr. Joseph McCullough and Mr. Stephen O'Connor to the Board in October last. Both bring a wealth of experience and expertise to the Boardroom table and I look forward to their future contributions.

Worker Director elections were held in October, 1986 and three outgoing members –



Mr. Michael Faherty, Mr. John McLoughlin and Mr. Tony Tobin were re-elected. I congratulate them and look forward to their continuing co-operation and advice. I welcome Mr. Bernard Byrne, who was elected in the place of Mr. Tony Flynn. Bernard is a member of the N.A.T.E. Union. Mr. Tony Flynn, the outgoing Director, had been a Director for six years and we are indebted to him for his contribution to Boardroom affairs.

I would like to thank the remaining Board Members for their clear thinking, dedication and giving of their time to the affairs of the Company.

THE FUTURE

As stated earlier, the new operating subsidiaries formally took over responsibility for their operations on the 2nd February, 1987, thereby giving effect to the changes set out in the Transport (Re-organisation of Coras Iompair Eireann) Act 1986. Each of the companies has its own Board of Directors and, with two exceptions, has total autonomy for all aspects of its operations, including industrial relations and personnel matters. These are:-

- (a) Overall financial control remains with the Holding Company.
- (b) Section 8(a) of the 1986 Act provides that the CIE Board shall decide competition issues with due regard to its overall interests and the interests of the companies concerned.

The parent company also takes responsibility for-

- Legal and Group Secretarial Services
- Property Development
- Pensions
- Ancillary Businesses

The key objectives of the restructuring are:-

- (i) to give the whole CIE organisation a much stronger customer and market focus as a basis for pursuing new opportunities for increased revenue and profitability and for significantly improving our customers' perception of CIE as a national transport service.
- (ii) to provide a working environment which gets the best from our workforce – by improving communications, industrial relations and our people management skills.
- (iii) to provide for structures and reporting systems which allow a more effective matching of resources – financial and people – to business priorities and opportunities.
- (iv) to provide for investment in pursuing new opportunities for revenue and profit growth, so moving away from the situation of the past decade when pretty well every economic pressure on the organisation has led to a programme of cost and services cuts.

We shall, of course, continue to look carefully at those services which are not justifiable in economic terms. We hope to develop our information systems to the point where we can essentially invoice the State on a specific service-by-service basis for those services whose social justification outweighs economic consideration.

Our operations in 1986 were undertaken against the background of continuing economic recession and the position has not changed. The difficult Exchequer situation has meant a substantial reduction in our operating subvention receipts, down £8m on 1986. Increasing unemployment, decreasing incomes and high personal taxation has reduced the demand for transport services and there have been disturbing downward trends in our road passenger revenues in recent months which do not augur well for the outturn for the current financial year. The position is being carefully monitored and corrective action taken where possible. With the new structures in place we are now marketing our services more aggressively and expenditures are being closely controlled but the Board is faced with the formidable task of trying to make good this shortfall in income.

The CIE group of companies plays a dominant role in the provision of public transport but competitive pressures are ever present. Despite our present problems, I remain confident that we will achieve and be seen to achieve our stated objective of providing a safe, reliable, efficient and cost effective national transport service.

G. T. Paul Conlon,
Chairman.





REPORT 1986

To the Minister for Tourism and Transport.

In accordance with Section 34 of the Transport Act 1950 the Board of Coras Iompair Eireann presents its Annual Report and Accounts for the year ended 31st December, 1986.

Overall CIE activities generated a net profit, before Exceptional items, of £3.6m compared with a net profit of £1.5m in 1985.

Receipts from customers show a 2.6% increase on 1985 levels and reflect some rates and fares increases and generally increased patronage of the Board's rail and road passenger services.

In line with EEC regulations subvention grants amounting to £105.9m (£104.0m in 1985) were payable by the State to the company in support of the nationwide transport services provided. In addition a separate grant of £8m was payable in respect of interest charges on Capital borrowings for the Bray/Howth Electric Railway (DART).

Operating expenditures have benefited generally from the ongoing rationalisation programmes and during the year were successfully contained at £328.8m, a 1.4% increase over 1985 levels.

Net revenue gains and Expenditure savings have enabled the ratio of Operating Expenditure to Customer Receipts to once again fall. In 1986 the ratio is 1.37:1 compared to 1.39 in 1985 and 1.43 in 1984.

Financial Outturn	1986	1985	Variance
	£m	£m	%
Customer Receipts (A)	239.8	233.8	+2.6
State Payments	92.2	90.8	+1.5
Total Receipts	332.0	324.6	+2.3
Operating Expenditure (B)	328.8	324.3	+1.4
Less: State Payments	(13.7)	(13.2)	+3.8
Net Expenditure	315.1	311.1	+1.3
Operating Profit	16.9	13.5	+25.2
Financial Charges (net)	13.3	12.0	+10.8
Profit	3.6	1.5	+140.0
Exceptional Items	0.6	5.3	-88.7
Net Profit	4.2	6.8	-38.2
Operating Expenditure/ Customer Receipts Ratio Ratio—(B : A)	1.37:1	1.39:1	-1.5

Net Financial Charges increased by £1.3m to £13.3m and do not include the interest charges of £16.3m on borrowings for the DART which the Government has confirmed it will bear.

Exceptional items include a State Grant of £3.0m to repay the principal on a ten year loan of £30m arranged under Section 2(3) of the Transport Act 1985. Also included is £1.7m to cover costs in the conversion programme to One-Person-Operated buses in Dublin.



THE RAILWAYS



Overall Railway activities in 1986 recorded a net profit of £2.9m compared to a loss of £0.3m in 1985.

Total Mainline and DART annual passenger journeys increased by 1.645 million to 21.7 million, an increase of 8.2% over 1985. Rail Freight carryings however were 7.5% lower than 1985 at 3.126m tonnes. A combination of increased patronage and selective fares increases on the passenger side and adjustments to rates and business mix on the Rail Freight side ensured that overall Customer Receipts increased to £64.2m, an increase of 2.9% on 1985 levels.

Operating expenditures were contained successfully through rationalisation and economies, marginally increasing by £0.6m, 0.4% up on 1985.

The Operating Expenditure/ Customer Receipt ratio is now at 2.16 for Railways (Other) and 2.03 for the Howth/Bray Suburban line, levels well below previous years.

Financial Outturn	Railways (Others)		Howth/Bray Suburban	
	1986	1985	1986	1985
	£m	£m	£m	£m
Customer Receipts (A)	57.9	57.1	6.3	5.3
State Payments	65.6	62.9	6.1	6.5
Total Receipts	123.5	120.0	12.4	11.8
Operating Expenditure (B)	125.0	124.9	12.8	12.3
Less: State Payments	(13.2)	(12.7)	(0.4)	(0.5)
Net Expenditure	111.8	112.2	12.4	11.8
Operating Profit	11.7	7.8	—	—
Financial Charges (Net)	8.8	8.1	—	—
Net Profit (Deficit)	2.9	(0.3)	—	—
Operating Expenditure/ Customer Receipts Ratio—(B : A)	2.16:1	2.19:1	2.03:1	2.32:1



ROAD PASSENGER SERVICES



(i) DUBLIN CITY SERVICES:

Dublin City Bus Services had a good year in 1986. Total customer receipts increased to £74.1m, an increase of £3.7m (5.3%) over 1985 and overall passenger numbers carried increased by 3.42 million (+ 2.1%) to 165.2 million.

Fare increases averaging 5% were introduced in February 1986.

In 1986 the need for State payments has again reduced to £14.7m, a decrease of 12.5% and this is in line with the financial goals previously set by the Government.

Despite some increases in expenditures the ratio of Operating Expenditures to Customer Receipts at 1.18:1 continues to decrease.

Financial Outturn	1986	1985	Variance	
	£m	£m		%
Customer Receipts (A)	74.1	70.4		+ 5.3
State Payments	14.7	16.8		-12.5
Total Receipts	88.8	87.2		+1.8
Operating Expenditure (B)	87.5	85.1		+2.8
Operating Profit	1.3	2.1		-38.0
Financial Charges	1.3	2.1		-38.0
Net Profit (Deficit)	—	—		—
Operating Expenditure/ Customer Receipts Ratio—(B : A)	1.18:1	1.21:1		-2.5

(ii) PROVINCIAL CITY SERVICES:

Further improvement in operating profits was achieved in providing these services, serving Cork, Waterford, Limerick and Galway cities. Operating profit before financial charges increased to £0.7m compared to £0.3m in 1985.

Passenger journeys increased by 1.7% to 20.5 million and overall Customer Receipts recorded a 6.7% increase to £9.6m. Operating Expenditure was contained, through rationalisation and economies, at £11.3m an increase of 4.6%. The ratio of Operating Expenditure to Customer Receipts at 1.18:1 compares favourably with 1.20 in 1985 and 1.31 in 1984.

Financial Outturn	1986	1985	Variance	
	£m	£m		%
Customer Receipts (A)	9.6	9.0		+6.7
State Payments	2.4	2.1		+14.3
Total Receipts	12.0	11.1		+8.1
Operating Expenditure (B)	11.3	10.8		+4.6
Operating Profit	0.7	0.3		133.3
Financial Charges	0.7	0.3		133.3
Net Profit (Deficit)	—	—		—
Operating Expenditure/ Customer Receipts Ratio—(B : A)	1.18:1	1.20:1		-1.7



ROAD PASSENGER SERVICES



(iii) OTHER ROAD PASSENGER SERVICES:

These services cover the operation of Expressway (including Supabus), Stage Carriage and School buses. Passenger journeys increased by 4.9% to 43.5 million including the carriage of 170,116 school children under the School Transport Scheme, an increase of 0.3% over 1985.

Overall Customer Receipts at £61.8m showed an increase of 3% over 1985 and despite intense competition from illegal coach operators and the effects of the reductions in air fares, customer patronage held up very well.

Expenditure, although tightly controlled, increased by 4% mainly due to Depreciation and Financial charges, particularly with the introduction of the new luxury coaches on the Supabus and some Expressway routes. Consequently, Operating Expenditure as a ratio of Customer Receipts marginally increased from 0.99:1 in 1985 to 1:1 in 1986.

Financial Outturn	1986	1985	Variance
	£m	£m	%
Customer Receipts (A)	61.8	60.0	+3.0
State Payments	2.0	0.3	—
Total Receipts	63.8	60.3	+5.8
Operating Expenditure (B)	61.8	59.4	+4.0
Operating Profit	2.0	0.9	+122.2
Financial Charges	2.0	0.9	+122.2
Net Profit (Deficit)	—	—	—
Operating Expenditure/ Customer Receipts Ratio—(B : A)	1.00:1	0.99:1	+1.0



OTHER ACTIVITIES



(a) TOURS AND PRIVATE HIRE:

The Tours and Private Hire businesses suffered dramatically due to the fall in tourism from North America to Europe following the bombing of Libya and the Chernobyl disaster. Net Tours Revenue decreased by 26% over 1985 levels and although some expenditure levels could be reduced a loss of £927,000 was recorded compared to a profit of £276,000 in 1985.

Private Hire fared somewhat better, Net Revenues being down 20% on 1985 levels but through expenditure economies achieved a profit of £87,000 compared to losses in previous years.

Financial Outturn	1986		1985	
	Tours	Private Hire	Tours	Private Hire
	£000	£000	£000	£000
Net Revenue	2,566	2,628	3,468	3,295
Expenditure	3,493	2,541	3,192	3,557
Profit (Deficit)	(927)	87	276	(262)
% Profit (Deficit)	(36.1)	3.3	8.0	(8.0)

(b) ROAD FREIGHT:

Continued rationalisation, reductions in expenditure and the re-assessments of marginal business combined to increase profitability to £324,000 compared to a profit of £195,000 in 1985, an increase of 66%. Overall tonnes carried (excluding Contractors Services) fell by 231,000 tonnes due mainly to the decline in Barytes, Beet, County Council and general haulage.

Financial Outturn	1986	1985	Variance
	£000	£000	
Customer Receipts	17,669	17,993	-1.8
Expenditure	17,345	17,798	-2.5
Profit	324	195	+66.2
% Profit	1.8	1.1	—

(c) INTERNATIONAL ACTIVITIES – ROSSLARE HARBOUR:

The mix of business through Rosslare Harbour shifted during the year due in the main to the pooling of services of B + I and Sealink. Revenues were maintained at £3.6m, marginally better (+0.6%) than 1985. Expenditure increased overall however by 7% inclusive of £172,600 in respect of dredging and providing sand for the nourishment of Rosslare Strand. Overall operations at the harbour generated a profit of £1.2m compared to £1.3m in both 1984 and 1985.



OTHER ACTIVITIES



(d) CATERING SERVICES:

Savings in expenditure as a result of the rationalisation programme undertaken over the last few years coupled with an increase of 5.2% in Revenue has enabled the Catering Services to record a profit of £47,000 compared to significant deficits in previous years.



(e) CANALS:

The canals and associated property were transferred to the Commissioners of Public Works on 1st July, 1986 under the Canals Act 1986. The Board for the half year to 30th June, 1986 incurred a net expense of £713,000 which was fully subvented by a State payment.

(f) GALWAY/ARAN FERRY:

Customer receipts again decreased in 1986 to £202,000, down 3.3% on 1985 levels due in the main to the decrease in passenger traffic receipts which are now at 40% of 1981 levels. Expenditure however increased by 14% and the service required a State payment of £559,000.



CAPITAL EXPENDITURE

In line with the commitment to upgrade transport systems generally the Board, with Government approval, invested £28.1m in Capital expenditure projects in 1986. These projects included:-

RAIL:

(a) New Mainline Rail Carriages	£12.4m
(b) Mainline Rail Signalling and Communications	£2.5m
(c) Rail Safety improvements	£0.6m

ROAD:

(a) Touring and Supabus Coaches	£5.9m
(b) Rural Buses	£2.3m
(c) Ticketing and other equipment required for one-person-operation in Dublin	£1.5m

73% of the funding requirements for all projects were generated internally with the balance funded through external borrowing sources. The Government has approved a capital expenditure programme of £21.2m for 1987 and it is expected that the programme can be funded from internal resources.

GENERAL FUNDING

The Government committed itself in 1984 to meeting the interest charges arising on Capital Expenditure Borrowing incurred in connection with the Bray/Howth Suburban Railway Electrification (DART) Scheme. These charges were estimated to be £16.0m per year in each of the three years 1985 to 1987. However, because of limits on the availability of resources, the Government advised that only £8.0m would be made available to CIE in 1985 and 1986. The actual interest not funded amounted to £7.49m in 1985 and £16.29m in 1986. No State Grant was paid in respect of these two sums in 1986 and CIE had to fund the shortfall by temporary borrowings. The cost of financing these borrowings added significantly to the financial charges incurred during 1986. The Minister for Tourism and Transport, in a letter to the Chairman of the Board in May 1987, recognised that these shortfalls in subvention in respect of 1985 and 1986 need to be met and indicated that every effort would be made to pay them as soon as possible. It is expected that the interest shortfalls will increase to £33.9m by 31st December, 1987 and will require to be funded in the short term by CIE at full interest cost.



PERSONNEL



The total number of full time staff at the end of 1986 was 13,667 compared to 14,425 at the end of 1985, a reduction of 758 (5.3%).

Total salaries, wages and other labour costs paid for the year (including costs in Capital work and Pensions) amounted to £198.2m (1985 – £187.8m) of which £61.4m – 30.9% (1985 – £57.2m – 30.5%) was remitted to the State in respect of PAYE and Social Insurance payments.

The Board's contributions to Superannuation Schemes and Pensions during 1986 amounted to £14.0m (1985 – £12.5m) an increase of 12.7%. Most pension commitments are funded through the Board's Superannuation Schemes which had a total value at 31st December, 1986 of £180.9m (1985 – £156.9m).

The number of stoppages of work during the year decreased from 9 in 1985 to 7 in 1986; all were unofficial and none lasted more than a day.

A total of 2,222 (1985 – 2,381) meetings were held with Trade Unions and Third Parties with regard to labour relations matters.

A total of 5,607 (1985 – 4,235) staff members attended 994 internal training courses in 1986 and a further 105 (1985 – 66) attended external training courses. The Board had 251 apprentices in training during the year, 234 were CIE employees and the balance were sponsored by AnCo or other external firms.

June 1987.



SUMMARY OF TOTAL RECEIPTS AND COSTS

	1986			1985		
	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	123,485	120,560	2,925	120,046	120,308	(262)
Railway – Bray/Howth Suburban Services	12,451	12,451	—	11,819	11,819	—
Road Passenger – Dublin City Services	88,801	88,801	—	87,265	87,265	—
Road Passenger – Provincial City Services	12,012	12,012	—	11,099	11,099	—
Road Passenger – Other Services	63,843	63,843	—	60,300	60,300	—
Road Passenger – Tours and Private Hire	5,194	6,034	(840)	6,763	6,749	14
Road Freight	17,669	17,345	324	17,993	17,798	195
International Activities	3,605	2,413	1,192	3,583	2,255	1,328
Refreshment Rooms and Restaurant Cars	3,465	3,418	47	3,294	3,450	(156)
Canals	729	729	—	1,441	1,441	—
Vessel	761	761	—	1,009	669	340
TOTAL	332,015	328,367	3,648	324,612	323,153	1,459
Salaries, Wages and Associated Costs included above (Excluding Renewals of Railway Lines and Works)		178,929			172,890	

Notes: (1) Financial Charges are included in Total Costs.

(2) Net Profit indicated is before exceptional items.

(3) The Government Grant payable under the relevant EEC regulation is allocated to revenue or expenditure as appropriate before arriving at the Net Profits/(Deficits) indicated above – See Notes on Accounts (2).



ACCOUNTS

RAILWAY WORKING ACCOUNT OTHER THAN BRAY/HOWTH SUBURBAN SERVICES

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Train Traffic		37,747		37,475	
Goods Train Traffic		18,789		18,446	
Miscellaneous		1,389		1,193	
Customer Receipts		57,925		57,114	
State Grants: EEC Regulation 1191/69	2	39,247		37,389	
EEC Regulation 1107/70 (Art. 4)	2	26,313		25,543	
Total Receipts			123,485		120,046
Expenditure					
Maintenance of Lines and Works		19,858		18,126	
Maintenance of Rolling Stock		23,200		22,248	
Fuel		7,490		8,884	
Operating and Other Expenses		58,020		59,661	
Provision for Renewal of Lines and Works		10,206		10,233	
Operating Depreciation		6,224		5,794	
Total Expenditure		124,998		124,946	
Deduct:					
State Grants: EEC Regulation 1192/69	2	7,781		7,516	
EEC Regulation 1107/70 (Art. 3.1.b)	2	5,461		5,201	
Net Expenditure			111,756		112,229
Operating Profit			11,729		7,817
Financial Charges	3		8,804		8,079
Net Profit/(Deficit) carried to Profit & Loss Account			2,925		(262)



RAILWAY WORKING ACCOUNT BRAY/HOWTH SUBURBAN SERVICES

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Traffic		6,124		5,100	
Miscellaneous		222		208	
Customer Receipts		6,346		5,308	
State Grant: EEC Regulation 1191/69	2	6,105		6,511	
Total Receipts			12,451		11,819
Expenditure					
Maintenance of Lines and Works		1,261		1,347	
Maintenance of Rolling Stock		1,055		911	
Fuel (including Electricity for Traction)		1,240		1,215	
Operating and Other Expenses		5,136		4,414	
Provision for Renewal of Lines and Works		344		311	
Operating Depreciation		3,834		4,101	
Total Expenditure		12,870		12,299	
Deduct:					
State Grant: EEC Regulation 1192/69	2	419		469	
Net Expenditure			12,451		11,830
Operating Result/(Deficit)					(11)
Financial Charges	3	16,292	—	15,479	
Deduct:					
Special State Grant: EEC Regulation 1191/69	2	8,000		8,000	
Interest Costs Deferred	19	8,292	—	7,490	Cr. 11
Net Result carried to Profit & Loss Account			—		—



ROAD PASSENGER WORKING ACCOUNT DUBLIN CITY SERVICES

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Services		73,303		69,699	
Miscellaneous		780		739	
Customer Receipts		74,083		70,438	
State Grant: EEC Regulation 1107/70 (Art. 3.2)	2	14,718		16,827	
Total Receipts			88,801		87,265
Expenditure					
Maintenance of Buildings		881		519	
Maintenance of Vehicles and Equipment		19,935		19,191	
Fuel		5,746		7,511	
Road Tax and Licences		251		253	
Operating and Other Expenses		53,828		50,842	
Operating Depreciation		6,888		6,844	
Total Expenditure			87,529		85,160
Operating Profit			1,272		2,105
Financial Charges	3		1,272		2,105
Net Result carried to Profit & Loss Account			—		—

ROAD PASSENGER WORKING ACCOUNT PROVINCIAL CITY SERVICES

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Services		9,553		9,009	
Miscellaneous		4		5	
Customer Receipts		9,557		9,014	
State Grant: EEC Regulation 1107/70 (Art. 3.2)	2	2,455		2,085	
Total Receipts			12,012		11,099
Expenditure					
Maintenance of Buildings		117		106	
Maintenance of Vehicles and Equipment		2,149		2,205	
Fuel		491		677	
Road Tax and Licences		37		29	
Operating and Other Expenses		7,428		6,899	
Operating Depreciation		1,111		873	
Total Expenditure			11,333		10,789
Operating Profit			679		310
Financial Charges	3		679		310
Net Result carried to Profit & Loss Account			—		—



ROAD PASSENGER WORKING ACCOUNT OTHER SERVICES

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Services		60,825		59,060	
Miscellaneous		940		966	
Customer Receipts		61,765		60,026	
State Grant: EEC Regulation 1107/70 (Art. 3.2)	2	2,078		274	
Total Receipts			63,843		60,300
Expenditure					
Maintenance of Buildings		538		339	
Maintenance of Vehicles		13,975		14,501	
Fuel		3,343		4,046	
Road Tax and Licences		147		153	
Operating and Other Expenses		40,430		37,748	
Operating Depreciation		3,378		2,581	
Total Expenditure			61,811		59,368
Operating Profit			2,032		932
Financial Charges	3		2,032		932
Net Result carried to Profit & Loss Account			—		—

ROAD PASSENGER WORKING ACCOUNT TOURS AND PRIVATE HIRE

	Note	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Services			5,194		6,763
Expenditure					
Maintenance of Buildings		19		14	
Maintenance of Vehicles and Equipment		622		852	
Fuel		213		321	
Road Tax and Licences		11		19	
Operating and Other Expenses		4,920		5,075	
Operating Depreciation		205		403	
Total Expenditure			5,990		6,684
Operating (Deficit)/Profit			(796)		79
Financial Charges	3		44		65
Net (Deficit)/Profit carried to Profit & Loss Account			(840)		14

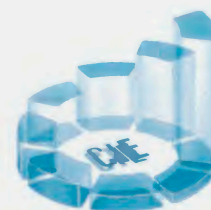


ROAD FREIGHT WORKING ACCOUNT

	Note	1986		1985	
		£000	£000	£000	£000
Receipts					
Goods Services		16,927		17,339	
Miscellaneous		742		654	
Total Receipts			17,669		17,993
Expenditure					
Maintenance of Buildings		53		111	
Maintenance of Vehicles and Equipment		2,804		3,091	
Fuel		1,592		1,951	
Road Tax and Licences		152		157	
Operating and Other Expenses		12,331		12,013	
Operating Depreciation		211		254	
Total Expenditure			17,143		17,577
Operating Profit			526		416
Financial Charges	3		202		221
Net Profit carried to Profit & Loss Account			324		195

INTERNATIONAL ACTIVITIES WORKING ACCOUNT

	Note	1986		1985	
		£000	£000	£000	£000
Receipts					
Harbour Services			3,605		3,583
Expenditure					
Maintenance, Operating and Other Expenses		2,098		1,760	
Operating Depreciation		126		128	
Total Expenditure			2,224		1,888
Operating Profit			1,381		1,695
Financial Charges	3		189		367
Net Profit carried to Profit & Loss Account			1,192		1,328



REFRESHMENT ROOMS AND RESTAURANT CARS WORKING ACCOUNT

	Note	1986		1985	
		£000	£000	£000	£000
Receipts					
Refreshment Rooms and Restaurant Cars			3,465		3,294
Expenditure					
Maintenance of Buildings, Cars and Equipment		120		112	
Provisions		1,588		1,542	
Other Direct Expenses		1,390		1,366	
Other Expenditure		309		419	
Total Expenditure			3,407		3,439
Operating Profit/(Deficit)			58		(145)
Financial Charges	3		11		11
Net Profit/(Deficit) carried to Profit & Loss Account			47		(156)

CANALS WORKING ACCOUNT (See Note 21)

	Note	1986		1985	
		£000	£000	£000	£000
Receipts					
Rents		11		44	
Miscellaneous		5		12	
Customer Receipts		16		56	
State Grant: EEC Regulation 1107/70 (Art. 4)	2	713		1,385	
Total Receipts			729		1,441
Expenditure					
Maintenance of Buildings		16		72	
Maintenance of Waterways and Works		555		928	
Operating and Other Expenses		158		441	
Total Expenditure			729		1,441
Operating Result			—		—
Financial Charges			—		—
Net Result carried to Profit & Loss Account			—		—



VESSEL WORKING ACCOUNT

	Notes	1986		1985	
		£000	£000	£000	£000
Receipts					
Passenger Traffic		87		86	
Goods Traffic		110		117	
Miscellaneous		5		6	
Customer Receipts		202		209	
State Grant to cover losses on the operation of the Galway/Aran Ferry Service	2	559		800	
Total Receipts			761		1,009
Expenditure					
Maintenance of Vessel and Equipment		69		71	
Fuel		17		24	
Operating and Other Expenses		665		563	
Operating Depreciation		4		4	
Total Expenditure			755		662
Operating Profit			6		347
Financial Charges	3		6		7
Net Result/Profit carried to Profit & Loss Account			—		340



PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER

	Notes	1986		1985	
		£000	£000	£000	£000
Net Profits/(Deficits) from					
Railway – Other than Bray/Howth Suburban Services		2,925		(262)	
– Bray/Howth Suburban Services		—		—	
Road Passenger – Dublin City Services		—		—	
– Provincial City Services		—		—	
– Other Services		—		—	
– Tours and Private Hire		(840)		14	
Road Freight		324		195	
International Activities		1,192		1,328	
Refreshment Rooms and Restaurant Cars		47		(156)	
Canals		—		—	
Vessel		—		340	
			3,648		1,459
Financial Charges	3	29,531		27,576	
Allocation to Working Accounts	3	(29,531)	—	(27,576)	—
Net Profit before Exceptional Items			3,648		1,459
Exceptional Items	4		589		5,334
Net Profit	10		4,237		6,793

M. GRACE, Director Group Finance



BALANCE SHEET AS AT 31st DECEMBER

	Notes	1986		1985	
		£000	£000	£000	£000
Fixed Assets	5		300,275		292,651
Investment in Subsidiary Company	6		7		7
Investments	18		31		35
Interest Costs Deferred	19		15,782		7,490
Current Assets					
Stocks of Stores	7	32,319		38,009	
Debtors	17	42,657		23,534	
Bank Deposits		536		159	
Balance at Bankers and Cash in Hand		984		887	
			<u>76,496</u>		<u>62,589</u>
LESS:					
Current Liabilities					
Amount due to Bankers		5,771		2,908	
Bank Loans	12	41,991		24,577	
Creditors and Provisions		62,800		65,713	
Equalisation account for renewal of Railway Lines and Works		116		168	
			<u>110,678</u>		<u>93,366</u>
Net Current Liabilities			(34,182)		(30,777)
			281,913		269,406
Financed by:					
Reserves					
Asset Replacement Reserve	8	83,921		75,551	
Capital Reserve	9	21,498		20,572	
Profit and Loss Account	10	(47,589)		(51,953)	
Non-Repayable State Advances		9,853		9,853	
			67,683		54,023
Department of Education					
Funding of School Buses	11		583		815
Loan Capital					
Repayable State Advances for Capital Expenditure, under Section 4, Transport Act, 1964, as amended by Section 3, Transport Act, 1974		44,459		44,459	
Bank Loans	12	169,188		170,109	
			213,647		214,568
			281,913		269,406

M. GRACE, Director Group Finance



STATEMENT OF SOURCE AND APPLICATION OF FUNDS FOR THE YEAR ENDED 31st DECEMBER

	1986	1985
	£000	£000
Source of Funds		
Net Profit	4,237	6,793
Unrealised Currency Translation Loss/(Gain)	755	(2,334)
Depreciation and disposal of Fixed Assets	23,960	22,021
Sinking Fund – Repayment of Bank Loans	—	365
Redemption Funds Shortfall	275	200
Bank Loans	10,004	35,723
Funding of School Buses	—	1
Proceeds from Sale of Investments	4	2,505
	<u>39,235</u>	<u>65,274</u>
Application of Funds		
Bank Loans becoming currently payable	11,790	7,812
Capital Expenditure	21,564	39,180
Redemption of Transport Stocks	—	3,514
Interest Costs Deferred	8,292	7,490
	<u>41,646</u>	<u>57,996</u>
Net (Decrease)/Increase in Working Capital	(2,411)	7,278
being:		
(Decrease)/Increase in Stocks of Stores	(5,690)	1,008
Increase/(Decrease) in Debtors	20,226	(1,822)
Decrease/(Increase) in Equalisation Account	52	(212)
Decrease/(Increase) in Creditors and Provisions	2,913	(3,981)
	<u>17,501</u>	<u>(5,007)</u>
(Increase)/Decrease in net short-term borrowings	(19,912)	12,285
	<u>(2,411)</u>	<u>7,278</u>

M. GRACE, Director Group Finance.



NOTES ON ACCOUNTS

1. ACCOUNTING POLICIES:

- a: Basis of Accounting:** The accounts are prepared under the historical cost convention as modified by the depreciation of certain classes of fixed assets calculated on replacement cost.
- b: Accounting for Subsidiary Companies:** Consolidated Accounts have not been prepared for the following reasons:-
- (i) Aerlod Teoranta, a wholly-owned subsidiary, did not trade in 1986.
 - (ii) CIE 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, 1988. 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 fully depreciated 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 the 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 the 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 Service Equipment:* The above classes of assets are depreciated on the basis of original cost spread over expected life.
- d: Stocks of Stores:** Stocks of Stores are valued at average cost less provision for all defective and obsolete stocks.
- Provision is made for the write-off of all stocks which have not moved for over four years with the exception of stocks associated with recently acquired assets.
- 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 denominated in foreign currency are translated into Irish pounds at the rate ruling at date of transaction, or at contract rates where the amounts payable or receivable are covered by forward contracts.
- Realised exchange gains or losses on transactions settled during the year are treated as part of the Profit or Deficit for the year from ordinary activities.
- Long-Term foreign currency borrowings, including that portion payable within 1 year of balance sheet date, are translated at rates of exchange ruling at balance sheet date (closing rates) with the resulting gains or losses treated as an Exceptional Item in the Profit and Loss Account.
- g: 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 as they accrue.



NOTES ON ACCOUNTS

- h: Receipts:** Receipts shown in the Working Accounts represent the gross amounts attributable to services provided by the Board except in the Tours and Private Hire Working Account which shows net amounts.
- i: Non-Repayable State Grants:**
- (i) State Grants shown in the Working Accounts represent amounts actually received during the year under Votes of Dail Eireann, plus amounts attributable to the year in respect of which commitments to pay have been received from the Minister for Tourism and Transport.
 - (ii) Non-Repayable State Grants under EEC Regulation Numbers 1191/69 and 1107/70 (Articles 3.2. and 4) are included in receipts.
 - (iii) Non-Repayable State Grants received under EEC Regulation Numbers 1192/69 and 1107/70 (Article 3.1. (b)) are treated as an offset to expenditure.
 - (iv) The Non-Repayable State Grant received in respect of the Galway/Aran Ferry Service is included with receipts.
- 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 EEC Regulations governing State aid to transport undertakings; these regulations are as follows:-

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

The grant payable under EEC Regulation No. 1191/69 and 1192/69 is allocated to the Railway Activity. The grant payable under EEC Regulation No. 1107/70 is allocated initially to Road Passenger Activities, Rail Freight (50% of infrastructure costs) and to canal maintenance. The residue under Regulation No. 1107/70 is allocated to the Railway Activity.

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

Exchequer Grants shown in the Working Accounts are as follows:-	£000
Received under Sub-Head D1 of Vote 43 of Dail Eireann of 1986	96,500
Received under supplementary estimates	149
Received on 2nd January, 1987 under Sub-Head D1 of Vote 40 of Dail Eireann of 1987 (see also Note 17)	17,200
	113,849

Particulars of the total Exchequer Grant of £113,849,000 are given in the following table, showing the relevant provisions of EEC Regulations.



NOTES ON ACCOUNTS

	EEC Regulation Number					£000
	1191/69	1192/69	1107/70	1107/70	1107/70	
			Article 3.1 (b)	Article 3.2	Article 4	
Railways	£000	£000	£000	£000	£000	£000
Other than Bray/Howth Suburban Services						
Operation of Passenger Services	39,247					
Normalisation of Accounts (Passenger and Freight)						
– Class III (Pensions)		6,392				
– Class IV (Level Crossings)		1,389				
Infrastructure Grant (Freight)			5,461			
Residual Deficit Grant					26,313	
Total	39,247	7,781	5,461		26,313	
Bray/Howth Services						
Operation of Passenger Services	14,105					
Normalisation of Accounts (Passenger)						
– Class III (Pensions)		408				
– Class IV (Level Crossings)		11				
Total	14,105	419				
Total Railways	53,352	8,200	5,461		26,313	
Road Passenger						
Dublin City Services						
– Deficit on Operation of Services				14,718		
Provincial Services						
– Deficit on Operation of City Services				2,455		
– Deficit on Operation of Other Services				2,078		
Canals						
– Deficit on Maintenance					713	
Galway/Aran						
– Grants towards losses on Ferry Services						559
	53,352	8,200	5,461	19,251	27,026	559

9326

Note: (i) The grant made under Regulation No. 1192/69 was inadequate to the extent of £541,000 but this was more than offset by the grants in respect of Regulation No. 1107/70 (Article 4) and 1191/69 being £3,466,000 in excess of the actual result.

(ii) In addition, a separate grant of £3,000,000 was also paid to CIE under Sub-Head D.1 of Vote 43 of Dail Eireann of 1986 to repay principal on a 10-year loan of £30,000,000 arranged under Section 2(3) of the Transport Act, 1985 for the purpose of repaying temporary borrowings incurred to fund grant shortfalls in previous years (See Note 4).



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, for the year ended 31st December, 1986, amounted to £29,531,000 (£27,576,000 for the year ended 31st December, 1985) as follows:-

	1986		1985	
	£000	£000	£000	£000
Interest on Transport Stocks:				
3% Transport Stock, 1975/85		—		53
Sinking Funds:				
3% Transport Stock, 1975/85	—		25	
Redemption Funds Shortfall (See Note 1 below)	275		200	
Bank Loan – Provision for repayment of loan obtained in 1980 (See Note 2 below)	—	275	365	590
Interest on Capital Expenditure for Bray/Howth Suburban Services		16,292		15,479
Interest on Repayable State Advances for Capital Expenditure		4,403		4,631
Sundry Interest Payable less Receivable		8,507		6,762
Associated Transport Companies:				
Guaranteed Interest to Fishguard and Rosslare Railways and Harbours Co. (in Ireland)		54		61
		29,531		27,576
Allocated to the Working Accounts as follows:-				
Railway – Other than Bray/Howth Suburban Services		8,804		8,079
– Bray/Howth Suburban Services		16,292		15,479
Road Passenger – Dublin City Services		1,272		2,105
– Provincial City Services		679		310
– Other Services		2,032		932
– Tours and Private Hire		44		65
Road Freight		202		221
International Activities		189		367
Refreshment Rooms and Restaurant Cars		11		11
Vessel		6		7
		29,531		27,576

Notes: 1. Provision for recovery of shortfall in Sinking Funds available to redeem Transport Stocks, which matured in 1982 and 1985.

2. The Bank Loan was obtained to finance the shortfall in Sinking Funds available to redeem a Transport Stock which matured in 1980. This loan was repayable in equal annual instalments which ended in 1985.



NOTES ON ACCOUNTS

4. EXCEPTIONAL ITEMS:

	1986 £000	1985 £000
Foreign Currency Translation – Unrealised (Loss)/Gain	(755)	2,334
Grant under Transport Act, 1985 (Note 2(ii))	3,000	3,000
Staff Compensation – One Person Bus Operation	(1,656)	—
	589	5,334

5. FIXED ASSETS:

Original Cost	1st Jan. 1986 £000	Additions £000	Disposals £000	31st Dec. 1986 £000
Railway Lines and Works	8,692	146	—	8,838
Rail Rolling Stock	116,188	13,314	(2,673)	126,829
Road Passenger Vehicles	104,050	2,701	(1,805)	104,946
Road Freight Vehicles	6,729	95	(457)	6,367
Vessel	163	—	—	163
Land and Buildings	37,107	616	—	37,723
Plant and Machinery	77,948	5,820	(2,265)	81,503
Catering	134	26	—	160
Docks, Harbours & Wharves	5,973	Cr. 50	—	5,923
Total 1986	356,984	22,668	(7,200)	372,452
Total 1985	320,306	39,923	(3,245)	356,984
Depreciation	1st Jan. 1986 £000	Charge For Year £000	Disposals £000	31st Dec. 1986 £000
Rail Rolling Stock	16,127	3,560	(2,673)	17,014
Road Passenger Vehicles	26,161	6,115	(1,805)	30,471
Road Freight Vehicles	6,282	80	(457)	5,905
Vessel	113	4	—	117
Plant and Machinery	15,130	5,155	(2,265)	18,020
Catering	52	11	—	63
Docks, Harbours & Wharves	468	119	—	587
Total 1986	64,333	15,044	(7,200)	72,177
Total 1985	54,080	13,498	(3,245)	64,333
Net Book Amounts			31st Dec. 1986 £000	31st Dec. 1985 £000
Railway Lines and Works			8,838	8,692
Rail Rolling Stock			109,815	100,061
Road Passenger Vehicles			74,475	77,889
Road Freight Vehicles			462	447
Vessel			46	50
Land and Buildings			37,723	37,107
Plant and Machinery			63,483	62,818
Catering			97	82
Docks, Harbours & Wharves			5,336	5,505
Total			300,275	292,651



NOTES ON ACCOUNTS

- 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 8).
- b: The 1986 depreciation charge shown for Road Passenger Vehicles includes £232,000 (1985 – £277,000) depreciation on school buses. The amount is wholly offset by the amortisation of moneys received from the Department of Education (See Note 11).
- c: The expected lives used for the various types of assets for depreciation purposes are as follows:-

	<u>Lives</u> (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 & 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: The amounts included in the original cost of the various Fixed Assets include £27,142,000 in capitalised interest charges relating to the Bray/Howth Suburban Railway Electrification Scheme which was completed in 1984.

6. INVESTMENT IN SUBSIDIARY COMPANY:

	1986 £000	1985 £000
Aerlod Teoranta Share Capital	7	7

The Subsidiary company in New York – CIE 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.

7. STOCKS OF STORES:

	1986 £000	1985 £000
Maintenance Materials and Spare Parts	24,488	25,675
Fuel, Lubricants and Other Sundry Stocks	7,831	12,334
	32,319	38,009

Note: These amounts include parts and components necessarily held to meet long-term operational requirements.



NOTES ON ACCOUNTS

8. ASSET REPLACEMENT RESERVE:

	Railway Rolling Stock	Road Passenger Vehicles	Total
	£000	£000	£000
Balance forward from previous year	24,439	51,112	75,551
Charged to Revenue Working Accounts in year	2,953	5,417	8,370
Balance Carried Forward	27,392	56,529	83,921

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 historical cost is deducted from the cost of Fixed Assets (See Note 5).

9. CAPITAL RESERVE:

	1986 £000	1985 £000
Balance forward from previous year	20,572	17,315
Sinking Funds no longer required	—	2,870
Redemption Funds Shortfall	275	200
Surplus arising on disposal of Land and Buildings and Assets acquired at no cost	651	187
Balance Carried Forward	21,498	20,572

10. PROFIT AND LOSS ACCOUNT:

	1986 £000	1985 £000
Balance Forward from previous year	(51,953)	(58,729)
Net Profit for year	4,237	6,793
Surplus/(Deficit) arising on disposal of Rolling Stock and Railway Lines previously written off	127	(17)
Balance Carried Forward	(47,589)	(51,953)

11. DEPARTMENT OF EDUCATION – FUNDING OF SCHOOL BUSES:

	1986 £000	1985 £000
Balance Forward from previous year	815	1,091
Receivable in year	—	1
Released to Revenue Working Account	815	1,092
	232	277
Balance Carried Forward	583	815



NOTES ON ACCOUNTS

12. BANK LOANS:

	1986 £000	1985 £000
These Loans are repayable as follows:		
Current Liabilities – Within 1 Year	41,991	24,577
Loan Capital	1986 £000	1985 £000
1 Year to 5 Years	70,132	61,583
6 Years to 10 Years	66,361	72,791
Thereafter	32,695	35,735
	<u>169,188</u>	<u>170,109</u>

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

Current Liabilities	1986		1985	
United States	US	\$448,000	US	\$979,000
United Kingdom	Stg.	£355,000	Stg.	£96,000
Republic of Ireland	IR	£40,355,000	IR	£23,681,000
West Germany	DM	1,490,000		—
The Netherlands	Hfl.	557,000		—
France	FF	894,000		—
Europe	ECU	145,000		—
Loan Capital	1986		1985	
United States	US	\$8,984,000	US	\$9,432,000
United Kingdom	Stg.	£15,924,000	Stg.	£16,279,000
Republic of Ireland	IR	£111,936,000	IR	£112,241,000
France	FF	14,841,000	FF	15,735,000
West Germany	DM	34,980,000	DM	36,470,000
The Netherlands	Hfl.	42,718,000	Hfl.	43,275,000
Europe	ECU	7,275,000	ECU	7,420,000

The Minister for Finance has guaranteed loans included in the above table to the extent of £157,129,000 (1985 – £151,186,000). In addition, an annual non-repayable grant of £3,000,000 is provided under the Transport Act, 1985 to repay a further loan in the amount of £24,000,000 included in the above table.

13. LEASE TRANSACTIONS:

The Board had commitments under finance leases as set out below:

	1986 £000	1985 £000
Payable within 1 Year	2,491	2,087
Payable Years 2 to 5	8,768	7,988
Payable thereafter	3,534	6,007

These lease amounts include unrealised gains of £892,000 (1985 – Losses £633,000) on translation at Balance Sheet date of lease commitments denominated in foreign currencies. The gains/losses are released/charged to profit and loss as they are realised on payment of the lease rentals.



NOTES ON ACCOUNTS

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 £14,028,000 (1985 – £12,445,000).

The Board is legally obliged to ensure that cash is available to 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 £1,064,000 in respect of the shortfall in 1986 (1985 – £1,222,000) in the cash resources of the Salaried Officers' and Clerks' (GSR) 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, 1986 were approximately £5,024,000 (1985 – £13,661,000).

16. CONTINGENT LIABILITY:

A claim of £2.6m. was lodged in 1979 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, having successfully contested the claim, it can also successfully defend an appeal which has been instituted.

17. DEBTORS:

Debtors include:

- (a) £891,000 (1985 – £1,995,000) in respect of advance and progress payments on capital projects.
- (b) £17,200,000 (1985 – Nil) in respect of various subvention moneys paid on 2nd January, 1987, which relate to 1986 activities.

18. INVESTMENTS:

	1986 £000	1985 £000
Investments		
Quoted at Cost (Market Value £32,000: 1985 – £32,000)	31	35

19. INTEREST COSTS DEFERRED:

The Government committed itself in October, 1984, to meeting the interest charges arising on the Capital Expenditure Borrowings incurred in connection with the Bray/Howth Suburban Railway Electrification Scheme. At 31st December, 1986 £15,782,000 (1985: £7,490,000) interest charges had been incurred but not reimbursed by way of subvention by the Government. The Minister for Tourism and Transport in a letter to the Chairman of the Board dated 8th May, 1987, recognised that these shortfalls in subvention in respect of 1985 and 1986 need to be met and indicated that every effort would be made to pay them as soon as possible. It is on this basis that these amounts have been treated as Interest Costs Deferred.



NOTES ON ACCOUNTS

20. INSURANCE:

The Board holds external insurance to cover: (i) third party liability in excess of £5,000,000 and up to £35,000,000 on any one accident, and (ii) fire damage involving the Board's property in excess of £200,000 in any one incident.

Any losses not covered by external insurance are charged to profit and loss and unsettled amounts are included in creditors.

21. CANALS:

The Canals and associated property were vested in the Commissioners of Public Works in Ireland as from 1st July, 1986 under the Canals Act, 1986.

22. POST BALANCE SHEET EVENT:

The Transport (Re-organisation of Coras Iompair Eireann) Act, 1986 provided, inter alia, for CIE being retained as the Parent Company to three new Operating Subsidiaries to be formed by the Board and registered under the Companies Acts. The three companies (Iarnrod Eireann - Irish Rail, Bus Eireann - Irish Bus and Bus Atha Cliath - Dublin Bus) have been duly formed and registered. The substantial part of the assets of Coras Iompair Eireann were vested in the subsidiary companies on 2nd February, 1987. These assets were vested based on their carrying value in the books at 31st December, 1986.

23. APPROVAL OF FINANCIAL STATEMENTS:

The directors approved the financial statements on 8th May, 1987.



AUDITORS' REPORT

To: The Minister for Tourism and Transport.

As auditors appointed by Coras Iompair Eireann (The Board) under Section 34(2) of the Transport Act, 1950 with your consent, we have audited the accounts on Pages 19 to 38 in accordance with approved auditing standards and have obtained all the information and explanations we consider necessary.

In our opinion, the Board has kept proper books of account and the accounts 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, 1986 and of the net profit and source and application of funds for the year ended on that date.

CRAIG GARDNER & CO.
Chartered Accountants.

Gardner House,
Wilton Place,
Dublin, 2.
11th May 1987.



STATISTICS

SUMMARY OF FINANCIAL STATISTICS

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986
			£ thousands			
Costs	246,911	287,806	293,888	306,976	317,819	327,778
Receipts	151,966	178,383	273,266	306,972	324,612	332,015
Profit/(Deficit) – See Footnote	(94,945)	(109,423)	(20,622)	(4)	6,793	4,237
State Grant Received/Receivable	85,000	96,000	86,000	112,000	119,490	122,141
Interest and Sinking Fund Provisions – paid or chargeable on Loan Capital	4,809	5,740	6,352	5,672	5,274	4,678
Interest on Exchequer Advance, Transport Stock and Sinking Fund Provisions. (included in above)	3,443	4,564	5,367	4,687	4,631	4,403
Net Value of Assets:						
Fixed	122,632	166,375	220,025	266,226	292,651	300,275
Current	(9,585)	(32,057)	(28,685)	(37,439)	(23,245)	(18,362)
Loan Capital (Total) – excluding Interest on Repayable State Advances	82,902	105,796	169,407	192,336	214,568	213,647
Loan Capital from Exchequer – excluding Interest on Repayable State Advances	37,459	44,459	44,459	44,459	44,459	44,459
Reserves	28,490	27,288	20,965	35,360	54,023	67,683
Average Number of Employees	17,576	17,344	16,930	16,285	15,628	15,000
	£	£	£	£	£	£
Auditors' Fees	57,000	66,000	72,000	78,000	102,000	105,000
Board Members' Fees	34,870	35,930	37,588	51,675	53,847	54,818

Note: Profit/(Deficit) in 1983, 1984, 1985 and 1986, is after taking account of grants payable in accordance with EEC Regulations.



STATISTICS OF WORKING RESULTS

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986	
£ thousands							
Railway							
Mainline Passenger, Freight and Other Services	Receipts	43,764	48,443	92,157	111,523	115,212	118,375
Bray/Howth Suburban Services	Receipts	1,616	1,519	8,051	10,675	11,819	12,451
Other Dublin Suburban Services	Receipts	519	566	1,934	3,078	4,834	5,110
	Receipts	45,899	50,528	102,142	125,276	131,865	135,936
Total	(Deficit)	(60,218)	(71,655)	(15,643)	(1,783)	(262)	2,925
Road Passenger							
Dublin City Services	Receipts	36,009	47,634	78,853	82,155	87,265	88,801
	(Deficit)	(24,118)	(26,643)	—	—	—	—
Provincial City Services	Receipts	5,415	6,696	10,413	11,025	11,099	12,012
	(Deficit)	(4,069)	(4,162)	—	—	—	—
Other Provincial Services	Receipts	39,171	46,578	52,272	56,097	60,300	63,843
	(Deficit)	(2,650)	(1,409)	—	—	—	—
Tours and Private Hire	Receipts	4,225	4,659	4,974	5,655	6,763	5,194
	Profit/(Deficit)	(62)	(432)	(12)	(195)	14	(840)
Total	Receipts	84,820	105,567	146,512	154,932	165,427	169,850
	Profit/(Deficit)	(30,899)	(32,646)	(12)	(195)	14	(840)
Road Freight	Receipts	15,528	16,452	17,224	18,019	17,993	17,669
	Profit/(Deficit)	(1,474)	(1,625)	(670)	41	195	324
Refreshment Rooms & Restaurant Cars	Receipts	3,015	3,074	2,799	3,168	3,294	3,465
	Profit/(Deficit)	(56)	(136)	(205)	(351)	(156)	47
Canals and Vessels	Receipts	344	207	1,684	2,078	2,450	1,490
	Profit/(Deficit)	(1,178)	(1,604)	(176)	61	340	—
International Activities	Receipts	2,360	2,555	2,905	3,499	3,583	3,605
	Profit	339	85	593	1,277	1,328	1,192
Total	Receipts	151,966	178,383	273,266	306,972	324,612	332,015
	Profit/(Deficit)	(93,486)	(107,581)	(16,113)	(950)	1,459	3,648

Notes: (1) The total Net Profit/(Deficit) is before Exceptional Items.

(2) Figures for 1983, 1984, 1985 and 1986 include grants in accordance with EEC Regulations.



STATISTICS OF RAIL PASSENGER OPERATIONS & RECEIPTS

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986
Passenger Journeys			thousands			
Mainline and Other Services	7,379	6,677	6,523	6,795	6,730	6,974
Bray/Howth Suburban Services	7,018	5,270	5,390	7,512	11,703	13,033
Other Dublin Suburban Services	977	866	1,114	1,253	1,657	1,728
Total	15,374	12,813	13,027	15,560	20,090	21,735
			£ thousands			
Receipts from Passenger Fares (See Note)						
Mainline and Other Services	22,158	24,862	26,486	28,641	30,591	30,763
Bray/Howth Suburban Services	1,546	1,452	1,646	2,705	5,100	6,124
Other Dublin Suburban Services	519	566	745	1,011	1,637	1,692
Total	24,223	26,880	28,877	32,357	37,328	38,579
			thousands			
Passenger Kilometres	994,631	887,491	845,716	903,436	1,023,427	1,075,372
Train Kilometres	8,528	8,085	7,963	8,273	9,336	9,655
Average Receipts			pence			
Per Passenger Journey	157.56	209.79	221.67	207.95	185.80	177.50
Per Passenger Kilometre	2.44	3.03	3.41	3.58	3.65	3.59

Note: Receipts from Passengers only.



STATISTICS OF RAIL FREIGHT OPERATIONS & RECEIPTS

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986
Tonnes Carried			thousands			
Ale, Beer, Stout	197	184	187	190	191	176
Beet and Beet Pulp	185	200	245	187	179	160
Cement	865	769	609	586	580	556
Fertiliser	402	385	306	303	285	272
Mineral Ores	792	759	785	850	837	734
Petrol and Oil	287	227	102	68	62	67
General Freight	918	1,117	1,085	1,199	1,245	1,161
Total	3,646	3,641	3,319	3,383	3,379	3,126
Receipts			£ thousands			
	15,506	17,475	17,251	17,947	18,446	18,789
Tonne Kilometres			thousands			
	678,469	653,696	582,479	600,911	601,014	574,355
Train Kilometres						
	5,279	4,574	4,464	4,411	4,305	4,239
Average Wagon Load			tonnes			
	14.16	14.50	14.18	14.84	15.72	15.48
Average Receipts			pence			
Per Tonne	425.29	479.95	519.76	530.51	545.90	601.06
Per Tonne Kilometre	2.29	2.67	2.96	2.99	3.07	3.27
Per Train Kilometre	293.73	382.05	386.45	406.87	428.48	443.24



STATISTICS OF ROAD PASSENGER OPERATIONS & RECEIPTS (See Notes (1) and (4))

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986
	thousands					
Dublin City Scheduled Services (See Note (2))						
Passenger Journeys	157,997	162,940	158,245	155,958	161,783	165,199
Vehicle Kilometres	44,478	47,380	47,390	45,451	45,268	45,221
	£ thousands					
Receipts	35,010	46,537	56,436	63,319	69,362	72,972
	pence					
Average Receipts						
Per Passenger Journey	22.16	28.56	35.66	40.60	42.87	44.17
Per Vehicle Kilometre	78.71	98.22	119.09	139.31	153.23	161.37
	thousands					
Other City Scheduled Services						
Passenger Journeys	23,774	22,295	20,724	19,793	20,117	20,452
Vehicle Kilometres	5,483	5,559	5,052	5,057	5,026	5,036
	£ thousands					
Receipts	5,412	6,692	7,372	8,318	9,014	9,556
	pence					
Average Receipts						
Per Passenger Journey	22.76	30.02	35.57	42.02	44.81	46.72
Per Vehicle Kilometre	98.71	120.38	145.92	164.48	179.36	189.75
	thousands					
Other Scheduled Services (See Note (3))						
Passenger Journeys	44,173	44,776	41,899	41,731	41,464	43,485
Vehicle Kilometres	43,863	43,773	43,577	43,323	42,895	44,332
	£ thousands					
Receipts	27,280	32,610	36,038	38,649	42,224	44,206
	pence					
Average Receipts						
Per Passenger Journey	61.76	72.83	86.01	92.61	101.83	101.66
Per Vehicle Kilometre	62.19	74.50	82.70	89.21	98.44	99.72
	thousands					
Tours and Private Hire (See Note (2))						
Passenger Journeys	2,008	2,018	1,692	1,695	1,629	1,523
Vehicle Kilometres	2,729	2,932	2,521	2,694	2,831	2,727
	£ thousands					
Receipts	4,509	4,995	5,256	5,874	7,133	5,429

- 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.
(4) Excludes grants payable under EEC regulations.



STATISTICS OF ROAD FREIGHT OPERATIONS & RECEIPTS (See Note)

YEAR ENDED 31st DECEMBER

	1981	1982	1983	1984	1985	1986
Tonnes Carried:	2,050	1,760	thousands 1,537	1,611	1,402	1,171
Vehicle Kilometres	16,798	14,561	13,541	12,811	12,021	10,828
Receipts	13,716	14,374	£ thousands 14,690	15,298	15,050	14,448
Average Receipts per Tonne	669.07	816.70	pence 955.76	949.60	1,073.47	1,233.82

Note: Excluding Contractors' Services.



STATISTICS OF RAIL ASSETS

Length of Railways Lines	first track kilometres	total track kilometres
Lines owned by Board	1,872	2,842
	—	(6)
Other Lines	72	120
	—	—
Total	1,944	2,962
	—	(6)

Motive Power	number	kilometres (000)
Diesel Locomotives	130	13,968
	(23)	292
E. M. Units (See Rail Passenger Vehicles)	80	3,128
	—	393
Total	210	17,096
	(23)	685

Rail Service Vehicles	number
Ballast Wagons, Tool Vans, etc.	344
	—

Rail Passenger Vehicles	number	seats
Passenger Carriages	246	15,784
	8	546
E. M. Units (See Motive Power)	—	7,040
	—	—
Luggage Vans, etc.	79	—
	(7)	—
Total	325	22,824
	1	546

Rail Freight Vehicles	number	tonnage capacity
Flat Trucks	973	26,294
	(2)	(41)
Specialised Wagons etc.	939	23,010
	(24)	—
Total	1,912	49,304
	(26)	(41)

Rail Freight Containers	number	tonnage capacity
Covered Containers	1,502	19,120
	(25)	(300)
Lancashire Flats	47	611
	(18)	(240)
Other Containers	252	3,672
	(23)	(260)
Total	1,801	23,403
	(66)	(800)

Figures in bold type represent changes on figures for year ended 31st December, 1985 Reductions are shown ().



STATISTICS OF ROAD ASSETS

Road Passenger Vehicles			number	seats	Road Freight Vehicles			number
Dublin City Services	Double Deck Buses	723		52,828	Power Units	Lorries	85	
		(26)		(1,922)			(21)	
	Single-Deck Buses	113		3,955		Tractors	185	
		(3)		(153)			(6)	
Other Services	Double-Deck Buses	58		4,240		Vans, etc.	56	
		(4)		(296)			(1)	
	Single-Deck Buses	1,443		64,743		Total	326	
		(40)		(2,055)			(28)	
	Mini Buses	49		686				
		(4)		(56)		Trailers	Articulated	357
	Touring Coaches	22		1,166				(11)
		(13)		(374)			Others	4
	Miscellaneous	1		—				—
		—		—			Total	361
	Total	2,409		127,618				(11)
		(90)		(4,856)		Containers	Covered, etc.	101
Service Vehicles	Total	381						(10)
		(6)					Flats	30
								(18)
							Total	131
								(28)

Figures in bold type represent changes on figures for year ended 31st December, 1985 Reductions are shown ().



MAP OF RAIL NETWORK



- CIE – Passenger and Freight Lines
- CIE – Freight Only Lines and Stations
- NIR – Passenger Services
- CIE & NIR – Joint Passenger Services
- CIE – Freight over NIR Lines

— closed/abandoned



