



Confederation of Irish Industry

Confederation House, Kildare Street, Dublin 2. Tel: (01) 779801.
Telex: 93502. Telegrams: Confindus Dublin. Facsimile No. 777823

PRESS RELEASE

Speech by Liam Connellan, Director General, Confederation of Irish Industry at IMI Young Manager's Meeting, Burlington Hotel, Dublin, on Monday, 29th February 1988 at 7.00p.m.

ELIMINATION OF INEFFICIENCIES THE KEY TO INCREASING IRISH SHARE OF EEC INTERNAL MARKET

The creation of a European market without frontiers requires that domestic costs in Ireland must be brought down at least to the level of neighbouring countries within the European Community. This will require major expenditure on transport infrastructure, restructuring of indirect taxes, changes in legislation, and a wide range of measures to stimulate higher productivity.

Any slowing down of our ability to achieve this objective will be directly responsible for adding further to emigration and unemployment. Each incidence of inefficiency or higher cost must be recognised as a charge on jobs.

The complete opening up of the European market offers very great opportunities to expand output and increase employment in Ireland provided a relentless war

President: T. A. Larkin. Director General: Liam Connellan. Secretary: Gerard Sheehy.

Brussels Office: Irish Business Bureau, 66 Avenue de Cortenberg, 3rd Floor, Box 3, 1040 Brussels, Belgium, Tel: 163 22 736 19 74. Telex: 65311 IBBBXL.

Registered in Dublin: No. 8706.

is waged on inefficiencies of every description which add to industrial costs. For example, high freight transport costs are seriously damaging the efforts of Irish industry to expand output. Manufacturing industries must pay these high transport costs on the double: firstly when they are importing raw materials and secondly when they are exporting finished goods. On the other hand, imports of finished products have to incur high Irish transport costs only when the product is being delivered to the customer in Ireland. Measures to improve the quality and reduce the cost of freight transport are absolutely essential to improve the competitiveness of producing goods on this island. I estimate that Irish industry must currently spend £200 million more on transport than it would if our infrastructure was up to European standards.

Since Ireland joined the European Community in 1973 Irish industry has increased its share of intra-Community trade from 1.5% to 2%. Today, 75% of the output of Irish industry is exported mostly to other EEC member states. Our exports to the European Community have doubled every three years since 1973 and last year have increased by a further 17%.

The next four years leading to the completion of the European Internal Market will be years of unparalleled opportunity. I would urge everyone to work together in

giving the highest priority to creating a highly
efficient, thriving and thrusting Irish economy within the
European Community.

END

29.2.1988