

Íslandsbanki - Annual Report 2022

The Route to Sustainability



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35.8 million

passenger journeys
(up 106%)

New services

on routes including
Midleton/Cobh, Newbridge,
Ballina, Carlow

Over 200,000 freight units

through Rosslare Europort
for first time ever

81 million tonne kms

in rail freight volume, up by
11 million



€224.1 million

Total revenue, up €80 million

6.3% Gender pay gap

in favour of women

€241.0 million

Infrastructure MAC funding from Dept of Transport

€166.3 million

Public Service Obligation funding from NTA

93% and 90%

Customer satisfaction with Intercity and DART/Commuter services

2021 to 2026

Pay and Productivity agreement secured with trade unions



Chairperson's Statement

Iarnród Éireann's performance in 2022 reflects the very strong performance of the Irish economy in recovering from the disruption of Covid-19 and the very favourable policy context that supports sustainable growth.

The Government of Ireland's commitment to providing high-capacity public transport that is attractive to passengers, and to balanced regional development, underpins Iarnród Éireann's plans to expand our network and services.

The Government's ambitions for sustainable development also present challenges in delivering expanded services in a timely and affordable manner. Iarnród Éireann's Board and Management recognise the importance of delivering for our customers and for the wider public. Our post-Covid priorities have focused on mobilising for the next phase of network development that will offer a sustainable alternative to road transport for passengers and for freight but will achieve that in keeping with the highest Environmental Social and Governance principles.

Plans for development of rail services in Ireland are fully aligned with national and regional spatial strategies and with the national Climate Action Plan published in 2022. The National Planning Framework, Project Ireland 2040, NTA's Greater Dublin Area Transport Strategy, and the metropolitan area transport strategies for regional cities, provide a strategic framework and integration of transport with sustainable development to a degree unprecedented in Irish transport planning. These strategies and plans, which are supported by legislation, chart the future for implementation agencies such as Iarnród Éireann and for stakeholders who will depend on our services.

The timely delivery of new projects, and maintaining safety and quality on existing services, depend on certainty about funding and on appropriate institutional arrangements. We are very pleased that our main funders, the Department of Transport and NTA, are committed to multi-annual funding for infrastructure

maintenance and for projects that extend over several years, such as ordering DART+ vehicles and a new National Train Control Centre. All of the relevant agencies, including Iarnród Éireann, need to ensure that we have the appropriate skills to plan and implement new projects. The lengthy period between an in-principle decision to proceed with an investment and the award of contracts to begin implementation is a cause of concern. We have regular engagement with railway companies in other countries who are also expanding their services and often contracting with the same supply chain. It is fair to say that decision-making processes to grant approval for complex infrastructure internationally do not take as long as in Ireland and there is no evidence that Ireland achieves better value or greater compliance with good planning. The resourcing for planning and for other decision-making, for the full range of infrastructure that needs to be developed for a growing population, needs attention if we are to meet the ambition of our sustainability strategies.

Some of Iarnród Éireann's major projects achieved important milestones during 2022. The new National Train Control Centre near Heuston Station, which will manage the expanded train network, saw building construction completed, and systems development is now underway. We were very pleased with our contractors' performance in completing this major building, within the constraints of Covid and supply chain disruption.

All elements of the DART+ programme is in the planning and design process, with the DART+ West (Maynooth/ M3 Parkway to Dublin city centre) and DART+ Southwest Railway Order applications submitted. A further order of 90 new DART+ battery-electric carriages towards the end of 2022 brings to one hundred and eighty-



five the number on order, accelerating the delivery of capacity, decarbonisation, and a transformed customer experience.

Good progress was also made in developing commuter rail service for the Cork Area. Planning was secured for the new through platform at Kent Station, and a Railway Order application was submitted for twin-tracking the Midleton line. In Galway (Ceannt Station redevelopment and Oranmore Station capacity), Limerick (double-tracking Limerick to Limerick Junction and Moyross Station) and Waterford (Waterford North Quays development including new Plunkett Station), projects to ensure the role of rail in the transport solutions for these cities is enhanced are all well underway.

The expansion of Iarnród Éireann's physical capacity will be underpinned by working for continuous improvement in the customer experience: the "hardware" of capital programmes must be supported by the "software" of a Great Journey Every Journey ethos. The implementation of our Customer Experience strategy will be just as fundamental to our vision of the future.

Iarnród Éireann is fully committed to offering commercial customers a credible freight alternative to HGVs on highways and this policy was supported in 2022 by Department of Transport funding of phase one of the restoration of the rail link to Foynes Port.

In Rosslare Europort, not only is the post-Brexit service expansion to freight and passenger customers continuing, our ambitious plan to establish the port as Ireland's Offshore Renewable Energy Hub is also progressing. Working with stakeholders across the South-East, we believe that the port and the region can be the centre of this sustainable energy sector.

Our people are absolutely critical to the delivery of both our services and our future capital programmes, customer experience strategy and port developments. I commend the management team, our trade unions, and colleagues across the business for agreeing in 2022 a comprehensive pay and productivity agreement to run until 2026. This gives both the company and colleagues stability and certainty at such an important time in the development and delivery of our plans. It gives confidence that the collaborative approach we seek with our people can be sustained.

I wish to thank the Minister for Transport Eamon Ryan TD, Department of Transport officials, and Chief Executive Anne Graham and the leadership team at the National Transport Authority for their ongoing support. This has been key both in navigating and funding the day-to-day challenges of the Covid-19 era, and in progressing our investment plans and priorities. We look forward to working in partnership with them, and with all stakeholders, in this decade of delivery.

Finally, I would like to thank my Board colleagues and the entire Iarnród Éireann team led by Chief Executive Jim Meade for their continuing commitment to safety and service quality for customers and the communities we serve.

Frank Allen
Chairperson

Chief Executive's Report

The “post-COVID-19” era of all our lives began to unfold in 2022, and for public transport operators like Iarnród Éireann, this meant the very welcome return of many of our customers – passenger numbers more than doubled compared to 2021.

Therefore, the building blocks of our future network and services, currently being developed and delivered, could not be timelier: DART+, new trains, the National Train Control Centre, development of rail in our regional cities, ensuring we build the capacity for our services to cater for expanding demand.

It was also a year of continuing positive trends for both freight and passenger business at Rosslare Europort, and our rail freight vision was strengthened by Department of Transport funding for the reopening of the rail connection from Limerick to Foynes Port.

Accreditation with the Business Working Responsibly Mark early in 2022 was an independent endorsement of our focus on embedding sustainability in all that we do, as we strive to ensure rail is the backbone of Ireland's sustainable transport network.

Working in partnership with stakeholders is central to operating sustainably, and there is no more crucial stakeholder than our team of over 4,300 colleagues. As well as significant progress in delivering our People Strategy, in 2022 Iarnród Éireann agreed a pay agreement to 2026, giving stability to the company and employees as we develop our network and services. This was achieved through direct discussions between the company and the representative Trade Unions without recourse to third party assistance – the first time this has been achieved in the company's history, and indicative of the cooperative and collaborative approach we wish to foster within Iarnród Éireann.

As one crisis in COVID-19 receded, another – the invasion of Ukraine – dominated in 2022. Iarnród Éireann has been one of a network of European railways to provide arriving Ukrainian refugees with travel facilities, and we have raised over €100,000 for the Irish Red Cross through our online booking channel.



Our Safety

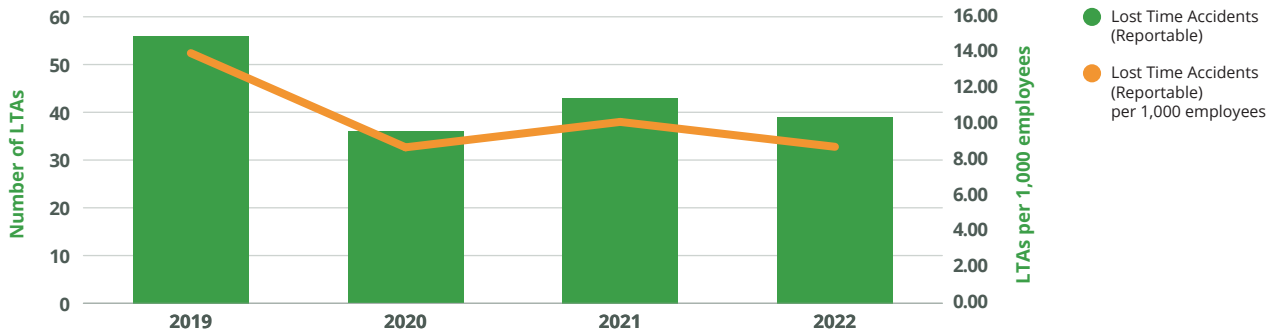
At Iarnród Éireann, as a railway infrastructure provider and a train operator, safety is our number one priority. We commit to providing a safe railway environment for all our customers and people with Always Safe being the first and most important of our core values. The foundations of customer service are to ensure those who travel with us are safe. The safety of all Iarnród Éireann staff and contractors employed to work with us is also of paramount importance to all of us. We must all play a part in ensuring that each and every one returns home safe after a day's work at Iarnród Éireann.

The company has a strong safety record, and this is acknowledged by the European Union Agency for Railways' review of safety performance and the Commission for Railway Regulation (CRR) Safety Performance Report.

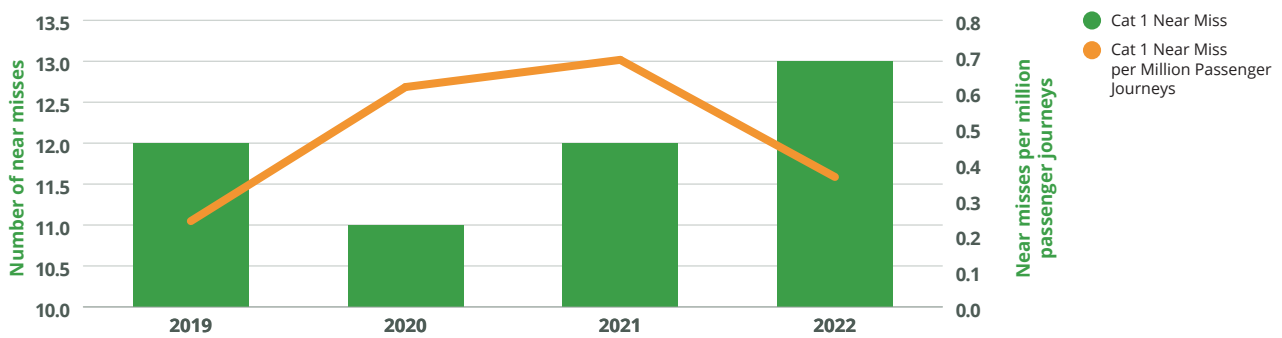
The process of applying to the CRR for recertification of the Railway Undertaking is ongoing in line with Article 2(2) of Regulation (EU) 2018/763 and the application for authorisation of the Infrastructure Manager has been completed.

Our focus remains on preventative measures with a series of initiatives launched during the year to measure and enhance safety culture, including:

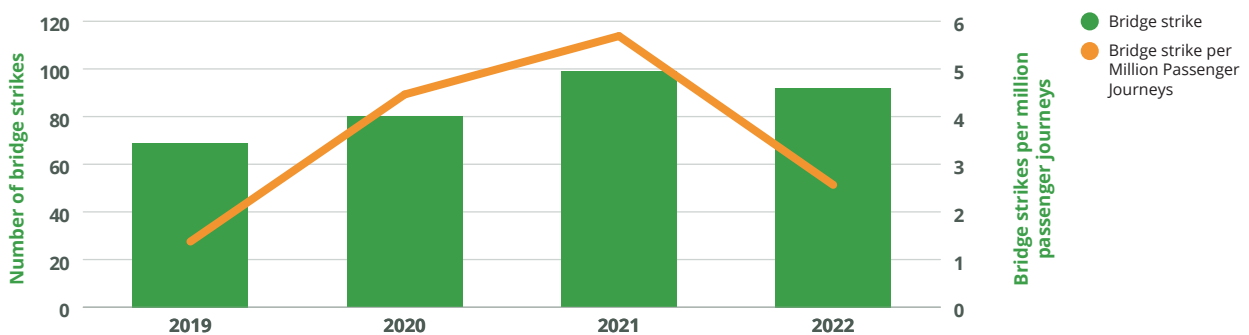
- Launch of IÉ Safety Strategy 2022-2027: A key focus of the strategy, building upon good progress in safety performance is to support colleagues to call out unsafe behaviour
- To support this, we have delivered:
 - ▶ Introduction of CIRAS – a Confidential Close Call Reporting system
 - ▶ Human Factors Implementation into all Projects
 - ▶ Just Culture Roll Out



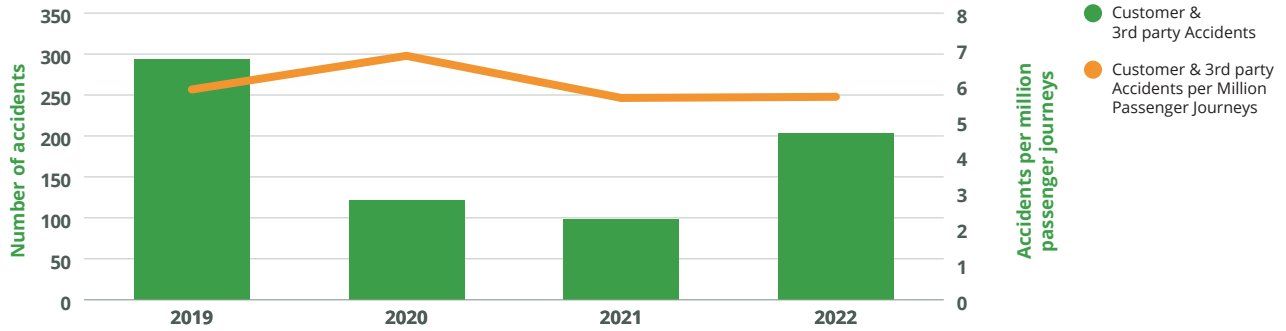
Employee Lost Time Accidents (LTAs) are down by 9%, a decrease of four from 2021. The 2022 figure is down by 17 on the pre-Covid figures of 56 Employee LTAs in 2019. Slips, Trips and Falls and Manual handling incidents account for the majority of all LTAs, all being at the lower end of the scale in terms of seriousness.



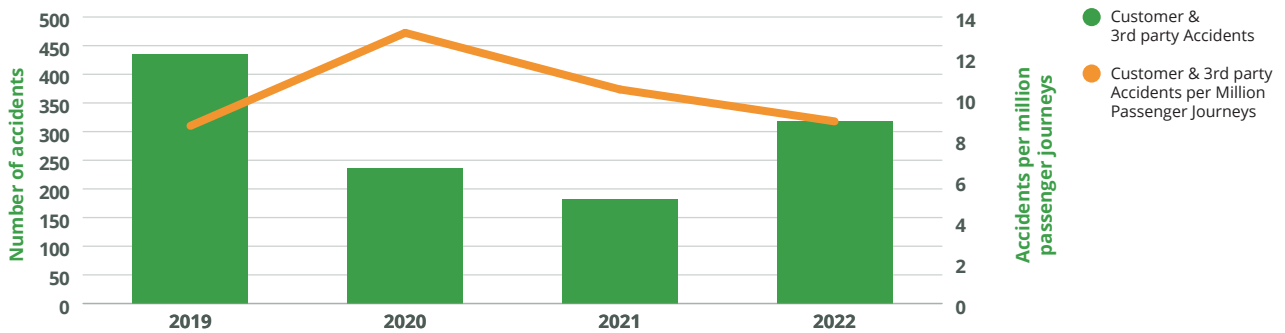
Category 1 Level Crossing Near Misses are up by one from 2021. This slight increase occurs at a time of significant increase in road activity, post-COVID. This continues to be an area of priority with continuous engagement with Stakeholders, including landowners, local communities, and an Garda Síochána. There has been considerable investment of resources to mitigate this issue including the roll out of technical controls at high-risk locations.



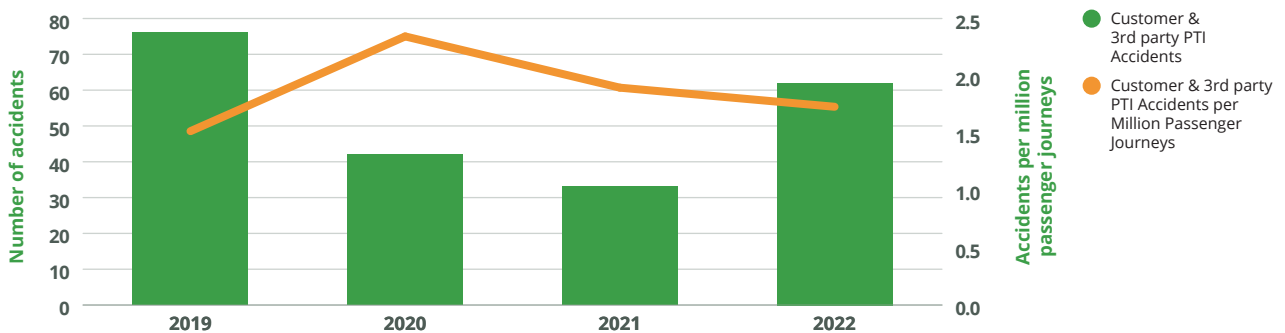
The number of Bridge Strikes has decreased by seven. This is a decrease of 7% from 2021. While the trend in recent years is slightly upward, the number of serious or potentially serious incidents has decreased. There have been a number of technological solutions implemented in high-risk areas with the introduction of mitigations, such as advance warning lights at Amiens St.



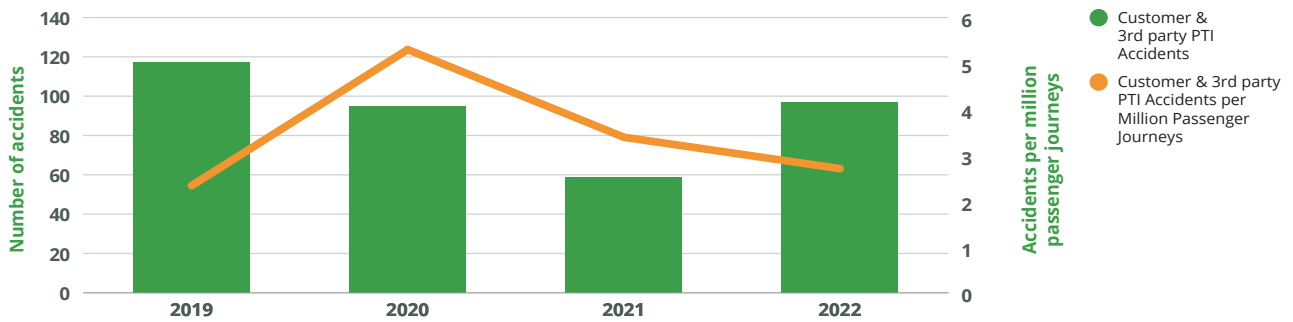
While the number of incidents increased by 107%, an increase from 98 to 203, the incidents per millions passenger journeys is virtually unchanged, with journeys on the network doubling in 2022 also.



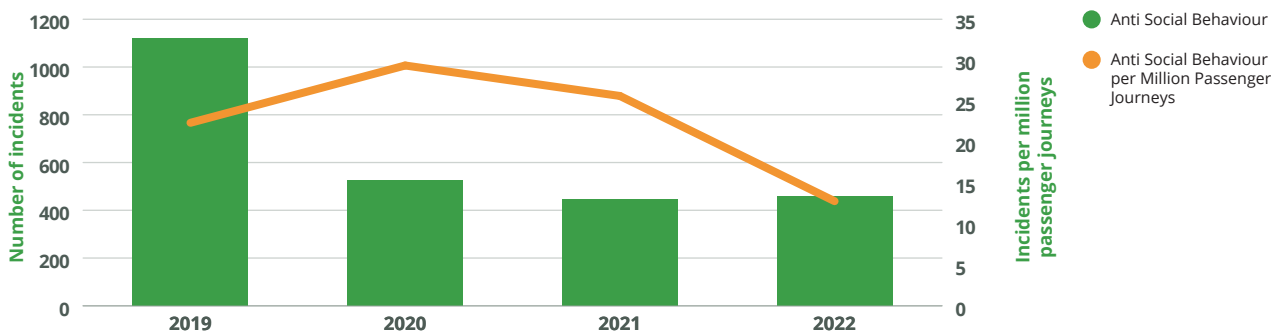
There is a 75% increase in the number of Customer and Third-Party Accidents from 2021, up from one hundred and eighty two to three hundred and nineteen. While this may be attributable to the increase in passenger journey numbers post Covid, the number of incidents per million train passenger journeys is continuing a downward trend with a reduction of 15% on 2021. The number of incidents is reflected in the increase in passenger journey figures which has doubled since 2021.



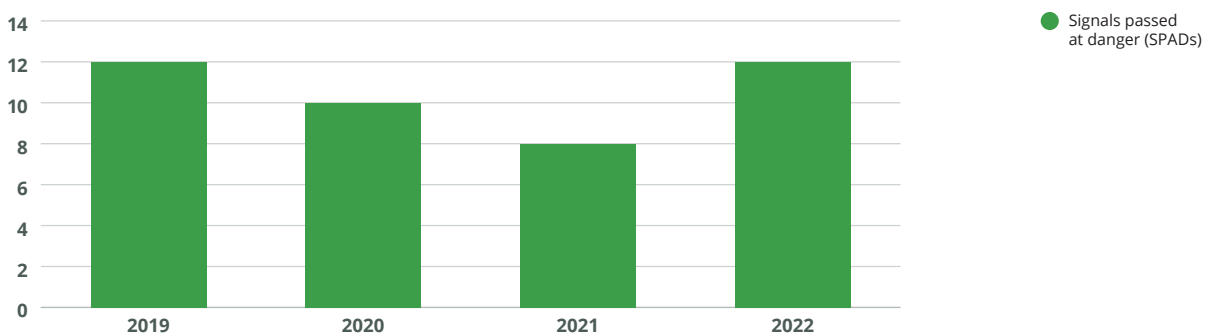
Injuries sustained have increased by 88% from 2021 figures, up from thirty-three to sixty-two. However, there is reduction of 9% in the number of incidents per million passenger train journeys. The number of incidents is reflected in the increase in passenger journey figures which has doubled since 2021.



The number of incidents has increased by 64% from 2021 figures, up from fifty-nine to ninety-seven. However, there is a reduction of 20% in the number of incidents per million passenger train journeys. The number of incidents is reflected in the increase in passenger journey figures which has doubled since 2021.



There has been a slight increase of 3% in the number of incidents in 2022, compared to 2021. The situation is being continually monitored and considerable resources have been invested to counteract this worrying issue. A new monitoring group has been put in place, led by IÉ Chief Security Office and a number of Rapid Garda Response Hubs are now operational to assist in the event of passenger issues escalating. These Hubs, in conjunction with our dedicated Security Control Centre, allow IÉ staff to liaise directly with An Garda Síochána to tackle incidents of antisocial behaviour. The internal reporting structure for antisocial behaviour incidents has changed since 2020 and it facilitates the close monitoring of such incidents. The slight increase may be attributable to the increased initiatives rolled out by IÉ and an increased level of reporting.



While SPADs had reduced, year on year, since 2019, this downward trend was reversed in 2022, with the number of incidents increased to pre-Covid levels. IÉ's Human Factors Specialist continues to work with Drivers and Managers. Continuous review and training/re-training is being undertaken. While there has been a large volume of new recruits to the Driving Grade over the past two years, this has not had a negative impact on the number of incidents, however, this situation is being closely monitored to identify any issues. Following the increase in SPADs in 2022, an independent SPAD Analysis is currently being undertaken to identify areas of improvement and to aid analysis of trends in SPAD incidents.



The new DART+ fleet will transform the customer experience on Greater Dublin Area rail services.

Capital Investments

2022 saw a range of key Capital Investment projects progressing, the delivery of which will improve the service provision for our customers and encourage a greater modal shift to public transport, reinforcing our position as a leading provider of sustainable transport in Ireland. The projects facilitate commuter and regional sustainable development and connectivity.

DART+ Programme:

The design development process for DART+ infrastructure continued in 2022, with DART+ West and DART+ Southwest achieving the significant milestone of Railway Order applications being lodged. DART+ Coastal commenced its public consultation process during 2022.

The new DART+ fleet was ordered from Alstom Transport in December 2021 with a further order placed in December 2022. The aesthetic and technical design process for the new trains – Battery Electric (BEMU) and Electric (EMU) took place throughout the year and will conclude in mid-2023. The supplier has now ordered all of the major components and initial construction of these commenced at the end of 2022. The assembly of the first of these new trains will start during 2023 at the Alstom factory in Katowice, Poland.

New Intercity railcars:

In addition, the forty-one additional Intercity Railcars ordered in December 2019 and manufactured in South Korea by Hyundai Rotem commenced delivery in August 2022 with twenty-seven delivered by year end. This fleet will enter service in 2023 following testing and approvals.

National Train Control Centre:

The National Train Control Project (NTCC) located at Heuston station will replace the current traffic control centre at Connolly Station. The new facility will provide for the safe and efficient management of rail traffic in a single location and accommodate future service expansion.

There are also third party facilities accommodated within the building for An Garda Síochána and Dublin City Council. Building construction was completed in Q4 2022, with fit-out of and mobilisation to An Garda Síochána's facility taking place in parallel with the completion of the building commissioning works.

The design of the NTCC Traffic Management System (i.e. the system which will manage rail traffic when NTCC is commissioned) was successfully completed in 2022, and works have commenced on the software development phase. The on-site hardware installation works for the Traffic Management System is forecast to commence in Q3 2023, with the entire system tested and commissioned by end of 2024.



The redevelopment of Ceannt Station in Galway will transform station capacity and customer facilities.

Cork Area Commuter Rail:

Significant progress has been achieved in 2022 on the Cork Area Commuter Rail Programme to bring the three EU Recovery and Resilience Facility (EURRF) funded projects, to construction and Railway Order stage. The three projects include resignalling, providing an additional track between Glounthaune and Midleton and an additional platform in Kent Station.

In addition, progress on advancing the remaining elements of the Cork Area Commuter Rail programme, which includes new stations and civil works, a new fleet depot and electrification of the network, to preliminary design and statutory approvals is underway and will continue into 2023.

Ceannt Station Redevelopment:

The Preliminary Business Case for the redevelopment of Ceannt Station was approved by NTA and the Department of Housing, Planning and Local Government who are both co-funding the project's construction phase, in Q4 2022. Tenders were issued out to market in December 2022 for the construction stage. This project will improve the passenger experience in the station environment and will integrate the station with the proposed new development to the south, improve integration between bus and rail, and facilitate future capacity increases.

Colbert Station Refurbishment – Phase 1:

This project includes the provision of a new sheltered bus bay facility, with new accessible ticket offices, staff offices, retail units and toilets, as well as refurbishment works to the existing facilities. Construction commenced in Q2 2022 and is progressing well. The new facility is forecast to be opened to the public in Q1 2024.

Train Projection System – Drogheda to Greystones:

The Train Protection System (TPS) Drogheda to Greystones project is being delivered as a European Train Control System (ETCS) Level 1 solution. The installation of ETCS trackside infrastructure (e.g., cable containment, location cases, track balises) started in early 2022 and continued throughout the year. The design development phase is nearing completion and the project remains on target for commissioning completion in Q3 2024.

Transformation – Rail 2050

Work continues on the transformation of the organisation to ensure that it is future-proofed for generations to come. Building on our medium term corporate IÉ Strategy 2027 and Rail Freight 2040 Strategy we have progressed the preparation of a longer-term strategy for rail development across the existing network, recognising the long-term nature of rail investments and lead times

to delivery. Development initiatives being considered all align with a vision of rail as the centre of a sustainable transport system for Ireland, while growing mode share, responding to population projections, and applying best learnings from other countries. IÉ is using the emerging outputs from this long-term planning process as part of its input to the wider All-island Strategic Rail Review being progressed by the Department of Transport (Ireland) and Department for Infrastructure (Northern Ireland).

Our customers

As COVID-19 restrictions eased and were ultimately removed, passenger growth accelerated throughout 2022. The full year key statistics include:

- 2022 Passenger Revenue was €166.5m, an increase of 66% from 2021
- 2022 Passenger Journeys was 35.8m an increase of 106% from 2021

- The percentage of Intercity customers using the web to book in advance was 75% a decrease from 80% from 2021 when mandatory reservations were in place. The 2019 figure was 64%
- Leap usage in the Short Hop Zone was 79%
- Customer Satisfaction for Intercity was 93% and DART and Commuter was 90%. The comparable figures for pre pandemic were 92% and 95%

In general, the second half of the year saw a return of volume to Intercity that is broadly comparable to 2019. DART and Commuter volume, continued to grow, but has not returned to 2019 levels as flexible working arrangements remain in place post pandemic. This is having a particular impact on season tickets which now lag behind all other ticket types.

The company's Customer Experience strategy aims to deliver a great journey, every journey to customers.





Quieter carriages were introduced on the Cork to Dublin route, to assist those with sensory issues who wish to travel, and to afford customers choice.

A doubling of off-peak frequency on Cork to Cobh/ Middleton services in July preceded a new timetable, introduced on Sunday 11th December 2022. This timetable was the first substantive timetable change to be introduced post pandemic and was jointly prepared following a yearlong review and travel trends analysis between Iarnród Éireann and the National Transport Authority planning teams, including public consultation. The new timetable saw the implementation of a number of additional services including:

- Twelve additional services between Heuston and Newbridge.
- Four new services between Grand Canal Dock and Hazelhatch and Celbridge.
- Two new services between Heuston and Carlow.
- Two new services between Cork and Cobh.
- An additional early morning connection from Ballina to connect with the 05:15 Westport/Heuston service and an additional Athlone/Westport service.

The timetable also saw significant line speed improvements on the Limerick/Ballybrophy line following substantial investment for track relaying, resulting in a 15-minute reduction in overall journey time.

Accessibility

2022 saw a number of initiatives aimed at improving access to our services. The provision of a Quieter coach on Dublin Cork and the introduction of sensory packs were both aimed at improving customer experience for customers with sensory issues.

Changing Places facilities are now available in both Heuston and Connolly station with further stations planned at Athlone and Sligo in 2024. New station lifts were developed at Gormanston and Dalkey, opening in early 2023, and the third year of the Big Lift improvement programme saw existing lifts in eighteen stations benefit from investment.

Customer Experience (CX) Project

As we build back demand, after the impact of travel restrictions during Covid, encouraging further use of rail as a sustainable form of transport, our value – customers at the heart of our business – has never been more crucial. We've developed a Customer Experience Strategy, aligned with our IÉ Strategy 2027, commenced during 2022. It includes reorganising management teams for enhanced customer focus, an extensive training programme and increased use of technology to better enable us to meet customer needs, as well as expanding the number of Customer Service Officers of our Intercity services. This programme will further support demand growth in the coming years as more people choose rail for its sustainable and convenience benefits.

Ongoing customer facility enhancements include:

- Upgraded station facilities including accessibility, toilets, lifts and escalators, station car parks and platform surfaces, station furniture, bike facilities, automatic doors, voice alarm, fire systems and heating upgrades.
- Parking information and signage including station signage and wayfinding to new corporate guidelines.
- Ongoing roll out of Passenger Information Display upgrades (Heuston, Connolly and Kent completed; Cork to Cobh/Midleton lines well advanced). The systems are bilingual in twenty stations, and bilingual-ready in stations which will benefit from the NTCC commissioning.
- Passenger Information System upgrade installation works have commenced on the DART fleet and system integration testing is ongoing.

In committing to improving customer experience, we must acknowledge when we fall short. The events surrounding the Bray Air Display on 24th July saw what should have been an enjoyable family day out ending for many in delay, upset and distress, including those who felt they had no option but to disembark from DART trains. While our investigation identified issues with air conditioning and information on the day, it also highlighted the information, supports and processes in place did not support our colleagues in delivering the required level of service. Under our Customer Experience strategy, we will support our people at all times in delivering the best possible experience for customers.

Rosslare Europort

Growth at Rosslare Europort continued in 2022 with over 200,000 freight units passing through the port for the first time, which represented a 5% year on year increase on freight and a 53% cumulative increase over the previous two years, 2021/20. Passenger services also saw a significant increase as Covid restrictions reduced with over 550,000 passengers going through the port, which was a 128% year on year increase compared to 2021 and just 5% behind 2019 pre-Covid levels.

The Port introduced a new twice weekly service to Zeebrugge in conjunction with Finnlines, part of the Grimaldi Group and now operates over 34 weekly direct RoRo services to and from Rosslare to the ports of Bilbao, Cherbourg, Le Havre, Dunkirk and Zeebrugge maintaining Rosslare Europort as the number one Port in Ireland for direct Ro-Ro/Ro-Pax services to Europe.

The Rosslare Masterplan was reviewed in 2022, as a result of the continued increased growth in business and to accommodate the request to bring forward the building of the BCP (Border Control Post) inside of the port. Agreement has been reached with all stakeholders regarding the phasing of works to commence in Q2 2023 with significant investment taking place in the port by IÉ in creating additional Ro-Ro Pax capacity and facilities and the Office of Public Works investing in the required permanent Border Control Post.

Progress continued on the design, funding, and planning process for the future ORE facility at Rosslare Europort. A full project team across the various disciplines is in place with a number of key milestones delivered through 2022 to ensure the project can be delivered by 2026, including market consultation, appointment of financial advisors, design, foreshore application and the commencement of various studies required as part of the planning consent process.

An EU Connecting Europe Facility funding application will be presented for the January 2023 call down to seek 50% co funding for studies, environmental, planning and detail design to take the ORE project to the planning consent stage.



Rail Freight 2040 Strategy targets a five-fold increase in freight train movements weekly.

Freight

Our Freight business has gone from strength to strength with a notable increase in deliverables. Our key rail freight traffics included:

- Zinc Ore from Tara Mines to Dublin Port
- Container trains from Ballina to Dublin and Waterford Ports
- Timber trains from Co. Mayo to Waterford.

Freight business saw a significant increase in total freight revenue, up by over €2m to €11m in 2022, with Rail contributing €4.8m and Navigator Forwarding at €6.2m. Total tonnage in 2022 also saw a significant rise with total tonne kilometres of 81 million up 11 million from 2021.

The promotion and growth of rail freight remains a key focus for the organisation. Rail Freight 2040 supports national objectives concerning the decarbonisation of transport networks and supporting Industry by taking advantage of the increasing pressures on road transport by implementing initiatives that will directly contribute to a favourable rebalancing of the historical differential between rail and road.

Amongst the pillars of the strategy is the enhancement of infrastructure at seaports. Funding from the Department of Transport in December 2022 saw the project to reestablish the rail link from Limerick to Foynes Port for rail freight commence, with a goal for services to begin.

Work continued in 2022 on securing future new business, securing funding for new fleet and infrastructure and the strengthening of the Rail Freight team with the appointment of a new Business Development Manager and Rail Freight Programme Manager. A successful CEF application was achieved in 2022 with 50% of funding granted by the EU to further support the implementation of the 2040 Rail Freight Strategy.

ÍÉ's Freight Navigator business, which specialises in the collection and distribution of automotive car parts, experienced a dedicated growth in performance in 2022. Navigator also performed amongst the best in Europe in this sector with 99.4% of all deliveries arriving on time throughout the island of Ireland.

Our Finances

The overall result for the year is a net surplus after taxation of €0.8m (2021: surplus €1.8m) with Net Assets of €46.6m (2021: €45.8m).

Total revenue of €224.1m (2021: €144.1m) from operations in the year shows a recovery of €80.0m reflecting a recovery from the impact of COVID 19. Revenue from car parking at €4.8m (2021: €2.3m) increased €2.5m year on year. Rail Freight revenue at €4.8m (2021: €3.6m) increased €1.2m due to higher volumes yielding higher return year on year, Rosslare revenues at €12.9m (2021: €9.9m) is an increase of €3.0m, reflecting the growth in passenger and freight traffic from existing and new customers operating from the port. Other revenues were €6.4m higher in the year at €35.3m (2021: €28.9m). The increase is primarily due to property income increase of €6.6m from rental income, Navigator of €0.7m due to increased demand, offset by lower third-party income of €0.9m in the year.

The 2022 passenger revenue performance of €166.5m (2021: €100.1m) shows an increase of 66% on prior year, due to a strong recovery in passenger numbers from the reduced levels witnessed during the pandemic. Revenue increased across Intercity €113.8m (2021: €65.8m), Commuter €24.9m (2021: €16.7m) and DART €27.8m (2021: €17.6m) services when compared to 2021.

The company received €5.8m (2021: €41.5m) from the employee wage subsidy support scheme implemented as a result of COVID-19.

Payroll expenditure of €296.3m (2021: €280.3m) increased by €16.0m year on year primarily due to the implementation of a pay deal during the first quarter of 2022 and an increase in average headcount to 4,339 (2021: 4,176). The increase relates to the intake of additional train driver classes, customer service operatives and staff to deliver increased capital and maintenance projects. Other operating costs of €275.4m (2021: €243.5m) increased by €31.9m on prior year, due to increased maintenance activities and higher fuel costs.

Infrastructure Multi Annual Contract funding received from the Department of Transport was €241.0m in 2022 (2021: €235.7m) and a further €19.7m (2021: €25.3m) for capital projects. The National Transport Authority provided Public Service Obligation funding of €166.3m (2021: €181.8) for the operation of passenger services. Total capital funding for rolling stock heavy maintenance and operation of passenger services was received in the year, €39.4m (2021: €39.9m) from Public Service Obligation funding. The National Transport Authority

also provided an additional €227.2m (2021: €238.9m) for capital projects. Other Exchequer funding totaling €103.6m was received in the year of which €64.0m related to the Foynes line, accelerated line work €34.3m, coastal defense €3.1m and fleet strategy €1.2m and passenger services €1.0m.

Cash generated (excluding intercompany financing) for the year was €19.9m (2022: €22.4m). The positive cash variance arises from a net surplus, higher depreciation costs and lower working capital requirements offset by increased capital expenditure. The balance sheet remains vulnerable to an economic downturn or a reduction in exchequer funding.

In 2022 IÉ made a tax adjusted trading loss of €2.0m (2021: €0.8m). Trading losses in the year can be used to reduce the tax liability arising from rental profits. IÉ has utilised this loss in calculating the tax charge for the year.

Rental profit in the year was €4.6m (2021: €3.4m). A tax charge of €0.9m was booked to the profit and loss account for the year.

Consultancy costs

In line with the 2016 Code of Practice for Governance of State Bodies, consultancy costs incurred in 2022 by the company included in Operating and other costs (see Note 6) are set out in the table below. The increase in maintenance and renewals costs relate primarily to capital projects.

	2022 €'000	2021 €'000
Maintenance and Renewals	22,400	17,710
Operational and Other	501	308
Passenger Systems	-	2
Strategy and Organisation Design	1,391	561
Gross Consultancy costs	24,292	18,581
Capitalised costs	(22,196)	(17,399)
Net Consultancy costs	2,096	1,182

Our Network

Significant investment in our network saw programmes of asset renewal throughout the network in 2022.

A range of upgrade projects were undertaken to our track, structures, embankments, buildings and facilities, mechanical and electrical, fencing, points and crossings, level crossings and all other assets as well as a whole host of other upgrades that improved our assets, making them safer, more reliable, and available at higher speeds for the benefit of our customers.

- A transformative programme of track renewals on the Nenagh Branch saw the elimination of all jointed track which was replaced with modern continuous welded rail facilitating savings on future maintenance costs and immediate line speed improvements.
- The project for upgrading the track infrastructure on the main Dublin/Cork Line continued in 2022 where a very successful output was achieved with eighteen miles of track relaying, fourteen miles of ballast cleaning and four miles of drainage, with all output meeting or exceeding the plan and with minimal impact on operational services during this complex renewal project.
- A range of bridge and culvert renewals were undertaken eliminating aged and deteriorating structures. 2022 saw the permanent elimination of seven user worked crossings while a further eighteen Decision Support Systems were installed at high-risk locations, further reducing the risk profile at these high-risk assets.
- A very successful year for our buildings and facilities assets saw the on-going completion of improvement works at our station infrastructure with programmes of work including roof renewals, station wayfinding and signage, bike shelters installations, upgrades to protected buildings and structures and general enhancement programmes to our building infrastructure.
- The Barrow Bridge (UBH 140) on the currently closed Waterford to Rosslare strand section of line, sustained significant damage following an incident on 26th February 2022 in which a vessel collided with the structure. The ability to operate the opening section of the bridge safely and reliably was compromised because of this collision. The bridge was “pinned” and secured in the open to marine traffic position, pending the development and implementation of a design that will allow it to operate safely into the future.
- The East Coast Railway Infrastructure Protection Projects (ECRIPP) was progressed with the appointment of a multi discipline consultant (MDC) to bring the protection of the southeast coastal railway projects through design planning and construction in the coming years. The National Transport Authority (NTA) continue to support the development of this important series of projects.
- There has been dramatic transformation and innovation in recent years in digital asset management systems, especially in the areas of life cycle management and in utilising a visual digital twin of our asset network to design, plan and carry out our work. In the year we initiated a transformational business project in Infrastructure to implement and embed a new best of breed digital EAM system to be delivered over the next five years.
- Year three of the Overhead Line Equipment (OHLE) Renewals project renewed circa 40km of wire and associated supporting infrastructure in 2022 on the DART electrified network. The work was undertaken as part of a five-year OHLE renewals contract with Sacyr Neopul. Renewal works took place between Howth Junction and Malahide as well as Dalkey to Greystones in 2022
- Portlaoise and Geashill Signalling Renewals: Portlaoise and Geashill were free wired relay based interlockings commissioned in the 1970s. Whilst the technology is fail safe and reliable the asset condition required that the relay rooms were replaced. To replace the existing two interlockings it was decided to utilise adjacent SSI interlocking capacity, and works were completed in November.

Sustainability

Iarnród Éireann's sustainability strategy details the company's commitments across environmental, social, and economic sustainability. Iarnród Éireann, in collaboration with key stakeholders, is pursuing a wide range of initiatives under these three key inter-related pillars. These initiatives support the delivery of a number of key national policies and strategies promoting national development, diversity, social and environmental responsibility including addressing climate change issues. These initiatives also support the UN's wide-ranging sustainable development goals, are aligned with the CIÉ Group Sustainability Strategy, and will provide the necessary information for the Corporate Sustainability Reporting Directive which is to be adopted into Irish law by 2024.

Our approach to sustainability secured the Business Working Responsibly Mark in 2022, the leading independently audited standard for CSR and Sustainability certification in Ireland. For more than a decade it has been at the forefront of the sustainability agenda, and it continues to drive meaningful and transformative change in companies who apply its principles. The Iarnród Éireann Board has adopted the five commitments contained in the mandatory 'Framework for the Commercial Semi-State Sector to address Climate Action Objectives (July 2022)' and will be working towards achieving the targets set within.

Sustainability is integral to our Capital Investment programme, and many of the initiatives detailed above across all areas of Iarnród Éireann's businesses. Further 2022 Sustainability initiatives include:-

Environment

Central to our sustainability strategy is to contribute positively to national decarbonisation targets and reducing energy consumption. The ongoing development of carbon reduction road map to meet 2030 carbon reduction targets is underway, with our capital investment programme, wide ranging fleet, and fuel initiatives, and building and Facilities initiatives include lighting and lift/escalators upgrades and energy bills review for stations.

The 2022 Energy and Carbon profile for Iarnród Éireann (MWh) is shown below: (all figures rounded to '000)

Whilst 2022 saw a return to full service, there was a reduced Covid timetable in operation for the earlier part of 2021 which needs to be factored into the year-on-year comparisons.

In absolute terms, energy consumption and carbon emissions are fast approaching 2019 pre-Covid levels now that service levels have been fully restored. Passenger km numbers have doubled versus 2021 but are still short of the 2019 levels.

Energy & Carbon Profile – Iarnród Éireann (MWh)					
Year	Y 2019	Y 2020	Y 2021	Y 2022	2022 vs. 2021
Diesel oil for traction	460,113	375,233	441,315	450,078	2.0%
Electricity for traction	27,695	23,235	23,453	23,600	0.6%
Road Fuel	14,676	14,645	14,644	15,172	3.6%
Electricity Fixed Assets	35,791	35,804	34,412	32,718	-4.9%
Gas for heating	9,278	9,979	9,277	9,406	1.4%
Total Energy use MWhr	547,553	458,895	523,101	530,974	1.5%
	100.0%	83.8%	95.5%	97.0%	
Total CO2 Emissions ('000 tonne)	142.5	112.1	131.8	140.2	6.3%
CO2 Emissions tonnes/'000 train km TOTAL	7.4	6.6	7.71	7.68	-0.3%
Passenger M km	2,399	877	870	1,731	99.0%
	100%	37%	36%	72%	
Total Energy use MWhr per 10,000 Passenger km	2.28	5.23	6.01	3.07	49.0%
	100%	229%	263%	134%	
Train M km	19.26	16.95	17.10	18.24	6.7%
	100%	88%	89%	95%	
Total Energy use MWhr per 100 Train km	2.84	2.71	3.06	2.91	4.8%
	100%	95%	108%	102%	

Traction Diesel:

Diesel consumption is up 2.0% while Passenger kilometres for diesel services increased by 101% on 2021.

There was an increase in Train km of 6.7% resulting from the return to full services and the increased service frequency in the Cork region. Diesel consumption in Freight increased by 16% from 2021 as a result of IWT service increases.

DART:

DART traction electricity consumption has seen a very minor increase of 0.6% on the 2021 annual figure while passenger kilometres have increased by 103% which demonstrates an increase in energy efficiency.

Road Fuel

Road fuel usage increased by 3.6% on 2021. Whilst IÉ is actively pursuing a policy of electric vehicle procurement for passenger cars, the commercial landscape and internal charging infrastructure is not yet mature enough for us to step away from diesel vans and there was a purchase of additional vans in 2022 to support Capital Projects teams.

Electricity

Electricity consumption for fixed assets (Buildings, signalling system, telecoms system) continued its downward trajectory with a decrease of 4.9% on 2021.

Gas

Gas usage increased by 1.4% on 2021.

Guidelines to protect biodiversity and the natural environment around railway lines were updated and strengthened in 2022.





Increased service frequency on Midleton to Cork and Cobh to Cork rail services from summer 2022 led to a surge in passenger numbers.

Overall

The overall use of energy increased by 1.5% vs. 2021. This energy increase is primarily driven (>90%) by Traction Diesel.

Costs

Gas wholesale markets is the main driver of electricity costs and they have stayed at an elevated level for all of 2022 with a significant amount of volatility.

Electricity costs per unit increased by 70% from 2021 to 2022 and this sits on top of a 44% increase in the preceding reporting period. IÉ have commenced the Procurement process for a CPPA (Corporate Power Purchase Agreement) for off-site renewable generation which will reduce our financial exposure to the wholesale electricity markets.

Fuel Oil prices increased by 4%.

Diesel purchases are hedged forward so the prices reflect the hedged price, not the "Prompt price".

Decarbonisation

Our net carbon emissions of 140,200 tonnes is an increase of 6.3% on 2021 and is driven by the increased diesel consumption. Note that this figure comprises of Scope 1 (Fuel combustion, Thermal and Company vehicles) and Scope 2 (Purchased electricity) emissions.

Actions Undertaken in 2022 and planned for 2023

- DMU ZF Gearbox (Intercity Railcars)
 - ▶ The ZF Transmission prototype train (Set 7) has been operating across the network and the energy efficiency improvements are in-line with expectations. For 2023, complete the business case, obtain funding, and agree supply terms for fleet retrofit of 62 ICR trains commencing in 2024.
 - Hybrid Drive for Inter City Railcar fleet
 - ▶ Take delivery of first 3 x Hybrid Powerpacks in January with the traction batteries scheduled for delivery towards the end of Q2, 2023. The aim for 2023 is to complete the conversion of one three car ICR and to fit all equipment.
 - Class 29000 Repower:
 - ▶ Present options and business case for repower of the 2003-2005 era diesel commuter fleet of DMUs. Progress towards agreed strategy with work to commence in 2024.
 - Enterprise (Dublin-Belfast) Route:
 - ▶ Finalise specification and issue ITT for replacement of the Enterprise Rolling Stock with eight new Multi-mode units that can run both on multiple energy sources including OLHE (overhead electrical lines).
 - Biofuels:
 - ▶ B7 biofuel (7% concentration) will be introduced across the CIÉ Group from Q1 2023, and this will generate a decarbonisation benefit. To comply with our statutory targets, 55% of our 2023 fuel volume will be a B7 blend.
 - Road Fleet Transition to EVs Project Plan 2022 to 2030
 - ▶ All passenger cars being replaced from 2023 to 2030 will be BEV's. For the transition to commercial EVs, several vehicles will be leased for performance trials.
 - EV chargers
 - ▶ EV charging points for staff vehicles: Assessments to identify suitable sites commenced in 2022.
 - ▶ EV Rapid ultra-rapid chargers (150kW) for use by taxi drivers will be commissioned in Q1 2023 at five stations under a scheme incentivised by the Department of Transport.
 - Power Purchase Agreement (PPA) for renewable electricity
 - ▶ A CPPA consultant has been appointed and the procurement process has commenced to engage a developer to increase our infiltration into renewables up to 80% of our total volume.
- Other environmental sustainability areas of priority include:
- Ongoing development of Waste Management and Circular Economy Strategy document.
 - Sustainable Procurement Policy issued including revised selection criteria and scoring methodology. This is supported by revised Green Procurement Policies and Procedures approved by the Board, and Green Procurement training.
 - Development of new Biodiversity Guidelines to assist Infrastructure teams in protecting and managing biodiversity along rail corridors
 - Ongoing rollout of station pollinator plans including bird boxes.
 - Ongoing participation with Woodlands Ireland Working Group to develop Vegetation Management Competency course.
 - Revised and updated vegetation management standard and practices.
 - Strategic noise mapping substantially completed for areas of high risk.
 - Ongoing air quality surveys at all terminal stations to identify necessary actions.
 - Night-time noise management plans developed and quarterly meetings with Dublin City Council Air and Noise unit.



Record investment is taking place across the rail network.

Social Sustainability

Our People

Iarnród Éireann People Strategy 2027 supports the current organisation along with the achievement of our ambitions. It aims to preserve what is working well while further building the capacity necessary to achieve our future development plans. We are continuing to drive improvements through various projects and initiatives under the four key strategic priorities of our People Strategy:

- Building the Employee Experience
- IÉ as an Employer of Choice
- Shaping the Future Workforce
- Supporting and Valuing People Managers

Pay Deal

In July 2022 we reached agreement with our Trade Unions on a Pay Deal that in effect was for seven years, starting at the conclusion of the previous Deal in November 2020. This deal was effective from 1st March 2021 and encompasses pay increase up to 2026 with Voucher payments to cover off the period between November 2020 and March 2022. It was achieved through direct discussions between the company and the representative Trade Unions without recourse to third party assistance, the first time this has happened in the company history. This is part of an approach that has seen collaboration between company and trade unions on a scale not seen before and gives considerable security to both company and staff for the years up to 2026.

Sustainable HR

The Iarnród Éireann HR team are working towards the digitisation of people systems and process. The aim is to develop hubs for each colleague to access their data and to facilitate a move towards paperless records. Our new payroll and people management solutions will facilitate a reduction in paper-based transactions as part of our sustainability agenda. Additionally, our HR team are working with Chartered Institute of Personnel and Development (the industry recognised people management institute) to professionalise the people offering and to support front line and management colleagues.

Health and Wellbeing

As an organisation Iarnród Éireann is working to embed a culture of wellbeing across the workplace with leadership and staff involvement at the centre. Health and Wellbeing is now identified in our corporate strategies, and we are working across the organisation to ensure our physical and psychosocial work environment supports the health and wellbeing of our people.

In 2022 there was a huge increase in staff engagement, participation, and involvement in the variety of events throughout the year, including a 215% increase in engagement in the Health and Wellbeing space on our internal communications platform WorkVivo. We have also partnered with Family Carer's Ireland which has been an important step forward in supporting our employees who also juggle caring roles. Our programmes were recognised by winning the CIPD 2023 Health and Wellbeing Award/

Equality, Diversity and Inclusion (EDI)

Iarnród Éireann's EDI programme has seen rapid growth throughout 2022. As sponsors of the PTECH programme, we're working with O'Connell's, an inner-city secondary school, to provide opportunities and access to work for the next generation of rail workers. We're also re-signing the ELEVATE pledge, which commits us to working towards better reflecting and working with the communities we operate in.

Internally, we vastly expanded our EDI Champions programme to expand across the network, created new communication channels for delivering news and updates on EDI, reaffirmed our anti-bullying commitment through an information campaign, and continued to deliver EDI training as a standard part of induction for new employees.

Finally, we published the first gender pay gap report which saw a 6.32% for the mean hourly rate in favour of women and completed our assessment for the Irish Centre for Diversity to update our EDI action plan for 2023 and beyond, achieving Silver Status.

Talent Development

People development and graduate recruitment continued to be a key priority throughout 2022. Contracts have been signed to run programmes, Accelerating leaders and Women in Leadership, at two levels of leadership for five years.

Several training programmes were delivered for mentees, newly named mentors and for experienced mentors. The experienced mentors completed a deeper learning programme with a strong EDI design.

One to one Career Development and Coaching booking requests have seen very positive growth and feedback throughout 2022. This is partly due to informational workshops held in various locations around the country.

Working with our stakeholders

We are committed to working in partnership with stakeholders, and ongoing stakeholder engagements and community liaison is a particular focus of activity in support of Capital Investment programme.

Our Community

Iarnród Éireann serves one hundred and forty-five communities throughout its network, and 2022 saw us continue our commitment to those communities.

Our community in Ireland grew in 2022 with the arrival of tens of thousands of Ukrainians seeking safety from the Russian invasion of their country. Over €91,000 in travel facilities were issued to arriving refugees, as part of a European initiative to support the initial travel of those fleeing the war. A further €100,000 was raised by customers through our online booking system, to support the Irish Red Cross Ukraine appeal.

Promoting our value of Proud of our Past and Passionate about our Future, we hosted almost 8,000 people in May at Inchicore Works to Mark 75 years of its existence, showcasing the heritage of this unique place or work, but also looking to the transformation of our railway that is about to begin with the many infrastructure projects that will be delivered in the next decade. We marked 150 years of the Railway to Wexford in August with a special event at the station for the community. The jointly operated Enterprise service celebrated 75 years.



Iarnród Éireann's White Bridge in Athlone, across the River Shannon, lit in solidarity with Ukraine.

An exhibition, which showcased the service down the years, the vehicles and people that operated it and the important part it has played in the Island's social and economic history was installed at Belfast Lanyon Place and Connolly Stations, in partnership with Translink.

Our ongoing commitment to the arts flourished during 2022, with art installations in partnership with local communities being completed at Howth Junction Donaghmede and Sallins and Naas. We also partnered with the Arts Council on Culture Night to distribute thousands of books to our customers free of charge to enjoy on their journey. Our Station Pianos are back bringing joy to staff and customers alike post pandemic.

The commitment and dedication of those that operate and maintain the DART, was brought to an audience of hundreds of thousands in December, when RTÉ produced and broadcast a documentary called The DART – No ordinary day.

Our support of mental health initiatives continued with our participation in See Change's Green Ribbon Campaign and Samaritans Awareness Days. Our ongoing partnership with Focus Ireland saw €65,000 amount of money raised in 2022, bringing to €381,000 the cumulative total raised during six years of partnership which will go directly to fund their family hubs.

Implementation of the obligations and duties of An Scéim Teanga for Iarnród Éireann continued throughout 2022. As well as working to ensure compliance with the requirements of Official Languages Act, 2003 and all associated regulations, enhanced customer social media content as Gaeilge was developed. Initiatives to support colleagues wishing to use Gaeilge in their working lives continued, with weekly conversation groups established.

Economic Sustainability

Our Capital investment programme, Rosslare Europort and Freight strategies (above) are central to our focus on economic sustainability. In addition, key activities to support sustainable economic and balanced regional development include:

- Working with Waterford City and County Council to support development of the Waterford North Quays redevelopment scheme, with construction contract awarded to include a relocated Plunkett Station.
- Active participation in All Ireland Strategic Rail Review.
- The Enterprise Fleet Replacement Board has been established to develop a fleet specification and consultants and legal team resources to assist with the business case and funding applications.
- Ongoing vacate works and planning to facilitate redevelopment of Galway yard, Boston Sidings, Connolly Station development site, Waterford North Quay SDZ, Heuston Station, Kent Station and Limerick Station, as part of our commitment to facilitate Transport Oriented Development.



Directors and Other Information

Directors

Mr. F. Allen (*Chairperson*)

Ms. S. Byrne

Ms. V. Little

Dr P. Mulholland

Ms. S. Roarty

Mr. T. Wynne

Mr. J. Doran

Mr. P. O'Donoghue

Ms. G. Cazenave

Chief Executive

Mr. J. Meade

Secretary

Mr. D. McCabe

Registered Office

Connolly Station, Amiens Street, Dublin 1

Telephone +353 1 836 3333

Facsimile +353 1 836 4760

Website www.irishrail.ie

Registered Number 119571

Auditors

Mazars



Frank Allen

Frank Allen was reappointed as Chairperson of Iarnród Éireann, in 2020.

He is an independent financial consultant, advising on infrastructure investment and operations, mostly in developing and transition economies. He chairs the board of Corre Energy b.v., a renewable energy company listed on Euronext Dublin, and chairs the board of the Housing Finance Agency, which finances social and affordable housing. For many years, he chaired the board of Depaul Ireland, which provides accommodation and other support for people who have experienced homelessness. He was Chief Executive of the Railway Procurement Agency, which implemented Luas, from 2002 to 2012.

Frank is a graduate of University College Cork and the Massachusetts Institute of Technology. He previously worked for the World Bank Group in Washington DC and in Eastern Europe and was head of Infrastructure Finance for KBC Bank in the International Financial Services Centre, Dublin. He is a Fellow of the Chartered Institute of Logistics and Transport.



Suzy Byrne

Suzy Byrne is Regional Manager in the National Advocacy Service for People with Disabilities. Suzy is also a writer and broadcaster and holds a BA in Sociology and Social Policy. She is a board member of the Irish Council of Civil Liberties and an external advisor to Rethinking Ireland's Equality Fund.



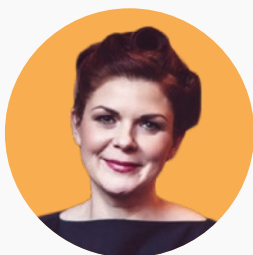
Valerie Little

Valerie Little retired from ESB having held a number of senior management positions including Human Resource Manager for major Business Units, Head of Internal Audit and Head of Group Treasury. Valerie holds MSc in Management Practice and is a qualified accountant. She has served as a trustee of a large pension fund and served on a number of audit committees.



Dr Peter Mulholland

Peter Mulholland has over thirty years' experience in Human Resources (HR) covering both the private and public sectors. He retired from RTE in 2016 as Group Head of HR after twelve years, having previously held positions in the hotel, insurance, and banking sectors and with the Institute of Public Administration. Peter holds a PhD from Trinity College and is a Chartered Fellow of the Chartered Institute of Personnel and Development (CIPD) He was also a former National Chairperson and National Treasurer of the CIPD in Ireland and a Fellow of the Irish Institute of Training and Development. He is also a member of the British Psychological Society and is qualified in psychometric profiling. He is a former member of the Dublin Regional Committee of IBEC and the IBEC Foresight HR Committee. He is a qualified executive and business/personal coach.



Sarah Roarty

Sarah Roarty joined the Board in April 2019. With a degree in Chemistry, Sarah has extensive experience in science, medtech and pharmaceutical sectors at senior management level gained in world class industries across Europe. Her current role is Enterprise Development Manager with Action Tuam. Sarah served as Vice President of the Board and Chairperson of Audit and Risk for St Jarlaths Credit Union. She currently serves as a member of the Audit committee for Galway County Council. Sarah is founder and chairperson of registered charity Angelman Syndrome Ireland, which promotes equal opportunity, empowerment, and accessibility for those living with Angelman Syndrome and their families.



Tommy Wynne

Tommy Wynne was reappointed to the Board of CIÉ in December 2021 under the Worker Participation (State Enterprises) Acts, 1977 to 2001. He joined Iarnród Éireann as a depot man in 1991 and worked in various roles before becoming a train driver in 1994. Tommy holds a Higher Diploma in International Railway Management from Glasgow Caledonia University. He recently qualified as a Mediator and is registered with Mediators Institute of Ireland (MII). He was President of SIPTU TEAC Division for 12 years and is currently Chairperson of SIPTU Transport Sector. He has recently been elected to SIPTU National Executive Council (NEC).



James Doran

James (Jimmy) Doran was appointed to the CIÉ Board in December 2021 under the Worker Participation (State Enterprises) Acts 1997 to 2001, and to the Iarnród Éireann board at the same time.

Jimmy completed his electrical apprenticeship with CIÉ from 1980-84 and then having worked on the building sites of London for six years he returned to work as an electrician for Bus Átha Cliath in Clontarf Garage in 1991 where he has remained since. Jimmy was elected to shop steward in 1993. He is a member of the Connect Trade Union National Executive Committee, the chair of its National Transport Consultative Committee, and represents the union on the Irish Congress of Trade Unions' (ICTU) Health and Safety Committee and the ICTU Transport Group. Working in public transport is a family tradition for three generations of Dorans as is trade union activism, his namesake and grandfather being a founder member of Connect trade union's predecessor the IES&FTU in 1920.



Patrick O'Donoghue

Patrick O'Donoghue was appointed to the board in September 2022. He has a degree in civil engineering obtained in 1974. During the period from 1997 to 2017 Patrick had a major involvement in the development of the Luas system in Dublin as an employee of CIÉ and subsequently the Railway Procurement Agency where he was Director of Design, and Construction. This covered all aspects from the initial design, statutory approval, procurement, funding, construction, commissioning, and operations leading to system that currently exists. From 1981 to 1992 he was employed by CIÉ/Iarnród Éireann in Cork and Limerick Junction. This work mainly involved infrastructure maintenance and renewal including the track renewal (replacement of jointed track) and resignalling of the line between Limerick Junction and Cork including Cork Station. In the period 1978 to 1981 Patrick worked with a consulting engineer mainly on the delivery of a major water supply scheme to Cork city and an industrial area to the south. From 1974 to 1978 he worked in the permanent way department of CIÉ in Cork and Limerick. Patrick has completed consultancy work in Ireland and abroad since his retirement in 2017 related to construction contracts.



Gwendoline Cazenave

Gwendoline was appointed to the Board in September 2022. After 20 years of experience in the SNCF Group, where she held key positions in Business, Operations, Strategy and Finance, she was a partner at Olivier Wyman, a strategy consulting firm, between 2020 and 2022. She also has significant expertise in corporate governance, through her non-exec roles at the Union Financière de France and Tallano Technologies. Gwendoline has also led a number of initiatives within gender equality and social and environmental responsibility. Her experience and energy will be used to build and develop the new "Eurostar Group" offering a unique travel experience in Europe with Thalys and Eurostar.

Directors' Report

The directors present their annual report in accordance with their obligations under the Irish Companies Act 2014 and the Transport (Re-organisation of Córas Iompair Éireann) Act 1986 for the financial year ended 31 December 2022.

Statement of Directors' Responsibilities

The directors are responsible for preparing the Annual Report and the financial statements in accordance with the Companies Act 2014 and the applicable regulations.

Irish company law requires the directors to prepare financial statements for each financial year. Under the law, the directors have elected to prepare the financial statements in accordance with FRS 102 The Financial Reporting Standard applicable in the UK and Republic of Ireland ("relevant financial reporting framework"). Under company law, the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the assets, liabilities, and financial position of the company as at the financial year end date and of the profit or loss of the company for the financial year and otherwise comply with the Companies Act 2014.

In preparing these financial statements, the directors are required to:

- select suitable accounting policies for the Company Financial Statements and then apply them consistently.
- make judgements and estimates that are reasonable and prudent.
- state whether the financial statements have been prepared in accordance with applicable accounting standards, identify the standards in question, and note the effect and the reasons for any material departures from those standards.
- notify the Company's shareholders in writing about the use of disclosure exemptions, if any, of FRS 102; and
- prepare the financial statements on a going concern basis, unless it is inappropriate to presume that the Company will continue in business.

The directors are responsible for ensuring that the company keeps or causes to be kept adequate accounting records which correctly explain and record the transactions of the company, enable at any time the assets, liabilities, financial position and profit or loss of the company to be determined with reasonable accuracy, enable them to ensure that the financial statements and directors' report comply with the Companies Act 2014 and enable the financial statements to be audited. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The directors are responsible for the maintenance and integrity of the corporate and financial information included on the Company's website. Legislation in Ireland governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Going Concern

The Irish economy is recovering from the negative economic impact from COVID-19. The commercial business has rebounded more positively than the PSO business. The directors gave detailed consideration to the nature of the uncertainties facing the company when considering whether it remained appropriate to adopt the going concern basis in preparing the financial statements for 2022. The principal uncertainties facing Iarnród Éireann can be summarised as follows:

Global Economic Uncertainties

The ongoing war in Ukraine, continues to contribute to a number of general business risks. These include potential disruptions to energy supplies, alongside a sharp increase in prices with the potential for further increases, the possibility of supply chain disturbances, and a reduction in economic activity and the level of consumer spending.

Commercial Businesses

Commercial Services have continued to perform strongly with revenue exceeding 2021 levels. The businesses are projected to deliver a surplus in 2023 and 2024. The directors, having considered projections, are satisfied that there is not a going concern issue for the company.

PSO Services

Iarnród Éireann has migrated to a gross cost PSO contract from 1st January 2023 where all fare box revenue will be remitted directly to the NTA and the NTA will reimburse the company for the gross costs of delivering the contractual services.

Following engagement with management the directors considered the quantum of funding likely to be required for 2023 and 2024. This included consideration of management engagement with key stakeholders, Exchequer Budget 2022, as well as all relevant publicly available information. The directors are satisfied that it remains the intention of the NTA that the company will be funded in line with the requested PSO services.

Consideration of the assumption that appropriate levels of PSO funding could be provided was an essential element in the director's assessment of the financial position of the company. The directors are satisfied that:

- it remains the intention of the NTA to fund Iarnród Éireann, to allow the company to continue to operate PSO Services in 2023 in line with the level of PSO services requested by the NTA.
- planning has enabled reasonable assessments of the level of funding likely to be required for 2023 and 2024.
- the Exchequer Budget included adequate provision for the continuation of PSO Services in 2023.
- the NTA will receive sufficient funding from the Exchequer to fund the provision of the services requested.

The directors would like to acknowledge the additional exchequer funding support received from the NTA and the Exchequer since the onset of the pandemic which has enabled the continued operation of essential public transport services.

The Group operates a pooled treasury system and Iarnród Éireann relies on the Group's banking facilities to enable it to manage its operations in accordance with its approved business plan. The ongoing support of CIÉ Group for Iarnród Éireann is evidenced in the Letter of Support from CIÉ to Iarnród Éireann dated 7th June 2023.

Further details are set out in Note 2 to the financial statements.

Principal Activities and Financial Review

The principal activities of the Company are the provision of Intercity and Commuter Rail passenger services, freight services and the management of Rosslare Europort.

Córas Iompair Éireann (CIÉ), a statutory body wholly owned by the Government of Ireland and reporting to the Minister for Transport, holds 100% of the issued share capital of the Company.

The Company continues to regularly monitor its performance through a range of key operating and financial performance indicators. These reviews by management and the directors include the strong focus on cost management and improved the quality and efficiency of its services for all customers. The 2022 results show the revenue generated from operations of €224.1m (2021: €144.1m) an increase of €80.0m in the year. The amount of Public Service Obligation ("PSO") subvention received in 2022 was €225.6m (2021: €226.7) which is a decrease of €1.1m year on year. Other exchequer funding received in the year of €597.3m (2021: €547.7m) is an increase of €49.6m which includes the COVID-19 wages support subsidy of €5.8m.

The operating costs, before exceptional costs increased by €47.5m year on year, €571.3m (2021: €523.8m), due to an increase in payroll costs of €16.0m, fuel and energy costs of €8.5m and costs associated with return of full services and increased maintenance activities of €23m.

The Company recorded a net surplus before taxation of €1.7m (2021: €2.6m).

The directors are pleased to report that the targets agreed annually between the Company and the National Transport Authority ("NTA") were met in full for the year ended 31st December 2022.

There were no dividends paid or declared in 2022 or 2021.

Principal risks and uncertainties

The Company is committed to managing risk in a systematic and disciplined manner. Through the risk management framework, the principal risks facing the Company are identified and action plans to mitigate the risks are developed. The principal risks together with the risk mitigation are presented to the board on a quarterly basis. An external audit of the risk management system and processes is carried out on an annual basis.

Financial Risk Management

The Company's operations expose it to a variety of financial risks that include liquidity risk, price risk and credit risk. The CIÉ Group, of which the Company is a member, has financial risk management processes and procedures in place to manage these financial exposures of the Company and other CIÉ Group financial risks.

In order to ensure stability of cash outflows and manage financial risk, CIÉ, the parent entity, uses derivative financial instruments in accordance with the specification to the Financial Transactions of Certain Companies Act 1992 which authorises CIÉ's use of financial instruments including commodity swap contracts.

The CIÉ Group's Treasury Policy, which documents the CIÉ Group's policies with regard to financial risk management, is approved by CIÉ Board and implemented by the CIÉ Group Treasury department.

Price risk

The Company is exposed to commodity price risk as a result of its operations, in particular the price of oil. CIÉ enters into commodity swap contracts to mitigate the CIÉ Group's exposure to oil price movements. The Company is not a party to these contracts.

Foreign Exchange Risk

The CIÉ Group, and the Company, are exposed to foreign exchange risk in the normal course of business, in particular purchases and sales denominated in sterling and US dollars. The CIÉ Group uses a combination of intra group netting of cash flows, which are denominated in foreign currencies, and forward exchange contracts to mitigate the CIÉ Group and the Company's exposure to exchange rate movements. CIÉ enters into foreign currency forward contracts to mitigate the risk that exists when material financial transactions are denominated in a currency other than Euros. The Company is not a party to these contracts.

Liquidity risk

The CIÉ Group, actively maintains a mix of long-term and short-term debt finance that is designed to ensure the Group, including the Company, has sufficient available funds for day-to-day operations.

The Board

The Company is controlled through its board of directors. The board's main roles are to approve the Company's strategic objectives and to review the operation of the Company against a series of key performance indicators. The board, which meets at least seven times each year, has a schedule of matters reserved for its approval.

Senior Management Team

The Senior Management Team of the company is responsible for the day-to-day management of the company's activities as delegated by the Board. The Senior Management Team are governed by an organisation structure designed to suit the needs of the organisation in areas including Railway Undertaking, Infrastructure Manager Finance, Commercial, Risk Management, Human Resources, Information Technology, 'Safety and Corporate Communications. The senior management team are also responsible for co-ordinating the activities from a reporting and governance perspective in relation to the company.

Code of Practice for the Governance of State Bodies

Maintaining high standards of corporate governance continues to be a priority of the directors of Iarnród Éireann. The board has developed its corporate governance policy so as to give effect to the Code of Practice for the Governance of State Bodies issued by the Department of Finance.

Details of the Group policies and procedures implemented by the Company following publication of the Code of Practice for the Governance of State Bodies (2016) are set out in the annual report of the Córas Iompair Éireann Group. This can be found on the CIÉ website at www.CIE.ie.

Railway Infrastructure Costs

In accordance with EU Council Directive 91/440 Iarnród Éireann-Irish Rail is required to ensure that the accounts of the business of transport services and those for the business of management of railway infrastructure are kept separate. The infrastructure costs are determined in accordance with Annex 1.A. to EU Regulation No. 2598/70.

Statement on Internal Control

Scope of Responsibility

Iarnród Éireann (IÉ) acknowledges its responsibility for ensuring that an effective system of internal control is maintained and operated. This responsibility takes account of the requirements of the Code of Practice for the Governance of State Bodies (2016).

Purpose of the System of Internal Control

The system of internal control is designed to manage risk to a tolerable level rather than to eliminate it. The system can therefore only provide reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or detected in a timely way.

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in IÉ for the year ended 31 December 2022 and up to the date of approval of the financial statements.

IÉ has an Audit and Risk Committee (ARC), the Charter and Terms of Reference of the ARC provides for three Board members to be appointed to the committee, one of whom is the Chair. The ARC met five times in 2022.

CIÉ has an internal audit function which is adequately resourced and conducts a programme of work agreed with the ARC.

The board has an Infrastructure Advisory Group to monitor infrastructure renewal, project manage large infrastructure, signalling, electrical and telecoms projects and performance. The Train Advisory Group assists the board in matters relating to customer experience and perception, commercial strategies, train engineering, regulatory changes, and business risks. The Board Safety Committee advises the Board on matters of safety across the business.

Capacity to handle risk

IÉ has put in place a Risk Management Framework which provides for all resources, governance, and assurance systems necessary to ensure that all risks with the potential to affect the company achieving its objectives are identified, managed, and reported in accordance with the company's risk appetite. This Framework has been approved by the IÉ Executive Management Team and the IÉ Board.

Risk and control framework

The approved Framework sets out IÉ's objectives, risk appetite, and criteria for the evaluation of risks, which have been established by the Executive. IÉ's risk appetite is expressed as a graduated management and reporting policy for different types of risks.

Responsibility for the identification of risk lies with the individual members of the Executive relying upon the resources of their respective departments. Each member of the Executive is responsible for ensuring that risk identification is fully incorporated into the day-to-day activities of those working within their areas of responsibility, to the extent that all risks originating within, or impacting upon, these areas are identified. A single individual is then assigned as Risk Owner for each identified risk. It is this individual who is responsible for the further analysis, evaluation, treatment, and reporting of the risk in question, in accordance with the Framework.

For the purpose of recording the day-to-day activities undertaken as part of this process IÉ have put in place a Risk Management Information System. This software system has been designed in line with the principles set out in ISO 31000, with the effect that Risk Owners, and other actors, are required to adopt a consistent, robust approach at every stage of the risk management process.

Ongoing Monitoring and Review

The members of the Executive are responsible for using the Risk Management Information System to monitor and review the performance of the entire risk management process on a day-to-day basis.

To coordinate the risk management process, to manage areas of overlapping responsibility, and to ensure that the Principal Risks facing the company have been identified, the IÉ Chief Executive includes a review of risk management at each monthly meeting of the Executive. A list of the Principal Risks facing IÉ, which includes all risks that could threaten the company's business model, future performance, solvency, or liquidity, is agreed and peer reviewed at each monthly meeting.

On a quarterly basis the IÉ Chief Risk Officer furnishes the IÉ Audit and Risk Committee and IÉ Board with a report setting out all information necessary to clearly establish the nature and extent of these Principal Risks, the likelihood of their materialising, and the extent to which they are to be managed or mitigated. Principal Risks are also reported to the relevant IÉ Board Advisory Group in the form of individual Risk Details Reports, which set out all information recorded on the Risk Management Information System relevant to the risk in question.

To provide further assurance that all foreseeable risks with the potential to affect IÉ achieving its objectives are identified and managed, and that the IÉ Board are adequately appraised of the Principal Risks facing the company, on an annual basis IÉ engage the services of a Risk Assurance Body to undertake a review of the company's risk management processes. This body is required to undertake an assessment of the adequacy and effectiveness of the processes by which risks are identified, prioritised, managed and reported. The findings of this assessment are documented in a report which is submitted to the IÉ Audit and Risk Committee and IÉ Board.

Procurement

It is company policy to adhere to public procurement legislation. The company had no reportable non-compliance in the year.

Review of Effectiveness

The Code of Practice for the Governance of State Bodies 2016 published by the Department of Public Expenditure and Reform requires an external review of effectiveness of risk management framework of each State Body be completed "on a periodic basis". BDO were engaged to perform a review of the Company's Risk Management Framework in October 2022.

IÉ was found to be compliant with the Code.

Furthermore, IÉ confirms that it has procedures to monitor the effectiveness of its risk management and control procedures. IÉ's monitoring and review of the effectiveness of the system of internal financial control is informed by the work of the internal and external auditors, the Audit and Risk Committee which oversees their work, and the senior management within IÉ responsible for the development and maintenance of the internal financial control framework.

IÉ confirms that the Board conducted an annual review of the effectiveness of the internal controls for 2022.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2022 that require disclosure in the financial statements.

Information

Regular reports and papers are circulated to the directors in a timely manner in preparation for board and committee meetings. These papers are supplemented by information specifically requested by the directors from time to time.

The non-executive directors receive periodic management accounts and regular management reports and information which enable them to scrutinise the Company's and management's performance against agreed objectives.

Accounting records

The measures taken by the directors to secure compliance with the Company's obligation to keep adequate accounting records are the use of appropriate systems and procedures and the employment of suitably qualified personnel. The accounting records are kept at the Company's head office at Connolly Station, Amiens Street, Dublin 1.

Events since the end of the financial year

Biofuel Obligation

In quarter one 2023, in order to meet the 2022 CIÉ Group biofuel obligation, IÉ purchased biofuel certificates at a value less than the buy-out charge of €1 per litre which was used to value the biofuel obligation provision at year end 2022. The impact of this is a reduction in the Group biofuel obligation provision held in IÉ and a cost reduction in other group companies of €2.7m for year end 2022.

Health and Safety

The Company is fully committed to complying with the provisions of the Safety, Health, and Welfare at Work Act, 2005 and all other national and EU Regulations. The Safety Management System is kept under review and is updated on an ongoing basis.

Railway Safety Act 2005

Iarnród Éireann continues to operate in compliance with the Railway Safety Act 2005.

Late Payment in Commercial Transactions Regulations 2013

The directors acknowledge their responsibility for ensuring compliance, in all material respects, with the provisions of the EC (Late Payment in Commercial Transactions) Amendment Regulations 2013. Procedures have been implemented to identify the dates upon which all invoices fall due for payment and to ensure that payments are made by such dates. Such procedures provide reasonable assurance against material non-compliance with the regulations. During 2022 a total of €17,000 (2021: €19,000) was paid to third party suppliers under the regulations.

Directors

The directors of the Company are appointed by the Minister for Transport. The names of persons who were directors during the year ended 31 December 2022 or who have since been appointed are set out below. Except where indicated they served as directors for the entire year.

Frank Allen

Suzy Byrne

Valerie Little

Dr Peter Mulholland

Sarah Roarty

Thomas Wynne

James Doran

Patrick O'Donoghue * appointed 21/09/2022

Gwendoline Cazenave * appointed 21/09/2022

Listed Below is the board director's attendance at board meetings during 2022:

	Attendance
Frank Allen	8/8
Suzy Byrne	8/8
Valerie Little	7/8
Dr Peter Mulholland	8/8
Sarah Roarty	7/8
Tommy Wynne	8/8
James Doran	8/8
Patrick O'Donoghue	2/2
Gwendoline Casenave	1/2

None of the directors or secretary held any interest or any shares or debentures of the Company, its Holding Company, or its fellow subsidiaries at any time during the year. There were no material contracts or arrangements entered into during the year in which a director was interested in relation to the Company's business.

Gender Balance in the Board membership

As at 31 December, the Board had four (45%) female and five (55%) male members, with no positions vacant.

The Board therefore exceeds the Government target of a minimum of 40% representation of each gender in the membership of State Boards.

The following measures are planned to maintain and support gender balance on this Board:

- The Minister will be advised upon vacancies of any potential implication for gender balance arising from the vacancy(ies) to be filled

Iarnród Éireann Advisory Groups

The following committees and advisory groups have been set up within Iarnród Éireann to advise the board on strategic and technical matters and to provide a peer review of management proposals. Details of the advisory groups to the Iarnród Éireann board and their non-executive members are as follows.

Board Safety Committee ('BSC')

The Iarnród Éireann board BSC was established to advise the Iarnród Éireann board and executive on issues relating to safety of passengers, workers, contractors, neighbours, and the public more generally. The Group comprise of:

		Attendance
Sarah Roarty	Iarnród Éireann Director (Chair)	4/4
James Doran	Iarnród Éireann Director	4/4
Tommy Wynne	Worker Director	4/4

Audit and Risk Committee ('ARC')

The Iarnród Éireann ARC provides an avenue of communication between Internal Audit, the external auditors and the Iarnród Éireann board and to review, report on and make recommendations to the Iarnród Éireann board on annual financial statements, internal controls, risk management and governance processes within Iarnród Éireann. It also considers major findings of internal investigations, reports of the internal auditors and management's response. The Group comprise of:

		Attendance
Valerie Little (Chair)	Iarnród Éireann Director	5/5
Suzy Byrne	Iarnród Éireann Director	5/5
Dr Peter Mulholland	Iarnród Éireann Director	5/5

Human Resources Advisory Group ('HRAG')

The Human Resources Advisory Group was established to ensure that there is strategic oversight across all of the Human Resource enterprise in the delivery of positive change in Iarnród Éireann. The Group comprise of:

		Attendance
Dr Peter Mulholland (Chair)	Iarnród Éireann Director	4/4
Valerie Little	Iarnród Éireann Director	4/4
Jim Meade	Iarnród Éireann CEO	4/4

Board Remuneration Committee ('BRC')

The Iarnród Éireann BRC is mandated on behalf of the Iarnród Éireann board to ensure implementation of Government policy with regard to the remuneration of Directors and the Chief Executive. It is also mandated to approve the remuneration package and the appointment of the CEO and all senior managers who report directly to the CEO. The Committee comprises:

		Attendance
Valerie Little (Chair)	Iarnród Éireann Director	2/2
Frank Allen	Iarnród Éireann Chairperson	2/2

Capital Investment Advisory Group ('CIAG')

CIAG was established in 2021 to monitor capital investment programmes and projects, assess applications to the Board and provide an independent view to the Board on the outputs from such monitoring and assessments. It is intended that the Advisory Group will assist the Board to provide an appropriate level of challenge to project management before key decisions are made in relation to design and construction, contract structure, procurement, control of budget and programme, and claims management. The Group comprises of:

		Attendance
Patrick O'Donoghue (Chair)	Iarnród Éireann Director	5/5
Frank Allen	Iarnród Éireann Chairperson	3/5
Colm Lynch	Independent Advisor	5/5

Service Delivery Advisory Group ('SDAG')

SDAG was established in 2021 to provide a non-executive forum for the discussion of Iarnród Éireann service delivery, with advice to the executive where appropriate. The Group comprises of:

		Attendance
Tommy Wynne (Chair)	Worker Director	5/5
Mike Snowden	Independent Advisor	5/5
David Wilkinson	Independent Advisor	5/5
Suzy Byrne	Iarnród Éireann Director	4/5

Strategy Advisory Group ('StAG')

The Strategy Advisory Group was established in 2018 to review strategy for the company as a whole and bring focus to specific areas of the business in partnership with key stakeholders. The Group comprises of:

		Attendance
Sarah Roarty (Chair)	Iarnród Éireann Director	3/3
Frank Allen	Iarnród Éireann Chairperson	3/3
Jim Meade	Iarnród Éireann CEO	3/3

Directors Compliance Statement

As required by Section 225 of the Companies Act 2014, the directors acknowledge that the directors are responsible for securing the company's compliance with its relevant obligations; and

The directors confirm that the directors completed the following three procedures in order to comply with the directors' obligations during the financial year:

- the drawing up of a "compliance policy statement" setting out the company's policies that, in the directors' opinion, are appropriate to the company, and respecting compliance by the company with its relevant obligations.

- the putting in place of appropriate arrangements or structures that are, in the directors' opinion, designed to secure material compliance with the company's relevant obligations; and
- the conducting of a review, during the financial year of any arrangements or structures that have been put in place.

Company Secretary

The Company Secretary is responsible for advising the board, through the Chairperson, on all governance matters. All directors have access to the advice and services of the Company Secretary. The Company's Constitution provides that the appointment and removal of the Company Secretary is a matter for the directors.

Disclosure of information to auditors

In the case of each of the persons who are directors at the time the directors' report and financial statements are approved: So far as the director is aware, there is no relevant audit information of which the company's auditors are unaware; and each director has taken all steps that ought to have been taken by the director in order to make himself/herself aware of any relevant audit information and to establish that the company's auditors are aware of that information.

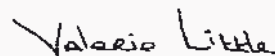
Auditors

The statutory auditors, Mazars, will continue in office and operate in accordance with with Section 383(2) of the Companies Act 2014

On behalf of the board



Mr. Frank Allen
Chairperson



Ms. Valerie Little
Director

7th June 2023

Independent auditor's report to the members of Iarnród Éireann

Report on the audit of the financial statements

Opinion

We have audited the financial statements of Iarnród Éireann (‘the Company’), which comprise the Statement of Comprehensive Income, the Balance Sheet, the Statement of Changes in Equity, the Statement of Cash Flows, and notes to the Company financial statements, including the summary of significant accounting policies set out in note 1. The financial reporting framework that has been applied in their preparation is Irish law and FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* issued in the United Kingdom by the Financial Reporting Council (FRS 102).

In our opinion, the accompanying financial statements:

- give a true and fair view of the assets, liabilities and financial position of the Company as at December 31, 2022, and of its surplus for the year then ended;
- have been properly prepared in accordance with FRS 102; and
- have been properly prepared in accordance with the requirements of the Companies Act 2014.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (Ireland) (ISAs (Ireland)) and applicable law. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report.

We are independent of the Company in accordance with the ethical requirements that are relevant to our audit of financial statements in Ireland, including the Ethical Standard for Auditors (Ireland) issued by the Irish Auditing and Accounting Supervisory Authority (IAASA), and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Company's ability to continue as a going concern for a period of at least twelve months from the date when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

Other information

The directors are responsible for the other information. The other information comprises the information included in the annual report other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit, or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2014

In our opinion, based on the work undertaken in the course of the audit, we report that:

- the information given in the directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements;
- the directors' report has been prepared in accordance with applicable legal requirements;
- the accounting records of the Company were sufficient to permit the financial statements to be readily and properly audited; and
- the financial statements are in agreement with the accounting records.

We have obtained all the information and explanations which, to the best of our knowledge and belief, are necessary for the purposes of our audit.

Matters on which we are required to report by exception

Based on the knowledge and understanding of the Company and its environment obtained in the course of the audit, we have not identified any material misstatements in the directors' report.

The Companies Act 2014 requires us to report to you if, in our opinion, the requirements of any of Sections 305 to 312 of the Act, which relate to disclosures of directors' remuneration and transactions are not complied with by the Company. We have nothing to report in this regard.

Under the Code of Practice for the Governance of State Bodies (August 2016) (the "Code of Practice"), we are required to report to you if the statement regarding the system of internal control required under the Code of Practice as included in the Corporate Governance Statement in the Directors' Report does not reflect the companies compliance with paragraph 1.9(iv) of the Code of Practice or if it is not consistent with the information of which we are aware from our audit work on the financial statements.

We have nothing to report in this respect.

Respective responsibilities

Responsibilities of directors for the financial statements

As explained more fully in the directors' responsibilities statement set out on page 24, the directors are responsible for the preparation of the financial statements in accordance with the applicable financial reporting framework that give a true and fair view, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (Ireland) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A further description of our responsibilities for the audit of the financial statements is located on the Irish Auditing and Accounting Supervisory Authority's website at: http://www.iaasa.ie/getmedia/b2389013-1cf6-458b-9b8f-a98202dc9c3a/Description_of_auditors_responsibilities_for_audit.pdf. This description forms part of our auditor's report.

The purpose of our audit work and to whom we owe our responsibilities

Our report is made solely to the Company's members, as a body, in accordance with Section 391 of the Companies Act 2014. Our audit work has been undertaken so that we might state to the Company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company and the Company's members, as a body, for our audit work, for this report, or for the opinions we have formed.



Tommy Doherty

for and on behalf of Mazars
Chartered Accountants & Statutory Audit Firm
Harcourt Centre, Block 3
Harcourt Road
Dublin 2

07 June 2023

Statement of Comprehensive Income

For the Financial Year Ended 31 December 2022

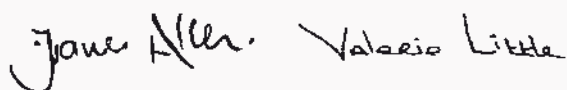
	Notes	2022 €'000	2021 €'000
Revenue from operations		224,110	144,076
Receipts from Public Service Obligation contracts		166,269	182,191
Other exchequer funding		192,160	211,725
Total revenue	3	582,539	537,992
Costs			
Payroll and related costs	5	(296,306)	(280,320)
Materials and services costs	6	(275,387)	(243,471)
Total costs		(571,693)	(523,791)
EBITDA			
Exceptional items	7	(881)	(1,227)
Depreciation net of capital grants amortised	8	(8,606)	(9,068)
Profit/(Loss) on disposal of tangible assets		517	(82)
Surplus before interest and taxation		1,876	3,824
Interest payable and similar charges	9	(197)	(1,200)
Surplus for the year on ordinary activities before taxation		1,679	2,624
Taxation on ordinary activities	10	(894)	(843)
Surplus for the financial year		785	1,781

Balance Sheet

As at 31 December 2022

	Notes	2022 €'000	2021 €'000
Fixed assets			
Intangible assets	12	10,915	11,909
Tangible assets	13	1,726,665	1,614,066
		1,737,580	1,625,975
Current assets			
Stocks	14	64,914	61,394
Debtors	15	478,488	329,445
Cash at bank and in hand		1,629	745
		545,031	391,584
Creditors (amounts falling due within one year)	16	(674,463)	(520,550)
		(129,432)	(128,966)
Total assets less current liabilities		1,608,148	1,497,009
Deferred income	18	(1,506,883)	(1,390,987)
Provisions for liabilities	19	(54,699)	(60,241)
		46,566	45,781
Capital and reserves			
Called up share capital	20	194,270	194,270
Profit and loss account – deficit		(147,704)	(148,489)
Total Equity		46,566	45,781

On behalf of the board



Mr. F. Allen
Chairperson

Ms. V. Little
Director

7th June 2023

Statement of Changes in Equity

Financial year ended 31 December 2022

	Called up Share Capital €'000	Profit & Loss €'000	Total Equity €'000
Balance at 1 January 2021	194,270	(150,270)	44,000
Surplus for the financial year	-	1,781	1,781
Total comprehensive income for the financial year	-	1,781	1,781
Balance at 31 December 2021	194,270	(148,489)	45,781
Surplus for the financial year	-	785	785
Total comprehensive income for the financial year	-	785	785
Balance at 31 December 2022	194,270	(147,704)	46,566

Statement of Cash Flow

Financial year ended 31 December 2022

	Notes	2022 €'000	2021 €'000
Net cash generated from operating activities	21	27,443	25,468
Cash flow from investing activities			
Purchase of tangible fixed assets		(409,668)	(301,650)
Purchase of intangible fixed assets		(4,490)	(2,944)
Proceeds from disposal of tangible fixed assets		517	(82)
Proceeds from state and EU grants		406,332	302,771
Net cash from investing activities		(7,309)	(1,905)
Cash flow from financing activities			
Interest paid		(197)	(1,200)
Intercompany financing		(19,053)	(22,044)
Total cash used in financing activities		(19,250)	(23,244)
Net increase in cash and cash equivalents		884	319
Cash and cash equivalents at 1 January		745	426
Cash and cash equivalents at 31 December		1,629	745
Cash and cash equivalents consist of:			
Cash at bank and in hand		354	351
Bank		1,275	394
		1,629	745

Notes to the Financial Statements

1. Statement of compliance, activities, and ownership

(a) Statement of Compliance

The financial statements of Iarnród Éireann, registered number 119571, Connolly Station, Amiens Street, Dublin 1, have been prepared on a going concern basis in accordance with Financial Reporting Standard 102 (Accounting standards issued by the Financial Reporting Council of the UK) and the Financial Reporting Standards applicable in the United Kingdom and the Republic of Ireland.

(b) Activities and ownership

Córas Iompair Éireann (CIÉ), of which Iarnród Éireann is a subsidiary, is Ireland's national statutory authority providing land public transport within Ireland. CIÉ is wholly owned by the Government of Ireland and reports to the Minister for Transport.

Iarnród Éireann is Ireland's leading provider of rail transport.

The financial statements of the Company relate solely to the activities of Iarnród Éireann.

Summary of significant accounting policies

The significant accounting policies and estimation techniques adopted in the preparation of these financial statements are set out on the following pages. These policies have been consistently applied to all the years presented, unless otherwise stated.

As permitted by the Companies Act 2014, the directors have adapted the prescribed format of the profit and loss account in a manner appropriate to the nature of the Company's business.

Córas Iompair Éireann owns 100% of the equity share capital of Iarnród Éireann, ('IÉ').

Córas Iompair Éireann prepare group financial statements, of which Iarnród Éireann is a member. Copies of the Córas Iompair Éireann group financial statements are available from the Company Secretary at Córas Iompair Éireann, Heuston Station, Dublin 8.

(a) Basis of preparation

The financial statements have been prepared on a going concern basis, under the historical cost convention, refer to Note 2 in the Financial Statements for further details.

The preparation of financial statements in conformity with FRS 102 requires the use of certain key assumptions concerning the future, and other key sources of estimation uncertainty at the reporting date. It also requires the directors to exercise their judgement in the process of applying the Company's accounting policies. The areas involving a higher degree of judgement or complexity, or areas where assumptions and estimates have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are set out at (v) below.

FRS 102 allows a qualifying entity certain disclosure exemptions. The Company has taken advantage of exemption for disclosing related party transactions with other subsidiaries within the CIÉ Group.

(b) Revenue

Revenue comprises the gross value of services provided. Revenue is measured at the fair value of the consideration received or receivable and represents the amount receivable for services rendered.

Iarnród Éireann recognises revenue in the period in which the service is provided.

Rail Operations revenue is recognised in the period the service is provided on completion of the customer's journey. Proceeds received for the sale of annual tickets and other future dated products is carried within liabilities and recognised in the profit and loss account over the period of the relevant service.

Freight revenue is recognised in the period in which the service is provided.

Rosslare Europort revenue is recognised in the period in which the service is provided.

Revenue from advertising and other sundry activities is recognised over the period of the relevant contract. Revenue from advertising is earned from bi-monthly and quarterly contracts with the associated revenue receipt received in arrears.

Income from commissions is recognised when the service is provided to the customer.

Other third-party revenues are recognised as they are earned, or at the point of service, to the extent that relevant expenses have been recognised that are recoverable against this revenue in the period.

(c) Materials and services costs

Materials and services costs, constitute all costs associated with the day to day running of the operations of Iarnród Éireann, excluding depreciation and amortisation and payroll costs which are disclosed separately in the profit and loss account, and are disclosed separately in the notes to the financial statements.

(d) Exceptional costs

Iarnród Éireann's profit and loss account separately identifies operational results before specific items. Specific items are those that in the directors' judgement need to be disclosed separately by virtue of their size, nature, or incidence. The Company believes that this presentation provides additional analysis as it highlights exceptional costs. Such costs include significant business restructuring costs.

In this regard the determination of 'significant', uses qualitative and quantitative judgement by the directors' in assessing the costs, which by virtue of their scale and nature, are disclosed in the profit and loss account and related notes as exceptional costs.

(e) Foreign currency

(i) Functional and presentation currency

The functional currency and presentation currency of the Company is the Euro, denominated by the symbol "€" and unless otherwise stated, the financial statements have been presented in thousands (€'000).

(ii) Transactions and balances

Transactions denominated in the foreign currency are translated into the functional currency using the spot exchange rates at the date of the transactions.

At the end of each financial year foreign currency monetary items are translated to Euro using the closing rate. Non-monetary items measured at historical cost are translated using the exchange rate at the date of the transaction and non-monetary items measured at fair value are measured using the exchange rate when fair value was determined.

Foreign exchange gains and losses resulting from the settlement of transactions and from the translation at exchange rates at the end of the financial year of monetary assets and liabilities denominated in foreign currencies are recognised in the profit and loss account.

Foreign exchange gains and losses that relate to borrowings and cash and cash equivalents are presented in the profit and loss account within 'interest receivable and similar income' or 'interest payable and similar charges' as appropriate. All other foreign exchange gains and losses are presented in the profit and loss account within material and service costs.

(f) European Union and state grants

Iarnród Éireann recognises government grants in line with the accruals model under FRS 102.

(i) Grants for capital expenditure

Grants for capital expenditure are credited to deferred income as they become receivable. They are amortised to the profit and loss account and recognised in income over the useful economic life of the related assets.

(ii) Revenue grants

Revenue grants are recognised as income in the profit and loss account in the period in which the related costs for which the grant is intended to compensate are incurred.

(iii) Infrastructure Manager Multi Annual Contract grant

Infrastructure Manager Multi Annual Contract (MAC) grants are recognised as deferred income or immediately as income in the profit and loss account, by reference to the underlining activity for which the grant is intended to compensate. MAC capital grants credited to deferred income in the balance sheet are amortised over the useful economic life of the related assets.

(g) Segmental reporting note

Operating segments are reported in a manner consistent with the internal management structure of Iarnród Éireann and the internal financial information provided to the company's Chief Operating Decision Makers (the executive directors) who are responsible for making strategic decisions, allocating resources, monitoring, and assessing the performance of each segment. The operating result reported internally by segment is the key measure utilised in assessing the performance of operating segments within the company.

Iarnród Éireann has determined it has five reportable segments: Railway Undertaking, Railway Infrastructure Manager, Rail Freight, Rosslare Europort and Central and Other Activities. The Railway Undertaking segment operates the passenger business under the Public Service Obligation contract awarded by the National Transport Authority. The Railway Infrastructure Manager segment manages, maintains, and renews the infrastructure asset which is funded by the Multi Annual Contract and Access charges. The Rail Freight segment provides transport services for the movement of goods by rail. The Rosslare Europort segment operates the second busiest port in the state for ship movements of tourist traffic and unitised freight. The Central and Other Activities segment provide shared services to the organisation and contains the Navigator business which provides road transport facilities for the motor industry primarily.

(h) Employee benefits

The Company provides a number of employee benefits to staff depending on their grade, seniority, and statutory obligations. Benefits include the payment of salary or wages and the payment of premia for additional work undertaken. In addition, employer contributions in respect of pension are made for eligible staff to the respective pension schemes.

Post-employment benefits

The CIÉ Group operates two defined benefit plans (the CIÉ Pension Scheme for Regular Wages Staff and CIÉ Superannuation Scheme 1951 (Amendment) Scheme 2000 defined benefit plan) for employees of the CIÉ group.

A defined benefit plan defines the pension benefit that the employee will receive on retirement, usually dependent upon several factors including age, length of service and remuneration. A defined benefit plan is a post-employment benefit other than a defined contribution plan.

These schemes have been accounted for in the CIÉ Group financial statements. The defined benefit pension scheme assets are measured at fair value. Defined benefit pension schemes liabilities are measured on an actuarial basis using the projected unit credit method. The excess of scheme liabilities over scheme assets is presented on the balance sheet of CIÉ as a liability.

All the subsidiaries, as well as CIÉ itself, participate in the CIÉ Pension Scheme for Regular Wages Staff and CIÉ Superannuation Scheme 1951 (Amendment) Scheme 2000 defined benefit plan. The scheme rules do not specify how any surplus or deficit should be allocated among participating employers and there is no contractual agreement or stated policy for allocating the net defined benefit cost to the individual group entities. Accordingly, the net defined benefit cost for the schemes as a whole are recognised in the separate financial statements of CIÉ, as in the absence of a formal contractual arrangement the directors believe that this is the entity that is legally responsible for the schemes. The other participating entities, including Iarnród Éireann recognise a cost equal to their contribution for the period. Further details of these schemes are set out in note 23.

(i) Interest

(i) Interest receivable

Interest earned is credited to the profit and loss account in the period in which it was earned.

(ii) Interest payable

Borrowing costs are charged to the profit and loss account in the period in which they are incurred.

(j) Related parties

Iarnród Éireann is a subsidiary of CIÉ Group. Iarnród Éireann does not disclose transactions with related parties which are not wholly owned within the group (see Note 25). The Company is exempt from disclosing transactions with members of the same group that are wholly owned.

(k) Taxation

Income tax expense for the financial year comprises current and deferred tax recognised in the financial year. Income tax expense is presented in the same component of total comprehensive income (profit and loss account or other comprehensive income) or equity as the transaction or other event that resulted in the income tax expense.

Current or deferred taxation assets and liabilities are not discounted.

(i) Current tax

Current tax is the amount of income tax payable in respect of the taxable profit for the financial year or past financial years. Current tax is measured at the amount of current tax that is expected to be paid using tax rates and laws that have been enacted or substantively enacted by the end of the financial year. Where tax adjusted trading profits are calculated, tax losses are carried forward and utilised to offset against these profits.

(ii) Deferred tax

Deferred tax is recognised in respect of timing differences, which are differences between taxable profits and total comprehensive income as stated in the financial statements. These timing differences arise from the inclusion of income and expenses in tax assessments in financial years different from those in which they are recognised in financial statements.

Deferred tax is recognised on all timing differences at the end of each financial year with certain exceptions. Unrelieved tax losses and other deferred tax assets are recognised only when it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

(l) EBITDA

EBITDA is company earnings before adjustment for interest and taxation charged, depreciation of fixed assets and amortisation of capital grants received.

(m) Intangible fixed assets

Computer software is carried at cost less accumulated amortisation and accumulated impairment losses. Software is amortised over its estimated useful life, of between three to five years, on a straight-line basis. Software is not considered to have a residual value. Where factors, such as technological advancement or changes in market prices, indicate that the software's useful life has changed, the useful life is amended prospectively to reflect the new circumstances. Intangible fixed assets are reviewed for impairment if there is an indication that the intangible fixed asset may be impaired.

(n) Tangible fixed assets and depreciation

Tangible fixed assets are carried at cost less accumulated depreciation and accumulated impairment losses. Cost includes the original purchase price, costs directly attributable to bringing the asset to the location and condition necessary for its intended use and applicable dismantling, removal, and restoration costs.

(i) Railway lines and works

Railway lines and works comprise a network of systems.

Expenditure on the network, which increases its capacity or enhances its operating capability is treated as an addition to tangible fixed assets, is capitalised and depreciated over its estimated economic useful life.

Tangible fixed assets include capitalised employee and other costs that are directly attributable to the asset.

Expenditure on the existing network, which maintains the operating capability in accordance with defined standards of service is treated as maintenance and expensed to the profit and loss account. Any related grant is treated similarly and presented in the profit and loss account.

(ii) Railway rolling stock

Locomotives, railcars, coaching stock, and wagons other than those fully depreciated or acquired at no cost are depreciated on the basis of their historical cost spread over their estimated economic useful lives using the straight-line method.

(iii) Road freight vehicles

These assets are depreciated on the basis of historical cost spread over their estimated economic useful lives using the straight-line method.

(iv) Docks, harbours and wharves; plant and machinery

These assets are depreciated based on the historical cost spread over their estimated economic useful lives using the straight-line method.

(v) Land and buildings

Land is not depreciated. Buildings are depreciated, on the based on the historical cost spread over their estimated economic useful lives using the straight-line method.

(vi) Depreciation and residual values

Depreciation on assets except land is calculated, using the depreciation methods, and estimated useful lives, as follows:

Railway lines and works	straight-line method	10-40 years
Railway rolling stock	straight-line method	4-20 years
Plant and machinery	straight-line method	3-30 years
Signalling	straight-line method	10 years
Docks, harbours, and wharves	straight-line method	50 years
Catering equipment	straight-line method	5-10 years
Freehold buildings	straight-line method	50 years
Bridges	straight-line method	120 years
Road freight vehicles	straight-line method	1-10 years

The range of years is designed to indicate the different economic lives of components within a class of assets. The assets' residual values and useful lives are reviewed, and adjusted, if appropriate, each financial year. The effect of any change in either residual values or useful lives is accounted for prospectively.

(vii) Subsequent additions and major components

Subsequent costs are included in the assets carrying amount or recognised as a separate asset, as appropriate, only when it is probable that economic benefits associated with the item will flow to the Company and the cost can be measured reliably.

The carrying amount of any replaced component is recognised. Major components are treated as separate assets where they have significantly different patterns of consumption of economic benefits and are depreciated separately over their useful lives.

Repairs and maintenance are expensed as incurred to the profit and loss account.

(viii) Derecognition

Tangible fixed assets are derecognised on disposal or when no future economic benefits are expected. On disposal, the difference between the net disposal proceeds and the carrying amount is recognised as profit or loss.

(o) Heritage assets

Iarnród Éireann has a number of heritage assets, mainly former fleet vehicles, plates, crests, and various artefacts. The assets are maintained "purely for their contribution to knowledge and culture" and the assets comprise mainly former operational assets.

Given the nature of the assets held and the lack of comparable market values, the cost of obtaining a valuation of Iarnród Éireann heritage assets is such that it would not be commensurate with the benefits provided to users of the financial statements.

(p) Stocks

Stocks consist of maintenance materials, spare parts, fuel, and other sundry stock items. Fuel stock is valued at the lower of weighted average cost and net realisable value. Nonfuel stocks are valued at the lower of cost and net realisable value. Cost comprises the purchase price, including taxes and duties and transport and handling directly attributable to bringing the stock to its present location and condition.

At the end of each financial year, stocks are assessed for impairment and a provision is made for stocks considered to be impaired.

Civil Engineering (CCE) and Signalling (SET) stock is categorised into moving and unmoving stock. A provision is applied to unmoving stock, based on the length of time since the stock last moved. An excess provision is applied to the excess portion of “moving stock” depending on the level of stock with excess of 2 years usage on hand.

Mechanical Engineering (CME) stock is categorised as strategic, program and consumable stocks. A provision is applied to each category depending on the age of the stock.

Stand by equipment or specialised major spare parts which are held for replacement purposes and are expected to be used during more than one period are held as tangible fixed assets in accordance with FRS 102.

(q) Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less. Bank overdrafts are shown within borrowings in current liabilities. Cash and cash equivalents are initially measured at transaction price and subsequently measured at amortised cost.

Bank deposits which have original maturities of more than three months are not cash and cash equivalents and are presented as current asset investments.

(r) Financial instruments

(i) Financial assets

The Company has chosen to adopt the provisions of Sections 11 and 12 of FRS 102 to account for all of its financial instruments.

The Company has a number of basic financial assets which include trade and other debtors, amounts owed from group companies and cash and cash equivalents, and which are recorded in current assets as due in less than one year.

Basic financial assets are initially recognised at transaction price (including transaction costs) unless the arrangement constitutes a financing transaction. Where the arrangement constitutes a financing transaction the resulting financial asset is initially measured at the present value of the future receipts discounted at a market rate of interest for a similar debt instrument.

Trade and other debtors, cash and cash equivalents, and financial assets from arrangements which constitute financing transactions are subsequently measured at amortised cost using the effective interest method.

At the end of each financial year financial assets measured at amortised cost are assessed for objective evidence of impairment. If there is objective evidence that a financial asset measured at amortised cost is impaired an impairment loss is recognised in profit or loss. The impairment loss is the difference between the financial asset's carrying amount and the present value of the financial asset's estimated cash inflows discounted at the asset's original effective interest rate.

If, in a subsequent financial year, the amount of an impairment loss decreases, and the decrease can be objectively related to an event occurring after the impairment was recognised the previously recognised impairment loss is reversed. The reversal is such that the current carrying amount does not exceed what the carrying amount would have been had the impairment loss not previously been recognised. The impairment reversal is recognised in profit or loss.

Financial assets are derecognised when (a) the contractual rights to the cash flows from the asset expire or are settled, or (b) substantially all the risks and rewards of ownership of the financial asset are transferred to another party or (c) control of the financial asset has been transferred to another party who has the practical ability to unilaterally sell the financial asset to an unrelated third party without imposing additional restrictions.

(ii) Financial liabilities

Similarly, the Company has a number of basic financial liabilities, including trade and other creditors, bank loans and overdrafts, and loans from fellow group companies, which are initially recognised at transaction price, unless the arrangement constitutes a financing transaction, where the financial liability is measured at the present value of the future payments discounted at a market rate of interest of a similar debt instrument.

Trade and other creditors, bank loans and overdrafts, loans from fellow group companies and financial liabilities from arrangements which constitute financing transactions are subsequently carried at amortised cost, using the effective interest method.

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Trade creditors are classified as due within one year if payment is due within one year or less. If not, they are presented as falling due after more than one year. Trade creditors are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

Financial liabilities are derecognised when the liability is extinguished, that is when the contractual obligation is discharged, cancelled, or expires.

(s) Provisions and contingencies

(i) Provisions

Provisions are liabilities of uncertain timing or amount. Provisions are recognised when the Company has a present legal or constructive obligation as a result of past events; it is probable that a transfer of economic benefit will be required to settle the obligation; and the amount of the obligation can be estimated reliably.

Provisions are measured at the present value of the best estimate of the amount required to settle the obligation, using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability. Provisions are reviewed at the end of each financial year and adjusted to reflect the current best estimate of the amount required to settle the obligation. The unwinding of the discount is recognised as a finance cost in profit or loss, presented as part of 'interest payable and similar charges' in the financial year in which it arises.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole.

Restructuring provisions are recognised when the Company has a legal or constructive obligation at the end of the financial year to carry out the restructuring. The Company has a constructive obligation to carry out a restructuring when there is a detailed, formal plan for the restructuring and the Company has raised a valid expectation in those affected by either starting to implement the plan or announcing its main features to those affected.

Provision is made for the estimated cost of claims incurred but not settled at the balance sheet date, including the cost of claims incurred but not yet reported (IBNR) to the Company.

Other provisions consist of provisions related to the operation of rail services, pay related provisions, legal claims, and pension related provisions.

Provision is not made for future operating losses.

(ii) Contingencies

Contingent liabilities, arising as a result of past events, are not recognised as a liability because it is not probable that the Company will be required to transfer economic benefits in settlement of the obligation, or the amount cannot be reliably measured at the end of the financial year. Possible but uncertain obligations are not recognised as liabilities but are contingent liabilities. Contingent liabilities are disclosed in the financial statements unless the probability of an outflow of resources is remote.

Contingent assets are not recognised. Contingent assets are disclosed in the financial statements when an inflow of economic benefits is probable.

(iii) Third party and employer liability claims provision and related recoveries

Provision is made at the year-end for the estimated cost of claims incurred but not settled at the balance sheet date, including the cost of claims incurred but not yet reported (IBNR) to the company.

The company takes all reasonable steps to ensure that it has appropriate information regarding its claim's exposures. However, given the uncertainty in establishing claims provisions, it is likely that the final outcome will prove to be different from the original liability established.

Further details are set out in Note 19 to the financial statements.

(t) Leased assets

(i) Finance leases

Finance leases transfer substantially all the risks and rewards incidental to ownership to the lessor. At the commencement of the finance lease term, the Company recognises its right of use and obligation under a finance lease as an asset and a liability at the amount equal to the fair value of the leased asset, or if lower, at the present value of the minimum lease payments calculated using the interest rate implicit in the lease. The capital cost of such assets is included in tangible assets and depreciated over the shorter of the lease term or the estimated useful life of the asset. The capital element of the outstanding lease obligations is included within creditors. Finance charges are charged to the profit and loss account over the primary period of the lease.

(ii) Operating leases

Operating leases do not transfer substantially all the risks and rewards of ownership to the lessor. Payments under operating leases are recognised in the profit and loss account on a straight-line basis over the period of the lease. Rental payments under operating leases are charged to the profit and loss account as they accrue.

(u) Equity

The Company's equity shares are wholly owned by CIÉ. Ordinary called up share capital and revenue reserves are classified as equity and set out in the notes to the financial statements.

(v) Critical accounting estimates and assumptions

Estimates and judgements made in the process of preparing the financial statements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

The directors make estimates and assumptions concerning the future in the process of preparing the financial statements. The resulting accounting estimates will, by definition, seldom equal the related actual results. The areas involving a higher degree of judgement and complexity and the estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are addressed below.

(i) Useful economic lives of tangible and intangible fixed assets

The annual amortisation charge for intangible fixed assets and the depreciation charge for tangible fixed assets are sensitive to changes in the estimated useful economic lives and residual values of the assets. The useful economic lives and residual values are re-assessed annually. They are amended when necessary to reflect current estimates, based on technological advancement, future investments, economic utilisation, and the physical condition of the assets. The useful economic lives for each class of intangible fixed and tangible fixed assets are set out above. The carrying amount of tangible and intangible fixed assets for each class of assets is set out in notes 12 and 13.

(ii) Defined benefit pension scheme

The CIÉ group, of which the Company is a member, has an obligation to pay pension benefits to certain employees. The cost of these benefits and the present value of the obligation depend on a number of factors, including assumptions in respect of; life expectancy, salary increases, and the discount rate on corporate bonds. Further details are set out in note 23.

(iii) Third party and employer liability claim provisions

Provision is made at the year-end for the estimated cost of claims incurred but not settled at the balance sheet date, including the cost of claims incurred but not yet reported (IBNR) to the Company.

The Company takes all reasonable steps to ensure that it has appropriate information regarding its claim's exposures. However, given the uncertainty in establishing claims provisions, it is likely that the outcome will prove to be different from the original liability established.

Further details are set out in note 19 to the financial statements.

2. Going concern

Financial position

The 2022 Iarnród Éireann financial statements have been prepared on a going concern basis. This assumes that the Company will have adequate resources to continue in operational existence for a period of at least twelve months from the date of approval of these financial statements

The directors have given very careful consideration to the going concern basis of preparation at this time and are satisfied that it is appropriate for the 2022 financial statements to be prepared on this basis.

The key factors considered in arriving at this determination include:

Financial Position as at 31 December 2022

At 31 December 2022 Iarnród Éireann had net assets of €46.6million (2021: €45.8 million) and net current liabilities of €129.4 million (2021: €129.0 million).

Net current liabilities include non-cash items of €519.5 million (2021: €380.6 million) relating to deferred income in respect of capital grants and revenue. Therefore, excluding these non-cash items the Company had net current assets of €390.1 million (2021: net current assets €251.6 million).

Global Economic Uncertainties

The ongoing war in Ukraine, continues to contribute to a number of general business risks. These include potential disruptions to energy supplies, alongside a sharp increase in prices with the potential for further increases, the possibility of supply chain disturbances, and a reduction in economic activity and the level of consumer spending.

Economic Recovery

The Irish economy is recovering from the negative economic impact from COVID-19. The primary impact on Iarnród Éireann relates to continuing levels of reduced passenger journeys, however commercial activities have returned to pre pandemic levels. The principal uncertainties facing Iarnród Éireann can be summarised as follows:

- From 1st January 2023 Iarnród Éireann has operated under a gross Public Service Obligation ("PSO") contract.
- CIÉ being unable to provide a Letter of Support to IÉ
- Reduction in Exchequer funding below the required levels to enable IÉ meet PSO and IMMAC contractual obligations.

Direct Award Contracts

During 2019 the National Transport Authority ("NTA") awarded a ten-year direct award contract to Iarnród Éireann. The company operated under a net cost contract for 2022. The contract has converted to a gross cost contract on 1 January 2023. Under the gross cost contract revenue responsibility transfers to the NTA. NTA will meet the gross costs of delivering the contractual services.

2023 Financial Year

Iarnród Éireann continues to operate PSO services in line with the Direct Award Contract. From 1st January 2023 the company will operate under a gross contract under which the NTA will provide PSO funding to the company to meet the cost of operating PSO services including essential but uneconomic services. Revenue from fare box will be retained by the NTA. Budget 2023 was prepared on the basis that funding will be provided to meet the cost of operating PSO services. The NTA and the Department of Transport ("DoT") have indicated that the required funding would be made available in order to ensure the continuation of these vital public services. The directors would like to acknowledge the additional exchequer funding support received from the NTA and the Exchequer since the onset of the pandemic which has enabled the continued operation of essential public transport services.

Commercial activities are expected to continue inline with the strong recovery witnessed in 2022;

In 2023 the company will operate under a gross cost PSO contract. In discussions with IÉ, the NTA have indicated that they will continue to fund IÉ, subject to a quarterly review between both parties.

Consideration of the assumption that appropriate levels of PSO funding will be provided in 2023 is an essential element in the director's assessment of the financial position of the company. The directors are satisfied that:

- it remains the intention of the NTA to fund Iarnród Éireann to operate its requested PSO Services.
- the NTA will receive sufficient funding from the Exchequer in order to fund the Iarnród Éireann PSO Contract.

The directors considered all relevant information in forming a view as to the reasonableness of their conclusions in relation to the provision of such funding. This included consideration of management engagement with key stakeholders, as well as all relevant publicly available information.

Commercial activities

The business is expected to incur a surplus in 2023 and 2024 and the directors, are satisfied that there is not a going concern issue for the company.

On-going Management Actions

Iarnród Éireann management are continuing to take a number of actions, including:

- continuous engagement with the NTA on appropriate funding in support of the continued operation of the PSO Direct Award Contract.
- close monitoring of all issues impacting on Commercial Services.
- close monitoring by management of the daily, weekly, and monthly cash position across the company
- continued implementation and rigorous monitoring of cost saving initiatives.
- detailed assessments of all Capital Expenditure proposals and their impact on liquidity.
- continuous review of risks and opportunities affecting the company's operations.

CIÉ Group

The Group operates a pooled treasury system and Iarnród Éireann relies on the Group's banking facilities to enable it to manage its operations in accordance with its approved business plan. The ongoing support of the Group for Iarnród Éireann is evidenced in the Letter of Support from CIÉ to Iarnród Éireann dated 7th June 2023. The letter states "It remains CIÉ policy that the Company is at all times in a position to meet its liabilities. CIÉ shall continue to exercise its shareholder rights and statutory obligations with a view to ensuring that the Company manages its operations, in accordance with its approved business plans, and in a manner which will enable it to meet all its obligations in a timely manner. CIÉ will provide the financial support necessary to permit the Company to continue operating and liquidating its liabilities in the normal course of business for at least a period of twelve months after the date of the signing of the financial statements".

Consolidated CIÉ Group Budget

The CIÉ Board approved a consolidated group budget for 2023 in December 2022. Based on the continued operation of the direct award contracts on the agreed basis, the consolidated Group budget for 2023 shows that the Group has sufficient resources to absorb the losses which are forecast to occur in the period of at least twelve months from the date of approval of these financial statements.

Conclusion

The directors of Iarnród Éireann, having regard to the factors outlined above, have a reasonable expectation that the company will have adequate resources to continue in operational existence for at least twelve months from the date of approval of these financial statements and consider that it is appropriate to adopt the going concern basis in preparing the financial statements.

3. Divisional analysis of profit and loss account

Iarnród Éireann has determined it has five reportable segments: Railway Undertaking, Railway Infrastructure Manager, Rail Freight, Rosslare Europort and Central and Other Activities. The Railway Undertaking segment operates the passenger business under the Public Service Obligation contract awarded by the National Transport Authority. The Railway Infrastructure Manager segment manages, maintains, and renews the infrastructure asset which is funded by the Multi Annual Contract and Access charges. The Rail Freight segment provides transport services for the movement of goods by rail. The Rosslare Europort segment operates the second busiest port in the state for ship movements of tourist traffic and unitised freight. The Central and Other Activities segment provide shared services to the organisation and contains the navigator business which provides road transport facilities, primarily for the motor industry.

(A) Railway Undertaking

	2022	2021
	€'000	€'000
Sources of revenue		
Revenue	171,768	102,477
Public Service Obligation	166,269	182,191
Other exchequer funding	5,927	40,447
Total revenue	343,964	325,115
Operating costs		
Payroll and related costs	(148,442)	(141,163)
Materials and services	(82,880)	(79,124)
Fuel	(35,986)	(27,659)
Operating costs	(267,308)	(247,946)
Operating surplus before track access charges		
	76,656	77,169
Track access charge	(69,391)	(69,734)
EBITDA	7,265	7,435
Exceptional items	(397)	(639)
Depreciation and amortisation, net of capital grants amortised	(3,234)	(3,613)
Profit/(Loss) on sale of tangible assets	5	0
Surplus before interest and taxation	3,639	3,183
Interest payable and similar charges	(117)	(414)
Surplus for the year on ordinary activities before taxation	3,522	2,769
Taxation on deficit on ordinary activities	-	-
Surplus for the year on ordinary activities after taxation	3,522	2,769

(B) Railway Infrastructure manager

In compliance with EU Council Directive 91/440 the costs of the Railway Infrastructure Division have been computed as follows:

	2022	2021
	€'000	€'000
Sources of revenue		
Multi Annual Contract	175,439	161,276
Track access charges	71,108	72,366
Third party revenue	29,562	8,628
Other Exchequer Grants	10,695	23,783
Total revenue	286,804	266,053
Operating costs revenue		
Payroll and related costs	(124,416)	(119,417)
Materials and services	(161,853)	(141,474)
Fuel	(197)	(133)
Operating costs	(286,466)	(261,024)
EBITDA	338	5,029
Exceptional items	(484)	(538)
Depreciation and amortisation, net of capital grants amortised	(3,885)	(3,915)
Profit/(Loss) on sale of tangible fixed assets	146	(130)
(Deficit)/Surplus before interest and taxation	(3,885)	446
Interest payable and similar charges	(128)	(466)
(Deficit) for the year on ordinary activities before taxation	(4,013)	(21)
Taxation on deficit on ordinary activities	(894)	(832)
(Deficit) for the year on ordinary activities after taxation	(4,907)	(853)

(C) Rail freight division

	2022	2021
	€'000	€'000
Revenue	4,830	3,619
Other exchequer funding	-	21
Total revenue	4,830	3,640
Operating costs		
Payroll and related costs	(835)	(924)
Materials and services	(1,874)	(1,939)
Fuel	(490)	(341)
Operating costs	(3,199)	(3,204)
Operating surplus for the financial year before track access charges	1,631	436
Track access charges	(1,717)	(2,632)
EBITDA	(86)	(2,196)
Depreciation	(1)	(1)
Profit on sale of Tangible Assets	366	23
Surplus/(Deficit) before interest and taxation	279	(2,174)
Interest payable and similar charges	(3)	(12)
Surplus/(Deficit) for the year on ordinary activities before taxation	276	(2,186)
Taxation on deficit on ordinary activities	-	-
Surplus/(Deficit) for the year on ordinary activities after taxation	276	(2,186)

(D) Rosslare Europort division

	2022	2021
	€'000	€'000
Revenue	12,887	9,919
Other exchequer funding	–	695
Total revenue	12,887	10,614
Operating costs		
Payroll and related costs	(5,234)	(4,885)
Materials and services	(4,344)	(3,407)
Total operating costs	(9,578)	(8,292)
EBITDA	3,309	2,322
Depreciation net of capital grants amortised	(1,290)	(1,325)
Profit on sale of tangible fixed assets	–	25
Surplus before interest and taxation	2,019	1,022
Interest payable and similar charges	(66)	(74)
Surplus for the year on ordinary activities before taxation	1,953	948
Taxation on surplus on ordinary activities	–	(11)
Surplus for the year on ordinary activities after taxation	1,953	937

(E) Central and other activities

	2022	2021
	€'000	€'000
Sources of revenue		
Third party revenue	5,064	4,278
Other exchequer funding	98	657
Total revenue	5,162	4,935
Operating costs		
Payroll and related costs	(17,379)	(13,931)
Materials and services	12,237	10,606
Operating costs	(5,142)	(3,325)
EBITDA and exceptional items	20	1,610
Exceptional items	-	(50)
Depreciation	(196)	(212)
(Deficit)/Surplus before interest and taxation	(176)	1,348
Interest	117	(234)
Taxation on surplus on ordinary activities	-	-
(Deficit)/Surplus for the year on ordinary activities after taxation	(59)	1,114

(F) State and EU Funding**Public Service Obligation (PSO)**

Each year funding is provided for socially necessary but financially unviable public transport services in Ireland, known as Public Service Obligation (PSO) services, under contract to the National Transport Authority ("NTA", "the Authority").

The new direct award to IÉ was awarded for ten years to Dec 2029. Under the terms of the contract, the NTA and IÉ will review and agree performance standards on an annual basis. An audit of IÉ shall be carried out on behalf of the NTA each year, following the submission of IÉ's audited accounts.

The contents of the contracts and the basis for maintaining them may be reviewed at any time by the NTA in consultation with the relevant Company, however, a full review of the contract must occur at the end of each five- or ten-year period (as appropriate).

The contracts meet the current criteria set down in EU law, setting strict standards of operational performance and customer service and contain penalties for non-performance. The contractual requirement is for performance to be self-reported on a periodic basis. The NTA monitors the contracted performance of each PSO operator on a quarterly basis.

Multi Annual Contract (MAC)

Iarnród Éireann's management of infrastructure is funded under EU regulation by a five-year, Multi-Annual Contract from the Department of Transport and track and station access charges from passenger and freight rail services.

A new MAC contract commenced on 1 January 2020 and is of five-year duration up to 31 December 2024.

This contract between Iarnród Éireann and the Minister is pursuant to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012, Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001, Section 45 of the Public Transport Regulation Act 2009, and the European Communities (Railway Infrastructure) Regulations (SI No. 55 of 2010).

Charges in connection with the provision of the railway infrastructure by the Infrastructure Manager are payable by the Minister to the Infrastructure Manager in advance on a monthly basis.

Details of funding received in the year is set out below.

	PSO 2022	Infra- structure MAC 2022	Other 2022	Total 2022
<i>Allocated in the profit and loss account to:</i>				
Rail Operations	166,269	–	5,927	172,196
Infrastructure	–	175,439	10,695	186,134
Other activities	–	–	98	98
	166,269	175,439	16,720	358,428
<i>Sources</i>				
State grants – PSO	166,269	–	–	166,269
State grants – multi annual contract	–	175,439	–	175,439
State grants – other	–	–	16,720	16,720
	166,269	175,439	16,720	358,428

	PSO 2021	Infra- structure MAC 2021	Other 2021	Total 2021
<i>Allocated in the profit and loss account to:</i>				
Rail Operations	182,191	–	40,447	222,638
Infrastructure	–	161,276	8,628	169,904
Other activities	–	–	1,374	1,374
	182,191	161,276	50,449	393,916

<i>Sources</i>				
State grants – PSO	182,191	–	–	182,191
State grants – multi annual contract	–	161,276	–	161,276
State grants – other	–	–	50,449	50,449
	182,191	161,276	50,449	393,916

(G) Net Surplus/(deficit) by activity before tax

	Railway Undertaking €'000	Infra- structure Manager €'000	Rail Freight €'000	Oth. comm. Activities €'000	Total €'000
2022					
Revenue	171,768	100,670	4,830	17,950	295,218
Receipts from PSO	166,269	–	–	–	166,269
Other exchequer	5,927	186,135	–	98	192,160
Costs	(340,442)	(290,818)	(4,554)	(16,154)	(651,968)
Surplus/ (deficit) for the year	3,522	(4,013)	276	1,894	1,679
2021					
Revenue	102,477	96,149	3,619	14,196	216,441
Receipts from PSO	182,191	–	–	–	182,191
Other exchequer	40,447	169,904	21	1,353	211,725
Costs	(322,346)	(266,074)	(5,826)	(13,487)	(607,733)
Surplus/ (deficit) for the year	2,769	(21)	(2,186)	2,062	2,624

4. Balance Sheet by business

The following sets out the balance sheet of each division as at 31st December 2022. The Intra IE business balances represent the amounts payable and receivable between each division. The intercompany balance with the CIÉ holding company is reported in the debtors balance in the Central and other activities balance sheet.

(A) Railway Undertaking

	2022	2021
	€'000	€'000
Fixed Assets		
Intangible assets	5,913	8,425
Tangible assets	390,719	367,909
	396,632	376,334
Current Assets		
Stocks	32,252	32,221
Debtors	278,617	198,546
Intra IE business	34,876	11,854
Cash at bank and in hand	770	239
	346,515	242,860
Creditors (amounts falling due within one year)		
Deferred income	(85,690)	(86,230)
Other creditors	(329,630)	(227,235)
	(415,320)	(313,465)
Net Current Liabilities	(68,805)	(70,605)
Total Assets less Current Liabilities	327,827	305,729
Deferred income	(304,714)	(280,540)
Provisions for liabilities and charges	(24,798)	(30,396)
Net Liabilities	(1,685)	(5,207)
Reserves		
Profit and loss account	(1,685)	(5,207)
Total reserves	(1,685)	(5,207)

(B) Railway infrastructure Manager

	2022	2021
	€'000	€'000
Fixed Assets		
Intangible assets	757	526
Tangible assets	1,304,744	1,215,672
	1,305,501	1,216,198
Current Assets		
Stocks	32,661	29,174
Debtors	116,295	26,578
	148,956	55,752
Creditors (amounts falling due within one year)		
Intra IÉ business	(35,615)	7,628
Deferred income	(72,619)	(70,932)
Other creditors	(165,629)	(113,448)
	(273,863)	(176,752)
Net Current Liabilities	(124,907)	(121,000)
Total Assets less Current Liabilities	1,180,594	1,095,198
Deferred Income	(1,192,734)	(1,101,251)
Provisions for liabilities and charges	(19,019)	(20,199)
Net Liabilities	(31,159)	(26,252)
Reserves		
Profit and loss account	(31,159)	(26,252)
Total reserves	(31,159)	(26,252)

(C) Rail freight division

	2022	2021
	€'000	€'000
Fixed Assets		
Tangible assets	211	92
	211	92
Current Assets		
Debtors	956	556
	956	556
Creditors (amounts falling due within one year)		
Intra IÉ business	(14,384)	(15,360)
Other creditors	(158)	(106)
	(14,542)	(15,466)
Net Current Liabilities	(13,586)	(14,909)
Total Assets less Current Liabilities	(13,375)	(14,817)
Provisions for liabilities and charges	(140)	(140)
Deferred Income	(1,167)	(1)
Net Liabilities	(14,682)	(14,958)
Reserves		
Profit and loss account	(14,682)	(14,958)
Total reserves	(14,682)	(14,958)

(D) Rosslare Europort division

	2022	2021
	€'000	€'000
Fixed Assets		
Intangible assets	673	34
Tangible assets	29,065	29,960
	29,738	29,994
Current Assets		
Debtors	7,347	519
Intra IÉ business	66,233	64,997
	73,580	65,516
Creditors (amounts falling due within one year)		
Deferred income	(314)	(310)
Other creditors	(6,483)	(367)
	(6,797)	(677)
Net Current Assets	66,783	64,839
Total Assets less Current Liabilities	96,521	94,833
Deferred income	(6,495)	(6,814)
Provisions for liabilities and charges	(1,033)	(980)
Net Assets	88,993	87,039
Reserves		
Profit and loss account	88,993	87,039
Total reserves	88,993	87,039

(E) Central and other activities

	2022	2021
	€'000	€'000
Fixed Assets		
Intangible assets	1,192	2,924
Tangible assets	4,306	432
	5,498	3,356
Current Assets		
Debtors	75,274	103,245
Cash at bank and in hand	859	506
Intra IÉ business	-	-
	76,133	103,751
Creditors (amounts falling due within one year)		
Intra IÉ business	(51,109)	(69,119)
Deferred income	(625)	(160)
Other creditors	(13,315)	(21,763)
	(65,050)	(91,042)
Net Current Assets	11,083	12,709
Total Assets less Current Liabilities	16,582	16,065
Creditors: (amounts falling due after more than one year)		
Provisions for liabilities and charges	(9,709)	(8,525)
Deferred income	(1,773)	(2,382)
Net Assets	5,099	5,158
Capital and Reserves		
Called up share capital	194,270	194,270
Profit and loss account	(189,171)	(189,111)
Total equity	5,099	5,158

5. Payroll and related costs

(i) Employees

	2022	2021
	€'000	€'000
Staff costs (excluding restructuring costs)		
Wages and salaries	244,391	231,521
Allowances	14,588	14,333
Overtime	7,438	5,845
Social insurance costs	26,029	24,460
Other retirement benefit costs	32,092	29,258
Gross Staff costs	324,538	305,417
Less: own work capitalised	(28,380)	(25,258)
Net Staff costs	296,158	280,159

(ii) Directors' emoluments

	2022	2021
	€'000	€'000
– for services as director	79	94
– for executive services	69	67
	148	161
Total payroll and related costs	296,306	280,320

Of the total staff costs €28.4m (2021: €25.2m) has been capitalised into tangible fixed assets and €296.2m (2021: €280.2m) has been treated as an expense in the profit and loss account.

There are retirement benefits accruing to one director under a defined benefit scheme and the charge for the year in respect of the Company's contributions was €4,446 (2021: €3,940).

The payroll and related costs for the role of the Chief Executive Officer, includes gross salary of €225,000, (2021: €225,000) employer pension contribution of 25% (2021: 25%) and a company car (2021: company car).

The directors' fees paid and payable for services as directors were as follows:

	2022	2021
	€	€
Mr F. Allen (Chairperson)	21,600	21,600
Ms V. Little	12,600	12,600
Dr P. Mulholland	12,600	12,600
Ms. S Byrne	12,600	12,600
Ms S Roarty	12,600	12,600
Mr P O'Donoghue	3,538	-
Ms G Cazenave	3,532	-
Ms C Griffiths	-	11,741
Mr M McGreevy	-	10,500
Total	79,070	94,241

The directors were paid the following expenses:

	2022	2021
	€	€
Subsistence and Accommodation	496	315
Other	-	1,026
Total	496	1,341

(iii) Key Management compensation

Key management includes the directors and members of senior management. The compensation paid and payable to key management for employee services is shown below:

	2022	2021
	€'000	€'000
Salaries and other short-term benefits	1,937	2,019
Post-employment benefits	333	250
Total key management compensation	2,270	2,269

(iv) Staff members

The average number of persons employed during the year and at the year-end by activity, were as follows:

	Staff Numbers		Staff Numbers	
	2022 Average	2021 Average	as at 31 Dec 2022	as at 31 Dec 2021
Railway Operations	2,203	2,146	2,255	2,162
Infrastructure	1,869	1,797	1,915	1,830
Central Services	179	152	202	167
Rail Freight	3	4	2	4
Rosslare Europort	85	77	90	81
Total	4,339	4,176	4,464	4,244

(v) Termination and Severance payments

	2022 €'000	2021 €'000
Amounts paid and payable to employees	496	733

These amounts were paid to 8 (2021: 11) persons employed during the year.

(vi) Employee payroll

The amounts paid to persons employed during the year is analysed into payroll bands of €25,000 and the number of employees in each band, were as follows:

	2022	2021
<€50,000	1,624	1,387
€50,001 to €75,000	2,461	2,336
€75,001 to €100,000	401	572
€100,001 to €125,000	58	71
€125,001 to €150,000	21	20
€150,001 to €175,000	5	8
€175,001 to €200,000	2	3
€200,001 to €225,000	4	3
Total	4,576	4,400

6. Materials and Services

	2022	2021
	€'000	€'000
Operating and other costs	233,862	210,355
Fuel and electricity	36,672	28,133
Third party and employer's liability claims	(2,461)	332
Rates	2,530	407
Operating lease rentals	4,784	4,243
Total materials and services	275,387	243,471

Operating and other costs includes expenditure on Travel, subsistence, and hospitality, analysed below.

	2022	2021
	€'000	€'000
National Travel and Subsistence	538	283
International Travel and Subsistence	30	56
Hospitality	6	5
Total	574	343

7. Exceptional Items – restructuring

	2022	2021
	€'000	€'000
Amounts relating to employees	881	1,227

The exceptional costs comprise of amounts paid and payable to employees arising from restructuring initiatives during the current and previous financial year.

8. Depreciation and amortisation (net)

	2022	2021
	€'000	€'000
Amortisation of intangible fixed assets	5,618	5,850
Depreciation of tangible fixed assets	164,478	175,133
Amortisation of capital grants	(161,490)	(171,915)
Total depreciation and amortisation	8,606	9,068

9. Interest payable and similar charges

	2022 €'000	2021 €'000
Interest payable on loan from holding Company	(3)	1,065
Other interest payable	200	135
	197	1,200
Interest apportioned:		
Railway undertaking	117	414
Railway infrastructure costs	128	466
Rail freight	3	12
Commercial operations	(51)	308
	197	1,200

10. Taxation

(a) Tax expense included in profit or loss

	2022 €'000	2021 €'000
Current tax:		
Irish corporation tax on profit for the financial year	894	843
Adjustments in respect of prior financial years	-	-
Current tax expense for the financial year	894	843
Deferred tax:		
Origination and reversal of timing differences	-	-
Deferred tax expense for the financial year	-	-
Tax on surplus on ordinary activities	894	843

(b) Reconciliation of tax expense

Tax assessed for the financial year differs than that determined by applying the standard rate of corporation tax in the Republic of Ireland for the financial year ended 31 December 2022 of 12.5% (2021: 12.5%) to the surplus for the year. The differences are explained below:

	2022	2021
	€'000	€'000
(Deficit) on ordinary activities before taxation	1679	2,624
(Loss)/profit on ordinary activities multiplied by standard rate of corporation tax in Ireland of 12.5% (2021: 12.5%)	210	328
Effects of:		
– Income not subject to tax	(20,251)	(21,489)
– Income subject to higher rate of tax	569	421
– Expenses not deductible for tax purposes	96	261
– Depreciation in excess of capital allowances	20,270	21,428
– Tax losses utilised	–	(106)
Tax on deficit on ordinary activities	894	843

Deferred taxation

A potential deferred tax asset of €614.98m (2021: €614.9m) has not been recognised as the future recovery against taxable profits is uncertain.

11. Government grants

The grants payable to the Company through Córas Iompair Éireann, are in accordance with the relevant EU Regulations governing State aid to transport undertakings.

The National Transport Authority provided a total of €225.6m funding to the Railway Undertaking in 2021. Profit and loss compensation amounted to €166.3m in the year with €39.9m recognised as a capital grant in the balance sheet and this will be amortised over the useful economic life of the related assets. The remaining €19.9m is owed to the NTA as at 31st December 2022.

Particulars of the Government grants of €822.9 million (including the €166.3m above) received in 2022 are given in the following table, including the relevant provision of EU regulations. Grants received in respect of buildings of €31.5 million were transferred to the CIÉ Holding Company in 2022.

Amounts disclosed under Regulation Number 1370/2007 analyse the Public Service Obligation recognised in the year in the profit and loss account. Public passenger transport service by rail and road regulation defines the conditions in which the competent authorities can intervene in the area of public passenger transport to guarantee the provision of service of general economic interest and guarantee safe, efficient, attractive and high quality passenger transport.

	€'000	€'000	2022 Total €'000
Total Public Service Obligation			166,269
State Grant for Infrastructure and Capital Investment			656,599
Total State grants received			822,868
The total funding received was applied as follows:			
Profit and loss account			
- Public Service Obligation			166,269
- Infrastructure Manager Multi-Annual Contract (Revenue)	172,327		
- Other Exchequer funding	16,349		
		188,676	
Balance Sheet			
Infrastructure Manager Multi-Annual Contract (Capital)	68,673		
Deferred Capital Grants	215,030		
Public Service Obligation – Heavy Maintenance	39,449		
CEF Funding EU Advance Funds for Freight Strategy	1,167		
Public Service Obligation – Deferred Funding NTA Creditor	19,886		
Other Exchequer Funding	91,886		
Transferred to CIÉ	31,832	467,923	
Building on Recovery: Infrastructure and Capital Investment 2016-2021 Exchequer Framework			656,599
Total State grants received			822,868

There are no unfulfilled conditions and other contingencies attached to grants recognised as income.

The reporting requirements under Circular 13/14 issued by the Department of Public Expenditure and Reform are included in this note.

Name of Grantor

National Transport Authority, sponsored by the Department of Transport, Department of Transport.

Revenue Commissioners; Department of Housing, Planning and Local Government; SOLAS, funded by the Department of Further and Higher Education, Research, Innovation and Science.

Name of Grant

The following grants were received in 2022

- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Heavy Rail Capital Investment
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Accessibility Retrofit Programme
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Infrastructure Manager Multi-Annual Contract

- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – East Coastal Railway Infrastructure Protection Programme (ECRIPP)
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Nenagh Branch Line Track Renewal
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Public Transport Infrastructure
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Accelerated Protection and Renewal Works
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Inflation and Additional Funding
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Foynes Line Rehabilitation Works
- Sub-Head B5 (B8) of Vote 31 of Dáil Éireann – Train Protection System
- Sub-Head B4 (B7) of Vote 31 of Dáil Éireann – Public Service Provision Payment
- Sub-Head B3 (B6) of Vote 31 of Dáil Éireann – Climate Change Unit; Hybrid Drive for ICR Fleet
- Sub-Head A3 (new) of Vote 31 of Dáil Éireann – Active Travel Investment
- Sub-Head A5 (new) of Vote 45 of Dáil Éireann – Apprenticeship Incentivisation Scheme
- Vote 25 of Dáil Éireann – Urban Regeneration and Development Fund (URDF)
- Vote 9 of Dáil Éireann – COVID-19 Wage Subsidy Scheme

Purpose of Grant

The purpose for which the funds are applied are set out in the table below:

	Pay and Admin. €'000	Service Provision €'000	Construction €'000	Total €'000
Heavy Rail Capital Investment	16,393		220,510	236,903
Accessibility Retrofit Programme	997		6,500	7,497
Infrastructure Manager Multi-Annual		230,400		230,400
East Coastal Railway Infrastructure		3,106		3,106
Nenagh Branch Line Track Renewal			7,800	7,800
Public Transport Infrastructure	286		1,872	2,158
Accelerated Protection and Renewal		25,520		25,520
Inflation and Additional Funding		10,600		10,600
Foynes Line Rehabilitation Works	64,000			64,000
Train Protection System	1,000			1,000
Public Service Provision Payment		225,602		225,602
Climate Change Unit; Hybrid Drive for	320			320
Active Travel Investment	123		187	310
COVID-19 Wage Subsidy Scheme	5,815			5,815
Urban Regeneration and Development Fund (URDF)			18	18
Apprenticeship Incentivisation Scheme		54		54
Total	88,934	495,282	236,887	821,103

Accounting for Grants

The amount of the grants awarded are listed below. The term for the grant spend is calendar year 2022

- Sub-Head B5 of Vote 31 of Dáil Éireann – Heavy Rail Capital Investment: €236.9M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Heavy Rail Accessibility: €7.5M
- Sub-Head B5 of Vote 31 of Dáil Éireann – ECRIPP: €3.1M
- Sub-Head B5 of Vote 31 of Dáil Éireann – IMMAC: €230.4M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Nenagh Branch Renewal: €7.8M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Public Transport Infrastructure: €2.2M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Accelerated Protection and Ren: €25.5M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Inflation and Additional Funding: €10.6M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Foynes Line Rehab Works: €64M
- Sub-Head B5 of Vote 31 of Dáil Éireann – Train Protection System: €1M
- Sub-Head B4 of Vote 31 of Dáil Éireann – Public Service Provision €225.6M
- Sub-Head B3 of Vote 31 of Dáil Éireann – Hybrid Engine Project: €0.3M
- Sub-Head B3 of Vote 31 of Dáil Éireann – Active Travel Investment: €0.3M
- Sub-Head A5 of Vote 45 of Dáil Éireann – Apprenticeship Incentivisation Scheme: €0.05M
- Vote 25 of Dáil Éireann – URDF: €0.02M
- Vote 9 of Dáil Éireann – COVID-19 Wage Subsidy Scheme: €5.8M

The amount of the grant taken to income and capitalised in the current financial statements is set out in the table below.

	Cash Received €'000	Income Statement €'000	Capital €'000	2022 c/f €'000
Heavy Rail Capital Investment	236,903	4	236,899	0
Accessibility Retrofit Programme	7,497		7,497	0
Infrastructure Manager Multi-Annual	230,400	167,454	62,946	0
East Coastal Railway Infrastructure	3,106	3,106	0	0
Nenagh Branch Line Track Renewal	7,800	0	7,800	0
Public Transport Infrastructure	2,158	2,158	0	
Accelerated Protection and Renewal	25,520	7,365	18,155	0
Inflation and Additional Funding	10,600	7,704	2,896	0
Foynes Line Rehabilitation Works	64,000		64,000	0
Train Protection System	1,000		1,000	0
Public Service Provision Payment	225,602	186,153	39,449	0
Climate Change Unit; Hybrid Drive for	320		320	0
Active Travel Investment	310		310	0
COVID-19 Wage Subsidy Scheme	5,815	5,815		0
Urban Regeneration and Development Fund (URDF)	18	18		0
Apprenticeship Incentivisation Scheme	54	54	0	0
Total	821,103	377,673	443,430	0

Where (ii) above differs from the cash received in the relevant financial period, a table showing:

- (a) The grant taken to income in the period;
- (b) The cash received in the period; and
- (c) Any grant amounts deferred or due at the period end.

Capital Grants

The amount of money provided and the conditions/milestones being used in relation to current and future instalments. Grantees should also provide an undertaking that the State's investment is protected and will not be used as security for any other activity without prior consultation with the parent Department and sanction of DPER.

Capital Heavy Rail Capital Investment:	€236,899,000
Capital Accessibility Retrofit Programme:	€7,497,000
Capital Infrastructure Manager Multi-Annual:	€62,946,000
Capital Nenagh Branch Line Track Renewal:	€7,800,000
Capital Public Transport Infrastructure:	€2,158,000
Capital Accelerated Protection and Renewal:	€18,155,000
Capital Inflation and Additional Funding:	€2,896,000
Capital Foynes Line Rehabilitation Works:	€64,000,000
Capital Train Protection System:	€1,000,000
Capital Public Service Provision Payment:	€39,449,000
Capital Climate Change Unit; Hybrid Drive for:	€320,000
Capital Active Travel Investment:	€310,000

All Grants received are used for the purposes for which approval has been sought and obtained from the Funding source.

Iarnród Éireann undertakes to protect the State's investment and will not use said investment as security for any other activity without prior consultation with the Department of Transport, the Department of Housing, Planning and Local Government, the Department of Education, and sanction of Department of Public Expenditure and Reform.

Employees

In a table accompanying the report, the number of employees whose total employee benefits (excluding employer pension costs) for the reporting period fell within each band of €10,000 from €60,000 upwards and an overall figure for total employer pension contributions. (This applies even if salaries are not being funded by the Exchequer).

Restrictions

Whether and how the use of the grant is restricted (i.e., is it for a particular project, or for the delivery of a service).

Grants received relate to the Multi Annual Contract (MAC), Capital Enhancement, Accessibility, Public Transport Infrastructure, Climate Action Fund, Active Travel Investment, Apprenticeship Incentivisation Scheme, and Public Service Provision Payment.

Within the MAC, the following projects have been specifically identified for expenditure:

- Nenagh Branch Line Renewal
- Accelerated Protection and Renewals Work
- Inflation and Additional Funding

The Department of Transport also provided additional funding to the following programmes outside of the MAC:

- Foynes Line Rehabilitation Works
- Train Protection System

Within the Public Service Provision Payment, the identified programme is:

- Annual Heavy Maintenance Charge

Tax Clearance

Whether compliant with relevant Circulars, including Circular 44/2006 "Tax Clearance Procedures Grants, Subsidies and Similar Type Payments".

Iarnród Éireann is compliant with the relevant circulars including Circular 44/2006. IÉ has a Tax Clearance Cert which is able to be verified online (point 6 of circular 44/2006).

12. Intangible fixed assets

	1 Jan 2022 €'000	Write-down €'000	Additions €'000	31 Dec 2022 €'000
Cost				
Computer software	22,763	151	4,490	27,404
	1 Jan 2022 €'000	Write-down €'000	Additions €'000	31 Dec 2021 €'000
Amortisation				
Computer software	10,854	15	5,618	16,487
Net Book Value at 31 December 2022				10,915
Net Book Value at 31 December 2021				11,909

13. Tangible fixed assets

	1 Jan 2022 €'000	Reclassi- fications €'000	Addition €'000	Scraping & Disposal €'000	31 Dec 2022 €'000
Cost					
Railway lines and works	1,253,296	-	138,432	(72,475)	1,319,253
Railway rolling stock	1,039,367	(79,570)	163,930	(59,089)	1,064,638
Plant and machinery	322,078	(47,758)	100,489	(46,063)	328,746
Signalling	555,663	-	1,380	(146)	556,897
Docks, harbours, and wharves	56,428	-	59	-	56,487
Catering equipment	747	-	-	-	747
Land and Buildings	3,568	-	248	-	3,816
Total	3,231,147	(127,328)	404,538	(177,773)	3,330,584

	1 Jan 2022 €'000	Reclassi- fications €'000	P&L €'000	Scraping & Disposal €'000	31 Dec 2022 €'000
Depreciation					
Railway lines and works	484,088	-	48,612	(72,475)	460,225
Railway rolling stock	712,169	-	76,053	(59,089)	729,133
Plant and machinery	109,597	198	15,591	(45,915)	79,471
Signalling	280,712	-	22,704	(146)	303,270
Docks, harbours, and wharves	29,623	-	1,311	-	30,933
Catering equipment	150	-	75	-	225
Land and Buildings	742	(213)	133	-	662
Total	1,617,081	(15)	164,478	(177,624)	1,603,919

	31 Dec 2022 €'000	31 Dec 2021 €'000
Net Book Amounts		
Railway lines and works	859,028	769,208
Railway rolling stock	335,505	327,198
Plant and machinery	249,275	212,481
Signalling	253,627	274,951
Docks, harbours, and wharves	25,554	26,805
Catering equipment	522	597
Land and Buildings	3,154	2,826
Total	1,726,665	1,614,066

Of the total staff costs €28.4m (2021: €25.2m) has been capitalised into tangible fixed assets.

Write-down relates to fully depreciated assets and are updated in the asset register during the year.

14. Stocks

	2022	2021
	€'000	€'000
Rolling stock, spare parts and maintenance materials	26,454	28,037
Infrastructure stocks	32,608	29,137
Fuel, lubricants, and other sundry stocks	5,852	4,220
Total	64,914	61,394
Stocks utilised in the reporting period		
Materials	114,751	66,662
Fuel	26,939	22,693
Total	141,690	89,355

Amounts included in stocks include parts and components necessarily held to meet long-term operational requirements. There is no significant difference between the replacement cost of stock and their carrying amounts.

An impairment charge of €683,000 (2021: credit €490,000) has been recognised in profit and loss in relation to obsolete and damaged stocks.

15. Debtors

	2022	2021
	€'000	€'000
Trade debtors	7,653	7,295
Amounts owed by parent undertaking	118,261	99,208
Corporation tax	204	-
Prepayments and accrued income	352,370	222,942
Total	478,488	329,445

The amounts owed by the parent undertaking are unsecured, interest free, have no fixed date of repayment and are repayable on demand. Within prepayments and accrued income are amounts totalling €280,588,000 that are due in a period greater than twelve months from the balance sheet reporting date.

16. Creditors amounts falling due within one year

	2022	2021
	€'000	€'000
Creditors (Amounts falling due within one year)		
Trade creditors	6,071	10,879
Income tax deducted under PAYE	4,962	6,260
Pay related social insurance	3,845	3,351
Universal social charge	962	1,341
Value added tax	19,175	29,749
Withholding tax	2,024	1,403
Deferred revenue	360,295	222,979
Other creditors	22,464	17,607
Corporation Tax	-	66
Accruals	95,416	69,282
Deferred income (note 18)	159,249	157,633
	674,463	520,550

Trade and other creditors are payable at various dates in the three months after the end of the financial year in accordance with the creditors usual and customary credit terms.

Creditors for tax and social insurance are payable in the timeframe set down in the relevant legislation.

17. Lease Obligations

Future minimum lease payments under non-cancellable operating leases at the end of the financial year were:

	2022	2021
	€'000	€'000
Within one year	3,791	2,565
Between one and five years	6,229	3,141
Total	10,020	5,706

18. Deferred Income

This account, comprising non-repayable State, EU grants and other deferred income which will be credited to the profit and loss account on the same basis as the related tangible fixed assets are depreciated (accounting policy M), includes the following:

	1 Jan 2022 €'000	Transfers & Disposals €'000	Received & Receivable €'000	Profit & loss A/C €'000	31 Dec 2022 €'000
Capital Grants					
Land and buildings	329	–	–	(18)	311
Railway lines and works	752,263	–	83,721	(47,763)	788,221
Railway rolling stock	333,494	(79,570)	164,322	(75,123)	343,123
Plant and machinery	200,917	(47,758)	156,909	(17,854)	292,214
Signalling	254,503	–	1,380	(20,422)	235,461
Docks, harbours and wharves	7,114	–	–	(312)	6,802
Total	1,548,620	(127,328)	406,332	(161,492)	1,666,132

	1 Jan 2021 €'000	Transfers & Disposals €'000	Received & receivable €'000	Profit & loss A/C €'000	31 Dec 2021 €'000
Capital Grants					
Land and buildings	348	–	–	(18)	330
Railway lines and works	733,427	–	70,156	(51,320)	752,263
Railway rolling stock	415,292	(186,342)	180,943	(76,399)	333,494
Plant and machinery	195,859	(20,242)	47,896	(22,595)	200,918
Signalling	272,014	(16)	3,776	(21,271)	254,503
Docks, harbours and wharves	7,424	–	–	(312)	7,112
Total	1,624,364	(206,600)	302,771	(171,915)	1,548,620

	2022 €'000	2021 €'000
Deferred Income		
– amounts falling due within one year	159,249	157,633
– amounts falling due after more than one year	1,506,883	1,390,987
	1,666,132	1,548,620

19. Provisions for Liabilities

	Third party & Employer's claims €'000	Legal related €'000	Other Provisions €'000	Total €'000
Balance at 1 January 2022	47,587	1,505	11,149	60,241
Utilised during the financial year	(3,711)	(20)	–	(3,731)
Profit and loss account	(2,458)	899	(252)	(1,811)
Balance at 31 December 2022	41,418	2,384	10,897	54,699
	€'000	€'000	€'000	€'000
Balance at 1 January 2021	48,921	1,559	11,115	61,595
Utilised during the financial year	(1,666)	(179)	–	(1,845)
Profit and loss account	332	125	34	491
Balance at 31 December 2021	47,587	1,505	11,149	60,241

Restructuring provision

The restructuring provision relates to the implementation of continuing cost saving initiatives.

Other provision

On 31 December 2022 there was €10.9m (2021: €11.1m) of other provisions, €2.7m (2021: €2.8m) related to unresolved third-party disputes, €8.2m (2021: €8.3m) related to post-retirement benefit costs.

Third party and employer's liability claims and related recoveries

Any losses not covered by external insurance are charged to the profit and loss account, and unsettled amounts are included in provisions for liabilities and charges.

The provisions that have been recorded represent the directors' best estimate of the expenditure required to settle the obligations, with the benefit of legal advice.

The nature of these claims means that there is some uncertainty with regard to the value that they will be settled at. If the outcomes of the claims are different to the assumptions underpinning the directors' best estimates, then a further liability may arise.

CIÉ as a self-regulated body operates a self-insurance model whereby the Operating Company's bear the financial risk associated with the costs of claims, subject to any-one incident and annual insurance caps in the case of Third Party claims.

Provision is made at the year-end for the estimated cost of claims incurred but not settled at the balance sheet date, including the cost of claims incurred but not yet reported (IBNR) to the Company.

The estimated cost of claims includes expenses to be incurred in settling claims. The Company takes all reasonable steps to ensure that it has appropriate information regarding its claims exposures. However, given the uncertainty in establishing claims provisions, it is likely that the final outcome will prove to be different from the original liability established.

In calculating the estimated cost of unpaid claims the Company uses a variety of estimation techniques, including statistical analyses of historical experience, which assumes that the development pattern of the current claims will be consistent with past experience. Allowance is made, however, for changes or uncertainties which may cause distortion in the underlying statistics or which might cause the cost of unsettled claims to increase or reduce when compared with the cost of previously settled claims including, for example, changes in Company processes which might accelerate or slow down the development and/or recording of paid or incurred claims, changes in the legal environment, the effect of inflation, changes in mix of claims and the impact of large losses.

In estimating the cost of claims notified but outstanding, the Company has regard to the accident circumstances as established by investigations, any information available from legal or other experts and information on court precedents on liabilities with similar characteristics in previous periods. Exceptionally serious accidents are assessed separately from the averages indicated by actuarial modelling.

The estimation of IBNR claims is subject to a greater degree of uncertainty than the estimated liability for claims already notified to the Company, because of the lack of any information about the claim event except in those cases where investigators have been called to the scenes of accidents. Claim types which have a longer development tail and where the IBNR proportion of the total reserve is, therefore, high will typically display greater variations between initial estimates and final outcomes because of the greater degree of difficulty of estimating these reserves.

Provisions for claims are calculated gross of any reinsurance recoveries. Reinsurance recoveries are recognised where such recoveries can be reasonably estimated. Reinsurance recoveries in respect of estimated IBNR claims are assumed to be consistent with the historical pattern of such recoveries, adjusted to reflect changes in the nature and extent of the Company's reinsurance programme over time.

An assessment is also made of the recoverability of reinsurance having regard to notification from the Company's brokers of any re-insurers in run off.

20. Share capital and reserves

	2022 €'000	2021 €'000
Authorised:		
153,000,000 Ordinary shares of €1.27* each	194,270	194,270
Allotted, called up and fully paid - presented as equity		
At 1 January and 31 December, 153,000,000 Ordinary shares of €1.27* each	194,270	194,270

*(€1 IEP = €1.269738 EUR)

There is a single class of equity shares. There are no restrictions on the distribution of dividends and the repayment of capital. All shares carry equal voting rights and rank for dividends to the extent to which the total amount on each share is paid up.

21. Notes to the statement of cash flow

	2022	2021
	€'000	€'000
Surplus before interest and taxation	1,876	3,824
Loss on disposal of tangible fixed assets	(517)	82
Depreciation on tangible fixed assets	164,478	175,133
Depreciation of intangible fixed assets	5,618	5,850
Amortisation of capital grants	(161,490)	(171,915)
(Increase)/ decrease in stocks	(3,519)	(6,076)
(Increase) in debtors	(129,990)	(209,399)
Increase in creditors and provisions	151,881	228,812
Taxation Charge	(894)	(843)
Net cash generated from operating activities	27,443	25,468

22. Capital Commitments

	2022	2021
	€'000	€'000
At 31 December, the Company has the following capital commitments:		
Contractual commitments for the acquisition of tangible fixed assets	441,307	183,546
Capital expenditure on tangible fixed assets authorised by the directors but not contracted for	412,583	450,708

A significant element of the capital commitments listed above are subject to state funding being made available

23. Post-Employment Benefits

The CIÉ Group operates two defined benefit plans (the CIÉ Pension Scheme for Regular Wages Staff and CIÉ Superannuation Scheme 1951 (Amendment) Scheme 2000 defined benefit plan) for employees of the CIÉ group. The employees of Iarnród Éireann are members of Córas Iompair Éireann Group pension schemes. The contributions are determined by an independent qualified actuary on the basis of triennial valuations using the projected unit method.

The rules of the schemes do not specify how any surplus or deficit should be allocated among participating employers and there is no contractual agreement or stated policy for allocating the net defined benefit cost to the individual group entities. Accordingly, the net defined benefit cost for the schemes as a whole are recognised in the separate financial statements of CIÉ as in the absence of a formal contractual arrangement the directors believe that this is the entity that is legally responsible for the schemes. The other participating entities, including Iarnród Éireann recognise a cost equal to their contribution for the period.

The valuations of the schemes under FRS 102 as at 31 December 2022 showed a deficit of €396.5 million, (2021: €846.5 million). The disclosures required under FRS 102 in respect of the group's defined benefit schemes, in which the Company participates, are set out in the financial statements of CIÉ for the year ended 31 December 2022 which are publicly available from CIÉ, Heuston Station, Dublin 8.

The Company's pension cost for the year under the defined benefit schemes was €32.1 million (2021: €29.3 million) and these costs are included in note 5. The Company cost comprises of contribution payable for the year.

24. Guarantees and contingent liabilities

Pending Litigation

The Company, from time to time, is party to various legal proceedings relating to commercial matters which are being handled and defended in the ordinary course of business. The status of pending or threatened proceedings is reviewed with CIÉ's group legal counsel on a regular basis. It is the opinion of the directors that losses, if any, arising in connection with these matters will not be materially in excess of provisions made in the financial statements.

25. Related party transactions

In the ordinary course of business, the Company purchases goods and services from entities controlled by the Irish Government, the principle of these being A Post and National Transport Authority. The directors are of the opinion that the quantum of these purchases is not material in relation to the Company's business. See Note 11 for analysis of grant funding received from the NTA and the Department of Transport.

The Company has transactions in relation to goods and services with other companies within the CIÉ Group.

The Company is exempt from the disclosure requirements of paragraph 33.9 in relation to transactions with those entities that are a related party by virtue of the fact that the same state has control, joint control, or significant influence over both the reporting entity and the other entity.

26. Membership of Córas Iompair Éireann Group

Iarnród Éireann (Irish Rail) is a member of the Córas Iompair Éireann Group of Companies (the Group) and the financial statements reflect the effects of Group membership.

Some group wide functions such as Treasury, Legal, Property and Pensions are carried out by the Holding Company on a shared services basis. Copies of the CIÉ consolidated financial statements can be obtained from the Company Secretary at Heuston Station, Dublin 8, Ireland.

27. Events since the end of the financial year

Biofuel Obligation

In quarter one 2023, in order to meet the 2022 CIÉ Group biofuel obligation, IÉ purchased biofuel certificates at a value less than the buy-out charge of €1 per litre which was used to value the biofuel obligation provision at year end 2022. The impact of this is a reduction in the Group biofuel obligation provision held in IÉ and a cost reduction in other group companies of €2.7m for year end 2022.

28. Approval of financial statements

The directors approved the financial statements on 7th June 2023.



Connolly Station
Amiens Street
Dublin D01 V6V6
www.irishrail.ie

Bhliantúil Barnód Éireann Don Bhliain Airgeadais dar Chríoch an 31 Nollaig 2022

Tuarascáil Bhliantúil Iarnród Éireann
Don Bhliain Airgeadais dar Chríoch an
31 Nollaig 2022



*An Bealach chun na
hInbhuanaitheachta*



Clár na nÁbhar

Ráiteas ón gCathaoirleach	2	Ráiteas um Ioncam Cuimsitheach	39
Tuarascáil an Phríomhfheidhmeannaigh	4	Clár Comhardaithe	40
Stiúrthóirí agus Faisnéis Eile	25	Ráiteas um Athruithe ar an gCaipiteal Gnáthscaireanna	41
Tuarascáil na Stiúrthóirí	28	Ráiteas um Shreabhadh Airgid	42
Tuarascáil na nIníúcháirí Neamhspleácha	36	Nótaí a ghabhann leis na Ráitis Airgeadais	43

35.8 milliún

aistear paisinéara
(méadú 106%)

Seirbhísí nua

ar bhealaí lena n-áirítear
Mainistir na Corann/an
Cóbh, an Droichead Nua,
Béal an Átha, Ceatharlach

Cuireadh breis is 200,000 aonad lastais

trí Europort Ros Láir den
chéad uair riamh

81 milliún tonna- chiliméadar

lastais iarnróid, méadú
11 mhilliún



€224.1 milliún

Ioncam iomlán, méadú
€80 milliún

€166.3 milliún

Cistiú Oibleagáide
Seirbhíse Poiblí ón Údarás
Náisiúnta Iompair

**6.3% Gender
pay gap**

i bhfabhar na mban

93% agus 90%

Sásamh custaiméirí
le seirbhísí Intercity
agus seirbhísí DART/
Comaitéireachta

€241.0 milliún

Cistiú Bonneagair ón Roinn
Iompair faoin gConradh
Ilbhliantúil

2021 go 2026

Comhaontú Pá agus
Táirgiúlachta déanta leis
na ceardchumann

Ráiteas ón gCathaoirleach

Tá feidhmíocht Iarnród Éireann in 2022 ag teacht leis an rath a bhí ar gheilleagar na hÉireann ó thaobh teacht chuige féin ón gcur isteach a bhí ag gabháil le COVID-19 agus leis an gcomhthéacs beartais an-fhabhrach lena bhfuiltear ag tacú le fás inbhuanaithe.

An tiomantas atá ag Rialtas na hÉireann i dtaobh seirbhísí iompair phoiblí ard-acmhainneachta a sholáthar a mheallann paisinéirí, agus maidir le forbairt réigiúnach chothromaithe, tá sé ina bhonn agus ina thaca ag na pleananna atá ag Iarnród Éireann chun ár ngréasán agus ár seirbhísí a leathnú.

Fágann uailmhianta an Rialtais maidir le forbairt inbhuanaithe go bhfuil dúshlán le sárú freisin maidir le seirbhísí méadaithe a sholáthar ar bhealach tráthúil agus ar phraghas réasúnta. Aithníonn Bord agus Lucht Bainistíochta Iarnród Éireann an tábhacht a bhaineann le freastal ar ár gcustaiméirí agus ar an bpobal i gcoitinne. Sa ré tar éis COVID-19, táimid ag díriú ar fháil faoi réir don chéad chéim eile d'fhorbairt an ghréasáin, lena gcuirfear rogha inbhuanaithe ar fáil in ionad iompar ar bóthar i gcás paisinéirí agus i gcás lastais, agus lena gcomhlíonfar an tráth céanna na prionsabail is airde maidir le Gnéithe Comhshaoil, Sóisialta agus Rialachais.

Na pleananna chun seirbhísí iarnróid a fhorbairt in Éirinn, tá siad ag teacht go hiomlán le straitéisí spásúlachta náisiúnta agus réigiúnacha agus leis an bPlean Gníomhaíochta ar son na hAeráide a d'fhoilsigh Éire in 2022. Leis an gCreat Pleanála Náisiúnta, Tionscadal Éireann 2040, le Straitéisí Iompair Mhórcheantar Bhaile Átha Cliath de chuid an Údarás Náisiúnta Iompair, agus leis na straitéisí iompair don limistéar uirbeach sna cathracha réigiúnacha, soláthraítear creat straitéiseach agus deis níos fearr ná riamh chun seirbhísí iompair a chomhtháthú leis an bhforbairt inbhuanaithe. Léirítear sna straitéisí agus sna pleananna sin, a bhfuil tacaíocht reachtaíochta acu, an bealach chun cinn do ghníomhaireachtaí feidhmithe ar nós Iarnród Éireann agus do gheallsealbhoirí a bheidh ag brath ar ár seirbhísí.

Braitheann feidhmiú tráthúil tionscadal nua, agus comhlíonadh na gcaighdeán sábháilteachta agus cáilíochta ar sheirbhísí atá ann cheana féin, ar chinnteacht faoi mhaoiniú agus ar shocruithe institiúideacha cuí. Tá an-ríméad orainn go bhfuil ár bpríomhlucht cistithe, an Roinn Iompair agus an tÚdarás Náisiúnta Iompair, tiomanta do chistiú ilbhliantúil do chothabháil an bhonneagair agus do thionscadail a

shíneann thar roinnt blianta, amhail feithiclí DART+ a ordú agus Ionad Náisiúnta Rialaithe Traenacha nua. Ní mór do na gníomhaireachtaí ábhartha ar fad, Iarnród Éireann san áireamh, a chinntiú go bhfuil na scileanna cuí againn chun tionscadail nua a phleanáil agus a chur chun feidhme. Is ábhar imní é an tréimhse fhada a bhíonn ann idir cinneadh i bprionsabal infheistíocht a dhéanamh agus dámhachtain conarthaí chun tosú á gcur chun feidhme. Bíonn plé rialta againn le cuideachtaí iarnróid i dtíortha eile atá ag leathnú a gcuid seirbhísí freisin agus ar minic iad a bheith ar conradh leis an slabhra soláthair céanna. Is amhlaidh nach dtógann próisis chinnteoireachta i ndáil le bonneagar casta a fhorghnóthas a oiread ama ar thíortha eile agus a thógann siad in Éirinn agus níl aon fhianaise ann go mbaineann Éire amach luach níos fearr ná gur fearr a chloínn an tír seo le prionsabail na dea-phleanála. Ní mór aird a thabhairt ar acmhainní pleanála agus cinnteoireachta eile, don raon iomlán bonneagair is gá a fhorbairt do dhaonra atá ag fás, má táimid chun uailmhian ár straitéisí inbhuanaitheachta a bhaint amach.

Baineadh amach garspriocanna tábhachtacha i gcás cuid de thionscadail mhóra Iarnród Éireann le linn 2022. Ó thaobh an Ionaid Náisiúnta Rialaithe Traenacha nua in aice le Stáisiún Heuston, a dhéanfaidh bainistíocht ar an ngréasán fairsingithe iarnróid, críochnaíodh ag tógáil na bhfoirgneamh agus tá forbairt na gcóras ar siúl anois. Bhíomar thar a bheith sásta le feidhmíocht ár gconraitheoirí agus iad ag gabháil don obair sin in ainneoin shrianta COVID-19 agus cur isteach ar an slabhra soláthair.

Tá gach gné de chlár DART+ sa phróiseas pleanála agus dearaidh, agus cuireadh isteach iarratais ar Ordú Iarnróid i leith DART+ an Iarthair (Má Nuad/M3 Bealach na Páirce go lár chathair Bhaile Átha Cliath) agus i leith DART+ an Iardheiscirt. Cuireadh isteach ordú breise i gcomhair 90 carráiste nua ceallra-leictreach DART+ gar do dheireadh 2022, rud a fhágann go bhfuil 185 carráiste ordaithe anois agus go bhfuil dlús faoin obair chun cur leis an acmhainneacht, dícharbónú a bhaint amach, agus feabhas mór a chur ar eispéreas na gcustaiméirí.



Rinneadh dul chun cinn maith freisin maidir le seirbhís iarnróid comaitéireachta a fhorbairt do Cheantar Chorcaí. Fuarthas cead pleanála don ardán nua i gcomhair traenacha a bheidh ag gabháil trí Stáisiún an Cheanntaigh, agus cuireadh isteach iarratas ar Ordú Iarnróid le haghaidh dhá rian a dhéanamh ar líne Mhainistir na Corann. I nGaillimh (athfhorbairt Stáisiún Cheannt agus cur le hacmhainneacht an stáisiúin in Órán Mór), Luimneach (dhá rian a dhéanamh den líne ó Luimneach go Ghabhal Luimnigh agus Stáisiún Mhaigh Rois) agus i bPort Láirge (forbairt ar Chéanna Phort Láirge Thuaidh lena n-áirítear stáisiún nua, Stáisiún Phluincéid), tá dul chun cinn maith á dhéanamh le tionscadail chun ról an iarnróid a chinntiú sna réitigh iompair i gcomhair na gcathracha sin.

Tacófar leis an leathnú ar acmhainneacht fhisiciúil Iarnród Éireann tríd an obair chun feabhas leanúnach a chur ar eispéireas na gcustaiméirí: ní mór tacú leis na cláir chaipitiúla (atá mar a bheadh 'crua-earraí' ann) tríd an meon 'gur Aistear Iontach gach uile Aistear' (atá mar a bheadh 'bogearraí' ann). Beidh cur i bhfeidhm ár straitéise i ndáil le hEispéireas na gCustaiméirí díreach chomh tábhachtach céanna inár bhfís don am atá le teacht.

Tá Iarnród Éireann lántiomanta do rogha fhiúntach seachas HGVanna a chur ar fáil do chustaiméirí tráchtála i dtaobh iompar lastais ar mhórbhealaí, agus thacaigh an Roinn Iompair leis an mbeartas sin in 2022 le cistiú i gcomhair chéim a haon den obair chun athchóiriú a dhéanamh ar an nasc iarnróid go Calafort Fhainge.

I Europort Ros Láir, ní hé amháin go bhfuiltear fós ag cur leis na seirbhísí do chustaiméirí lastais agus do phaisinéirí tar éis an Bhreathimeachta, ach tá dul chun cinn á dhéanamh maidir leis an bplean uailmhianach atá againn an calafort a bheith ina Mhol Fuinnimh In-athnuaite Amach ón gCósta de chuid na hÉireann amach anseo. Ag obair dúinn le geallsealbhóirí ar fud an Oirdheiscirt, creidimid gur féidir leis an gcalafort agus leis an réigiún a bheith i gcoirlár na hearnála fuinnimh inbhuanaithe sin.

Tá ár ndaoine fíor-thábhachtach maidir le soláthar ár seirbhísí agus feidhmiú ár gclár caipitiúil amach anseo, maidir leis an straitéis i dtaobh eispéireas na gcustaiméirí agus maidir le forbairt calafort. Molaim an fhoireann bhainistíochta, ár gceardchumann, agus ár gcomhghleacaithe ar fud an ghnó as teacht ar chomhaontú cuimsitheach pá agus táirgiúlachta in 2022, comhaontú a bheidh i bhfeidhm go dtí 2026. Fágann an comhaontú sin go mbeidh cobhsaíocht agus cinnteacht ag an gcuideachta agus ag na fostaithe araon tráth a bhfuil obair thábhachtach ar bun chun ár bpleananna a fhorbairt agus a chur i bhfeidhm. Cothaíonn an méid sin muintín gur féidir an cur chuige comhoibríoch atá á lorg againn lenár bhfostaithe a choinneáil ar bun.

Ba mhaith liom buíochas a ghabháil leis an Aire Iompair, Eamon Ryan TD, le hoifigigh na Roinne Iompair, agus leis an bPríomhfheidhmeannach Anne Graham agus le foireann ceannaireachta an Údaráis Náisiúnta Iompair as a dtacaíocht leanúnach. Bhí an tacaíocht sin ríthábhachtach agus muid ag dul i ngleic leis na dúshláin laethúla a bhain le ré COVID-19 agus leis na costais bhreise a bhí ag gabháil leo, agus ó thaobh ár bpleananna agus ár dtosaíochtaí infheistíochta a chur chun cinn. Táimid ag tnúth le bheith ag obair i gcomhpháirtíocht leo, agus leis na geallsealbhóirí ar fad, sa tréimhse deich mbliana seo ina bhfuil béim ar an dul chun cinn.

Mar fhocal scoir, ba mhaith liom mo bhuíochas a ghabháil le mo chomhghleacaithe ar an mBord agus le foireann iomlán Iarnród Éireann, faoi stiúir an Phríomhfheidhmeannaigh Jim Meade, as a dtiomantas leanúnach do shábháilteacht agus cáilíocht seirbhíse ar mhaithe leis na custaiméirí agus na pobail ar a bhfreastalaímid.

Frank Allen
Cathaoirleach

Tuarascáil an Phríomhfheidhmeannaigh

Thosaigh an ré 'iar-COVID-19' dár saol go léir in 2022, agus i gcás oibritheoirí iompair phoiblí ar nós Iarnród Éireann d'fhág sé sin gur thosaigh ár gcustaiméirí ag teacht ar ais, rud a chuir ríméad orainn. Tháinig méadú faoi dhó ar líon na bpaisinéirí i gcomparáid le 2021.

Dá bhrí sin, is tráthúil an rud é go bhfuilimid ag obair ar bhloic thógála ár ngréasáin agus ár seirbhísí amach anseo, atá á bhforbairt agus á bhfeidhmiú faoi láthair: DART+, traenacha nua, an tIonad Náisiúnta Rialaithe Traenacha, forbairt an iarnróid inár gcathracha réigiúnacha. Leo sin go léir, táthar á chinntiú go mbeidh ár gcuid seirbhísí in ann freastal ar éileamh atá ag dul i méid.

Ba bhliain í freisin ina raibh treochtaí dearfacha fós le sonrú don ghnó lastais agus don ghnó paisinéirí araon ag Europort Ros Láir, agus neartaíodh ár bhfís ó thaobh lastas iarnróid nuair a fuairamar cistiú ón Roinn Iompair chun an nasc iarnróid ó Luimneach go Calafort Fhainge a athoscailt.

Fhormhuiniú neamhspleách a bhí sa chomhartha creidiúnaithe Business Working Responsibly go luath in 2022 ar an mbéim atá á leagan againn ar an inbhuanaitheacht a leabú i ngach rud a dhéanaimid, agus muid ag iarraidh a chinntiú go bhfuil an t-iarnród ina chnámh droma ag gréasán iompair inbhuanaithe na hÉireann.

Tá an obair a dhéanaimid i gcomhpháirtíocht le geallsealbhóirí ríthábhachtach ó thaobh na hinbhuanaitheachta de, agus níl aon gheallsealbhóir níos tábhachtaí ná ár bhfoireann féin, ina bhfuil breis is 4,300 duine. Chomh maith le dul chun cinn nach beag a dhéanamh maidir lenár Straitéis Daoine a chur i bhfeidhm, in 2022 tháinig Iarnród Éireann ar chomhaontú pá go dtí 2026, rud a fhágann go mbeidh cobhsaíocht ag an gcuideachta agus ag na fostaithe tráth a mbeidh an gréasán agus na seirbhísí á bhforbairt againn. Baineadh an toradh sin amach trí chomhráití díreacha idir an chuideachta agus na Ceardchumann ionadaíocha, gan cúnamh ó thríú páirtí – an chéad uair riamh a tharla sé sin i stair na cuideachta, rud a léiríonn an cur chuige comhoibríoch is mian linn a chothú in Iarnród Éireann.

De réir mar a chuaigh géarchéim COVID-19 i léig, tháinig géarchéim eile – an t-ionsaí ar an Úcráin – go mór chun cinn in 2022. Bhí Iarnród Éireann ar cheann de na gréasáin iarnróid Eorpacha a chuir saoráidí taistil ar fáil do dhéanaithe ón Úcráin a tháinig isteach sa tír, agus tá os cionn €100,000 bailithe againn do Chumann Croise Deirge na hÉireann trínár n-áis áirithinte ar líne.



An tsábháilteacht

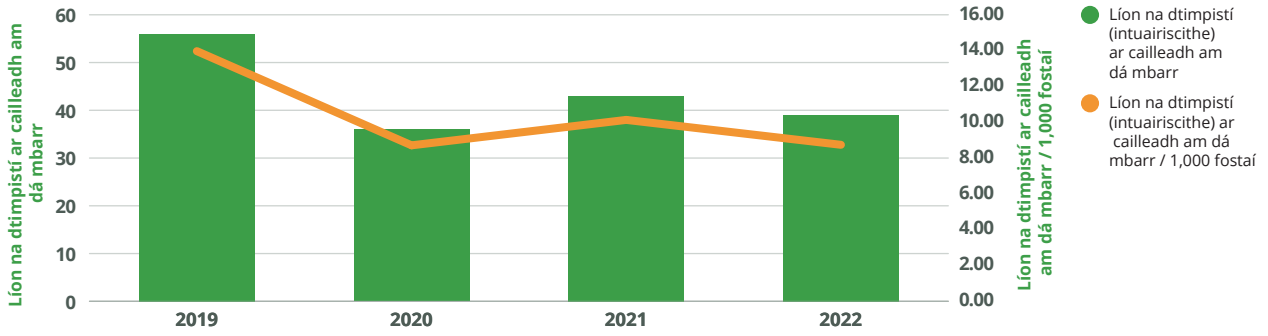
Toisc gur soláthraí bonneagair iarnróid agus oibritheoir traenacha é Iarnród Éireann, leagaimid béim ar an tsábháilteacht thar rud ar bith eile. Táimid tiomanta do sheirbhís iarnróid shábháilte a sholáthar dár gcustaiméirí go léir agus do shábháilteacht ár bhfostaithe, agus is é ‘Seasta Sábháilte’ an chéad chroíluch dár gcuid agus an ceann is tábhachtaí. Is é bunchloch na seirbhíse do chustaiméirí é féachaint chuige go mbeidh na daoine a thaistealaíonn linn slán sábháilte. Baineann tábhacht ollmhór freisin le sábháilteacht bhaill foirne agus chonraitheoirí uile Iarnród Éireann a fhostaítear chun bheith ag obair linn. Ní mór dúinn go léir ár gcion a dhéanamh lena chinntiú go dtiocfaidh gach duine abhaile slán sábháilte tar éis lá oibre a dhéanamh le hIarnród Éireann.

Tá teist láidir ag an gcuideachta maidir leis an tsábháilteacht, mar a dtugtar aitheantas dó san athbhreithniú ó Ghníomhaireacht Iarnróid an Aontais Eorpaigh ar fheidhmíocht sábháilteachta, agus sa Tuarascáil ón gCoimisiún um Rialáil Iarnród ar Fheidhmíocht Sábháilteachta.

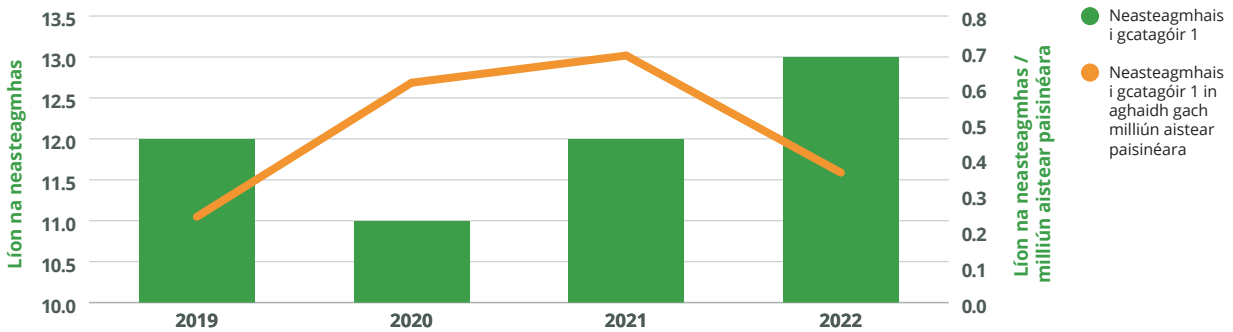
Tá an próiseas chun iarratas a dhéanamh chuig an gCoimisiún le haghaidh athdheimhniú an Ghnóthais Iarnróid ar siúl i gcomhréir le hAirteagal 2(2) de Rialachán (AE) 2018/763 agus tá iarratas ar údarú an Bhainisteora Bonneagair curtha i gcrích.

Táimid dírithe go fóill ar bhearta coisctheacha, agus seoladh sraith tionscnamh i rith na bliana chun an cultúr sábháilteachta a thomhas agus a fheabhsú, lena n-áirítear:

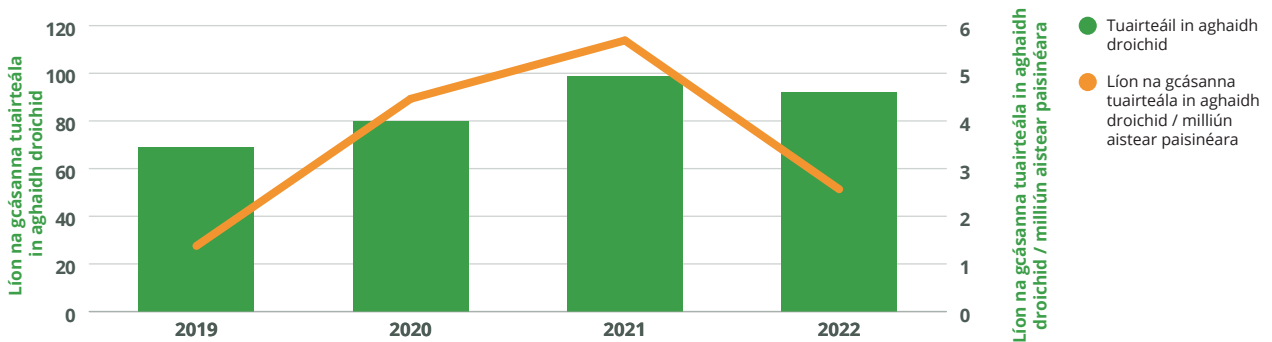
- Seoladh Straitéis Sábháilteachta IÉ 2022-2027: Tá an straitéis dírithe go háirithe ar chur leis an dul chun cinn maith maidir le feidhmíocht sábháilteachta chun tacú le fostaithe ó thaobh iompraíocht neamhshábháilte a thabhairt ar aird
- Chuige sin, tá an méid seo déanta againn:
 - ▶ Tugadh isteach CIRAS – córas lenar féidir neastheagmhais a thuairisciú faoi rún
 - ▶ Cuirtear Tosca Daonna chun feidhme sna tionscadail go léir
 - ▶ Tá cultúr cirt agus cothroime á chur i bhfeidhm againn



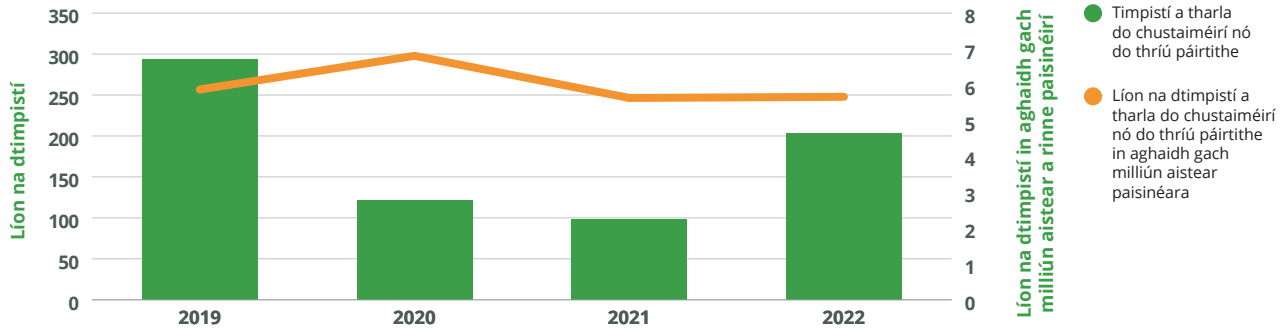
Tá laghdú 9% tagtha ar líon na dtimpistí ar chaill fostaíthe am dá mbarr, laghdú ceithre cinn ó 2021. Tháinig laghdú 17 in 2022 ar fhigiúr na bliana 2019 (56 timpiste dá leithéid), sin roimh ré COVID-19. Is iad sciarradh, tuislí agus titim agus teagmhais láimhseála is cúis leis an gcuid is mó de na timpistí ar cailleadh am dá mbarr, agus ní timpistí ró-dhona iadsan ó thaobh tromchúise de.



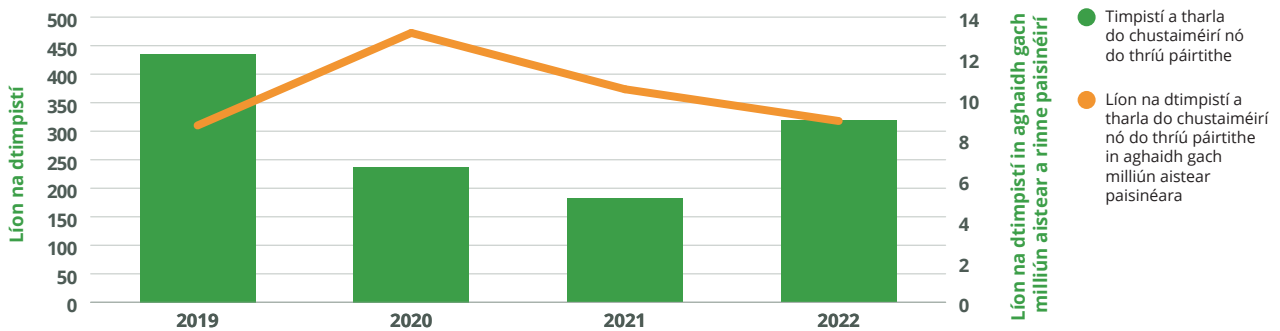
Neasteagmhas amháin breise ag crosaire comhréidh, catagóir 1, a bhí ann i gcomparáid le 2021. Tharla an méadú beag sin tráth ina bhfuil méadú mór tagtha ar an ngníomhaíocht ar na bóithre, i ndiaidh COVID. Tá sé sin fós ina réimse tosaíochta againn agus bímid i dteagmháil go leanúnach le geallsealbhóirí faoi, lena n-áirítear úinéirí talún, pobail áitiúla, agus an Garda Síochána. Tá an-chuid acmhainní infheistithe againn chun cuidiú an fhadhb sin a réiteach, lena n-áirítear rialuithe teicniúla a chur i bhfeidhm ag láithreacha ardriosca.



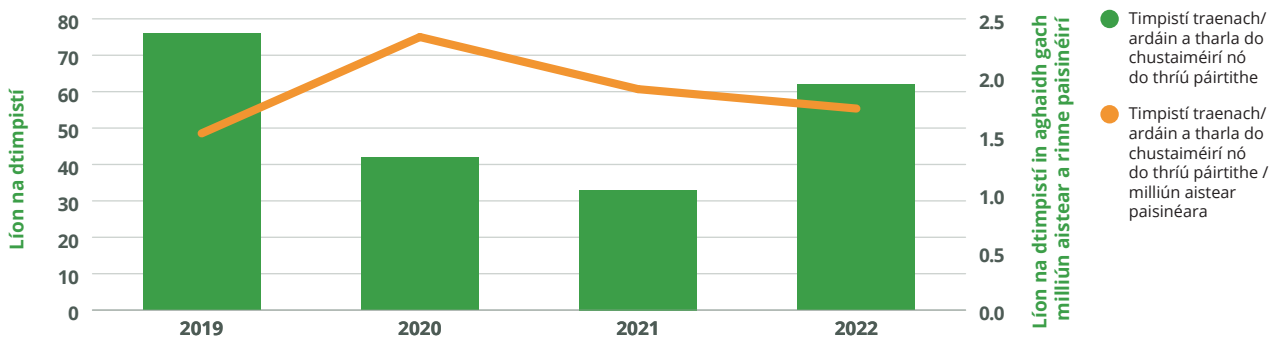
Tháinig laghdú de sheacht ar líon na gcásanna tuairteála in aghaidh droichid. Is laghdú 7% é sin i gcomparáid le 2021. Cé go bhfuil an treocht imithe in airde beagán le blianta beaga anuas, tá laghdú tagtha ar líon na dteagmhais atá tromchúiseach nó a d'fhéadfadh a bheith tromchúiseach. Cuireadh roinnt réitigh teicneolaíochta i bhfeidhm i limistéir ardriosca nuair a tugadh isteach maoluithe, amhail soilse réamhrabhadh ag Sráid Amiens.



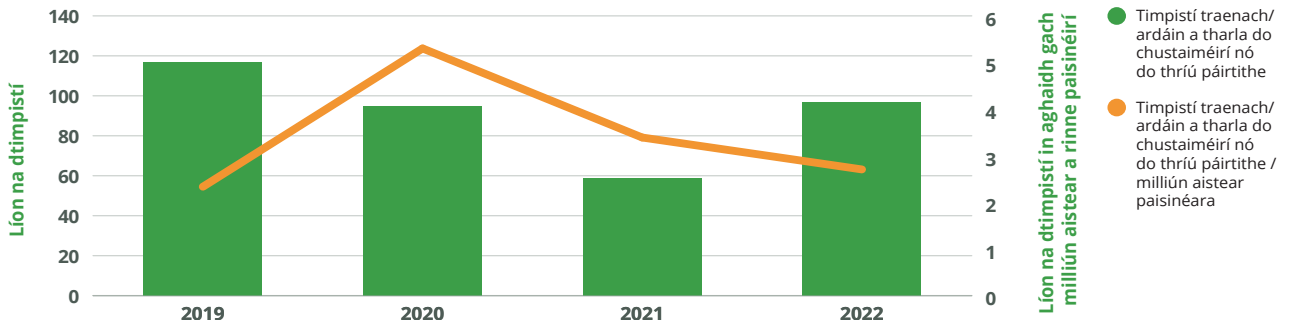
Cé gur tháinig méadú 107% ar líon na dteagmhas, méadú ó 98 go 203, is beag athrú atá tagtha ar líon na dteagmhas in aghaidh gach milliún aistear paisinéara, cé gur dhúbail líon na n-aistear ar an ngréasán in 2022 freisin.



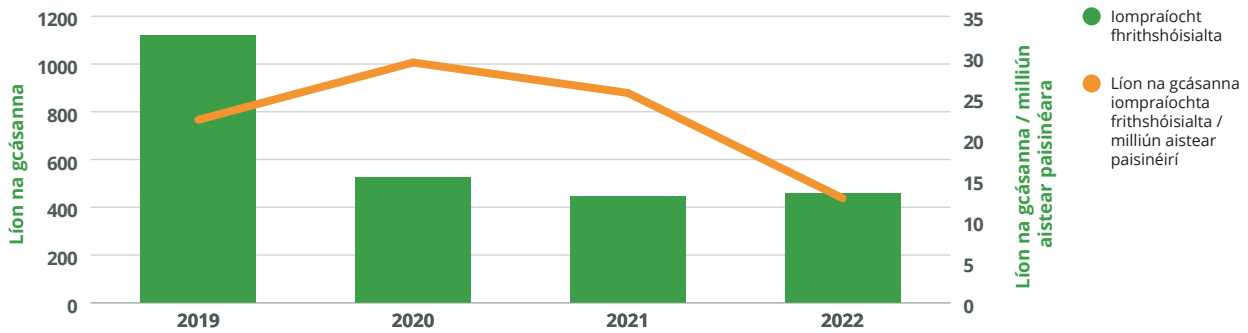
Tá méadú 75% tagtha ar líon na dtimpistí a tharla do chustaiméirí agus tríú páirtí i gcomparáid le 2021, méadú ó 182 go 319. Cé go bhféadfadh sé sin a bheith amhlaidh mar gheall ar an méadú ar líon na n-aistear a rinne paisinéara tar éis COVID, treocht anuas atá le sonrú i gcás líon na dteagmhas in aghaidh gach milliún aistear traenach a dhéanann paisinéara agus tá laghdú 15% le sonrú i gcomparáid le 2021. Léirítear líon na dteagmhas sa mhéadú ar líon na n-aistear a rinne paisinéara, atá dúbailte ó 2021 i leith.



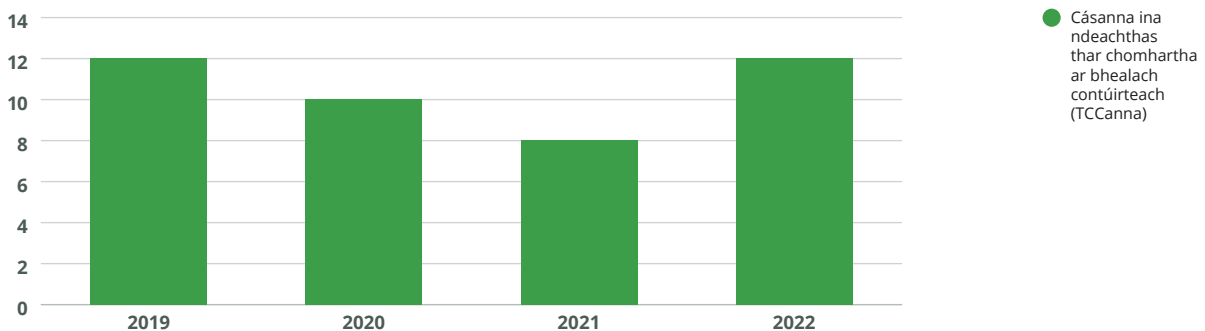
Tháinig méadú 88% ar líon na ngortuithe a tharla i gcomparáid le figiúirí na bliana 2021, méadú ó 33 go 62. Mar sin féin, tá laghdú 9% tagtha ar líon na dteagmhas in aghaidh gach milliún aistear traenach a rinne paisinéara. Léirítear líon na dteagmhas sa mhéadú ar líon na n-aistear a rinne paisinéara, atá dúbailte ó 2021 i leith.



Méadú 64% atá tagtha ar líon na dteagmhais i gcomparáid le 2021, sin méadú ó 59 go 97. Mar sin féin, tá laghdú 20% tagtha ar líon na dteagmhais in aghaidh gach milliún aistear traenach paisinéara. Léirítear líon na dteagmhais sa mhéadú ar líon na n-aistear a rinne paisinéirí, atá dúbailte ó 2021 i leith.



Tá méadú beag 3% tagtha ar líon na dteagmhais in 2022, i gcomparáid le 2021. Tá faireachán leanúnach á dhéanamh air sin agus tá cuid mhaith acmhainní infheistithe chun dul i ngleic leis an ábhar inmí sin. Tá grúpa faireacháin nua bunaithe, faoi cheannas Phríomh-Oifig Slándála Iarnród Éireann, agus tá roinnt Moil Mhearfhearaghartha de chuid an Gharda Síochána ag feidmiú anois chun cabhrú linn más rud é gur in olcas a théann cúrsaí ó thaobh iompraíochta de. Leis na Moil sin, i gcomhar lenár Lárionad Rialaithe Slándála, beidh baill foirne Iarnród Éireann in ann teagmháil dhíreach a dhéanamh leis an nGarda Síochána chun déileáil le cásanna iompraíochta frithshóisialta. Tá athrú déanta ar an struchtúr tuairiscithe inmheánaigh maidir le cásanna iompraíochta frithshóisialta ó 2020 i leith, rud a chuidíonn sé linn dlúthfhaireachán a dhéanamh ar na cásanna sin. D'fhéadfadh an méadú beag a bheith ina thoradh ar na tionscnaimh bhreise atá curtha i bhfeidhm ag Iarnród Éireann agus ar an leibhéal méadaithe tuairiscithe.



Cé gur tháinig laghdú ar líon na TCCanna, bliain ar bhliain, ó 2019, aisiompaíodh an treocht anuas sin in 2022, agus bhí líon na dteagmhais ar ais ar an leibhéal a bhíodh ann roimh COVID. Tá Saineolaí Cúinsí Daonna Iarnród Éireann fós ag obair le tiománaithe agus bainisteoirí. Tá athbhreithniú agus oiliúint/athoiliúint leanúnach ar siúl. Cé go bhfuil líon mór daoine earcaithe chuig Grád an Tiománaí le dhá bhliain anuas, ní raibh droch-thionchar aige sin ar líon na dteagmhais, ach tá dlúthfhaireachán á dhéanamh air sin chun féachaint an bhfuil aon fhadhb i gceist leis. Tar éis an mhéadaithe ar an líon TCCanna in 2022, tá anailís neamhspleách á déanamh ar na cásanna sin faoi láthair chun réimsí feabhsúcháin a aithint agus chun cabhrú le hanailís ar threochtaí ina leith.



Athróidh flít nua an DART+ eispéreas an chustaiméara ar sheirbhísí iarnróid Mhórchearntar Bhaile Átha Cliath.

Infheistíochtaí Caipitiúla

In 2022 rinneadh dul chun cinn maidir le príomhthionscadail éagsúla Infheistíochta Caipitiúla, agus fágfaidh feidhmiú na dtionscadal sin go bhfeabhsófar an soláthar seirbhíse dár gcustaiméirí agus go spreagfar aistriú níos mó chuig an iompar poiblí, rud a dhaingneoidh an seasamh atá againn mar phríomhsholáthraí. Éascaíonn na tionscadail d'fhorbairt agus nascacht inbhuanaithe ar bhealaí comaitéireachta agus bealaí réigiúnacha.

An Clár DART+:

Leanadh leis an bpróiseas forbartha dearaidh do bhonneagar DART+ in 2022, agus cuireadh isteach iarratais ar Ordú Iarnróid i leith DART+ an Iarthair agus DART+ an Iardheiscirt, céim mhór chun cinn. Cuireadh tús leis an bpróiseas comhairliúcháin phoiblí i leith DART+ an Chósta le linn 2022.

Ordaíodh an flít nua DART+ ó Alstom Transport i mí na Nollag 2021 agus cuireadh ordú eile isteach i mí na Nollag 2022. Bhí an próiseas dearaidh aeistéitiúil agus theicniúil do na traenacha nua – cinn cheallra-leictreacha (BEMU) agus cinn leictreacha (EMU) ar siúl i rith na bliana agus tabharfar i gcrích é i lár 2023. Tá na mór-chomhpháirteanna go léir ordaithe anois ag an soláthraí agus tosaíodh á gcur le chéile ag deireadh 2022. Beidh an chéad sciar de na traenacha nua á gcur le chéile le linn 2023 i monarcha Alstom in Katowice na Polainne.

Carranna iarnróid nua Intercity:

Ina theannta sin, thosaigh an 41 carr iarnróid breise i gcomhair na seirbhíse Intercity – a ordaíodh i mí na Nollag 2019 agus atá á monarú ag Hyundai Rotem sa Chóiré Theas – ag teacht chomh fada linn i mí Lúnasa 2022 agus bhí 27 gcarr acu faighte faoi dheireadh na bliana. Cuirfear na feithiclí sin i mbun seirbhíse in 2023 tar éis tástáil agus faomhadh a dhéanamh orthu.

An tIonad Náisiúnta Rialaithe Traenacha:

Is ag Stáisiún Heuston a bheidh an tIonad Náisiúnta Rialaithe Traenacha agus tógfaidh sé áit an ionaid rialaithe tráchta atá i Stáisiún Uí Chonghaile anois. Leis an tsaoráid nua sin, déanfar bainistiú sábháilte, éifeachtach ar thrácht iarnróid in aon láthair amháin agus freastalófar ar leathnú na seirbhíse amach anseo.

Tá saoráidí tríú páirtí san fhoirgneamh freisin don Gharda Síochána agus do Chomhairle Cathrach Bhaile Átha Cliath. Críochnaíodh an obair thógála ar an bhfoirgneamh sa cheathrú ráithe de 2022, agus rinneadh é a fheistiú agus tosaíodh ag baint leas as saoráid an Gharda Síochána an tráth céanna ar tugadh i gcrích na hoibreacha chun an foirgneamh a choimisiúnú.

Críochnaíodh dearadh Chóras Bainistíochta Tráchta an Ionaid (i.e. an córas a bhainistíodh trácht iarnróid nuair a bheidh an tIonad ag feidhmiú) in 2022, agus táthar tosaithe ar an gcéim forbartha bogearraí. Measfar gur sa tríú ráithe de 2023 a chuirfear tús leis na hoibreacha chun crua-earraí a shuiteáil ar an láthair don Chóras Bainistíochta Tráchta, agus go mbeidh tástáil agus coimisiúnú déanta ar an gcóras iomlán faoi dheireadh 2024.



Leis an athfhorbairt ar Stáisiún Cheannt i nGaillimh cuirfear go mór le hacmhainn an stáisiúin agus leis na saoráidí a bheidh ar fáil do chustaiméirí.

Seirbhísí Comaitéireachta Cheantar Chorcaí:

Rinneadh dul chun cinn mór in 2022 ar Chlár Iarnróid Comaitéireachta Cheantar Chorcaí chun na trí thionscadal atá á gcistiú faoi Shaoráid Téarnaimh agus Athléimneachta an Aontais Eorpaigh (EURRF) a thabhairt chomh fada le céim na tógála agus iarratas a dhéanamh ar Ordú Iarnróid. I measc na dt trí thionscadal tá suiteáil comharthaíochta nua in ionad seanchomharthaíochta, rian breise a sholáthar idir an Gleanntán agus Mainistir na Corann agus ardán breise a chur le Stáisiún Cheannt.

Ina theannta sin, tá dul chun cinn á dhéanamh maidir leis na gnéithe eile de chlár Iarnróid Comaitéireachta Cheantar Chorcaí, lena n-áirítear stáisiúin nua agus oibreacha sibhialta, iosta nua don fhílít agus leictriú an ghréasáin. Táthar ag céim an réamhdhearaidh agus an fhaofa reachtúil anois agus leanfar leis sin go dtí 2023.

Athfhorbairt ar Stáisiún Cheannt:

Cheadaigh an tÚdarás Náisiúnta Iompair agus an Roinn Tithíochta, Pleanála agus Rialtais Áitiúil an Réamh-Chás Gnó d'athfhorbairt Stáisiún Cheannt, agus tá an dá eagraíocht sin ag déanamh comhchistiú ar chéim thógála an tionscadail, sa cheathrú ráithe de 2022. Cuireadh tairiscintí amach chuig an margadh i mí na Nollag 2022 le haghaidh chéim na tógála. Faoin tionscadal sin, cuirfear feabhas ar eispéireas na bpaisinéirí sa stáisiún agus comhtháthófar an stáisiún leis an bhforbraíocht nua atá beartaithe ó dheas, feabhsófar an comhtháthú idir seirbhísí bus agus seirbhísí iarnróid, agus éascófar do mhéadú acmhainneachta amach anseo.

Athchóiriú Stáisiún Colbert – Céim 1:

Áirítear leis an tionscadal seo saoráid nua faoi dhíon ina mbeidh bána bus, oifigí ticéad inrochtana nua, oifigí foirne, aonaid mhiondíola agus leithris, chomh maith le hoibreacha chun athchóiriú a dhéanamh ar na saoráidí atá ann cheana féin. Cuireadh tús leis an bhfoirgníocht sa dara ráithe de 2022 agus tá dul chun cinn maith á dhéanamh ina leith. Measfar go n-osclofar an tsaoráid nua don phobal sa chéad ráithe de 2024.

Córas Teilgin Traenach – Droichead Átha go dtí na Clocha Liatha:

Tá tionscadal an Chórais Cosanta Traenach (CCT) idir Droichead Átha agus na Clocha Liatha á chur i bhfeidhm mar réiteach Leibhéal 1 de chuid an Chórais Eorpaigh um Rialú Traenach (ETCS). Cuireadh tús le suiteáil bhonneagar cois riain ETCS (e.g., srianadh cáblaí, cásanna suímh, rabhcháin ráillí) go luath in 2022 agus leanadh ar aghaidh leis an obair sin i rith na bliana. Tá céim na forbartha dearaidh beagnach críochnaithe agus tá an tionscadal ag feidhmiú de réir sprice le críochnú sa tríú ráithe de 2024.

Bunathrú chun Feabhais – Iarnród 2050

Tá an obair fós ar bun chun athrú ó bhonn a dhéanamh ar an eagraíocht lena chinntiú go mbeidh sí in oiriúint don am atá le teacht. Ag tógáil ar ár straitéis chorparáideach mheántéarmach IÉ 2027 agus ar ár Straitéis Lastais Iarnróid 2040, tá dul chun cinn déanta againn maidir le straitéis níos fadtéarmaí i ndáil le forbairt an iarnróid ar fud an ghréasáin atá ann faoi láthair, agus é san áireamh againn gur infheistíochtaí fadtéarmacha a bhíonn i gceist leis an iarnród agus go dtógann sé tamall tionscadail a

chur i bhfeidhm. Tá na tionscnaimh forbartha atá á mbreithniú ag teacht leis an bhfís faoinarb é an t-iarnród croílár córais iompair inbhuanaithe d'Éirinn, agus cuideoidh siad le borradh a chur faoin iarnród mar chóir iompair, freastal ar an daonra a mheastar a bheidh ann amach anseo, agus foghlaim ón deachleachtas i dtíortha eile. Tá Iarnród Éireann ag baint úsáid as na haschuir a thagann ón bpróiseas pleanála fadtréimhseach sin chun bonn eolais a chur faoin Athbhreithniú Straitéiseach ar Iarnród Uile-Oileáin atá á chur chun cinn ag an Roinn Iompair (Éire) agus ag an Roinn Bonneagair (Tuaisceart Éireann).

Ár gcustaiméirí

De réir mar a tháinig maolú ar shrianta COVID-19 agus a fuarthas réidh leo sa deireadh, tháinig borradh faoi líon na bpaisinéirí in 2022. I measc na bpríomhstaitisticí don bhliain iomlán tá:

- Ioncam €166.5m a fuarthas ó phaisinéirí in 2022, méadú 66% ó 2021
- B'ionann líon na n-aistear a rinne paisinéirí in 2022 agus 35.8m, méadú 106% ó 2021

- Ba é 75% céatadán na gcustaiméirí Intercity a bhain úsáid as an ngréasán chun suíochán a chur in áirithe roimh ré, laghdú ó 80% ó 2021 nuair a bhí áirithe áigeantacha i bhfeidhm. Ba é figiúr na bliana 2019 ná 64%
- Baineadh úsáid as LEAP sa Chrios Gearr-aistir i gcás 79% de na haistir
- B'ionann leibhéal sásaimh na gcustaiméirí i gcás Intercity agus 93%, agus 90% a bhí i gceist i gcás seirbhísí DART agus na seirbhísí comaitéireachta. Ba iad na figiúirí ina leith sin roimh an bpaindéim ná 92% agus 95%.

Go ginearálta, bhí an líon paisinéirí ar Intercity mórán mar a chéile le 2019 sa dara leath den bhliain. Lean an borradh faoin éileamh ar an DART agus seirbhísí comaitéireachta, ach níor fhill an t-éileamh ar leibhéal na bliana 2019 mar go raibh socruithe oibre solúbtha fós i bhfeidhm tar éis na paindéime. Tá tionchar mór aige sin ar thicéid séasúir, atá ag titim chun deiridh anois le hais na gcineálacha ticéid eile.

Is é is aidhm le straitéis na cuideachta maidir le hEispéireas na gCustaiméirí gur aistear iontach é gach uile aistear.





Tugadh isteach carráistí níos ciúine ar an líne idir Corcaigh agus Baile Átha Cliath, chun cabhrú le daoine a bhfuil fadhbanna céadfacha acu agus iad ag taisteal, agus chun rogha a thabhairt do chustaiméirí.

Dúbhláodh líon na seirbhísí seachbhuaice ar an líne idir Corcaigh agus an Cóbh/Mainistir na Corann i mí Iúil agus tugadh amchlár nua isteach ar an Domhnach an 11 Nollaig 2022. Ba é sin an chéad athrú mór ar an amchlár a tugadh isteach tar éis na paindéime agus d'ullmhaigh Iarnród Éireann é i gcomhpháirt le foirne pleanála an Údaráis Náisiúnta lompair tar éis athbhreithniú bliana agus anailís ar threochtaí taistil a dhéanamh, agus comhairliúchán poiblí san áireamh. Cuireadh roinnt seirbhísí breise leis an amchlár nua lena n-áirítear:

- Dhá sheirbhís déag bhreise idir Heuston agus an Droichead Nua.
- Ceithre sheirbhís nua idir Duga na Canálach Móire agus Collchoill agus Cill Droichid.
- Dhá sheirbhís nua idir Heuston agus Ceatharlach.
- Dhá sheirbhís nua idir Corcaigh agus an Cóbh.
- Seirbhís bhreise go luath ar maidin ó Bhéal an Átha chun nascadh leis an tseirbhís 05:15 ó Chathair na Mart go Heuston agus seirbhís bhreise idir Baile Átha Luain agus Cathair na Mart.

Chomh maith leis sin, leis an amchlár nua tháinig feabhas mór ar luas na dtraenacha ar an líne idir Luimneach agus Baile Uí Bhróithe. Bhí infheistíocht nach beag déanta chun ráillí nua a leagan síos, rud a d'fhág gur tháinig laghdú 15 nóiméad ar an achar ama a thóg aistear.

Inrochtaineacht

In 2022 bhí tionscnaimh éagsúla ar bun againn a bhí dírithe ar an rochtain ar ár seirbhísí a fheabhsú. Tugadh isteach carráiste níos ciúine ar an tseirbhís idir Baile Átha Cliath agus Corcaigh, agus cuireadh pacáistí céadfacha ar fáil, dhá bheart a bhí dírithe ar fheabhas a chur ar a n-eispéireas i gcás custaiméirí a bhfuil fadhbanna céadfacha acu.

Tá áiseanna 'Changing Places' ar fáil anois i Stáisiún Heuston agus Stáisiún Uí Chonghaile agus tá áiseanna dá leithéid beartaithe i mBaile Átha Luain agus i Sligeach in 2024. Cuireadh isteach ardaitheoirí stáisiúin nua ag Baile Mhic Gormáin agus i nDeilginis, a osclaíodh go luath in 2023, agus rinneadh infheistíocht sna hardaitheoirí a bhí ann cheana in 18 stáisiún faoin gclár Big Lift, a bhí ar bun don tríú bliain.

Tionscadal maidir le hEispéireas na gCustaiméirí

Agus muid ag cothú éilimh arís tar éis do na srianta taistil dul i bhfeidhm orainn le linn COVID-19, agus úsáid an iarnróid á spreagadh againn mar chóir iompair inbhuanaithe, is tábhachtaí ná riamh é an luach atá againn i dtaobh na custaiméirí a bheith i gcroílár ár ngnó. Tá straitéis forbartha againn maidir le hEispéireas na gCustaiméirí, agus tá sí ailínithe le Straitéis IÉ 2027, ar cuireadh tús léi le linn 2022. Áirítear leis an straitéis sin foirne bainistíochta a atheagrú chun díriú níos mó ar chustaiméirí, clár leathan oiliúna agus breis úsáide a bhaint as an teicneolaíocht lena chur ar ár gcumas dúinn freastal níos fearr ar riachtanais na gcustaiméirí, chomh maith le cur le líon na nOifigeach Seirbhíse do Chustaiméirí ar ár gcuid seirbhísí Intercity. Tacóidh an clár sin le fás an éilimh sna blianta atá le teacht de réir mar a roghnóidh níos mó daoine taisteal ar an iarnród mar gheall ar na tairbhí inbhuanaithe a bhaineann leis agus a áisiúla atá sé.

Áirítear le feabhsuithe leanúnacha ar shaoráidí custaiméirí:

- Saoráidí uasghrádaithe sna stáisiúin lena n-áirítear inrochtaineacht, leithris, ardaitheoirí agus staighrí beo, carrchlóis sna stáisiúin agus dromchlaí ardáin, troscán stáisiúin, saoráidí rothar, doirse uathoibríocha, aláram gutha, córais dóiteáin agus uasghrádú ar chórais téimh.
- Faisnéis agus comharthaí páirceála lena n-áirítear comharthaí sna stáisiúin agus comharthaí bealaigh, atá ag cloí le treoirilínte corparáideacha nua.
- Uasghrádú leanúnach ar Scáileáin Taispeána Faisnéise do Phaisinéirí (tá an obair críochnaithe i Stáisiún Heuston, Uí Chonghaile agus an Cheanntaigh agus tá dul chun cinn maith déanta ar an líne idir Corcaigh agus an Cóbh/ Mainistir na Corann). Córais dhátheangacha atá in 20 stáisiún, agus táthar réidh chun córais dhátheangacha a chur i bhfeidhm sna stáisiúin a mbeidh tionchar ag coimisiúnú an Ionaid Nua Rialaithe Traenacha orthu.
- Tá tús curtha le hoibreacha chun uasghrádú a dhéanamh ar an gCóras Faisnéise Paisinéirí ar an bhflít DART agus tá tástáil ar bun i dtaobh comhtháthú córais.

Agus muid tiomanta d'eispéireas na gcustaiméirí a fheabhsú, ní mór dúinn na cásanna a admháil nach n-éiríonn linn é sin a dhéanamh. Ag Taispeántas Eitleoireachta Bhré ar an 24 Iúil, cuireadh moill agus buairt ar dhaoine a bhí ag súil le sult a bhaint as imeacht teaghlaigh, fágadh trína chéile iad, agus mhothaigh cuid acu nach raibh an dara rogha acu ach imeacht ó thraenacha DART. Cé gur aimsigh ár n-imscrúdaitheoirí fadhbanna maidir le haerchóiriú agus faisnéis ar an lá, fuarthas freisin nár thacaigh an fhaisnéis, na tacaíochtaí agus na próisis a bhí i bhfeidhm lenár gcomhghleacaithe ionas go bhféadfaidís an leibhéal riachtanach seirbhíse a soláthar. Faoinár straitéis maidir le hEispéireas na gCustaiméirí, tacóimid lenár bhfostaithe i gcónaí chun an t-eispéireas is fearr is féidir a sholáthar do chustaiméirí.

Europort Ros Láir

Bhí borradh fós faoi Europort Ros Láir in 2022, tráth ar cuireadh breis agus 200,000 aonad lastais tríd an gcalafort den chéad uair – is ionann sin agus méadú 5% bliain ar bhliain i dtaobh lastais agus méadú carnach 53% ó 2020 i leith. Tháinig méadú mór freisin ar sheirbhísí paisinéirí de réir mar a laghdaíodh srianta COVID-19. Chuaigh breis agus 550,000 paisinéir tríd an gcalafort, sin méadú 128% bliain ar bhliain i gcomparáid le 2021 agus níl sé ach díreach 5% faoi bhun an leibhéil a bhí i gceist roimh an bpaindéim.

Tugadh isteach seirbhís nua dhá uair sa tseachtain chuig Zeebrugge i gcomhar le Finnlines, atá ina chuid de Ghrúpa Grimaldi, agus anois gabhann breis agus 34 seirbhís dhíreach Ró-Ró anonn is anall ó Ros Láir chomh fada le calafort Bilbao, Cherbourg, Le Havre, Dunkirk agus Zeebrugge. A bhfuil leis sin, tá Europort Ros Láir fós ar an gcalafort is mó in Éirinn ó thaobh seirbhísí Ró-Ró/Ró-Pax a théann chuig an Eoraip.

Rinneadh athbhreithniú ar Mháistirphlean Ros Láir in 2022, mar gheall ar an mborradh mór atá fós faoin ngnó ann agus chun freastal ar an iarraidh i dtaobh an tIonad Rialaithe Teorann sa chalaafort a thógáil níos luaithe ná mar a bhí beartaithe. Thángthas ar chomhaontú leis na geallsealbhóirí go léir maidir le céimniú na n-oibreacha agus tosófar ar an obair thógála sa dara ráithe de 2023. Tá infheistíocht nach beag á déanamh ag Iarnród Éireann sa chalaafort chun acmhainneacht bhreise agus saoráidí breise Ró-Ró/Ró-Pax a bhunú agus tá infheistíocht á déanamh ag Oifig na nOibreacha Poiblí sa Bhuanionad Rialaithe Teorann atá de dhíth ansin.

Leanadh den dul chun cinn leis an dearadh, an cistiú agus an próiseas pleanála i gcomhair na saoráide fuinnimh in-athnuaite amach ón gcósta a bheidh ag Europort Ros Láir. Tá foireann iomlán tionscadail ag obair ar fud na ndisciplíní éagsúla agus baineadh amach roinnt garspriocanna tábhachtacha in 2022 lena chinntiú gur féidir an tionscadal a thabhairt i gcrích faoi 2026, lena n-áirítear comhairliúchán margaidh, comhairleoirí airgeadais a cheapadh, dearadh, cur i bhfeidhm i limistéar an chladaigh agus dul i mbun staidéir éagsúla a theastaíonn mar chuid den phróiseas um thoiliú pleanála.

Tá iarratas ar chistiú faoin tSaoráid um Chónascadh na hEorpa (tionscnamh de chuid an Aontais Eorpaigh) le cur i láthair i gcomhair an ghlaio anuas in Eanáir 2023 chun comhchistiú 50% a lorg le haghaidh staidéar, dearadh comhshaoil, pleanála agus dearadh sonraí chun an tsaoráid fuinnimh in-athnuaite amach ón gcósta a thabhairt chomh fada le céim an toilithe pleanála.



Le Straitéis Lastais Iarnróid 2040, díreann ar chúig oiread an méid seirbhísí traenach lastais a bheith á soláthar in aghaidh na seachtaine.

Lastas

Tá ár ngnó lastais ag dul ó neart go neart agus tá méadú mór tagtha ar tháirgí insoláthartha. Áiríodh iad seo a leanas i measc phríomhthrácht lastais na cuideachta:

- Mian since ó Mhianaigh na Teamhrach chomh fada le Calafort Bhaile Átha Cliath
- Traenacha coimeádán ó Bhéal an Átha chomh fada le Calafort Bhaile Átha Cliath agus Calafort Phort Láirge
- Traenacha adhmaid ó Chontae Mhaigh Eo chomh fada le Port Láirge.

Tháinig méadú mór (breis is €2m) ar an ioncam iomlán ón ngnó lastais go €11m in 2022. Tháinig €4.8m de sin ón ngó Iarnróid agus €6.2m ó Navigator Forwarding. Tháinig ardú mór freisin ar an tonnáiste iomlán in 2022: 81 milliún tonna-chiliméadar san iomlán a iompraíodh i gcomparáid le 11 mhilliún in 2021.

Táimid fós dírithe go tréan ar ghnó an lastais Iarnróid a chur chun cinn agus borradh a chur faoi. Tacaíonn Lastas Iarnróid 2040 le cuspóirí náisiúnta maidir le dícharbónú na ngréasán iompair agus tacaíonn sé le lucht tionsclaíochta trí leas a bhaint as an mbrú níos mó atá ag teacht ar iompar ar bóthar trí thionscnaimh a chur chun feidhme a rannchuideoidh go díreach le hathchothromú a dhéanamh ar an difreálach a bhíodh ann idir iompar Iarnróid agus iompar ar bóthar.

I measc cholúin na straitéise sin tá feabhsú an bhonneagair ag na calafoirt. Fuarthas cistiú ón Roinn Iompair i mí na Nollag 2022 chun tús a chur leis an tionscadal chun an nasc Iarnróid ó Luimneach go Calafort Fhainge a chur ar bun arís le haghaidh lastas Iarnróid, agus tá sprioc leagtha síos i dtaobh tús a chur le seirbhísí.

Leanadh den obair in 2022 chun gnó nua a mhealladh, fuarthas cistiú le haghaidh flít agus bonneagar nua agus rinneadh neartú ar an bhfoireann Lastais Iarnróid nuair a ceapadh Bainisteoir Forbartha Gnó nua agus Bainisteoir Gnó a bheidh ag plé le Lastas Iarnróid. D'éirigh le hiarratas a rinneadh faoin tsaoráid um Chónascadh na hEorpa in 2022 agus dheonaigh an tAontas Eorpach 50% den chistiú chun tacú tuilleadh le cur i bhfeidhm na straitéise Lastais Iarnróid 2040.

D'éirigh go geal in 2022 le feidhmíocht Aonad Lastais Iarnróid Éireann (Navigator), ar sainghné dá chuid oibre é páirteanna carranna a bhailiú agus a dháileadh. Bhí feidhmíocht an ghnó sin ina measc siúd ab fhearr san Eoraip san earnáil sin – seachadadh 99.4% de na horduithe in am ar fud oileán na hÉireann.

Cúrsaí Airgeadais

Ba é toradh foriomlán na bliana glanbharrachas airgeadais tar éis cánachais €0.8m (2021: barrachas €1.8m) agus Glansócmhainní €46.6m (2021: €45.8m).

Léiríonn ioncam iomlán €224.1m (2021: €144.1m) ó oibríochtaí sa bhliain téarnamh €80.0m ó thionchar COVID 19. Tháinig méadú €2.5m bliain ar bhliain ar an ioncam €4.8m ó pháirceáil (2021: €2.3m). Méadú €1.2m a bhí i gceist leis an ioncam €4.8m (2021: €3.6m) ó Lastas Iarnróid mar gheall gur iompraíodh níos mó lastais, rud a thug toradh níos airde bliain ar bhliain, agus tháinig méadú de €3.0m go dtí €12.9m (2021: €9.9m) ar an ioncam ó Ros Láir, rud a léiríonn an borradh a bhí faoi thrácht paisinéirí agus lastais ó chustaiméirí idir sheanbhunaithe agus nua a bhíonn ag oibriú ón gcalafort. Méadú €6.4m a bhí i gceist leis an ioncam eile €35.3m (2021: €28.9m). Is é is cúis leis an méadú go príomha ná méadú €6.6m ar ioncam ó réadmhaoin a ligean ar cíos, €0.7m ó Navigator mar gheall ar an mborradh faoin éileamh, arna fhritháireamh ag an laghdú ar ioncam ó thríú páirtithe go dtí €0.9m i leith na bliana.

Méadú 66% i gcomparáid leis an mbliain roimhe sin atá le sonrú i leith ioncam ó phaisinéirí de €166.5m (2021: €100.1m) in 2022, mar gheall ar théarnamh láidir i ndáil le líon na bpaisinéirí ó na leibhéil laghdaithe a bhí ann le linn na paidéime. Tháinig méadú ar an ioncam ar fud na seirbhísí Intercity go dtí €113.8m (2021: €65.8m), na seirbhísí comaitéireachta go dtí €24.9m (2021: €16.7m) agus na seirbhísí DART go dtí €27.8m (2021: €17.6m) i gcomparáid le 2021.

Fuair an chuideachta €5.8m (2021: €41.5m) ón Scéim Fóirdheontais Pá d'Fhostaithe a cuireadh i bhfeidhm mar gheall ar COVID-19.

Caiteachas párolla €296.3m (2021: €280.3m) a bhí i gceist, sin méadú €16.0m bliain ar bhliain. Ba é an phríomhchúis a bhí leis sin gur cuireadh i bhfeidhm beart pá i rith na chéad ráithe de 2022 agus gur tháinig méadú ar an meánlíon fostaithe go 4,339 duine (2021: 4,176). Fostaíodh tuilleadh tiománaithe traenach, gníomhairí seirbhíse do chustaiméirí agus baili foirne chun tionscadail chaipitil agus chothabhála bhreise a chur i bhfeidhm. Tháinig méadú €31.9m ar chostais oibriúcháin eile go dtí €275.4m (2021: €243.5m) i gcomparáid leis an mbliain roimhe sin, mar gheall ar ghníomhaíochtaí cothabhála breise agus costais bhreosla níos airde.

Fuarthas cistiú €241.0m in 2022 (2021: €235.7m) ón Roinn Iompair faoin gConradh Ilbhliantúil Bonneagair agus fuarthas €19.7m (2021: €25.3m) anuas air sin i gcomhair tionscadail chaipitil. Sholáthair an tÚdarás

Náisiúnta Iompair cistiú €166.3m (2021: €181.8) i leith na hOibleagáide Seirbhíse Poiblí chun seirbhísí paisinéirí a oibriú. Fuarthas cistiú caipitil iomlán €39.4m (2021: €39.9m) i leith na hOibleagáide Seirbhíse Poiblí le haghaidh cothabháil throm a dhéanamh ar an rothstoc. Sholáthair an tÚdarás Náisiúnta Iompair €227.2m breise (2021: €238.9m) i gcomhair tionscadail chaipitil. Fuarthas €103.6m eile ón Státchiste i rith na bliana agus bhain €64.0m de sin le líne Fhainge, €34.3m leis an obair líne (a raibh dlús curtha léi), €3.1m le bearta cosanta cósta, €1.2m leis an straitéis i leith an fhlíit agus €1.0m le seirbhísí do phaisinéirí.

Suim airgid €19.9m (2022: €22.4m) a gineadh i leith na bliana (gan maoiniú idirchuideachta san áireamh). Eascraíonn an toradh dearfach sin as glanbharrachas, costais dhímheasa níos airde agus caiteachas caipitil oibre níos ísle arna bhfritháireamh ag an méadú ar an gcaiteachas caipitiúil. Dá dtarlódh cúlú geilleagrach nó dá ngearrafaí siar an cistiú ón stát, d'fhéadfaí dochar mór a dhéanamh don chlár comhardaithe fós.

In 2022, rinne Iarnród Éireann cailteanas trádála €2.0m (2021: €0.8m) tar éis cánach. Is féidir cailteanais trádála sa bhliain a úsáid chun an dliteanas cánach a eascraíonn as brabúis cíosa a laghdú. Bhain Iarnród Éireann leas as an gcaillteanas sin agus an muirear cánach i leith na bliana á ríomh.

Ba é an brabús cíosa i leith na bliana ná €4.6m (2021: €3.4m). Breacadh muirear cánach €0.9m sa chuntas brabúis agus cailteanais i leith na bliana.

Costais chomhairleoireachta

De réir an Chóid Cleachtas chun Comhlachtaí Stáit a Rialú, 2016, leagtar amach sa tábla thíos na costais chomhairleoireachta a thabhaigh an chuideachta in 2022 atá san áireamh sna costais oibriúcháin agus na costais eile (féach Nóta 6). An méadú ar chostais chothabhála agus athnuachana, is le tionscadail chaipitil go príomha a bhaineann sé.

	2022 €'000	2021 €'000
Cothabháil agus Athnuachan	22,400	17,710
Oibriúcháin agus Eile	501	308
Córais Paisinéirí	-	2
Straitéis agus Leagan Amach na hEagraíochta	1,391	561
Ollchostais Chomhairleoireachta	24,292	18,581
Costais chaipitilíthe	(22,196)	(17,399)
Glanchothais Chomhairleoireachta	2,096	1,182

Ár nGréasán

A bhfuil le hinfheistíocht mhór sa ghréasán, cuireadh cláir ar bun chun athnuachan a dhéanamh ar shócmhainní ar fud an ghréasáin in 2022. Tugadh faoi thionscadail éagsúla chun uasghrádú a dhéanamh ar ár ráillí, struchtúir, claífoirt, foirgnimh agus áiseanna, idir mheicniúil agus leictreach, fálú, pointí agus crosairí, crosairí comhréidhe agus gach sócmhainn eile chomh maith le cuid mhór oibreacha uasghrádaithe eile a chuir feabhas ar ár sócmhainní, rud a d'fhág go raibh siad níos sábháilte, níos iontaoifa, agus ar fáil ar luasanna níos airde ar mhaithe lenár gcustaiméirí.

- Mar gheall ar chlár bunathraithe faoina bhfuil athnuachan á déanamh ar líne an Aonaigh, fuarthas réidh leis na ráillí siúntaithe go léir agus cuireadh ráillí táthaithe leanúnacha nua-aimseartha ina n-áit, rud a laghdóidh an costas cothabhála feasta agus a chuirfidh láithreach le luas na dtraenacha ar an líne.
- Leanadh ar aghaidh in 2022 leis an tionscadal chun bonneagar na ráillí a uasghrádú ar an bpríomhlíne idir Baile Átha Cliath agus Corcaigh agus d'éirigh go geal leis an obair sin: leagadh síos stráice 18 míle ráillí nua, glanadh stráice 14 mhíle ballasta agus rinneadh oibreacha draenála ar stráice ceithre mhíle. Bhí an t-aschur ar fad ag teacht leis an bplean nó á shárú agus rinneadh íoslaghdú ar an tionchar oibriúcháin le linn an tionscadail athnuachana chasta sin.
- Tugadh faoi obair athnuachana ar dhroichid agus lintéir chun fáil réidh le seanstruchtúir agus struchtúir a bhí ag dul in olcas. In 2022 fuarthas réidh ar fad le seacht gcrosaire a bhíodh á n-oibriú de lámh agus suiteáladh ocht gCóras Tacaíochta Cinnteoireachta eile ag láithreacha ardriosca, rud a laghdaigh an phróifíl riosca a thuilleadh sna limistéir sin.
- Bliain an-mhaith a bhí ann dár bhfoirgnimh agus saoráidí: leanadh ar aghaidh ag tabhairt chun críche oibreacha feabhsúcháin ar bhonneagar stáisiúin agus áiríodh sna cláir oibre athnuachan a dhéanamh ar dhíonta, comharthaí bealaigh agus comharthaí eile sna stáisiúin, suiteáil scáthlán rothar, uasghrádú foirgneamh agus struchtúir cosanta agus cláir faoina ndearnadh feabhsú ginearálta ar ár bhfoirgnimh.
- Rinneadh damáiste nach beag do Dhroichead na Bearú (UBH 140) ar an gcuid den líne atá dúnta faoi láthair ó Phort Láirge go Ros Láir in eachtra a tharla ar an 26 Feabhra 2022 nuair a bhuaill soitheach faoi. Mar gheall air sin, níorbh fhéidir a bheith cinnte go bhféadfaí an chuid tosaigh den droichead a oibriú go sábháilte. Pionnadh an droichead agus daingníodh é sa chaoi is go bhfuil sé ar oscailt do thrácht mara, go dtí go ndéanfar dearadh a fhorbairt agus a chur i bhfeidhm lenár féidir é a oibriú go sábháilte.

- Rinneadh dul chun cinn leis na Tionscadail um Chosaint Bonneagair Iarnróid an Chósta Thoir (ECRIPP) nuair a ceapadh sainchomhairleoir iildisciplíneach chun bheith ag obair ar phleanáil dearaidh agus ar thógáil na saoráidí cosanta sin ar chósta an oirdheiscirt sna blianta amach romhainn. Tá an tÚdarás Náisiúnta Iompair Fós ag tacú le forbairt na dtionscadal tábhachtach sin.
- Tá athrú an-mhór déanta le blianta beaga anuas ar chórais bainistíochta sócmhainní digiteacha, agus nuálaíocht mhór déanta ina leith, go háirithe i réimsí na bainistíochta saolré agus maidir le húsáid a bhaint as macasamhail dhigiteach dár ngréasán sócmhainní chun an obair a dhéanaimid a dhearadh, a phleanáil agus a thabhairt i gcrích. I rith na bliana chuireamar tús le tionscadal gnó chun athrú ó bhonn a dhéanamh ar an mbonneagar faoina ndéanfar córas EAM digiteach nua den scoth a chur i bhfeidhm agus a leabú i rith na tréimhse cúig bliana atá romhainn.
- Rinneadh athnuachan ar thart ar 40 km de shreanga agus ar bhonneagar tacaíochta gaolmhar in 2022 ar ghréasán leictirthe an DART sa tríú bliain de thionscadal Athnuachana Trealamh Línte Lasnairde (OHLE). Tugadh faoin obair mar chuid de chonradh cúig bliana le Sacyr Neopul chun athnuachan a dhéanamh ar na línte lasnairde. Rinneadh oibreacha athnuachana idir Gabhal Bhinn Éadair agus Mullach Íde agus idir Deilginis agus na Clocha Liatha in 2022.
- Athnuachan ar an gComharthaíocht i bPort Laoise agus i nGéisill: Is comhghlasálacha saorshreanga bunaithe ar athsheachadán a bhíodh i bPort Laoise agus Géisill, a coimisiúnaíodh sna 1970idí. Cé go bhfuil an teicneolaíocht iontaoifa agus go bhfuil sí slán i gcás teipe, b'éigean seomraí athsheachadán nua a chur ar fáil mar gheall ar an bhail a bhí ar na sócmhainní. Chun réiteach nua a chur in ionad an dá chomhghlasáil a bhí ann cheana, beartaíodh úsáid a bhaint as acmhainn chónagarach comhghlasála SSI, agus tugadh i gcrích na hoibreacha i mí na Samhna.

Inbhuanaitheacht

Sonraítear i straitéis inbhuanaitheachta Iarnród Éireann gealltanais na cuideachta maidir le gréithe comhshaoil, sóisialta agus geilleagrach den inbhuanaitheacht. Tá Iarnród Éireann, i gcomhar lena príomh-gheallsealbhóirí, ag gabháil do réimse leathan tionscnamh faoi na trí cholún idirghaolmhara sin. Tacaíonn na tionscnaimh sin le feidhmiú roinnt príomhbheartais agus straitéisí náisiúnta lena gcuirtear chun cinn forbairt náisiúnta, éagsúlacht agus freagracht shóisialta agus chomhshaoil, lena n-áirítear aghaidh a thabhairt ar shaincheisteanna maidir leis an athrú aeráide. Tacaíonn na tionscnaimh sin freisin le spriocanna leathana forbartha inbhuanaithe na Náisiún Aontaithe, tá siad ailínithe le Straitéis Inbhuanaitheachta Ghrúpa CIÉ, agus soláthróidh siad an fhaisnéis a bheidh riachtanach faoin Treoir um Thuairisciú Inbhuanaitheachta Corparáideach, atá le cur le dlí na hÉireann faoi 2024.

Bronnadh an comhartha Business Working Responsibly orainn in 2022 as an gcur chuige atá againn maidir le hinbhuanaitheacht. Is é sin an príomhchaighdeán lena ndéantar deimhniú ar ghnéithe inbhuanaitheachta agus ar fhreagracht shóisialta i gcás corparáidí in Éirinn agus is comhartha é a ndéantar iniúchadh neamhspleách air. Le breis is deich mbliana anuas tá an caighdeán sin ar thús cadhnaíochta sa chlár oibre inbhuanaitheachta, agus tá sé fós ag spreagadh athrú fiúntach agus athrú ó bhonn i gcuideachtaí a chuireann a phrionsabail i bhfeidhm. Tá glactha ag Bord Iarnród Éireann leis na cúig ghealltanais atá sa Chreat don Earnáil Leathstáit Tráchtála chun dul i ngleic le Cuspóirí Gníomhaithe ar son na hAeráide (Iúil 2022) agus beidh sé ag obair chun na spriocanna atá leagtha síos ina leith a bhaint amach.

Tá an inbhuanaitheacht ina cuid lárnach dár gclár Infheistíochta Caipitiúla, agus de chuid mhór de na tionscnaimh atá sonraite thuas ar fud gach réimse de ghnóthaí Iarnród Éireann. I measc na dtionscnamh inbhuanaitheachta breise do 2022 bhí:-

Cúrsaí Comhshaoil

Cuid lárnach dár straitéis inbhuanaitheachta is ea cur go dearfach le spriocanna náisiúnta maidir le dícharbónú agus ídiú fuinnimh a laghdú. Tá forbairt leanúnach á déanamh ar an treochlár maidir le laghdú carbóin chun spriocanna laghdaithe carbóin na bliana 2030 a bhaint amach, agus áirítear leis ár gclár infheistíochta caipitiúla, tionscnaimh a bhaineann leis an bhflít agus le breosla, agus tionscnaimh a bhaineann leis na foirgnimh agus na saoráidí. Ina measc siúd tá uasghrádú a dhéanamh ar chórais soilsithe agus ar ardaitheoirí/staighrí beo agus athbhreithniú a dhéanamh ar bhíllí fuinnimh do stáisiúin.

Léirítear thíos próifíl ídithe fuinnimh agus carbóin (MWh) Iarnród Éireann i gcomhair 2022 (gach figiúr slánaithe chuig '000):

Cé gur fillleadh ar an tseirbhís iomlán in 2022, bhí amchlár laghdaithe ré COVID-19 i bhfeidhm i míonna tosaigh 2021 agus ní mór é sin a chur san áireamh agus comparáid á déanamh idir blianta.

I dtéarmaí iomlána, tá an leibhéal ídithe fuinnimh agus na hastaíochtaí carbóin ag druidim go tapa anois leis na leibhéil a bhíodh ann roimh an bpaindéim, anois agus na leibhéil seirbhíse ar ais mar a bhíodís. Tá méadú faoi dhó tagtha ar líon na gkiliméadar a thaitil paisinéirí i gcomparáid le 2021 ach níl sé ar ais chuig leibhéal na bliana 2019 fós.

Próifíl Fuinnimh agus Charbóin – Iarnród Éireann (MWh)					
Bliain	Y 2019	Y 2020	Y 2021	Y 2022	2022 vs. 2021
Ola dhíosail le haghaidh feithiclí a tharraingt	460,113	375,233	441,315	450,078	2.0%
Leictreachas le haghaidh feithiclí a tharraingt	27,695	23,235	23,453	23,600	0.6%
Breosla i gcomhair feithiclí bóthair	14,676	14,645	14,644	15,172	3.6%
Leictreachas le haghaidh sócmhainní seasta	35,791	35,804	34,412	32,718	-4.9%
Gás don téamh	9,278	9,979	9,277	9,406	1.4%
Ídiú Fuinnimh iomlán MWh	547,553	458,895	523,101	530,974	1.5%
	100.0%	83.8%	95.5%	97.0%	
Iomlán na nAstaíochtaí CO ₂ ('000 tonna)	142.5	112.1	131.8	140.2	6.3%
Tonna astaíochtaí CO ₂ /’000 km traenach IOMLÁN	7.4	6.6	7.71	7.68	-0.3%
Paisinéirí M km	2,399	877	870	1,731	99.0%
	100%	37%	36%	72%	
Ídiú Fuinnimh iomlán MWh in aghaidh 10,000 km a thaitil Paisinéirí	2.28	5.23	6.01	3.07	49.0%
	100%	229%	263%	134%	
Traenacha M km	19.26	16.95	17.10	18.24	6.7%
	100%	88%	89%	95%	
Ídiú Fuinnimh iomlán MWh in aghaidh 100 km Traenach	2.84	2.71	3.06	2.91	4.8%
	100%	95%	108%	102%	

Díosail i gcomhair Tarraingthe:

Tháinig méadú 2.0% ar an méid díosail a ídíodh agus tháinig laghdú 101% ar líon na gciliméadar a thaistil paisinéirí i gcás seirbhísí díosail le hais na bliana 2021.

Tháinig méadú 6.7% ar líon na gciliméadar traenach de bharr na seirbhísí go léir a bheith ag feidhmiú arís agus de bharr seirbhísí níos minice a bheith á soláthar i réigiún Chorcaí. Tháinig méadú 16% ar ídiú díosail sa ghnó lastais i gcomparáid le 2021 mar gheall ar bhreis seirbhísí trádstórála agus iompair idirnáisiúnta a bheith á soláthar.

An DART:

Tháinig méadú an-bheag 0.6% ar an méid leictreachais a ídítear chun an DART a tharraingt i gcomparáid le figiúr na bliana 2021 agus tháinig méadú 103% ar líon na gciliméadar a thaistil paisinéirí, rud a léiríonn méadú ar éifeachtúlacht fuinnimh.

Breosla i gcomhair feithiclí bóthair

Tháinig méadú 3.6% ar úsáid breosla bóthair i gcomparáid leis an mbliain 2021. Cé go bhfuil Iarnród Éireann ag gabháil go gníomhach do bheartas faoina bhfuil carranna leictreacha á gceannach aige, níl an tírdhreach tráchtála agus an bonneagar luchtaithe inmheánach aibí go leor fós le go n-éireoidh linn imeacht ó veaineanna díosail, agus ceannaíodh veaineanna breise in 2022 chun tacú le foirne na dTionscadal Caipitil.

Leictreachas

Coinníodh leis an treocht anuas maidir le hídiú leictreachais i gcomhair sócmhainní seasta (foirgnimh, córas comharthaíochta, córas teiléachumarsáide) agus laghdú 4.9% a bhí i gceist i gcomparáid le 2021.

Gás

Tháinig méadú 1.4% ar ídiú gáis i gcomparáid le 2021.

Rinneadh nuashonrú agus neartú in 2022 ar threoirlínte chun an bhithéagsúlacht agus an dúlra timpeall na línte iarnróid a chosaint.





Mar gheall ar níos mó traenacha a bheith á rith ar an líne idir Mainistir na Corann agus Corcaigh agus idir an Cóbh agus Corcaigh ó shamhradh na bliana 2022, tháinig ardú mór ar líon na bpaisinéirí.

Foriomlán

Tháinig méadú 1.5% le hais 2021 ar an ídiú foriomlán fuinnimh. Is é an Díosal i gcomhair Tarraingthe is mó is cúis leis an méadú sin ó thaobh ídiú fuinnimh (>90%).

Costais

Is iad na margaí mórdhíola gáis is mó a théann i bhfeidhm ar chostas an leictreachais agus d'fhan siadsan ar leibhéal ard ar feadh 2022 agus iad an-luaineach.

Tháinig méadú 70% ar chostais leictreachais in aghaidh an aonaid ó 2021 go 2022 agus tá an méadú sin anuas ar ardú 44% sa tréimhse tuairiscithe roimhe sin. Tá tús curtha ag Iarnród Éireann leis an bpróiseas soláthair i gcomhair CPPA (Comhaontú Ceannaigh Cumhachta Corparáidí) le haghaidh fuinneamh in-athnuaite a ghiniúint lasmuigh den láthair, rud a laghdóidh a neamhchosanta atá muid ó thaobh airgeadais de ar na margaí mórdhíola leictreachais.

Tháinig méadú 4% ar phraghsanna ola breosla.

Déantar ceannacháin díosail a fhálú ar aghaidh ionas go léiríonn na praghsanna an praghas fáilithe, agus ní an 'prap-phraghas'.

Dícharbónú

Is ionann ár nglanastaíochtaí carbóin 140,200 tonna agus méadú 6.3% le hais 2021 agus tá an méadú sin á spreagadh ag an méadú ar ídiú díosail. Tabhair faoi deara go bhfuil astaíochtaí scóip 1 (innill a dhóinn breosla, innill theirmeacha agus feithiclí cuideachta) agus astaíochtaí scóip 2 (leictreachas a cheannaítear) san áireamh san fhiúir sin.

Bearta a rinneadh in 2022 agus cinn atá pleanáilte le haghaidh 2023

- An Giarbhosca sna Traenacha Díosail Ilaonad (Carranna Iarnróid de chuid Intercity)
 - ▶ Tá an traein fhréamhshamhail ZF Transmission (Sraith 7) ag feidhmiú ar fud an ghréasáin agus tá an feabhas a bhíodhas ag súil leis tagtha ar an éifeachtúlacht fuinnimh dá bharr sin. Don bhliain 2023, tá sé i gceist an cás gnó a thabhairt i gcrích, cistiú a fháil agus teacht ar chomhaontú maidir le téarmaí soláthair chun iarfheistiú a dhéanamh ar 62 carr iarnróid de chuid Intercity ag tosú in 2024.
 - Tiomáint Hibrideach sa fhlít carranna iarnróid de chuid InterCity
 - ▶ Glacadh leis na chéad trí phacáiste cumhachta hibrideacha i mí Eanáir agus tá na ceallraí tarraingthe sceidealaithe le teacht gar do dheireadh an dara ráithe, 2023. Tá sé i gceist in 2023 críochnú ag tiontú traein amháin ina bhfuil trí charráiste ina traein hibrideach agus gach trealamh a fheistiú.
 - Foinse nua chumhachta i gcás Aicme 29000:
 - ▶ u Roghanna agus cás gnó a chur i láthair maidir le foinse nua chumhachta a fheistiú sa fhlít traenacha díosail comaitéireachta ón tréimhse 2003-2005. Rinneadh dul chun cinn i dtreo straitéis chomhaontaithe agus tosófar ar an obair in 2024.
 - Líne an Enterprise (Baile Átha Cliath-Béal Feirste):
 - ▶ Sonraíocht a thabhairt chun críche agus cuireadh chun tairisceana a eisiúint chun ocht n-aonad nua ilmhód a chur in ionad rothstoc an Enterprise, ionas go mbeidh na haonaid nua in ann rith ar fhoinsí éagsúla fuinnimh agus línte leictreacha lastuas san áireamh.
 - Bithbhreoslaí:
 - ▶ Tabharfar bithbhreosla B7 (tiúchan 7%) isteach ar fud Ghrúpa CIÉ ón gcéad ráithe de 2023, agus cuideoidh sé sin linn dícharbónú a dhéanamh ar an bhflít. Chun ár spriocanna reachtúla a chomhlíonadh, cumasc B7 a bheidh in 55% den bhreosla a úsáidimid in 2023.
 - Plean don Tionscadal maidir le Feithiclí Leictreacha a chur in ionad na bhfeithiclí bóthair 2022 go 2030
 - ▶ Gach feithicil paisinéirí a gheofar ó 2023 go 2030 in ionad carr atá againn cheana, is BEV a bheidh inti. Maidir leis an aistriú chuig feithiclí leictreacha tráchtála, gheofar roinnt feithiclí ar léas le haghaidh trialacha feidhmíochta.
 - Luchtairí i gcomhair Feithiclí Leictreacha
 - ▶ Pointí luchtaithe d'fheithiclí leictreacha de chuid na mball foirne: Cuireadh tús le measúnuithe in 2022 chun suímh oiriúnacha a aithint.
 - ▶ Coimisiúnófar luchtairí an-mhear d'fheithiclí leictreacha (150kW) i gcomhair tiománaithe tacsáí sa chéad ráithe de 2023 ag cúig stáisiún faoi scéim arna spreagadh ag an Roinn Iompair.
 - Comhaontú Ceannaigh Cumhachta le haghaidh leictreachas in-athnuaite
 - ▶ Tá sainchomhairleoir sa réimse seo ceaptha agus tá tús curtha leis an bpróiseas soláthair chun forbróir a fhostú a chuideoidh linn an sprioc a bhaint amach gur fuinneamh ó fhoinsí in-athnuaite é suas go dtí 80% den mhéid iomlán a ídimid.
- I measc na réimsí tosaíochta eile i dtaobh inbhuanaitheacht ó thaobh an chomhshaoil de tá siad seo a leanas:
- Leanúint ag aghaidh ag ullmhú doiciméad straitéise faoi Bhainistíocht Dramhaíola agus an Geilleagar Ciorclach.
 - Beartas Soláthair Inbhuanaithe a eisiúint, lena n-áirítear critéir roghnúcháin athbhreithnithe agus modheolaíocht scórála. Táthar ag tacú leis sin le Beartais agus Nósanna Imeachta Soláthair Ghlais athbhreithnithe arna bhformheas ag an mBord, agus oiliúint maidir le Soláthar Glas.
 - Treoirínite Bithéagsúlachta nua a fhorbairt chun cabhrú le foirne bonneagair an bithéagsúlachta a chosaint agus a bhainistiú feadh conairí iarnróid
 - Leanúint ar aghaidh ag cur i bhfeidhm pleananna pailneoirí ag na stáisiúin, lena n-áirítear boscaí éan.
 - Rannpháirtíocht leanúnach le meitheal de chuid Woodlands Ireland chun cúrsa Inniúlachta ó thaobh Bainistíocht Fásra a fhorbairt.
 - Athbhreithniú a dhéanamh ar chaighdeán agus cleachtais bainistíochta fásra agus an doiciméad a thabhairt cothrom le dáta.
 - Mapáil straitéiseach torainn a thabhairt i gcrích a bheag nó a mhór i leith limistéir ardriosca.
 - Suirbhéanna leanúnacha ar chaighdeán an aeir ag gach stáisiún deiridh chun gníomhartha riachtanacha a aithint.
 - Pleananna bainistíochta torainn san oíche a fhorbairt agus cruinnithe ráithiúla a bheith ar bun le hAonad Aeir agus Torainn Chomhairle Cathrach Bhaile Átha Cliath.



Tá an infheistíocht is mó riamh á déanamh ar fud an ghréasáin iarnróid.

Inbhuanaitheacht ó thaobh na Gné Sóisialta de

Ár nDaoine

Le Straitéis Daoine Iarnród Éireann 2027, tacaítear leis an eagraíocht mar atá sí faoi láthair agus le baint amach ár n-uailmhianta. Tá sé ina aidhm léi cloí leis na bearta atá ag feidhmiú go héifeachtach agus cur leis an acmhainneacht atá riachtanach chun ár bpleananna forbartha don todhchaí a bhaint amach. Táimid ag leanúint ar aghaidh ag cur feabhsúcháin chun cinn trí thionscadail agus tionscnaimh éagsúla faoi na ceithre phríomhthosaíocht straitéiseach dár Straitéis Daoine:

- Cur le hEispéreas an Fhostaí
- Iarnród Éireann a bheith ina Chéad Rogha mar Fhostóir
- Dul i bhFeidhm ar Fhórsa Saothair na Todhchaí, agus
- Tacú le Bainisteoirí Daoine agus Meas a Léiriú Orthu

Beart Pá

I mí Iúil 2022 tháingamar ar chomhaontú lenár gCeardchumainn maidir le Beart Pá a bheidh i bhfeidhm ar feadh seacht mbliana, ag tosú nuair a tháinig deireadh leis an mBeart Pá a bhí i bhfeidhm roimhe sin, i mí na Samhna 2020. Bhí éifeacht leis an mbeart sin ón 1 Márta 2021 agus cuimsítear leis sé ardú pá suas go dtí 2026 agus dearbháin chun an tréimhse idir Samhain 2020 agus Márta 2022 a chlúdach. Baineadh an toradh sin amach trí chomhráití díreacha idir an chuideachta agus na Ceardchumainn ionadaíocha gan aon chúnamh ó thríú páirtí – an chéad uair riamh a tharla sé sin i stair na cuideachta. Is cuid é seo de chur chuige faoina raibh an chuideachta agus na ceardchumainn ag comhoibriú le chéile ar scála nach bhfacthas riamh roimhe seo agus a chothaíonn cinnteacht nach beag don chuideachta agus don fhoireann araon ar feadh na mblianta suas go dtí 2026.

Acmhainní Daonna Inbhuanaithe

Tá foireann Acmhainní Daonna Iarnród Éireann ag obair chun digitiú a dhéanamh ar na córais agus na próisis acmhainní daonna. Is é an aidhm atá againn ná moil a fhorbairt ionas gur féidir leis na fostaithe go léir a gcuid sonraí a rochtain, agus cuidiú dul i dtreo córas taifead gan pháipéar. Lenár réitigh nua phárolla agus bainistíochta daoine beifear in ann idirbhearta páipéarbhunaithe a laghdú mar chuid dár gclár oibre inbhuanaitheachta. Ina theannta sin, tá ár bhfoireann Acmhainní Daonna ag obair leis an Institiúid Cairte Pearsanra agus Forbartha (an institiúid bainistíochta daoine atá aitheanta ag an tionscal) chun cur le gairmiúlacht na seirbhíse acmhainní daonna agus chun tacú le bainisteoirí agus fostaithe túsliúne.

Sláinte agus Folláine

Tá Iarnród Éireann ag obair chun cultúr folláine a leabú ar fud an ionaid oibre agus chun ceannaireacht agus rannpháirtíocht foirne a bheith i gceartlár ár n-eagraíochta. Aithnítear Sláinte agus Folláine anois inár straitéisí corparáideacha, agus táimid ag obair ar fud na heagraíochta lena chinntiú go dtacaíonn ár dtimpeallacht oibre fhisiceach agus shíceasóisialta le sláinte agus folláine ár ndaoine.

In 2022 tháinig méadú ollmhór ar rannpháirtíocht na mball foirne in imeachtaí éagsúla i rith na bliana, lena n-áirítear méadú 215% ar an rannpháirtíocht sa spás Sláinte agus Folláine ar ár n-ardán cumarsáide inmheánach, WorkVivo. Chomh maith leis sin, chuamar i gcomhpháirtíocht le Family Carers Ireland, rud a bhí ina chéim thábhachtach chun cinn maidir le tacaíocht a thabhairt dár bhfostaithe ar cúramóirí iad anuas ar an obair a dhéanann siad linne. Aithníodh ár gclár nuair a bhuamar Gradam Sláinte agus Folláine CIPD 2023 ina leith.

Comhionannas, Éagsúlacht agus Ionchuimsiú

Tháinig fás tapa ar chlár comhionannais, éagsúlachta agus ionchuimsithe Iarnród Éireann le linn 2022. Sa ról atá againn mar urraitheoir an chlár PTECH, táimid ag obair le O'Connell's, meánscoil i lár na cathrach, chun deiseanna agus rochtain ar obair a sholáthar don chéad ghlúin eile oibríthe iarnróid. Ina theannta sin, beidh an gealltanús ELEVATE á shíniú againn arís, faoina ngeallaimid a bheith ag obair chun léiriú níos fearr a dhéanamh ar na pobail ina bhfuilimid ag feidhmiú agus a bheith ag obair leo ar bhealach níos fearr.

Ar an leibhéal inmheánach, chuireamar go mór lenár gclár Seaimpíní Comhionannais, Éagsúlachta agus Ionchuimsithe ar fud an líonra, chruthaíomar bealaí cumarsáide nua chun nuacht a scaipeadh faoi na réimsí sin, d'athdhearbaíomar ár dtiomantas do chur i gcoinne na bulaíochta trí fheachtas faisnéise, agus leanamar ar aghaidh ag cur oiliúint comhionannais, éagsúlachta agus ionchuimsithe ar fáil mar chuid chaighdeánach den ionduchtú d'fhostaithe nua.

Ar deireadh, d'fhoilsíomar an chéad tuarascáil ar an mbearna phá idir na hinscní, inar léiríodh toradh 6.32% i bhfabhar na mban i leith an mheánráta in aghaidh na huaire agus chríochnaíomar an measúnú d'Ionad Éagsúlachta na hÉireann chun ár bplean gníomhaíochta comhionannais, éagsúlachta agus ionchuimsithe do 2023 agus ina dhiaidh sin a thabhairt cothrom le dáta. Stádas Airgid a bhaineamar amach ina leith sin.

Cothú Tallainne

Bhí béim mhór á leagan go fóill againn ar feadh 2022 ar fhorbairt daoine agus ar chéimithe a earcú. Síníodh conarthaí chun clár a reáchtáil, Accelerating Leaders agus Women in Leadership, ar dhá leibhéal ceannaireachta ar feadh cúig bliana.

Cuireadh roinnt clár oiliúna ar bun do mheantaithe, do mheantóirí nua-ainmnithe agus do mheantóirí seanbhunaithe. Bhí na meantóirí seanbhunaithe ag gabháil do chlár foghlama níos doimhne ina raibh gné mhór chomhionannais, éagsúlachta agus ionchuimsithe.

Bhí an-tóir ar an bhforbairt gairme duine le duine agus ar dheiseanna oiliúna le linn 2022 agus fuarthas aiseolas an-dearfach ina leith. Cuid den chúis a bhí leis an rath sin is ea na ceardlanna faisnéise a reáchtáladh in áiteanna éagsúla ar fud na tíre.

Ag obair lenár ngeallsealbhóirí

Táimid tiomanta do bheith ag obair i gcomhpháirtíocht le geallsealbhóirí, agus bímid ag gabháil go mór do rannpháirtíocht leanúnach le geallsealbhóirí agus leis an bpobal chun tacú leis an gclár Infheistíochta Caipitiúla.

Ár bPobal Féin

Freastalaíonn Iarnród Éireann ar 145 pobal ar fud a ghréasáin, agus in 2022 choinníomar lenár ndúthracht i leith na bpobal sin.

Tháinig fás ar ár bpobal in Éirinn in 2022 nuair a tháinig na mílte agus na mílte de mhuintir na hÚcráine agus iad ag teitheadh óna dtír féin mar gheall ar an ionsaí a rinne an Rúis uirthi. Eisíodh saoráidí taistil dar luach breis is €91,000 do dhídeanaithe a bhí ag teacht chuig an tír, mar chuid de thionscnamh Eorpach chun freastal ar riachtanais tosaigh taistil na ndaoine a bhí ag teitheadh ón gcogadh. Bhailigh custaiméirí €100,000 breise trínár gcóras áirithinte ar líne, chun tacú le feachtas a rith Cumann Croise Deirge na hÉireann ar son na hÚcráine.

Agus muid ag comhlíonadh ár luachanna i dtaobh a bheith Bródúil as ár Stair agus Diongháilte faoin Saol atá Romhainn, chuireamar fáilte roimh beagnach 8,000 duine i mí na Bealtaine ag Oibreacha Inse Chór agus é á cheiliúradh againn go raibh an t-ionad sin 75 bliain ar an



Droichead Bán Iarnród Éireann i mBaile Átha Luain, a thrasnaíonn an tSionainn, agus é soilsiú chun dlúthpháirtíocht leis an Úcráin a léiriú.

bhfód. Dhíríomar aird ar oidhreacht na saoráide uathúla sin, ach bhíomar ag féachaint chun cinn freisin ar an athrú ó bhonn atáimid ar tí a dhéanamh ar an iarnród agus ar an iliomad tionscadal bonneagair a chuirfear i gcrích sna deich mbliana atá romhainn. Bhíomar á cheiliúradh freisin go raibh líne Loch Garman á feidhmiú le 150 bliain anuas agus eagraíodh imeacht speisialta ag an stáisiún don phobal i mí Lúnasa. Rinne an tseirbhís Enterprise, a bhfuilimidne ina chomhpháirtí ann, 75 bliain ar an bhfód a cheiliúradh. Suiteáladh taispeántas ag Lanyon Place i mBéal Feirste agus i Stáisiún Uí Chonghaile, i gcomhpháirtíocht le Translink, a léirigh stair na seirbhíse i rith na tréimhse sin, na feithiclí agus na daoine a bhí ina bun agus an ról tábhachtach a bhí ag Enterprise i stair shóisialta agus gheilleagrach an oileáin seo.

Thugamar an-tacaíocht do na healaíona arís eile le linn 2022, agus cuireadh suiteálacha ealaíne ar taispeánt, i gcomhpháirtíocht le pobail áitiúla, ag Gabhal Bhinn Éadair, i nDomhnach Míde, sna Solláin agus sa Nás. Chomh maith leis sin, chuamar i gcomhpháirtíocht leis an gComhairle Ealaíon ar Oíche Chultúir chun na mílte leabhar a dháileadh saor in aisce ar ár gcustaiméirí ionas go mbainfidís sult astu agus iad ag taisteal. Tá pianó i roinnt stáisiún againn arís, agus is mór an sult a bhaineann na baill foirne agus na custaiméirí as an gceol anois agus laethanta na paindéime ag cúlú.

Cuireadh tiomantas agus dúthracht na ndaoine a oibríonn agus a chothaíonn an DART ar a súile do na céadta mílte daoine i mí na Nollag, nuair a chraol RTÉ clár faisnéise dá chuid féin dar teideal The DART – No Normal Day.

Leanamar lenár dtacaíocht do thionscnaimh mheabhairshláinte lenár rannpháirtíocht i bhFeachtas See Change an Ribín Ghlais agus i Laethanta Feasachta na Samárach. Bailíodh €65,000 mar chuid dár gcomhpháirtíocht leanúnach le Focus Ireland in 2022, rud a thug go dtí €381,000 an t-iomlán carnach a bailíodh le linn sé bliana na comhpháirtíochta. Téann an t-airgead sin díreach chuig na moil teaghlaigh a bhfuil an eagraíocht sin ina mbun.

Leanadh ar aghaidh le linn 2022 le cur i bhfeidhm na ndualgas agus na n-oibleagáidí atá orainn faoin Scéim Teanga. Chomh maith le bheith ag obair lena chinntiú go gcloífear le ceanglais Acht na dTeangacha Oifigiúla, 2003 agus leis na rialacháin ghaolmhara ar fad, foilsíodh ábhar feabhsaithe i nGaeilge ar na meáin shóisialta do na custaiméirí. Leanadh le tionscnaimh chun tacú le fostaithe ar mian leo Gaeilge a úsáid ina saol oibre, agus bunaíodh grúpaí comhrá a thagann le chéile uair sa tseachtain.

Inbhuanaitheacht Gheilleagrach

Tá ár gclár Infheistíochta Caipitiúla, Europort Ros Láir agus an Straitéis Lastais (thuas) ina gcuid lárnach dár bhfócas ar inbhuanaitheacht gheilleagrach. Ina theannta sin, áirítear ar na príomhghníomhaíochtaí chun tacú le forbairt inbhuanaithe gheilleagrach sna réigiúin:

- A bheith ag obair le Comhairle Cathrach agus Contae Phort Láirge chun tacú le scéim athfhorbartha Chéanna Phort Láirge Thuaidh, faoinar dámhadh conradh tógála chun Stáisiún Phluicéid a athlonnú, i measc eile.
- Rannpháirtíocht ghníomhach san Athbhreithniú Straitéiseach Iarnróid Uile-Éireann.
- Bunaíodh Bord Athsholáthair Flít Enterprise chun sonraíocht flít a fhorbairt agus chun sainchomhairleoirí agus foirne dlí a fhóstu chun cabhrú linn leis an gcás gnó agus le hiarratais ar chistiú.
- Oibreacha leanúnacha folmhaithe agus pleanála ar mhaithe le hathfhorbairt a dhéanamh ar chlós na Gaillimhe, Boston Sidings, láithreán forbraíochta Stáisiún Uí Chonghaile, crios forbartha straitéisí an Ché Thuaidh i bPort Láirge, Stáisiún Heuston, Stáisiún Cheannt agus Stáisiún Luimnigh, mar chuid dár dtiomantas i ndáil le Forbraíocht atá dírithe ar lompár Poiblí a éascú.



Stiúrthóirí agus Faisnéis Eile

Stiúrthóirí

An tUasal F. Allen (*Cathaoirleach*)

S. Byrne Uasal

V. Little Uasal

An Dr P. Mulholland

S. Roarty Uasal

An tUasal Tommy Wynne

An tUasal J. Doran

An tUasal P. O'Donoghue

G. Cazenave Uasal

Príomhfheidhmeannach

An tUasal J. Meade

Rúnaí

An tUasal D. McCabe

Oifig Chláraithe

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Iníúcháirí

Mazars



Frank Allen

Athcheapadh Frank Allen ina Chathaoirleach ar Iarnród Éireann in 2020.

Comhairleoir neamhspleách airgeadais is ea é, a chuireann comhairle ar eagraíochtaí faoin infheistíocht i mbonneagar agus in oibríochtaí, i ngeilleagair atá i mbéal forbartha nó i ngeilleagair idirlinne den chuid is mó. Tá sé ina chathaoirleach ar bhord Corre Energy b.v., cuideachta fuinnimh in-athnuaite atá liostaithe ar Euronext Dublin, agus ina chathaoirleach ar bhord na Gníomhaireachta Airgeadais do Thithe, eagraíocht a mhaoiníonn tithíocht shóisialta inacmhainne. Ar feadh na mblianta fada, bhí sé ina chathaoirleach ar bhord Depaul Ireland, a chuireann lóistín agus tacaíocht eile ar fáil do dhaoine atá gan dídean. Bhí sé ina Phríomhfheidhmeannach ar an nGníomhaireacht um Fháil Iarnród, an eagraíocht a chuir Luas i bhfeidhm, ó 2002 go 2012.

Tá céimeanna bainte amach ag Frank ó Choláiste na hOllscoile, Corcaigh agus ó Institiúid Teicneolaíochta Massachusetts. Bhíodh sé ag obair roimhe seo do Ghrúpa an Bhainc Dhomhanda in Washington DC agus in Oirthear na hEorpa agus bhí sé ina Cheann Airgeadais Bonneagair do Bhanc KBC san Ionad Seirbhísí Airgeadais Idirnáisiúnta i mBaile Átha Cliath. Is Comhalta é den Institiúid Cairte Lóistíochta agus Iompair.



Suzy Byrne

Is Bainisteoir Réigiúnach í Suzy Byrne sa tSeirbhís Abhcóideachta Náisiúnta do Dhaoine faoi Mhíchumas. Is scríbhneoir agus craoltóir í Suzy freisin agus tá céim BA bainte amach aici sa tSocheolaíocht agus sa Bheartas Sóisialta. Is comhalta boird í de Chomhairle na Saoirsí Sibhialta in Éirinn agus is comhairleoir seachtrach í i leith an Chiste Comhionannais atá ag Rethink Ireland.



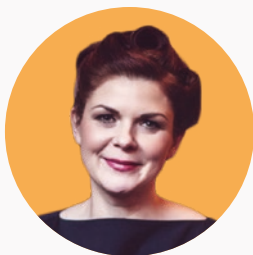
Valerie Little

Chuaigh Valerie Little ar scor ó ESB tar éis di a bheith ag fónamh i roinnt poist ardbhainistíochta, lena n-áirítear Bainisteoir Acmhainní Daonna le haghaidh Aonaid Ghnó mhóra, Ceann na hIníúcháireachta Inmheánaí agus Ceann Chisteán an Ghrúpa. Tá MSc sa Chleachtas Bainistíochta ag Valerie agus is cuntasóir cáilithe í. D'fhóin sí mar iontaobhaí i gcomhair ciste pinsean mór agus ar choistí iniúcháireachta éagsúla.



An Dr Peter Mulholland

Tá taithí breis agus tríocha bliain ag Peter Mulholland ag plé le hAcmhainní Daonna san earnáil phríobháideach agus san earnáil phoiblí. In 2016 d'éirigh sé as an ról a bhí aige le RTÉ mar Cheann Acmhainní Daonna don Ghrúpa, tar éis dhá bhliain déag a bheith caite aige ansin. Roimhe sin bhíodh sé ag obair in earnálacha na n-óstán, an árachais agus na baincéireachta agus leis an bhForas Riaracháin. Tá PhD ag Peter ó Choláiste na Tríonóide agus is Comhalta Cairte é den Institiúid Cairte Pearsanra agus Forbartha (CIPD). Bhíodh sé ina Chathaoirleach Náisiúnta agus ina Chisteoir Náisiúnta ar CIPD in Éirinn agus ina Chomhalta d'Institiúid na hÉireann um Oiliúint agus Forbairt. Tá sé ina chomhalta de Chumann Síceolaíochta na Breataine agus tá cáilíocht bainte amach aige sa phróifiliú síciméadrach. Is iarchomhalta é de Choiste Réigiúnach IBEC i mBaile Átha Cliath agus de Choiste Fadbhreathnaitheachta Acmhainní Daonna IBEC. Tá cáilíocht bainte amach aige maidir le cóitseáil feidhmeannach agus cóitseáil ghnó/phearsanta.



Sarah Roarty

Tháinig Sarah Roarty chuig an mBord i mí Aibreáin 2019. Tá céim sa Cheimic bainte amach aici, agus tá taithí fhairsing aici in earnálacha na heolaíochta, na teicneolaíochta míochaine agus na cógaisíochta ar leibhéal ardbhainistíochta, taithí a fuair sí i dtionscail den chéad scoth ar fud na hEorpa. Faoi láthair tá sí ina Bainisteoir Forbartha Fiontair le Action Tuam. Bhí Sarah ina Leas-Uachtarán ar an mBord agus ina Cathaoirleach ar an gCoiste Iniúcháireachta agus Riosca do Chomhar Creidmheasa Naomh Iarla. Tá sí ina comhalta de Choiste Iniúcháireachta Chomhairle Contae na Gaillimhe faoi láthair. Bhunaigh Sarah an carthanas cláraithe Angelman Syndrome Ireland, a chuireann chun cinn comhdheiseanna, cumasú agus inrochtaineacht dóibh siúd a bhfuil Siondróm Angelman orthu agus dá dteaghlach. Tá sí ina cathaoirleach ar an eagraíocht sin.



Tommy Wynne

Athcheapadh Tommy Wynne ina chomhalta de Bhord CIÉ i mí na Nollag 2021 faoi na hAchtanna um Páirteachas Lucht Oibre (Fiontair Stáit), 1977 go dtí 2001. Thosaigh sé le hIarnród Éireann mar fhear iosta in 1991 agus d'fhóin sé i ról éagsúla sular thosaigh sé ag obair mar thiománaí traenach in 1994. Tá Ard-Diplóma sa Bhainistíocht Idirnáisiúnta Iarnróid ag Tommy ón Glasgow Caledonia University. Bhain sé amach cáilíocht mar idirghabhálaí le déanaí agus tá sé cláraithe le hInstitiúid Idirghabhálaithe na hÉireann (MII). Bhí sé ina Uachtarán ar Rannóg TEAC le SIPTU ar feadh 12 bhliain agus faoi láthair tá sé ina Chathaoirleach ar Rannóg na hEarnála Iompair le SIPTU. Toghadh é ar Chomhairle Feidhmiúcháin Náisiúnta SIPTU le déanaí.



James Doran

Ceapadh James (Jimmy) Doran ar Bhord CIÉ i mí na Nollag 2021 faoi na hAchtanna um Páirteachas Lucht Oibre (Fiontair Stáit), 1997 go 2001 agus ceapadh ar bhord Iarnród Éireann é an tráth céanna.

Rinne Jimmy a phrintíseacht san obair leictreach le CIÉ ó 1980-84 agus ansin, tar éis dó a bheith ag obair ar láithreacha tógála i Londain ar feadh sé bliana, d'fhill sé ar Éirinn in 1991 chun teacht ag obair mar leictreoir le Bus Átha Cliath i nGaráiste Chluain Tarbh. Is ansin atá sé ag obair ó shin. Toghadh Jimmy ina ionadaí ceardchumainn in 1993. Tá sé ina chomhalta de Choiste Feidhmiúcháin Náisiúnta an Cheardchumainn Connect, ina chathaoirleach ar a Choiste Comhairliúcháin Náisiúnta um Iompar, agus déanann sé ionadaíocht don cheardchumann ar Choiste Sláinte agus Sábháilteachta Chomhar Ceardchumainn na hÉireann (ICTU) agus ar Ghrúpa Iompair ICTU. Tá muintir Jimmy ag obair in earnáil an iompair phoiblí le trí ghlúin anuas agus tá an traidisiún céanna sin acu i leith gníomhaíochas sna ceardchumainn: bhí a sheanathair (James Doran a bhí airsean freisin) i measc bhunaitheoirí IES&FTU, réamhtheachtaí an cheardchumainn Connect, in 1920.



Patrick O'Donoghue

Ceapadh Patrick O'Donoghue ar an mbord i mí Mheán Fómhair 2022. Tá céim san innealtóireacht shibhialta aige a bronnadh air in 1974. I rith na tréimhse ó 1997 go 2017 bhí baint mhór ag Patrick le forbairt an chórais Luas i mBaile Átha Cliath, mar fhostaí de chuid CIÉ agus ina dhiaidh sin mar fhostaí de chuid na Gníomhaireachta um Fháil Iarnród, áit a raibh sé ina Stiúrthóir Deartha agus Foirgníochta. Áiríodh leis an obair sin an dearadh tosaigh, formheas reachtúil, soláthar, cistiú, tógáil, coimisiúnú, agus oibríochtaí, agus is as sin go léir a d'eascair an córas atá ann faoi láthair. Ó 1981 go 1992 bhí sé ag obair le CIÉ/Iarnród Éireann i gCorcaigh agus ag Gabhal Luimnigh. Is éard a bhí i gceist leis an obair sin go príomha ná cothabháil agus athnuachan bonneagair lena n-áirítear athnuachan a dhéanamh ar na ráillí (ráillí nua a chur in ionad na ráillí siúntaithe) agus comharthaí nua a shuiteáil ar an líne idir Gabhal Luimnigh agus Corcaigh, agus Stáisiún Chorcaí san áireamh. Idir 1978 agus 1981 bhí Patrick ag obair le hinnealtóir comhairleach agus é ag plé den chuid ba mhó le mórscéim soláthair uisce do chathair Chorcaí agus do cheantar tionsclaíochta ó dheas. Ó 1974 go 1978 bhí sé ag obair i rannóg buanslí CIÉ i gCorcaigh agus i Luimneach. Tá obair chomhairleach a bhaineann le conarthaí foirgníochta déanta ag Patrick in Éirinn agus thar lear ó chuaigh sé ar scor in 2017.



Gwendoline Cazenave

Ceapadh Gwendoline ar an mbord i mí Mheán Fómhair 2022. Tar éis di tréimhse 20 bliain a chaitheamh le Grúpa SNCF, áit a raibh poist thábhachtacha aici i réimsí an Ghnó, na nOibríochtaí, na Straitéise agus an Airgeadais, bhí sí ina páirtí ag Olivier Wyman, gnólacht comhairliúcháin straitéise, idir 2020 agus 2022. Tá saineolas cuimsitheach aici ar rialachas corparáideach trína ról neamhfheidhmiúcháin ag Union Financière de France agus Tallano Technologies. Ina theannta sin, bhí sí i gceannas ar roinnt tionscnamh a bhain le comhionannas in-scene agus le freagracht shóisialta agus chomhshaoil. Is mór an cúnamh a bheidh ina cuid taithí agus fuinnimh chun Grúpa Eurostar nua a bhunú agus a fhorbairt, lena gcuirfear eispéireas taistil uathúil ar fáil san Eoraip le Thalys agus Eurostar.

Tuarascáil na Stiúrthóirí

Tá a dtuarascáil bhliantúil á cur i láthair ag na stiúrthóirí i gcomhréir lena n-oibleagáidí faoi Acht na gCuideachtaí, 2014 agus faoin Acht Iompair (Córas Iompair Éireann a Atheagrú), 1986, i leith na bliana airgeadais dar chríoch an 31 Nollaig 2022.

Ráiteas um Fhreagrachtaí na Stiúrthóirí

Tá na stiúrthóirí freagrach as an Tuarascáil Bhliantúil agus na ráitis airgeadais a ullmhú de réir Acht na gCuideachtaí, 2014 agus na rialachán is infheidhme.

Faoi dhlí na gcuideachtaí in Éirinn, ceanglaítear ar na stiúrthóirí ráitis airgeadais a ullmhú i leith gach bliana airgeadais. Faoin dlí sin, chinn na stiúrthóirí na ráitis airgeadais a ullmhú i gcomhréir le FRS 102, an Caighdeán Tuairiscithe Airgeadais is infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann ('an creat tuairiscithe airgeadais ábhartha'). Faoi dhlí na gcuideachtaí, ní fhéadfaidh na stiúrthóirí na ráitis airgeadais a fhormheas mura bhfuil siad deimhin de go dtugtar léargas fíorchearnt iontu ar shócmhainní, dliteanais agus staid airgeadais na cuideachta amhail deireadh na bliana airgeadais agus ar bhrabús agus cailteanas na cuideachta i leith na bliana airgeadais, agus go gcomhlíonann siad Acht na gCuideachtaí, 2014 i ngach slí eile.

Agus na ráitis airgeadais sin á n-ullmhú acu, ceanglaítear ar na stiúrthóirí:

- beartais oiriúnacha chuntasaíochta a roghnú i gcomhair Ráitis Airgeadais na Cuideachta agus iad a chur i bhfeidhm go comhsheasmhach ansin.
- breithiúnais agus meastacháin a dhéanamh atá réasúnach agus ciallmhar.
- a shonrú ar ullmhaíodh na ráitis airgeadais i gcomhréir leis na caighdeáin chuntasaíochta is infheidhme agus na caighdeáin sin atá i gceist a shainaithint, agus aon imeachtaí ábhartha ó na caighdeáin sin a thabhairt ar aird agus a mhíniú.
- scairshealbhóirí na Cuideachta a chur ar an eolas i scríbhinn faoi úsáid díolúintí nochta, más ann, faoi FRS 102; agus
- na ráitis airgeadais a ullmhú ar bhonn gnóthas leantach, ach amháin sa chás nach cuí a ghlacadh leis go leanfaidh an Chuideachta i mbun gnó.

Tá na stiúrthóirí freagrach as a chinntiú go gcoinníonn an chuideachta, nó go gcuireann sí faoi deara go gcoinneofaí,

taifid chuntasaíochta leordhóthanacha ina ndéantar idirbhearta na cuideachta a mhíniú agus a thairfeadh go cruinn, a fhágann gur féidir, tráth ar bith, sócmhainní, dliteanais, staid airgeadais agus brabús agus cailteanas na cuideachta a chinneadh go réasúnta cruinn, a chuireann ar a gcumas dóibh a chinntiú go bhfuil na ráitis airgeadais agus tuarascáil na stiúrthóirí ag cloí le hAcht na gCuideachtaí, 2014 agus a fhágann gur féidir na ráitis airgeadais a iniúchadh. Chomh maith leis sin, tá siad freagrach as sócmhainní na cuideachta a chosaint agus, dá réir sin, as céimeanna réasúnacha a ghlacadh chun calaois agus mírialtachtaí eile a chosc agus a bhrath.

Tá na stiúrthóirí freagrach as cothabháil agus ionracas na faisnéise corparáidí agus airgeadais atá ar láithreán gréasáin na Cuideachta. Ní gá gurb ionann an reachtaíocht in Éirinn maidir le hullmhú agus scaipeadh ráiteas airgeadais agus an reachtaíocht atá i bhfeidhm i ndlísiní eile.

Gnóthas Leantach

Tá geilleagar na hÉireann ag teacht chuige féin ón drochthionchar a bhí ag COVID-19 air. Is fearr a tháinig an gnó tráchtála ar ais chuige féin ná an gnó OSP. Rinne na stiúrthóirí breithniú mionsonraithe ar chineál na n-údar éiginnteachta atá ag an gcuideachta agus iad ag féachaint an raibh sé fós iomchuí bonn an ghnóthais leantaigh a ghlacadh agus na ráitis airgeadais i leith 2022 á n-ullmhú. Seo a leanas achoimre ar na príomhúdair éiginnteachta atá ag Iarnród Éireann:

Éiginnteacht maidir leis an nGeilleagar ar Domhan

An cogadh atá fós ar siúl san Úcráin, tá sé ag cur le roinnt rioscaí ginearálta gnó. Áirítear orthu sin an seans go gcuirfí isteach ar sholáthairtí fuinnimh chomh maith le méadú tobann ar phraghsanna agus an baol go dtiocfaidh méadú eile orthu, an seans go gcuirfí isteach ar shlabhraí soláthair agus an seans go dtiocfaidh méadú eile ar phraghsanna, chomh maith le laghdú ar ghníomhaíocht gheilleagrach agus ar an leibhéal caiteachais i measc tomhaltóirí.

Gnóthaí Tráchtála

Lean na Seirbhísí Tráchtála ar aghaidh ag feidhmiú go láidir agus sháraigh a n-ioncam leibhéil na bliana 2021. Meastar gur barrachas a dhéanfar in 2023 agus 2024 i leith na réimsí gnó sin. Tar éis do na stiúrthóirí réamh-mheastacháin a bhreithniú, tá siad deimhin de nach mbaineann deacracht le seasamh na cuideachta mar ghnóthas leantach.

Seirbhísí OSP

D'aistrigh Iarnród Éireann chuig conradh OSP ollchostais ón 1 Eanáir 2023, faoina seolfaidh sé ioncam ó bhoscaí táillí díreach chuig an Údarás Náisiúnta Iompair agus faoina n-aisíocfaidh an tÚdarás Náisiúnta Iompair leis an gcuideachta na hollchostais a bhaineann le seirbhísí a sholáthar faoin gconradh.

Tar éis dóibh dul i gcomhairle leis an lucht bainistíochta bhreithnigh na stiúrthóirí an cistiú is dócha a bheadh ag teastáil i leith 2023 agus 2024. Áiríodh leis sin breithniú ar rannpháirtíocht an lucht bainistíochta le príomh-gheallsealbhóirí, ar Bhuiséad an Státchiste 2022, agus ar an bhfaisnéis ábhartha go léir atá ar fáil go poiblí. Tá na stiúrthóirí deimhin de go bhfuil sé fós ar intinn ag an Údarás Náisiúnta Iompair go soláthrófar cistiú don Chuideachta i gcomhréir leis na seirbhísí OSP arna n-iarraidh.

Ba ghné riachtanach de mheasúnú na stiúrthóirí ar staid airgeadais na cuideachta é an bonn tuisceana go bhféadfaí leibhéal chúil chistiúcháin OSP a sholáthar. Tá na stiúrthóirí deimhin de:

- go bhfuil sé fós ar intinn ag an Údarás Náisiúnta Iompair cistiú a sholáthar d'Iarnród Éireann ionas gur féidir leis leanúint ar aghaidh in 2023 ag feidhmiú Seirbhísí OSP arna n-iarraidh ag an Údarás.
- gur fhág an phleanáil a rinneadh go bhféadfaí measúnaithe réasúnta a dhéanamh ar an leibhéal cistithe is dócha a bheidh ag teastáil i leith 2023 agus 2024.
- go bhfuil soláthar leordhóthanach déanta i mbuiséad an Státchiste chun leanúint ar aghaidh leis na Seirbhísí OSP in 2023.
- go bhfaighidh an tÚdarás Náisiúnta Iompair cistiú leordhóthanach ón Státchiste chun íoc as soláthar na seirbhísí arna n-iarraidh.

Ba mhaith leis na stiúrthóirí aitheantas a thabhairt don chistiú breise a fuarthas tríd an Údarás Náisiúnta Iompair agus an Státchiste ó thosaigh an phaindéim, rud a chuir ar ár gcumas dúinn leanúint ar aghaidh ag soláthar seirbhísí iompair poiblí fíor-riachtanacha.

Feidhmíonn an Grúpa córas cisteáin chomhthiomsaithe agus braitheann Iarnród Éireann ar shaoráidí baincáireachta an Ghrúpa chun a chuid oibríochtaí a bhainistiú i gcomhréir leis an bplean gnó formheasta. Tá fianaise ar thacaíocht leanúnach Ghrúpa CIÉ d'Iarnród Éireann sa Litir Thacaíochta ó CIÉ chuig Iarnród Éireann dar dáta an 7th Meitheamh 2023.

Leagtar amach tuilleadh sonraí i Nóta 2 a ghabhann leis na ráitis airgeadais.

Príomhghníomhaíochtaí agus Athbhreithniú Airgeadais

Is iad príomhghníomhaíochtaí na Cuideachta seirbhísí idirchathrach (Intercity) agus seirbhísí comaitéireachta a sholáthar do phaisinéirí, mar aon le seirbhísí lastais agus Europort Ros Láir a bhainistiú.

Is ag Córas Iompair Éireann (CIÉ), comhlacht reachtúil atá ar lánúinéireacht ag Rialtas na hÉireann agus a thuiriscíonn don Aire Iompair, atá 100% de scairchaipiteal eisithe na Cuideachta.

Déanann an Chuideachta faireachán rialta ar a feidhmíocht trí raon príomhtháscairí feidhmíochta i dtaobh oibriúcháin agus airgeadais. Sna hathbhreithnithe sin ón lucht bainistíochta agus na stiúrthóirí, tá béim mhór á leagan ar bhainistíocht costas, cur chuige a d'fhág gur cuireadh feabhas ar chaighdeán agus éifeachtacht na seirbhísí do na custaiméirí go léir. Léiríonn torthaí na bliana 2022 gur méadú €80.0m a bhí i gceist leis an ioncam €224.1m (2021: €144.1m) ó oibríochtaí i leith na bliana. Ba é méid an fhóirdheontais um Oibleagáid Seirbhíse Poiblí ('OSP') a fuarthas in 2022 ná €225.6m (2021: €226.7), sin laghdú €1.1m bliain ar bhliain. An cistiú eile €597.3m (2021: €547.7m) ón státchiste a fuarthas i leith na bliana, is méadú €49.6m atá i gceist leis, lena n-áirítear fóirdheontas tacaíochta pá COVID-19 €5.8m.

Tháinig méadú €47.5m go €571.3m (2021: €523.8m) le hais na bliana roimhe sin ar na costais oibriúcháin, roimh chostais eisceachtúla: méadú €16.0m ar chostais phárolla, méadú €8.5m ar chostais bhreosla agus fuinnimh agus costais €23m a bhain le feidhmiú seirbhísí iomlána agus méadú ar na gníomhaíochtaí cothabhála.

Thaifead an Chuideachta glanbharrachas €1.7m (2021: €2.6m) roimh chánachas.

Tá áthas ar na stiúrthóirí a thuiriscíú gur comhlíonadh go hiomlán, i leith na bliana dar chríoch an 31 Nollaig 2022, na spriocanna bliantúla a bhí aontaithe idir an Chuideachta agus an tÚdarás Iompair Náisiúnta.

Níor íocadh ná níor fógraíodh aon díbhinní in 2022 ná in 2021.

Príomhríosaí agus príomhúdair éiginnteachta

Tá an Chuideachta meáite ar ríosaí a bhainistiú ar bhealach córasach agus iad a choinneáil faoi smacht. Tríd an gcreat bainistíochta ríosaí aithnítear na príomhríosaí atá os comhair na Cuideachta agus ullmhaítear pleananna gníomhaíochta chun na ríosaí a mhaolú. Cuirtear na príomhríosaí agus na bearta maolaitheacha faoi bhráid an bhoird gach ráithe. Déantar iniúchadh seacht ar an gcóras agus ar na próisis bainistíochta ríosaí ar bhonn bliantúil.

Bainistíocht Ríosaí Airgeadais

Fágann oibríochtaí na Cuideachta go mbíonn sí neamhchosanta ar ríosaí airgeadais éagsúla lena n-áirítear ríosa leachtachta, praghasríosa agus ríosa creidmheasa. Tá próisis agus nósanna imeachta bainistíochta ríosa airgeadais i bhfeidhm ag Grúpa CIÉ, ina bhfuil an Chuideachta, chun neamhchosaint na Cuideachta orthu sin agus ríosaí airgeadais eile de chuid Ghrúpa CIÉ a bhainistiú.

Chun cobhsaíocht na n-eis-sreafaí airgid a chinntiú agus ríosaí airgeadais a bhainistiú, úsáideann CIÉ, an máthaireintiteas, ionstraimí airgeadais dhíorthaigh de réir na sonraíochta a ghabhann leis an Acht um Idirbhearta Airgeadais Cuideachtaí Áirithe agus Comhlachtaí Eile, 1992, lena ndéantar údarú ar an úsáid a bhaineann CIÉ as ionstraimí airgeadais, lena n-áirítear conarthaí babhtála tráchtarraí.

Is é Bord CIÉ a dhéanann formheas ar Bheartas Cisteáin Ghrúpa CIÉ, ina ndéantar doiciméadú ar bheartais Ghrúpa CIÉ maidir le bainistíocht ríosaí airgeadais, agus cuireann Rannóg Cisteáin Ghrúpa CIÉ chun feidhme é.

Praghasríosa

Tá an Chuideachta neamhchosanta ar phraghasríosa tráchtarraí mar gheall ar a cuid oibríochtaí, go háirithe praghas ola. Téann CIÉ i mbun conarthaí babhtála tráchtarraí chun neamhchosaint Ghrúpa CIÉ ar ghluaiseachtaí praghsanna ola a mhaolú. Níl an Chuideachta ina páirtí sna conarthaí sin.

Ríosa Airgeadra Eachtraigh

Tá Grúpa CIÉ, agus an Chuideachta, neamhchosanta ar ríosa airgeadra eachtraigh i ngnáthchúrsa an ghnó, go háirithe i gcás ceannacháin agus díolacháin arna n-ainmniú i steirling agus i ndollair SAM. Úsáideann Grúpa CIÉ idir ghlanluacháil laistigh den ghrúpa ar shreafaí airgid, arna n-ainmniú in airgeadraí eachtracha, agus chonarthaí réamh-mhalairte chun maolú a dhéanamh ar neamhchosaint Ghrúpa CIÉ agus na Cuideachta ar ghluaiseachtaí ráta malairte. Déanann an Grúpa réamhchonarthaí airgeadra eachtraigh chun maolú a dhéanamh ar ríosa malairte de bharr idirbhearta airgeadais ábhartha a bheith ainmnithe in airgeadra seachas euro. Níl an Chuideachta ina páirtí sna conarthaí sin.

Ríosa i dtaobh Leachtachta

Cinntíonn Grúpa CIÉ ar bhonn gníomhach go bhfuil idir mhaoiniú fiachais fhadtéarmaigh agus mhaoiniú fiachais ghearrtéarmaigh aige atá ceaptha lena áirithiú go bhfuil cistiú imleor ar fáil don Ghrúpa, lena n-áirítear an Chuideachta, le haghaidh oibríochtaí ó lá go lá.

An Bord

Is tríd an mbord stiúthóirí atá an Chuideachta á rialú. Is iad príomhróil an bhoird cuspóirí straitéiseacha na Cuideachta a fhorghnó agus athbhreithniú a dhéanamh ar fheidhmíocht na Cuideachta i gcomparáid leis na príomhtháscairí feidhmíochta. Is ann do sceideal nithe atá le ceadú ag an mBord, a thagann le chéile seacht n-uaire in aghaidh na bliana ar a laghad.

An Fhoireann Ardbhainistíochta

Tá Foireann Ardbhainistíochta na Cuideachta freagrach as bainistíocht laethúil a dhéanamh ar ghníomhaíochtaí na Cuideachta arna dtarmilgean ag an mBord. Tá an Fhoireann Ardbhainistíochta faoi rialú ag struchtúr eagraíochta atá ceaptha chun freastal ar riachtanais na heagraíochta i réimsí lena n-áirítear: Gnóthas Iarnróid, Bainisteoir Bonneagair, Airgeadas, Cúrsaí Tráchtála, Bainistíocht Ríosa, Acmhainní Daonna, Teicneolaíocht Faisnéise, Sábháilteacht agus Cumarsáid Chorporáideach. Ina theannta sin, tá an Fhoireann Ardbhainistíochta freagrach as comhordú a dhéanamh ar na gníomhaíochtaí ó thaobh tuairiscithe agus rialachais i ndáil leis an gcuideachta.

An Cód Cleachtas chun Comhlachtaí Stáit a Rialú

Tá tús áite á thabhairt go fóill ag stiúthóirí Iarnród Éireann d'ardchaidheáin rialachais chorparáidigh a choinneáil ar bun. Tá a bheartas rialachais chorparáidigh féin curtha i dtoll a chéile ag an mBord d'fhonn éifeacht a thabhairt don Chód Cleachtas um Chomhlachtaí Stáit a Rialú, cód atá eisithe ag an Roinn Airgeadais.

Leagtar amach i dtuarascáil bhliantúil Ghrúpa Chóras Iompair Éireann na sonraí maidir le beartais agus nósanna imeachta an Ghrúpa arna gcur chun feidhme ag an gCuideachta i ndiaidh fhoilsiú an Chóid Chleachtas Chomhlachtaí Stáit a Rialú (2016). Tá an tuarascáil sin le feiceáil ar láithreán gréasáin CIÉ ag www.CIE.ie.

Costais an Bhonneagair Iarnróid

De réir Threoir 91/440 ó Chomhairle an Aontais Eorpaigh, ceanglaítear ar Iarnród Éireann-Irish Rail a chinntiú gur ar leithligh a choimeádtar cuntais ghnó na seirbhísí iompair agus na cuntais ghnó a bhaineann le gnó bainistíochta an bhonneagair iarnróid. Cinntear na costais bhonneagair de réir Iarscríbhinn 1.A. de Rialachán (AE) Uimh. 2598/70.

Ráiteas faoin Rialú Inmheánach

Raon Feidhme na Freagrachta

Aithníonn Iarnród Éireann (IÉ) an fhreagracht atá air as a áirithiú go gcoimeádtar agus go bhfeidhmítear córas éifeachtach rialaithe inmheánaigh. Cuirtear san áireamh leis an bhfreagracht sin ceanglais an Chóid Cleachtas chun Comhlachtaí Stáit a Rialú (2016).

Cuspóir an Chórais Rialaithe Inmheánaigh

Tá an córas rialaithe inmheánaigh ceaptha chun riosca a bhainistiú ionas go mbeidh sé ar leibhéal inghlactha, agus ní chun fáil réidh leis ar fad. Dá bhrí sin, ní féidir leis an gcóras ach dearbhú réasúnta, agus ní dearbhú iomlán, a thabhairt go bhfuil sócmhainní á gcosaint, go bhfuil idirbhearta á n-údarú agus á dtaifeadadh i gceart agus go bhfuil earráidí nó mírialtachtaí ábhartha á gcosc nó á mbrath go tráthúil.

Bhí an córas rialaithe inmheánaigh, a thagann le treoir a d'éisigh an Roinn Caiteachais Phoiblí agus Athchóirithe, i bhfeidhm in IÉ don bhliain dar chríoch an 31 Nollaig 2022 agus go dtí an dáta ar ar formheasadh na ráitis airgeadais.

Tá Coiste Iniúchóireachta agus Riosca (CIR) ag IÉ, agus déantar foráil i gCairt agus Téarmaí Tagartha an Choiste maidir le triúr Comhaltaí Boird a cheapadh ar an gcoiste, a nglacfaidh duine acu ról an Chathaoirigh. Tháinig CIR le chéile cúig huaire in 2022.

Tá feidhm iniúchóireachta inmheánaí bunaithe ag CIÉ freisin, a bhfuil dóthain acmhainní aici agus a bhíonn ag gabháil do chlár oibre arna aontú le CIR.

Chomh maith leis sin, tá Grúpa Comhairleach Bonneagair ag an mbord chun faireachán a dhéanamh ar athnuachan an bhonneagair, bainistíocht a dhéanamh ar mhórhionscadail bhonneagair, chomharthaíochta agus cinn leictreacha agus teileachumarsáide agus chun faireachán a dhéanamh ar fheidhmíocht. Cabhraíonn an Grúpa Comhairleach Traenacha leis an mbord le ceisteanna a bhaineann le heispéireas agus braistint na gcustaiméirí, straitéisí tráchtála, innealtóireacht traenach, athruithe rialála agus rioscaí gnó. Cuireann Coiste Sábháilteachta an Bhoird comhairle ar an mBord maidir le cúrsaí sábháilteachta ar fud an ghnóilachta.

An cumas i dtaobh riosca a láimhseáil

Tá Creat Bainistíochta Rioscaí curtha i bhfeidhm ag IÉ lena ndéantar soláthar i gcomhair na n-acmhainní, an rialachais agus na gcóras dearbhaithe go léir atá de dhíth lena áirithiú go n-aithneofar na rioscaí go léir a bhféadfadh tionchar a bheith acu ar bhaint amach chuspóirí na Cuideachta, go ndéanfar iad a bhainistiú agus go dtabharfar tuairisc ina leith i gcomhréir leis an bhfionn riosca atá ar an gCuideachta. Tá an Creat sin formheasta ag Foireann Bainistíochta Feidhmiúcháin IÉ agus ag Bord IÉ.

An creat riosca agus rialaithe

Leagtar amach sa Chreat formheasta cuspóirí IÉ, an fionn riosca atá air, agus na critéir atá leagtha síos ag an bhFoireann Bainistíochta Feidhmiúcháin chun meastóireacht a dhéanamh ar rioscaí. Cuirtear fionn riosca IÉ in iúl mar bheartas bainistíochta agus tuairiscithe céimnithe i leith cineálacha éagsúla rioscaí.

Is iad na comhaltaí aonair den Fhoireann Bainistíochta Feidhmiúcháin atá freagrach as rioscaí a aithint, agus iad ag brath ar acmhainní a gcuid ranna féin. Tá gach duine den Fhoireann Bainistíochta Feidhmiúcháin freagrach as a áirithiú go gcuirtear aithint rioscaí san áireamh go hiomlán i ngníomhaíochtaí laethúla na ndaoine atá ag obair ina gcuid réimsí freagrachta, a mhéid is go ndéanfar na rioscaí go léir a eascraíonn as na réimsí sin, nó a mbíonn tionchar acu orthu, a aithint. Ansin sanntar duine aonair mar Úinéir Riosca i gcás gach riosca arna aithint. Is é nó í an té sin atá freagrach as anailís bhreise agus meastóireacht a dhéanamh ar an riosca atá i gceist, déileáil leis agus tuairisc a thabhairt ina leith, i gcomhréir leis an gCreat.

Chun taifeadadh a dhéanamh ar na gníomhaíochtaí ó lá go lá faoin bpróiseas sin, tá Córas Faisnéise Bainistíochta Rioscaí curtha i bhfeidhm ag IÉ. Dearadh an córas bogearraí sin de réir na bprionsabal atá leagtha amach in ISO 31000, sa chaoi is nach mór d'Úinéirí Riosca, agus gníomhaithe eile, cur chuige comhsheasmhach, stuama a ghlacadh ag gach céim den phróiseas bainistíochta rioscaí.

Faireachán agus Athbhreithniú Leanúnach

Tá comhaltaí na Foirne Bainistíochta Feidhmiúcháin freagrach as an gCóras Faisnéise Bainistíochta Rioscaí a úsáid chun faireachán agus athbhreithniú a dhéanamh ar fheidhmíocht an phróisis bainistíochta rioscaí ar fad ó lá go lá.

Chun an próiseas bainistíochta rioscaí a chomhordú, chun bainistiú a dhéanamh ar réimsí freagrachta atá ag teacht trasna ar a chéile, agus chun féachaint chuige gur aithníodh na Príomhrioscaí atá ag bagairt ag an gCuideachta, cuireann Príomhfheidhmeannach IÉ athbhreithniú ar bhainistíocht rioscaí san áireamh ag gach cruinniú míosúil den Fhoireann Bainistíochta Feidhmiúcháin. Déantar liosta de na Príomhrioscaí atá ag bagairt ar IÉ, lena n-áirítear na rioscaí go léir a

d'fhéadfadh samhail ghnó na cuideachta, a feidhmíocht, a sócmhainneacht nó a leachtacht a chur i mbaol amach anseo, a chomhaontú agus déanta athbhreithniú píaraí ar an liosta sin ag gach cruinniú míosúil.

Gach ráithe, tugann Príomhoifigeach Bainistíochta Rioscaí IÉ tuarascáil don Choiste Iniúchóireachta agus Riosca ina leagtar amach an fhaisnéis go léir is gá chun cineál agus méid na bPríomhrioscaí sin a shoiléiriú, mar aon leis an seans go dtarlóidh siad agus a mhéid a dhéanfar iad a bhainistiú nó a mhaolú. Ina theannta sin, cuirtear tuarascáil ar an Príomhrioscaí faoi bhráid an Ghrúpa Chomhairligh ábhartha de chuid Bhord IÉ i bhfoirm Tuarascálacha faoi Mhionsonraí Riosca aonair, ina leagtar amach an fhaisnéis uile atá ar taifead ar an gCóras Faisnéise Bainistíochta Rioscaí a bhaineann leis an riosca atá i gceist.

Chun dearbhú breise a thabhairt go ndearnadh na rioscaí intuatha go léir a d'fhéadfadh dul i bhfeidhm ar bhaint amach chuspóirí IÉ a aithint agus a bhainistiú, agus go gcuirfear Bord IÉ ar an eolas go leordhóthanach faoi na Príomhrioscaí atá ag bagairt ar an gCuideachta, gach bliain fostaíonn IÉ Comhlacht Dearbhaithe Rioscaí chun athbhreithniú a dhéanamh ar phróisis bainistíochta rioscaí na Cuideachta. Ceanglaítear ar an gcomhlacht sin measúnú a dhéanamh ar leogacht agus éifeachtacht na bpróiseas trína n-aithnítear rioscaí, trína gcuirtear in ord tosaíochta iad, agus trína ndéantar iad a bhainistiú agus a thuairisciú. Déantar torthaí an mheasúnaithe sin a dhoiciméadú i dtuarascáil a chuirtear faoi bhráid Choiste Iniúchóireachta agus Riosca IÉ agus Bhord IÉ.

Soláthar

Tá sé ina bheartas ag an gcuideachta cloí leis an reachtaíocht maidir le soláthar poiblí. Ní raibh aon chás intuairiscithe ag an gcuideachta inar tharla neamhchomhlíonadh le linn na bliana.

Athbhreithniú ar Éifeachtacht

Ceanglaítear sa Chód Cleachtais chun Comhlachtaí Stáit a Rialú, 2016, a d'fhoilsigh an Roinn Caiteachais Phoiblí agus Athchóirithe, go ndéanfar athbhreithniú seachtrach ar bhonn tréimhsiúil ar éifeachtacht chreat bainistíochta rioscaí gach Comhlachta Stáit. Fostaíodh BDO chun athbhreithniú a dhéanamh ar Chreat Bainistíochta Rioscaí na Cuideachta i mí Dheireadh Fómhair 2022.

Fuarthas go raibh IÉ ag cloí leis an gCód.

Ina theannta sin, dearbhaíonn IÉ go bhfuil nósanna imeachta i bhfeidhm aige chun faireachán a dhéanamh ar éifeachtacht a chuid nósanna imeachta maidir le rioscaí a bhainistiú agus a rialú. An faireachán agus an t-athbhreithniú a dhéanann IÉ ar éifeachtacht an chórais rialaithe inmheánaigh airgeadais, bíonn sé bunaithe ar an obair a dhéanann na hiniúcháirí inmheánacha agus na hiniúcháirí seachtracha, an Coiste Iniúchóireachta agus Riosca, a dhéanann maoirseacht ar

a gcuid oibre, agus an lucht ardbhainistíochta in IÉ atá freagrach as forbairt agus cothabháil a dhéanamh ar an gcreat rialaithe inmheánaigh airgeadais.

Dearbhaíonn IÉ go ndearna an Bord athbhreithniú bliantúil ar éifeachtacht na rialuithe inmheánacha i leith na bliana 2022.

Saincheisteanna a bhaineann le Rialú Inmheánach

Níor aithníodh aon laigí sa rialú inmheánach i leith na bliana 2022 ar gá iad a nochtadh sna ráitis airgeadais.

Faisnéis

Scaiptear tuarascálacha agus páipéir rialta ar na stiúrthóirí go tráthúil mar ullmhúchán i gcomhair cruinnithe boird agus cruinnithe coiste. Chomh maith leis na páipéir sin, scaiptear faisnéis arna hiarraidh go sonrach ag na stiúrthóirí ó am go chéile.

Faigheann na stiúrthóirí neamhfheidhmiúcháin cuntais thréimhsiúla bhainistíochta agus tuarascálacha agus faisnéis bhainistíochta rialta a chuireann ar a gcumas dóibh grinnscrúdú a dhéanamh ar fheidhmíocht na Cuideachta agus na foirne bainistíochta os coinne na gcuspóirí comhaontaithe.

Taifid chuntasaíochta

Is iad na bearta atá glactha ag na stiúrthóirí lena áirithiú go gcomhlíonfar oibleagáid na Cuideachta i dtaobh leabhair chuntais chúí a choimeád leas a bhaint as córais agus nósanna imeachta cuí agus daoine a fhostú atá cáilithe go cuí. Coinnítear na taifid chuntasaíochta i gceannoifig na Cuideachta ag Stáisiún Uí Chonghaile, Sráid Amiens, Baile Átha Cliath 1.

Teagmhais ó dheireadh na bliana airgeadais

Oibleagáid i dtaobh Bhithbhreosla

Sa chéad ráithe de 2023, chun oibleagáid bhithbhreosla Ghrúpa CIÉ 2022 a chomhlíonadh, cheannaigh IÉ deimhnithe bithbhreosla ar luach níos lú ná an muirear imcheannaigh €1 in aghaidh an lítir a úsáideadh chun an soláthar oibleagáide bithbhreosla ag deireadh na bliana 2022 a luacháil. Is é an tionchar atá aige sin ná laghdú ar sholáthar oibleagáide bithbhreosla an Ghrúpa atá á choimeád in IÉ agus laghdú costais €2.7m sna grúpchuideachtaí eile i gcomhair dheireadh na bliana 2022.

Sláinte agus Sábháilteacht

Tá an Chuideachta lántiomanta do chomhlíonadh fhorálacha an Achta um Shábháilteacht, Sláinte agus Leas ag an Obair, 2005, agus do chomhlíonadh gach rialachán náisiúnta eile agus gach rialachán de chuid an Aontais Eorpaigh. Coinnítear an Córas Bainistíochta Sábháilteachta faoi athbhreithniú agus nuashonraítear ar bhonn leanúnach é.

An tAcht um Shábháilteacht Iarnróid, 2005

Leanann Iarnród Éireann ag feidhmiú de réir an Achta um Shábháilteacht Iarnróid, 2005.

Rialacháin na gComhphobal Eorpach (Íoc Déanach in Idirbhearta Tráchtála), 2013

Tuigeann na stiúrthóirí go bhfuil siad freagrach as a áirithiú go gcomhlíonfar, i ngach cás ábhartha, forálacha Rialacháin na gComhphobal Eorpach (Íoc Déanach in Idirbhearta Tráchtála) (Leasú), 2013. Tá nósanna imeachta curtha chun feidhme d'fhonn na dátaí a bhfuil sonraisc dlite a aithint agus d'fhonn a áirithiú go ndéanfar gach íocaíocht roimh na dátaí sin. Le nósanna imeachta den sórt sin, tugtar dearbhú réasúnach i gcoinne neamhchomhlíonadh ábhartha na rialachán. In 2022, íocadh €17,000 (2021: €19,000) san iomlán le soláthraithe tríú páirtí faoi na rialacháin.

Stiúrthóirí

Is é an tAire Iompair a cheapann stiúrthóirí na Cuideachta. Seo thíos ainmneacha na ndaoine a bhí ag feidhmiú mar stiúrthóirí i rith na bliana dar chríoch an 31 Nollaig 2022 nó a ceapadh ó shin i leith. D'fhóin siad mar stiúrthóirí ar feadh na bliana go léir mura luaitear a mhalairt.

Frank Allen

Suzy Byrne

Valerie Little

An Dr Peter Mulholland

Sarah Roarty

Thomas Wynne

James Doran

Patrick O'Donoghue * ceapadh 21/09/2022

Gwendoline Cazenave * ceapadh 21/09/2022

Seo thíos tinreamh na stiúrthóirí boird ag cruinnithe boird i rith na bliana 2022:

	Tinreamh
Frank Allen	8/8
Suzy Byrne	8/8
Valerie Little	7/8
An Dr Peter Mulholland	8/8
Sarah Roarty	7/8
Tommy Wynne	8/8
James Doran	8/8
Patrick O'Donoghue	2/2
Gwendoline Casenave	1/2

Ní raibh leas ar bith ag aon duine de na stiúrthóirí ná ag an rúnaí i scair ná bintiúr ar bith de chuid na Cuideachta, dá Cuideachta Sealbhaíochta ná dá comh-fhochuideachtaí tráth ar bith le linn na bliana. Ní raibh aon chonarthaí ná socruithe ábhartha a rinneadh i gcaitheamh na bliana ina raibh leas ag stiúrthóir i dtaca le gnó na Cuideachta.

Cothromaíocht Inscne ar an mBord

Amhail an 31 Nollaig, mná arbh ea ceathrar (45%) de chomhaltaí an Bhoird agus fir arbh ea cúigear (55%) acu, agus ní raibh post ar bith le líonadh.

Fágann sé sin gur sháraigh an Bord sprioc an Rialtais i dtaobh ionadaíocht 40% ar a laghad a bheith ag gach inscne ar na Boird Stáit.

Tá na bearta seo a leanas beartaithe chun cothromaíocht inscne ar an mBord seo a choinneáil ar bun agus a chothú:

- Nuair a thagann folúntas ar bith i gceist, cuirfear an tAire ar an eolas más rud é go bhféadfadh aon impleacht a bheith ag an bhfolúntas sin i leith cothromaíocht inscne

Grúpaí Comhairleacha Iarnród Éireann

Tá na coistí agus na grúpaí comhairleacha seo a leanas bunaithe laistigh ag Iarnród Éireann agus é ina aidhm leo comhairle a chur ar an mbord maidir le gnéithe straitéiseacha agus gnéithe teicniúla agus athbhreithniú piaraí a dhéanamh ar thograí ón lucht bainistíochta. Seo a leanas sonraí maidir leis na grúpaí a chuireann comhairle ar bhord Iarnród Éireann agus a gcomhaltaí neamhfheidhmiúcháin.

Coiste Sábháilteachta an Bhoird

Bunaíodh Coiste Sábháilteachta Bhord Iarnród Éireann chun comhairle a chur ar bhord Iarnród Éireann agus ar an lucht feidhmiúcháin maidir le saincheistanna a bhaineann le sábháilteacht na bpaisinéirí, na n-oibríthe, na gconraitheoirí, comharsan agus an phobail i gcoitinne. Tá na daoine seo a leanas sa Ghrúpa:Z

		Tinreamh
Sarah Roarty	Stiúrthóir de chuid Iarnród Éireann (Cathaoirleach)	4/4
James Doran	Stiúrthóir de chuid Iarnród Éireann	4/4
Tommy Wynne	Oibrí is Stiúrthóir	4/4

An Coiste Iniúcháireachta agus Riosca (CIR)

Is áis chumarsáide idir an fheidhm Iniúcháireachta Inmheánaí, na hiniúcháirí seachtracha agus bord Iarnród Éireann é an Coiste seo de chuid Iarnród Éireann agus is áis atá ann freisin chun ráitis airgeadais bhliantúla, rialuithe inmheánacha, bainistíocht rioscaí agus próisis rialachais in Iarnród Éireann a athbhreithniú, tuairisc a thabhairt orthu agus moltaí a dhéanamh ina leith. Chomh maith leis sin, déanann sé príomhtháil na n-imscrúduithe inmheánacha a mheas, mar aon le tuarascálacha na n-iniúcháirí inmheánacha agus freagra an lucht bainistíochta. Tá na daoine seo a leanas sa Ghrúpa:

		Tinreamh
Valerie Little (Cathaoirleach)	Stiúrthóir de chuid Iarnród Éireann	5/5
Suzy Byrne	Stiúrthóir de chuid Iarnród Éireann	5/5
An Dr Peter Mulholland	Stiúrthóir de chuid Iarnród Éireann	5/5

An Grúpa Comhairleach um Acmhainní Daonna

Bunaíodh an Grúpa Comhairleach um Acmhainní Daonna lena chinntiú go bhfuil maoirseacht straitéiseach á déanamh ar an bhfiontar Acmhainní Daonna ar fad ar mhaithe le hathrú chun feabhais a bhaint amach in Iarnród Éireann. Tá na daoine seo a leanas sa Ghrúpa:

		Tinreamh
An Dr Peter Mulholland (Cathaoirleach)	Stiúrthóir de chuid Iarnród Éireann	4/4
Valerie Little	Stiúrthóir de chuid Iarnród Éireann	4/4
Jim Meade	Príomhfheidhmeannach Iarnród Éireann	4/4

Coiste Luacha Saothair an Bhoird

Tá sainordú ag Coiste Luacha Saothair an Bhoird thar ceann bhord Iarnród Éireann i dtaobh féachaint chuige go gcuirfear chun feidhme beartas an Rialtais maidir le luach saothair na Stiúrthóirí agus an Phríomhfheidhmeannaigh. Tá sé de chúram air freisin formheas a dhéanamh ar phacáiste luacha saothair agus ceapadh an Phríomhoifigigh Feidhmiúcháin, agus gach bainisteora shinsearaigh a thuairiscíonn go díreach don Phríomhfheidhmeannach. Tá na daoine seo a leanas ar an gCoiste:

		Tinreamh
Valerie Little (Cathaoirleach)	Stiúrthóir de chuid Iarnród Éireann	2/2
Frank Allen	Cathaoirleach Iarnród Éireann	2/2

An Grúpa Comhairleach um Infheistíocht Chaipitiúil

Bunaíodh an grúpa seo in 2021 chun faireachán a dhéanamh ar chláir agus ar thionscadail infheistíochta caipitiúla, chun iarratais chuig an mBord a mheas agus chun dearcadh neamhspleách a sholáthar don Bhord ar na haschuir ón bhfaireachán agus ó na measúnuithe sin. Beartaítear go gcabhróidh an Grúpa Comhairleach leis an mBord dúshlán ar leibhéal cuí a thabhairt i leith na bainistíochta tionscadail sula ndéanfar príomhchinntí maidir le dearadh agus tógáil, struchtúr conarthaí, soláthar, rialú buiséad agus clár, agus bainistíocht éileamh. Tá na daoine seo a leanas sa Ghrúpa:

		Tinreamh
Patrick O'Donoghue (Cathaoirleach)	Stiúrthóir de chuid Iarnród Éireann	5/5
Frank Allen	Cathaoirleach Iarnród Éireann	3/5
Colm Lynch	Comhairleoir Neamhspleách	5/5

An Grúpa Comhairleach um Sholáthar Seirbhíse

Bunaíodh an grúpa seo in 2021 chun bheith ina fhóram neamhfheidhmiúcháin ina bpléifí soláthar seirbhíse Iarnród Éireann, agus a chuirfeadh comhairle ar an lucht feidhmiúcháin nuair ba chúil sin. Tá na daoine seo a leanas sa Ghrúpa:

Tinreamh		
Tommy Wynne (Cathaoirleach)	Oibrí is Stiúrthóir	5/5
Mike Sowden	Comhairleoir Neamhspleách	5/5
David Wilkinson	Comhairleoir Neamhspleách	5/5
Suzy Byrne	Stiúrthóir de chuid Iarnród Éireann	4/5

An Grúpa Comhairleach Straitéise

Bunaíodh an Grúpa Comhairleach Straitéise in 2018 chun athbhreithniú a dhéanamh ar straitéis na Cuideachta ina hiomláine, agus chun díriú ar réimsí sonracha den ghnó i gcomhpháirtíocht le príomh-gheallsealbhóirí. Tá na daoine seo a leanas sa Ghrúpa:

Tinreamh		
Sarah Roarty (Cathaoirleach)	Stiúrthóir de chuid Iarnród Éireann	3/3
Frank Allen	Cathaoirleach Iarnród Éireann	3/3
Jim Meade	Príomhfheidhmeannach Iarnród Éireann	3/3

Ráiteas um Chomhlíonadh ó na Stiúrthóirí

Mar a cheanglaítear le hAlt 225 d'Acht na gCuideachtaí, 2014, admhaíonn na stiúrthóirí go bhfuil na stiúrthóirí freagrach as a áirithiú go bhfuil an Chuideachta ag cloí lena cuid oibleagáidí iomchuí; agus

Dearbhaíonn na stiúrthóirí gur thugadar i gcrích na trí nós imeachta seo a leanas chun oibleagáidí na stiúrthóirí a chomhlíonadh i rith na bliana airgeadais:

- ullmhaíodh 'ráiteas maidir le beartas comhlíontachta' ina leagtar amach beartais na cuideachta, a mheasann na stiúrthóirí atá iomchuí don chuideachta, maidir le comhlíonadh a cuid oibleagáidí iomchuí ag an gcuideachta.

- cuireadh i bhfeidhm comhshocraíochtaí nó struchtúir iomchuí, a mheasann na stiúrthóirí atá dírithe ar a chinntiú go gcomhlíonfar go hábhartha oibleagáidí iomchuí na cuideachta; agus
- rinneadh athbhreithniú le linn na bliana airgeadais ar aon chomhshocraíochtaí nó struchtúir atá curtha i bhfeidhm.

Rúnaí Cuideachta

Tá an Rúnaí Cuideachta freagrach as comhairle a chur ar an mBord, tríd an gCathaoirleach, maidir le gach ceist rialachais. Tá fáil ag na stiúrthóirí uile ar chomhairle agus ar sheirbhísí ón Rúnaí Cuideachta. Foráiltear i mBunreacht na Cuideachta gur ábhar do na stiúrthóirí é ceapadh agus cur as oifig an Rúnaí Cuideachta.

Nochtadh faisnéise do na hiniúcháirí

I gcás gach duine a bhí ina stiúrthóir an tráth ar formheasadh tuarascáil na stiúrthóirí agus na ráitis airgeadais: Chomh fada agus is eol don stiúrthóir, níl aon fhaisnéis iniúchta ábhartha nach bhfuil iniúcháirí na cuideachta ar an eolas fúithi; agus tá gach beart déanta ag gach stiúrthóir ar cheart don stiúrthóir a bheith déanta aige nó aici chun é féin nó í féin a chur ar an eolas faoi aon fhaisnéis iniúchta ábhartha agus chun a shuíomh go bhfuil iniúcháirí na cuideachta ar an eolas faoin bhfaisnéis sin.

Iniúcháirí

Tá na hiniúcháirí reachtúla, Mazars, ag leanúint ar aghaidh in oifig agus ag feidhmiú de réir Alt 383(2) d'Acht na gCuideachtaí, 2014.

Thar ceann an bhoird



An tUasal Frank Allen
Cathaoirleach



Valerie Little Uasal
Stiúrthóir

7th Meitheamh 2023

Tuarascáil an Iniúcháir Neamhspleách do Chomhaltaí Iarnród Éireann

Tuairisc ar an iniúchadh ar na ráitis airgeadais

Tuairim

Tá ráitis airgeadais Iarnród Éireann (“an Cuideachta”) don bhliain ag críoch 31 Nollaig 2021 a chuimsíonn, an Ráiteas um Ioncam Cuimsitheach; an Clár Comhardaithe; an Ráiteas um Athruithe ar Chothromas; an Ráiteas faoi Shreabhadh Airgid; agus na nótaí a ghabhann le ráitis airgeadais na Cuideachta, lena n-áirítear achoimre ar bheartais chuntasaíochta shuntasacha mar a leagtar amach i Nóta 1. Is iad dlí na hÉireann agus FRS 102, *an Caighdeán Tuairiscithe Airgeadais is infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann* eisithe sa Ríocht Aontaithe ag an gComhairle Tuairiscithe Airgeadais (FRS102) an creat tuairiscithe airgeadais a cuireadh i bhfeidhm á n-ullmhú.

Is é ár dtuairim:

- tugann na ráitis airgeadais atá in éineacht le seo léargas fíor agus cóir ar shócmhainní, dliteanais agus staid airgeadais na Cuideachta amhail an 31 Nollaig 2022 agus ar a barrachas don bhliain dar críoch ansin;
- ullmhaíodh na ráitis airgeadais i gceart de réir FRS 102; agus
- ullmhaíodh na ráitis airgeadais i gceart de réir riachtanais Acht na gCuideachtaí 2014

Bunús leis an tuairim

Rinneamar ár n-iniúchadh de réir na gCaighdeán Idirnáisiúnta maidir le hIniúcháireacht (Éire)(ISAanna Éireann) agus de réir an dlí is infheidhme. Déantar níos mó cur síos ar ár bhfreagrachtaí faoi na caighdeáin sin sa chuid Na Freagrachtaí atá ar an Iniúcháir maidir leis an Iniúchadh ar na Ráitis Airgeadais den tuarascáil uainn.

Táimid neamhspleách ar an Chuideachta de réir na gceanglas eitice is ábhartha maidir leis an iniúchadh a dhéanaimid ar ráitis airgeadais in Éirinn, lena n-áirítear an Caighdeán Eiticíúil do Iniúcháirí (Éirinn) arna eisiúint ag Údarás Maoirseachta Iniúcháireachta agus Cuntasaíochta na hÉireann (IAASA), agus chomhlíonamar na freagrachtaí eiticiúla eile atá orainn de réir na gceanglas sin.

Creidimid gur leor agus gur cuí an fhianaise iniúchta a fuair eamar chun bunús a thabhairt leis an tuairim uainn.

Conclúidí a bhaineann le gnóthas leantach

Agus na ráitis airgeadais á n-iniúchadh againn, tháinig muid ar an gconclúid gur iomchuí úsáid na stiúrthóirí ar bhonn cuntasaíochta an ghnóthais leantaigh agus na ráitis airgeadais á n-ullmhú.

Bunaithe ar an obair a rinneamar, níor shainaithníomar aon neamhchinnteachtaí ábhartha a bhaineann le himeachtaí nó coinníollacha a d’fhéadfadh, ina n-aonair nó i dteannta a chéile, amhras suntasach a chaitheamh ar chumas na Cuideachta leanúint ar aghaidh mar ghnóthas leantach ar feadh tréimhse dhá mhí dhéag ar a laghad ón dáta nuair a údaraítear na ráitis airgeadais lena n-eisiúint.

Déantar cur síos ar ár bhfreagrachtaí agus ar fhreagrachtaí na stiúrthóirí maidir le gnóthas leantach sna codanna ábhartha den tuarascáil seo

Faisnéis eile

Is iad na stiúrthóirí atá freagrach as an bhfaisnéis eile. Cuimsítear leis an bhfaisnéis eile an fhaisnéis atá san áireamh sa tuarascáil bhliantúil, seachas na ráitis airgeadais agus tuairiscíúil an iniúcháir uainn ina leith. Ní chuimsítear sa tuairim uainn ar na ráitis airgeadais an fhaisnéis eile agus, ach amháin sa mhéid a luaitear a mhalairt go sainráite sa tuarascáil uainn, ní léirímid aon chineál conclúide dearbhaithe ina leith.

Is é an fhreagracht atá orainn an fhaisnéis eile a léamh agus a bhreithniú an bhfuil an fhaisnéis eile neamhréireach go hábhartha leis na ráitis airgeadais nó leis an eolas a fuair eamar le linn an iniúchadh, nó ar cosúil go ndearnadh míráiteas ábhartha ina leith. Má aithnímid neamhréireacht ábhartha den sórt sin nó ráiteas a ndearraíonn sé gur míráiteas ábhartha é, ní mór dúinn a chinneadh an bhfuil aon mhíráiteas ábhartha sna ráitis airgeadais nó an ndearnadh míráiteas ábhartha i leith na faisnéise eile. Más rud é, ar bhonn na hoibre a rinneamar, go gcinnimid go ndearnadh míráiteas ábhartha i leith na faisnéise eile sin, ní mór dúinn an méid sin a thuairisciú.

Níl aon ní le tuairisciú againn i ndáil leis sin.

Tuairimí ar ábhair eile a fhoror-daítear le hAcht na gCuideachtaí 2014

Is é ár dtuairim, bunaithe ar an obair a rinneadh le linn an iniúchta, go dtuairiscimid:

- tá an fhaisnéis a thugtar i dtuarascáil na stiúrthóirí don bhliain airgeadais a n-ullmhaítear na ráitis airgeadais ag teacht leis na ráitis airgeadais;
- ullmhaíodh tuarascáil na stiúrthóirí de réir riachtanais dlí infheidhme;
- ba leor taifid chuntasaíochta na Cuideachta chun go bhféadfaí na ráitis airgeadais a iniúchadh go héasca agus i gceart; agus
- réitíonn na ráitis airgeadais leis na taifid chuntasaíochta.

Fuaireamar an fhaisnéis agus na mínithe uile atá riachtanach, chomh fada agus is eol duinn, chun críochnaíocht a áir n-iniúchta.

Nithe a gceanglaítear orainn tuairisciú orthu trí eisceacht

Bunaithe ar eolas agus tuiscint na Cuideachta agus a timpeallacht a fuarthas le linn an iniúchta, níl aon mhíríteas ábhartha aitheanta againn i dtuarascáil na stiúrthóirí.

De réir riachtanais Acht na gCuideachtaí 2014 ní mór duinn tuairisc a thabhairt duit más rud é, inár dtuairim, nach gcomhlíonann an Chuideachta riachtanais aon cheann d'Ailt 305 go 312 den Acht, a bhaineann le nochtadh luach saothair agus idirbhearta stiúrthóirí. Níl aon rud le tuairisciú againn ina leith seo.

Faoin gCód Cleachtais chun Comhlachtaí Stáit a Rialú (Lúnasa 2016) (an "Cód Cleachtais"), éilítear orainn tuairisc a thabhairt duit mura bhfuil an ráiteas maidir leis an gcóras rialaithe inmheánaigh atá riachtanach faoin gCód Cleachtais mar atá san áireamh sa Ráiteas Rialachais Chorpáraidigh i dtuarascáil na Stiúrthóirí i dtaca le comhlíonadh na gcuideachtaí ag teacht le mhír 1.9 (iv) den Chód Cleachtais nó mura bhfuil sé ag teacht leis an bhfaisnéis atá ar eolas againn ónár gcuid oibre iniúchta ar na ráitis airgeadais.

Níl aon rud le tuairisciú againn ina leith seo.

Freagrachtaí Faoi Seach

Na Freagrachtaí atá ar na stiúrthóirí i dtaca le na ráitis airgeadais

Mar a dtugtar míniú níos iomláine air sa ráiteas um fhreagrachtaí na stiúrthóirí atá leagtha amach ar leathanach XX, is iad na stiúrthóirí atá freagrach as ullmhú na ráiteas airgeadais de réir an creat ruairisciú airgeadais infheidhme agus go dtugann siad léargas fíorcheart, agus as cibé rialú inmheánach a chinnfidh an bhainistíocht is gá ionas gur féidir ráitis airgeadais a ullmhú atá saor ó mhíríteas ábhartha, cibé de bharr calaoise nó de bharr earráide.

Agus na ráitis airgeadais á n-ullmhú, tá na stiúrthóirí freagrach as measúnú a dhéanamh ar chumas na Cuideachta leanúint ar aghaidh mar ghnóthas leantach, as nochtadh a dhéanamh, mar is infheidhme, ar nithe a bhaineann le gnóthas leantach agus as bonn cuntasaíochta an ghnóthais leantaigh a úsáid mura bhfuil sé i gceist ag an bhainistíocht an Chuideachta a leachtú ná deireadh a chur leis na hoibríochtaí, nó nach bhfuil aon rogha réalaióch acu ach é sin a dhéanamh.

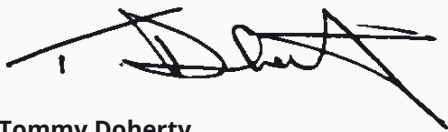
Na freagrachtaí atá ar an iniúchóir as an iniúchadh ar na ráitis airgeadais

Is iad na cuspóirí atá againn dearbhú réasúnta a fháil maidir le cibé an bhfuil nó nach bhfuil na ráitis airgeadais ina n-iomláine saor ó mhíríteas ábhartha, cibé acu de bharr calaoise nó earráide, agus tuarascáil iniúchára a eisiúint ina bhfuil an tuairim uainn. Ardleibhéal dearbhaithe is ea dearbhú réasúnta, ach ní hionann é agus ráthaíocht go n-aimseofar i gcónaí in iniúchadh arna dhéanamh de réir na gCaighdeán Idirnáisiúnta maidir le hIniúcháireacht (Éire) míráiteas ábhartha más ann dó. Is féidir go n-eascródh míráitis as calaois nó earráid agus meastar go bhfuil siad ábhartha más rud é, astu féin nó le chéile, go bhféadfaí a bheith ag súil go réasúnach leis go mbeadh tionchar acu ar chinntí geilleagracha na n-úsáideoirí arna nglacadh ar bhonn na ráiteas airgeadais seo.

Tá cur síos breise ar ár bhfreagrachtaí as iniúchadh na ráiteas airgeadais le fáil ar shuíomh Gréasáin an IAASA ag: http://www.iaasa.ie/getmedia/b2389013-1cf6-458b-9b8f-a98202dc9c3a/Description_of_auditors_responsibilities_for_audit.pdf. Tá an tuairisc seo mar chuid de thuarascáil ár n-iniúchára.

Cuspóir ár gcuid oibre iniúchta agus a bhfuil ár bhfreagrachtaí dlite dúinn

Déantar ár dtuarascáil do comhaltaí an Bhoird mar chomhlacht, de réir Alt 391 de Achta na gCuideachtaí 2014. Rinneadh ár gcuid oibre iniúchta ionas go bhféadfaimis na nithe seo a chur in iúl dúinn do chomhaltaí na gcuideachta i dtuarascáil iniúchára agus bí chun aon chríche eile. A mhéid a cheadaítear leis an dlí, ní ghlacaimid ná ní ghlacaimid freagracht ar aon duine seachas an chuideachta agus comhaltaí na Cuideachta, as ár gcuid oibre iniúchta, as an tuarascáil seo, nó as na tuairimí atá curtha le chéile againn.



Tommy Doherty

Ar son agus thar a cheann Mazars
Cuntasóirí Cairte agus Gnólacht Iniúcháireachta Reachtúla
Ionad Fhearchair, Bloc 3
Bóthar Fhearchair
Baile Átha Cliath 2

07 Meitheamh 2023

Ráiteas Ioncam Cuimsitheach

Don Bhliain Airgeadais dar Chríoch an 31 Nollaig 2022

	Notaí	2022 €'000	2021 €'000
Ioncam ó oibríochtaí		224,110	144,076
Fáltais ó chonarthaí Oibleagáide Seirbhíse Poiblí		166,269	182,191
Cistiú eile ón Stát		192,160	211,725
Ioncam iomlán	3	582,539	537,992
Costais			
Costais phárolla agus costais ghaolmhara	5	(296,306)	(280,320)
Costais ábhar agus seirbhísí	6	(275,387)	(243,471)
Iomlán na gcostas		(571,693)	(523,791)
TRÚCDA			
Míreanna eisceachtúla	7	(881)	(1,227)
Dímheas glan ar amúchadh deontas caipitiúil	8	(8,606)	(9,068)
Brabús/(Cailteanas) ar dhiúscairt sócmhainní inláimhsithe		517	(82)
Barrachas roimh ús agus cháin		1,876	3,824
Ús iníoctha agus muirir dá shamhail	9	(197)	(1,200)
Barrachas don bhliain ar ghnáthghníomhaíochtaí roimh cháin		1,679	2,624
Cáin ar ghnáthghníomhaíochtaí	10	(894)	(843)
Barrachas don bhliain airgeadais		785	1,781

Clár Comhardaithe

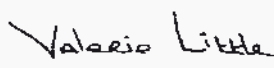
Amhail an 31 Nollaig 2022

	Notaí	2022 €'000	2021 €'000
Sócmhainní seasta			
Sócmhainní doláimhsithe	12	10,915	11,909
Sócmhainní inláimhsithe	13	1,726,665	1,614,066
		1,737,580	1,625,975
Sócmhainní reatha			
Stoic	14	64,914	61,394
Féichiúnaithe	15	478,488	329,445
Airgead sa bhanc agus ar láimh		1,629	745
		545,031	391,584
Creidiúnaithe (méideanna atá dlite laistigh de bhliain amháin)	16	(674,463)	(520,550)
		(129,432)	(128,966)
Sócmhainní iomlána lúide dliteanais reatha		1,608,148	1,497,009
Ioncam iarchurtha	18	(1,506,883)	(1,390,987)
Soláthairtí in aghaidh dliteanais	19	(54,699)	(60,241)
		46,566	45,781
Caipiteal agus cúlchistí			
Scairchaipiteal glaoite	20	194,270	194,270
Cuntas brabúis agus cailiteanais – easnamh		(147,704)	(148,489)
Iomlán Gnáthscaire		46,566	45,781

Thar ceann an bhoird



An tUasal F. Allen
Cathaoirleach



V. Little Uasal
Stiúrthóir

7th Meitheamh 2023

Ráiteas um Athruithe ar an gCaipiteal Gnáthscaireanna

An bhliain airgeadais dar chríoch an 31 Nollaig 2022

	Scairchaipiteal Glaite €'000	Brabúis agus Caillteanais €'000	Caipiteal Gnáth- scaireanna Iomlán €'000
Iarmhéid amhail an 1 Eanáir 2021	194,270	(150,270)	44,000
Barrachas don bhliain airgeadais	-	1,781	1,781
Ioncam cuimsitheach iomlán don bhliain airgeadais	-	1,781	1,781
Iarmhéid amhail an 31 Nollaig 2021	194,270	(148,489)	45,781
Barrachas don bhliain airgeadais	-	785	785
Ioncam cuimsitheach iomlán don bhliain airgeadais	-	785	785
Iarmhéid amhail an 31 Nollaig 2022	194,270	(147,704)	46,566

Ráiteas ar Shreabhadh Airgid

An bhliain airgeadais dar chríoch an 31 Nollaig 2022

	Notaí	2022 €'000	2021 €'000
Airgead glan ó ghníomhaíochtaí oibriúcháin	21	27,443	25,468
Sreabhadh airgid ó ghníomhaíochtaí infheistíochta			
Ceannach sócmhainní seasta inláimhsithe		(409,668)	(301,650)
Ceannach sócmhainní seasta doláimhsithe		(4,490)	(2,944)
Fáltais ar dhiúscairt sócmhainní seasta inláimhsithe		517	(82)
Fáltas ó dheontais stáit agus deontais ón Aontas Eorpach		406,332	302,771
Airgead glan arna úsáid i ngníomhaíochtaí infheistíochta		(7,309)	(1,905)
Sreabhadh airgid ó ghníomhaíochtaí maoinithe			
Ús íochta		(197)	(1,200)
Maoiniú idirchuideachta		(19,053)	(22,044)
Airgead iomlán arna úsáid i ngníomhaíochtaí maoinithe		(19,250)	(23,244)
Glanmhéadú ar airgead agus coibhéisí airgid		884	319
Airgead agus coibhéisí airgid amhail an 1 Eanáir		745	426
Airgead agus coibhéisí airgid amhail an 31 Nollaig		1,629	745
Cuimsítear san airgead agus sna coibhéisí airgid:			
Airgead sa bhanc agus ar láimh		354	351
Banc		1,275	394
		1,629	745

Nótaí a ghabhann leis na Ráitis Airgeadais

1. Ráiteas maidir le comhlíonadh, gníomhaíochtaí agus úinéireacht

(a) Ráiteas maidir le Comhlíonadh

Ullmhaíodh ráitis airgeadais Iarnród Éireann, uimhir chláráithe 119571, Stáisiún Uí Chonghaile, Sráid Amiens, Baile Átha Cliath 1, ar bhonn gnóthas leantach de réir Caighdeán um Thuairisciú Airgeadais 102 (Caighdeán Chuntasaíochta arna n-eisiúint ag Comhairle Tuairiscithe Airgeadais na Ríochta Aontaithe), lena n-áirítear comhlíonadh Chaighdeán Tuairiscithe Airgeadais 102, an Caighdeán Tuairiscithe Airgeadais is infheidhme sa Ríocht Aontaithe agus i bPoblacht na hÉireann.

(b) Gníomhaíochtaí agus úinéireacht

Is é Córas Iompair Éireann (CIÉ), ar fochuideachta de é Iarnród Éireann, údarás reachtúil náisiúnta na hÉireann a chuireann iompar poiblí ar tír ar fáil in Éirinn. Tá CIÉ ar lánúinéireacht ag Rialtas na hÉireann agus tuairiscíonn sé don Aire Iompair.

Is é Iarnród Éireann príomhsholáthraí na hÉireann i dtaobh iompar ar iarnród.

Baineann ráitis airgeadais na Cuideachta le gníomhaíochtaí Iarnród Éireann agus leo sin amháin.

Achoimre ar bheartais shuntasacha chuntasaíochta

Leagtar amach ar na leathanaigh seo a leanas na beartais shuntasacha chuntasaíochta agus na teicnící suntasacha meastacháin a glacadh agus na ráitis airgeadais seo á n-ullmhú. Tá na beartais sin curtha i bhfeidhm go comhsheasmhach maidir leis na blianta go léir atá curtha i láthair, mura luaitear a mhalairt.

De réir mar a cheadaítear faoi Acht na gCuideachtaí 2014, tá leagan amach forordaithe an chuntais brabúis agus cailiteanais oiriúnaithe ag na stiúrthóirí ar bhealach is cuí do chineál gnó na Cuideachta.

Is le Córas Iompair Éireann 100% de scairchaipiteal cothromais Iarnród Éireann ('IÉ).

Is é Córas Iompair Éireann a ullmhaíonn ráitis airgeadais ghrúpa, dá bhfuil Iarnród Éireann ina bhall. Féadfar cóipeanna de ráitis airgeadais ghrúpa Chóras Iompair Éireann a fháil ón Rúnaí Cuideachta ag Córas Iompair Éireann, Stáisiún Heuston, Baile Átha Cliath 8.

(a) Bunús an ullmhúcháin

Ullmhaíodh na ráitis airgeadais ar bhonn gnóthas leantach, faoi choinbhinsiún an chostais stairiúil; féach Nóta 2 sna Ráitis Airgeadais i gcomhair tuilleadh sonraí.

Chun na ráitis airgeadais a ullmhú i gcomhréir le FRS 102, ní mór leas a bhaint as príomhthoimhdí áirithe a bhaineann leis an todhchaí, agus foinsí tábhachtacha eile neamhchinnteachta meastacháin ag an dáta tuairiscithe. Ceanglaítear freisin go ndéanadh na stiúrthóirí breithiúnas agus beartais chuntasaíochta na Cuideachta á gcur i bhfeidhm acu. Leagtar amach ag (v) thíos na réimsí ina bhfuil ardleibhéal breithiúnais nó castachta i gceist, nó na réimsí ina bhfuil baol nach beag go ndéanadh toimhdí agus meastacháin coigeartú ábhartha ar shuim ghlánluacha na sócmhainní agus na ndliteanas sa chéad bhliain airgeadais eile.

Faoi FRS 102, cheadaítear díolúintí áirithe ó nochtadh d'eintiteas incháilithe. Bhain an Chuideachta leas as díolúine ar son comhardaithe páirtithe gaolmhara le fochuideachtaí eile lastigh de Ghrúpa CIÉ.

(b) Ioncam

Cuimsíonn an t-ioncam oll-luach na seirbhísí arna soláthar. Déantar an t-ioncam a thomhas ar luach cóir na comaoine a fhaightear nó is infhála agus is ionann é agus an méid is infhála i leith seirbhísí a soláthraíodh.

Aithníonn Iarnród Éireann ioncam sa tréimhse ina gcuirtear an tseirbhís ar fáil.

Aithnítear ioncam eile ó Oibríochtaí Iarnróid tráth sholáthar na seirbhíse nuair a chuireann an custaiméir an t-aistear i gcrích. Tugtar anonn sna dliteanais na fáltais ó dhíol ticéad bliantúil agus táirgí eile le dáta sa todhchaí, agus aithnítear iad sa chuntas brabúis agus caillteanais thar thréimhse na seirbhíse ábhartha.

Aithnítear an t-ioncam ó lastas sa tréimhse ina gcuirtear an tseirbhís ar fáil. Aithnítear an t-ioncam ó Europort Ros Láir sa tréimhse ina gcuirtear an tseirbhís ar fáil.

Aithnítear ioncam ó fhógraíocht agus ó ghníomhaíochtaí éagsúla eile le linn thréimhse an chonartha ábhartha. Déantar ioncam ó fhógraíocht a thuilleadh ó chonarthaí dhá mhí agus conarthaí ráithiúla agus faightear an t-ioncam sin ar bhonn riaráisteach.

Aithnítear ioncam ó choimisiúin nuair a sholáthraítear an tseirbhís don chustaiméir. Aithnítear ioncam eile tríú páirtí tráth a thuillte, nó ag an bpointe seirbhíse, sa mhéid is gur aithníodh costais iomchuí atá in-aisghabhála i gcoinne an ioncaim sin sa tréimhse.

(c) costais ábhar agus seirbhísí

Cuimsítear le costais Ábhar agus Seirbhísí na costais go léir a bhaineann le hoibríochtaí Iarnród Éireann ó lá go lá, seachas costais dímhéasa agus amúchta agus phárolla a ndéantar iad a nochtadh ar leithligh sa chuntas brabúis agus caillteanais, agus a nochtadh ar leithligh sna nótaí a ghabhann leis na ráitis airgeadais.

(d) Costais eisceachtúla

I gcuntas brabúis agus caillteanais Iarnród Éireann, aithnítear torthaí oibríúcháin ar leithligh roimh mhíreanna sonracha. Is iad na míreanna sonracha iad siúd a mheasann na stiúrthóirí nach mór iad a nochtadh ar leithligh mar gheall ar a méid, a gcineál nó a minicíocht. Creideann an Chuideachta go n-éascaíonn an cur i láthair sin d'anailís bhreise toisc go ndírítear aird ar chostais eisceachtúla dá bharr. Áirítear le costais den sórt sin costais shuntasacha a bhaineann le hathstruchtúrú gnó.

Maidir leis an gcinneadh i dtaobh céard is brí le 'suntasach', baintear leas as breithiúnas cáilíochtúil agus breithiúnas cainníochtúil na stiúrthóirí agus measúnú á dhéanamh ar na costais arb amhlaidh ina leith, de bhua a méid agus a gcineáil, go nochtar sa chuntas brabúis agus caillteanais agus sna nótaí gaolmhara iad i gcáil costais eisceachtúla.

(e) Airgeadra eachtrach

(i) airgeadra feidhmiúil agus airgeadra tuairiscithe

Is é an euro airgeadra feidhmiúil agus airgeadra tuairiscithe na Cuideachta, arna ainmniú ag an tsiombail '€', agus, mura luaitear a mhalairt, tá na ráitis airgeadais curtha i láthair ina mílte (€'000).

(ii) Idirbhearta agus iarmhéideanna

Déantar idirbhearta atá ainmnithe san airgeadra eachtrach a aistriú chuig an airgeadra feidhmiúil ar bhonn na rátaí malairte ar an láthair ar dháta na n-idirbheart.

Ag deireadh gach bliana airgeadais, déantar míreanna airgeadaíochta in airgeadra eachtrach a aistriú ina euro ar an ráta reatha. Déantar míreanna neamhairgeadaíochta arna dtomhas ar a gcostas stairiúil a aistriú ar bhonn an ráta malairte ar dháta an idirbhirt agus déantar míreanna neamhairgeadaíochta arna dtomhas ar a luach cóir a thomhas ar bhonn an ráta malairte nuair a cinneadh an luach cóir.

Is sa chuntas brabúis agus caillteanais a aithnítear gnóthachain agus caillteanais airgeadra eachtraigh a eascraíonn as socraíocht idirbheart agus ón aistriú ag rátaí malairte ag deireadh na bliana airgeadais ar shócmhainní agus dliteanais airgeadaíochta arna n-ainmniú in airgeadraí eachtracha.

Cuirtear i láthair gnóthachain agus cailteanais airgeadra eachtraigh a bhaineann le hiasachtaí agus airgead agus coibhéisí airgid sa chuntas brabúis agus cailteanais faoi 'ús infhála agus ioncam dá shamhail' nó 'ús iníochta agus muirir dá shamhail' mar is cuí. Cuirtear i láthair gach gnóthachan agus cailteanas airgeadra eachtraigh eile sa chuntas brabúis agus cailteanais faoi chostais ábhair agus seirbhíse.

(f) Deontais ón Aontas Eorpach agus deontais stáit

Aithníonn Iarnród Éireann deontais rialtais ag teacht leis an tsamhail fabhráithe faoi FRS 102.

(i) Deontais i gcomhair caiteachas caipitiúil

Déantar deontais i gcomhair caiteachas caipitiúil eile a chur chun sochair an ioncaim iarchurtha de réir mar a bhíonn siad infhála. Déantar iad a amúchadh chuig an gcuntas brabúis agus cailteanais agus aithnítear iad san ioncam thar shaol eacnamaíoch úsáideach na sócmhainní gaolmhara.

(ii) Deontais ioncaim

Aithnítear deontais ioncaim mar ioncam sa chuntas brabúis agus cailteanais sa tréimhse ina dtabhaítear na costais bhainteacha a bhfuil an deontas beartaithe lena gcúiteamh.

(iii) Deontas faoin gConradh Ilbhliantúil Bainisteora Bonneagair

Aithnítear deontais um Bainisteoir Bonneagair faoi Chonarthaí Ilbhliantúla mar ioncam iarchurtha nó láithreach mar ioncam sa chuntas brabúis agus cailteanais, trí thagairt don bhonnghníomhaíocht a bhfuil an deontas ceaptha lena cúiteamh. Na deontais chaipitil faoin gConradh Ilbhliantúil a chuirtear chun sochair an ioncaim iarchurtha sa chlár comhardaithe, déantar iad a amúchadh thar shaol eacnamaíoch tuartha na sócmhainní gaolmhara.

(g) Nóta faoi thuairisciú teascánach

Tuairiscítear ar theascáin oibriúcháin ar bhealach atá i gcomhréir le struchtúr bainistíochta inmheánaí Iarnród Éireann agus an fhaisnéis airgeadais inmheánach arna soláthar do Phríomh-Chinnteoírí Oibriúcháin na cuideachta (na stiúrthóirí feidhmiúcháin) atá freagrach as cinntí straitéiseacha a dhéanamh, acmhainní a leithdháileadh, agus faireachán agus measúnú a dhéanamh ar fheidhmíocht gach teascáin. Is ionann an toradh oibriúcháin a thuairiscítear go himmheánach de réir an teascáin agus an príomhbheart a úsáidtear chun feidhmíocht na dteascán oibriúcháin laistigh den chuideachta a mheasúnú.

Chinn Iarnród Éireann go bhfuil cúig theascán aige ar ghá tuairisciú a dhéanamh orthu Gnóthas Iarnróid, Bainisteoir Bonneagair Iarnróid, Lasta Iarnróid, Europort Ros Láir agus Gníomhaíochtaí Lárnacha agus Eile. Oibríonn teascán an Ghnóthais Iarnróid gnó na bpaisinéirí faoin gconradh Oibleagáide Seirbhíse Poiblí a dhámh an tÚdarás Náisiúnta Iompair. Déanann teascán an Bhainisteora Bonneagair Iarnróid an tsócmhainn bonneagair a bhainistiú, a chothabháil agus a athnuachan, a mhaoineítear ó tháillí Rochtana agus ón gConradh Ilbhliantúil. Soláthraíonn an teascán Lasta Iarnróid seirbhísí iompair chun earraí a iompar d'Iarnród. Oibríonn teascán Europort Ros Láir an dara calafort is gnóthaí sa tír ó thaobh gluaiseachtaí loinge de, le haghaidh trácht turasóirí agus lasta aonadaithe. Soláthraíonn teascán na nGníomhaíochtaí Lárnacha agus Eile seirbhísí comhroinnte don eagraíocht agus tá an gnó Loingseoireachta ina chuid de sin – lena soláthraítear saoráidí iompair ar bhóthar don mhótarthionscal go príomha.

(h) Sochair na bhfostaithe

Cuireann an Chuideachta roinnt sochar ar fáil d'fhostaithe ag brath ar a ngrád, a sinsearachta agus ar oibleagáidí reachtúla. I measc na sochar tá íoc tuarastail nó pá agus íoc préimheanna le haghaidh obair bhreise arna déanamh. Lena chois sin déantar ranníocaíochtaí fostóra maidir le pinsean, i gcás baill foirne incháilithe, isteach sna scéimeanna pinsean faoi seach.

Sochair iarfhostaíochta

Feidhmíonn Grúpa CIÉ dhá phlean sochar sainithe (Scéim Pinsean CIÉ don Fhoireann ar Phá Rialta agus plean sochar sainithe Scéim 2000 (Leasú) Scéim Aoisliúntais CIÉ 1951) d'fhostaithe ghrúpa CIÉ.

Sainítear i bplean sochair sainithe an sochar pinsin a gheobhaidh an fostaí ar dhul ar scor dó nó di, ag brath de ghnáth ar roinnt tosa lena n-áirítear aois, fad seirbhíse agus luach saothair. Is ionann plean sochair sainithe agus sochar iarfhostaíochta seachas ranníocaíochtaí sainithe.

Tá cuntas tugtha ar na scéimeanna sin i ráitis airgeadais Ghrúpa CIÉ. Tomhaistear sócmhainní na scéimeanna pinsean le sochar sainithe ar a luach cóir. Tomhaistear dliteanas na scéime pinsin sochar sainithe ar bhonn achtúireach faoi mhodh na n-aonad réamh-mheasta creidmheasa. Léirítear barrachas dhliteanas na scéimeanna ar shócmhainní na scéimeanna mar dhliteanas ar chlár comhardaithe CIÉ.

Glacann na fochuideachtaí go léir, mar aon le CIÉ féin, páirt i Scéim Pinsean CIÉ don Fhoireann ar Phá Rialta agus plean sochair sainithe Scéim 2000 (Leasú) Scéim Aoisliúntais CIÉ 1951. Ní shonraítear i rialacha na scéime conas ba chóir aon bharrachas nó easnamh a leithdháileadh i measc fostóirí rannpháirteacha agus níl aon chomhaontú conarthach ná beartas luaite i dtaobh glanchostas sochar sainithe a leithdháileadh ar na grúpeintitis aonair. Dá réir sin, aithnítear glanchostas sochar sainithe na scéimeanna ina n-iomláine i ráitis airgeadais ar leithligh CIÉ toisc gurb amhlaidh, in éagmais socrú foirmiúil conartha a bheith i bhfeidhm, go gcreideann na stiúrthóirí gurb é an t-eintiteas sin atá freagrach as na scéimeanna faoin dlí. Aithníonn na heintitis rannpháirteacha eile, lena n-áirítear Iarnród Éireann, costas arb ionann é agus a ranníocaíocht i leith na tréimhse. Tá sonraí breise i dtaobh na scéimeanna sin leagtha amach i nóta 23.

(i) Ús

(i) Ús infhála

Cuirtear an t-ús a thuilltear chun sochair don chuntas brabúis agus cailteanas sa tréimhse inar tuilleadh é.

(ii) Ús inióchta

Cuirtear costais a bhaineann le hiasachtaí de mhuirear ar an gcuntas brabúis agus cailteanas sa tréimhse inar tabháidh iad.

(j) Páirtithe gaolmhara

Fochuideachta de chuid Ghrúpa CIÉ is ea Iarnród Éireann. Nochtann Iarnród Éireann idirbhearta le páirtithe gaolmhara nach bhfuil ar lánúinéireacht ag an ngrúpa (féach Nóta 25). Tá díolúine ag an gCuideachta i leith nochtadh idirbheart le baill den ghrúpa céanna atá ar lánúinéireacht.

(k) Cánachas

Cuimsíonn costas na cánach ioncaim don bhliain cáin reatha agus cáin iarchurtha arna n-aithint sa bhliain airgeadais. Cuirtear costas cánach ioncaim i láthair sa chomhpháirt chéanna den ioncam cuimsitheach iomlán (cuntas brabúis agus cailteanas nó ioncam cuimsitheach eile) nó den chothromas leis an idirbheart nó an teagmhas eile as a dtig an costas cánach ioncaim.

Ní dhéantar lascainiú ar shócmhainní agus dliteanas cánachais reatha ná cánachais iarchurtha.

(i) Cáin reatha

Is ionann an cháin reatha agus an méid cánach ioncaim is inióchta ar an mbrabús inchánach don bhliain airgeadais nó do bhlianta airgeadais roimhe sin. Déantar an cháin reatha a thomhas de réir mhéid na cánach reatha a mheastar a bheidh le hóc de réir rátaí cánach agus dlíthe cánach atá achtaithe nó achtaithe go substaintiúil faoi dheireadh na bliana airgeadais. Sa chás go ríomhtar brabúis trádála coigeartaithe cánach, tugtar cailteanas chánach ar aghaidh agus úsáidtear iad chun iad a fhritháireamh i gcoinne na mbrabús sin.

(ii) Cáin iarchurtha

Aithnítear cáin iarchurtha maidir leis na difríochtaí uainiúcháin, arb iad na difríochtaí idir brabús inchánach agus ioncam cuimsitheach iomlán mar atá luaite sna ráitis airgeadais. Eascraíonn na difríochtaí uainiúcháin ó chuimsiú ioncaim agus caiteachas sna measúnachtaí cánach i mblianta airgeadais seachas na cinn ina n-aithnítear iad sna ráitis airgeadais.

Aithnítear cáin iarchurtha ar na difríochtaí uainiúcháin ag deireadh gach bliana airgeadais faoi réir eisceachtaí áirithe. Ní aithnítear cailteanas chánach neamhfhaoisimh agus sócmhainní cánach iarchurtha eile ach amháin nuair is dócha go ndéanfar iad a aisghabháil i gcoinne aisiompú dliteanas cánach iarchurtha nó brabús eile inchánach sa todhcháí.

(l) TRÚCDA

Is ionann TRÚCDA agus tuilleamh cuideachta roimh choigeartú d'ús agus cánacha, dímheas ar shócmhainní seasta agus amúchadh na ndeontas caipitil arna bhfáil.

(m) Sócmhainní Seasta Inláimhsithe

Tugtar bogearraí ríomhaire anonn ar an gcostas lúide amúchadh carntha agus cailiteanais lagaithe charntha. Déantar na bogearraí a amúchadh thar a saol úsáideach tuartha, idir trí bliana agus cúig bliana, ar mhodh an mhéid chothroim. Ní mheastar go bhfuil luach iarmharach ag bogearraí. Sa chás ina dtugtar le fios de bharr tosca amhail dul chun cinn na teicneolaíochta nó athruithe ar phraghsanna margaidh go bhfuil athrú tagtha ar shaol úsáideach na mbogearraí, déantar an saol úsáideach a leasú ar bhonn ionchasach chun na cúinsí nua a chur san áireamh. Déantar athbhreithniú i ndáil le lagú ar shócmhainní seasta doláimhsithe má tá aon rud ann a thabharfadh le fios go bhféadfadh an tsócmhainn sheasta dholáimhsithe a bheith lagaithe.

(n) Sócmhainní seasta inláimhsithe agus dímheas

Déantar sócmhainní seasta inláimhsithe a thabhairt anonn ar a gcostas, lúide dímheas carntha agus cailiteanais lagaithe charntha. Áirítear sa chostas an praghas ceannaigh bunaidh, costais arna dtabhú ar bhonn díreach i dtaobh an tsócmhainn a thabhairt chuig an láthair agus a chur sa riocht is gá don úsáid atá ceaptha di, agus costais infheidhme i dtaobh baint ó chéile, tabhairt chun bealaigh agus athchóirithe.

(i) Línte iarnróid agus oibreacha iarnróid

Gréasán córas atá i gceist leis na línte iarnróid agus na hoibreacha iarnróid.

Meastar gurb ionann caiteachas ar an ngréasán, a mhéadaíonn a acmhainn nó a fheabhsaíonn a chumas oibriúcháin, agus méid breise a chuirtear leis na sócmhainní seasta inláimhsithe, agus déantar é a chaipitliú agus a dhímheas thar a shaol eacnamaíoch úsáideach tuartha.

Costais fostaithe chaipitlithe agus costais eile atá inchurtha go díreach i leith na sócmhainne, áirítear iad sna sócmhainní seasta inláimhsithe.

An caiteachas ar an ngréasán reatha, lena bhféachtar chuige go bhfuil an acmhainn oibriúcháin ag teacht leis na caighdeáin shonraithe seirbhíse, áirítear mar chothabháil é agus cuirtear é de mhuiress ar an gcuntas brabúis agus cailiteanais. Caitear le haon deontas bainteach ar an gcaoi chéanna agus cuirtear i láthair é sa chuntas brabúis agus cailiteanais.

(ii) Rothstoc iarnróid

Déantar na hinnill traenach, na carranna iarnróid, an stoc cóistí agus na vaigíní seachas iad sin atá lán-dímheasta nó a fhaightear gan aon chostas, a dhímheas ar bhonn a gcostais stairiúil agus é leithdháilte thar a saol eacnamaíoch úsáideach tuartha ar mhodh an mhéid chothroim.

(iii) Feithiclí lastais bóthair

Déantar na sócmhainní seo a dhímheas ar bhonn an chostais stairiúil thar a saol eacnamaíoch úsáideach tuartha ar mhodh an mhéid chothroim.

(iv) Dugaí, calafoirt agus céanna; trealamh agus innealra

Déantar na sócmhainní seo a dhímheas ar bhonn an chostais stairiúil thar a saol eacnamaíoch úsáideach tuartha ar mhodh an mhéid chothroim.

(v) Talamh agus foirgnimh

Ní dhéantar talamh a dhímheas. Déantar foirgnimh a dhímheas ar bhonn an chostais stairiúil thar a saol eacnamaíoch úsáideach tuartha ar mhodh an mhéid chothroim.

(vi) Dímheas agus luachanna iarmharacha

Déantar dímheas ar shócmhainní, ach amháin talamh, a ríomh de réir na modhanna dímheasa agus an tsaoil úsáidigh thuartha, mar seo a leanas:

Línte agus oibreacha iarnróid	modh an mhéid chothroim	10-40 bliain
Rothstoc iarnróid	modh an mhéid chothroim	4-20 bliain
Gléasra agus innealra	modh an mhéid chothroim	3-30 bliain
Comharthaíocht	modh an mhéid chothroim	10 mbliana
Dugaí, cuanta agus céanna	modh an mhéid chothroim	50 bliain
Trealamh lónadóireachta	modh an mhéid chothroim	5-10 mbliana
Foirgnimh ruílse	modh an mhéid chothroim	50 bliain
Droichid	modh an mhéid chothroim	120 bliain
Feithiclí lastais bóthair	modh an mhéid chothroim	1-10 mbliana

Ceapadh raon na mblianta chun saol eacnamaíochta éagsúil na gcomhphárteanna éagsúla in aicme sócmhainní a chur in iúl. Déantar athbhreithniú ar luachanna iarmharacha na sócmhainní agus a saol úsáideach, agus déantar iad a choigeartú, más iomchuí, gach bliain airgeadais. Cuirtear éifeacht aon athraithe ar luachanna iarmharacha nó ar shaol úsáideach san áireamh sna cuntais ar bhonn ionchasach.

(vii) Breiseanna agus comhphárteanna móra iardain

Ní dhéantar costais iardain a áireamh i suim ghlanluacha na sócmhainne ná a aithint mar shócmhainn ar leithligh, de réir mar is iomchuí, ach amháin nuair is dócha go mbeidh sochair gheilleagracha a bhaineann leis an mír i ndán don Chuideachta agus gur féidir an costas a thomhas ar bhonn iontaoifa.

Aithnítear suim ghlanluacha aon chomhpháirte ionaid. Caitear le comhphárteanna móra mar shócmhainní ar leithligh sa chás ina mbaineann patrúin dhifriúla tomhaltais leo i dtaobh sochair gheilleagracha agus déantar dímheas orthu go leithleach thar a saol úsáideach.

Cuirtear deisiúcháin agus obair chothabhála de mhúirear ar an gcuntas brabúis agus cailteanais de réir mar a thabhaítear iad.

(viii) Dí-aithint

Déantar sócmhainní seasta inláimhsithe a dhí-aithint ar a ndiúscairt nó nuair nach bhfuiltear ag súil le haon sochar geilleagrach sa todhchaí. Ar dhiúscairt, déantar an difríocht idir na glanfháltais diúscairthe agus an tsuim ghlanluacha a aithint mar bhrabús nó mar chaillteanas.

(o) Sócmhainní oidhreachta

Tá roinnt sócmhainní oidhreachta ag Iarnród Éireann: feithiclí a bhíodh sa fhlít den chuid is mó, agus plátaí, suaithiantais agus déantáin éagsúla. Ní dhéantar na sócmhainní a chothabháil díreach as ucht an mhéid a chuireann siad le heolas agus cultúr agus tá go leor iarsócmhainní oibriúcháin i gceist leo.

Mar gheall ar chineál na sócmhainní atá ar seilbh agus an easpa margadhluachanna inchoimparáide, bheadh an costas a bhainfeadh le luacháil na sócmhainní oidhreachta atá ag Iarnród Éireann chomh mór nach mbeadh sé i gcomhréir leis na sochair a sholáthrófaí d'úsáideoirí na ráiteas airgeadais.

(p) Stoc

Cuimsítear sna stoic ábhair chothabhála, páirteanna spártha, breosla agus míreanna eile éagsúla stoic. Déantar an stoc breosla a luacháil ar a mheánchostas ualaithe nó a ghlanluach inréadaithe, cibé acu is ísle. Déantar an stoc neamhbhreosla a luacháil ar a chostas nó a ghlanluach inréadaithe, cibé acu is ísle. Cuimsítear sa chostas an praghas ceannaigh, lena n-áirítear cánacha agus dleachtanna agus iompar agus láimhseáil atá inchurtha go díreach i leith an stoc a thabhairt chuig a láthair reatha agus a chur ina riocht reatha.

Déantar stoc Innealtóireachta Sibhialta (CCE) agus Comharthaíochta (SET) a aicmiú ina stoc gluaiseachta agus stoc neamhghluaiseachta. Cuirtear soláthar i bhfeidhm ar an stoc neamhghluaiseachta, bunaithe ar an bhfad ama ó bogadh an stoc le déanaí. Cuirtear soláthar sa bhreis i bhfeidhm ar an gcuid bhreise den 'stoc gluaiseachta' ag brath ar an leibhéal stoic ar lámh a bhfuil níos mó ná 2 bhliain úsáide bainte as.

Déantar stoc Innealtóireachta Meicniúla (CME) a aicmiú mar stoc straitéiseach, stoc cláir agus stoc inchaite. Déantar soláthar i leith gach aicme ag brath ar aois an stoic.

I gcás trealamh fuireachais nó mórfháirteanna spártha speisialaithe atá ar seilbh chun críocha athsholáthair agus a cheaptar a mbainfear úsáid astu le linn níos mó ná tréimhse amháin, coinnítear ar seilbh iad i gcáil sócmhainní seasta inlámhsithe de réir FRS 102.

(q) Airgead agus coibhéisí airgid

Áirítear le hairgead agus coibhéisí airgid airgead ar lámh, taiscí faoi ghlaoch le bainc, agus infheistíochtaí an-leachtach gearrthréimhseacha eile ag a bhfuil aibíocht bhunaidh trí mhí nó níos lú. Taispeántar rótharraingtí bainc leis na hiasachtaí sa dliteanas reatha. Déantar airgead agus coibhéisí airgid a thomhas ar dtús ar an bpraghas idirbheart agus tomhaistear ina dhiaidh sin iad ar a gcostas amúchta.

Ní airgead ná coibhéisí airgid iad taiscí bainc a bhfuil aibíocht bhunaidh níos mó ná trí mhí acu agus cuirtear i láthair iad mar infheistíochtaí sócmhainní reatha.

(r) Ionstraimí airgeadais

(i) Sócmhainní airgeadais

Roghnaigh an Chuideachta forálacha Alt 11 agus Alt 12 de FRS 102 a ghlacadh maidir le cuntas a thabhairt i leith gach ceann dá cuid ionstraimí airgeadais.

Tá roinnt sócmhainní airgeadais bunúsacha ag an gCuideachta lena n-áirítear féichiúnaithe trádála agus féichiúnaithe eile, méideanna atá dlite ó ghrúpchuideachtaí agus airgead agus coibhéisí airgid, atá taifeadta leis na sócmhainní reatha mar chinn atá dlite laistigh de bhliain amháin.

Aithnítear sócmhainní airgeadais bunúsacha den chéad uair ar an bpraghas idirbhirt (lena n-áirítear costais an idirbhirt), mura rud é gur idirbheart maoinithe is ea an socrú. Más rud é gur idirbheart maoinithe is ea an socrú, déantar an tsócmhainn airgeadais a thig as sin a thomhas ar dtús ar luach láithreach na bhfáltais sa toadhcháil arna lascaíniú ar ráta úis an mhargaidh i leith ionstraimí fiachais den chineál céanna.

Déantar féichiúnaithe trádála agus féichiúnaithe eile, airgead agus coibhéisí airgid, agus sócmhainní airgeadais ó shocruithe ar idirbhearta maoinithe iad a thomhas ina dhiaidh sin ar chostas amúchta faoi mhodh an ghlánráta úis.

Ag deireadh gach bliana airgeadais, déantar sócmhainní airgeadais arna dtomhas ar a gcostas amúchta a mheasúnú i leith fianaise oibiachtúil ar lagú. Má tá fianaise oibiachtúil ann go bhfuil lagú ar shócmhainn airgeadais arna tomhas ar chostas amúchta, aithnítear cailteanas lagaithe sa bhrabús nó sa chaillteanas. Is ionann an cailteanas lagaithe agus an difríocht idir suim ghlanluacha na sócmhainne airgeadais agus luach láithreach shreafaí airgid measta na sócmhainne airgeadais arna lascaíniú ag glánráta úis bunaidh na sócmhainne.

Más rud é, i mbliain airgeadais ina dhiaidh sin, go laghdaíonn méid an chaillteanais lagaithe agus gur féidir an laghdú a bheith bainteach go hoibiachtúil le teagmhas a tharlaíonn tar éis an lagú a aithint, aisiompaítear an cailteanas lagaithe a aithníodh roimhe seo. Tá an aisiompú chomh mór sin nach sáraíonn an méid reatha iompair an méid carraeireachta mura n-aithneofaí an cailteanas lagaithe roimhe seo. Aithnítear an aisiompú lagaithe i mbrabús nó i gcaillteanas.

Déantar sócmhainní airgeadais a dhí-aithint (a) nuair a théann na cearta conartha i leith na sreafaí airgid ón tsócmhainn airgeadais in éag nó nuair a shocraítear iad, nó (b) nuair a aistrítear chuig páirtí eile beagnach gach ceann de na rioscaí agus na sochair a bhaineann le húnireacht na sócmhainne airgeadais, nó (c) ar aistriú rialú na sócmhainne airgeadais chuig páirtí eile ag a bhfuil an cumas praiticiúil chun an tsócmhainn airgeadais a dhíol go haontaobhach le tríú páirtí neamhghaolmhar gan srianta breise a fhorchur.

(ii) Dlíteanais airgeadais

Ar an gcaoi chéanna, tá roinnt dlíteanas airgeadais bunúsach ar an gCuideachta, lena n-áirítear creidiúnaithe trádála agus creidiúnaithe eile, iasachtaí bainc agus rótharraingtí, agus iasachtaí ó chuideachtaí sa ghrúpa céanna, a aithnítear den chéad uair ar phraghas an idirbhirt, mura rud é gur idirbheart airgeadais é an socrú, agus sa chás sin déantar an dlíteanas airgeadais a thomhas ar luach láithreach na n-íocaíochtaí sa todhchaí arna lascaíniú ar an ráta margaidh úis i leith ionstraim fiachais den chineál céanna.

Déantar creidiúnaithe trádála agus creidiúnaithe eile, iasachtaí ó ghrúpchuideachtaí eile, agus dlíteanais airgeadais ó shocruithe ar idirbhearta maoinithe iad a thabhairt anonn ina dhiaidh sin ar chostas amúchta faoi mhodh an ghlanráta úis.

Is ionann creidiúnaithe trádála agus oibleagáidí i leith íoc as earraí nó seirbhísí atá faighte i ngnáthchúrsa an ghnó ó sholáthraithe. Déantar creidiúnaithe trádála a aicmiú mar chinn atá dlíte laistigh de bhliain amháin má bhíonn íocaíocht dlíte laistigh de bhliain amháin nó níos lú. I gcás ar bith eile, cuirtear i láthair iad mar mhéideanna atá dlíte tar éis níos mó ná bliain amháin. Aithnítear creidiúnaithe trádála ar dtús ar phraghas an idirbhirt agus tomhaistear ina dhiaidh sin iad ar a gcostas amúchta faoi mhodh an ghlanráta úis.

Déantar dlíteanais airgeadais a dhí-aithint nuair a dhéantar an dlíteanas a mhúchadh, is é sin nuair a dhéantar an oibleagáid chonartha a chomhlíonadh nó a chur ar ceal nó ar dhul in éag di.

(s) Soláthairtí agus teagmhais

(i) Soláthairtí

Is ionann soláthairtí agus dlíteanais atá neamhchinnte ó thaobh ama nó méid. Aithnítear soláthairtí nuair a bhíonn oibleagáid dlí nó oibleagáid inchiallaithe reatha ar an gCuideachta mar gheall ar theagmhais a tharla roimhe seo; nuair is dócha go mbeidh aistriú sochair gheilleagraigh de dhíth chun an oibleagáid a ghlanadh; agus nuair is féidir meastachán iontaofa a dhéanamh ar mhéid na hoibleagáide.

Déantar soláthairtí a thomhas mar luach reatha an mheastacháin is fearr ar an méid is gá chun an oibleagáid a ghlanadh ar ráta réamhchánach a léiríonn measúnuithe reatha an mhargaidh ar amluach airgid agus na rioscaí a bhaineann go sonrach leis an dlíteanas. Déantar athbhreithniú ar soláthairtí ag deireadh gach bliana airgeadais agus déantar iad a choigeartú chun an meastachán reatha is fearr a thabhairt ar an méid is gá chun an oibleagáid a ghlanadh. Aithnítear leachtú na lascaine mar chostas airgeadais sa chuntas brabúis agus cailleanais, arna chur i láthair faoi 'ús iníoctha agus muirir dá shamhail' sa bhliain airgeadais ina dtagann sé i gceist.

Sa chás ina bhfuil roinnt oibleagáidí dá samhail ann, cinntear an dóchúlacht go mbeidh eis-sreabhadh ag teastáil chun iad a ghlanadh trí bhreathnú ar aicme na n-oibleagáidí ina hiomláine.

Aithnítear soláthairtí i ndáil le hathstruchtúrú nuair a bhíonn oibleagáid dlí nó oibleagáid inchiallaithe ar an gCuideachta ag deireadh na bliana airgeadais i dtaobh an t-athstruchtúrú a chur i gcrích. Tá oibleagáid inchiallaithe ar an gCuideachta athstruchtúrú a dhéanamh nuair is ann do phlean mionsonraithe foirmiúil don athstruchtúrú sin agus nuair a chruthaigh an Chuideachta ionchas bailí i measc na ndaoine dá ndéanann sé difear, trí thosú ar an bplean a chur chun feidhme nó trí phríomhghnéithe an phlean a fhógairt dóibh siúd dá ndéanann sé difear.

Déantar soláthar do chostas measta na n-éileamh atá tabhaithe ach nach bhfuil íoctha ag dáta an chláir comhardaithe, lena n-áirítear costas na n-éileamh atá tabhaithe ach nach bhfuil tuairiscithe (IBNR) don Chuideachta fós.

Cuimsítear sna soláthairtí eile soláthairtí a bhaineann le hoibriú na seirbhísí iarnróid, soláthairtí a bhaineann le pá, éilimh dlí agus soláthairtí a bhaineann le pinsin.

Ní dhéantar soláthar in aghaidh cailleanais oibriúcháin sa todhchaí.

(ii) Dlíteanais agus sócmhainní teagmhasacha

I gcás dlíteanais theagmhasacha, a eascraíonn de thoradh nithe a tharla roimhe seo, ní aithnítear mar dhlíteanas iad toisc nach dócha go mbeidh ar an gCuideachta sochair gheilleagraicha a aistriú chun an oibleagáid a ghlanadh nó toisc nach féidir an méid a thomhas go hiontaofa ag deireadh na bliana airgeadais. Ní aithnítear oibleagáidí féideartha neamhchinnte mar dhlíteanas ach is dlíteanais theagmhasacha iad. Nochtar dlíteanais theagmhasacha sna ráitis airgeadais ach amháin mura dócha in aon chor go dtarlóidh eis-sreabhadh acmhainní.

Ní aithnítear sócmhainní teagmhasacha. Nochtar sócmhainní teagmhasacha sna ráitis airgeadais nuair is dócha go dtarlóidh insreabhadh sochar geilleagrach.

(iii) Soláthairtí i dtaobh éilimh um dhliteanas tríú páirtí agus dhliteanas fostóra

Déantar soláthar ag deireadh na bliana do chostas measta na n-éileamh atá tabhaithe ach nach bhfuil íoctha ar dháta an chláir comhardaithe, lena n-áirítear costas na n-éileamh atá tabhaithe ach nach bhfuil tuairiscithe (IBNR) don Chuideachta fós.

Glacann an Chuideachta gach céim réasúnach lena chinntiú go bhfuil an fhaisnéis chúí aici maidir lena neamhchosaint ar éilimh. Mar sin féin, mar gheall ar an neamhchinnteacht maidir le soláthairtí a bhunú in aghaidh éileamh, is dócha go mbeidh an toradh deiridh difriúil ón dliteanas bunaidh a cinneadh.

Tá tuilleadh sonraí leagtha amach i nóta 19 a ghabhann leis na ráitis airgeadais.

(t) Sócmhainní léasaithe

(i) Léasanna airgeadais

Faoi léasanna airgeadais, aistrítear rioscaí agus luach saothair uile na húinéireachta go substaintiúil chuig an léasóir. I dtosach an téarma léasa airgeadais, aithníonn an Chuideachta a ceart úsáide agus an oibleagáid atá uirthi faoi léas airgeadais mar shócmhainn agus dliteanas ag méid is ionann agus luach cóir na sócmhainne ar léas, nó más rud é gur luach níos ísle atá i gceist, ar luach láithreach na n-íocaíochtaí léasa íosta arna ríomh ar an ráta úis atá intuigthe sa léas. Tá caiteachas caipitiúil na sócmhainní sin san áireamh le sócmhainní inláimhsithe agus déantar iad sin a dhímheas thar théarma an léasa nó thar shaol úsáideach tuartha na sócmhainne, cibé acu is giorra. Tá sciar caipitiúil na n-oibleagáidí léasa atá amuigh curtha san áireamh leis na creidiúnaithe. Gearrtar muirir airgeadais ar an gcuntas brabúis agus cailteanais thar phróimhthréimhse an léasa.

(ii) Léasanna oibriúcháin

Faoi léasanna oibriúcháin, ní aistrítear riosca agus luach saothair uile na húinéireachta go substaintiúil chuig an léasóir. Aithnítear íocaíochtaí faoi léasanna oibriúcháin sa chuntas brabúis agus cailteanais ar bhonn an mhéid chothroim thar thréimhse an léasa. Gearrtar íocaíochtaí cíosa faoi léasanna oibriúcháin ar an gcuntas brabúis agus cailteanais de réir mar a thabhaítear iad.

(u) Caipiteal gnáthscaireanna

Tá gnáthscaireanna na Cuideachta ar lánúinéireacht ag CIÉ. Déantar an gnáth-scairchaipiteal glaoite agus cúlchistí ioncain a aicmiú mar chaipiteal gnáthscaireanna agus atá siad leagtha amach sna nótaí a ghabhann leis na ráitis airgeadais.

(v) Meastacháin agus toimhdí ríthábhachtacha cuntasaíochta

Déantar athmheasúnú leanúnach ar mheastacháin agus breithiúnais arna ndéanamh agus na ráitis airgeadais á n-ullmhú agus tá siad bunaithe ar thaithí stairiúil agus ar thosca eile, lena n-áirítear meastacháin maidir le teagmhais amach anseo a mheastar a bheith réasúnach sna himthosca.

Déanann na stiúrthóirí meastacháin agus toimhdí faoin todhchaí agus na ráitis airgeadais á n-ullmhú acu. De réir sainmhínte, is annamh a bheidh na meastacháin cuntasaíochta sin díreach mar an gcéanna leis na torthaí iarbhir a bhaineann leo. Tugtar aghaidh anseo thíos ar na réimsí ina bhfuil ardleibhéal breithiúnais nó castachta i gceist agus ar na meastacháin agus na toimhdí lena mbaineann baol nach beag go mbeidís ina gcúis le coigeartú ábhartha ar shuimeanna glanluacha sócmhainní agus dliteanas sa chéad bhliain airgeadais eile.

(i) Saol úsáideach tuartha na sócmhainní inláimhsithe agus doláimhsithe

Tagann athrú ar an muirear amúchta bliantúil i gcás sócmhainní seasta doláimhsithe agus ar an muirear dímheasa i gcás sócmhainní seasta inláimhsithe ag brath ar athruithe ar shaol úsáideach tuartha agus luachanna iarmharacha na sócmhainní. Déantar an saol úsáideach tuartha agus na luachanna iarmharacha a athmheasúnú gach bliain. Déantar iad a leasú de réir mar is gá chun meastacháin reatha a léiriú, bunaithe ar dhul chun cinn na teicneolaíochta, infheistíochtaí sa todhchaí, úsáid eacnamaíoch agus an riocht ina bhfuil na sócmhainní. Léirítear thuas an saol úsáideach tuartha i gcás gach aicme sócmhainní seasta inláimhsithe agus doláimhsithe. Tá suim ghlanluacha na sócmhainní seasta inláimhsithe agus doláimhsithe i leith gach aicme sócmhainní leagtha amach i nóta 12 agus nóta 13.

(ii) Scéim pinsean sochar sainithe

Tá sé d'oibleagáid ar ghrúpa CIÉ, dá bhfuil an Chuideachta ina ball, sochair phinsin a íoc le fostaithe áirithe. Braitheann costas na sochar sin agus luach reatha na hoibleagáide ar roinnt tosca, lena n-áirítear toimhdí i leith: ionchas saoil, méaduithe tuarastail agus an ráta lascaire ar bhannaí corparáideacha. Tá tuilleadh sonraí leagtha amach i nóta 23.

(iii) Soláthairtí i dtaobh éilimh um dhliteanas tríú páirtí agus dhliteanas fostóra

Déantar soláthar ag deireadh na bliana do chostas measta na n-éileamh atá tabhaithe ach nach bhfuil íoctha ar dháta an chlár comhardaithe, lena n-áirítear costas na n-éileamh atá tabhaithe ach nach bhfuil tuairiscithe (IBNR) don Chuideachta fós.

Glacann an Chuideachta gach céim réasúnach lena chinntiú go bhfuil an fhaisnéis chúí aici maidir lena neamhchosaint ar éilimh. Mar sin féin, mar gheall ar an neamhchinnteacht maidir le soláthairtí a bhunú in aghaidh éileamh, is dócha go mbeidh an toradh difriúil ón dliteanas bunaidh a cinneadh.

Tá tuilleadh sonraí leagtha amach i nóta 19 a ghabhann leis na ráitis airgeadais.

2. Gnóthas Leantach

Stad Airgeadais

Ullmhaíodh ráitis airgeadais 2022 Iarnród Éireann ar bhun gnóthais leantaigh. Glacann seo leis go mbeidh acmhainní dhóthanacha ag an Chuideachta le leanúint i ngnó ar feadh tréimhse ar a laghad dhá mhí dhéag ó dháta faofa na ráitis airgeadais seo.

Tá mionbhreithniúchán déanta ag na Stiúrthóirí ar ullmhúchán ar an bhonn gnóthais leantaigh ag an am seo agus tá siad sásta go bhfuil sé cuí go n-ullmhaítear ráitis airgeadais 2022 ar an bhun seo.

I measc na príomhghnéithe a rinneadh breithniúchán orthu le teacht ar an chinneadh seo tá:

Stad Airgeadais na Cuideachta amhail 31 Nollaig 2021

Amhail an 31 Nollaig 2021, bhí glansócmhainní dar luach €46.6 milliún (2021: €45.8 milliún) agus glansócmhainní reatha dar luach €129.4 milliún (2021: €129.0 milliún) ag Iarnród Éireann.

Mar chuid de na glandhliteanais reatha áirítear dliteanais neamh-airgid dar luach €519.5 milliún (2021: €380.6 milliún) a bhaineann le hioncam iarchurtha maidir le deontais chaipitil agus le hioncam. Dá bhrí sin, gan na míreanna neamh-airgid sin san áireamh, bhí glansócmhainní ag an gCuideachta dar luach €390.1 milliún (2021: glansócmhainní reatha €251.6 milliún).

Neamchinnteactaí Eacnamaíoch Domhanda

Tá an cogadh leanúnach san Úcráin, go fóill ag cur le suim rioscaí gnó ginearálta. Ina measc sin tá cur isteach féideartha ar sholáthairtí fuinnimh mar aon le níos mó, méadaithe géar féideartha ar phraghsanna, an fhéidearthacht go dtarlóidh suaitheadh sa slabhra soláthair agus an poitéinseal go dtiocfaidh méadú breise ar leibhéil phraghsanna, chomh maith le laghdú ar ghníomhaíocht eacnamaíoch agus leibhéal caiteachais na dtomhaltóirí.

Téarnamh Geilleagrach

Tá geilleagar na hÉireann ag teacht chuige féin ón tionchar diúltach eacnamaíoch ó COVID-19. Baineann an príomhthionchar ar Iarnród Éireann le leibhéal leanúnacha d'aistir laghdaithe paisinéirí, ach tá gníomhaíochtaí tráchtála tar éis filleadh ar leibhéal réamhphaindéime. Is féidir na príomhchinnteactaí atá ag Iarnród Éireann a achoimriú mar seo a leanas:

- Ón 1 Eanáir 2023 bhí Iarnród Éireann ag obair faoi chonradh comhlán oibleagáide seirbhíse poiblí (OSP).
- Nach mbeidh CIÉ in ann Litir Tacaíochta a sholáthar do IÉ.
- Laghdú ar mhaoiniú ón Státchiste faoi bhun na leibhéal riachtanach chun a chumasú do IÉ ceanglais chonarthaigh OSP agus IMMAC a chomhlíonadh.

Conarthaí Dírdhámhachtana OSP Bhus Éireann

Le linn 2019 bhronn an Údarás Náisiúnta Iompair conradh dírdhámhachtana deich mbliana ar Iarnród Éireann. Bhí an Cuideachta ag feidhmiú ar bhonn conartha glanchostais agus ar bhonn conartha ollchostais do 2022. Rinneadh conradh ollchostais den chonradh an 1 Eanáir 2023. Faoi bhun chonartha ollchostais tá freagracht ioncaim ar an NTA. Íocfaidh an ÚNI as na costais ollmhóra a bhaineann leis na seirbhísí conarthacha a sholáthar.

Bliain Airgeadais 2023

Leanann Iarnród Éireann ag feidhmiú seirbhísí OSP de réir an Chonartha um Dhámhachtain Dhíreach. Ón 1 Eanáir 2023 feidhmeoidh an cuideachta faoi chonradh comhlán faoina gcuirfidh an NTA maoiniú OSP ar fáil don chuideachta chun an costas a bhaineann le seirbhísí OSP a oibriú lena n-áirítear seirbhísí riachtanacha ach neamheacnamaíocha a íoc. Coinneoidh an NTA ioncam ó bhosca táillí. Ullmhaíodh Buiséad 2023 ar an mbonn go gcuirfear maoiniú ar fáil chun freastal ar an gcostas a bhaineann le seirbhísí pso a oibriú. Thug an NTA agus an Roinn Iompair le fios go gcuirfidh maoiniú breise atá riachtanach ar fáil le leanúnacht na seirbhísí ríthábhactacha seo a chinntiú. Ba mhaith leis na Stiúrthóirí an tacaíocht maoinithe Stáitchiste breise a fuarthas ón NTA agus an Stáitchiste ó thús na paindéime a chumasaigh oibriú leanúnach seirbhísí iompair poiblí riachtanacha a aithint.

Táthar ag súil go leanfaidh na gníomhaíochtaí tráchtála ar aghaidh de réir an téarnamh láidir a chonacthas in 2022.

Feidhmeoidh an cuideachta ar bhonn conartha ollchostais OSP i 2023. I gcainteanna le IÉ, thug an NTA le fios go leanfaidh siad le maoiniú IÉ, ag brath ar athbhreithniú rathúil idir an dá phairtí.

- Is príomhghné í macnamh ar an tuairim go gcuirfidh maoiniú OSP ag leibhéal cuí a sholáthair i 2022 i measúnacht na Stiúrthóirí ar stad airgeadais na Cuideachta. Tá na Stiúrthóirí sásta:
- go bhfanann sé mar chuspóir ag an NTA Iarnród Éireann a mhaoiniú le ligean do na seirbhísí OSP iarrtha a oibriú; go gheobhaidh an NTA go leor maoiniú ón Stáitchiste le Conradh OSP Iarnród Éireann a mhaoiniú.

Rinne na Stiúrthóirí macnamh ar an eolas cuí ar fad le cinneadh a dhéanamh faoi réasúntacht a gconclúid i dtaca le soláthar maoiniú mar sin. Bhí macnamh ar rannpháirtíocht bainistíocht le príomhsheallbhóirí, chomh maith le gach eolas cuí ar fáil go poiblí.

Gníomhaíochtaí tráchtála

Táthar ag súil go dtabhóidh an gnó barrachas i 2023 agus 2024 agus tá na stiúrthóirí sásta, nach bhfuil ceist gnóthas leantach don chuideachta.

Gníomhaíochtaí Bainistíochta Leanúnacha

Leanann bainistíocht Iarnród Éireann ag cur líon gníomhaíochtaí i bhfeidhm, lena n-áirítear:

- rannpháirtíocht leanúnach leis an NTA i dtaca le maoiniú cuí le tacú le hoibríocht leanúnach Conarthaí Dírdhámhachtana OSP
- dianmhonatóireacht ar cheisteanna le tionchar ar Sheirbhísí Trachtála
- dianmhonatóireacht ón bhainistíocht ar staid airgid tirim laethúil, seachtainiúil agus mhíosúil ar fud na Cuideachta
- cuir i bhfeidhm leanúnach agus dianmhonatóireacht ar thionscnaimh sábhála costas
- mionmeasúnuithe ar mholtaí Infheistíochta Caipitiúla agus a éifeacht ar leachtacht
- athbhreithniú leanúnach ar rioscaí agus ar dheiseanna le tionchar acu ar oibríochtaí na Cuideachta

Grúpa CIÉ

Tá córas státchiste comhthiomsaithe i bhfeidhm ag Grúpa CIÉ agus braitheann Iarnród Éireann ar áiseann bainc an Ghrúpa lena oibríochtaí a bhainistiú de réir an plean gnó faofa. Tá tacaíocht leanúnach an Ghrúpa d'Iarnród Éireann léirithe sa Litir Thacaíochta ó CIÉ go Iarnród Éireann arna dhátú 7 Meitheamh 2023. Deirtear sa Litir sin "Tá sé fós mar bheartas CIÉ go mbeidh an Chuideachta in ann a cuid dliteanas a shásamh i gcónaí. Leanfaidh CIÉ dá chearta mar scairshealbhóir agus a oibleagáidí reachtúla a chleachtadh d'fhonn a áirithiú go mbainistíonn an Chuideachta a cuid oibríochtaí, de réir a pleananna gnó faofa, agus ar bhealach lena gcuirfear ar a cumas a oibleagáidí a chomhlíonadh go tráthúil. Soláthróidh CIÉ an tacaíocht airgeadais is gá chun ligean don Chuideachta leanúint ag oibriú agus a dliteanas a leachtú i ngnáthchúrsa gnó ar feadh tréimhse dhá mhí dhéag ar a laghad tar éis dáta sínithe na ráiteas airgeadais."

Buiséad Comhdhlúite Ghrúpa CIÉ

D'fhaomh Bord CIÉ an bhuiséad comhdhlúite grúpa do 2023 i Nollaig 2022. Bunaithe ar feidhmíocht leanúnach na gconarthaí dírdhámhachta ar an bhun aontaithe, léiríonn an bhuiséad comhdhlúite grúpa do 2023 go bhfuil acmhainní dhóthanacha ag an Chuideachta le leanúint i ngnó ar feadh tréimhse ar a laghad dhá mhí dhéag ó dháta faofa na ráitis airgeadais seo.

Conclúd

De réir na fachtóirí leagtha amach thuas, tá dóchas réasúnta ag Stiúrthóirí Iarnród Éireann go mbeidh acmhainní leordhóthanacha ag an chuideachta le leanúint ag oibriú ar feadh ar laghad dhá mhí dhéag ó dháta faofa na ráitis airgeadais agus measann siad go bhfuil sé cuí glacadh leis an bhonn gnóthaigh leantaigh i dtaca le ullmhú na ráitis airgeadais.

3. Anailís de réir rannán ar an gcountas brabúis agus cailteanais

Chinn Iarnród Éireann go bhfuil cúig theascán aige ar ghá tuairisciú a dhéanamh orthu Gnóthas Iarnróid, Bainisteoir Bonneagair Iarnróid, Lasta Iarnróid, Europort Ros Láir agus Gníomhaíochtaí Lárnacha agus Eile. Oibríonn teascán an Ghnóthais Iarnróid gnó na bpaisinéirí faoin gconradh Oibleagáide Seirbhíse Poiblí a dhámh an tÚdarás Náisiúnta Iompair. Déanann teascán an Bhainisteora Bonneagair Iarnróid an tsócmhainn bonneagair a bhainistiú, a chothabháil agus a athnuachan, a mhaoinítear ó tháillí Rochtana agus ón gConradh Ilbhliantúil. Soláthraíonn an teascán Lasta Iarnróid seirbhísí iompair chun earraí a iompar d'Iarnród. Oibríonn teascán Europort Ros Láir an dara calafort is gnóthaí sa tír ó thaobh gluaiseachtaí loinge de, le haghaidh trácht turasóirí agus lasta aonadaithe. Soláthraíonn teascán na nGníomhaíochtaí Lárnacha agus Eile seirbhísí comhroinnte don eagraíocht agus tá an gnó loingseoireachta ina chuid de sin – lena soláthraítear saoráidí iompair ar bhóthar don mhótarthionscal go príomha.

(A) Gnóthas Iarnróid

	2022 €'000	2021 €'000
Foinsí ioncaim		
Ioncam	171,768	102,477
Oibleagáid Seirbhíse Poiblí	166,269	182,191
Cistiú eile ón Stát	5,927	40,447
Ioncam iomlán	343,964	325,115
Costais oibriúcháin		
Costais phárolla agus costais ghaolmhara	(148,442)	(141,163)
Ábhair agus seirbhísí	(82,880)	(79,124)
Breosla	(35,986)	(27,659)
Iomlán na gcostas oibriúcháin	(267,308)	(247,946)
Barrachas oibriúcháin roimh mhuirir rochtana rianta	76,656	77,169
Muirear rochtana rianta	(69,391)	(69,734)
TRÚCDA	7,265	7,435
Costais eisceachtúla	(397)	(639)
Dímheas agus amúchadh, glan ar amúchadh deontas caipitiúil	(3,234)	(3,613)
Brabús/(Cailteanas) ar dhíolachán shócmhainní inláimhsithe	5	0
Barrachas roimh ús agus cháin	3,639	3,183
Ús iníoctha agus muirir dá shamhail	(117)	(414)
Barrachas don bhliain ar ghnáthghníomhaíochtaí roimh cháin	3,522	2,769
Cáin ar an easnamh ar ghnáthghníomhaíochtaí	-	-
Barrachas don bhliain ar ghnáthghníomhaíochtaí tar éis cánach	3,522	2,769

(B) Bainisteoir Bonneagair Iarnróid

Tá costais Rannáin an Bhoneagair Iarnróid ríofa mar seo a leanas de réir Threoir AE 91/440 ón gComhairle:

	2022	2021
	€'000	€'000
Foinsí ioncaim		
Conradh Ilbhliantúil	175,439	161,276
Muirir rochtana rianta	71,108	72,366
Ioncam tríú páirtí	29,562	8,628
Deontais Stáitchiste eile	10,695	23,783
Ioncam iomlán	286,804	266,053
Ioncam na gcostas oibriúcháin		
Costais phárolla agus costais ghaolmhara	(124,416)	(119,417)
Ábhair agus seirbhísí	(161,853)	(141,474)
Breosla	(197)	(133)
Iomlán na gcostas oibriúcháin	(286,466)	(261,024)
TRÚCDA	338	5,029
Míreanna eisceachtúla	(484)	(538)
Dímheas agus amúchadh, glan ar amúchadh deontas caipitiúil	(3,885)	(3,915)
Brabús/(Caillteanas) ar dhíol sócmhainní seasta inláimhsithe	146	(130)
(Easnamh)/Barrachas roimh ús agus cháin	(3,885)	446
Ús iníoctha agus muirir dá shamhail	(128)	(466)
(Easnamh) don bhliain ar ghnáthghníomhaíochtaí roimh cháin	(4,013)	(21)
Cáin ar an easnamh ar ghnáthghníomhaíochtaí	(894)	(832)
Easnamh don bhliain ar ghnáthghníomhaíochtaí tar éis cánach	(4,907)	(853)

(C) Rannán lastais iarnróid

	2022	2021
	€'000	€'000
Ioncam	4,830	3,619
Maoiniú Státchiste eile	-	21
Ioncam iomlán	4,830	3,640
Costais oibriúcháin		
Costais phárolla agus costais ghaolmhara	(835)	(924)
Ábhair agus seirbhísí	(1,874)	(1,939)
Breosla	(490)	(341)
Costais oibriúcháin	(3,199)	(3,204)
Barrachas oibriúcháin don bhliain airgeadais roimh muirir rochtana rianta	1,631	436
Muirir rochtana rianta	(1,717)	(2,632)
TRÚCDA	(86)	(2,196)
Dímheas	(1)	(1)
Brábús ar díol sócmhainní seasta inláimhsithe	366	23
Barrachas/(Easnamh) roimh ús agus cháin	279	(2,174)
Ús iníoctha agus muirir dá shamhail	(3)	(12)
Barrachas/(Easnamh) don bhliain ar ghnáthghníomhaíochtaí roimh cháin	276	(2,186)
Cáin ar an easnamh ar ghnáthghníomhaíochtaí	-	-
Barrachas/(Easnamh) don bhliain ar ghnáthghníomhaíochtaí tar éis cánach	276	(2,186)

(D) Rannán Europort Ros Láir

	2022	2021
	€'000	€'000
Ioncam	12,887	9,919
Maoiniú Stáitchiste eile	–	695
Ioncam iomlán	12,887	10,614
Costais oibriúcháin		
Costais phárolla agus costais ghaolmhara	(5,234)	(4,885)
Ábhair agus seirbhísí	(4,344)	(3,407)
Iomlán na gcostas oibriúcháin	(9,578)	(8,292)
TRÚCDA	3,309	2,322
Dímheas glan ar dheontais chaipitiúla amúchta	(1,290)	(1,325)
Brábús ar díol sócmhainní seasta inlámhsithe	–	25
Barrachas roimh ús agus cháin	2,019	1,022
Ús iníoctha agus muirir dá shamhail	(66)	(74)
Barrachas don bhliain ar ghnáthghníomhaíochtaí roimh cháin	1,953	948
Cáin ar an mbarrachas ar ghnáthghníomhaíochtaí	–	(11)
Barrachas don bhliain ar ghnáthghníomhaíochtaí tar éis cánach	1,953	937

(E) Gníomhaíochtaí láir agus gníomhaíochtaí eile

	2022	2021
	€'000	€'000
Foinsí ioncaim		
Ioncam tríú páirtí	5,064	4,278
Maoiniú Stáitchiste eile	98	657
Ioncam iomlán	5,162	4,935
Costais oibriúcháin		
Costais phárolla agus costais ghaolmhara	(17,379)	(13,931)
Ábhair agus seirbhísí	12,237	10,606
Iomlán na gcostas oibriúcháin	(5,142)	(3,325)
TRÚCDA agus míreanna eisceachtúla	20	1,610
Míreanna eisceachtúla	-	(50)
Dímheas	(196)	(212)
(Easnamh)/Barrachas roimh ús agus cháin	(176)	1,348
Ús	117	(234)
Cáin ar an mbarrachas ar ghnáthghníomhaíochtaí	-	-
(Easnamh)/Barrachas don bhliain ar ghnáthghníomhaíochtaí tar éis cánach	(59)	1,114

(F) Cistiú ón Stát agus ón Aontas Eorpach**An Oibleagáid Seirbhíse Poiblí (OSP)**

Gach bliain, soláthraítear cistiú do sheirbhísí iompair poiblí in Éirinn atá riachtanach i dtaobh na gné sóisialta ach nach bhfuil inmharthana ó thaobh airgeadais, ar a dtugtar seirbhísí Oibleagáide Seirbhíse Poiblí (OSP), faoi chonradh leis an tÚdarás Náisiúnta Iompair ('an tÚdarás').

Bronnadh an dírdhámhacht nua ar IÉ ar feadh deich mbliana go Nollaig 2029. Faoi théarmaí an chonartha, déanfaidh an NTA agus IÉ athbhreithniú ar agus comhaontú faoi chaighdeán fheidhmiúcháin ar bhonn bliantúil. Déanfar iniúchadh ar IÉ ar son an NTA gach bliain, tar éis soláthar cuntais inúchta IÉ.

Féadfaidh an tÚdarás Náisiúnta Iompair athbhreithniú a dhéanamh tráth ar bith ar inneachar na gconarthaí agus ar an mbunús lena gcoimeád ar bun, i gcomhairle leis an gCuideachta ábhartha. Ní mór athbhreithniú iomlán a dhéanamh ar an gconradh ag deireadh gach tréimhse cúig nó deich mbliana (mar is cuí), áfach.

Comhlíonann na conarthaí na critéir atá leagtha síos faoi láthair sa dlí AE: tá dianchaighdeán leagtha síos iontu i dtaobh feidhmíocht oibriúcháin agus seirbhís do chustaiméirí agus tá pionóis leagtha síos i leith neamh-chomhlíonadh. Is é an riachtanas conartha go ndéantar tuairisciú féintuarascála ar feidhmiúchán ar bhonn tréimhsiúil. Déanann an tÚdarás Náisiúnta Iompair monatóireacht ar an bhfeidhmíocht i leith chonradh gach oibreora OSP ar bhonn ráithiúil.

Conradh Ilbhliantúil

Tá bainistíocht bhonneagair Iarnród Éireann cistithe faoi rialachán AE trí Chonradh Ilbhliantúil cúig bliana leis an Roinn Iompair agus trí mhuirir rochtana rianta agus stáisiún ó sheirbhísí iarnróid do phaisinéirí agus ó sheirbhísí iarnróid lastais.

Cuireadh tús le Conradh Ilbhliantúil 1 Eanáir 2020 a bhfuil tréimhse cúig bliana aige go dtí an 31 Nollaig 2024.

Tá an conradh sin idir Iarnród Éireann agus an tAire déanta de bhun Threoir 2012/34/AE ó Pharlaimint na hEorpa agus ón gComhairle an 21 Samhain 2012, Threoir 2001/14/CE ó Pharlaimint na hEorpa agus ón gComhairle an 26 Feabhra 2001, Alt 45 den Acht um Rialáil Iompair Phoiblí 2009, agus Rialacháin na gComhphobal Eorpach (Bonneagar Iarnróid) (I.R. Uimh. 55 de 2010).

Tá muirir i dtaca le soláthar an bhonneagair iarnróid ag an mBainisteoir Bonneagair iníoctha ag an Aire leis an mBainisteoir Bonneagair roimh ré ar bhonn míosúil.

Tá sonraí an chistithe a fuarthas sa bhliain leagtha amach thíos.

	OSP 2022	Conartha Ilbhliantúla Bonneagair 2022	Eile 2022	Iomlán 2022
<i>Luaite sa chuntas brabúis agus caillteanais le:</i>				
Oibríochtaí Iarnróid	166,269	–	5,927	172,196
Bonneagar	–	175,439	10,695	186,134
Gníomhaíochtaí eile	–	–	98	98
	166,269	175,439	16,720	358,428
<i>Foinsí</i>				
Deontais stáit – OSP	166,269	–	–	166,269
Deontais stáit – conradh ilbhliantúil	–	175,439	–	175,439
Deontais stáit – eile	–	–	16,720	16,720
	166,269	175,439	16,720	358,428

	OSP 2021	Conartha Ilbhliantúla Bonneagair 2021	Eile 2021	Iomlán 2021
<i>Luaite sa chuntas brabúis agus cailiteanais le:</i>				
Oibríochtaí Iarnróid	182,191	-	40,447	222,638
Bonneagar	-	161,276	8,628	169,904
Gníomhaíochtaí eile	-	-	1,374	1,374
	182,191	161,276	50,449	393,916

<i>Foinsí</i>				
Deontais stáit – OSP	182,191	-	-	182,191
Deontais stáit – conradh ilbhliantúil	-	161,276	-	161,276
Deontais stáit – eile	-	-	50,449	50,449
	182,191	161,276	50,449	393,916

(G) Barrachas/(Easnamh) glan de réir gníomhaíochta roimh cháin

	Gnóthas Iarnróid €'000	Bainisteoir Bonneagair €'000	Lastas Iarnróid €'000	Gníomh- aíochtaí Tráchtála Eile €'000	Iomlán €'000
2022					
Ioncam	171,768	100,670	4,830	17,950	295,218
Fáltais ón OSP	166,269	-	-	-	166,269
Deontais eile ón státchiste	5,927	186,135	-	98	192,160
Costais	(340,442)	(290,818)	(4,554)	(16,154)	(651,968)
Barrachas/(easnamh) don bhliain	3,522	(4,013)	276	1,894	1,679
2021					
Ioncam	102,477	96,149	3,619	14,196	216,441
Fáltais ón OSP	182,191	-	-	-	182,191
Deontais eile ón státchiste	40,447	169,904	21	1,353	211,725
Costais	(322,346)	(266,074)	(5,826)	(13,487)	(607,733)
Barrachas/(easnamh) don bhliain	2,769	(21)	(2,186)	2,062	2,624

4. Clár Comhardaithe de réir gnó

Leagtar amach clár comhardaithe gach teascáin amhail an 31 Nollaig 2022 sa chuid seo a leanas. Léirítear le hiarmhéideanna gnó Idir IÉ na méideanna atá iníoctha agus infhála idir gach teascán. Tuairiscítear an t-iarmhéid idirchuideachtaí le cuideachta shealbhaíochta CIÉ in iarmhéid na bhféichiúnaithe ar chlár comhardaithe na nGníomhaíochtaí lánacha agus eile.

(A) Gnóthas Iarnróid

	2022 €'000	2021 €'000
Sócmhainní Seasta		
Sócmhainní doláimhsithe	5,913	8,425
Sócmhainní inláimhsithe	390,719	367,909
	396,632	376,334
Sócmhainní Reatha		
Stoic	32,252	32,221
Féichiúnaithe	278,617	198,546
Gnó Idir IÉ	34,876	11,854
Airgead sa bhanc agus ar láimh	770	239
	346,515	242,860
Creidiúnaithe (méideanna atá dlite laistigh de bhliain amháin)		
Ioncam iarchurtha	(85,690)	(86,230)
Creidiúnaithe eile	(329,630)	(227,235)
	(415,320)	(313,465)
Glandliteanas Reatha	(68,805)	(70,605)
Sócmhainní Iomlána Iúide Dliteanais Reatha	327,827	305,729
Ioncam iarchurtha	(304,714)	(280,540)
Soláthairtí le haghaidh dliteanas agus muirear	(24,798)	(30,396)
Glandliteanas	(1,685)	(5,207)
Cúlchistí		
Cuntas Brabús agus cailiteanas	(1,685)	(5,207)
Iomlán Cúlchistí	(1,685)	(5,207)

(B) Bainisteoir bonneagair iarnróid

	2022	2021
	€'000	€'000
Sócmhainní Seasta		
Sócmhainní doláimhsithe	757	526
Sócmhainní inláimhsithe	1,304,744	1,215,672
	1,305,501	1,216,198
Sócmhainní Reatha		
Stoic	32,661	29,174
Féichiúnaithe	116,295	26,578
	148,956	55,752
Creidiúnaithe (méideanna atá dlite laistigh de bhliain amháin)		
Gnó Idir IÉ	(35,615)	7,628
Ioncam iarchurtha	(72,619)	(70,932)
Creidiúnaithe eile	(165,629)	(113,448)
	(273,863)	(176,752)
Glandliteanas Reatha	(124,907)	(121,000)
Sócmhainní Iomlána Iúide Dliteanais Reatha	1,180,594	1,095,198
Ioncam iarchurtha	(1,192,734)	(1,101,251)
Soláthairtí le haghaidh dliteanas agus muirear	(19,019)	(20,199)
Glandliteanas	(31,159)	(26,252)
Cúlchistí		
Cuntas Brabús agus cailteanas	(31,159)	(26,252)
Iomlán Cúlchistí	(31,159)	(26,252)

(C) Rannán lastais iarnróid

	2022 €'000	2021 €'000
Sócmhainní Seasta		
Sócmhainní dholáimhsithe	211	92
	211	92
Sócmhainní Reatha		
Féichiúnaithe	956	556
	956	556
Creidiúnaithe (méideanna atá dlite laistigh de bhliain amháin)		
Gnó Idir IÉ	(14,384)	(15,360)
Creidiúnaithe eile	(158)	(106)
	(14,542)	(15,466)
Glandliteanais reatha	(13,586)	(14,909)
Sócmhainní Iomlána Iúide Dliteanais Reatha	(13,375)	(14,817)
Soláthairtí le haghaidh dliteanas agus muirear	(140)	(140)
Ioncam iarchurtha	(1,167)	(1)
Glandliteanas	(14,682)	(14,958)
Cúlchistí		
Cuntas Brabús agus cailteanas	(14,682)	(14,958)
Iomlán Cúlchistí	(14,682)	(14,958)

(D) Rannán Europort Ros Láir

	2022	2021
	€'000	€'000
Sócmhainní Seasta		
Sócmhainní dholáimhsithe	673	34
Sócmhainní inláimhsithe	29,065	29,960
	29,738	29,994
Sócmhainní Reatha		
Féichiúnaithe	7,347	519
Gnó Idir IÉ	66,233	64,997
	73,580	65,516
Creidiúnaithe (méideanna atá dlite laistigh de bhliain amháin)		
Ioncam iarchurtha	(314)	(310)
Creidiúnaithe eile	(6,483)	(367)
	(6,797)	(677)
Glansócmhainní Reatha	66,783	64,839
Sócmhainní Iomlána Iúide Dliteanais Reatha	96,521	94,833
Ioncam iarchurtha	(6,495)	(6,814)
Soláthairtí le haghaidh dliteanas agus muirear	(1,033)	(980)
Glansócmhainní	88,993	87,039
Cúlchistí		
Cuntas Brabús agus cailteanas	88,993	87,039
Iomlán Cúlchistí	88,993	87,039

(E) Gníomhaíochtaí Láir agus gníomhaíochtaí eile

	2022	2021
	€'000	€'000
Sócmhainní Seasta		
Sócmhainní doláimhsithe	1,192	2,924
Sócmhainní inláimhsithe	4,306	432
	5,498	3,356
Sócmhainní Reatha		
Féichiúnaithe	75,274	103,245
Airgead sa bhanc agus ar láimh	859	506
Gnó Idir IÉ	-	-
	76,133	103,751
Creidiúnaithe: (méideanna atá dlite laistigh de bhliain amháin)		
Gnó Idir IÉ	(51,109)	(69,119)
Ioncam iarchurtha	(625)	(160)
Creidiúnaithe eile	(13,315)	(21,763)
	(65,050)	(91,042)
Glansócmhainní Reatha	11,083	12,709
Sócmhainní Iomlána Iúide Dliteanais Reatha	16,582	16,065
Creidiúnaithe (méideanna atá dlite tar éis níos mó ná bliain amháin)		
Soláthairtí le haghaidh dliteanas agus muirear	(9,709)	(8,525)
Ioncam iarchurtha	(1,773)	(2,382)
Glansócmhainní	5,099	5,158
Caipiteal agus Cúlchistí		
Scairchaipiteal glaoite	194,270	194,270
Cuntas Brabús agus cailteanas	(189,171)	(189,111)
Iomlán caipiteal gnáthscaireanna	5,099	5,158

5. Costais phárolla agus costais ghaolmhara

(i) Fostaithe

	2022 €'000	2021 €'000
Costais foirne (gan costais athstruchtúraithe san áireamh)		
Pá agus tuarastail	244,391	231,521
Lamháltais	14,588	14,333
Ragobair	7,438	5,845
Costais leasa shóisialaigh	26,029	24,460
Costais eile sochar scoir	32,092	29,258
Ollchostais foirne	324,538	305,417
Lúide: obair dhílis chaipitlithe	(28,380)	(25,258)
Glanchoistais foirne	296,158	280,159

(ii) Luach saothair na stiúrthóirí

	2022 €'000	2021 €'000
- i leith seirbhísí i gcáil stiúrthóra	79	94
- i leith seirbhísí feidhmiúcháin	69	67
	148	161
Iomlán na dtuarastal agus na gcostas gaolmhar	296,306	280,320

As na costais iomlána i leith na foirne, tá €28.4m (2021: €25.2m) caipitlithe ina sócmhainní seasta inlámhsithe agus €296.2m (2021: €280.2m) á áireamh mar chostas sa chuntas brabúis agus cailteanais.

D'fhabhraigh sochair scoir chuig stiúrthóirí amháin faoi scéim sochair shainithe agus ba é an muirear don bhliain i leith ranníocaíochtaí na Cuideachta ná €4,446 (2021: €3,940).

Folaítear i gcostais phárolla agus costais bhainteacha do ról an Phríomhoifigigh Fheidhmiúcháin sa tuarastal comhlán €225,000 (2021: €225,000), ranníocaíocht pinsin fostóra 25% (2021: 25%) agus gluaisteáin cuideachta (2021: gluaisteáin cuideachta).

Ba iad seo a leanas na táillí a íocadh leis na stiúrthóirí nó is iníoctha leo as seirbhísí i gcáil stiúrthóirí:

	2022	2021
	€	€
An tUasal F. Allen (Cathaoirleach)	21,600	21,600
V. Little Uasal	12,600	12,600
An Dochtúir P. Mulholland	12,600	12,600
S. Byrne Uasal	12,600	12,600
S. Roarty Uasal	12,600	12,600
An tUasal P. O'Donoghue	3,538	-
G. Cazenave Uasal	3,532	-
C. Griffiths Uasal	-	11,741
An tUasal M. McGreevy	-	10,500
Iomlán	79,070	94,241

Íocadh na speansais seo a leanas leis na stiúrthóirí:

	2022	2021
	€	€
Cothabháil agus Cóiríocht	496	315
Eile	-	1,026
Iomlán	496	1,341

(iii) Cúiteamh an bPríomhlucht Bainistíochta

Áirítear leis an bpríomhlucht bainistíochta na stiúrthóirí agus an lucht ardbhainistíochta. Léirítear thíos an cúiteamh a íocadh agus is iníoctha leis an bpríomhlucht bainistíochta as ucht seirbhísí fostaithe:

	2022	2021
	€'000	€'000
Tuarastail agus sochair ghearrthéarmacha eile	1,937	2,019
Sochair iarfhostaíochta	333	250
Cúiteamh iomlán an bpríomhlucht bainistíochta	2,270	2,269

(iv) Baill Foirne

Seo a leanas meánlíon na ndaoine a bhí fostaithe i rith na bliana agus ag deireadh na bliana de réir gníomhaíochta:

	Líon na mBall Foirne		Líon na mBall Foirne	
	2022 Meán	2021 Meán	amhail an 31 Nollaig 2022	amhail an 31 Nollaig 2021
Oibríochtaí Iarnróid	2,203	2,146	2,255	2,162
Bonneagar	1,869	1,797	1,915	1,830
Seirbhísí Lárnacha	179	152	202	167
Lastas Iarnróid	3	4	2	4
Europort Ros Láir	85	77	90	81
Iomlán	4,339	4,176	4,464	4,244

(v) Íocaíochtaí Foirceannadh agus Scoilteadh Gabháltas

	2022 €'000	2021 €'000
Suimeanna íochta agus iníochta le fostaithe	496	733

Íocadh na suimeanna seo le 8 duine (2021: 11 duine) a bhí fostaithe le linn na bliana.

(vi) Párolla fostaithe

Déantar analaís ar suimeanna íochta le fostaithe le linn na bliana i mbandaí párolla de €25,000 agus an méid fostaithe in ngach banda mar a leanas:

	2022	2021
<€50,000	1,624	1,387
€50,001 go €75,000	2,461	2,336
€75,001 go €100,000	401	572
€100,001 go €125,000	58	71
€125,001 go €150,000	21	20
€150,001 go €175,000	5	8
€175,001 go €200,000	2	3
€200,001 go €225,000	4	3
Iomlán	4,576	4,400

6. Ábhair agus Seirbhísí

	2022 €'000	2021 €'000
Costais oibriúcháin agus costais eile	233,862	210,355
Breosla agus leictreachas	36,672	28,133
Éilimh um dhliteanas tríú páirtí agus dliteanas fostóirí	(2,461)	332
Rátaí	2,530	407
Léasanna oibriúcháin ar cíós	4,784	4,243
Ábhair agus seirbhísí iomlána	275,387	243,471

San áireamh sna costais oibriúcháin agus eile tá costias taisteal, maireachtáil agus fáilteachas, a dhénatar analaís orthu thíos:

	2022 €'000	2021 €'000
Taisteal Náisiúnta agus and maireachtáil	538	283
Taisteal Idirnáisiúnta and maireachtáil	30	56
Fáilteachas	6	5
Iomlán	574	343

7. Míreanna Eisceachtúla – athstruchtúrú

	2022 €'000	2021 €'000
Méideanna a íocadh le fostaithe agus is iníoctha leo	881	1,227

Cuimsítear sna costais eisceachtúla méideanna a íocadh agus méideanna is iníoctha le fostaithe a thig as tionscnaimh athstruchtúraithe i rith na an bhlian airgeadais reatha agus an bliain airgeadais roimhe.

8. Dímheas agus amúchadh (glan)

	2022 €'000	2021 €'000
Amúchadh na sócmhainní seasta doláimhsithe	5,618	5,850
Dímheas na sócmhainní seasta inláimhsithe	164,478	175,133
Amúchadh na ndeontas caipitil	(161,490)	(171,915)
Dímheas agus amúchadh iomlán	8,606	9,068

9. Ús iníochta agus muirir dá shamhail

	2022 €'000	2021 €'000
Ús iníochta ar iasacht ón gCuideachta sealbhaíochta	(3)	1,065
Ús iníochta eile	200	135
	197	1,200
Ús cionroinnte:		
Gnóthas iarnróid	117	414
Costais an bhonneagair iarnróid	128	466
Lastas iarnróid	3	12
Oibríochtaí tráchtála	(51)	308
	197	1,200

10. Cánachas

(a) Costas cánach san áireamh sa chuntas brabúis agus cailiteanais

	2022 €'000	2021 €'000
Cáin reatha:		
Cáin chorparáide na hÉireann ar an mbrabús don bhliain airgeadais	894	843
Coigeartú i ndáil le blianta airgeadais roimhe sin	-	-
Costas cánach reatha don bhliain airgeadais	894	843
Cáin iarchurtha:		
Bunú agus aisiompú na ndifríochtaí uainiúcháin	-	-
Costas cánach iarchurtha don bhliain airgeadais	-	-
Cáin ar an bharrachas ar ghnáthghníomhaíochtaí	894	843

(b) Réiteach an Chostais Cánach

Ní hionann an cháin arna measúnú don bhliain airgeadais agus an cháin a cinneadh tríd an ráta caighdeánach cánach corparáide i bPoblacht na hÉireann a chur i bhfeidhm ar an bharrachas don bhliain airgeadais dar chríoch an 31 Nollaig 2022, is é sin 12.5% (2021: 12.5%). Mínítear na difríochtaí anseo thíos:

	2022 €'000	2021 €'000
(Easnamh) ar ghnáthghníomhaíochtaí roimh cháin	1679	2,624
(Caillteanas)/brabús méadaithe faoin ráta cánach chorparáide caighdeánach in Éireann, is é sin 12.5% (2021: 12.5%)	210	328
Tionchar de bharr:		
– Ioncam nach bhfuil faoi réir cánach	(20,251)	(21,489)
– Ioncam atá faoi réir ráta cánach níos airde	569	421
– Speansais nach bhfuil asbhainteach chun críocha cánach	96	261
– Dímhéas sa bhreis ar liúntais chaipitiúla	20,270	21,428
– Caillteanais chánach úsáidte	–	(106)
Cáin ar an easnamh ar ghnáthghníomhaíochtaí	894	843

Cánachas Iarchurtha

Níor aithníodh sócmhainn cánach iarchurtha fhéideartha €614.98m (2021: €614.9m), mar nach cinnte go ndéanfar í a aisghabháil sa todhchaí i gcoinne brabúis inchánacha.

11. Deontais rialtais

Na deontais is iníoctha leis an gCuideachta trí Chóras Iompair Éireann, tá siad i gcomhréir leis na Rialacháin AE ábhartha lena rialaítear cúnamh Stáit do ghnóthais iompair.

Chuir an tÚdarás Náisiúnta Iompair maoiniú € 225.6m san iomlán ar fáil don Ghnóthas Iarnróid in 2021. B'ionann cúiteamh brabúis agus caillteanais agus €166.3m sa bhliain agus aithníodh €39.9m mar dheontas caipitil sa chlár comhardaithe agus déanfar é seo a amúchadh thar shaolré eacnamaíoch úsáideach na sócmhainní gaolmhara. Tá an €19.9m eile dlite don NTA amhail an 31 Nollaig 2022.

Léirítear sa tábla thíos sonraí deontas Rialtais ar fiú €822.9 milliún iad (agus an tsuim €166.3m a luaitear thuas san áireamh) a fuarthas in 2022, agus sonraítear an fhoráil ábhartha de na rialacháin AE. Aistríodh deontais €31.5 milliún a fuarthas i leith foirgneamh chuig Cuideachta Sealbhaíochta CIÉ in 2022.

Sna méideanna arna nochtadh faoi Rialachán Uimhir 1370/2007, déantar anailís ar an Oibleagáid Seirbhíse Poiblí a aithníodh sa bhliain sa chuntas brabúis agus caillteanais. Sa rialachán um sheirbhísí poiblí iompair paisinéirí d'iarnród agus ar bóthar, sainítear na dálaí inar féidir leis na húdaráis inniúla idirghabháil a dhéanamh i réimse an iompair phoiblí paisinéirí chun a rathú go soláthrófar seirbhís lena ngabhann leas geilleagrach i gcoitinne agus chun seirbhísí iompair paisinéirí atá sábháilte, éifeachtúil, tarraingteach agus ar ardchaighdeán a rathú.

	€'000	€'000	2022 Iomlán €'000
Oibleagáid Seirbhíse Poiblí Iomlán			166,269
Deontas Stáit i leith Bonneagair agus Infheistíocht Chaipitiúil			656,599
Iomlán na ndeontas Stát a fuarthas			822,868
Cuireadh an cistiú iomlán a fuarthas i bhfeidhm mar seo a leanas:			
Cuntas brabúis agus cailiteanais			
- Oibleagáid Seirbhíse Poiblí			166,269
- Conradh Ilbhliantúil Bainisteora Bonneagair (Ioncam)	172,327		
- Maoiniú Stáitchiste eile	16,349		
		188,676	
Clár Comhardaithe			
Conradh Ilbhliantúil Bainisteora Bonneagair (Caipiteal)	68,673		
Deontais Chaipitil Iarchurtha	215,030		
Oibleagáid Seirbhíse Poiblí – Cothabháil Throm	39,449		
Maoiniú CEF Réamhchistí an AE don Straitéis Lastais	1,167		
Oibleagáid Seirbhíse Poiblí – Creidiúnaí Maoiniú NTA Iarchurtha	19,886		
Maoiniú Stáitchiste eile	91,886		
Aistrithe chuig CIÉ	31,832	467,923	
Tógáil ar Théarnamh: Bonneagair agus Infheistíocht Chaipitiúil 2016-2021 faoin Creat Stáitchiste Meántéarmach			656,599
Iomlán na ndeontas Stát a fuarthas			822,868

Níl aon choinníollacha neamh-chomhlíonta ná teagmhais eile ag gabháil le deontais a aithníodh mar ioncam.

Tá na dualgais tuarisciú faoi Chiorclán 13/14 eisithe ag an Roinn Caiteachais Phoiblí agus Athchóirithe san áireamh sa nóta seo.

Ainm Deontóra

An tÚdarás Náisiúnta Iompair urraithe ag an Roinn Iompair.

Na Coimisinéirí Ioncaim; An Roinn Tithíochta, Pleanála agus Rialtais Áitiúil; Solas, maoinithe ag an Roinn Breisoideachais agus Ardoideachais, Taighde, Nuálaíochta agus Eolaíochta.

Ainm Deontais

Fuarthas na deontais a leanas i 2021

- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Infheistíocht Caipitil Iarnród Trom
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Clár Iarfheistithe Inrochtaineachta

- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Conradh Ilbhliantúil Bainisteoir Bonneagar
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Clár Cosanta Bonneagair Iarnróid an Chósta Thoir (ECRIPP)
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Athnuachan Rian Líne Craobhe an Aonaigh
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Bonneagar Iompair Phoiblí
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Oibreacha Luathaithe Cosanta agus Athnuachana
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Boilsciú agus Maoiniú Breise
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – Oibreacha Athshlánúcháin Líne Fhainge
- Fotheideal B5 (B8) de Vóta 31 de Dháil Éireann – An Córas Cosanta Traenach
- Fotheideal B4 (B7) de Vóta 31 de Dháil Éireann – Íocaíocht Oibleagáid Seirbhíse Poiblí
- Fotheideal B3 (B6) de Vóta 31 de Dháil Éireann – Aonad Athrú Aeráide; Luchtú Feithicile Hibrideach
- Fotheideal A3 (nua) de Vóta 31 de Dháil Éireann – Infheistíocht sa Taisteal Gníomhach
- Fotheideal A5 (nua) de Vóta 45 de Dháil Éireann – Scéim Dreasaithe Printíseachta
- Votáil 25 de Dháil Éireann – Ciste um Athghiniúint agus Forbairt Uirbeach (URDF)
- Votáil 9 de Dháil Éireann – Scéim Fóirdheontais Pá COVID-19

Feidhm Deontais

Tá feidhm na cistí ar cuireadh isteach orthu leagtha mach sa tábla thíos:

	Pá agus Riarachán €'000	Soláthar Seirbhís €'000	Tógáil €'000	Iomlán €'000
Infheistíocht Caipitil Iarnród Trom	16,393		220,510	236,903
Clár Iarfheistithe Inrochtaineachta	997		6,500	7,497
Conradh Ilbhliantúil Bainisteoir Bonneagar		230,400		230,400
Clár Cosanta Bonneagair Iarnróid an Chósta Thoir		3,106		3,106
Athnuachan Rian Líne Craobhe an Aonaigh			7,800	7,800
Bonneagar Iompair Phoiblí	286		1,872	2,158
Oibreacha Luathaithe Cosanta agus Athnuachana		25,520		25,520
Boilsciú agus Maoiniú Breise		10,600		10,600
Oibreacha Athshlánúcháin Líne Fhainge	64,000			64,000
An Córas Cosanta Traenach	1,000			1,000
Íocaíocht Oibleagáid Seirbhíse Poiblí		225,602		225,602
Aonad Athrú Aeráide; Luchtú Feithicile Hibrideach	320			320
Infheistíocht sa Taisteal Gníomhach	123		187	310
Scéim Fóirdheontais Pá COVID-19	5,815			5,815
Ciste um Athghiniúint agus Forbairt Uirbeach (URDF)			18	18
Scéim Dreasaithe Printíseachta		54		54
Iomlán	88,934	495,282	236,887	821,103

Cuntas ar Deontais

Tá liosta suimeanna na deontais bronnta thíos. Is bliain féilire 2022 an téarma do caitheachas deontais.

- Fotheideal B5 de Vóta 31 – Infheistíocht Caipitil Iarnród Trom: €236.9M
- Fotheideal B5 de Vóta 31 de Dháil Éireann – Inrochtaineacht Iarnród Trom: €7.5M
- Fotheideal B5 de Vóta 31 de Dháil Éireann – ECRIPP: €3.1M
- Fotheideal B5 de Vóta 31 – Conradh Ilbhliantúil Bainistíochta Bonneagair: €230.4M
- Fotheideal B5 de Vóta 31 – Athnuachan Rian Líne Craobhe an Aonaigh: €7.8M
- Fotheideal B5 de Vóta 31 – Bonneagar Iompair Phoiblí: €2.2M
- Fotheideal B5 de Vóta 31 – Oibreacha Luathaithe Cosanta agus Athnuachana: €25.5M
- Fotheideal B5 de Vóta 31 – Boilsciú agus Maoiniú Breise: €10.6M
- Fotheideal B5 de Vóta 31 – Oibreacha Athshlánúcháin Líne Fhainge: €64M
- Fotheideal B5 de Vóta 31 – An Córas Cosanta Traenach: €1M
- Fotheideal B4 de Vóta 31 – Soláthar Seirbhíse Poiblí €225.6M
- Fotheideal B3 (B6) de Vóta 31 de Dháil Éireann – Tionscadal Innill Hibrídeach: €0.3M
- Fotheideal B3 (B6) de Vóta 31 de Dháil Éireann – Infheistíocht sa Taisteal Gníomhach: €0.3M
- Fotheideal A5 de Vóta 45 de Dháil Éireann – Scéim Dreasaithe Printíseachta: €0.05M
- Votáil 25 de Dháil Éireann – Ciste um Athghiniúint agus Forbairt Uirbeach (URDF): €0.02M
- Votáil 9 de Dháil Éireann – Scéim Fóirdheontais Pá COVID-19: €5.8M

Tá an suim deontais tógtha go ioncaim agus caipitlithe sna ráitis airgeadais reatha leagtha amach sa tábla thíos:

	Airgead Tirim Faighte €'000	Ráiteas Ioncaim €'000	Caipiteal €'000	2022 c/f €'000
Infheistíocht Caipitil Iarnród Trom	236,903	4	236,899	0
Clár Iarfheistithe Inrochtaineachta	7,497		7,497	0
Conradh Ilbhliantúil Bainisteoir Bonneagar	230,400	167,454	62,946	0
Clár Cosanta Bonneagair Iarnróid an Chósta Thoir	3,106	3,106	0	0
Athnuachan Rian Líne Craobhe an Aonaigh	7,800	0	7,800	0
Bonneagar Iompair Phoiblí	2,158	2,158	0	
Oibreacha Luathaithe Cosanta agus Athnuachana	25,520	7,365	18,155	0
Boilsciú agus Maoiniú Breise	10,600	7,704	2,896	0
Oibreacha Athshlánúcháin Líne Fhainge	64,000		64,000	0
An Córas Cosanta Traenach	1,000		1,000	0
Íocaíocht Solártha Seirbhíse Poiblí	225,602	186,153	39,449	0
Aonad Athrú Aeráide; Luchtú Feithicilí Hibrídeach	320		320	0
Infheistíocht sa Taisteal Gníomhach	310		310	0
Scéim Fóirdheontais Pá COVID-19	5,815	5,815		0
Ciste um Athghiniúint agus Forbairt Uirbeach (URDF)	18	18		0
Scéim Dreasaithe Printíseachta	54	54	0	0
Iomlán	821,103	377,673	443,430	0

I gcás ina bhfuil (ii) thuas difriúil ón airgead tirim a fuarthas sa tréimhse airgeadais ábhartha, tábla ina dtaispeántar:

- (a) an deontas a glacadh i leith ioncaim sa tréimhse;
- (b) an t-airgead a fuarthas sa tréimhse; agus
- (c) Aon mhéideanna deontais a iarchuireadh nó a bhí dlite ag deireadh na tréimhse.

Deontais Chaipitil

An méid airgid arna chur ar fáil, agus na coinníollacha/garspriocanna atá á n-úsáid i ndáil le tráthchodanna reatha agus amach anseo. Ba chóir do dheontaithe gealltanais a chur ar fáil freisin go gcosnaítear infheistíocht an Stáit agus nach n-úsáidfear í mar urrús le haghaidh aon ghníomhaíochta eile gan dul i gcomhairle roimh ré leis an máthair-Roinn agus le ceadú DPER

Infheistíocht Chaipitil Trom Iarnróid:	€236,899,000
Clár Iarfheistithe Inrochtaineachta Caipitil:	€7,497,000
Conradh Ilbhliantúil Bainisteoir Bonneagar Caipitil:	€62,946,000
Athnuachan Rian Líne Brainse an Aonaigh Caipitil:	€7,800,000
Bonneagar Iompair Phoiblí Caipitil:	€2,158,000
Cosaint agus Athnuachan Luathaithe Caipitil:	€18,155,000
Boilsciú agus Maoiniú Breise Caipitil:	€2,896,000
Oibreacha Athshlánúcháin Líne Fhainge Caipitil:	€64,000,000
Córas Cosanta Traenach Caipitil:	€1,000,000
Íocaíocht um Sholáthar Seirbhíse Poiblí Caipitil:	€39,449,000
An tAonad um Athrú Aeráide Caipitil; Tiomáint Hibrid le haghaidh:	€320,000
Infheistíocht Taistil Ghníomhach Caipitil:	€310,000

Úsáidtear iomlán na deontais faighte ar son na haidhmeanna ar iarradh cead agus a fuarthas ón fhoinsé Maoinithe.

Geallann iarnród Éireann infheistíocht an Stáit a chosaint agus nach n-úsáideofar an infheistíocht sin mar slándáil ar aon ghníomhaíocht eile gan comhairliúchán roimh ré leis an Roinn Iompair, an Roinn Tithíochta, Rialtas Áitiúil agus Oidhreacht, an Roinn Oideachas agus cead an Roinn Caiteachais Phoiblí agus Athchóirithe.

Fostaithe

I dtábla breise leis an tuarascáil, thit líon na bhfostaithe a fuair sochair fhostaí iomlána (ach gan costais phinsin fhostóra san áireamh) sa tréimhse thuairiscithe laistigh de gach ceann de na bandaí €10,000 ó €60,000 agus níos mó, mar aon le méid iomlán na ranníocaíochtaí pinsin fhostóra. (Tá feidhm leis seo fiú amháin mura bhfuil tuarastail á maoiniú ag an Státchiste).

Srianta

Cibé an bhfuil agus nach bhfuil srian ar úsáid an deontais (i.e. an bhfuil sé do thionscadal áirithe, nó chun seirbhíse a sholáthar).

Baineann na deontais a fhaightear leis an gConradh Ilbhliantúil (MA), Feabhsú Caipitil, Inrochtaineacht, Bonneagar Iompair Phoiblí, an Ciste um Ghníomhú ar son na hAeráide, Infheistíocht Taistil Ghníomhach, Scéim Dreasachta Printiseachta, agus Íocaíocht Soláthair Seirbhíse Poiblí.

Laistigh den MAC, sainaitníodh na tionscadail seo a leanas go sonrath le haghaidh caiteachais:

- Athnuachan Líne Brainse an Aonaigh
- Cosaint Luathaithe agus Athnuachan Oibre
- Boilsciú agus Maoiniú Breise

Chuir an Roinn Iompair maoiniú breise ar fáil freisin do na cláir seo a leanas lasmuigh den MAC:

- Oibreacha Athshlánúcháin Líne Fhainge
- An Córas Cosanta Traenach

Laistigh d'Íocaíocht Soláthair na Seirbhíse Poiblí, is é an clár sainaitheanta:

- An Muirear Cothabhála Trom Bliantúil

Imréiteach Cánach

Cibé an gcomhlíonann sé na Ciorcláin ábhartha, lena n-áirítear Ciorclán 44/2006 “Deontais Nósanna Imeachta Imréitigh Cánach, Fóird-heontais agus Íocaíochtaí den chineál céanna” ar fáil anseo.

Tá Iarnród Éireann ag cloí leis na ciorcláin ábhartha lena n-áirítear Ciorclán 44/2006. Tá Deimhniú Imréitigh Cánach ag IÉ ar féidir é a fhíorú ar líne (pointe 6 de chiorclán 44/2006).

12. Sócmhainní seasta doláimhsithe

	1 Eanáir 2022 €'000	Díluacháil €'000	Breiseanna €'000	31 Nollaig 2022 €'000
Costas				
Bogearraí ríomhaire	22,763	151	4,490	27,404
Amúchadh				
Bogearraí ríomhaire	10,854	15	5,618	16,487
Glanluach de réir na Leabhar amhail an 31 Nollaig 2022				10,915
Glanluach de réir na Leabhar amhail an 31 Nollaig 2021				11,909

13. Sócmhainní Seasta Inláimhsithe

	1 Eanáir 2022 €'000	Athaic- mithe €'000	Breis €'000	Diú-scairt Dramh- threalaimh €'000	31 Nollaig 2022 €'000
Costas					
Línte agus oibreacha iarnróid	1,253,296	–	138,432	(72,475)	1,319,253
Rothstoc iarnróid	1,039,367	(79,570)	163,930	(59,089)	1,064,638
Gléasra agus innealra	322,078	(47,758)	100,489	(46,063)	328,746
Comharthaíocht	555,663	–	1,380	(146)	556,897
Dugaí, cuanta agus céanna	56,428	–	59	–	56,487
Trealamh lónadóireachta	747	–	–	–	747
Talamh agus Foirgnimh	3,568	–	248	–	3,816
Iomlán	3,231,147	(127,328)	404,538	(177,773)	3,330,584

	1 Eanáir 2022 €'000	Athaic- mithe €'000	Cuntas Brabúis & Caillteanais €'000	Diú-scairt Dramh- threalaimh €'000	31 Nollaig 2022 €'000
Dímheas					
Línte agus oibreacha iarnróid	484,088	-	48,612	(72,475)	460,225
Rothstoc iarnróid	712,169	-	76,053	(59,089)	729,133
Gléasra agus innealra	109,597	198	15,591	(45,915)	79,471
Comharthaíocht	280,712	-	22,704	(146)	303,270
Dugaí, cuanta agus céanna	29,623	-	1,311	-	30,933
Trealamh lónadóireachta	150	-	75	-	225
Talamh agus Foirgnimh	742	(213)	133	-	662
Iomlán	1,617,081	(15)	164,478	(177,624)	1,603,919

	31 Nollaig 2022 €'000	31 Nollaig 2021 €'000
Glanmhéideanna de réir na Leabhar		
Línte agus oibreacha iarnróid	859,028	769,208
Rothstoc iarnróid	335,505	327,198
Gléasra agus innealra	249,275	212,481
Comharthaíocht	253,627	274,951
Dugaí, cuanta agus céanna	25,554	26,805
Trealamh lónadóireachta	522	597
Talamh agus Foirgnimh	3,154	2,826
Iomlán	1,726,665	1,614,066

As na costais iomlána i leith na foirne, tá €284m (2021: €25.2m) caipitlithe ina sócmhainní seasta inláimhsithe.

Baineann an méid a scríobhtar síos le sócmhainní atá dímheasta go hiomlán agus déantar iad a nuashonrú i gclár na sócmhainní i gcaitheamh na bliana.

14. Stoic

	2022	2021
	€'000	€'000
Rothstoc, páirteanna spártha agus ábhair chothabhála	26,454	28,037
Stoc bonneagair	32,608	29,137
Breosla, bealaí agus stoic éagsúla eile	5,852	4,220
Iomlán	64,914	61,394
Stoic a úsáideadh le linn na tréimhse tuairiscithe		
Ábhair	114,751	66,662
Breosla	26,939	22,693
Iomlán	141,690	89,355

Áirítear sna méideanna atá ar áireamh sa stoc páirteanna agus comhpháirteanna nach mór a bheith ar seilbh chun freastal ar riachtanais oibriúcháin fhadtéarmacha. Níl aon difríocht shuntasach idir costas athsholáthair na stoc agus a suim ghlanluacha.

Aithníodh táille lagaithe €683,000 (2021: creidmheas €490,000) sa chuntas brabúis agus cailteanais i leith stoc críon nó stoc a bhfuil damáiste déanta dó.

15. Féichiúnaithe

	2022	2021
	€'000	€'000
Féichiúnaithe trádála	7,653	7,295
Méideanna atá dlite ón máthairghnóthas	118,261	99,208
Cáin chorparáide	204	-
Réamhíocaíochtaí agus ioncam fabhraithe	352,370	222,942
Iomlán	478,488	329,445

Tá na méideanna atá dlite ón máthairghnóthas neamhurráithe agus saor ó ús, níl aon dáta aisíocaíochta socraithe ina leith agus tá siad iníochta ar éileamh. Is ionann na réamhíocaíochtaí agus an t-ioncam fabhraithe agus €280,588,000 san iomlán a bheidh dlite i dtréimhse níos faide ná dhá mhí dhéag ó dháta tuairiscithe an chláir chomhardaithe.

16. Creidiúnaithe – Méideanna atá dlite laistigh de bhliain amháin

	2022	2021
	€'000	€'000
Creidiúnaithe (Méideanna atá dlite laistigh de bhliain amháin)		
Creidiúnaithe trádála	6,071	10,879
Cáin ioncaim asbhainte faoi ÍMAT	4,962	6,260
Árachas sóisialta pá-choibhneasa	3,845	3,351
Muirear sóisialta uilíoch	962	1,341
Cáin bhreisluacha	19,175	29,749
Cáin shiarchoinneálach	2,024	1,403
Ioncam iarchurtha	360,295	222,979
Creidiúnaithe eile	22,464	17,607
Cáin Chorparáide	–	66
Fabhruithe	95,416	69,282
Ioncam iarchurtha (nóta 18)	159,249	157,633
	674,463	520,550

Tá creidiúnaithe trádála agus creidiúnaithe eile iníoctha ag dátaí éagsúla sna trí mhí tar éis dheireadh na bliana airgeadais de réir ghnáth-théarmaí creidmheasa na gcreidiúnaithe.

Tá creidiúnaithe i leith cánach agus árachas sóisialta iníoctha sa chreat ama atá leagtha síos sa reachtaíocht ábhartha

17. Oibleagáidí Léasa

Ag deireadh na bliana airgeadais, ba iad na híocaíochtaí léasa íosta todhchaí faoi léasanna oibríochta nárbh fhéidir a chealú:

	2022	2021
	€'000	€'000
Laistigh d'aon bhliain amháin	3,791	2,565
Idir bliain amháin agus cúig bliana	6,229	3,141
Iomlán	10,020	5,706

18. Ioncam Iarchurtha

Áirítear sa chuntas seo, ina gcuimsítear deontais neamh-inaisíochta ón Stát agus ón Aontas Eorpach agus ioncam iarchurtha eile a chuirfear chun sochair an chuntais brabúis agus caillteanais ar an mbonn céanna ar a ndéanfar na sócmhainní seasta gaolmhara a dhímheas (beartas cuntasáíochta M), iad seo a leanas:

	1 Eanáir 2022 €'000	Aistrithe agus Diúscairtí €'000	Faighte agus infhála €'000	Cuntas Brabúis agus Caillteanais €'000	31 Nollaig 2022 €'000
Deontais Chaipitil					
Talamh agus foirgnimh	329	-	-	(18)	311
Línte agus oibreacha iarnróid	752,263	-	83,721	(47,763)	788,221
Rothstoc iarnróid	333,494	(79,570)	164,322	(75,123)	343,123
Gléasra agus innealra	200,917	(47,758)	156,909	(17,854)	292,214
Comharthaíocht	254,503	-	1,380	(20,422)	235,461
Dugaí, cuanta agus céanna	7,114	-	-	(312)	6,802
Iomlán	1,548,620	(127,328)	406,332	(161,492)	1,666,132
Deontais Chaipitil					
	1 Eanáir 2021 €'000	Aistrithe agus Diúscairtí €'000	Faighte agus infhála €'000	Cuntas Brabúis agus Caillteanais €'000	31 Nollaig 2021 €'000
Talamh agus foirgnimh	348	-	-	(18)	330
Línte agus oibreacha iarnróid	733,427	-	70,156	(51,320)	752,263
Rothstoc iarnróid	415,292	(186,342)	180,943	(76,399)	333,494
Gléasra agus innealra	195,859	(20,242)	47,896	(22,595)	200,918
Comharthaíocht	272,014	(16)	3,776	(21,271)	254,503
Dugaí, cuanta agus céanna	7,424	-	-	(312)	7,112
Iomlán	1,624,364	(206,600)	302,771	(171,915)	1,548,620
Ioncam Iarchurtha					
- méideanna atá dlite laistigh de bhliain amháin				2022 €'000	2021 €'000
- méideanna atá dlite tar éis níos mó ná bliain amháin				159,249	157,633
				1,506,883	1,390,987
				1,666,132	1,548,620

19. Soláthairtí in aghaidh Dliteanas

	Éilimh Tríú Páirtí agus Fostóra €'000	Bainteach le dlí €'000	Soláthairtí Eile €'000	Iomlán €'000
Iarmhéid amhail 1 Eanáir 2022	47,587	1,505	11,149	60,241
Úsáidte i rith na bliana airgeadais	(3,711)	(20)	-	(3,731)
Cuntas brabúis agus caillteanais	(2,458)	899	(252)	(1,811)
Iarmhéid amhail an 31 Nollaig 2022	41,418	2,384	10,897	54,699
	€'000	€'000	€'000	€'000
Iarmhéid amhail 1 Eanáir 2021	48,921	1,559	11,115	61,595
Úsáidte i rith na bliana airgeadais	(1,666)	(179)	-	(1,845)
Cuntas brabúis agus caillteanais	332	125	34	491
Iarmhéid amhail an 31 Nollaig 2021	47,587	1,505	11,149	60,241

Soláthar athstruchtúraithe

Baineann an soláthar maidir le hathstruchtúráil le cur chun feidhme na dtionscnamh sábhála costais atá ar bun.

Soláthar eile

Ar 31 Nollaig 2022 bhí €10.9m (2021: €11.1m) luaite le soláthairtí eile, bhain soláthar €2.7m (2021: €2.8m) le díospóidí nach raibh réitithe le tríú páirtí, bhain soláthar €8.2m (2021: €8.3m) le costais sochair iarscoir.

Éilimh um dhliteanas tríú páirtí agus dhliteanas fostóra agus aisghabhálacha ghaolmhara

Déantar aon chaillteanais nach bhfuil cumhdaithe ag árachas seachtrach a chur de mhúirear ar an gcuntas brabúis agus caillteanais, agus áirítear méideanna gan íoc sna soláthairtí in aghaidh dliteanas agus múirear.

Léiríonn na soláthairtí atá taifeadta meastachán is fearr na stiúirthóirí ar an gcaiteachas a bheidh de dhíth chun na hoibleagáidí a ghlanadh, agus aird ar chomhairle dlí.

Fágann cineál na n-éileamh go bhfuil éiginnteacht éigin i gceist maidir leis an luach socraíochta. Murab ionann torthaí na n-éileamh agus na toimhdí is bonn leis na meastacháin is fearr de chuid na stiúirthóirí, d'fhéadfadh dliteanas breise a bheith i gceist.

Ina cháil mar chomhlacht féinrialaithe, feidhmíonn CIÉ samhail féinárachais faoina n-iompraíonn na Cuideachtaí Oibríochá an riosca airgeadais a bhaineann le costas éileamh, faoi réir teagmhais aonuaire áirithe agus uasteorainneacha árachais bliantúla i gcás na n-éileamh Tríú Páirtí.

Déantar soláthar ag deireadh na bliana do chostas measta na n-éileamh atá tabhaithe ach nach bhfuil íoctha ar dháta an chláir comhardaithe, lena n-áirítear costas na n-éileamh atá tabhaithe ach nach bhfuil tuairiscithe (IBNR) don Chuideachta fós.

Áirítear i gcostas measta na n-éileamh na costais a thabhfófar agus éilimh á réiteach. Glacann an Chuideachta gach céim réasúnach lena chinntiú go bhfuil an fhaisnéis chúil aici maidir lena neamhchosaint ar éilimh. Mar sin féin, mar gheall ar an neamhchinnteacht maidir le soláthairtí a bhunú in aghaidh éileamh, is dócha go mbeidh an toradh deiridh difriúil ón dliteanas bunaidh a cinneadh.

Agus costas measta na n-éileamh neamhíochta á ríomh, úsáideann an Chuideachta teicnící éagsúla meastacháin, lena n-áirítear anailís staitistiúil ar thaithí stairiúil, modh anailíse a ghlacann leis go mbeidh patrún forbartha na n-éileamh reatha ag teacht leis an taithí a bhí ann roimhe seo. Cuirtear san áireamh, áfach, aon athruithe nó ábhair neamhchinnteachta a d'fhéadfadh a bheith mar bhonn le saobhadh na staitisticí bunúsacha, agus athruithe nó ábhair neamhchinnteachta a d'fhéadfadh a bheith mar bhonn le costas na n-éileamh gan íoc a mhéadú nó a laghdú i gcomparáid le costas na n-éileamh a íocadh roimhe seo. Samplaí díobh sin is ea athruithe ar phróisis na Cuideachta a d'fhéadfadh dlús a chur faoi fhorbairt agus/nó taifeadadh éileamh arna n-íoc nó arna dtabhú, nó moill a chur orthu, athruithe ar an timpeallacht dlí, éifeacht an bhoilscithe, athruithe ar mheascán na n-éileamh agus an tionchar a bheadh ag cailleanais mhóra.

Agus costas na n-éileamh atá fógartha ach nach bhfuil íochta á mheas, bíonn aird ag an gCuideachta ar dhálaí timpistí arna gcruthú de bharr imscrúduithe, ar aon fhaisnéis a bhíonn ar fáil ó shaineolaithe dlí nó ó shaineolaithe eile agus ar fhaisnéis maidir le fasaigh sa chúirt ar dhliteanas le tréithe comhchosúla i dtréimhsí roimhe sin. Déantar timpistí a bhíonn thar a bheith tromchúiseach a mheas ar leithligh ó na meáin a léiríonn an tsamhail achtúireach.

Bíonn meastachán éilimh IBNR faoi réir ag níos mó neamhchinnteachta ná an dliteanas measta i gcás éileamh a cuireadh in iúl cheana don Chuideachta, mar gheall ar an easpa faisnéise faoi theagmhas an éilimh, ach amháin sna cásanna sin inar glaoth imscrúdaitheoirí go dtí láithreacha na dtimpistí. Is iondúil, i gcás cineálacha éileamh a bhfuil críoch forbartha níos faide ag baint leo agus ina bhfuil an cion IBNR den chúlchiste iomlán ard dá réir, go léirítear éagsúlachtaí níos mó ina leith idir na meastacháin bhunaidh agus na torthaí deiridh mar gheall go mbíonn sé níos deacra na cúlchistí sin a mheas.

Déantar soláthairtí i leith éileamh a ríomh mar mhéid comhlán gan aisghabháil athárachais ar bith san áireamh. Aithnítear aisghabhálacha athárachais sa chás inar féidir a leithéid d'aisghabhálacha a mheas go réasúnach. Glactar leis go mbíonn aisghabhálacha athárachais i ndáil le héilimh mheasta IBNR ag teacht leis an bpatrún stairiúil i dtaobh aisghabhálacha den sórt sin, arna gcoigeartú chun athruithe ar chineál agus méid chlár athárachais na Cuideachta le himeacht ama a léiriú.

Chomh maith leis sin, déantar aisghabhálacht an athárachais a mheas ag féachaint d'fhógra a bheith faighte ó bhróicéirí na Cuideachta maidir le haon athárachóirí a bhfuil cailleanas luaite leo.

20. Scairchaipiteal agus cúlchistí

	2022 €'000	2021 €'000
Údaraithe:		
153,000,000 Gnáthscair ar €1.27* an ceann	194,270	194,270
Leithroinnte, glaoite agus láníochta - curtha i láthair mar scairchaipiteal		
Amháil an 1 Eanáir agus an 31 Nollaig 153,000,000 Gnáthscair ar €1.27* an ceann	194,270	194,270

*(€1 IÉP = €1.269738 EUR)

Is ann d'aicme amháin gnáthscaireanna. Níl srian ar bith ar dháileadh díbhinní agus ar aisíoc an chaipitil. Baineann na cearta vótála céanna le gach scair agus an aicme chéanna i dtaobh díbhinní, a mhéid a bhfuil an méid iomlán ar gach scair íochta.

21. Nótaí a ghabhann leis an Ráiteas ar Shreabhadh Airgid

	2022	2021
	€'000	€'000
Barrachas don bhliain roimh ús agus chánach	1,876	3,824
Cailteanas ar dhiúscairt sócmhainní seasta inlámhsithe	(517)	82
Dímheas ar shócmhainní seasta inlámhsithe	164,478	175,133
Dímheas ar shócmhainní seasta dolámhsithe	5,618	5,850
Amúchadh na ndeontas caipitil	(161,490)	(171,915)
(Méadú)/aghdú ar stoic	(3,519)	(6,076)
(Méadú) ar fhéichiúnaithe	(129,990)	(209,399)
Méadú ar chreidiúnaithe agus ar sholáthairtí	151,881	228,812
Muirear cánach	(894)	(843)
Airgead glan ó ghníomhaíochtaí oibriúcháin	27,443	25,468

22. Ceangaltais Chaipitil

	2022	2021
	€'000	€'000
Amhail an 31 Nollaig, bhí na ceangaltais chaipitil seo a leanas ar an gCuideachta:		
Ceangaltais chonartha i leith fáil sócmhainní seasta inlámhsithe	441,307	183,546
Caiteachas caipitiúil ar shócmhainní seasta inlámhsithe atá údaraithe ag na stiúrthóirí, ach nach bhfuil conradh déanta ina leith	412,583	450,708

Tá gné shuntasach de na ceangaltais chaipitil atá liostaithe thuas faoi réir ag cistiú stáit a bheith ar fáil.

23. Sochair Iarfhostaíochta

Feidhmíonn Grúpa CIÉ dhá phlean sochair sainithe (Scéim Pinsean CIÉ don Fhoireann ar Phá Rialta agus plean sochar sainithe Scéim 2000 (Leasú) Scéim Aoisliúntais CIÉ 1951) d'fhostaithe ghrúpa CIÉ. Is baill de scéimeanna pinsean Ghrúpa Córas Iompair Éireann iad fostaithe Iarnród Éireann. Cinneann achtúire cáilithe neamhspleách na ranníocaíochtaí ar bhonn luachálacha tríbhliantúla faoi mhodh chreidiúint réamh-mheasta an aonaid.

Ní shonraítear i rialacha na scéime conas ba chóir aon bharrachas nó easnamh a leithdháileadh i measc fostóirí rannpháirteacha agus níl aon chomhaontú conartha ná beartas luaite i dtaobh glanchostas sochar sainithe a leithdháileadh ar na grúpeintitis aonair. Dá réir sin, aithnítear glanchostais sochar sainithe na scéimeanna ina n-iomláine i ráitis airgeadais ar leithligh CIÉ toisc gurb amhlaidh, in éagmais socrú foirmiúil conartha a bheith i bhfeidhm, go gcreideann na stiúrthóirí gurb é an t-eintiteas sin atá freagrach as na scéimeanna faoin dlí. Aithníonn na heintitis rannpháirteacha eile, lena n-áirítear Iarnród Éireann, costas arb ionann é agus a ranníocaíocht i leith na tréimhse.

Léirigh na luachálacha ar na scéimeanna faoi FRS 102 amhail an 31 Nollaig 2022 easnamh €396.5 milliún (2021: €975 milliún). Tá an nochtadh atá ceangailte faoi FRS 102 maidir le scéimeanna sochar sainithe an ghrúpa, ina bhfuil an Chuideachta rannpháirteach, leagtha amach i ráitis airgeadais CIÉ don bhliain dar chríoch an 31 Nollaig 2022, atá ar fáil don phobal ó CIÉ, Stáisiún Heuston, Baile Átha Cliath 8.

Bhí costas pinsean na Cuideachta don bhliain ar na scéimeanna sochar sainithe cothrom le €32.1 milliún (2021: €29.3 milliún) agus tá na costais sin san áireamh i nóta 5. Cuimsíonn costas na Cuideachta an rannfócaíocht atá iníoctha don bhliain.

24. Ráthaíochtaí agus Dliteanais Theagmhasacha

Dlíthíocht ar Feitheamh

Bíonn an Chuideachta ina páirtí, ó am go ham, in imeachtaí éagsúla dlí a bhaineann le ceisteanna tráchtála a bhfuiltear ag déileáil leo agus á gcosaint sa ghnáthchúrsa gnó. Déantar stádas imeachtaí ar feitheamh nó imeachtaí faoi bhagairt a athbhreithniú ar bhonn rialta le dlíodóirí ghrúpa CIÉ. Is é tuairim na stiúrthóirí nach mbeidh na caillteanais, más ann dóibh, a eascróidh as na nithe sin níos mó go hábhartha ná na soláthairtí a rinneadh sna ráitis airgeadais.

25. Idirbhearta páirtithe gaolmhara

I ngnáthchúrsa gnó, ceannaíonn an Chuideachta earraí agus seirbhísí ó eintitis arna rialú ag Rialtas na hÉireann. Ar na heintitis is tábhachtaí dóibh sin tá An Post agus an tÚdarás Náisiúnta Iompair. Tá na stiúrthóirí den tuairim nach bhfuil cainníocht na gceannachán sin ábhartha i ndáil le gnó na Cuideachta. Féach anailís ar maoiniú deontais a fuarthas ón tÚdarás Náisiúnta Iompair agus an Roinn Iompair i Nóta 11.

Tá idirbheartanna ag an Chuideachta a bhaineann le earraí agus seirbhísí le cuideachtaí eile laistigh de Ghrúpa CIÉ.

Tá an Chuideachta díolmhaithe ó cheangaltais nochta alt 33.9 maidir le hidirbhearta leis na heintitis ar páirtí gaolmhar iad de bhua smacht, comhrialú nó tionchar suntasach a bheith ag an stát céanna ar an eintiteas tuairiscithe agus an eintiteas eile.

26. Ballraíocht i nGrúpa Chóras Iompair Éireann

Tá Iarnród Éireann (Irish Rail) ina bhall de Ghrúpa Cuideachtaí Chóras Iompair Éireann (an Grúpa) agus léiríonn na ráitis airgeadais éifeachtaí na ballraíochta sa Ghrúpa.

I gcás roinnt feidhmeanna uileghrúpa amhail Cisteán, Dlí, Maoin agus Pinsin, is í an Chuideachta Sealbhaíochta a chuireann i gcrích iad ar bhonn seirbhísí comhroinnte. Is féidir cóipeanna de ráitis airgeadais chomhdhlúite CIÉ a fháil ón Rúnaí Cuideachta ag Stáisiún Heuston, Baile Átha Cliath 8, Éire.

27. Teagmhais ó dheireadh na bliana airgeadais

Oibleagáid Bithbhreosla

I ráithe a haon 2023, chun oibleagáid bithbhreosla Ghrúpa CIÉ 2022 a chomhlíonadh, cheannaigh IÉ deimhnithe bithbhreosla ar luach níos lú ná an muirear ceannaigh amach de €1 in aghaidh an lítir a úsáideadh chun luach a chur ar an soláthar oibleagáide bithbhreosla ag deireadh na bliana 2022. Is é an tionchar a bheidh aige seo laghdú ar sholáthar oibleagáide bithbhreosla an Ghrúpa a choinnítear in IÉ agus laghdú costais €2.7m i ngrúpchuideachtaí eile do dheireadh na bliana 2022.

28. Ceadú na ráiteas airgeadais

Cheadaigh na stiúrthóirí na ráitis airgeadais ar 7th Meitheamh 2023.



Stáisiún Uí Chonghaile
Sráid Amiens
Baile Átha Cliath D01 V6V6
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