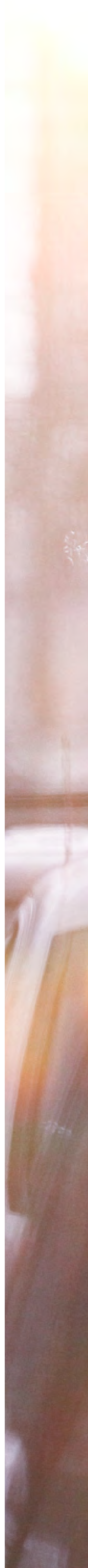
Annual Report 2014

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



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LIZ O'DONNELL
CHAIRPERSON

CHAIRPERSON'S STATEMENT

Key points

- Driver distraction problems are getting worse;
- Mobile phone use by some drivers borders on addiction;
- Visible Garda presence is single biggest factor in changing behaviour on the road;
- Road Safety Strategy is blueprint for reversing recent trends in road deaths;
- Forthcoming Road Traffic Bill welcomed.

This is my first annual report since taking up the role of Chairperson of the Road Safety Authority in 2014.

I would like to begin by acknowledging the outstanding contribution made by the previous Chairman Mr Gay Byrne and past Board Members to road safety in this country. As Chairman, Gay did an incredible job. He brought a passion for road safety to his role and a determination to make Ireland a safer place for its citizens and visitors from abroad.

I am honoured to carry on the important work of advocating for safer roads with our diverse stakeholders' and with the wider public over the coming years.

But my focus is on the here and now.

Tragically, 195 lives were lost on the roads last year. It's the second increase in as many years and a very worrying development. How can we reverse it?

The answer is the Road Safety Strategy. This strategy is comprehensive and ambitious and covers the period 2013 to 2020. This is the blueprint to which we now turn and re-double our efforts to implement in full all 144 of the life-saving actions, ahead of schedule if necessary.

Behind last year's grim and disappointing statistics, there are some positives. Driver deaths are down, particularly young driver deaths. Here we may be seeing the results of the measures introduced as part of the Graduated Licensing System.

Last year saw the introduction of Roadside Impairment Testing (RIT). A significant step in the fight against drug driving. It gave the Gardaí powers to test drivers thought to be under the influence of a drug or drugs, at the road side.

WHILE THE INTRODUCTION OF NEW ROAD SAFETY LAWS ARE VITAL, IT IS ALSO CRITICAL THAT THE NECESSARY RESOURCES, BOTH IN TERMS OF MANPOWER AND TECHNOLOGY ARE AVAILABLE TO ENFORCE THEM.

The increase in penalty points for using a mobile phone while driving, dangerous overtaking and not wearing a seatbelt were also very welcome.

Since taking office, I have raised the issue of distracted drivers a number of times. I truly believe this problem is getting worse, particularly the issue of distraction by mobile phones which for some borders on addiction. Our own observational studies show that one in twelve drivers are using a phone while driving.

Looking ahead to 2015, I very much welcome the proposed new Road Traffic Bill. The measures contained in it are timely given the need to halt any increase in crash fatalities.

The Bill will provide for the introduction of roadside chemical testing of drivers for drugs. However, it is vital that the public are reassured that this enforcement tool is to target drivers who abuse drugs and drive. If you are taking prescription drugs under the guidance of a health professional, then there is nothing to fear.

The other significant provision in the new Bill is the creation of a legislative framework to deal with written off vehicles.

While the introduction of new road safety laws are vital, it is also critical that the necessary resources, both in terms of manpower and technology are available to enforce them.

I say this in the context of a decline in Garda detections for 2014 across all the main road safety offences. This decline may be a signal that greater numbers of road users are complying with the law. But on the other hand, it may be a direct result of falling numbers in the Traffic Corps, which have fallen from 1,200 in 2009 to approximately 750 in 2014. If the latter is true, it would be of great concern to me and to my Board.

A highly visible presence of Gardaí on the road, plus the threat of enforcement, is the single biggest factor in changing people's behaviour on the road.

The perception among the public, according to our own research, indicates that a majority of people (73%) believe that there are not enough Gardaí enforcing our road safety laws.

The men and women in An Garda Síochána who enforce traffic laws should be very proud of their contribution to saving lives and society owes them a considerable debt for their public service. They are doing a commendable job with the resources available. However, it is vital that the required resources are made available to grow the number of Gardaí in the Traffic Corps.

It is really encouraging to see that recruitment and training of new Gardaí has begun again. I would request that as a priority, we should focus on bringing the Traffic Corps back to its pre-recession strength.

Through a cross cutting strategy, collaborating with Local authorities, Gardai, the NRA and legislators and the wider public, we are steadily making progress in reducing dangers and death on our roads. There is no room for complacency. Each road fatality is a tragedy for society and for individual families. My job as Chair is to keep that fact in the public mind and to galvanise support for our collective efforts towards safer roads.

Liz O'Donnell
Chairperson

MOYAGH MURDOCK
CHIEF EXECUTIVE

CHIEF EXECUTIVE'S STATEMENT

Key points

- Road deaths increased for second year in row;
- Increase in deaths of vulnerable road users;
- Busiest year on record for NCT;
- RSA delivering more services to more customers;
- RSA financially independent, invests revenues in road safety.

For the second year in a row, road deaths have increased. A total of 195 lives were lost on the road in 2014. This marks a 4% increase compared to 2013.

Of particular concern is the rise in vulnerable road user deaths. This includes, pedestrians, cyclists, motorcyclists, the young and older people.

It is difficult to say for sure what is behind the increase. The pattern seems to have been mirrored across the EU. Our closest neighbour Northern Ireland saw a significant increase in casualties. There were also increases in the number of people killed on the roads of Germany, France and the UK, the EU's three most populous countries.

A contributory factor seems to have been the hot summer weather. This may have increased the number of vulnerable road users on the road, and as a consequence increased their exposure to risk. It could explain the large number of cyclists and motorcyclists killed.

After a number of years of road safety improvements in Ireland, maybe we are seeing road user complacency setting into people's behaviour on the road. It might also be down to an increase in traffic driven by more economic activity.

And the economy is certainly picking up. We are seeing an increase in new vehicle sales. There are more vehicles on the road and more kilometres being travelled. Demand for our services has increased. There are also more people looking for a theory test, a learner permit and a driving test. All positive signs, but all signal an increase in risk.

FOR THE SECOND YEAR IN A ROW, ROAD DEATHS HAVE INCREASED. A TOTAL OF 195 LIVES WERE LOST ON THE ROAD IN 2014. THIS MARKS A 4% INCREASE COMPARED TO 2013.

2014 was the busiest year on record for the National Car Test (NCT). This was due to the requirement for an ageing fleet to be roadworthiness tested more frequently and the introduction of penalty points for the existing offence of failing to have a valid NCT. As a result, a significant demand was placed on its services and a total of 2,026,630 tests were conducted. To meet the extra demand, significant extra resources were deployed including much increased opening hours in all centres. I would like to thank our customers for their patience and understanding while we managed this extra demand.

Considerable work was done in 2014 and will continue in 2015 to improve the way we deliver our services around the National Driver Licence Service (NDLS) and the Commercial Vehicle Roadworthiness Service (CVRT).

The evolving nature of the type and quantity of services the RSA delivers has changed radically since it was established in 2006. We are delivering more services to more customers and I firmly believe that as an organisation we need to evolve and look for ways to improve the delivery of those services.

The technological and ICT areas are priorities. I would like to express my appreciation to the staff of the RSA for their incredible hard work, support and dedication during this period of transition.

Another priority is to maintain the Authority's financial independence. The RSA is no longer in receipt of exchequer funding so we can truly say that revenue raised in road safety is invested back in road safety.

I want to thank our partners in road safety for their support throughout 2014 and look forward to working together over the coming year as we focus our energy in implementing the Road Safety Strategy.

As always, we are indebted to the national and local media. I would like to thank them for continuing to report prominently on road safety.

Lastly, I would like to thank a very special group of individuals. The people who have been directly affected by road trauma who, despite their grief, have bravely come forward to help communicate powerful road safety messages in 2014.

Thank you.

Moyagh Murdock
Chief Executive

INTRODUCTION

Establishment

The Road Safety Authority (RSA) is a statutory body created by the Road Safety Authority Act 2006. The RSA was vested on 13th September 2006 by Statutory Instrument (S.I.) Number 477 of 2006.

Our Mission

The aim of the RSA is to save lives and prevent injuries by reducing the number and severity of collisions on the road. Working to Save Lives is the stated goal adopted by the Board of the RSA.

Functions

The functions for which the RSA is responsible are set out in the Road Safety Authority Act 2006. They include: driver testing and training, vehicle standards and certain enforcement functions, road safety promotion, driver education and road safety research. These functions are assigned under the following directorates:

Driver Testing and Licensing

Road Safety, Research and Driver Education

Enforcement and Vehicle Standards

Finance and Commercial Services

BOARD MEMBERS

On the 14 September 2011, the terms for the first Board of the Authority expired. In 2014, a new board of the authority was constituted by the Minister for Transport, Tourism and Sport. Three new members were appointed to the Board in 2014, Liz O'Donnell, Chairperson, Aileen O'Toole and John Lumsden.

Ms Liz O'Donnell
Chairperson
Appointed as Chairperson to the Board of the RSA 29 October 2014

Mr Ronan Melvin

Mr Eddie Rock

Mr Sean Finan

Dr Áine Carroll

Ms Aideen Carberry

Mr John Mulvihill

Ms Aileen O'Toole
Appointed to the Board of the RSA 31 October 2014

Mr John Lumsden
Appointed to the Board of the RSA 31 October 2014

TERMS ENDED 14 SEPTEMBER 2014

Mr Gay Byrne

Ms Aine Cornally

Ms Myra Garrett

Mr Aaron MacHale

EXECUTIVE MANAGEMENT

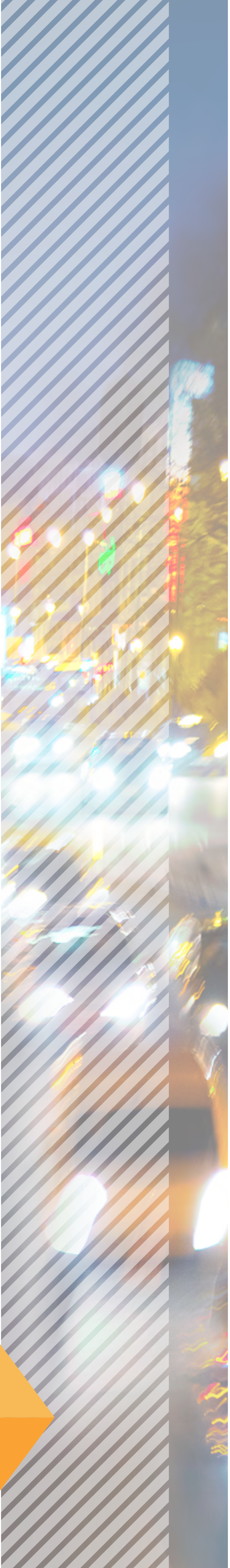
Ms Moyagh Murdock
Chief Executive

Mr Michael Rowland
Director, Road Safety, Research and Driver Education

Mr Pearse White
Director of Finance and Commercial Services

Ms Denise Barry
Director, Enforcement and Vehicle Standards

Mr Declan Naughton
Director, Driver Testing and Licensing



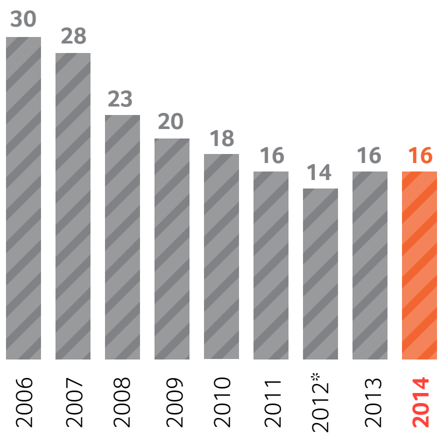
ROAD SAFETY REVIEW 2014

195 people died in road collisions in 2014, an increase of 7 deaths or 4% on 2013 when a total of 188 people lost their lives. This represents a 58.5% drop in road deaths compared to 1997 when 472 people lost their lives on Irish roads. Expressed as a monthly average there were 16 fatalities per month in 2014. Below are the monthly average figures since 2006.

INCREASE OF 4% COMPARED TO 2013

Source: RSA Collision Facts, December 2014.

Number of fatalities per month.

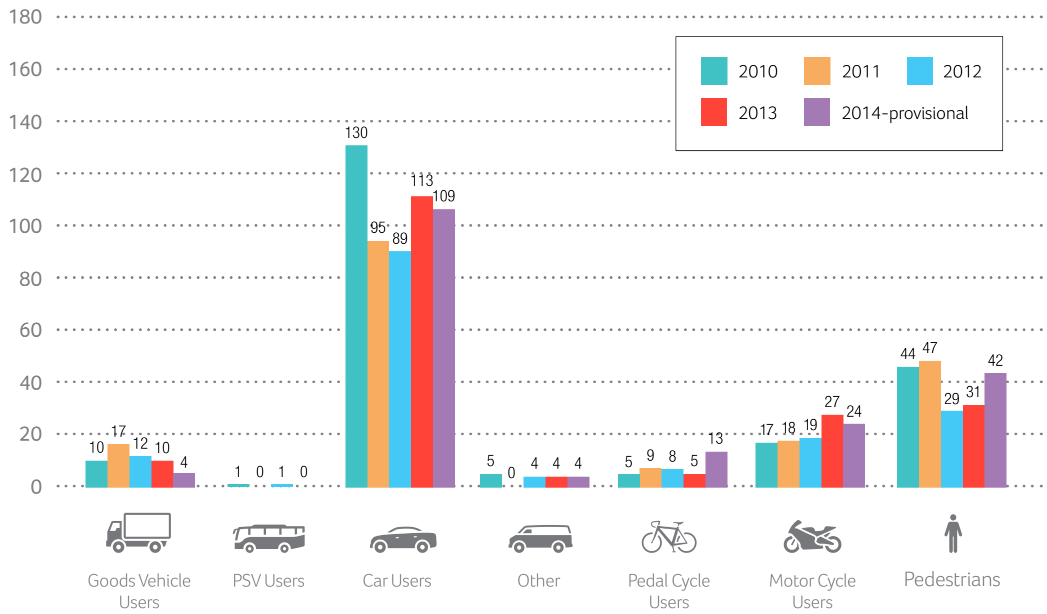


Source: RSA, Road Collision Facts 2006-2014.

The core objective of the Government Road Safety Strategy 2013-2020 is to reduce road deaths to no greater than 25 fatalities per million population by the end of 2020. This equates to an average of 10 road deaths per month or 124 deaths per annum.

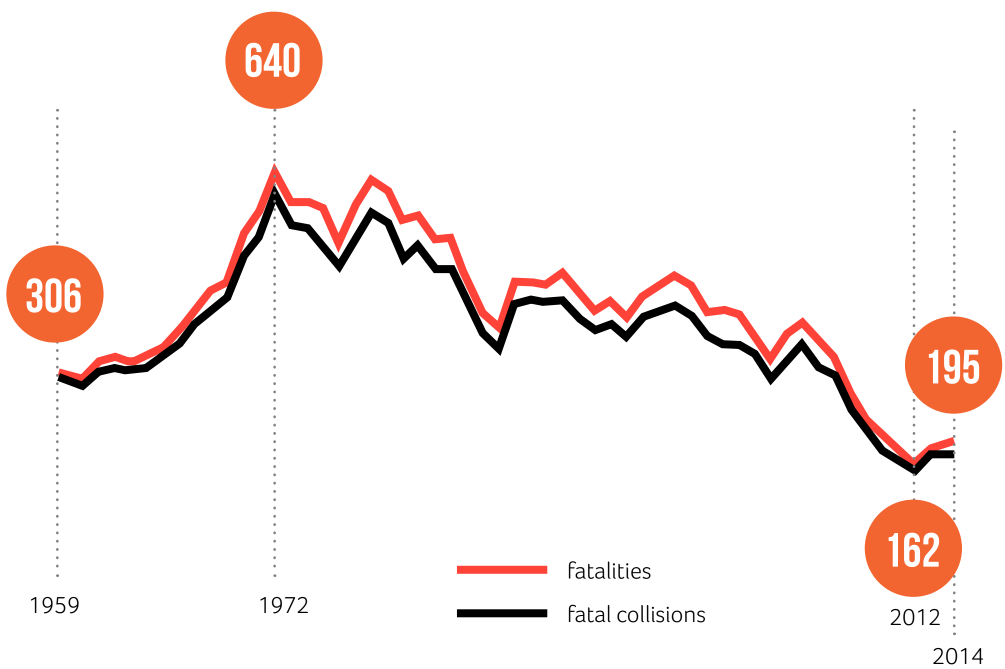
*The road fatality figures for 2012 include the death of a woman who was pregnant at the time of the crash. The unborn baby did not survive the collision. The figures did not reflect the death of the unborn baby, Mollie Enright. The RSA wishes to acknowledge in this Annual Report that the unborn baby Mollie Enright died as a result of a collision in 2012.

2010-2014 ROAD FATALITIES BY ROAD USER TYPE



Source: RSA Road Collision Facts 2010-2014.

IRISH ROAD SAFETY IN CONTEXT, 1959-2014



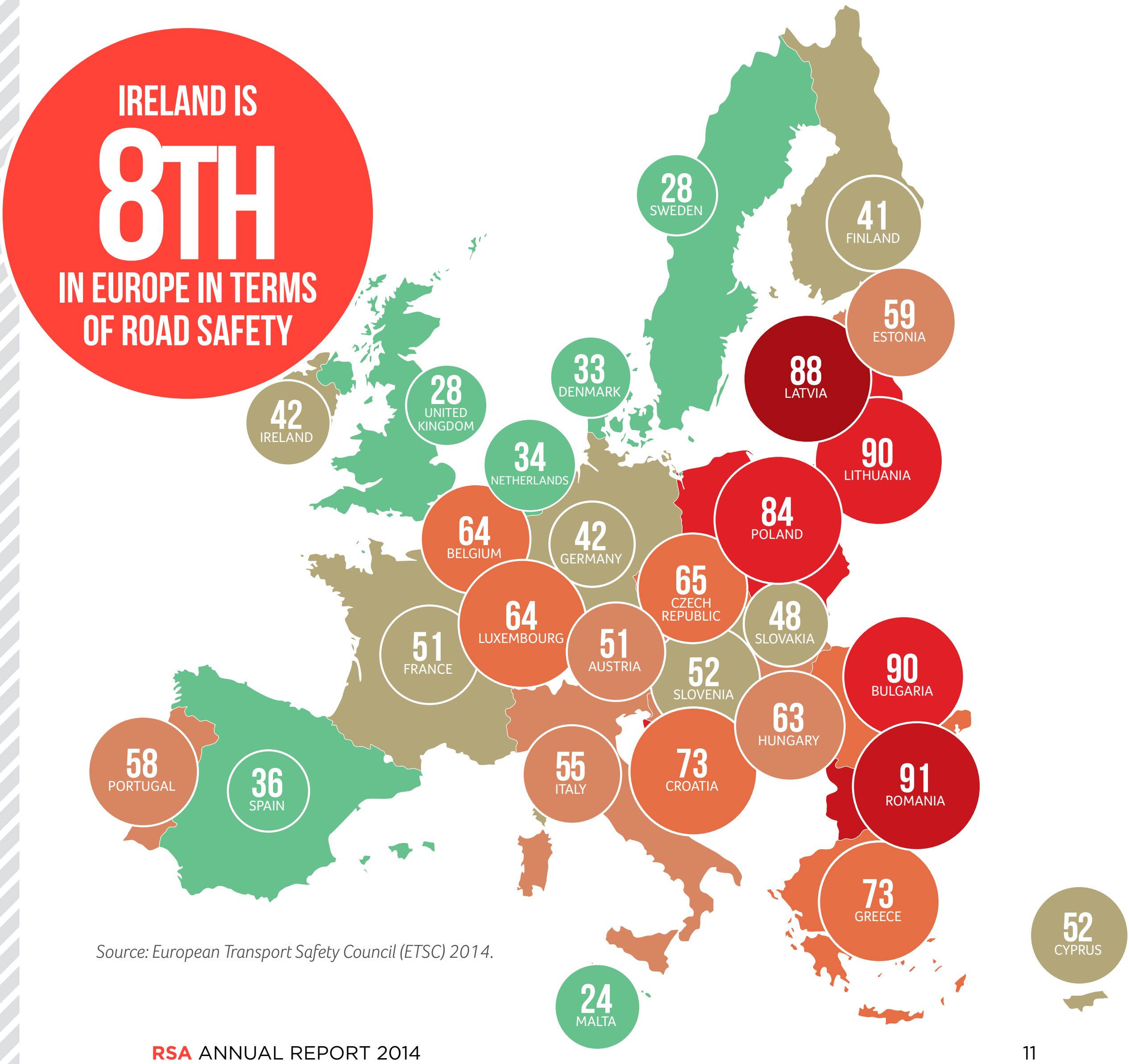
Source:RSA Road Collision Facts 1959-2014.

IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

Ireland was one of the most improved European countries in terms of the reduction in road deaths between 2001 and 2012. The historically low number of road fatalities achieved in 2012 meant Ireland became one of the best performing EU countries in terms of road safety. As of 2014, Ireland is ranked in eighth place out of 28 EU Countries.

There is considerable scope for further achievements, particularly in comparison to other countries (see 2014 death per million ranking). Ireland still lags behind the Netherlands, the United Kingdom and Sweden. The implication is that much work remains to be done to improve Ireland's road safety performance and that the successes of the past indicate that further progress can be made, provided effective policies and measures are put in place and supported.

2014 DEATH PER MILLION RANKING



Source: European Transport Safety Council (ETSC) 2014.

COLLABORATION WITH STAKEHOLDERS

The RSA, continued to work closely with An Garda Síochána on a number of fronts throughout 2014. This included supporting enforcement activity so that targeted policing actions were matched in the media with complementary life-saving messages. This is the cornerstone of our road safety strategy in Ireland i.e. the use of an Education / Enforcement road safety model, which seeks to change attitudes and behaviour and build community support for road safety policing.

The RSA also continued its work with the Gardai in the collation and analysis of collision data. There have been significant developments in 2014 including the computerisation and electronic transfer of crash data in real time from the Gardai to the Authority. This has greatly speeded up the ability of the RSA to process collision data and identify possible trends enabling interventions to be deployed sooner. It also allows quicker transfer of crash data to local authority engineers and to the safety engineers of the National Roads Authority. This will allow the implementation of more timely remedial engineering initiatives.

The Authority and An Garda Síochána continued to work together to deliver on our joint enforcement strategy to support compliance within the professional road transport industry in Ireland. RSA Transport Officers and Vehicle Inspectors continued to work closely with colleagues in the Gardai to co-ordinate enforcement activity at local, national and international level. New arrangements for planning checkpoints on a regional basis led to higher levels of heavy commercial vehicle checks than ever in 2014. In 2014, the Authority, in conjunction with the AGS, piloted new technologies including look up Apps and Automatic Number Plate Recognition (ANPR) which will ensure that the joint enforcement effort is increasingly targeted at those who were non-compliant, thus minimising disruption to compliant commercial vehicle operators and drivers.

In addition to its work with the Gardai the RSA also works closely with other key stakeholders to support the delivery of many actions in the current Road Safety Strategy. In particular the Authority works with both the Health and Safety Authority and An Gardai Síochána to deliver a programme of 'Driving for Work' interventions aimed at employers and employees. The Authority also works closely with the Medical Bureau of Road Safety, National Roads Authority, National Transport Authority, Government Departments and Local Authorities around the country.

The Authority also continued its working partnership with road safety related NGOs and Advocacy Groups like Headway Ireland, Brain Injury Ireland, PARC, IRVA and drinkaware.ie.

FOURTH ROAD SAFETY STRATEGY 2013-2020

The RSA is responsible for overseeing the implementation of the new Government Road Safety Strategy 'Closing the Gap 2013-2020'. This is Ireland's fourth road safety strategy.

CLOSING THE GAP

The Road Safety Strategy was launched at an international road safety conference hosted by the RSA at Dublin Castle on Thursday 28 March 2013. 'Closing the Gap' means making Ireland's roads as safe as the best performing countries in the world, in particular the United Kingdom, Netherlands and Sweden. In order to achieve this, Ireland must reduce deaths to 124 per annum and reduce serious injuries by at least 30% by 2020.

There are 144 actions in the new Strategy under the three main areas of intervention – Education, Engineering and Enforcement.

ROAD SAFETY PERFORMANCE IN 2014

In 2014, there were 195 road deaths which was a 4% increase on fatalities in 2013.

Between 2012 and 2013, there was a slight decrease in the number of driving licence holders (1%) coupled with a small estimated increase in population and, following a period of overall decline, an increase in fuel consumption (3%) and registered motor vehicles (3%). It was within this context that road fatalities increased between 2012 and 2013.

MONITORING

The Ministerial Committee on Road Safety oversees the implementation of the new strategy. This Committee meets annually to review progress on the Strategy and will be chaired by the Minister for Transport, Tourism and Sport, Mr Paschal Donohoe, TD, with representatives from the Department of Justice, Department of Environment, Community and Local Government and the Department of Transport, Tourism and Sports, together with the Garda Commissioner, the Attorney General and the CEO of the RSA.

JAN

Severe Weather Advice

BT Young Scientist & Technology Exhibition 2014

FEB

Severe Weather Advice

MAR

Seatbelt Sheriff, Dublin Castle, 5 March

Mayo Stages Rally 8 & 9 March

Keep The Race In Its Place

St. Patrick's Weekend Message, Seatbelt Safety, 13 March

50 YEARS OF THE DRIVING TEST 1964 - 2014

50th Anniversary of the First Driving Test in Ireland, 18 March

RSA International Road Safety Conference highlighting the dangers of Driver Distraction, Dublin Castle, 20 March

Switch off Before you Drive off

Switch off Before you Drive off, 27 March

APR

National Student Media Awards, Ballsbridge Hotel, 9 April

Easter Message from RSA and An Garda Síochána to Slow Down, 15 April

New Medical Fitness Guidelines launched for Group 1 and Group Drivers, 29 April

Motorcycle Appeal due to increase in motorcycle fatalities, 29 April

New Penalties for texting while driving, 30 April

MAY

Carlow Stages Rally, 11 May

Keep The Race In Its Place

EU Road Safety Day, concern over increase in Child Fatalities, 9 May

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

Operation Slow Down, Dublin, 27 May

JUN

CIECA Conference, Dublin Castle, 5-6 June

Announcement of Revised Standards for Agricultural Vehicles for Jan 2016

Keep The Race In Its Place

Raven's Rock Rally Stages, 27 June

ROAD SAFETY HIGHLIGHTS 2014

JUL

Driver Fatigue, Applegreen Service Station, Upper Merrion Road, 31 July

AUG

New Novice Driver Comes in to Effect, 1 August

Back to School, Stephen's Green 27 August

SEP

Revised Standards for Agricultural Vehicles at the National Ploughing Championships, 23 September

OCT

Academic Lecture, Sleep Disorders, Dublin Castle, 6 October

Beep Beep Day, Our Lady of Lourdes NS Inchicore Dublin, 10 October

Stay Safe as the Clock go Back, 24 October

NOV

World Remembrance Day, Dublin, 11 November

Governments' Be Winter Ready' Campaign, Dublin, 13 November

Launch of New Emergency Service Driving Standard (ESDS), Farmleigh, 18 November

Christmas Campaign Launch, New Road Side Drug Impairment Testing, UCD, 27 November

DEC

Leading Lights Awards, Farmleigh, 10 December

Be safe Be Seen, National High Viz day, Farmleigh, 19 December

DRIVER TESTING AND LICENSING

The Driver Testing and Licensing Directorate is responsible for the driver testing system and for the management of the driver licensing regime. The objective of the Directorate is to ensure that the way drivers learn to drive and the rules by which they continue to drive make using the road safer for everyone.

The particular tasks for which the Directorate is responsible are:

Delivery of the driver testing service

Delivery of the driver licensing service

Management of the delivery of the Driver Theory Test service

Management of the penalty points system

Management of the National Driver Licence Service (NDLS)

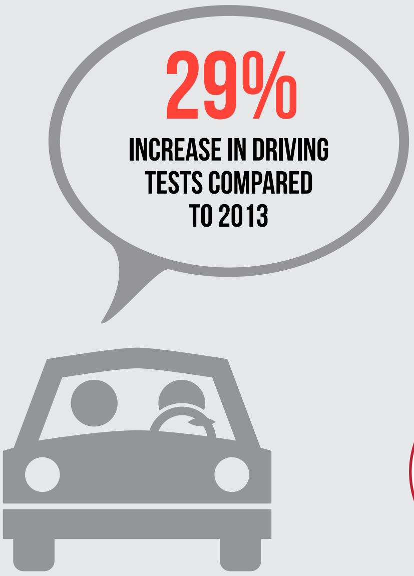
DRIVER TESTING SERVICE 2014

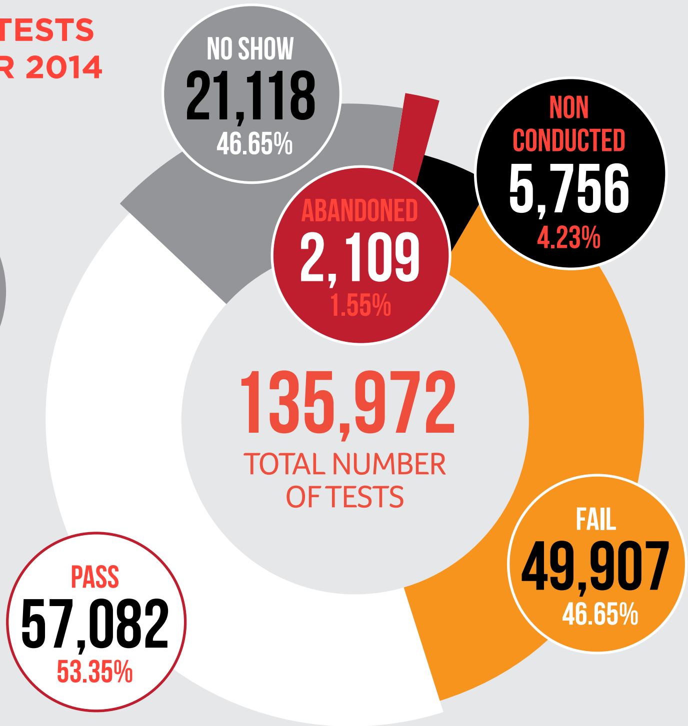
9.3 WEEKS
2014 NATIONAL AVERAGE WAIT TIME

The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directive and national legislation. Tests are delivered from 48 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2014 when the national average wait time was 9.3 weeks.

Athlone	11.0	Galway	9.0	Portlaoise	11.0
Ballina	8.0	Gorey	9.6	Raheny	8.6
Birr	11.0	Kilkenny	11.0	Rathgar	8.0
Buncrana	8.9	Killarney	9.4	Roscommon	9.1
Carlow	10.3	Kilrush	11.0	Shannon	8.6
Carrick-On-Shannon	9.2	Letterkenny	8.1	Skibbereen	8.9
Castlebar	10.0	Limerick	8.0	Sligo	7.7
Cavan	8.0	Longford	8.6	Tallaght	8.0
Clifden	11.0	Loughrea	9.1	Thurles	7.8
Clonmel	9.8	Mallow	8.5	Tipperary	11.0
Cork	10.0	Monaghan	10.3	Tralee	8.0
Donegal	10.0	Mullingar	8.7	Tuam	11.0
Dundalk	7.8	Naas	8.0	Tullamore	10.2
Dungarvan	9.7	Navan	8.0	Waterford	9.5
Ennis	9.0	Nenagh	10.8	Wexford	11.0
Finglas	8.0	Newcastle West	8.5	Wicklow	7.7

OUTCOME OF DRIVING TESTS JANUARY TO DECEMBER 2014





Source: RSA Driving Test December 2013, 2014.

Outcomes of Driving tests undertaken by candidates where Essential Driver Training (EDT) was not applicable.

Total number of tests	**70,284**	**100%**
Pass	**21,359**	**45.9%**
Fail	**25,087**	**54.01%**
No Show	**18,989**	**27.02%**
Not conducted	**3,536**	**5.03%**
Abandoned	**1,313**	**1.87%**

Outcomes of Driving tests undertaken by candidates who completed Essential Driver Training (EDT) Lessons.

Total Tests	**51,243**	**100%**
Abandoned	**594**	**1.16%**
Not conducted	**1,723**	**3.36%**
No show	**1,269**	**2.48%**
Pass	**26,013**	**54.58%**
Fail	**21,644**	**45.42%**

NATIONAL DRIVER LICENCE SERVICE (NDLS)

NDLS
National Driver Licence Service
An tSeirbhís Náisiúnta um Cheadúnais Tiomána

The National Driver Licence Service, or NDLS, receives and processes applications for learner permits and driver licences nationwide. The service has been in operation since 29 October 2013 and up to 31 December 2014, 650,961plastic card licences have been issued. This includes both full licences and learner permits.

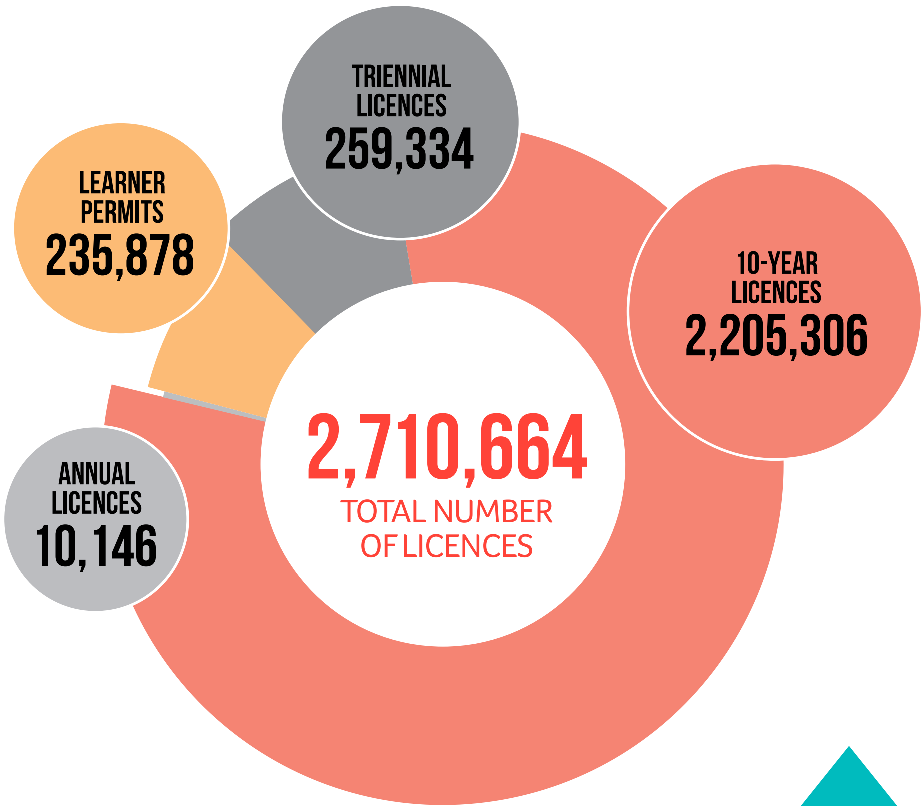
The NDLS endeavours to be very customer service-focused. Customers can now visit any one of the centres nationwide to apply for their licence or learner permit and are no longer restricted to using the service in their own county. Throughout the year, the NDLS has continually looked at our communication with customers to make the service as accessible as possible – this will be an ongoing activity. During 2014, the NDLS adapted application forms, refreshed the NDLS website and introduced and revised an appointment booking service in response to customer feedback.

The NDLS has also undertaken 'voice of the customer' actions during 2014. These included call listening to ensure that customers are getting accurate and relevant information from the Customer Care Centre, and customer feedback via real time surveys carried out in the centres themselves.

As part of a new, more secure licence application process, customers are now required to visit an NDLS centre in person to verify their identity. This 'face to face' application is part of a security process that assists in increasing security, combatting fraud and keeping unlicensed drivers off the roads. Further enhancements are being developed to enable customers to apply for their licence or learner permit application by phone or online.

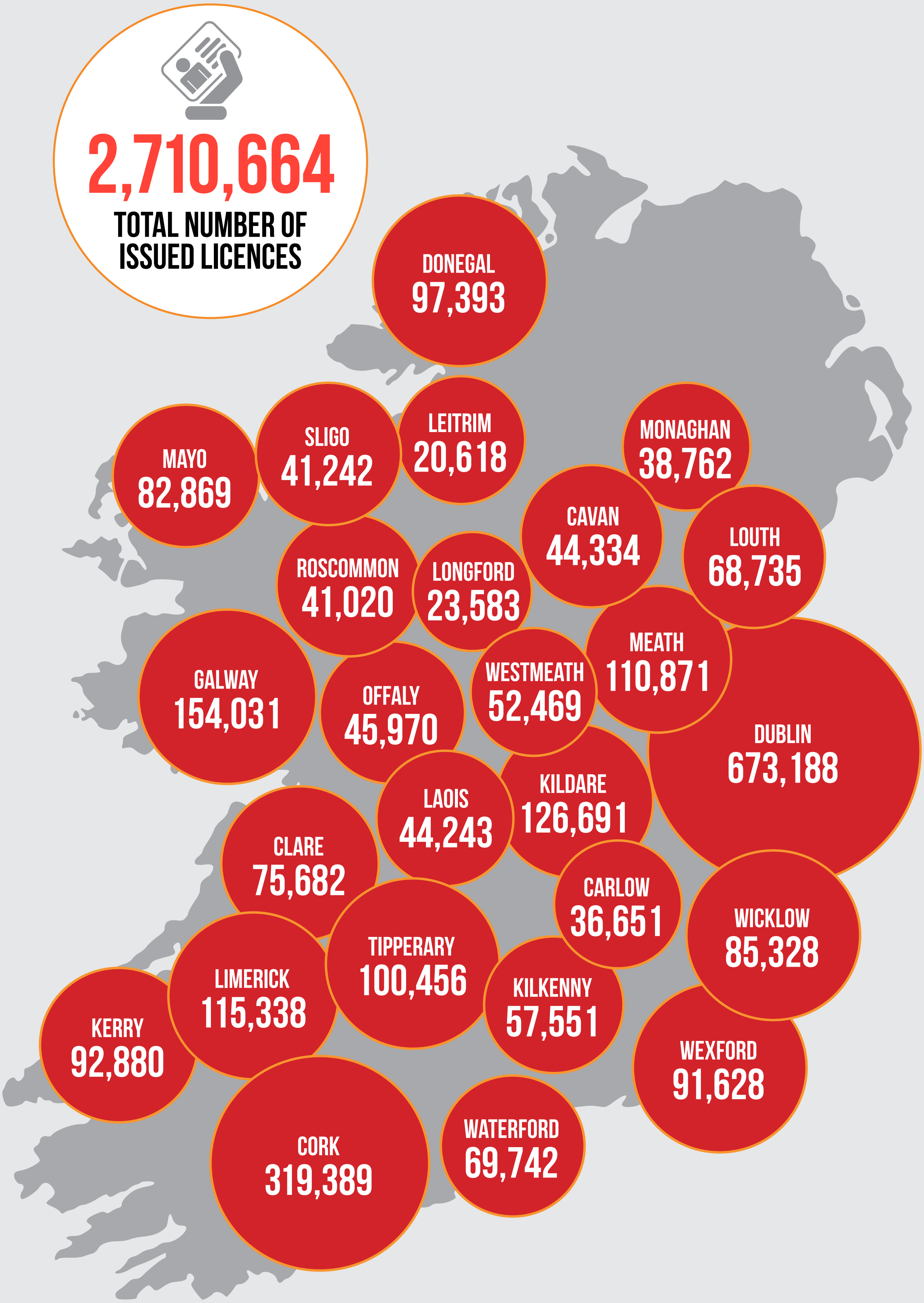
Source: NDLS December 2014.

NUMBER OF DRIVING LICENCES HELD ON 31 DECEMBER 2014 BY LICENCE TYPE.



Source: NDLS December 2014.

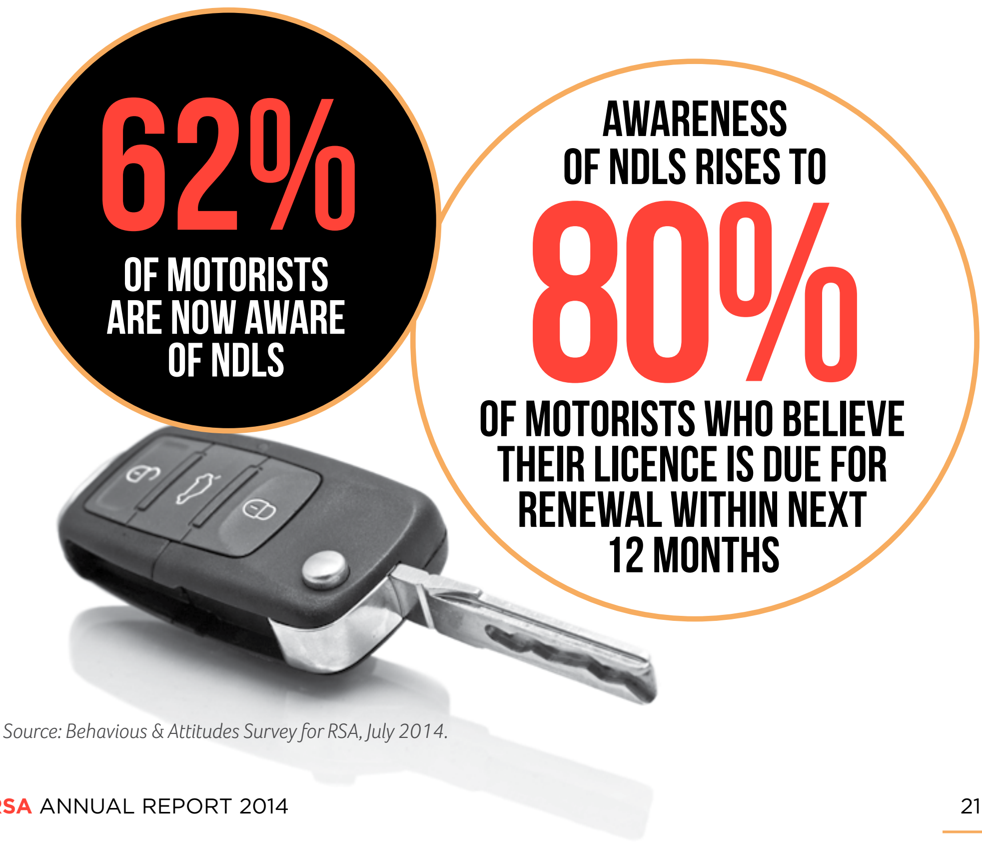
DRIVING LICENCES CURRENT ON 31 DECEMBER 2014 BY TYPE IN EACH COUNTY



Source: NDLS December 2014.

	Learner Permits	Annual Licences	3 Year Licences	10 Year Licences
Carlow	3,619	158	3,185	29,689
Cavan	4,035	112	4,176	36,011
Clare	5,556	285	7,592	62,249
Cork	25,839	1,065	31,361	261,124
Donegal	6,825	409	9,692	80,467
Dublin	68,603	2,534	64,321	537,730
Galway	11,532	449	14,167	127,883
Kerry	6,836	268	9,887	75,862
Kildare	11,926	273	9,085	105,407
Kilkenny	5,145	305	5,543	46,558
Laois	4,260	232	3,823	35,928
Leitrim	1,520	106	2,178	16,814
Limerick	8,976	430	11,347	94,585
Longford	2,138	72	2,420	18,953
Louth	6,006	242	6,295	56,192
Mayo	6,191	321	8,645	67,712
Meath	9,106	278	9,009	92,478
Monaghan	2,760	166	3,631	32,205
Offaly	4,143	208	4,148	37,471
Roscommon	2,982	148	4,532	33,358
Sligo	2,711	203	4,381	33,947
Tipperary	9,069	450	10,654	80,283
Waterford	5,888	224	7,031	56,599
Westmeath	4,568	211	4,771	42,919
Wexford	8,073	645	9,341	73,569
Wicklow	7,544	352	8,119	69,313
Total	**235,878**	**10,146**	**259,334**	**2,205,306**
Change (2013)	**+8,681**	**+1,264**	**-994**	**+60,123**

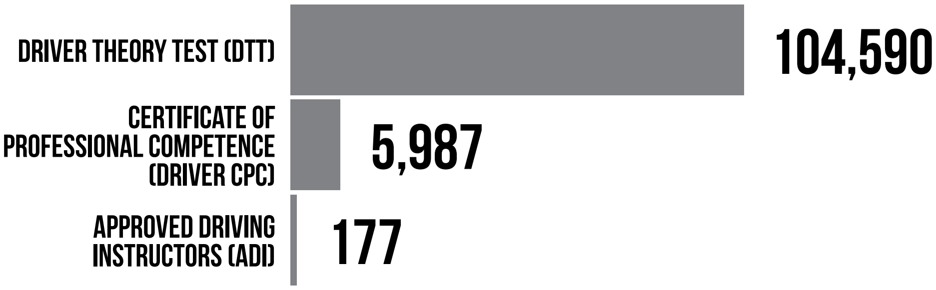
PROMPTED AWARENESS – NATIONAL DRIVING LICENCE SERVICE



Source: Behavious & Attitudes Survey for RSA, July 2014.

DRIVER THEORY TESTS 2014

Number of Driver Theory Tests conducted in 2014.



2014: Pass rate by centre is not available, overall pass rate for the year was:

Pass rate 2014.

Source: Driver Theory Test, December 2014.

NATIONAL OFFICE OF TRAFFIC MEDICINE

This National Office of Traffic Medicine (NOTM) is a joint initiative involving the RSA and the Royal College of Physicians in Ireland. The objective of NOTM is to lead on issues relating to medical fitness of drivers. This is an area of increasing importance as our understanding of how various medical conditions impact on driver safety. NOTM has developed comprehensive guidelines *Slainte agus Tiomaint* to enable medical professionals to offer advice and support to their patients on matters impacting driving. Slainte agus Tiomaint is the product of engagement with medical professionals covering the critical specialisms that relate to driving. In addition, NOTM is delivering a programme of education and support for medical professionals around the area of driver fitness. In December 2014, NOTM launched a postgraduate Certificate in Traffic Medicine, the first of its kind in Ireland. The objective is to introduce health professionals to this important and growing area of practice. It is designed to give a better understanding of the role of the health professional in assessing fitness to drive, working as part of a multidisciplinary team.

In addition, NOTM is encouraging a debate among medical professionals about how we manage drivers suffering from drug or alcohol misuse or dependency. Future projects include looking at approaches to on-road driver assessment for drivers who suffered from a major illness or trauma causing driving cessation and who wish to return to driving. The guiding principle of driver fitness in Ireland is to enable mobility to the greatest possible degree consistent with safety on our roads. NOTM has and is making a significant contribution to the area of driver fitness in Ireland.

EMERGENCY SERVICES DRIVING STANDARD (ESDS)

ESDS stands for Emergency Services Driving Standard – a driving standard which has been developed for Emergency Service drivers in Ireland.

The RSA launched this Emergency Service Driving Standard (ESDS) in November 2014 and the Authority will be overseeing the initiative by certifying Emergency Services Drivers, Trainers and Assessors.

This standard aims to develop and sustain a spirit of cooperation, caution and courtesy in emergency service drivers. Through this standard, Emergency Service drivers should aim to achieve an excellent standard of driving that acts as an example to other road users.

This was also identified as a key action for delivery under the Government Road Safety Strategy 2013-2020.

ESDS WORKING PANEL

A working panel was set up with members drawn from:

- The RSA
- Civil Defence
- The Irish Coast Guard
- The Defence Forces
- An Garda Síochána
- National Directorate for Fire and Emergency Management
- HSE National Ambulance Service
- Pre-Hospital Emergency Care Council
- The Chief Fire Officers' Association
- The Irish Prison Service

The RSA is continuing to work with the ESDS Panel in the implementation of ESDS within their services.

REFORM OF THE PRACTICAL DRIVING TEST

The RSA published a public consultation on the future of the driving test in Ireland on 6 June. 2014 marking the 50th Anniversary of the first driving test in Ireland. The RSA asked road-users to use the anniversary as an opportunity to voice their opinion on how the driving test should be conducted as we reflect on the progress that has been made in road safety in Ireland over the past 50 years, and look to the challenges of the next 50 years of driver testing.

This consultation sought the views of the public on suggested reforms to the current driving test. The public, and any interested parties, to have their say on the future of the driving test by commenting on the reforms or by making formal submissions. Following the consultation process, the RSA prepared plans for aspects of the driving test which will be subject to reform, and these will take into account the submissions received in response to this document. The consultation closed 18 July 2014.

INCREASE IN PENALTY POINTS FOR SPEEDING, MOBILE PHONE ACTIVITY AND DISREGARD FOR SEAT BELTS

The Minister for Transport, Tourism and Sport, Paschal Donohoe TD announced on Friday 1 August 2014, penalty points for speeding, holding a mobile phone while driving and not wearing a seat belt or not using child restraints increased from two points to three, provided the fixed charge is paid within the stipulated period. For those who do not pay the fixed charge and are subsequently convicted in Court, the points will increase from four to five.

A new category of Novice driver came in to effect, meaning people who receive a first full licence from 1 August will be considered as Novice drivers for their first two years. Novices will be required to display an N-plate during that time. Novices will face disqualification from driving for six months if they reach seven penalty points, as opposed to the current twelve.

The seven-point limit will also apply to people who get their first learner permit on or after 1 August. Novice drivers, like learners, will be subject to lower alcohol limits. They may not act as accompanying drivers for learners during the period they are Novices.

On 8 December 2014 penalty points were applied to learner drivers who drive unaccompanied and for the failure to display L plates and N plates when required to do so.

BREAKDOWN OF PENALTY POINTS BY TYPE AS AT 31 DECEMBER 2014

22-35mcg of alcohol per 100ml of breath	**1,111**
50-80mg of alcohol per 100ml of blood	**159**
67-107mg of alcohol per 100ml of urine	**130**
Adult Failing to wear Safety Belt cat. M1 Vehicle	**11,988**
Adult Failing to wear Safety Belt cat. M2 Vehicle	**196**
Adult Failing to wear Safety Belt cat. M3 Vehicle	**237**
Adult Failing to wear Safety Belt cat. N1 Vehicle	**1,479**
Adult Failing to wear Safety Belt cat. N2 Vehicle	**292**
Adult Failing to wear Safety Belt cat. N3 Vehicle	**392**
Breach of duties on occurrence of an accident	**488**
Breach of motorway outside lane driving rule	**113**
Careless Driving	**1,417**
Contravention of requirements at junctions	**10**
Contravention of requirements for reversing	**26**
Cross continuous white line/broken white line	**4,781**
Dangerous Driving Reduced to Careless Driving	**1,213**
Drive against flow of traffic on motorway	**47**
Drive on hardshoulder/non carriageway - motorway	**150**
Driver (Owner) Exceeding Maximum Load	**137**
Driver (Owner) Exceeding Maximum Weight	**10**
Driver Exceeding Design Gross Vehicle Weight	**41**
Driver Exceeding Maximum Weight	**66**
Driver Exceeding Unladen Weight	**2**
Driver Fail ensure Passenger U/17 wear Safety Belt	**1,044**
Driver Fail Restrain Child O/3 in Child Restraint	**1,360**
Driver Fail Restrain Child U/3 in Child Restraint	**739**
Driver Owner Exceeding Design Gross Vehicle Weight	**20**
Driver Owner Transmits greater Load than Max Load	**4**
Driving a vehicle when unfit	**1**
Driving a vehicle while holding a mobile phone	**81,675**
Driving along/across median strip	**572**
Driving dangerously defective vehicle	**74**
Driving on/across cycle track	**37**

Driving on/across footway	**112**
Driving vehicle before remedying a defect	**2**
Driving without reasonable consideration	**11,746**
Entry to hatched marked area	**1,431**
Fail to act in accordance with Garda signal	**18**
Fail to comply with Keep to Right/Left signs	**32**
Fail to comply with mandatory traffic signs	**239**
Fail to comply with No Entry traffic sign	**373**
Fail to comply with prohibitory traffic signs	**4,894**
Fail to comply with traffic lane markings	**782**
Fail to Deactivate Airbag Child Restraint in use	**6**
Fail to drive on the left hand side	**232**
Fail to obey rules at railway level crossing	**1,255**
Fail to obey traffic lights	**12,124**
Fail to stop before stop sign/stop line	**699**
Fail to stop for Garda	**338**
Fail to stop for school warden sign	**18**
Fail to turn left onto a roundabout	**29**
Fail to yield right of way	**245**
Fail to yield right of way at sign/line	**234**
General speed obligation - stop visible distance	**8**
No cert of road worthiness user	**921**
No child restraint front seat - child	**271**
No child restraint rear seat - child	**590**
No insurance - (user)	**8,399**
No safety belt - driver	**10,338**
No safety belt front seat - child	**367**
No safety belt rear seat - child	**931**
Offence relating to Overtaking	**1,208**
Parking a vehicle in a dangerous position	**8**
Reduced to Driving without reasonable consideration	**281**
Speeding	**573,098**
Striking bridge with vehicle	**4**
Use vehicle without NCT certificate	**7,037**

Source: Driver and Vehicle Licensing Computer Services Division (DVCSD) December 2014.

TOTAL
748,281

NEW OFFENCES AND FIXED CHARGE NOTICES

The following penalty point offences and fixed charge notices were introduced by the Minister for Transport, Tourism and Sport on 8 December 2014.

Offences incurring Penalty Points and Fixed Charges	**Penalty** points on payment	**Penalty** points on payment	Amount paid in 28 days (Fixed charge €)	Amount paid in next 28 days (Fixed charge €)
Learner permit holder driving unaccompanied by qualified person	2	4	80	120
Failure to display N-Plate or tabard	2	4	60	90
Failure to display L-Plate or tabard	2	4	60	90
Contravention of ban on U-turns	2	4	60	90
Contravention of rules for use of mini roundabouts	1	3	60	90
Proceeding beyond no entry to vehicles sign	1	3	60	90
Proceeding beyond a traffic lane control sign other than in accordance with such sign or without yielding	1	3	60	90
Using vehicle in a public place without an authorisation plate	3	5	60	90
Using vehicle in a public place that has been modified or altered such that authorisation plate is inaccurate plate is inaccurate	3	5	60	90
Using vehicle not equipped with a speed limitation device or using a vehicle equipped with a speed limitation device not complying with requirements specified in Regulations	3	5	60	90
Proceeding beyond maximum vehicle length sign where length exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum vehicle width sign where width exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum design gross vehicle weight (safety) sign where design gross vehicle weight exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum vehicle axle loading weight sign where vehicle axle loading	1	3	60	90

12 Penalty Points = six months disqualification

Where the person was first issued with a learner permit on or after 1 August 2014, during the period the person drives under a learner permit and during the first two years while the person drives under a first full driving licence, then 7 Penalty Points = six months disqualification.

CHANGES TO EXISTING OFFENCES

The following changes to the existing penalty point offences and fixed charge notices were introduced by the Minister for Transport, Tourism and Sport on 8 December 2014.

Offences incurring Penalty Points and Fixed Charges	**Penalty** points on payment	**Penalty** points on payment	Amount paid in 28 days (Fixed charge €)	Amount paid in next 28 days (Fixed charge €)
Using vehicle (car) without valid test certificate (NCT)	3	5	60	90
Parking a vehicle in a dangerous position	3	5	80	120
Failure to drive on the left hand side of the road	2	4	60	90
Dangerous overtaking	3	5	80	120
Contravention of prohibition of driving vehicle along or across median strip	2	4	60	90
Failure to stop a vehicle before stop sign/stop line	3	5	80	120
Failure to yield right of way at a yield sign/yield line	3	5	80	120
Failure to comply with mandatory traffic signs at junctions	2	4	80	120
Crossing continuous white line	3	5	80	120
Failure by vehicle to obey traffic lights	3	5	80	120
Failure to leave appropriate distance between you and the vehicle in front	3	5	80	120

ROAD SAFETY, RESEARCH AND DRIVER EDUCATION

The Road Safety, Research and Driver Education Directorate combines the key functions of raising awareness, education and research to inform and impart knowledge and appropriate skills to road users as they move through life. The Directorate assists and works with all stakeholders signed up to the Road Safety Strategy 2013-2020 to ensure that actions in the strategy can be achieved.

ADVERTISING

ROAD SAFETY AWARENESS CAMPAIGNS

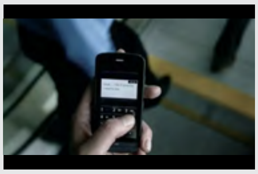
In 2014, the RSA ran a number of high profile campaigns aimed at targeting the main factors and at-risk groups involved in road collisions. The campaigns were integrated with the policing plan of An Garda Síochána.

The main campaigns for 2014 included:

FEB

CYCLING

Awareness Score: 77%



APR

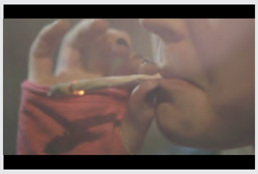
MOBILE PHONES

Awareness Score: 59%

JUN

CYCLING

Awareness Score: 75%



JUL

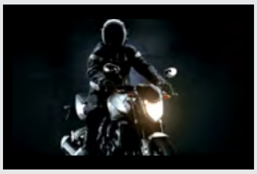
ANTI-CANNABIS

Awareness Score: 51%

AUG

MOTORCYCLING SAFETY
Hide & Seek / Magician

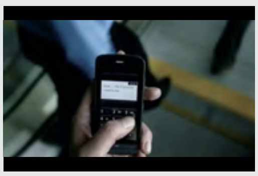
Awareness Score: 31%



SEP

MOTORCYCLING SAFETY
Underneath

Awareness Score: 76%



OCT

MOBILE PHONES

Awareness Score: 62%

Source: Behaviour & Attitudes Survey for the RSA, July, December 2014.

NEW CAMPAIGNS IN 2014

MOTORCYCLE SAFETY

Two new 20-second TV ads were produced and broadcast over the 2014 summer period. Entitled 'Magician' and 'Hide and Seek' they were developed in response to the increase in motorcycle fatalities in 2013 and to highlight motorcycle vulnerability and visibility.

ROADSIDE IMPAIRMENT TESTING

To support the introduction of Roadside Impairment Testing in December, the RSA produced a new 30-second TV advert to raise awareness of the new Garda powers to tackle drug-driving. The campaign also includes radio, online and cinema advertising.

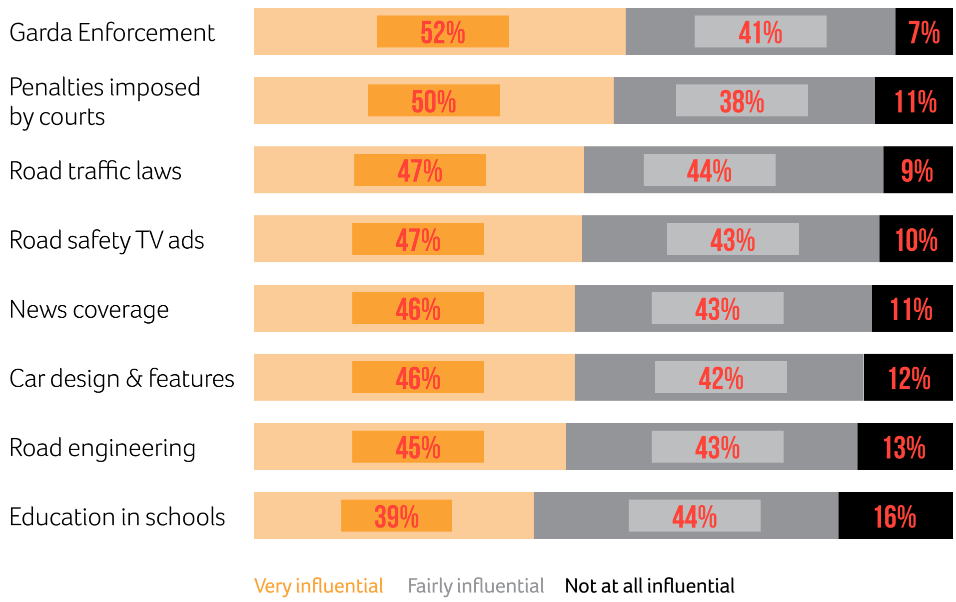
ADVERTISING IMPACT/ BEHAVIOURAL CHANGE

The capacity for the campaigns to positively influence behavioural change is endorsed by independent research conducted by Behaviour and Attitudes. Results of an RSA attitudinal survey conducted by *Behaviour and Attitudes* (June 2014) shows that:

- 92% of adults consider road safety TV ads to be influential in saving lives on Irish roads
- 2 in 3 Irish adults continue to believe there are not enough Gardaí enforcing traffic laws on our roads, and in 2014, are particularly likely to suggest there are not enough Gardaí enforcing mobile phone laws.
- over 80% of Irish adults support the use of safety cameras and over 70% consider them to be effective in influencing motorists to drive more safely
- Despite controversies around the penalty points system, public support for the use of penalty points is at 80%
- 78% of people consider the system to be effective.

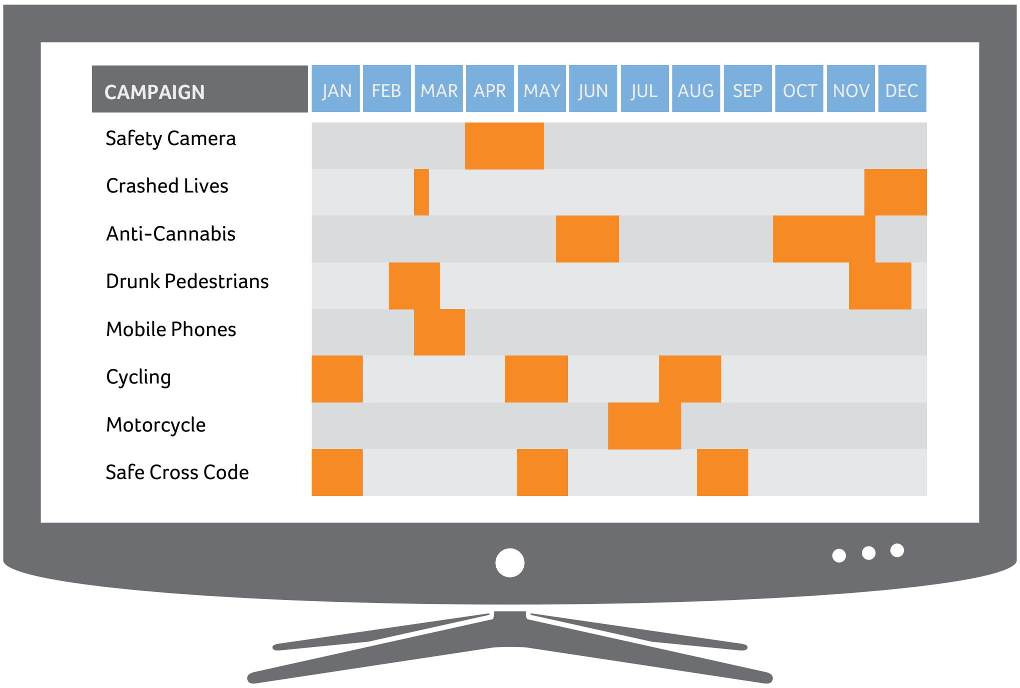
Source: Behaviour & Attitudes Survey for the RSA, June 2014.

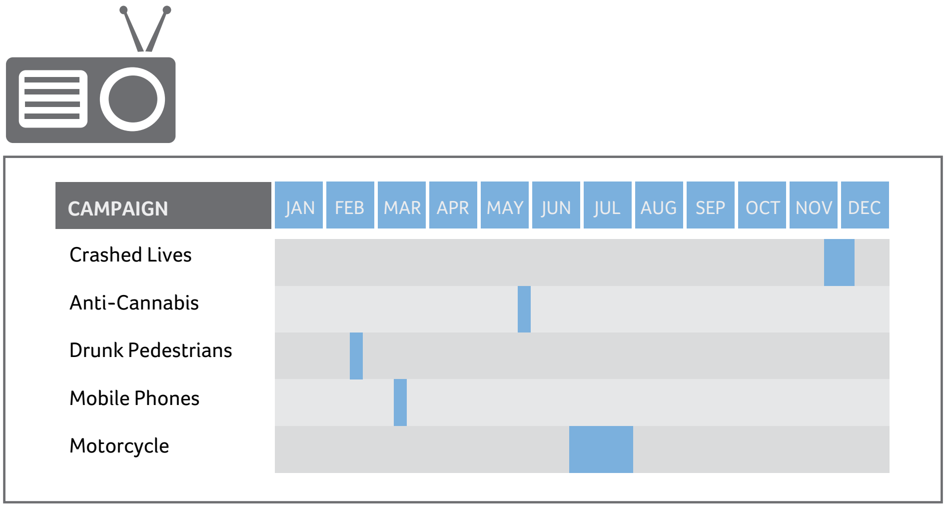
ROAD SAFETY - KEY INFLUENTIAL FACTORS



Source: Behaviour & Attitudes Survey for the RSA, July 2014.

MEDIA ACTIVITY - ADVERTISING 2014





RESEARCH

The Research Department of the RSA carries out a programme of work specified in the Road Safety Strategy 2013-2020.

The Department also liaises with the Garda National Traffic Bureau, the National Roads Authority, the Local Government Management Agency (LGMA) and other organisations on aspects of road safety research activities.

RESEARCH ACTIVITY 2014

ROAD COLLISION DATABASE

Collision data generated by members of An Garda Síochána is forwarded to the Research Department in the Road Safety Authority for analysis and publication. The collision data is mapped and analysed by the Department. The results of the analysis are published by the Road Safety Authority in its annual Road Collision Fact Book.

FREE SPEED SURVEY

The Annual Free Speed Survey was conducted by the RSA in 2013. A total of 12,410 cars, 1,386 articulated vehicles, 2,684 rigid vehicles and 504 single deck buses were observed.

- 22% of car drivers exceeding the speed limit on rural roads.
- 46% of car drivers breaking the speed limit by 10km/h or more on urban national roads with a 50km/h speed limit.
- Four out of five motorists exceeded the posted speed limit in urban areas.

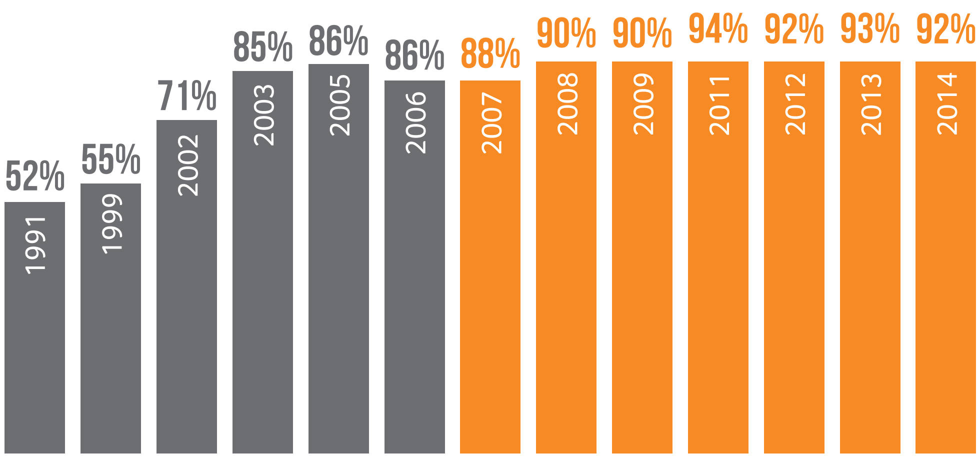
Source: Nationwide Data Collection survey for the RSA, November 2014.

SEATBELT WEARING SURVEY

In 2014, the RSA conducted a national seatbelt observational survey. A total of 14,493 drivers, 6,859 adult passengers and 4,836 child passengers were observed.

- 88% rear seatbelt wearing rates for secondary school pupils was equivalent to wearing rates for rear adult passengers. Primary school pupils had a 93% wearing rate for rear seatbelts, down 3% on 2013 (96%).
- 92% of drivers wearing a seatbelt, a decrease of 2% on 2013 wearing rates.

92%
OF ADULTS (DRIVERS, FRONT AND REAR PASSENGERS) WERE RECORDED WEARING A SEATBELT.



Source: Amárach survey for the RSA, December 2014.

1/12

DRIVERS OBSERVED USING A HAND-HELD PHONE WHILE DRIVING

2014 SURVEY OF MOBILE PHONE USAGE WHEN DRIVING

In 2014, the RSA conducted a national observational survey among 14,493 drivers on mobile phone usage.

9%

OF FEMALE DRIVERS WERE OBSERVED USING A HAND-HELD MOBILE PHONE WHILE DRIVING

7%

OF MALE DRIVERS WERE OBSERVED USING A HAND-HELD MOBILE PHONE WHILE DRIVING

Source: Amárach survey for the RSA, December 2014.

2014 HIGH-VISIBILITY CLOTHING AND HELMET WEARING OBSERVATION SURVEY (MOTORCYCLISTS AND CYCLISTS)

In 2014, the RSA conducted a national observational survey on the wearing rates of high visibility clothing and helmets.

- 41% of motorcyclists wearing high visibility clothing
- 99% of motorcyclists wearing a helmet
- 37% of cyclists wearing high visibility clothing
- 46% of cyclists wearing a helmet
- 7% of Dublin Bike Scheme cyclists wearing high visibility clothing
- 9% of Dublin Bike Scheme cyclists wearing a helmet

Source: Nationwide Data Collection survey for the RSA, October/November 2014.

2014 SURVEY OF DRIVER ATTITUDES AND BEHAVIOUR

A survey of 1,000 driver's attitudes and behaviour was conducted by the RSA in 2014.

- Between 41% and 53% of motorists consider it acceptable to exceed speed limits by up to 10km/h
- Almost 1 in 10 Irish parents who are motorists do not always use appropriate child restraints for children in their car
- 10% of motorists were involved in a collision in the last five years where at least some damage was done to a vehicle

Source: Behaviour & Attitudes survey for the RSA, November 2014.

OVER
1/10
IRISH MOTORISTS CONSUMED ALCOHOL BEFORE DRIVING IN THE PAST 12 MONTHS

15%
OF IRISH MOTORISTS ARE ACTIVE AT LEAST SOMETIMES WITH THEIR MOBILE PHONE WHILE DRIVING

OVER
1/10
IRISH MOTORISTS HAVE FALLEN ASLEEP OR NODDED OFF WHILE DRIVING

LIBRARY

The Research Department has established a research library at the RSA headquarters in Ballina. The library is now a substantial information resource on all aspects of road safety.

INTERNATIONAL LIAISON

The RSA is committed to participation in European research and to develop within the Authority a road safety research capability that is of the highest standard. The Research Department of the RSA collaborates with a number of international road safety bodies, participating in research studies and attending meetings. These groups include the Forum of European Road Safety Research Institutes (FERSI); the OECD—International Transport Forum; International Road Traffic and Accident Database (IRTAD), and the European Transport Safety Council (ETSC).

EDUCATION

ROAD SAFETY ROADSHOWS

SHUTTLE
89,096
VISITORS
78 LOCATIONS

ROLLOVER
31,258
EXPERIENCED
107 EVENTS

CHECK IT FITS
6,297
CAR SEATS CHECKED
144 LOCATIONS

STREET SMART
12,317
CHILDREN
77 SCHOOLS

NATIONWIDE ROAD SAFETY EDUCATION SERVICE

10 regionally based road safety promotion officers delivering services nationwide.

SCHOOL CAMPAIGNS

- 3,286 back to school primary schools (Irish and English) packs distributed
- seatbelt sheriff / hi glo Silver 3,286 primary schools (Irish and English) packs distributed
- 407 schools cycle training, 18,837 children trained
- 1,013 back to school packs distributed to secondary schools

The RSA's Seatbelt Sheriff.

DISTRIBUTION AND MERCHANDISING OF RSA MATERIALS

TOP FIVE PERFORMING BROCHURES

- SPEEDING
- LIGHTS
- ROUNDABOUT
- CHILD CAR SEAT
- ROAD SAFETY & THE LAW

TOP FIVE PERFORMING CHANNELS

- GARDA STATION
- COUNTY COUNCIL
- PUBLIC LIBRARY
- NCT CENTRES
- DRIVING TEST CENTRES

340 Merchandising locations

529,301 brochures distributed

17,200 online orders account registrations

DISTRIBUTION OF HIGH VISIBILITY MATERIALS 2014

266,089
ADULT VESTS

132,119
CHILDREN'S VESTS

123,168
ADULT ARMBANDS

58,511
RUCKSACK COVERS

67,484
RUNNING BIBS

159,470
CHILDREN'S ARMBANDS

5,189
SAM BROWNE BELTS

23,715
MOTORCYCLING VESTS

64,435
DRAWSTRING BAGS

HIGH VIS DISTRIBUTION CHANNELS

- PERSONAL USE
- SCHOOLS
- COMMUNITY GROUPS
- EMERGENCY SERVICES
- CHARITABLE EVENTS
- SPORTING EVENTS

AWARD CEREMONIES

LEADING LIGHTS IN ROAD SAFETY AWARDS 2014

The Leading Lights in Road Safety Awards celebrate the outstanding efforts of people to improve road safety in their communities. The awards provide a special opportunity for members of the public to honour the contribution of exceptional people to making our roads safer for everyone.

Roberta (Bobbie) Connolly (top) and Laura Doherty (bottom), joint winners of the Road Safety Ambassador category at the Leading Lights in Road Safety Awards 2014.

Elber Twomey, Rosanne Brennan and Gemma O'Farrell, winners of a Leading Light in Road Safety Award 2014.

SEATBELT SHERIFF AWARDS 2014

Pupils from 1st class, Scoil Mhuire Barryroe, Co Cork, at the Seatbelt Sheriff and Hi-Glo Silver awards in Dublin Castle.

BT YOUNG SCIENTIST 2014

Pictured receiving the RSA sponsored 'Road Safety Award' at the BT Young Scientist Exhibition 2014 were students from Scoil Mhuire, Cork for their project "The development and evaluation of a vehicular proximity warning device for bicycles".

SMEDIA AWARDS 2014

Eoin Sheahan, DCU, pictured receiving the 'RSA Award for Journalism relating to Road Safety' at the SMedia Awards from Justine Trautt, RSA Road Safety Promotion Officer.

APPROVED DRIVING INSTRUCTORS (ADIs)

Since 30th April 2009, driving instruction in Ireland has been a regulated industry. The regulations cover standard of instruction, examinations to be passed as well as penalties for breaches of the law.

To work as a driving instructor in Ireland, an instructor must be on the RSA's Register of Approved Driving Instructors (ADI) and display an Approved Driving Instructor (ADI) permit. To become registered and get an ADI full permit, each instructor is assessed by the RSA to ensure they have the necessary:

- Knowledge of rules of the road and road safety
- Driving ability
- Ability to teach a learner driver

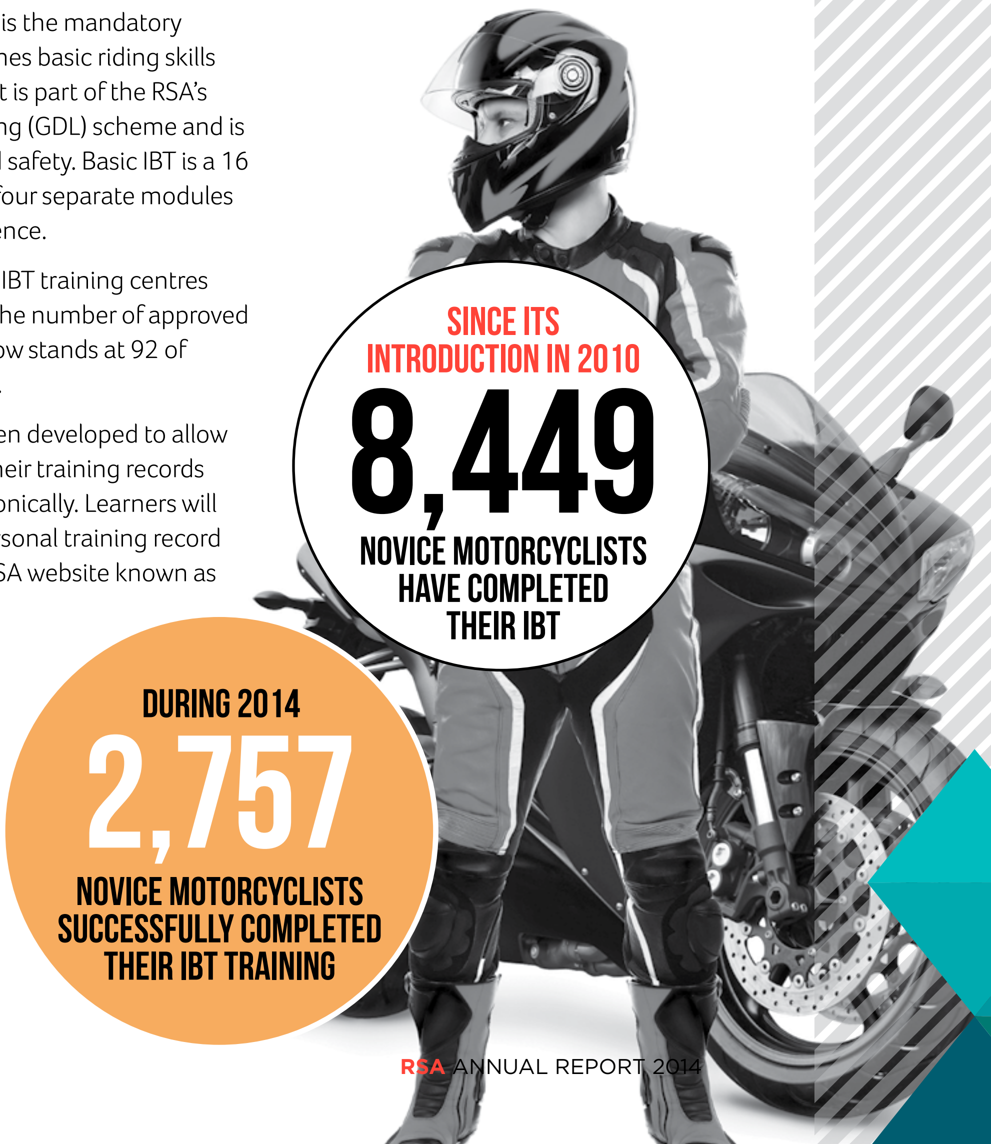
As of 31 December 2014, there were 1,956 Approved Driving Instructors (ADIs) working in the industry.

INITIAL BASIC TRAINING (IBT) FOR MOTORCYCLISTS

Initial Basic Training (IBT) is the mandatory training course that teaches basic riding skills to learner motorcyclists. It is part of the RSA's Graduated Driver Licensing (GDL) scheme and is intended to improve road safety. Basic IBT is a 16 hour course broken into four separate modules to be completed in sequence.

The number of approved IBT training centres has increased to 78 and the number of approved motorcycle instructors now stands at 92 of which 87 are IBT Trainers.

A new ICT system has been developed to allow IBT Trainers to manage their training records and order supplies electronically. Learners will be able to check their personal training record via a new portal on the RSA website known as 'MYIBT'.



Source: RSA, December 2014.

ESSENTIAL DRIVER TRAINING (EDT)

- Since its introduction, more than 1,400,000 EDT lessons have been provided to over 156,967 learner drivers.
- Currently there are almost 1,600 ADIs providing EDT lessons to learners nationwide.
- The number of EDT lessons completed during 2014 was 492,355.

Source: RSA, December 2014.

DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE (DRIVER CPC)

All professional bus and truck drivers (those who drive for a living) are obliged to maintain their Driver CPC qualification by completing one day of periodic training each year.

THERE ARE 125 APPROVED TRAINING ORGANISATIONS WITH 423 APPROVED TRAINING CENTRES AND 855 APPROVED CPC TRAINERS THOUGHOUT THE COUNTRY

- In excess of 398,915 training days (up to end December 2014) have been completed since the introduction of Driver CPC, with 95,071 training days completed in 2014.
- Before 10 September 2014, 39,000 professional truck drivers were supplied with their Truck Driver CPC Card.
- There were a total of 5,691 Driver CPC theory tests conducted , including the CPC Stage 1 Multiple Choice Question test, the CPC Bus case study test and the CPC Truck case study test.

Source: RSA, December 2014.

The process of obtaining a professional driving licence has been streamlined by eliminating the need to complete a Stage 1 Driver CPC theory test. The knowledge and understanding previously tested as part of this test is now incorporated into the theory test to obtain a truck or bus licence. In addition, options have been created that mean a driver can make further savings by completing either a combined Truck and Bus theory test or a reduced theory test when adding the alternate category to their learner permit.

CIECA'S 46TH INTERNATIONAL CONGRESS HOSTED IN DUBLIN

The Board of the RSA were delighted to host the 2014 International Congress of CIECA, the international body for Driver Testing and Licensing. The event took place at Dublin Castle in June 2014 and was attended by leading subject matter experts from around the world. The topic of the Congress was **'Hazard perception and the development of simulation techniques in the theory and practical tests'**.

RSA Director of Driver Testing and Licensing Mr Declan Naughton (left) with the help of CIECA President Mr Karl Hakuli presents Mr Jan Schepmann (right) of TUV Germany who will be hosting the 47th Congress in Berlin from the 6 to 9 May 2015. The congress will be jointly hosted by VdTÜV and the DVR.

VEHICLE STANDARDS AND ENFORCEMENT

One of the key objectives of the RSA is to save lives and reduce injuries by preventing and minimising the severity of vehicle collisions. The RSA's Vehicle Standards and Enforcement Directorate has responsibility for a number of functions concerned with vehicle safety and improving compliance in order to ensure effective and safe management of vehicles on our roads. The RSA's Vehicle Standards and Enforcement Directorate comprises the Commercial Vehicle Roadworthiness and Enforcement Sections which are based in Loughrea, and the Vehicle Standards Section which is located in Ballina.

The Standards and Enforcement Directorate encompasses the following key areas and functions:

- Type approval and regulation of new or entry into service vehicles and the regulation of vehicles in use on our roads;
- Enforcing EU and national road transport legislation on tachographs, drivers' hours rules, Working Time Directive, Driver CPC and requirement to hold a road transport operator licence;
- Authorisation of Commercial Vehicle Roadworthiness testing operators and testers;
- Overseeing the Commercial Vehicle Roadworthiness scheme to ensure the quality and integrity of the system including operators maintenance obligations and assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles;
- Administering the National Car Testing Service and monitoring the performance of the contractor on behalf of the State;
- Administering the Digital Tachograph Card issuing scheme on behalf of the State;
- Administering the ADR (carriage of dangerous goods) Vehicle testing service.

The Standards and Enforcement Directorate contributes to the overall Government Road Safety Strategy and has a key role in supporting the Government's objectives of saving lives and reducing collisions on our roads. The overall aim of the Directorate is to ensure that Ireland's vehicle standards and testing procedures are in line with best practice, that commercial vehicle operators and drivers meet their obligations to use and operate commercial vehicles safely and that the work of the Directorate contributes to the RSA being a recognised and influential authority on road safety.

COMMERCIAL VEHICLE ROADWORTHINESS

The RSA is now responsible for the overall supervision of the Commercial vehicle roadworthiness testing system and for authorisation of CVR Test Operators and Testers.

The Commercial Vehicle Roadworthiness Test (CVRT) is a roadworthiness test for all commercial vehicles, buses with more than eight passenger seats and ambulances, all over one year old. The purpose of the test is to ensure that these vehicles are in good condition throughout its entire life.

All commercial vehicles must be tested when they are over one year old and annually after that.

There are two types of commercial vehicle tests, one for Light Commercial Vehicles (LCVs) and one for Heavy Commercial Vehicles (HCVs).

HIGHLIGHTS FROM 2014

1. 107 (73%) of CVR testing centre operators' authorisations who meet the new facilities and equipment standards were renewed by end 2014.
2. 418 CVR tester renewals completed by the statutory 27 September 2014 deadline.
3. 1,658 CVR test centre inspections completed in 2014 by the RSA Technical Service Provider, Bureau Veritas.
4. 1,796 observed and 623 independent tests were undertaken during 2014 to verify the accuracy of tests undertaken by testers.
5. 96% of observed tests showed that the method of testing was completed in accordance with procedures.
6. 45 different investigations involving 39 testing centres were initiated and rectification measures were implemented where this was deemed appropriate considering the findings of the investigation.
7. Consistency checks of equipment were completed across Light Commercial Vehicle test equipment at 133 testing centres.
8. Athlone Institute of Technology (AIT) delivered training to 810 participants at 78 courses aimed at ensuring that those who are authorised to test are trained to the appropriate standards.

Source: RSA, December 2014.

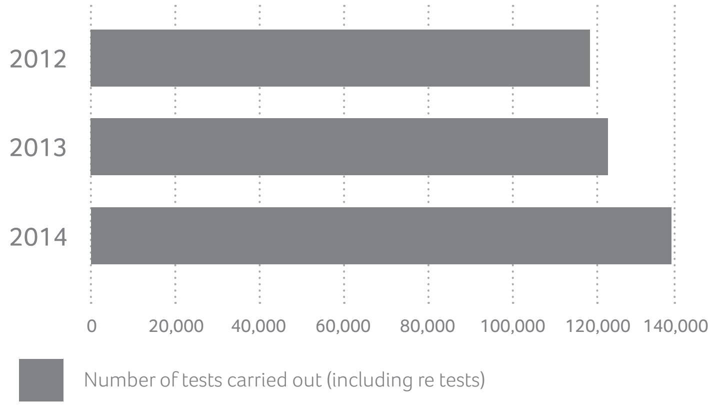
COMMERCIAL VEHICLE TEST COMPLIANCE

In 2014, all commercial vehicle tests continued to be conducted on the common testing system CoVIS. The RSA rolled out the next phase of the system with increased online facilities for commercial vehicle owners and also the integration of RSA enforcement activities.

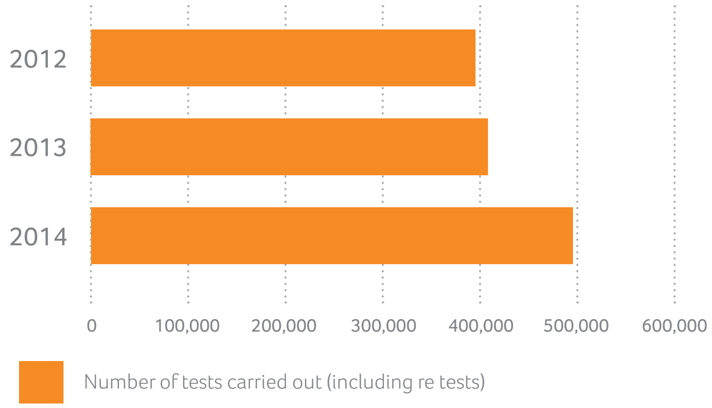
In 2014, a total of 139, 044 Heavy Commercial Vehicles (HCV) and 487, 779 Light Commercial Vehicles (LCV) tests were undertaken. This represented an increase of 12% in the volume of HCVs and a 14% increase in the volume of LCVs tested since 2013.

Source: RSA, December 2014.

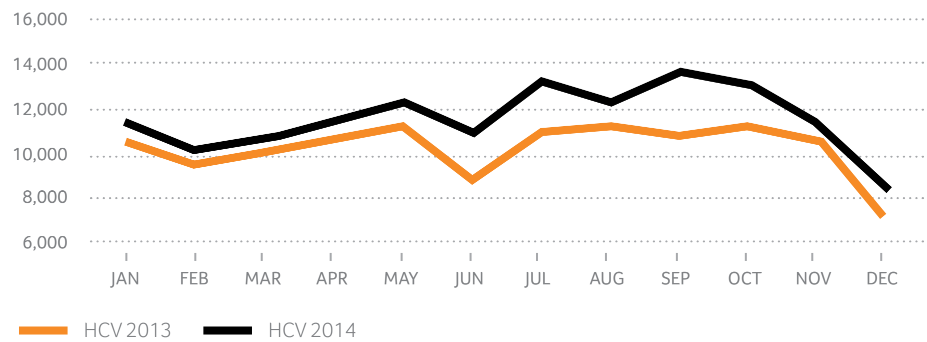
HCV - Test Volumes 2012 - 2014



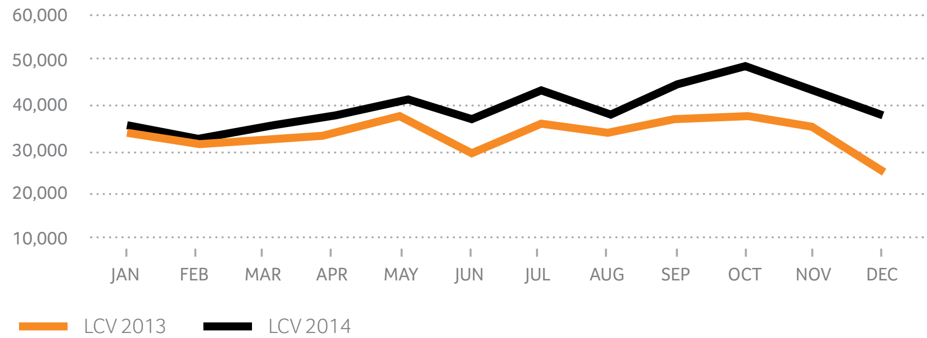
LCV - Test Volumes 2012 - 2014



2013 vs 2014 - HCV Test Volumes



2013 vs 2014 - LCV Test Volumes



Source: RSA, December 2013, 2014.

The pass and fail rates for commercial vehicles presenting for a full test (excluding outcomes of retests) was detectable from October 2013 onwards following the introduction of the CoVIS System.

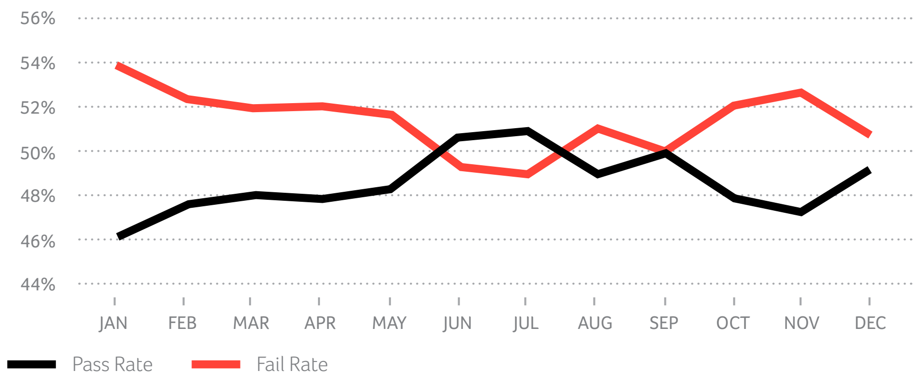
HCV

AVERAGE PASS RATE **48.55%** / AVERAGE FAIL RATE **51.45%**

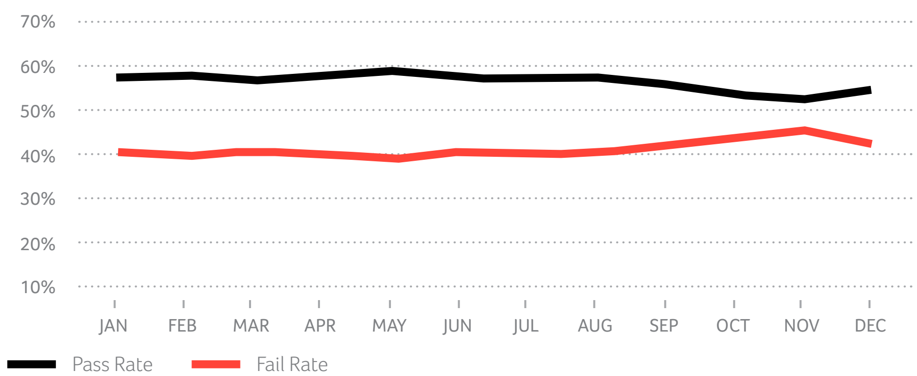
LCV

AVERAGE PASS RATE **56.81%** / AVERAGE FAIL RATE **43.19%**

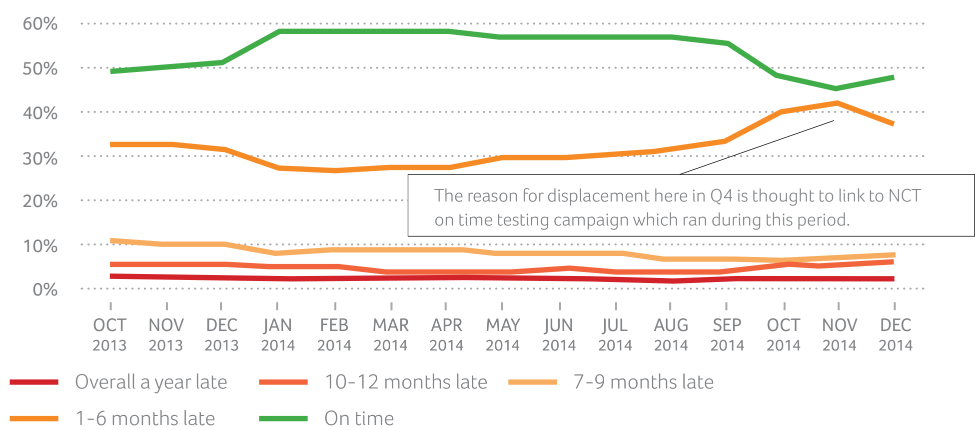
HCV - Full Test - Pass / Fail Rates 2014



LCV - Full Test - Pass / Fail Rates 2014

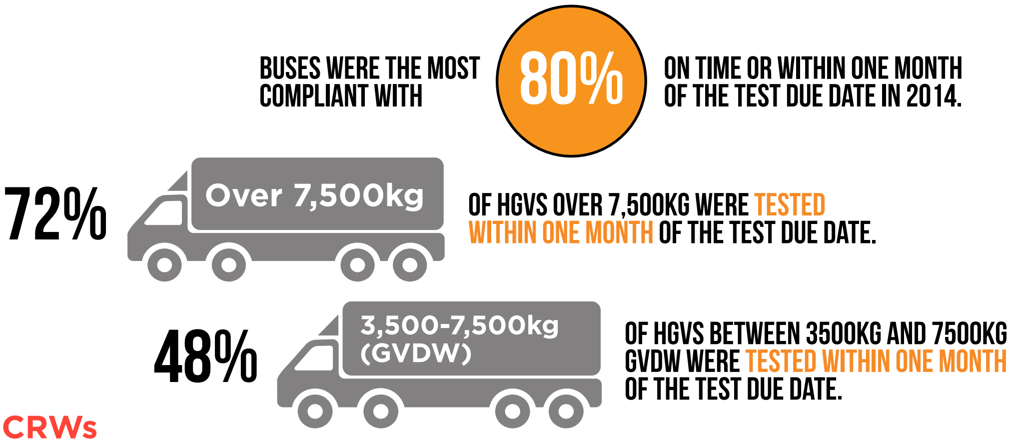


'ON TIME' CVR TESTING COMPLIANCE - 2014



Source: RSA, December 2014.

Overall, during 2014 there has been a general improvement in terms of on-time testing compliance. High non compliance for LCV's and vehciles 3,500 to 7,500 kg is used in risk targeting.



CRWs

Over half a million Certificates of Roadworthiness (CRWs) were issued centrally by the RSA to registered owners of commercial vehicles as at the end of December 2014 removing the need for each of these owners to visit their MTO to exchange the pass statement for a CRW which they had to do prior to the reform.

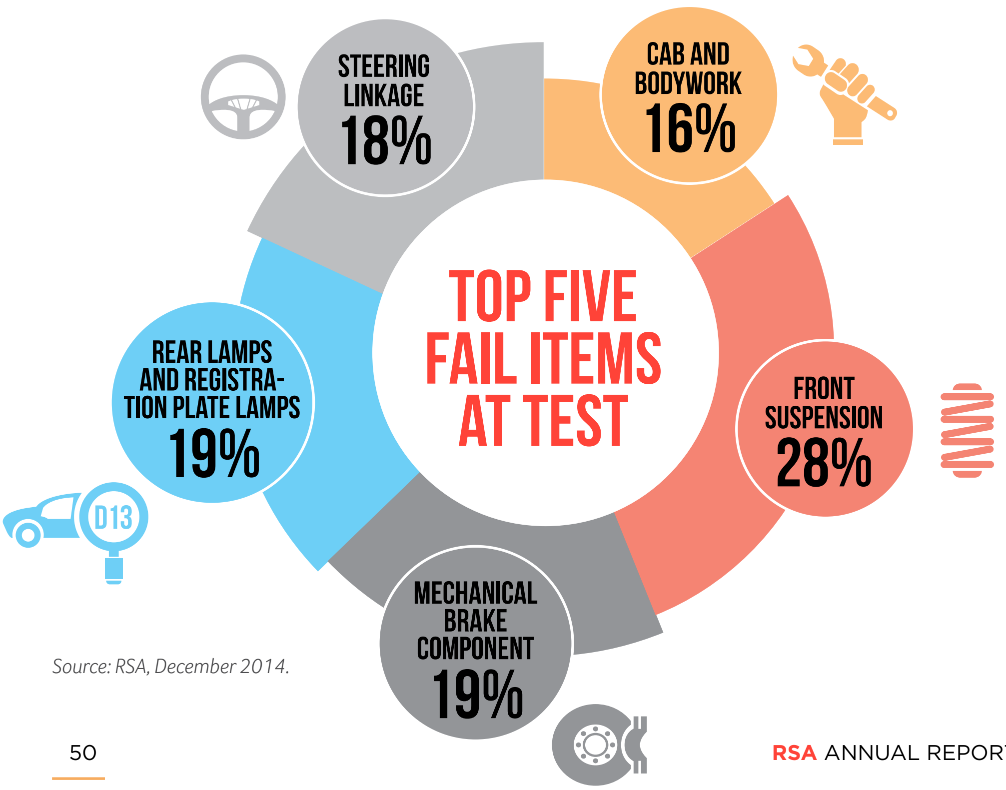
During 2014, several additional related services were made available to customers on CVRT.ie including:

- Ability to apply and pay for CRW replacements online
- Ability to make and pay for ADR applications online
- Increased flexibility to book your commercial vehicle test online

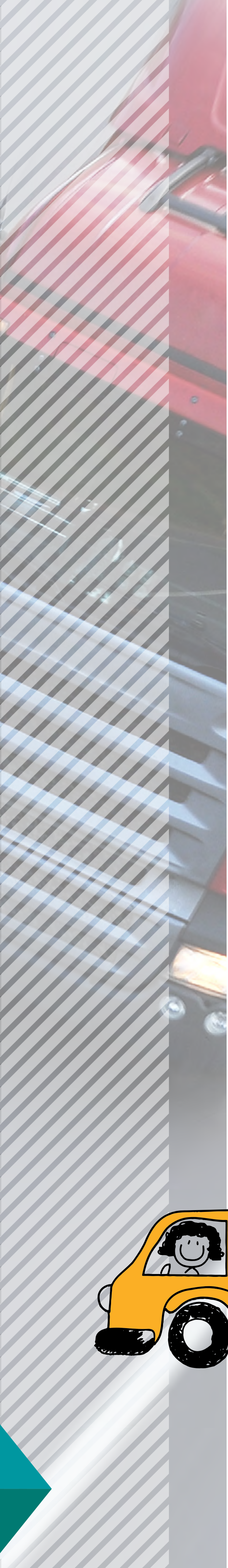
Source: RSA, December 2014.

COMMERCIAL VEHICLE DEFECTS AT TEST

During 2014, over 5,000 commercial vehicles were found to have defects that were so dangerous as to warrant a 'fail dangerous' notice and worryingly the majority of these related to brakes.



Source: RSA, December 2014.



AT THE ROADSIDE

There has been a 12% improvement in compliance since 2013. It continues to be a matter of concern that a total of 191 vehicles were dangerously defective and warranted immediate action, such as impoundment, repair on site or a new test. 7% of HCVs checked at the roadside did not have a valid CRW disc displayed.

In 2014, RSA Vehicle Inspectors participated in 2,099 roadside checkpoints with An Garda Síochána with over 18,700 commercial vehicles checked.

This was an increase of 24% when compared to 2013.

7%
of HCVs checked at the roadside did not have a valid CRW disc displayed

191 vehicles were dangerously defective and warranted immediate action, such as impoundment, repair on site or a new test.

CHECKS REVEALED THAT
8,226
VEHICLES
OR 44% HAD DEFECTS

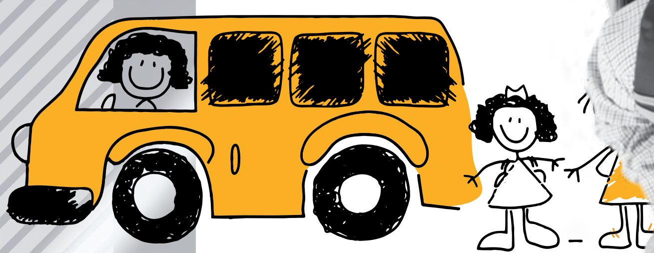
HEAVY GOODS VEHICLES (HGVS)

The roadworthiness condition of a total of **14,989 VEHICLES** with a CVR test category of HGV were inspected at the roadsidein 2014

43% of which were found to have some form of a defect with **31%** of these defects being defined as major defects.

Source: RSA, December 2014.

SCHOOL BUSES



THE ROADWORTHINESS CONDITION OF A TOTAL OF
865
SCHOOL BUSES
WAS INSPECTED AT THE ROADSIDE IN 2014

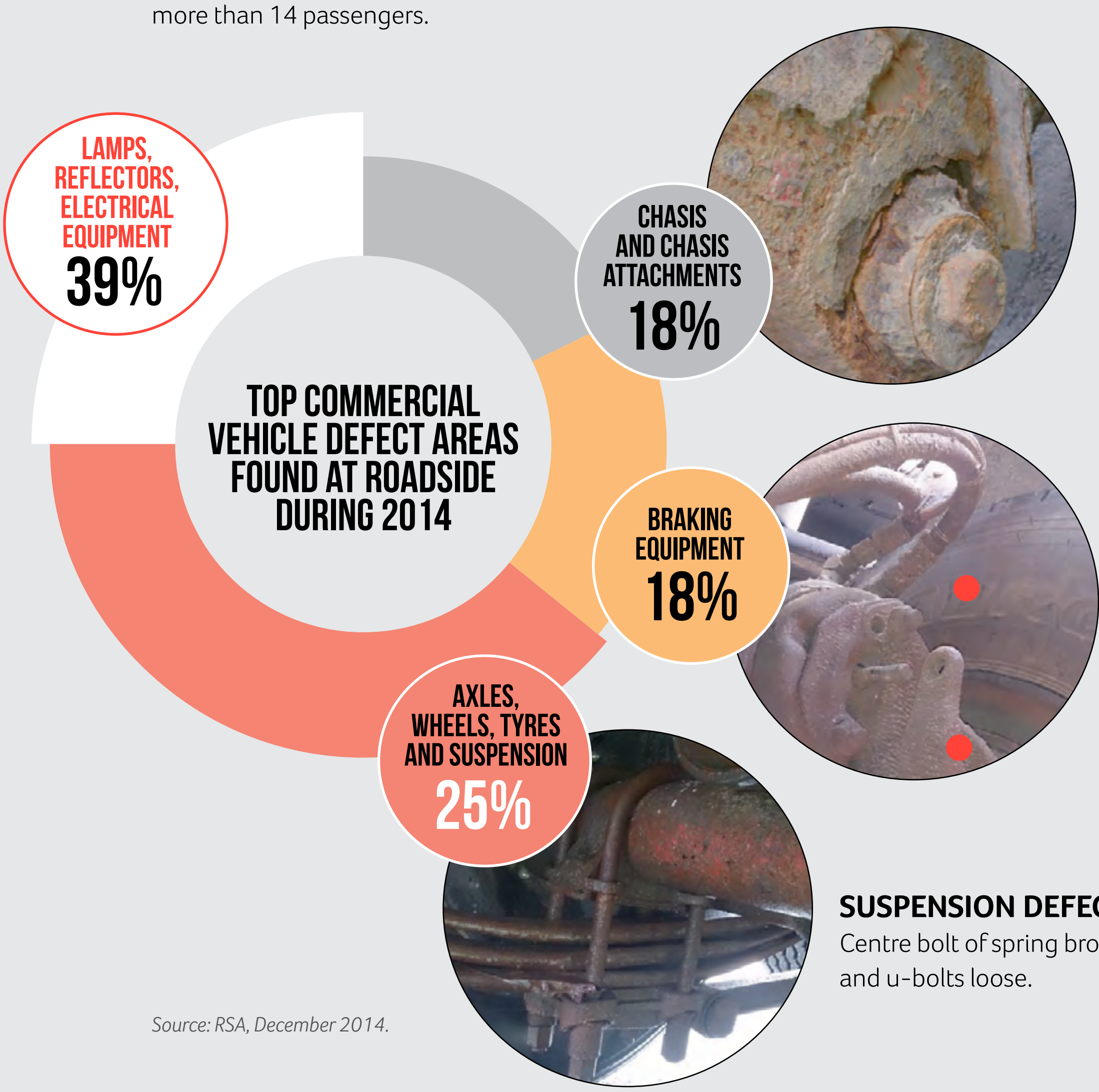
48%
OF THESE BUSES WERE FOUND TO HAVE SOME FORM OF A DEFECT

17%
DEFINED AS MAJOR DEFECTS

Source: RSA, December 2014.

PASSENGER VEHICLES OTHER THAN SCHOOL BUSES

The roadworthiness condition of a total of 654 vehicles with a CVR test category of passenger vehicle (other than school buses) were inspected at the roadside in 2014 54% of these vehicles were found to have defects. 28% were defined as major defects. This category includes vehicles with over 8 passenger seats, the majority of which are capable of carrying more than 14 passengers.



CHASSIS/ SUSPENSION DEFECT: Extensive rust on spring hanger of semi-trailer

BRAKING EQUIPMENT DEFECT: Brake pipe clamped with vice grip and brake clevis removed

SUSPENSION DEFECT: Centre bolt of spring broken and u-bolts loose.

Source: RSA, December 2014.

OVERVIEW OF ACTIVITY TO SUPPORT COMPLIANCE OF COMMERCIAL VEHICLES AND DRIVERS IN 2014

In 2014, the RSA and the Gardaí continued to implement a joint roadside enforcement strategy to run until 2019 in line with the Government Road Safety Strategy.

A key principle of the RSA enforcement strategy is to support compliant operators by ensuring enforcement is increasingly targeted at those who are non-compliant with the rules, therefore, minimising disruption to those who are compliant.

Several steps were taken in 2014 to support more targeted enforcement including:

- Access to operator and vehicle information at the roadside through smartphone look-up app to more easily identify those who are non-compliant and facilitate easy access to compliance history at the roadside.

- Watch-list of expired CRWs piloted on Garda ANPR system.
- Technical design of Mobile ANPR pilot for use at RSA roadside checks.
- Locations and times of roadside checks targeted at specific industries and known operator routes.
- During 2014, enforcement was targeted at those categories where there was the highest level of non-compliance.
- In 2014 the facility for operators to register and self declare online became available and the initial ground work in relation to the development of a Commercial Vehicle Risk Indicator (CVORI) was undertaken. Both of these items are key items which will be used by the RSA going forward to assist in measuring and monitoring compliance and ensuring that enforcement is targeted at those who chose to be non compliant.

OPERATOR CHECKS: MAINTENANCE AND REPAIR OBLIGATIONS

In 2013, new obligations were introduced on Heavy Commercial Vehicle operators and owners to have repair and maintenance systems in place. A total of 3,707 premises inspections took place in 2014. Of these, 26% were found to have adequate systems in place with the remaining 74% given education and advice and flagged for a follow-up visit.

Enforcement action got underway in late 2014, with 131 follow-up inspections conducted from which 55 direction notices were issued for non-compliances. Preparatory work on prosecutions for non-compliance with roadworthiness began in 2014 with first prosecutions likely in 2015.

Source: RSA, December 2014.

ENFORCEMENT OF DRIVERS' HOURS AND TACHOGRAPHS INCLUDING OPERATOR LICENSING

RSA Transport Officers enforce European drivers' hours' rules, tachograph and operator licensing regulations both at the roadside and at operator premises.

- 10,821 breaches of the regulations were detected during inspections conducted in 2014
- There was a 6% decrease in the number of infringements of drivers' hours, licensing and tachograph regulations
- A 5% decrease in the number of statements taken from operators and drivers during 2014 signals improving compliance behaviour.

Equipment has been procured and is in use to assist Transport Officers in the detection of tachograph manipulation devices both at the roadside and at operator premises.

Source: RSA, December 2014.

ROADSIDE CHECKS: DRIVERS' HOURS, TACHOGRAPH AND LICENSING OBLIGATIONS

RSA Transport Officers participated in 1,000 roadside checks during 2014 and inspected 91,429 driving time records for 3,669 drivers. This compares with 813 checks and 4,048 driver inspections in 2013. 247 prosecutions were initiated at these roadside checks.

Source: RSA, December 2014.

OPERATOR CHECKS: DRIVERS' HOURS; TACHOGRAPH AND LICENSING OBLIGATIONS

There were 502 inspections at operator premises in 2014 compared to 528 in 2013. During 2014, Transport Officers checked 4,659 drivers at these inspections with 663,845 records analysed. This compares with 4,018 drivers and 462,590 records checked in 2013.

Source: RSA, December 2014.

RSA SUCCESSES IN COURT 2014

166 cases were completed successfully by the RSA in the District Courts during 2014 (this compares with 120 in 2013). The majority of the cases prosecuted at Court related to breaches of drivers' hours rules, tachographs and operator licensing. There was a 4% decrease in the number of statements for prosecution submitted from both roadside and operator premises inspections in 2014 with 340 statements being submitted by Transport Officers compared to 355 in 2013.

The outcomes of RSA cases are published on the RSA website at www.rsa.ie/prosecutions

The level of penalties being imposed by the Courts for serious road safety offences regarding commercial vehicles remains a concern but it is recognised that this is a matter entirely for the Court. The RSA intends to review the approach to sanctions to ensure that they create a timely and effective disincentive for non-compliance by offenders who flagrantly disregard the rules, whilst supporting compliant operators.

REPORTS FROM OTHER MEMBER STATES CONCERNING DRIVER INFRINGEMENTS

Reports were received from other Member States concerning infringements by drivers in relation to tachograph and drivers' hours' rules while operating in those States. This information is recorded and used to target operators.

KNOWING YOUR OBLIGATIONS

The RSA has published a range of information and guidance material, including videos to assist operators to comply with the various legal obligations. The RSA advertises regularly in national newspapers and radio. The RSA has attended many industry conferences/seminars throughout 2014, imparting information via presentations. Videos are available on the RSA YouTube channel. All of the advisory and guidance material is available on www.CVRT.ie and www.rsa.ie

Information is distributed at roadside checkpoints, Driver CPC courses, seminars and through other venues. The RSA also publishes articles in trade magazines such as Fleet Magazine. There is on-going liaison between the RSA and the various representative associations concerning issues and information exchange. The RSA believes that these interactions are essential to improving understanding, addressing issues of concern and improving compliance.

NCTS

SOME HIGHLIGHTS FROM 2014

New customer service enhancements were introduced at the National Car Testing Service from 28 July 2014. These new measures help to improve the safety of second-hand cars on our roads and contribute to protecting consumers from fraud.

- **Voluntary Early Testing of Vehicles**

Vehicle owners can now present their vehicle for inspection more than 90 days before their NCT due date. By passing the test prior to this 90 day period, the vehicle will receive a certificate valid for 2 years (or 1 year depending on the age of the vehicle) from the date of the successful test.

- **Odometer Readings Printing and Verification by the Presenter**

Odometer readings captured after 28 July 2014 will be printed on the NCT Certificate and Disc. The NCT Certificate will now show the vehicle's mileage history. Where available, the mileage history will comprise the reading associated with the most recent and three prior NCTs. As this is a new system, it will only show mileage recorded during tests conducted from July 2014 onwards.

- **Fixed Charge Offence**

On 8 December 2014, driving a vehicle without a valid NCT became a fixed charge offence attracting 3 penalty points. Since 2009, it has been a penalty point offence to use a vehicle without a valid NCT. Prior to the change in December, this offence involved a direct summons to court and the assignment of 5 penalty points on conviction. Under the fixed charge system, an alleged offender will now be issued with a fixed charge notice and, on payment of the €60 charge, will have 3 penalty points assigned to their driving licence.

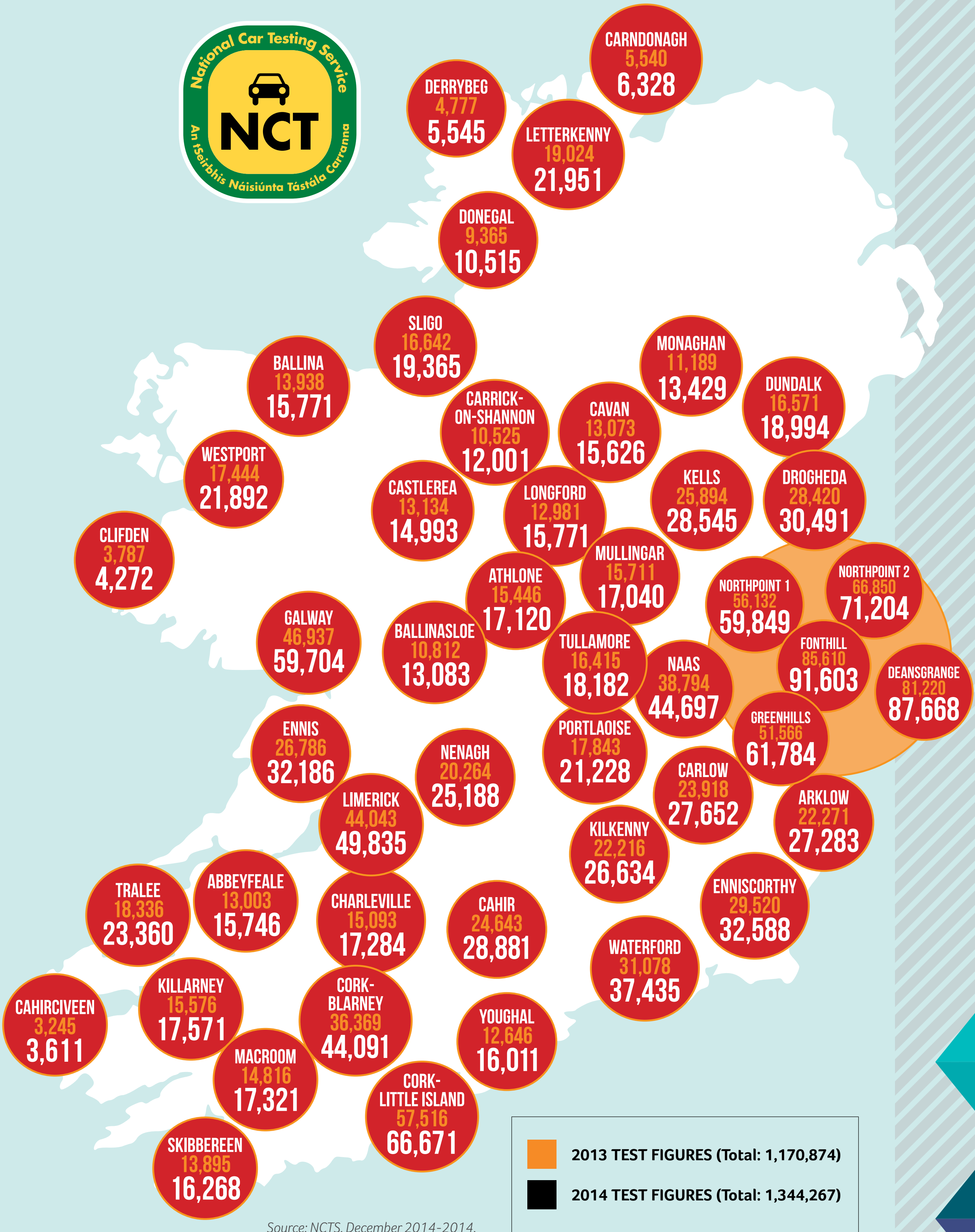
ABOUT NCTS

Periodic roadworthiness testing of passenger cars is mandatory in all Member States of the European Community in accordance with Directives 2009/40/EC and 2010/48/EU. NCT was introduced in the year 2000 and at that time the pass rate at first attempt was just 4%.

Applus Car Testing Service Ltd (ACTS) is responsible for the operation of the National Car Testing Service (NCTS) in Ireland. It operates under a Project Agreement with the RSA by which it has been granted the exclusive right to provide the service for 10 years until 2019. The NCTS is provided at 47 test centres around the country and employs approximately 800 staff, of which 580 are Vehicle Inspectors.

Roadworthiness testing is an important preventative road safety measure. It ensures that vehicles, particularly older vehicles, in use on our roads are in safe working order. The National Car Test (NCT) in Ireland has now been in place for 15 years and is compulsory for cars over four years old. It is aimed primarily at improving road safety and enhancing environmental protection by providing an independent assessment of the roadworthiness and emissions level of cars at regular intervals throughout their life. NCT is more important than ever as the average age of the car fleet has risen to 8.5 years.

NUMBER OF TESTS BY CENTRE IN 2014



Source: NCTS, December 2014-2014.

ISO 17020 CERTIFICATION

Applus Car Testing Service Ltd was formally awarded ISO 17020 accreditation by the Irish National Accreditation Board (INAB).

MONITORING OF NCTS

The RSA, assisted by the Supervision Services Contractor (SSC), PricewaterhouseCoopers, and a Technical Elements Contractor (TEC), AA Ireland Ltd, monitors the NCTS' contractor's adherence to key performance metrics and service level agreements.

The NCTS contractor must meet several key performance standards quarterly including:

- The average waiting time for a test booking across the service as a whole must be less than 14 days and at individual test centres must be less than 21 days.
- The average composite index of performance resulting from operational audits of the National Car Test centres must equal 90%. This includes audits of all aspects of the service such as premises, signage, facilities, procedures, customer service and check testing.

80%

OF OWNERS MUST BE NOTIFIED TO HAVE THEIR CAR TESTED 4-6 WEEKS PRIOR TO THE TEST DUE DATE.

THE LEVEL OF CUSTOMER SATISFACTION WITH THE NATIONAL CAR TESTING SERVICE AS DEFINED BY THE COMPOSITE CUSTOMER PERFORMANCE INDEX MUST EQUAL

80%

99%

OF TEST OUTCOMES MUST BE CONFIRMED AS ACCURATE ON CHECK TESTING.

CONSISTENCY CHECKS

Consistency tests are undertaken four times per year and are conducted by testing a single vehicle on all 99 test lanes in the 47 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances so that the RSA and the public can have confidence that test equipment standards are the same in all centres. The TEC observes at least one set of consistency checks annually.

NCT CUSTOMER SERVICE SATISFACTION STUDY

Customer satisfaction surveys are conducted quarterly to ensure that the NCTS is meeting the required standard. Satisfaction with the overall service received from the NCTS in 2014 stood at 82.83%

Source: NCTS, December 2014.

NUMBER OF TESTS CONDUCTED BY THE NCTS

1,344,265 tests, the highest in the history of NCT, were conducted in 2014. The increase in numbers in 2014 may be attributed to the drop in new car sales in recent years, the increase in the age of the national fleet and cars 10 years and older returning for their first annual test.

FULL TEST V RETEST PASS RATES (2008-2014)

	Full Test	Full Test % Pass Rate	Re-Test	Re-Test % Pass Rate
2008	835,802	51.90%	402,125	86.80%
2009	864,499	51.50%	367,467	90.70%
2010	893,713	51.70%	379,622	90.60%
2011	984,968	50.50%	464,337	90.50%
2012	1,067,984	48.30%	532,585	90.50%
2013	1,170,899	46.60%	614,035	90.50%
2014	1,344,265	48.40%	682,365	90.90%

Source: NCTS, 2008- 2014.

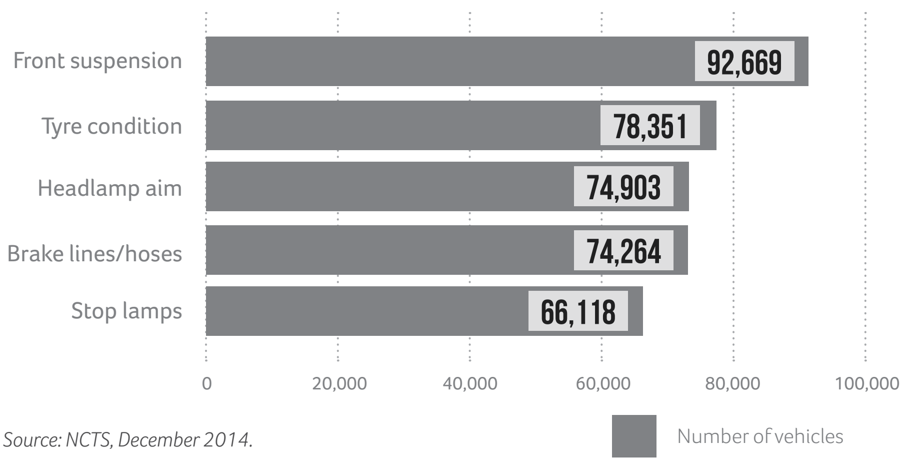
WHAT THE NCT TEST EXAMINES

The NCT is a maintenance and condition check. A detailed assessment of a vehicle's design and construction is not part of the test. All the items tested at an NCT are set down in the NCT Manual which may be viewed at rsa.ie.

The items tested include:

- Brakes
- Exhaust emissions
- Wheels and tyres
- Lights
- Steering and suspension
- Chassis and underbody
- Electrical systems
- Glass and mirrors
- Transmission
- Interior
- Fuel system

TOP 5 FAILURE ITEMS 2014



Source: NCTS, December 2014.

VEHICLE STANDARDS

In 2014, the RSA Vehicle Standards Section progressed the vehicle safety agenda as follows:

EUROPEAN COMMUNITIES WHOLE VEHICLE TYPE APPROVAL (ECWVTA)

Since 29 October 2014, all new motor vehicles and trailers (with the exception of agricultural vehicles) require type approval certification before they can be sold or registered in Ireland. In 2014, the RSA undertook an awareness campaign on the type approval additions.

PART-WORN TYRES

The RSA made recommendations to the Department of Transport, Tourism and Sport on measures to regulate and improve awareness of the standard of part-worn tyres. As an interim measure, the RSA tyre leaflet was revised and re-issued in 2014 in order to include areas of relevance to vehicle standards including material on part-worn tyres. The new leaflet was launched in partnership with ITIA and publicised through web and social media.

SPECIAL PERMITS FOR CERTAIN VEHICLES

In 2014, the RSA processed applications for 85 (up from 49 in 2013) vehicle special permits allowing vehicles which do not fully comply with the 'in-use' vehicle regulations to operate on the public road.

POST REGISTRATION MODIFICATIONS

Change of Classification from Passenger Car (M1) to Commercial Vehicle (N1)

The RSA agreed with government stakeholders to the rollout of a more accurate categorisation system which will support a higher standard of conversions from M1 to N1. This system will be rolled out in 2015.

ADR LICENSING

2,810 ADR licences were granted in 2014, which reflects a 7.5% increase on the 2013 figure. An online application system was also introduced which reduces customer waiting times by up to 2 days. At year's end, more than 50% of applications were being made online.

Source: RSA, December 2014.

REVISED REGULATIONS FOR AGRICULTURAL VEHICLES

The Vehicle Standards Section prepared four Statutory Instruments in the following areas; braking, lighting, visibility, weights and dimensions, coupling, plating and speed rating which were signed into law by the Minister in June 2014 and will apply from 1 Jan 2016.

A booklet edited by the National Adult Literacy Agency (NALA) explaining the standards improvements in layman's terms was prepared. Distribution of the booklet commenced in 2014 and will continue in 2015.

VINTAGE VEHICLES

In accordance with Action 59 of the 2013-2020 Road Safety Strategy, in 2014 the RSA reviewed the roadworthiness testing requirements for vintage vehicles to determine the safety case and costs benefits, if any, for inclusion in compulsory roadworthiness testing.

This review included a public consultation and a report containing RSA recommendations on future policy in the area was submitted to the Minister for consideration.

LONGER SEMI-TRAILERS

The RSA reviewed the current position in Ireland and elsewhere regarding the use of longer semi-trailers (LSTs) and provided the Department of Transport, Tourism and Sport with a report which recommends monitoring the numbers of LSTs being granted a special permit for the present.

PEDESTRIAN AND CYCLIST DETECTION (PCD) SYSTEM FOR HEAVY COMMERCIAL VEHICLES

A scoping exercise began in late 2014 on PCD systems which alert the driver of a Heavy Commercial Vehicle (HCV) to the presence of vulnerable road-users.

CORPORATE SERVICES

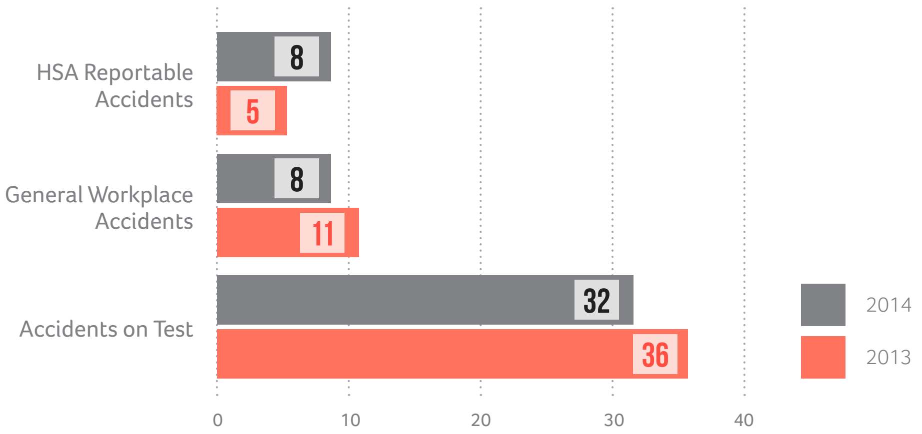
The RSA is committed to maintaining the highest standards of corporate governance in compliance with the Code of Practice for the Governance of State Bodies. In 2014, there were twelve (12) Board meetings held (2013, 11 meetings) and there were four (4) Internal Audit Committee meetings held (2013, 3 meetings). The Internal Audit Plan, covering the period 2014, was agreed by the Internal Audit Committee and the RSA Board. The plan was implemented and reported on by the RSA's Internal Auditors.

HEALTH AND SAFETY UNIT AND ENVIRONMENTAL MANAGEMENT STANDARDS

The Health and Safety Unit safety performance data for 2014 can be summarised as follows:

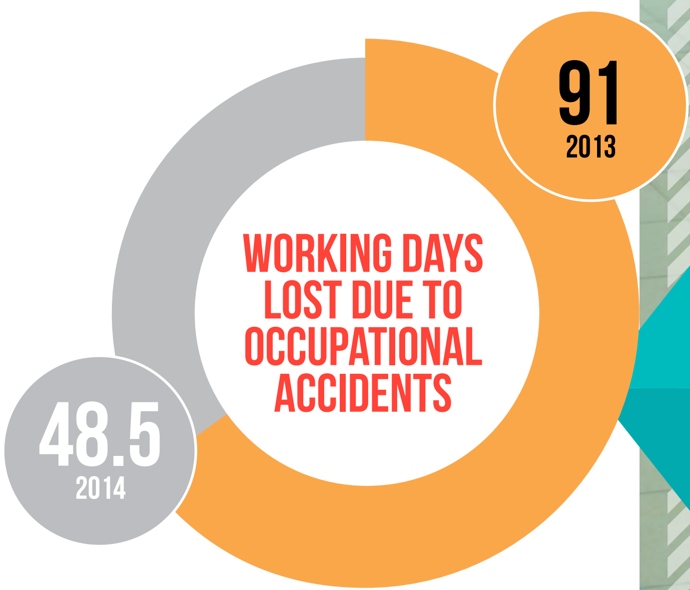
- 100% compliance was achieved for risk assessment, inspection and internal audit programme objectives set for 2014
- A Health & Safety review of safety critical work procedures for roadside checkpoints and motorcycle testing was completed and improvements controls were implemented
- A Health & Safety assessment of new ESDS training for staff was completed in consultation with An Garda Síochána who assisted the Authority in development of the ESDS training programme
- Audiometric testing was carried out for all Driver Testers and ADI Examiners engaged in motorcycle duties as part of the Authority's ongoing hearing conservation programme
- Fire safety and risk assessment training was carried out for relevant staff.

RSA OCCUPATIONAL ACCIDENTS 2014



Source: RSA, December 2014.

- General workplace accidents reduced in 2014
- Accidents on test reduced in 2014
- There was an increase in HSA reportable accidents, however the chart below shows that were significantly less working days lost as a result of workplace accidents in 2014



Source: RSA, December 2014.

ENVIRONMENTAL/GREEN TEAM REPORT 2014

- The RSA green team rolled out environmental management initiatives to 5 more driving test centres in 2014: Cork, Limerick 2, Waterford, Letterkenny & Tralee. Energy saving tips posters, traffic light systems signage for lighting and recycling bins were sent to these centres
- The Road Safety Authority participated in a shredding and recycling programme and saved 1,020 trees from destruction in 2014
- The Authority recycled 305kg of IT, Laser & Inkjet cartridge equipment in 2014
- The total amount of confidential waste collected amounts to 4,847kg
- The total amount of alkaline batteries collected amounts to 20kg
- The table below details the waste management stream for the Authority's Ballina HQ office and Loughrea sub office for 2013 and 2014.

2013 RECYCLING

2014 RECYCLING

The total amount of alkaline batteries collected amounts to 10kg not 20kg.

Source: RSA, December 2014.

ESTATE MANAGEMENT

Office Premises

The RSA operates at 50 locations nationwide. The RSA uses the services of the Office of Public Works (OPW) as its accommodation provider. The OPW is involved in ongoing rationalisation of its estate and the RSA is cooperating with them to obtain appropriately fit--for-purpose office accommodation at the lowest cost available. Throughout 2014, the RSA continued to engage with the OPW to enhance the Driver Testing estate. In addition to the Driver Testing Estate, the RSA is continuing to seek an appropriate and suitable premises for its Loughrea based staff due to increased functions and staffing levels in recent years.

In July 2014, the RSA provided new office accommodation for the ESDS manager in Portlaoise.

Also during 2014, additional space and redecoration was provided at the Driving Test centre in Mullingar.

The entire car park in Finglas Driving Test was resurfaced in 2014.

Freedom of Information:

The Freedom of Information Act, 2014 came into force on 14 October, 2014. The RSA had 6 months from date of enactment before the Acts provisions apply. In the absence of formal legislation the RSA had, since its creation, decided to conduct its business in as open and transparent way.

During 2014, 6 requests referencing Freedom of Information were handled by the RSA.

Data Protection:

During 2014, the RSA received and dealt with 8 Data Access Request under the Data Protection Acts.

Ombudsman:

During 2014, the RSA received and dealt with 15 complaints that were referred to the Ombudsman.

Energy Use:

The RSA continues to use the NPS Framework Agreement for the Supply of Electricity to central government for each of its 50 locations nationwide.

CUSTOMER CARE CENTRE

CALLS RECEIVED
372,470

CALLS SERVED
298,849

00:01:43
AVERAGE CALL WAIT TIME

75%
CALLS ANSWERED WITHIN 60 SECONDS

Source: RSA, December 2014.

OVERVIEW OF ENERGY USAGE IN 2014

In 2014 the RSA consumed 9011.13 MWh of energy, consisting of:

- 854,046 MWh of electricity
- 717.013 MWh of fossil fuels
- 15.978 MWh of renewable.

Source: RSA, December 2014.

Actions Undertaken in 2014

In 2014, the RSA sought to improve its energy performance by:

- Education and promotion of Energy Awareness to office based staff
- Maintaining a Green Team
- Incorporating environmental awareness articles for inclusion in the in-house magazine and publications
- Setting a target of reducing the overall energy consumption by at least 1% per annum – According to SEAI calculation energy performance was 5.6% better that 2013
- Ensuring consideration is given to the purchase of energy-saving / low energy usage options for all electrical equipment and fittings
- Ensuring non-essential equipment is powered off at end of each working day, at weekends and periods of extended office closure

It is not possible to quantify the savings achieved by these measures, but the benefit is in increased energy and environmental awareness.

Actions Planned for 2015

In 2015, the RSA intends to further improve our energy performance by undertaking the following initiatives:

- Ongoing commitment to energy saving campaign
- Implementing a progressive regime of energy efficiency and a 'greening' of RSA operations
- Increased education & promotion of Energy Awareness to all staff as part of ISO 14001 certification
- Rolling out initiatives already underway in HQ buildings to larger driving test centres

ISO Accreditation:

Following a 3 day recertification audit conducted by the NSAI in November 2014, the RSA successfully retained certification to the following three international standards:

SO 9001:2008 (Quality Management System)

- ISO 14001:2004 (Environmental Management System)
- OHSAS 18001:2007 (Occupational Health and Safety Management System) in respect of services provided by and functions conferred on the RSA.

No non-conformities or observations were raised against the RSA during the audit.

APPENDIX A

RSA FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31ST DECEMBER 2014

ROAD SAFETY AUTHORITY GENERAL INFORMATION

Authority Address	Moy Valley Business Park Dublin Road Ballina Co. Mayo
Senior Executive	Ms Moyagh Murdock – Chief Executive Mr Pearse White – Director Finance & Commercial Services Ms Denise Barry – Director Enforcement Mr Declan Naughton – Director Driver Testing Mr Michael Rowland – Director Road Safety
Chairperson	Ms Liz O'Donnell (Appointed 29/10/2014) Mr Gay Byrne (Resigned 14/09/2014)
Members of the Board	Mr Eddie Rock Mr Ronan Melvin Ms Aine Carroll Mr Sean Finan Ms Aideen Carberry Mr John Mulvihill Mr John Lumsden (Appointed 31/10/2014) Ms Aileen O'Toole (Appointed 31/10/2014) Ms Aine Cornally (Term Expired 14/09/2014) Ms Myra Garrett (Term Expired 14/09/2014) Mr Aaron McHale (Term Expired 14/09/2014)
Bankers	Bank of Ireland Pearse Street Ballina Co. Mayo
Auditors	The Office of the Comptroller and Auditor General Dublin Castle Dublin 2
Web Site	www.rsa.ie

REPORT OF THE COMPTROLLER AND AUDITOR GENERAL FOR PRESENTATION TO THE HOUSES OF THE OIREACHTAS

Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Road Safety Authority

I have audited the financial statements of the Road Safety Authority for the year ended 31 December 2014 under the Road Safety Authority Act 2006. The financial statements, which have been prepared under the accounting policies set out therein, comprise the statement of accounting policies, the income and expenditure account, the statement of total recognised gains and losses, the balance sheet, the cash flow statement and the related notes. The financial statements have been prepared in the form prescribed under Section 29 of the Act, and in accordance with generally accepted accounting practice in Ireland.

Responsibilities of the Chief Executive Officer and of the Board of the Authority

The Chief Executive Officer is responsible for the preparation of the financial statements. The Board of the Authority is responsible for ensuring that they give a true and fair view of the state of the Authority's affairs and of its income and expenditure, and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

My responsibility is to audit the financial statements and report on them in accordance with applicable law.

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation.

My audit is carried out in accordance with the International Standards on Auditing (UK and Ireland) and in compliance with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of audit of the financial statements

An audit involves obtaining evidence about the amounts and disclosures in the financial statements, sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of

- whether the accounting policies are appropriate to the Authority's circumstances, and have been consistently applied and adequately disclosed
- the reasonableness of significant accounting estimates made in the preparation of the financial statements, and
- the overall presentation of the financial statements.

I also seek to obtain evidence about the regularity of financial transactions in the course of audit.

In addition, I read the Authority's annual report to identify if there are any material inconsistencies with the audited financial statements. If I become aware of any apparent material misstatements or inconsistencies, I consider the implications for my report.

Opinion on the financial statements

In my opinion, the financial statements, which have been properly prepared in accordance with generally accepted accounting practice in Ireland, give a true and fair view of the state of the Authority's affairs at 31 December 2014 and of its income and expenditure for 2014.

In my opinion, proper books of account have been kept by the Authority. The financial statements are in agreement with the books of account.

Matters on which I report by exception

I report by exception if

- I have not received all the information and explanations I required for my audit, or
- my audit noted any material instance where money has not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Authority's annual report is not consistent with the related financial statements, or
- the statement on internal financial control does not reflect the Authority's compliance with the Code of Practice for the Governance of State Bodies, or
- I find there are other material matters relating to the manner in which public business has been conducted.

Non-compliance with procurement rules

I draw attention to the statement on internal financial control which discloses that, during 2014, the Authority incurred expenditure on goods and services where the procurement procedures employed did not comply with relevant national and EU guidelines. From a sample of payments examined on audit, 10% by number and 34% by value were not procured in accordance with relevant procurement guidelines. The statement also discloses the steps being taken by the Authority to address this issue.

Seamus Mc Carthy

Seamus McCarthy
Comptroller and Auditor General
29 **May 2015**

STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

Section 29 of the Road Safety Authority Act, 2006 requires the Chief Executive Officer to prepare accounts and following approval by the Board submit these to the Comptroller and Auditor General for audit.

In preparing those accounts, the Authority is required to:

- select suitable accounting policies and apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the Authority will continue in operation;
- disclose and explain any material departures from applicable accounting standards.

The Chief Executive Officer is responsible for keeping proper books of account, which disclose with reasonable accuracy at any time its financial position and which enable it to ensure that the accounts comply with Statutory Requirements. The Chief Executive Officer is also responsible for safeguarding the assets of the Authority and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

STATEMENT OF INTERNAL FINANCIAL CONTROL

On behalf of the Road Safety Authority, I acknowledge the Authority's responsibility for ensuring that an effective system of internal financial control is maintained and operated.

The system can provide only reasonable and not absolute assurance that assets are safeguarded, transactions authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected in a timely manner. In considering the effectiveness of internal financial controls, the Authority and its Audit Committee have regard, among other things, to the requirements of the Code of Practice for the Governance of State Bodies.

The Authority has taken steps to ensure that an appropriate control environment is in place by:

- clearly defining management responsibilities, authority and accountability;
- establishing formal procedures for monitoring the activities and safeguarding of assets;
- developing a culture of accountability across all levels of the organisation.

The system of internal financial control is based on a framework of management reporting and administration procedures, including segregation of duties and a system of delegation and accountability which includes:

- a financial reporting system used extensively throughout the public sector;
- a formal annual budgeting and business planning framework;
- a review by the Board of the Authority's management accounts on a quarterly basis.

In respect of 2014, the Authority and the Department of Transport, Tourism and Sport agreed a Service Level Agreement with regard to the provision of services by the Authority. The Authority did not draw any of its exchequer allocation and operated on a self-financing basis in 2014.

The Authority's monitoring and review of the effectiveness of the system of internal financial control is informed by the work of the internal auditor. The Audit Committee oversees the work of the internal auditor and the executive managers within the Authority responsible for the development and maintenance of the financial control framework.

In 2014, the following Internal Audits took place and were reported to the Internal Audit Committee of the Authority:

- Internal Audit on Capital Expenditure Programmes in the Authority;
- Internal Review on the Authority's Organisational Structure and Human Resourcing;
- Internal Audit on the Statement of Internal Financial Controls incorporating an update on management points raised by The Office of the Comptroller and Auditor General in their 2013 audit.

During 2013, responsibility for driver licencing and commercial vehicle testing was assigned to the Authority. As a result, the Authority is completing a number of large-scale IT Projects. Reviews completed by Internal Audit and the Authority itself during 2014 identified required improvements in its project management procedures. The Authority is committed to implementing the reports' recommendations in order to ensure that projects are delivered to the required quality standards at minimum cost.

The audit of the 2013 and 2014 financial statements identified procurement of goods and services where the procedures employed did not comply with procurement rules. The 2014 audit identified payments totalling € 1.4 million to four suppliers where relevant procurement guidelines had not been observed. This represented 10% of the number of items examined and 34% of the value of the sample. The Authority plans to appoint a Procurement and Contract Management manager to centrally control all procurement and contract management in the Authority to ensure strict adherence to public procurement guidelines and to ensure that there is a standard approach to procurement across the Authority.

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2014.

STATEMENT OF ACCOUNTING POLICIES

The significant accounting policies adopted in these financial statements are as follows:

Basis of Accounting

The financial statements are prepared under the accrual method of accounting, except as indicated below, and in accordance with generally accepted accounting principles under the historical cost convention. Financial reporting standards recommended by the recognised accountancy bodies are adopted as they become applicable. The Authority will present the financial statements and the report of the Comptroller and Auditor General to the Minister of Transport, Tourism and Sport in accordance with Section 29 of the Road Safety Authority Act, 2006.

State Grant

State Grant shown in the Income and Expenditure Account reflect the amounts received from the Department of Transport, Tourism and Sport in the year.

Other Income

Other income represents income generated by the Authority. Income from fees for digital tacho-graph cards, driving licences and approved driving instructor registrations and testing are recognised on a cash receipts basis. All other income including fees for driving tests, national car test levy and the commercial vehicle test levy are recognised under the accrual method of accounting.

Tangible Assets

Tangible Assets are stated at their historical cost less accumulated depreciation. Depreciation is charged to the Income & Expenditure Account on a straight line basis, at the rates set out below, so as to write off the assets. They are adjusted for residual value over their useful economic lives as follows:

Leasehold Improvements	20 years
Fixtures & Fittings	5 years
Motor Vehicles	5 years
Specialist & Telecom Equipment	3 years
Hardware	3 years
Application Software	3 years

Capital Account

The Capital Account balance represents the unamortised value of income applied for capital expenditure purposes.

Foreign Currencies

Transactions denominated in foreign currencies are converted into euro during the period at the rate on the day of the transaction and are included in the Income and Expenditure Account for the period. Monetary assets and liabilities denominated in foreign currencies are converted into euro at exchange rates ruling at the balance sheet date and resulting gains and losses are included in the Income and Expenditure Account for the period.

Staff Pensions

As at 31 December 2014 there are 147 staff of the Authority who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the Authority's financial statements. Staff pension contributions in respect of these 147 staff are remitted by the Authority to the Department of Transport, Tourism and Sport and the Authority has no further obligations for those who are members of this scheme.

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the Road Safety Authority Staff Superannuation Scheme, hereafter 'the Scheme', by the Authority. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme is open to staff who joined through external competition and by other means since September 2006. As at 31 December 2014 there were 169 staff of the Authority who are active members of the Scheme. There are also 7 deferred members and 15 pensioners of the Scheme. The Scheme operates on the basis that the Authority deducts staff pension contributions from payroll and remits these contributions to the Department of Transport, Tourism and Sport. The Department of Transport, Tourism and Sport has confirmed following discussions with the Department of Public Expenditure and Reform, that the Road Safety Authority Staff Superannuation Scheme liabilities will continue to be met by the Exchequer on a 'pay-as–you-go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay-as-you-go basis' system is where the Scheme's benefits are paid from current Exchequer revenue at the time they fall due.

In addition to the above pension arrangements, the Authority's employees, who joined the organisation after the 1 January 2013, are members of the Single Public Service Scheme. There were two members of this scheme as at 31 December 2014.

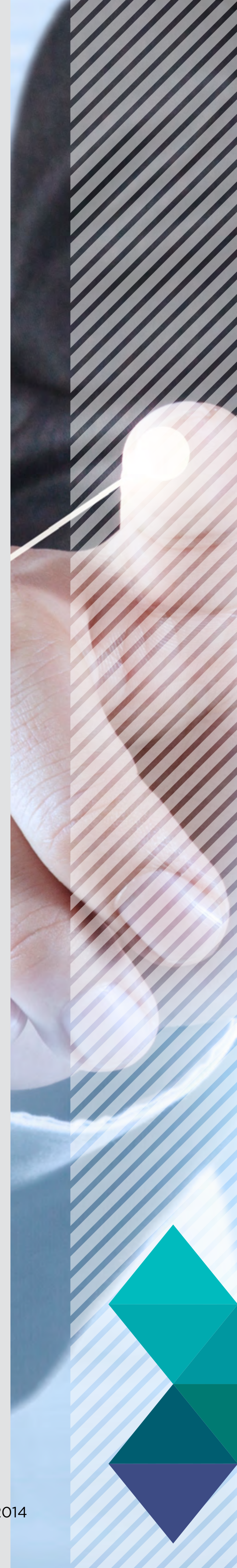
Pension Accounting for the Road Safety Authority Staff Superannuation Scheme

Pursuant to the above payment arrangements and in accordance with government accounting practice and accounting standards, the Scheme has been recognised in the financial statements of the Authority. The Scheme liabilities as at 31 December 2014 have been valued by an independent actuary using the projected unit method.

Pension costs reflect pension benefits earned by employees in the period and are shown net of staff pension contributions which are remitted to the Department of Transport, Tourism and Sport. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable from the Exchequer and offset by the amounts required to discharge pension payments.

Actuarial gains or losses arising on this Scheme's liabilities are reflected in the Statement of Total Recognised Gains and Losses and a corresponding adjustment is recognised in the amount recoverable from the Exchequer.

Pension liabilities represent the present value of future pension payments earned by members of this Scheme to date. Deferred pension funding represents the corresponding asset which is to be recovered in a future period from the Exchequer.



INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2014

	Notes	2014 €	2013 €
State Grant	2	-	6,500,000
Transfer to Capital Account	13	(215,650)	(2,165,903)
Net Deferred Funding for Pensions	14(c)	3,179,000	2,779,000
Employee pension contributions remitted to the Department of Transport, Tourism and Sport	14(a)	(278,000)	(277,000)
Other Income	3	68,613,817	49,551,642
		71,299,167	56,387,739
Staff Costs	4(a)	(17,879,232)	(18,424,380)
Technical Advice	6	(390,251)	(365,730)
Administration Costs	7	(6,320,923)	(4,370,488)
Programme Costs	8	(40,820,035)	(27,413,905)
Pension Costs	14(a)	(3,127,000)	(2,728,000)
Depreciation	9	(3,244,312)	(2,101,062)
		(71,781,753)	(55,403,565)
(Deficit)/Surplus for the year		**(482,586)**	**984,174**
Balance at 1st January		**19,515,567**	**18,531,393**
Balance at 31st December		**19,032,981**	**19,515,567**

The Statement of Accounting Policies and notes 1 to 22 form part of these Financial Statements.

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES FOR THE YEAR ENDED 31 DECEMBER 2014

	Notes	2014 €	2013 €
(Deficit)/Surplus for the year		(482,586)	984,174
Actuarial gains/(losses)			
Experience (losses)/gains on pension scheme liabilities		324,000	(4,152,000)
Changes in actuarial assumptions		(18,239,000)	970,000
Actuarial (loss) on Pension Liabilities	14(b)	(17,915,000)	(3,182,000)
Adjustment to Deferred Pension Funding		17,915,000	3,182,000
Total Recognised (Loss)/Gain for the year		**(482,586)**	**984,174**
Total Recognised (loss)/gain since last annual report		**(482,586)**	**984,174**

The Statement of Accounting Policies and notes 1 to 22 form part of these Financial Statements.

BALANCE SHEET AS AT 31 DECEMBER 2014

	Notes	2014 €	2013 €
Fixed Assets			
Tangible Assets	9	6,765,493	6,549,843
Current Assets			
Cash at bank and in hand		28,243,047	31,598,336
Debtors and Accrued Income	10	1,547,183	1,251,426
Prepayments	11	195,113	260,824
		29,985,343	33,110,586
Creditors (Amounts falling due within one year)			
Creditors and Accruals	12	(10,952,362)	(13,595,019)
Net Current Assets/(Liabilities)		19,032,981	19,515,567
Total Assets before Pensions		25,798,474	26,065,410
Deferred Pension Funding	14(c)	57,551,000	36,457,000
Pension Liabilities	14(b)	(57,551,000)	(36,457,000)
Total Net Assets		**25,798,474**	**26,065,410**
Represented By			
Capital Account	13	6,765,493	6,549,843
Income & Expenditure Reserves	20	19,032,981	19,515,567
		25,798,474	**26,065,410**

The Statement of Accounting Policies and notes 1 to 22 form part of these Financial Statements.

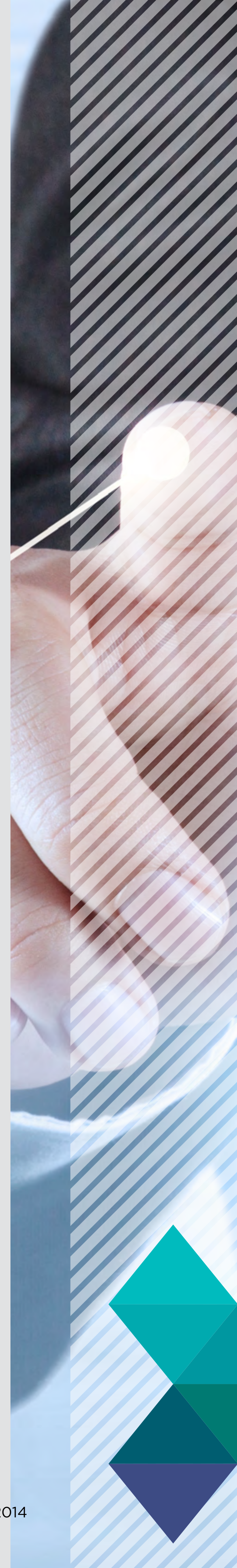
CASH FLOW STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2014

	Notes	2014	2013
		€	€
Reconciliation of Operating (Deficit)/Surplus			
(Deficit)/Surplus for the year		(482,586)	984,174
Transfer to Capital Account		215,650	2,165,903
Depreciation		3,244,312	2,101,062
Interest Received		(167,305)	(269,416)
(Increase) in Debtors		(230,046)	(974,698)
(Decrease)/Increase in Creditors		(2,642,657)	6,019,779
Net Cash Flow from Operating Activities		(62,632)	10,026,804
Cash Flow Statement			
Net Cash Flow from Operating Activities		(62,632)	10,026,804
Return on investment and servicing of finance			
Interest received		167,305	269,416
Net cash inflow from returns on investment and servicing of finance		167,305	269,416
Investing activities			
Payment to acquire fixed assets		(3,459,962)	(4,266,965)
Net cash outflow from investing activities		(3,459,962)	(4,266,965)
Increase/(Decrease) in Cash		(3,355,289)	6,029,255
Reconciliation of net cash flow to movement in net funds			
Net funds at 31st December		28,243,047	31,598,336
Less: Net funds at 1st January		(31,598,336)	(25,569,081)
Movement in net funds for the year		(3,355,289)	6,029,255

Analysis of changes in net (debts)/funds

	Cash at bank and in hand	Bank Overdraft	Total
	€	€	€
Beginning of Year	31,598,336	-	31,598,336
Cash Flows	(3,355,289)	-	(3,355,289)
End of Year	28,243,047	-	28,243,047

The Statement of Accounting Policies and notes 1 to 22 form part of these Financial Statements.



1. Establishment of the Authority

The Road Safety Authority was established under the Road Safety Authority Act 2006 on the 1 September 2006. The Authority is a body corporate with perpetual succession and with a seal, power to sue and be sued in its corporate name, and to acquire, hold and dispose of land or an interest in land, and to acquire, hold and dispose of any other property. It is a statutory body that earns Non-Exchequer Income from services provided to the public and partially from an Exchequer Grant from the Department of Transport, Tourism and Sport.

The principal functions for which the Road Safety Authority is responsible were transferred from the Department of Transport, Tourism and Sport, the National Roads Authority and the National Safety Council and are set out in the Road Safety Authority Act 2006.

New Functions assigned during 2013

During 2013, responsibility for the issuing of driver licences and commercial vehicle testing transferred from local authorities to the Authority.

Driver Licencing - The Authority was given statutory responsibility for the issuing of driver licences in 2013 under the Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2013, with effect from 12 January 2013. The local authorities' motor tax offices continued to process driver licences up to the 28 October 2013. On the 29 October 2013, the Authority took over the processing and administration of the licences via contracted outsourcing arrangements with three private sector firms. In 2013, Driver Licence income includes;

- a recoupment of an agreed portion of the licence fee income from Local Authorities for the period 12 January to the 28 October and
- full licence fees received by the Authority from the 29 October to the 31 December.

The Authority had its first full year of operation of the National Driver Licence Service in 2014.

Commercial Vehicle Testing - The Authority was given statutory responsibility for commercial vehicle testing with effect from 27 March 2013 but the Local Authorities continued to operate the service until the 6 October 2013.The vehicle testing is carried out by approved private test centres throughout the State. The test centres charge clients agreed fee rates which include a levy which is payable by the private test centres to the Authority. In 2013, levy income from Commercial Vehicle Testing was received by the Authority for the period 7 October to the 31 December only. The Authority had its first full year of operation of the Commercial Vehicle Testing Service in 2014.

There were no new functions assigned to the Authority in 2014.

2. State Grant

	2014	2013
	€	€
Funding provided from Vote 32:		
Department of Transport, Tourism and Sport – Subhead B.4	–	6,500,000
	–	**6,223,000**

The Authority did not draw down any of its Exchequer Allocation in 2014 and operated on a self-financing basis on income from its public services as outlined in Note 3.

3. Other Income

	2014	2013
	€	€
Driver Testing Fee Income	13,014,403	12,741,487
National Car Test Levy	21,305,486	18,688,831
Driver Licence Income	19,797,251	13,450,830
Commercial Vehicle Testing Levy	12,766,755	2,571,432
Digital Tacho-Graph Income	726,675	790,684
Approved Driving Instructor Income	224,281	398,853
Sponsorship Income	95,012	217,335
Bank Interest	167,305	269,416
Carriage Dangerous Goods Income	252,655	238,126
Miscellaneous	263,994	184,648
Total	**68,613,817**	**49,551,642**

- Statutory responsibility for driver licences was assigned to the Authority with effect from 12 January 2013. The Authority had its first full year of operation of the National Driver Licence Service in 2014. In 2013, Driver Licence income includes
  - a recoupment of an agreed portion of the licence fee income from Local Authorities for the period 12 January to the 28 October, and
  - gross licence fee income received by the Authority from the 29 October to the 31 December.
- Statutory responsibility for commercial vehicle testing was assigned to the Authority with effect from 27 March 2013. In 2013 levy income from Commercial Vehicle Testing was received by the Authority for the period 7 October to the 31 December only. The Authority had its first full year of operation of the Commercial Vehicle Testing Service in 2014.

The Authority is a statutory body that earns Non-Exchequer income from services provided to the public. The main sources of income are set out below.

Income Type	Source
Driver Testing Income and Driver Licence Income	The Authority has responsibility for driver testing and licence issue and renewals. This income is derived from fees paid by drivers for sitting a driving test or obtaining/renewing a driving licence. Up to 2013, local authorities had responsibility for driver licence issue/renewal.
National Car Test Levy and Commercial Vehicle Testing Levy	The Authority receives levy income based on the number of cars and commercial vehicles tested. The gross fee is collected by the contracted service provider when the test is conducted and remitted monthly in arrears to the Authority. The levy received in relation to the National Car Test continues to increase year on year due to the ageing of the national car fleet. As a result, a greater number of cars require a National Car Test. In 2014, the turnover of the outsourced contractor operating the National Car Testing Service is approximately €70.4m of which the Authority received € 21.3m in levy income as outlined in this note. Up to 2013 local authorities had been responsible for Commercial Vehicle Testing.
Digital Tacho-Graph Income	The Authority has responsibility for the enforcement of driver's hours legislation. The Authority receives fee income when it issues an electronic digital tacho graph card to hauliers for the maintenance of driver's hours.
Approved Driving Instructor Income	The Authority has responsibility for the regulation of the Driving Instruction industry. The Authority receives fee income when it registers and tests a Driving Instructor.
Carriage Dangerous Goods Income	The Authority has responsibility for the regulation of the carriage of dangerous goods. The Authority receives fee income when it registers a Carriage of Dangerous Goods. haulier.

4(a). Staff Costs

	2014	2013
	€	€
Salaries & Wages	15,748,394	16,208,515
Staff Training & Development	144,771	151,077
Travel & Subsistence	1,938,795	1,889,597
Other Staff Costs	47,272	175,191
Total	**17,879,232**	**18,424,380**

Pension related deductions totalling € 860,754 have been deducted from salaries and wages and paid over to the Department of Transport, Tourism and Sport in respect of 2014 (2013 - € 920,419) .

Included in the Other Staff Costs is a charge of € 4,702 in respect of amounts paid by the Authority to the Staff Sports and Social Club.

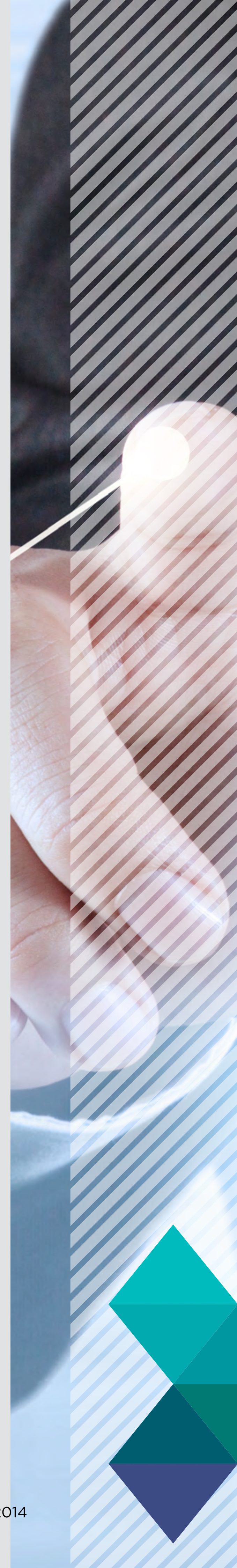
The average number of staff employed by the Authority in the year was 316 (326 in 2013). A further 7 staff were seconded to the Authority by the Department of Agriculture, The Health Service Executive, CIE and Mayo County Council.

The above costs do not include agency staff costs of € 1.4 million which have been charged to a number of programmes under the Technical Advice and Programme Costs expenditure headings.

4(b). Chief Executive Officer's Remuneration

	2014	2013
	€	€
Salary	111,493	136,596
Superannuation	7,434	11,725
Employers PRSI	10,961	13,478
Total	**129,888**	**161,799**

In 2013, the Chief Executive Officer resigned on the 4th October and the salary disclosed above relates to the period January to September only. The new Chief Executive Officer was appointed on the 17th February 2014. The Chief Executive Officer's pension entitlements do not extend beyond the standard entitlements in the model public sector defined benefit superannuation scheme. The Chief Executive Officer is a member of the new Single Public Service Superannuation Scheme. The Chief Executive Officer did not receive Performance Related Pay in 2014.



4(c). Interim Chief Executive Officer's Remuneration

	2014	2013
	€	€
Interim Chief Executive Officer		
Contract Fees	22,420	40,379
Total	**22,420**	**40,379**

Following the resignation of the Chief Executive Officer on the 4 October 2013, the Authority received sanction from the Department of Public Expenditure and Reform to appoint an interim Chief Executive Officer for an interim period until the post of Chief Executive Officer was filled. Following a selection process managed by the Public Appointments Service, an external contractor was appointed to the post and held that post until the 14 February 2014. The current Chief Executive Officer was appointed with effect from the 17 February 2014. The interim Chief Executive Officer was retained on a call on/call off basis in an advisory capacity by the Authority after the 14 February 2014 and was paid € 34,668 for these services.

5(a). Director's Emoluments

	2014	2013
	€	€
Current Membership		
Chairperson		
Ms Liz O'Donnell*	2,082	-
Board Members		
Mr Eddie Rock	6,765	8,100
Mr Ronan Melvin	6,765	8,100
Mr Sean Finan	6,765	8,100
Ms Aine Carroll	–	–
Ms Aideen Carberry	7,570	2,509
Mr John Mulvihill	7,608	1,739
Mr John Lumsden*	1,297	–
Ms Aileen O'Toole*	1,296	–
Resignation & Expiration of Board Term		
Mr Gay Byrne	5,937	12,600
Ms Aine Conally	3,817	8,100
Ms Myra Garrett	–	8,100
Mr Aaron McHale	3,817	8,100
Total	**53,718**	**65,448**

Mr Gay Byrne resigned as Chairperson of the Board on 14 September 2014. There are three members whose term of appointment expired on 14 September 2014 as outlined in the note above.

In December 2013, the executive was informed that due to an administrative oversight, the Department of Transport, Tourism and Sport had not informed the Authority of the following reductions with effect from the 1st January 2010 in Board Members fees under the Financial Emergency Measures in the Public Interest Act of 2009:

- Chairperson – Reduced from € 12,600 to € 11,970 per annum;
- Board Member – Reduced from € 8,100 to € 7,695 per annum for a Category 3 state agency.

Board Members were informed in writing of this oversight and the members agreed at the January 2014 Board meeting to repay the overpayment by way of deduction from the members' Quarter I and Quarter II, 2014 fees. Members of the previous Board of the Authority were also informed in writing of this oversight.

*Ms Liz O'Donnell was appointed Chairperson of the board on the 29 October 2014 and two new members, Mr John Lumsden and Ms Aileen O'Toole were appointed on the 31 October 2014. The new Chairperson and two new members are denoted with an asterisk in the above note.

The Authority paid the following travel and subsistence to Board Members;

5(b). Director's Expenses

	2014 €	2013 €
Travel	3,489	1,557
Subsistence	912	333
Total	**4,401**	**1,890**

5(c). Directors' Attendance Record

In 2014, there were twelve (12) Board meetings held (2013, 11 Board meetings). In accordance with Section 3.8 of the Code of Practice for the Governance of State Bodies 2009 the following table outlines each Board Member's attendance in 2014.

Directors' Attendance Record

Current Membership	2014 Actual Attendance	2014 Potential Attendance	2013 Actual Attendance	2013 Potential Attendance
Chairperson				
Ms Liz O'Donnell*	1	(1)	N/A	N/A
Board Members				
Mr Eddie Rock	11	(12)	11	(11)
Mr Ronan Melvin	12	(12)	11	(11)
Mr Sean Finan	11	(12)	11	(11)
Ms Aine Carroll	9	(12)	8	(11)
Ms Aideen Carberry	6	(12)	2	(3)
Mr John Mulvihill	10	(12)	2	(2)
Mr John Lumsden*	2	(2)	N/A	N/A
Ms Aileen O'Toole*	2	(2)	N/A	N/A
Resignation & Expiration of Board Term				
Mr Gay Byrne	9	(9)	11	(11)
Ms Aine Conally	7	(9)	10	(11)
Ms Myra Garrett	9	(9)	9	(11)
Mr Aaron McHale	8	(9)	11	(11)

In 2014, Mr Gay Byrne resigned as Chairperson of the Authority on the 14 September 2014. Three other members' term on the board expired on the 14 September 2014.

Those Board Members' names denoted with an asterisk were appointed new members to the Board in 2014. Ms Liz O'Donnell was appointed Chairperson on the 29 October 2014 and her appointment was approved by the Joint Oireachtas Committee on Transport and Communications on the 11 November 2014 (Potential meetings to year end – 1).
Mr John Lumsden and Ms Aileen O'Toole joined the Board on the 31 October 2014 (Potential meetings to year end - 2).

6. Technical Advice

	2014 €	2013 €
Technical Advice	218,237	197,800
ICT Contracting Costs	172,014	167,930
Total	**390,251**	**365,730**

7. Administration Costs

	2014 €	2013 €
Printing & Stationery	663,030	459,554
Postage	274,637	290,836
Facility Management Costs	453,299	494,934
Energy	212,150	186,373
Telephone & Data Exchange Costs	524,045	361,361
Software Maintenance	2,919,535	1,535,700
Hardware Maintenance	456,353	417,366
Audit Fees	16,900	16,950
Internal Audit Fees	61,390	14,276
Payroll Administration	40,652	41,303
Translation Services	11,830	9,460
Insurance	45,270	49,755
Website Maintenance	21,038	6,244
Financial Transaction Charges	255,246	116,589
Facility Hire Costs	237,113	243,647
Fleet Management Costs	147,935	126,120
Gain on Disposal of Fixed Assets	(19,500)	-
Total	**6,320,923**	**4,370,488**

8. Programme Costs

		2014 €	2013 €
(a)	Driver Theory Testing	167,948	9,284
(b)	Road Haulage Enforcement & Communication	23,339	134,370
(c)	Vehicle Testing	1,083,673	960,225
(d)	Road Safety Promotion	4,393,656	4,734,367
(e)	Road Safety Education	1,491,264	1,001,930
(f)	Road Safety Awareness	2,130,199	2,760,130
(g)	Road Safety Research	503,363	384,479
(h)	Driver Education	1,675,116	1,262,545
(i)	Legal Fees	644,625	438,347
(j)	Commercial Vehicle Testing Service	4,463,664	3,000,691
(k)	Driver Testing	419,352	369,015
(l)	Driver Licence Project & Process Improvement	796,817	3,345,788
(m)	Communications	1,164,752	1,018,292
(n)	National Driver Licence Service	21,530,164	7,948,860
(o)	Emergency Service Driver Standard	145,306	–
(p)	Other Programme Costs	186,797	45,582
Total		**40,820,035**	**27,413,905**

(a) This is the cost of lamination of driver theory test certificates.

(b) These are the costs associated with the enforcement programme including communication costs.

(c) This is the cost of monitoring the vehicle testing sites and the supervision of the National Car Testing Service.

(d) Road Safety Promotion is a programme where the Authority continually promotes road safety using marketing communication tools such as advertising ensuring constant learning to all road users.

(e) Road Safety Education is a programme aimed at delivering road user education up to third level through a range of specially developed educational campaigns.

(f) Road Safety Awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods such as the use of the shuttle and the translation of road safety messages into a number of languages.

(g) This is the cost of engaging in research programmes in road safety.

(h) Driver Education is programme expenditure that relates to the regulation of the Approved Driving Instruction industry and it also incorporate the running of the Certificate of Professional Competency programme in respect of professional bus and truck drivers.

(i) There are legal fees incurred in relation to the procurement processes involved in the Commercial Vehicle Testing programme, the Licence Change programme and with general procurement advice and the interpretation of legislation.

(j) This programme relates to the operation of Commercial Vehicle Roadworthiness Testing programme in the Road Safety Authority.

(k) This is the cost of enhancements to the Driver Testing programme relating to the theory and practical driving tests, in particular the development of syllabus material.

(l) The Licence Change programme relates to expenditure in the development and enhancement of the National Driver Licence Service.

(m) The Authority incurs cost in relation to its media buying, media creative and public relations activities. It also incorporates the Authority's social media activity.

(n) This programme expenditure relates to the operating costs of the new National Driver Licence Service in 2014 and includes the cost of the card production, agent network and back office processing elements of the licence service.

(o) These are the programme costs relating to the new Emergency Service Driving Standard that went operational in 2014.

(p) Costs under this heading relate to advertising costs of Vehicle Standards and Vehicle Testing notices.

The costs of Authority staff in administering these Programmes are not included in the amounts shown in this Note because staff costs are not assigned exclusively to specific Programmes and so it is not practicable to distribute these costs.

9. Tangible Assets

	Leasehold	Fixtures & Fittings	Motor Vehicles	Specialist/ Telecom Equipment	Hardware	Computer Software	Total
	€	€	€	€	€	€	€
Cost							
As at 1st January 2014	867,662	914,346	762,382	561,757	2,185,803	9,847,376	15,139,326
Additions	135,728	28,954	116,990	–	133,371	3,044,919	3,459,962
Disposals	–	–	(56,000)	–	–	–	(56,000)
As at 31st December 2014	**1,003,390**	**943,300**	**823,372**	**561,757**	**2,319,174**	**12,892,295**	**18,543,288**
Depreciation							
As at 1st January 2014	79,981	731,485	470,070	555,565	1,768,186	4,984,196	8,589,483
Charge for the year	47,610	68,456	112,861	6,016	261,703	2,747,666	3,244,312
Disposals	–	–	(56,000)	–	–	–	(56,000)
As at 31st December 2014	**127,591**	**799,941**	**526,931**	**561,581**	**2,029,889**	**7,731,862**	**11,777,795**
Net Book Value							
As at 31st December 2014	**875,799**	**143,359**	**296,441**	**176**	**289,285**	**5,160,433**	**6,765,493**
As at 31st December 2013	**787,681**	**182,861**	**292,312**	**6,192**	**417,617**	**4,863,180**	**6,549,843**

10. Debtors & Accrued Income

	2014 €	2013 €
National Car Test Levy	1,302,680	951,204
Bank Interest	49,289	89,978
Driver Theory Test Levy	148,807	142,823
Driver Test Fees	15,972	15,271
Driver Licence Income	30,435	52,150
Total	**1,547,183**	**1,251,426**

11. Prepayments

	2014 €	2013 €
Insurance	23,329	33,498
Software Licences	171,784	227,326
Total	**195,113**	**260,824**

12. Creditors & Accruals

	2014 €	2013 €
Creditors	2,196,337	3,156,855
PAYE/PRSI	336,157	347,746
Payroll Deductions	(89,217)	180,354
VAT	455,081	458,320
Withholding Tax	299,908	259,315
Relevant Contracts Tax	108	144
Accruals	3,324,183	5,682,427
Deferred Income Driving Test Fees	3,577,738	2,770,894
Deferred Income Commercial Vehicle Test Levy	347,338	265,998
Superannuation due to Department of Transport, Tourism and Sport	504,729	472,966
Total	**10,952,362**	**13,595,019**

13. Capital Account

	2014	2013
	€	€
Opening Balance	6,549,843	4,383,940
Transfer from Income & Expenditure Account		
– Income used to purchase fixed assets	3,459,962	4,266,965
– Amortisation of Fixed Assets	(3,244,312)	(2,101,062)
	215,650	2,165,903
Balance at 31 December	**6,765,493**	**6,549,843**

14. Superannuation

14 (a). Analysis of Total Pension Costs charged to Expenditure

	2014	2013
	€	€
Current service cost	1,876,000	1,752,000
Employee Contributions	(278,000)	(277,000)
Interest on Pension Scheme Liabilities	1,529,000	1,253,000
Net Pension Cost for the Year	**3,127,000**	**2,728,000**

14 (b). Movement in Pension Liability during the financial year

	2014	2013
	€	€
Pension Liability at 1 January	36,457,000	30,496,000
Current service cost	1,876,000	1,752,000
Interest costs	1,529,000	1,253,000
Actuarial losses	17,915,000	3,182,000
Pensions paid in the year	(226,000)	(226,000)
Pension Liability at 31 December	**57,551,000**	**36,457,000**

14 (c). Deferred Funding for Pensions

The Authority recognises these amounts as an asset corresponding to the unfunded deferred liability for pensions on the basis of the set of assumptions described below at 14(e) and a number of past events. These events include the statutory basis for the establishment of the superannuation Schemes, and the policy and practice currently in place in relation to funding public service pensions including contributions by employees and the annual estimates process. The Authority has confirmation from the Department of Transport, Tourism and Sport that the liabilities under the Scheme will continue to be met by the Exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for so long as the Scheme is in operation.

The Net Deferred Funding for Pensions recognised in the Income and Expenditure Account was as follows:

	2014	2013
	€	€
Funding recoverable in respect of current year pension costs	3,405,000	3,005,000
State Grant applied to pay pensioners	(226,000)	(226,000)
	3,179,000	**2,779,000**

The deferred funding asset for pensions as at 31st December 2014 amounted to € 57.551m (2013 € 36.457m).

14(d). History of Defined Benefit Obligations

	2014	2013	2012	2011	2010
	€	€	€	€	€
Defined benefit scheme liabilities	57,551,000	36,457,000	30,496,000	21,600,000	18,073,000
Experience (losses) /gains on pension scheme liabilities	324,000	(4,152,000)	(2,982,000)	238,000	632,000
As percentage of Scheme Liabilities	0.56%	-11.39%	-9.78%	1.1%	3.5%

The cumulative actuarial loss recognised in the Statement of Total Recognised Gains and Losses amounts to € 43.205m (2013: € 25.29m). The above losses recorded in 2014 were largely due to the decrease in the discount rate used for valuation purposes from 4.0% in 2013 to 2.3% in 2014.

14 (e). General Description of the Scheme

The Scheme is a defined benefit final salary pension arrangement with benefits and contributions defined by reference to current 'model' public sector scheme regulations. The Scheme provides a pension, a gratuity or lump sum and spouse's and children's pensions. Normal Retirement Age is a member's 65th birthday, and pre 2004 members have an entitlement to retire without actuarial reduction from age 60. Pensions in payment (and deferment) normally increase in line with general public sector policy.

The valuation used for FRS 17 (Revised) disclosures has been based on a full actuarial valuation carried out by a qualified independent actuary in March 2014 to take account of the requirements of FRS17 in order to assess the Scheme liabilities at 31 December 2014.

	31 December 2014	31 December 2013
Rate of increase in salaries	3.3% pa	1% for 1 Year reverting to 3.5% pa thereafter
Rate of increase for pensions in payment	1.8% pa	0% for 1 Year reverting to 2.5% pa thereafter
Discount Rate	2.3%	4.0%
Inflation Rate	1.8%	2.0%

14 (f). Mortality Tables

The mortality tables used were as follows;

	Male	Female
Pre-Retirement Mortality	PMA 92 c 2020	PFA 92 c 2020
Post-Retirement Mortality	PMA 92 c 2025 less 1 year	PFA 92 c 2025 less 1 year

Based on these tables life expectancy at age 65 is as follows:

	2014	2013
Male	22 years	22 years
Female	25 years	25 years

15. Capital Commitments

The Authority has capital commitments in respect of its contract for the Commercial Vehicle Information System under the Commercial Vehicle Roadworthiness Reform programme. Under the contract term for the period from the 1st January 2015 to the 31st July 2019, the Authority has contractual capital commitments of € 7m relating to the capital element of monthly service charge payments. The Authority will meet these commitments from its reserves and from future income from the Commercial Vehicle Testing levy.

16. Contingent Liabilities

There are no contingent liabilities at 31 December 2014.

17. Chairperson's and Board Members Interests

The Authority adopted procedures in accordance with guidelines issued by the Department of Public Expenditure and Reform in relation to the disclosure of interests by its members and these procedures have been adhered to in the year.

18. Borrowings

Section 13 of the Road Safety Authority Act 2006 allows the Authority to borrow money with the consent of the Minister of Transport, Tourism and Sport with the agreement of the Minister of Finance for the purpose of the performance of its functions. In 2014, the Authority did not incur any borrowings.

19. Premises

The Authority occupies premises in Ballina and Loughrea. These premises are owned by the Office of Public Works and no rent is payable by the Authority. The Authority has 52 driver testing centres throughout the country, 15 of these are located in Government Offices and 37 are located in other premises provided by the Office of Public Works. The Authority is charged shared services costs for those centres located in Government Offices.

20. Income and Expenditure Reserves

At the end of 2014, the Authority had a cumulative retained surplus of €19m. The Authority was allocated an Exchequer Allocation for 2014 of € 3.37m. The Authority operated on a self-financing basis in 2014 and did not draw down any of this allocation in 2014 and informed the Department of Transport, Tourism and Sport that it did not require the allocation in 2014.

The Authority is preparing a five year business plan for the period 2015 to 2020 where the Authority will outline how the retained surplus will be used for:

- the remaining capital commitments in respect of the Commercial Vehicle Information System under the Commercial Vehicle Roadworthiness programme
- modernisation of the Driver Testing Estate
- and investment in the Authority's information technology systems.

The Authority is cooperating with the Department of Transport, Tourism and Sport in the development of this business plan.

21. Comparative Figures

Some changes have been made to the presentation of the items in the financial statements and the comparative figures have been reclassified on the same basis.

22. Approval of Financial Statements

The Financial Statements were approved by the Authority on the 26th May 2015.

ROAD SAFETY AUTHORITY – WORKING TO SAVE LIVES

The RSA would like to thank the following organisations for their support in 2014:

A-CEART
An Garda Síochána
Approved Driving Instructors (ADIs)
Automobile Association
BRí
Bus Éireann
Coach Tourism and Transport Council (CTTC)
National Transport Authority (NTA)
Cork University Hospital (CUH)
County Childcare Committees
Cycling Ireland
Cycling.ie
Department of Education and Skills (TY Programme)
Department of the Environment, Community and Local Government
Department of the Environment (NI)
Department of Foreign Affairs and Trade
Department of Transport, Tourism and Sport
Dublin Bus
Dublin City Council
Dublin Castle
European Transport Safety Council (ETSC)
Fleet Magazine
Green Schools
Health and Safety Authority (HSA)
Health Service Executive (HSE)
IDA
Irish Farmers' Association (IFA)
Irish Farmers' Journal (IFJ)
Irish Rail
Irish Road Haulage Association (IRHA)
Irish Tyre Industry Association (ITIA)
Local Government Computer Science Board
Medical Bureau of Road Safety (MBRS)
Met Éireann
Muintir na Tire
National Community Fora
National Rehabilitation Hospital, Dun Laoghaire
National Roads Authority (NRA)
National Standards Authority of Ireland (NSAI)
No Names Club
Ordnance Survey Ireland (OSi)
PARC
Responsible Young Drivers (RYD)
Road Safety Officers and Local Authorities
Road Safety Together Working Groups
Rose of Tralee Festival
Society for the Irish Motor Industry (SIMI)
Third Level Colleges
Union of Students Ireland (USI)
Working Groups

Sponsors:

Applegreen
Advanced Pitstop
Electric Ireland
DrinkAware.ie
Mercedes
Reynolds Logistics Ltd

NOTES

Working to Save Lives

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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