



Parliamentary Questions

Q1 2026

PQ Bulletin 1



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Introduction

This bulletin provides a report of the Parliamentary Question (PQ) responses issued by the Road Safety Authority (RSA) to members of Dáil Éireann during the relevant time period. Any Parliamentary Questions which contain personal data have been removed from this report.

Please note, you will need to review Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to some Parliamentary Questions.

The bulletin will be published on the RSA website on a quarterly basis covering PQs and responses issued during the preceding quarter.

In some instances, data referenced in attachments accompanying PQ responses is published separately by the Central Statistics Office (CSO) as part of its regular monthly releases. As a result, in a small number of cases, readers may need to consult the [CSO website](#) to access the full dataset or information referenced in the PQ response.

If you have any queries in respect of this report, please direct your query to our [Online Support Centre](#).

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	779	Ref: 2030/26 For answer: 13/01/2026 Written from - Grace Boland	To ask the Minister for Transport whether his Department, or any body under its aegis, has funded, or is funding, other than where legal costs were awarded against the employer by a court or tribunal, the legal costs of any current or concluded litigation taken by an employee or former employee against that Department or body, in each of the past five years; if so, to provide details of the number of such cases, the bodies involved, and the total costs incurred in each year; and if he will make a statement on the matter.	Deputy Grace Boland, Dail Eireann, Dublin 4. 22 January 2026 Ref: PQ 2030/26 Dear Deputy Boland, I refer to your recent Parliamentary Questions below: Dail Question No:779: To ask the Minister for Transport whether his Department, or any body under its aegis, has funded, or is funding, other than where legal costs were awarded against the employer by a court or tribunal, the legal costs of any current or concluded litigation taken by an employee or former employee against that Department or body, in each of the past five years; if so, to provide details of the number of such cases, the bodies involved, and the total costs incurred in each year; and if he will make a statement on the matter. Year Total number of cases Bodies Involved WRC involved Total Costs Year Total Number of Cases Bodies Involved WRC Involved Total Costs ----- ----- 2022 1 1 Yes €5,000 2024 1 1 Yes €18,840 Total €23,840	Grace Boland

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Dail Question No:780: To ask the Minister for Transport the basis on which his Department, or a body under its aegis, may fund the legal costs of an employee or former employee in litigation where that employee is in dispute with, or taking proceedings against, the same body; and if he will make a statement on the matter. Legal costs of an employee or a former employee in litigation may be agreed as part of a mediated settlement or agreement in order to expedite a conclusion to the case or where the rationale in keeping legal costs for the employer to a minimum suggest being open to such funding agreements being reached where not excessive. Dail Question No:781: To ask the Minister for Transport whether the funding of employee legal costs in disputes against his Department, or a body under its aegis, is standard practice; if not, the circumstances in which such funding may be permitted; and if he will make a statement on the matter. The circumstances under which the funding of employee legal costs in disputes against RSA is not standard practice. Such funding may only be permitted in exceptional circumstances whereby the funding of such costs represents the most effective and efficient use of public funds. Payments must be authorised at an appropriate level, and payments are appropriately disclosed. Dail Question No: 782:To ask the Minister for Transport to outline the guidance, codes, circulars or directions that govern the payment of legal costs by his Department, and bodies under its aegis, in employment-related disputes, including any requirem	

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				ents under the Code of Practice for the Governance of State Bodies or Departmental sanction arrangements; and if he will make a statement on the matter. RSA adhere to all applicable circulars and codes of practice that govern payment of legal costs in employment related disputes. RSA also comply with Departmental sanction arrangements where applicable and required under such guidance and circular. The circular predominately governing such payments is Circular 9/2018. Dail Question No: 783: To ask the Minister for Transport whether the funding of employee legal costs in litigation against the employing body could give rise to governance, accountability, or value for money concerns; whether his Department has issued any guidance in this regard; and if he will make a statement on the matter. This PQ is directed at our parent department for response and as such RSA are not providing a response on this matter. Dail Question No: 784: To ask the Minister for Transport whether his Department has reviewed, or intends to review, the practice of Departments, and bodies under their aegis, funding legal costs in employment disputes involving those same bodies; and if so, the outcome or timeline for such a review; and if he will make a statement on the matter. This PQ is directed at our parent department for response and as such RSA are not providing a response on this matter. Dail Question No: 785: To ask the Minister for Transp	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ort whether arrangements to fund legal costs in employment disputes involving his Department, or bodies under its aegis, require the prior approval of his Department or the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation; and if he will make a statement on the matter. This PQ is directed at our parent department for response and as such RSA are not providing a response on this matter. RSA understand that payments under Circular 9/2018 require approval initially from parent department and finally approval from Department or the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation. If any further information is required, please contact the undersigned. Yours sincerely, Alison Coleman Director People, Development and Culture	
	780		To ask the Minister for Transport the basis on which his Department, or a body under its aegis, may fund the legal costs of an employee or former employee in litigation where that employee is in dispute with, or taking proceedings against, the same body; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	781		To ask the Minister for Transport whether the funding of employee legal costs in disputes against his Department, or a body under its aegis, is standard practice; if not, the circumstances in which such funding may be permitted; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	782		To ask the Minister for Transport to outline the guidance, codes, circulars or directions that govern the payment of legal costs by his Department, and bodies under its aegis, in employment-related disputes, including any requirements under the Code of Practice for the Governance of State Bodies or Departmental sanction arrangements; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	783		To ask the Minister for Transport whether the funding of employee legal costs in litigation against the employing body could give rise to governance, accountability, or value for money concerns; whether his Department has issued any guidance in this regard; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	784		To ask the Minister for Transport whether his Department has reviewed, or intends to review, the practice of Departments, and bodies under their aegis, funding legal costs in employment disputes involving those same bodies; and if so, the outcome or timeline for such a review; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	785		To ask the Minister for Transport whether arrangements to fund legal costs in employment disputes involving his Department, or bodies under its aegis, require the prior approval of his Department or the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	494	Ref: 73896/25 For answer: 13/01/2026 Written from - Paul Murphy	To ask the Minister for Transport if he will instruct the NTA or the RSA to conduct an investigation into the use of unbelted Urban class 1 bus vehicles on motorways and roads with speed limits in excess of 65kMH and the possible impact on the health and safety of the bus drivers operating such services as well as that of the passengers; and if he will make a statement on the matter.	Dear Deputy Murphy, The Minister for Transport has asked the RSA to reply directly to you on this matter regarding the safety of Class I buses. All new buses must meet the type-approval requirements as set out in EU Regulations 2018/858 whereby national authorities are required to certify that a vehicle meets all EU safety, environmental and conformity of production requirements before allowing it to be placed on the EU market. The General Construction requirements for category M2 and M3 buses are set out in UNECE Regulation 107 and for Class I buses (standee) these are designed for lower speeds (limited to 65 km/h) compared to intercity coaches. The type approval regulations require such vehicles are designed to provide structural integrity for the driver and passengers. The RSA will investigate whether there is any relevant international literature published on the safety of such vehicles. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Paul Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	631	Ref: 75241/25 For answer: 13/01/2026 Written from - Matt Carthy	To ask the Minister for Transport the number of press, media or communications staff currently employed in his Department and within each agency for which he is responsible; the cost of these staff for 2025 and the expected cost for 2026; whether there are proposals to increase the number of such staff; and if he will make a statement on the matter.	Ref: PQ 75241/25 Dear Deputy Carthy, I refer to your recent Parliamentary Question: Dail Question No: 631: To ask the Minister for Transport the number of press, media or communications staff currently employed in his Department and within each agency for which he is responsible; the cost of these staff for 2025 and the expected cost for 2026; whether there are proposals to increase the number of such staff; and if he will make a statement on the matter. There are 8 staff employed in the Press and Communications Unit of the Road Safety Authority across press, media, communications and advertising. The staff costs in relation to salaries for the unit in 2025 were: €847,880.24. There are currently three vacancies in the Press and Communications Unit due to be filled this year. Estimated salary costs for all staff in the Press and Communications Unit in 2026 are €1,156,563.25. If any further information is required, please contact the undersigned. Yours sincerely, Alison Alison Coleman, Director People, Development and Culture	Matt Carthy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	795	Ref: 2355/26 For answer: 13/01/2026 Written from - Barry Ward	To ask the Minister for Transport if his attention has been drawn to the work of the Learner Driver Support Programme (details supplied); the actions he will take to engage with their work; and if he will make a statement on the matter.	The RSA is currently conducting a comprehensive review of the Learning to drive curriculum, in partnership with the Queensland University of Technology. The objective of this work is to ensure the service is fit for purpose, future-proofed, and capable of adapting to advancements in vehicle technology. It will also take into account international best practice within this area. This review is at an advanced stage, these recommendations which are designed to enhance driver education in Ireland will be presented in early 2026. Once the review is completed this will inform the next stage towards enhancing the learning to drive programme and fully delivering on Action 7A of the Phase 2 Road Safety Action Plan. Currently within Driver Testing section,during 2025, an Advanced Driver Assistance Systems (ADAS) pilot programme was conducted from the Galway Driving Test Centre. This involved collaboration with ADIs and driving test applicants to increase knowledge and understanding of ADAS. This is part of the future enhancement of the Driving Test in Ireland. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Barry Ward

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	796		To ask the Minister for Transport if he will consider meeting with the operators of the Learner Driver Support Programme (details supplied) to discuss their work and offer support to their cause; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	799		To ask the Minister for Transport his views on the merits of creating a mechanism for a pilot programme of the Learner Driver Support Programme (details supplied); and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	800		To ask the Minister for Transport regarding any research ongoing within his Department into the experiences of other countries/ districts that have implemented a Learner Driver Support Programme (details supplied); and if he will make a statement on the matter. Details Supplied: The Learner Driver Support Programme: https://road-safety-charter.ec.europa.eu/content/learner-driver-support-programme	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	527	Ref: 74247/25 For answer: 13/01/2026 Written from - Mark Wall	To ask the Minister for Transport the current waiting times are for driving tests by county, in tabular form; and if he will make a statement on the matter.	Dear Deputy Wall, Thank you for your email. I refer to Parliamentary Question 74247/25 regarding your questions on the Driver Testing Service. Dail Questions 527, 594, 595 and 596 In relation to Dail Questions 527, 594, 595 and 596, attached please find a number of excel sheets outlining the number of applicants waiting for a driving test in all categories by County. The number of applicants waiting for a driving test in Category B (Car), C and CE (Truck) and Cat D and D1 (Bus test) which also includes CPC walkaround figures for Truck and Bus by county as at end December 2025, which is the extent of our records as we report at month end. Dail Question 552 Regarding Dail question 552, attached please find the number of applicants who failed to turn up at their chosen driving test centre for their scheduled Category B (Car) driving test from January 2025 up to and including 31 December 2025. Dail Question 680 In relation to Dail question 680, attached please find the estimated time to invite by weeks for a car test at each driving test centre from January to December 2024. Regarding your question on retest applicants, in 2024	Mark Wall

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				re-test applicants were given some priority when reapplying, when an applicant reapplied, they were placed on the re-test campaign list, and the wait period was approximately 10 weeks but may have taken longer in some centres with high demand. The Driver Testing Service has changed its approach regarding first time and repeat car driving test applicants and applicants who have previously been unsuccessful in their driving test, will now be able to see their estimated week of invite using the Online Estimator available on the RSA website. Historically, re-test customers were being given an element of priority whereby they would join the queue at the point they were unsuccessful in their last test, and we sought to invite them within 10 weeks. Achieving this commitment has been particularly difficult over the past few months as in some driving test centres, applicants were waiting much longer for their first test than those who had previously been unsuccessful. When the national average estimate time to invite for a car test returned to 10 weeks, the Driver Testing Service was confident that creating a single invitation queue that does not give an advantage to one group of learners over the other would be welcomed by all, as it means a fairer and more transparent system that also gives retest customers the ability to see when they can expect an invite, allowing them an opportunity to plan their learning to drive journey. Since the end October 2025, all car test applicants now slot into the queue in order of their eligibility or application date (whichever is the latest). In the short-	

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				term this may have caused some displacement on the estimator, particularly for those who have previously checked their estimated time to invite however, the change provides a more streamlined customer experience for all car test applicants. See below 'Queue ordering overview' which sets out how a person's place in the invitation queue is determined. Queue ordering overview: • When a person applied and became eligible will determine an applicant's queue order, with those having applied earlier being higher up the list, so long as they were eligible when they applied. (e.g., if I complete all mandatory EDT on 1 November and apply for my test on 2 November, then my queue date will be the 2 November. If I apply on 30 October, and complete all mandatory EDT on 1 November, my queue date will be 1 November). • Priority eligible applicants who are critical frontline workers, who drive in the course of their duties, and who have been successful in their application for priority will move to the top of the queue. • Where the RSA have cancelled a test, due to weather or tester illness for example, then that person will be prioritised and move to the top of the queue. • Where a person paused their application (i.e., where they did not use their invitation to book a test slot within 10 days), and then re-joined the queue, then their queue order date will reset to the date they paused. (i.e., if I paused my application on 1 October	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				and re-joined the queue on 1 November, my queue date will be 1 October, regardless of when I first applied or became eligible). Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	552		To ask the Minister for Transport the number of no-shows for driving tests for category B permits, by test centre each month from 1 January 2025 to date, in tabular form (details supplied); and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	594		To ask the Minister for Transport the number of people currently waiting for car driving tests in each county; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	595		To ask the Minister for Transport the number of people currently waiting on truck driving tests for both articulated and rigid lorries for each county, in tabular form; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	596		To ask the Minister for Transport the number of people currently waiting for bus driving tests for each county, in tabular form; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	680		To ask the Minister for Transport the average waiting time for a first-time car driving test for each month in 2024; and the average waiting time for a car re-test for each month in 2024.	<i>Please see response to this Dail Question above</i>	
14/01/2026	792	Ref: 2256/26 For answer: 13/01/2026 Written from - Richard Boyd Barrett	To ask the Minister for Transport if his Department is using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the Department are affected.	Dear Deputy Barrett The Road Safety Authority (RSA) is committed to working with the many actors, creative and production professionals in Ireland. They are central to how we tell stories and bring campaigns to life. The RSA developed social media creative for promoting the use of NDLS online services, which was part AI generated. The NDLS Online campaign is digital only and included four videos which is targeting key audiences. It combines traditional creative direction, such as a creative agency, copywriting, and graphic designers with limited and responsible use of Generative AI. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Richard Boyd Barrett
	793		To ask the Minister for Transport whether any agencies or other bodies under his remit are using artificial intelligence tools for any graphic design or similar work in place of artists, designers or videographers; and if so, to outline which projects or units of the organisation are affected.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	808	Ref: 2456/26 For answer: 13/01/2026 Written from - John Clendennen	To ask the Minister for Transport to detail the annual spend on external consultants by his Department and its agencies in each of the past three years; the number of consultancy contracts, the largest individual consultancy engagements by value, and whether internal capacity-building or cost-benefit assessments were undertaken prior to engaging external consultants; and if he will make a statement on the matter.	Dear Deputy Clendennen, Please see below the RSA response to PQ2456/26. Dail Question No: 808 To ask the Minister for Transport to detail the annual spend on external consultants by his Department and its agencies in each of the past three years; the number of consultancy contracts, the largest individual consultancy engagements by value, and whether internal capacity-building or cost-benefit assessments were undertaken prior to engaging external consultants; and if he will make a statement on the matter. RSA is committed to delivering on its mandate and in the delivery of strategic projects. The RSA does engage the support of niche skillsets and expertise from consultants, however prior to engaging external consultants, consideration is given to internal capacity, value for money and the specific skills required. Such support is seen as providing supplementary resourcing capability and business expertise to our existing teams, allowing the RSA to up/down scale in order to meet our committed deliverables. Our internal teams benefit through working with and alongside such resources, with knowledge transfer a key output of such engagements. Outlined below are the details of the RSA expenditure on external consultants for 2023 and 2024 only. At the time of issuing this PQ response, 2025 figures are not available as the 2025 draft acco	John Clendennen

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				unts have not been finalised. 2023 Spend: €3,965,723.71Contracts: 5Largest individual contract: ICT consultancy regarding strategic business platform solution - €1,727,101.60 2024 Spend: €3,591,083.39Contracts: 6Largest individual contract: Procurement and contract implementation services regarding national driver licensing services - €1,053,296.15Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	570	Ref: 74636/25 For answer: 13/01/2026 Written from - Naoise Ó Muirí	To ask the Minister for Transport the payroll cost of his Department and of each organisation or agency under its remit individually, in 2015 to 2025, by year, in tabular form.	Dear Deputy Ó Muirí I refer to Parliamentary Question PQ 74636/25 requesting payroll costs. Dail Question No: 570 To ask the Minister for Transport the payroll cost of his Department and of each organisation or agency under its remit individually, in 2015 to 2025, by year, in tabular form. The Minister referred the PQ to this office and the response is attached. Staff Costs 2015 - 2019: * Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question Staff Costs 2020 - 2025: * Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Naoise Ó Muirí

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	666	Ref: 1165/26 For answer: 13/01/2026 Written from - Sinéad Gibney	To ask the Minister for Transport whether his Department is aware of any drivers' licences cancelled in the recent crackdown on fraudulent pass grades for driving tests (details supplied) under the licence exchange agreement; whether his Department has discussed this issue with the NDLS; and if he will make a statement on the matter. Details Supplied: whether his Department is aware of any South African drivers' licences cancelled in the recent crackdown on fraudulent pass grades for driving tests in South Africa being exchanged for Irish drivers' licences under the licence exchange agreement; whether his Department has discussed this issue with the NDLS	Dear Deputy Gibney, I am writing to you concerning your Parliamentary Questions PQ 1165/26. Dail Question No: 666 To ask the Minister for Transport whether his Department is aware of any drivers' licences cancelled in the recent crackdown on fraudulent pass grades for driving tests (details supplied) under the licence exchange agreement; whether his Department has discussed this issue with the NDLS; and if he will make a statement on the matter. Details Supplied: whether his Department is aware of any South African drivers' licences cancelled in the recent crackdown on fraudulent pass grades for driving tests in South Africa being exchanged for Irish drivers' licences under the licence exchange agreement; whether his Department has discussed this issue with the NDLS Verification is sought from South African Foreign Licensing Authority for every licence to confirm licence is valid for exchange. The RSA/NDLS can be made aware on an individual basis of a South African drivers' licence being invalid and, in such circumstance, would not exchange the South African licence for an Irish driving licence. Please let me know if you need additional information. Yours sincerely,	Sinéad Gibney

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	634	Ref: 1007/26 For answer: 13/01/2026 Written from - Shay Brennan	To ask the Minister for Transport the specific auditing measures that are in place to verify the integrity of South African licence exchanges beyond digital database checks.	Dear Deputy Brennan, I am writing to you concerning your Parliamentary Questions PQ 1007/26 and PQ 1008/26. Dail Question No: 634 To ask the Minister for Transport the specific auditing measures that are in place to verify the integrity of South African licence exchanges beyond digital database checks. Dail Question No: 635 To ask the Minister for Transport if he is considering a suspension of the South African licence exchange agreement until the integrity of the "pass" records can be guaranteed, similar to the requirements for US or Indian licence holders. To ask the Minister for Transport the position regarding a driver's licence (details supplied); and if he will make a statement on the matter. Verification is sought from South African Foreign Licensing Authority for every licence to confirm licence is valid for exchange. We do not have a driver licence exchange agreement with US or India. Suspension of an agreement would be a matter for the Minister for Transport. Please let me know if you need additional information.	Shay Brennan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	635		To ask the Minister for Transport if he is considering a suspension of the South African licence exchange agreement until the integrity of the "pass" records can be guaranteed, similar to the requirements for US or Indian licence holders.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	649	Ref: 1067/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport the number of road traffic collisions and fatal accidents that involved a disqualified driver in the years 2020 to 2025, in tabular form.	PQ from Department of Transport received 13 January 2026 The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2020-2025. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. This PQ is regarding: Dail Question No: 649 To ask the Minister for Transport the number of road traffic collisions and fatal accidents that involved a disqualified driver in the years 2020 to 2025, in tabular form. Dail Question No: 650 To ask the Minister for Transport the number of deaths following road traffic collisions that took place at the scene of the accident in comparison to overall fatalities in the years 2020-2025 for Northern Ireland versus Ireland. Dail Question No: 662 To ask the Minister for Transport the number of people who died in road traffic collisions in 2025 aged 30 years and under. Dail Question No: 701 To ask the Minister for Transport the total number of serious injury collisions in each of the years 2023, 2024 and 2025; if the data published by the RSA for each year includes data on serious RTC casualties h	Emer Currie

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				eld by hospitals and GPs with that provided by Gardaí. Response to PQ from Department of Transport received 13 January 2026 In response to Dail Question No: 649, please see below: Table 1 The number of road traffic collisions by type that involved a disqualified driver in the years 2020 to 2025. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> In response to Dail Question No: 650, please see below: Table 2a The number of fatalities who were recorded by AGS as having died at scene and the total number of fatalities 2020 to 2025 in Ireland <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Of all road traffic fatalities in the Republic of Ireland between 2020 and 2025, 70% were recorded by AGS as having died at the scene. The RSA does not have access to this information for Northern Ireland. The PSNI or the Department of Infrastructure for Northern Ireland should be contacted for this information. Table 2b The number of fatalities in Northern Ireland 2020 to 2025 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> (source: of table 2b PSNI https://www.psnipolice.uk/about-us/our-publications-and-reports/official-statistics/road-traffic-collision-statistics) In response to Dail Question No: 662, please see below: 54 (30% of total) fatalities in 2025 were aged 30 years or younger. See table 3 below for more detail. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				In response to Dail Question No: 701, please see below: The RSA reports on serious injuries from road traffic collisions using two separate sources of data. Table 3 below shows the number of serious injuries reported to and recorded by An Garda Síochána (AGS), while Table 4 shows the total number of road users admitted to hospital following a road traffic collision, based on information provided by the HSE. Please see background below to explain why these numbers are different. Table 3, the number of serious injury collisions reported to and recorded by AGS <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The RSA reports on serious injuries from road traffic collisions based on the study of two data sources, AGS data (from the Irish Road Traffic Collision database) and hospital data (from the Hospital In-Patient Enquiry database, managed by the HSE). It is internationally acknowledged that reporting on serious injuries using police data only, has limitations and will lead to an underestimation of their true number. To overcome the limitations of police-based data, the European Commission has recommended that Member States also report on serious injuries using hospital-based data. Both data sources- AGS and hospital data- are complementary. AGS data mainly describes the collision characteristics, and hospital data mainly describes the casualty's health outcomes, including an accurate injury assessment. Some information, such as the age and gender of casualties, the road user type, and the third party involved in the crash, can be found in both AGS and hospital data (please see this report on pedestrian serious injuries for an example). The two data sources are used to prepare separate complementary reports on serious injuries, and are not combined into one unique dataset. Please see all published reports on serious injuries using hospital data and FAQs on hospital data here (bottom of the page). The RSA does not have access to GP records on serious injuries. Please see below Table 4 including the total number of casualties in hospital records that were injured in r	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				oad traffic collisions and admitted to hospital as in-patients over 2023-2024. Please note that hospital data for 2025 will be available in Q3 2026. Hospital data (Table 4) show a higher number of hospitalised casualties in 2023 and 2024 than the number of serious injuries recorded by AGS in the same years (Table 3). Potential explanations for this difference between the data sources may be that: - not all collisions or serious injuries are reported to AGS; - the injury assessment is done by a police member at the scene of the collision and it may be not correct as they are not medics (injuries can appear later on or be internal etc). Table 4, total of hospitalised casualties with injuries from road traffic collisions as recorded in hospital in-patient records <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Serious injury A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Hospitalised casualty A hospitalised casualty refers to a person who was admitted to hospital as an in-patient, on an emergency basis, with at least one injury from a road traffic collision (i.e. occurring on a public road). Their injuries must have been assigned an injury severity score between 1 and 6 using the Abbreviated Injury Scale (AIS). Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	650		To ask the Minister for Transport the number of deaths following road traffic collisions that took place at the scene of the accident in comparison to overall fatalities in the years 2020-2025 for Northern Ireland versus Ireland.	<i>Please see response to this Dail Question above</i>	
	662		To ask the Minister for Transport the number of people who died in road traffic collisions in 2025 aged 30 years and under.	<i>Please see response to this Dail Question above</i>	
	701		To ask the Minister for Transport the total number of serious injury collisions in each of the years 2023, 2024 and 2025; if the data published by the RSA for each year includes data on serious RTC casualties held by hospitals and GPs with that provided by Gardaí.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	651	Ref: 1129/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport further to Parliamentary Question No. 250 of 2 October 2025, the number of mutual recognition (MR) cases received from both Northern Ireland and the UK each year from 2022 to 2025; the number given effect in Irish courts; the number of cases where the disqualification had expired in Northern Ireland and/or the UK before it was recognised in this jurisdiction; the number of MR cases where the summons/application was not served on the driver; the number of unsuccessful outcomes as the judge did not give effect in this jurisdiction; the number that were appealed and had expired before the appeal hearing; and if he will make a statement on the matter.	Dear Deputy Currie, I am writing to you concerning your Parliamentary Question PQ 1129/26. Dail Question No: 651 To ask the Minister for Transport further to Parliamentary Question No. 250 of 2 October 2025, the number of mutual recognition (MR) cases received from both Northern Ireland and the UK each year from 2022 to 2025; the number given effect in Irish courts; the number of cases where the disqualification had expired in Northern Ireland and/or the UK before it was recognised in this jurisdiction; the number of MR cases where the summons/application was not served on the driver; the number of unsuccessful outcomes as the judge did not give effect in this jurisdiction; the number that were appealed and had expired before the appeal hearing; and if he will make a statement on the matter. Dail Question No: 682 To ask the Minister for Transport further to Parliamentary Question No. 249 on 2 October 2025, when he stated his intension to review the agreement on the mutual recognition of disqualifications between Ireland, Northern Ireland and the UK as set out in the Road Traffic Act 2016, if his Department has started this review; and if he will make a statement on the matter. The Minister has referred the Parliamentary Question to my Office for response, and the detail is set out below.	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The table gives the number of Mutual Recognition (MR) cases received from both Northern Ireland and the UK. It includes the number given effect in Irish courts; the number of cases where the disqualification had expired in Northern Ireland and/or the UK before it was recognised in this jurisdiction; the number of MR cases where the summons/application was not served on the driver; the number of unsuccessful outcomes as the judge did not give effect in this jurisdiction; the number that were appealed and had expired before the appeal hearing as at 31 December 2025. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Please let me know if you need additional information. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	682		To ask the Minister for Transport further to Parliamentary Question No. 249 on 2 October 2025, when he stated his intension to review the agreement on the mutual recognition of disqualifications between Ireland, Northern Ireland and the UK as set out in the Road Traffic Act 2016, if his Department has started this review; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	681	Ref: 1280/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport the date on which first-time driving test waiting lists were amalgamated with the retest waiting list.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 1280/26 regarding your question on the Driver Testing Service. Dail Question 681 In relation to Dail Question 681, the Driver Testing Service has changed its approach regarding first time and repeat car driving test applicants and applicants who have previously been unsuccessful in their driving test, will now be able to see their estimated week of invite using the Online Estimator available on the RSA website. Historically, re-test customers were being given an element of priority whereby they would join the queue at the point they were unsuccessful in their last test, and we sought to invite them within 10 weeks. Achieving this commitment has been particularly difficult over the past few months as in some driving test centres, applicants were waiting much longer for their first test then those who had previously been unsuccessful. When the national average estimate time to invite for a car test returned to 10 weeks, the Driver Testing Service was confident that creating a single invitation queue that does not give an advantage to one group of learners over the other would be welcomed by all, as it means a fairer and more transparent system that also gives retest customers the ability to see when they can expect an invite, allowing them an opportunity to plan their learning to drive journey.	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Since the end October 2025, all car test applicants now slot into the queue in order of their eligibility or application date (whichever is the latest). In the short-term this may have caused some displacement on the estimator, particularly for those who have previously checked their estimated time to invite however, the change provides a more streamlined customer experience for all car test applicants. See below 'Queue ordering overview' which sets out how a person's place in the invitation queue is determined. Queue ordering overview: • When a person applied and became eligible will determine an applicant's queue order, with those having applied earlier being higher up the list, so long as they were eligible when they applied. (e.g., if I complete all mandatory EDT on 1 November and apply for my test on 2 November, then my queue date will be the 2 November. If I apply on 30 October, and complete all mandatory EDT on 1 November, my queue date will be 1 November.) • Priority eligible applicants who are critical frontline workers, who drive in the course of their duties, and who have been successful in their application for priority will move to the top of the queue. • Where the RSA have cancelled a test, due to weather or tester illness for example, then that person will be prioritised and move to the top of the queue. • Where a person paused their application (i.e., where they did not use their invitation to book a test s	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				lot within 10 days), and then re-joined the queue, then their queue order date will reset to the date they paused. (i.e., if I paused my application on 1 October and re-joined the queue on 1 November, my queue date will be 1 October, regardless of when I first applied or became eligible) Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
14/01/2026	698	Ref: 1469/26 For answer: 13/01/2026 Written from - Sorca Clarke	To ask the Minister for Transport if he will ensure that the Road Safety Authority resumes the publication of anonymised, collision location data for public, research and local-authority use, including for high risk corridors such as the Longford/Westmeath section of the N4; and if he will confirm that this will be done in line with Data Protection Commissioner guidance that proportionate publication of crash location details is compatible with GDPR.	The RSA has developed a proposed approach to publishing collision location data in map format for public, research, and local-authority use. This has been supported by the preparation of a Data Protection Impact Assessment (DPIA), which has been submitted to the DPC for review and consideration. Pending approval of the approach from the DPC, the RSA will be in a position to progress to publication. In the interim, the RSA continues to provide high-level collision data for specific locations upon request from various stakeholder groups. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance	Sorca Clarke

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name									
14/01/2026	702	Ref: 1490/26 For answer: 13/01/2026 Written from - Conor D. McGuinness	To ask the Minister for Transport the number of people waiting to sit their driving test at Dungarvan test centre as of December 2025; and if he will make a statement on the matter.	Dear Deputy McGuinness, Thank you for your email. I refer to Parliamentary Question 1490/26 regarding your questions on the Driver Testing Service. Dail Question 702 and 703 In relation to Dail Questions 702 and 703, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in the Dungarvan test centre as at the end December 2025. <table><tr><td>Driving Test Centre</td><td>Driving Test Applicants waiting</td><td>Driving Test Applicants scheduled</td></tr><tr><td>-----</td><td>-----</td><td>-----</td></tr><tr><td>Dungarvan</td><td>990</td><td>119</td></tr></table>	Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled	-----	-----	-----	Dungarvan	990	119	Conor D. McGuinness
Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled												
-----	-----	-----												
Dungarvan	990	119												
				The estimated time to invite for a car test in the Dungarvan test centre for a new applicant was 17 weeks as at the end of December 2025. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office										

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	703		To ask the Minister for Transport the average waiting time to be invited to sit a driving test at Dungarvan test centre as of December 2025; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
14/01/2026	673	Ref: 1190/26 For answer: 13/01/2026 Written from - Colm Burke	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Colm Burke

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	677	Ref: 1276/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport if he has brought about an end to the use of online apps that for a fee can secure driving test cancellations and skip the waiting list.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 1276/26 regarding your question on the Driver Testing Service. Dail Question 677 In relation to Dail Question 677, the Road Safety Authority is aware of some third-party applications that are purporting to offer driving test candidates cancelled appointments. However, the only official site for booking of a driving test slot remains the RSA operated MyRoadSafety portal and there have been no changes in this regard. The RSA is not affiliated with any such booking systems. The official RSA system has not been compromised, however, it would appear that some driving test customers are providing their log in details to third parties which then enables those parties to see short notice available test slots (5 days out). The RSA would advise against this practice as such sites or parties may not be secure. The RSA do not charge any additional fee to customers availing of slots that become available at short notice. The RSA ICT department are working closely with our partners to ensure that such sites or third parties are restricted in their ability to operate with a view to limiting their ability to be able to access the booking portal. Where a person opts to book a test using a third-party app there is a high likelihood that this test	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				will be cancelled. Customers are advised of this on the MyRoadSafety portal. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	678	Ref: 1277/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport if a driving test applicant can apply to a test centre with a shorter waiting list and when invited to select a test date move to a driving test centre with a longer waiting list therefore jumping the queue.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 1277/26 regarding your questions on the Driver Testing Service. Dail Question 678 and 745 In relation to Dail Questions 678 and 745, it is the case that test candidates can opt for one test centre at the time of joining the waiting list and then subsequently book their driving test at another centre when they receive their invitation. The system is set up in such a way as to allow a person change test centre via their MyRoadSafety portal to provide flexibility for customers to manage their learning to drive journey. The Driver Testing Service monitors this type of activity and while there is some occurrence, it does not appear to be widespread and the majority of people who change their centre are doing so with nearby test centres. This appears to be due to a more suitable available date and time rather than a deliberate circumvention of queues. To remove this flexibility would ultimately disadvantage customers who need to change their test centre in the future. Yours sincerely, Brendan Walsh	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh, Chief Operations Office	
	745		To ask the Minister for Transport the details in relation to booking a driving test (details supplied); and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	679	Ref: 1278/26 For answer: 13/01/2026 Written from - Emer Currie	To ask the Minister for Transport the number of driving testers employed by the RSA for each month in 2024 and January 2025.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 1278/26 regarding your questions on the Driver Testing Service. Dail Question 679 and 688 In relation to Dail Questions 679 and 688, attached please find the number of driver testers employed by the Road Safety Authority (RSA) from January 2024 up to and including January 2025 in each driving test centre and the number of driver testers employed as at the 31 December 2025 in each driving test centre, which is the extent of our records as our reporting is completed at month end. To note, while a driver tester may be assigned to one centre, testers routinely and regularly move between centres to meet various demands. As a national service, the RSA seeks to manage its capacity to meet demand and operates its services on this basis. Whilst the allocation of driver testers is set out in the attached tables, this does not infer that centres without a driver tester assigned are not being serviced. The service is managed to balance available skilled resources across all locations. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely,	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh Brendan Walsh, Chief Operations Office	
	688		To ask the Minister for Transport the total number of driver testers employed by the Road Safety Authority and working in test centres to date in 2026, by driving test centre, in tabular form; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
14/01/2026	632	Ref: 75259/25 For answer: 13/01/2026 Written from - Matt Carthy	To ask the Minister for Transport the estimated cost to his Department and to each agency for which they are responsible arising from Ireland's presidency of the European Council; the line items or events for which a cost is expected to arise and the estimated cost for each; and if he will make a statement on the matter.	Dear Deputy Carthy, I refer to Parliamentary Question PQ 75259/25 regarding Ireland's Presidency of the Council of the European Union in the second half of 2026. The Minister referred the PQ to this office. Dail Question No: 632 To ask the Minister for Transport the estimated cost to his Department and to each agency for which they are responsible arising from Ireland's presidency of the European Council; the line items or events for which a cost is expected to arise and the estimated cost for each; and if he will make a statement on the matter. The Road Safety Authority is not incurring any direct expenditure in relation to this Presidency. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Matt Carthy
14/01/2026	226	Ref: 69521/25 For answer: Written from - James Geoghegan	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	James Geoghegan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name										
15/01/2026	630	Ref: 75223/25 For answer: 13/01/2026 Written from - Matt Carthy	To ask the Minister for Transport the amount expended on advertising and promotion in his Department, and within each agency for which he is responsible, for 2022 to 2024, by year and budgeted for 2026; and if he will make a statement on the matter.	Dear Deputy Carthy Please see the spend on advertising and promotion by the Road Safety Authority for the years 2022 to 2024 and 2026 in the table below. This figure includes development of advertising material, media placement and public relations. Please note that the RSA has ringfenced €18m for public interest activities for 2026 which includes advertising, promotion and education activity. <table><tr><th>Year</th><th>Spend</th></tr><tr><td>2022</td><td>€5,074,699.69</td></tr><tr><td>2023</td><td>€4,141,620.42</td></tr><tr><td>2024</td><td>€8,018,290.48</td></tr><tr><td>2026</td><td>€9,271,220.33</td></tr></table> Figures are exclusive of 23% vat I trust that you will find this useful Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Year	Spend	2022	€5,074,699.69	2023	€4,141,620.42	2024	€8,018,290.48	2026	€9,271,220.33	Matt Carthy
Year	Spend														
2022	€5,074,699.69														
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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
16/01/2026	299	Ref: 3255/26 For answer: 15/01/2026 Written from - Michael Murphy	To ask the Minister for Transport the IT systems that will need to be changed to introduce the new provisions to restrict the use of multiple learner permits from 1 November 2026, as reported by the RSA to the Oireachtas Committee on Transport on 8 October 2025; and the proposed date for each of the 11 necessary changes to IT systems to be completed before the new system goes live on 1 November 2026.	Dear Deputy Murphy, I am writing to you concerning your Parliamentary Question PQ 3255/26, 3256/26 and 3257/26 Dail Question No: 299 To ask the Minister for Transport the IT systems that will need to be changed to introduce the new provisions to restrict the use of multiple learner permits from 1 November 2026, as reported by the RSA to the Oireachtas Committee on Transport on 8 October 2025; and the proposed date for each of the 11 necessary changes to IT systems to be completed before the new system goes live on 1 November 2026. The Road Safety Authority as the licensing authority have identified that the following IT systems will need to be changed to introduce the new provisions to restrict the use of multiple learners permits. The timeline for delivery is 1 November 2026. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Dail Question No: 300 To ask the Minister for Transport the current number of second permit holders; if the Road Safety Authority (RSA) has written out to all second learner permit holders to inform them of the new rules (S.I. No. 527/2025) that will apply to them from 1 November 2026; if the RSA has informed them that application for a third learner permit will require them to have undertaken a driving test in the previous two years. On 31 December 2025, the following number of drivers were holders of second learner permits: Category B (car)= 73,017 Bike categories A =7,509, A1 =8,603, A2= 8,664 and AM =6,523. For the bike categories there is overlap in these categories eg a person holding a learner permit in the category A would likely hold all bike categories on that learner permit unless they passed a driving test previously in any of them. Please note the majority of drivers on second learner permits have a learner permit with a validity period of two years. Information has been placed on both RSA and NDLS websites including frequently asked questions advising of the new rules regarding S.I. No. 527/2025 coming into effect on 1 November 2026. Dail Question No: 301 To ask the Minister for Transport the current number of learner permit holders on their third or subsequent	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				learner permit; if the RSA has written to these permit holders to inform them of the new rules (S.I. No. 527/2025) coming into effect on 1 November 2026; and if so, the details of what the RSA has communicated in these letters. The Road Safety Authority (RSA) ran a report towards end of 2025 to identify drivers on their third or subsequent learner permit in the following categories, car, tractor and bikes. 68,787 drivers were identified in that report. Letters were sent (completed week ending 23 January 2026) to these drivers to inform them of the changes to learner permits coming into effect on 1 November 2026. Attached is a copy of the letter which is issued. Information has also been placed on both RSA and NDLS websites including frequently asked question advising of the new rules regarding S.I. No. 527/2025 coming into effect on 1 November 2026. Please let me know if you need additional information. Yours sincerely, Brendan Walsh _____ Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	300		To ask the Minister for Transport the current number of second permit holders; if the Road Safety Authority (RSA) has written out to all second learner permit holders to inform them of the new rules (S.I. No. 527/2025) that will apply to them from 1 November 2026; if the RSA has informed them that application for a third learner permit will require them to have undertaken a driving test in the previous two years.	<i>Please see response to this Dail Question above</i>	
	301		To ask the Minister for Transport the current number of learner permit holders on their third or subsequent learner permit; if the RSA has written to these permit holders to inform them of the new rules (S.I. No. 527/2025) coming into effect on 1 November 2026; and if so, the details of what the RSA has communicated in these letters.	<i>Please see response to this Dail Question above</i>	
16/01/2026	304	Ref: 3270/26 For answer: 15/01/2026 Written from - Michael Cahill	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Michael Cahill

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
16/01/2026	267	Ref: 3112/26 For answer: 15/01/2026 Written from - Eoghan Kenny	To ask the Minister for Transport the amount his Department, or agencies under its remit, spent on advertising on a social media platform (details supplied) in each of the years 2024 and 2025 respectively; to outline any expenditure on verification or premium accounts on the platform in those years; and if he will make a statement on the matter.	Dear Deputy Kenny Please see below the advertising spend on the platform X for the Road Safety Authority (RSA) for 2024 and 2025. Please note the RSA has not paid for advertising on X since October 2025. We ceased advertising due to concerns around brand safety; X started to reject Irish creatives which is important for the RSA to meet its obligations under the Official Languages ACT and finally there were issues in delivering on planned activity. 2024 2025 ----- Twitter €57,215.00 €52,892.00 I trust that this information was useful. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Eoghan Kenny

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
20/01/2026	369	Ref: 4364/26 For answer: 20/01/2026 Written from - Claire Kerrane	To ask the Minister for Transport the number of people that are waiting on drivers test lists and for how long in each test centre since 2020; and if he will make a statement on the matter.	Dear Deputy Kerrane, Thank you for your email. I refer to Parliamentary Question 4364/26 regarding your question on the Driver Testing Service. Dail Question 369 In relation to Dail Question 369, attached please find the number of applicants waiting for a driving test invitation in all categories and test centres from January 2021 up to and including December 2025, which is the extent of our data due to a system change in late 2020. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Claire Kerrane
20/01/2026	354	Ref: 4171/26 For answer: 20/01/2026 Written from - Paul McAuliffe	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Paul McAuliffe

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
20/01/2026	351	Ref: 3983/26 For answer: 20/01/2026 Written from - Ciarán Ahern	To ask the Minister for Transport the annual figures for cyclist and pedestrian fatalities and serious injuries involving HGVs and other haulage vehicles in the last 10 years.	PQ from Department of Transport received 20 January 2026 The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2016-2025. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. This PQ is regarding: Dail Question No: 351 To ask the Minister for Transport the annual figures for cyclist and pedestrian fatalities and serious injuries involving HGVs and other haulage vehicles in the last 10 years. Response to PQ from Department of Transport received 20 January 2026 In response to Dail Question No: 351, please see below: Over the course of 2016-2025, 8 cyclists were killed (8% of total cyclist fatalities) and 211 cyclists were seriously injured (9% of total cyclists seriously injured) in a collision with a Light Goods Vehicle (see table 1). Over the course of 2016-2025, 15 cyclists were killed (15% of total cyclist fatalities) and 72 cyclists were seriously injured (3% of total cyclists seriously injured) in a collision with a Heavy Goods Vehicle (see table 2).	Ciarán Ahern

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				e table 1). Table 1 The number of Cyclist fatalities and serious injuries involving at least one HGV and/or LGV, 2016 to 2025 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Over the course of 2016-2025, 50 pedestrians were killed (15% of total pedestrian fatalities) and 274 pedestrians were seriously injured (10% of total pedestrians seriously injured) in a collision with a Light Goods Vehicle (see table 2). Over the course of 2016-2025, 53 pedestrians were killed (16% of total pedestrian fatalities) and 64 pedestrians were seriously injured (2% of total pedestrians seriously injured) in a collision with a Heavy Goods Vehicle (see table 2). Table 2 The number of Pedestrian fatalities and serious injuries involving at least one HGV and/or LGV, 2016 to 2025 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Serious injury A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Goods vehicle types Light Goods Vehicles (goods vehicles with gross vehicle weight of less than 2 tonnes i.e. under 2,000kg):VanGoods, not over 2 tons, unladenHeavy Goods Vehicles (goods vehicles with gross vehicle weight of greater than 2 tonnes i.e. over 2,000kg):Goods, over 2 tons, rigidGoods, rigid + trailerGoods, artic with semi trailerArtic, tractor only The above are classifications of heavy goods vehicles and light goods vehicles as per the RSA’s road traffic collision data. These classifications differ to those used by the EU w	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				here a truck with a gross vehicle weight of over 3.5 tonnes i.e. 3,500kg is classified as a heavy goods vehicle and a truck with less than that gross vehicle weight is a light goods vehicle. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	
20/01/2026	324	Ref: 3565/26 For answer: 20/01/2026 Written from - Peter 'Chap' Cleere	To ask the Minister for Transport the number of people waiting to sit their driving test in Kilkenny as of December 2025; and if he will make a statement on the matter.	Dear Deputy Cleere, Thank you for your email. I refer to Parliamentary Question 3565/26 regarding your questions on the Driver Testing Service. Dail Questions 324 and 325 Regarding Dail questions 324 and 325, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in test centres in Counties Kilkenny and Carlow as at the end December 2025. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- ----- Kilkenny (Govt, Buildings) Co. Kilkenny 457 201 Kilkenny O'Loughlin Geals Co. Kilkenny 434 199 CarlowCo. Carlow 565 155 Carlow (Talbot Hotel) Co. Carlow 705 279	Peter 'Chap' Cleere

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	325		To ask the Minister for Transport the number of people waiting to sit their driving test in County Carlow as of December 2025; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
20/01/2026	319	Ref: 3560/26 For answer: 20/01/2026 Written from - Peter 'Chap' Cleere	To ask the Minister for Transport the number of people currently waiting for car driving tests, broken down by county; the comparison with the previous three years, in tabular form; and if he will make a statement on the matter.	Dear Deputy Cleere, Thank you for your email. I refer to Parliamentary Question 3560/26 regarding your question on the Driver Testing Service. Dail Questions 319 Regarding Dail question 319, attached please find the number of applicants waiting for a category B (Car) invitation by County as at December 2022, 2023, 2024 and December 2025 which is the extent of our data as our reporting is completed at month end. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Peter 'Chap' Cleere

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
20/01/2026	330	Ref: 3626/26 For answer: 20/01/2026 Written from - Ciarán Ahern	To ask the Minister for Transport to list the roles within public or semi-State organisations under his Department that are excluded from the single public service pension scheme; the number of people employed in those roles, in tabular form; and if he will make a statement on the matter.	Deputy Ciarán Ahern, Dail Eireann, Dublin 4. 22 January 2026 Ref: PQ 3626/26 Dear Deputy Ahern, I refer to your recent Parliamentary Question: "Dail Question No: 330: To ask the Minister for Transport to list the roles within public or semi-State organisations under his Department that are excluded from the single public service pension scheme; the number of people employed in those roles, in tabular form; and if he will make a statement on the matter." The Single Public Pension Scheme applies to any person taking up a pensionable public service employment for the first time on or after 01 January 2013. There are no roles within the RSA that are formally excluded from the Single Scheme, since its implementation. Membership to the scheme is determined by assessing the eligibility of employees against the provisions of the Public Service Pensions (Single Scheme and Other Provisions) Act 2012. Officers who joined the RSA after 01 January 2013 who have previous public service may remain in pre-existing schemes in line with statutory provisions. Their service history is reviewed on appointment to determine eligibility and the appropriate scheme. If any further information is required, please contact t	Ciarán Ahern

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				he undersigned. Yours sincerely Alison Coleman Director People, Development and Culture	
21/01/2026	63	Ref: 5085/26 For answer: 21/01/2026 Written from - Keira Keogh	To ask the Minister for Transport the current wait time for a driving test in the test centre in Ballina, County Mayo; the measures being taken to reduce the wait time at this location; and if he will make a statement on the matter.	Dear Deputy Keogh, Thank you for your email. I refer to Parliamentary Question 5085/26 regarding your questions on the Driver Testing Service. Dail Questions 63 and 64 Regarding Dail questions 63 and 64, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in the Ballina and Castlebar driving test centres as at the end December 2025. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- Ballina Co. Mayo 372 135 Castlebar Co. Mayo 633 334	Keira Keogh

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Meanwhile, the estimated time to invite for a car test in Ballina test centre for a new applicant was 08 weeks and in the Castlebar driving test centre it was 09 weeks as at the end of December 2025. The Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-six (196) driver testers currently employed by the service which has seen wait times reduce significantly in recent months. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. Yours sincerely, Brendan Walsh Chief Operations Officer	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	64		To ask the Minister for Transport the current wait time for a driving test in the test centre in Castlebar, County Mayo; the measures being taken to reduce the wait time at this location; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
22/01/2026	295	Ref: 5243/26 For answer: 22/01/2026 Written from - Michael Murphy	To ask the Minister for Transport the target waiting times that apply specifically to commercial driving tests; whether these targets are being met; and if not, the corrective measures being planned.	Dear Deputy Murphy, Thank you for your email. I refer to Parliamentary Question 5243/26 regarding your question on the Driver Testing Service. Dail Question 295 In relation to Dail Question 295, for a non-car vehicle category (Truck, Bus, Motorbike, Car and Trailer tests), the average wait time for an invitation to book a driving test is now 10 weeks. Please note this may take longer in centres with a high demand. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
22/01/2026	291	Ref: 5239/26 For answer: 22/01/2026 Written from - Michael Murphy	To ask the Minister for Transport whether driving testers within the RSA have been reassigned from commercial driving tests to private car driving tests in order to reduce overall waiting-time averages; if so, when this practice commenced; and the impact it has had on waiting times for commercial licence applicants.	Dear Deputy Murphy, Thank you for your email. I refer to Parliamentary Question 5239/26 regarding your question on the Driver Testing Service. Dail Question 291 In relation to Dail Question 291, in the summer of 2025 resources were temporarily redeployed from higher-category testing to recruitment and training. This initially placed pressure on drivers awaiting tests in higher categories. The RSA brought this back into balance, with an extraordinary effort made to increase capacity. The RSA acknowledges and thanks those drivers for their patience and understanding during this period. The RSA has measures in place to reduce waiting times for heavy good categories, as the recruitment activities are winding down, testers with the requisite skills to conduct higher category tests are once again available to the service for the conducting of higher category tests. There has already been a stark increase in the volume of higher category tests being conducted and these levels are expected to continue in 2026. Currently there are 62 Driver Testers upskilled to non-car category testing including trucks. Where demand requires these Testers are deployed to complete these tests first keeping the waiting time at 10 weeks. As a national service, the RSA seeks to manage its c	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				apacity to meet demand and therefore while a driver tester may be assigned to one centre, testers routinely and regularly move between centres to meet various demands. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
22/01/2026	289	Ref: 5237/26 For answer: 22/01/2026 Written from - Michael Murphy	To ask the Minister for Transport the current average waiting times for driving tests, broken down by licence category, HGV, bus and other commercial categories, by test centre, for each of the past 12 months; and if he will make a statement on the matter.	Dear Deputy Murphy, Thank you for your email. I refer to Parliamentary Question 5237/26 regarding your questions on the Driver Testing Service. Dail Question 289 In relation to Dail Question 289, attached please find the number of applicants waiting for their driving test invitation for HGV's (All Truck and Bus categories) and CPC Practical Tests (Bus and Truck) at month end in each test centre from January to December 2025. You will see from the data provided that some test centres will not have data assigned to them, this is because not all test centres conduct HGV testing. Dail Question 290 Regarding Dail question 290, as at the end of December 2025 61,247 people were waiting for their invitation to book their driving test, there were a further 19,649 people with a scheduled test date. The national average estimated waiting time for a car driving test was 10.6 weeks for a new applicant at year end. Those who have already applied can check their personal estimation of when they will likely receive an invitation using the car driving test estimator tool available on the www.rsa.ie website. For non-car categories (e.g. for Bus/Truck/Motorbike	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				test) the current estimate time to invite is 10 weeks. This may be longer in some centres with particularly high demand. Dail Question 292 In relation to Dail Question 292, attached please find the number of tests delivered for all HGV's (Truck and Bus) and for CPC Practical Test (Bus and Truck) and for Category B (Car) by test centre from January 2023 up to and including December 2025. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	290		To ask the Minister for Transport whether he will provide a comparison between average waiting times for private car driving tests and for commercial driving tests, including HGV and bus licences; the extent to which these waiting times differ; and the reasons for any disparity.	<i>Please see response to this Dail Question above</i>	
	292		To ask the Minister for Transport the number of commercial driving tests (HGV and bus) conducted by the Road Safety Authority in each month of the past two years; the way in which this compares with private car tests over the same period; and if he will outline the reasons for any significant changes.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
22/01/2026	302	Ref: 5270/26 For answer: 22/01/2026 Written from - Barry Heneghan	To ask the Minister for Transport if he is aware of reports that third party businesses are advertising the ability to secure Irish driving test appointments within a short number of days by bypassing the normal waiting list; the examination or investigation which has been undertaken by his Department, the Road Safety Authority or any other relevant State body into these practices; whether such services are lawful; the steps being taken to prevent any abuse of the booking system or unfair access to driving tests; and if he will make a statement on the matter.	Dear Deputy Heneghan, Thank you for your email. I refer to Parliamentary Question 5270/26 regarding your question on the Driver Testing Service. Dail Question 302 In relation to Dail Questions 302, the Road Safety Authority is aware of some third party applications that are purporting to offer driving test candidates cancelled appointments. However, the only official site for booking of a driving test slot remains the RSA operated MyRoadSafety portal and there have been no changes in this regard. The RSA is not affiliated with any such booking systems. The official RSA system has not been compromised, however, it would appear that some driving test customers are providing their log in details to third parties which then enables those parties to see short notice available test slots (5 days out). The RSA would advise against this practice as such sites or parties may not be secure. The RSA do not charge any additional fee to customers availing of slots that become available at short notice. The RSA ICT department are working closely with our partners to ensure that such sites or third parties are restricted in their ability to operate with a view to limiting their ability to be able to access the booking portal. Where a person opts to book a test using a third-party app there is a high likelihood that this test	Barry Heneghan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				will be cancelled. Customers are advised of this on the MyRoadSafety portal. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
22/01/2026	297	Ref: 5245/26 For answer: 22/01/2026 Written from - Michael Murphy	To ask the Minister for Transport whether consideration has been given to establishing a dedicated commercial driving test stream within the Road Safety Authority to ensure professional drivers are not disadvantaged by overall demand for private car tests; and if not, the reason.	Dear Deputy Murphy, Thank you for your email. I refer to Parliamentary Question 5245/26 regarding your question on the Driver Testing Service. Dail Question 297 In relation to Dail Question 297, the Road Safety Authority (RSA) facilitate all HGV categories of testing throughout the driver testing service. The RSA balance available resources across all categories to keep the Service Level Agreement (SLA) to 10 weeks. Currently there are sixty-two (62) Driver Testers upskilled to conduct non-car category tests including trucks. Where demand requires these testers are deployed to complete these tests first, keeping waiting times to 10 weeks. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
22/01/2026	293	Ref: 5241/26 For answer: 22/01/2026 Written from - Michael Murphy	To ask the Minister for Transport whether any driving test centres have had periods during which no commercial driving tests were scheduled or conducted; the reasons for this; and the steps being taken to ensure available testing capacity for professional drivers is fully utilised.	Dear Deputy Murphy, Thank you for your email. I refer to Parliamentary Question 5241/26 regarding your question on the Driver Testing Service. Dail Question 293 In relation to Dail Question 293, during the summer of 2025 resources were temporarily redeployed from higher-category testing to recruitment and training. This initially placed pressure on drivers awaiting tests in higher categories. The RSA brought this back into balance, with an extraordinary effort made to increase capacity. The RSA acknowledges and thanks those drivers for their patience and understanding during this period. The RSA has measures in place to reduce waiting times for heavy goods categories, as the recruitment activities are winding down, testers with the requisite skills to conduct higher category tests are once again available to the service for the conducting of higher category tests. There has already been a stark increase in the volume of higher category tests being conducted and these levels are expected to continue in 2026. Currently there are 62 Driver Testers upskilled to conduct non-car category tests including trucks. Where demand requires these testers are deployed to complete these tests first keeping waiting times to 10 weeks. Yours sincerely,	Michael Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
27/01/2026	365	Ref: 6584/26 For answer: 27/01/2026 Written from - Barry Heneghan	To ask the Minister for Transport the measures his Department is taking to address dangerous driving behaviour in the vicinity of primary and post-primary schools nationwide; whether any targeted road safety or driver awareness campaigns are planned or underway focusing on school zones and student safety; the way in which these initiatives are being coordinated with local authorities and An Garda Síochána; and if he will make a statement on the matter.	As part of the previous Government Road Safety Strategy, the RSA developed guidelines for improving road safety around schools. The guidelines provide information and tools to assist schools develop and implement a road safety action plan, that would reduce the risk of any incidents occurring during the commute to and from school. The RSA's guidelines, were developed in collaboration with government departments and agencies, and will help school management to develop and implement a road safety action plan to reduce the risk of injuries while students and staff are travelling to and from school. It gives advice on identifying the areas of concern around the school environment. As part of our Nationwide Road Safety Education Service, the RSA have a team of 10 regionally based Road Safety Promotion Officers who deliver road safety education programmes tailored to schools, groups and communities. The Road Safety Promotion Officers support the Local Authorities in delivering road safety education regionally. In 2025, 3,253 presentations were delivered by the team to 88,962 people. The RSA's Senior Road Safety Promotion Officers sit on the Road Safety Working Together Groups which is a collaborative, multi-agency group with local, community-focused initiatives. Key partners include RSA, An Garda Síochána, local county councils, Transport Infrastructure Ireland (TII), the Health Service Executive (HSE), and community organizations. These groups focus on education, engineering, and enforcement to reduce traffic fatalities. Each Local Authority has their own Road S	Barry Heneghan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				afety Plan which is based on the Government Road Safety Strategy 2021-2030 and is underpinned by Vision Zero and a Safe System Approach which sets out the ambitious target of reducing fatalities and serious injuries by 50% by 2030, and eliminating deaths and serious injuries on the roads by 2050. In 2026, the RSA will launch its Be Safe Programme which is a teacher led programme and has individual lessons for Junior infants to 6th class. It covers key themes such as travelling safely by car and public transport. It also covers off walking, crossing the road safely, recognising dangerous behaviour and safe cycling and scooter use. Pilot of this new programme takes place in March 2026 and will be launched into schools in September 2026. There is also a guide included for going home to parents. In 2026, the RSA will launch its new Junior Cycle Road Safety Matters programme which focusses on key themes such as pedestrian safety, cycle safety, e-scooter safety and passenger safety. The RSA have a series of road safety educational programmes for all age groups. Under Action 5 of Phase 2 of the Government Road Safety Strategy, there are plans to introduce 100 periodic speed limits at front-of-school locations on roads that are not on the national network. The 100 speed limit zones at front of school locations on high speed roads not on national network. To note, many schools may fall within 30km/h zone following phase 2 review of implementation of 2023 Speed Review recommendation.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	
27/01/2026	296	Ref: 5589/26 For answer: 27/01/2026 Written from - Michael Healy-Rae	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Michael Healy-Rae

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
27/01/2026	275	Ref: 5449/26 For answer: 27/01/2026 Written from - Emer Currie	To ask the Minister for Transport the number of driving tests identified as booked through a third party website; and the number of these tests cancelled, in tabular form; and if he will make a statement on the matter.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 5449/26 regarding your question on the Driver Testing Service. Dail Question 275 In relation to Dail Question 275, the driver testing administration team run several checks daily to identify applicants who have booked their driving test using a third-party application. While it is not possible to identify all such occurrences, where they are identified the test is cancelled and the applicant retains their fee which they can then use to book a driving test when they are invited to do so. This process was started in August 2025, and since then there have been 464 bookings cancelled - 421 tests cancelled between August and December 2025 and 43 in January 2026. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
29/01/2026	202	Ref: 7315/26 For answer: 29/01/2026 Written from - Pa Daly	To ask the Minister for Transport the average wait times for driving tests, by licence category, for each test centre, for the past 12 months.	Dear Deputy Daly, Thank you for your email. I refer to Parliamentary Question 7315/26 regarding your questions on the Driver Testing Service. Dail Question 202 In relation to Dail Question 202, attached please find the number of applicants waiting for their driving test invitation in all test categories at month end in each test centre from January up to and including December 2025. You will see from the data provided that some test centres will not have data assigned to them this is because not all test centres conduct HGV testing some test centres only conduct category B (Car) tests. Also, some test centres closed while others opened during this time. Please see Appendix 1 Parliamentary Question Bulletin Q1_Q2_2026 for the full response to this Parliamentary Question Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Pa Daly

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/02/2026	365	Ref: 8455/26 For answer: 04/02/2026 Written from - Maeve O'Connell	To ask the Minister for Transport if his Department collects data on the amount of accidents and injuries caused by e-scooters and e-bikes.	PQ from Department of Transport received 4 February 2026 The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2021-2025. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Dail Question No: 365 To ask the Minister for Transport if his Department collects data on the amount of accidents and injuries caused by e-scooters and e-bikes. Response to PQ from Department of Transport received 4 February 2026 In response to Dail Question No: 365, please see tables 1a and 1b below which show the numbers of collisions involving e-scooter users and e-bike users over the last 5 years: Please note, that the collision data does not contain information on culpability, therefore we cannot state who may have caused the incident. Table 1a, collisions involving at least one e-scooter <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Table 1b, collisions involving at least one e-bike	Maeve O'Connell

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				<i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Tables 2a and 2b below show the number of injuries sustained in the above collisions, and which party sustained the injury. Table 2a, injuries in collisions involving at least one e-scooter <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> The one other road user who was killed in a collision involving at least one e-scooter was a pedestrian. Of the other 28 road users who were seriously injured, 22 were pedestrians, 5 were pedal cyclists and 1 was a driver. Table 2b, injuries in collisions involving at least one e-bike <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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				Of the other 11 other road users who were seriously injured in a collision involving at least one e-bike, 9 were pedestrians, 1 was a pedal cyclist and 1 was a driver. Appendix Definitions Fatal Collision Where at least one person is killed as a result of the collision and death occurs within 30 days. Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Serious injury collisions Where there are no deaths but a person or persons are seriously injured. Serious injury A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Yours sincerely,	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Michael Michael Rowland, Director Research, Standards & Assurance.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/02/2026	321	Ref: 8025/26 For answer: 04/02/2026 Written from - Eoghan Kenny	To ask the Minister for Transport for an update on the reduction of theory test waiting times in County Cork as of January 2026; and if he will make a statement on the matter.	Dear Deputy Kenny, I am writing to you concerning your Parliamentary Questions PQ 8025/26. Dail Question No: 321 To ask the Minister for Transport for an update on the reduction of theory test waiting times in County Cork as of January 2026; and if he will make a statement on the matter. The Driver Theory Test Service does not operate a waiting list. Candidates that wish to book a theory test can do so by visiting https://theorytest.ie/book-your-theory-test/ and can view schedule of available appointments Prometric deliver the Driver Theory Test service on behalf of the Road Safety Authority. The Driver Theory Test provides candidates with a test date in their preferred test centre location within 20 days, a target we consistently achieve." If a customer needs assistance in booking a Driver Theory Test please come back to us with telephone number and name and we will assist.	Eoghan Kenny

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Please let me know if you need additional information. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/02/2026	320	Ref: 8024/26 For answer: 04/02/2026 Written from - Eoghan Kenny	To ask the Minister for Transport for an update on the reduction of driving test waiting times in County Cork as of January 2026; and if he will make a statement on the matter.	Dear Deputy Kenny, Thank you for your email. I refer to Parliamentary Question 8024/25 regarding your questions on the Driver Testing Service. Dail Question 320 and 327 In relation to Dail question 320 and 327, to reduce the backlog in waiting times, the Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service which has seen wait times reduce significantly in recent months. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. We have also opened a new driving test centre in Mit	Eoghan Kenny

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				chelstown Co. Cork where testing commenced in December 2025. The Driver Testing Service has changed its approach regarding first time and repeat car driving test applicants and applicants who have previously been unsuccessful in their driving test, will now be able to see their estimated week of invite using the Online Estimator available on the RSA website. Historically, re-test customers were being given an element of priority whereby they would join the queue at the point they were unsuccessful in their last test, and we sought to invite them within 10 weeks. Achieving this commitment has been particularly difficult over the past few months as in some driving test centres, applicants were waiting much longer for their first test then those who had previously been unsuccessful. When the national average estimate time to invite for a car test returned to 10 weeks, the Driver Testing Service was confident that creating a single invitation queue that does not give an advantage to one group of learners over the other would be welcomed by all, as it means a fairer and more transparent system that also gives retest customers the ability to see when they can expect an invite, allowing them an opportunity to plan their learning to drive journey. Since the end October 2025, all car test applicants now slot into the queue in order of their eligibility or application date (whichever is the latest). In the short-term this may have caused some displacement on the estimator, particularly for those who have previously checked their estimated time to invite how	

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				ever, the change provides a more streamlined customer experience for all car test applicants. See below 'Queue ordering overview' which sets out how a person's place in the invitation queue is determined. Queue ordering overview: • When a person applied and became eligible will determine an applicant's queue order, with those having applied earlier being higher up the list, so long as they were eligible when they applied. (e.g., if I complete all mandatory EDT on 1 November and apply for my test on 2 November, then my queue date will be the 2 November. If I apply on 30 October, and complete all mandatory EDT on 1 November, my queue date will be 1 November.) • Priority eligible applicants who are critical frontline workers, who drive in the course of their duties, and who have been successful in their application for priority will move to the top of the queue. • Where the RSA have cancelled a test, due to weather or tester illness for example, then that person will be prioritised and move to the top of the queue. • Where a person paused their application (i.e., where they did not use their invitation to book a test slot within 10 days), and then re-joined the queue, then their queue order date will reset to the date they paused. (i.e., if I paused my application on 1 October and re-joined the queue on 1 November, my queue date will be 1 October, regardless of when I first applied or became eligible).	

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				Dail Question 323 Regarding Dail question 323, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in the Mallow (Cork Racecourse) driving test centre as at the end January 2026. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- ----- Mallow (Cork Racecourse) Co. Cork 1,384 535 Meanwhile, the estimated time to invite for a car test in Mallow (Cork Racecourse) test centre for a new applicant was 11 weeks as at the end of January 2026. Yours sincerely, Brendan Walsh ----- Brendan Walsh, Chief Operations Office	
	323		To ask the Minister for Transport for outline the most recent data available on driving test waiting times as of January 2026 in Mallow, County Cork; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	327		To ask the Minister for Transport for an update on actions his Department or the RSA are taking in order to reduce the backlog in waiting times for drivers who are booking a re-test as of January 2026; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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04/02/2026	344	Ref: 8312/26 For answer: 04/02/2026 Written from - Niamh Smyth	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Niamh Smyth
04/02/2026	322	Ref: 8026/26 For answer: 04/02/2026 Written from - Eoghan Kenny	To ask the Minister for Transport for an update on the increase on driving testers employed in County Cork as of January 2026; and if he will make a statement on the matter.	Dear Deputy Kenny, Thank you for your email. I refer to Parliamentary Question 8026/25 regarding your question on the Driver Testing Service. Dail Question 322 In relation to Dail question 322, the below table outlines the number of driver testers assigned to driving test centres in Co. Cork as at the 31 January 2026. All driver testers employed by the Road Safety Authority (RSA) currently are employed on a permanent basis. Driving Test Centre Number of Driver Testers ----- ----- Cork (Ballincollig) Co. Cork 0 Cork (Wilton) Co. Cork 13 Mallow (Cork Racecourse) Co. Cork 4 Mitchelstown Co. Cork 2 Skibbereen Co. Cork 2	Eoghan Kenny

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				As a national service, the RSA seeks to manage its capacity to meet demand and therefore while a driver tester may be assigned to one centre, testers routinely and regularly move between centres to meet various demands. The placement of driver testers is determined by demand for the service and existing backlogs as well as being informed by internal movement / redeployment of existing staff. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
04/02/2026	354	Ref: 8414/26 For answer: 04/02/2026 Written from - Colm Burke	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Colm Burke

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/02/2026	240	Ref: 7628/26 For answer: 04/02/2026 Written from - Ken O'Flynn	To ask the Minister for Transport the current legal powers available to An Garda Síochána to seize, detain, and dispose of scrambler bikes, quad bikes, and other off-road vehicles being used illegally in public places; the statutory basis for those powers; and whether he is satisfied that existing legislation provides Gardaí with sufficient authority to intervene proactively before serious injury or death occurs.	PQ from Department of Transport received 4 February 2026 This PQ is regarding Dail Question No: 242 To ask the Minister for Transport whether his Department has conducted, commissioned, or reviewed any assessment of serious injuries and fatalities involving scrambler bikes or off-road vehicles in public places over the past five years; whether such incidents are increasing; and what specific policy measures he proposes to reduce the risk of further loss of life. Response to PQ from Department of Transport received 4 February 2026 In response to the above, the RSA has conducted an analysis of scramblers involved in fatal and serious injury collisions over the last 5 years. The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2021-2025 concerning collisions on public roads only. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Over the course of 2021-2025, 3 road users were killed and 54 road users were seriously injured in a collision where at least one scrambler was involved (see table 1). <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	Ken O'Flynn

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				Of the 57 Killed and seriously injured road users (KSIs), 42 were scrambler users (2 were killed and 40 were seriously injured). All 42 scrambler users were male. Thirty-one were aged 25 years or less and the remaining 11 were aged 26-50 years. Of the 42 scrambler users: 31 were involved in collisions in Dublin25 were involved in collisions over the weekend (Friday to Sunday)30 were involved in collisions between 11am and 6pm, and 12 involved in collisions between 6pm and midnight. Of the 15 other KSIs, 1 was killed and 14 were seriously injured. Of these, 9 were pedestrians, 2 were pedal cyclists, 2 were drivers and 2 were passengers. Information regarding safe use of scramblers: Pending the new law to be introduced to ban scramblers in public places ('Grace's Law'), please see below some background information from the RSA with respect to the safe use of scramblers. Scramblers/Dirtbikes are primarily designed for off road use across rough terrain or in motocross sport. If they are also being used on public roads then they must be Type Approved to Regulation (EU) No 168/2013. This regulation ensures that the motorcycle is manufactured to the minimum technical specifications and equipped with key road safety functional features (e.g. lights, mirrors, indicators, horn) and meets appropriate environmental performance levels. The regulation specifies the noise emissions and tyre types which may be used for public roads. Scramblers intended for off road use	

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				e may have tyres specially designed for clay and sand surfaces which are not acceptable for use on public roads. Scramblers used on public roads are classified as mechanically propelled vehicles and must be registered, taxed, insured and the driver must have an appropriate driving licence. For low powered motorcycles or mopeds (<=11kW or 125cc) the driver must be at least 16 years of age, for more powerful motorcycles the age limit increases from 18 years to 24 years of age depending on power. South Dublin County Council have produced a useful guide for the public concerning legal requirements around the use of sramblers which may be viewed here : https://www.sdcc.ie/en/services/transport/road-safety/advice-and-guidance/scramblers-and-quads/sdcc-leaflet-scramblers-quads.pdf RSA guidance for parents on scramblers: https://www.rsa.ie/news-events/news/details/2022/10/19/parents-urged-not-to-gift-quad-bikes-or-scramblers-as-presents-for-children-this-christmas Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medi	

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				cal cause or that of a deliberate act (e.g. suicide). Serious injury A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	
	241		To ask the Minister for Transport the legislative or regulatory framework that governs the sale, importation, and use of scrambler bikes and off-road vehicles; whether he has examined the introduction of tighter controls on their sale, ownership, or age eligibility; and whether his Department is preparing any amendments to road traffic legislation to address the public safety risks posed by their misuse.	<i>Please see response to this Dail Question above</i>	
	242		To ask the Minister for Transport whether his Department has conducted, commissioned, or reviewed any assessment of serious injuries and fatalities involving scrambler bikes or off-road vehicles in public places over the past five years; whether such incidents are increasing; and what specific policy measures he proposes to reduce the risk of further loss of life.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
05/02/2026	334	Ref: 8088/26 For answer: 04/02/2026 Written from - Roderic O'Gorman	To ask the Minister for Transport the agencies under his remit which regularly use a social media platform (details supplied) for communicating with the public. Details Supplied: X (formerly Twitter)	Dear Deputy O'Gorman The Road Safety Authority (RSA) has used X (previously Twitter) in the past for paid and organic posting. However, since October 2025 the RSA has ceased paid advertising on the platform but continues to post organically for certain messages. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Roderic O'Gorman

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
05/02/2026	263	Ref: 7957/26 For answer: 04/02/2026 Written from - Richard Boyd Barrett	To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years.	Dear Deputy Boyd Barrett, I refer to the PQ 7957/26 which was sent to the RSA for response by the Minister for Transport. Dail Question No: 263 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. The RSA has a contractual arrangement with CPL Resources which commenced in 2025 and remains in place as of February 2026. This is the only RSA contract with CPL Resources in the past two years. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Richard Boyd Barrett

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
05/02/2026	262	Ref: 7939/26 For answer: 04/02/2026 Written from - Richard Boyd Barrett	To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years.	Dear Deputy Boyd Barrett, I refer to the PQ 7939/26 which was sent to the RSA for response by the Minister for Transport. Dail Question No: 262 To ask the Minister for Transport whether his Department or any body under its remit has any contracts with an organisation (details supplied); or has contracted work from that organisation within the past two years. I confirm that the RSA does not have any contracts with Covalen and has not used their services in the past two years. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Richard Boyd Barrett

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
05/02/2026	173	Ref: 9086/26 For answer: 05/02/2026 Written from - Sorca Clarke	To ask the Minister for Transport if he will recognise road-traffic collision and fatality data as public-health data, given that such data relates to preventable deaths and injuries that cluster at identifiable locations; and if he will support the routine sharing and publication of anonymised collision location data for prevention and research purposes, in line with the April 2024 guidance of the Data Protection Commissioner.	PQ from Department of Transport received 5 February 2026 Dail Question No: 173 To ask the Minister for Transport if he will recognise road-traffic collision and fatality data as public-health data, given that such data relates to preventable deaths and injuries that cluster at identifiable locations; and if he will support the routine sharing and publication of anonymised collision location data for prevention and research purposes, in line with the April 2024 guidance of the Data Protection Commissioner. Response to PQ from Department of Transport received 5 February 2026 The Road Safety Authority (RSA) has developed a proposed approach to publishing collision location data in map format for the general public. A separate approach to data sharing has been agreed for researchers, and for two key stakeholders, namely Local Authorities and the National Transport Authority (NTA). This approach has been defined in a Ministerial Direction. In June 2024, a Ministerial Direction pursuant to s.8(1) of the Road Safety Authority Act 2006 was signed by the Minister of State at the Department of Transport. This governs the receipt and onward sharing of the collision data and has been approved by the Data Protection Commissioner (DPC). The data set is considered personal data, with, for example, the injury classification of persons involved	Sorca Clarke

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				in collisions being special category health information. The proposed publication of the map has been supported by the preparation of a Data Protection Impact Assessment (DPIA). While the overall data sharing procedure has been approved by the DPC, it has been necessary to submit the draft DPIA for their review and approval. The submission was made to the DPC in January 2026. Pending approval of this specific approach to data sharing from the DPC, the RSA will be in a position to progress to publication. In the interim, the RSA continues to provide high-level aggregated collision data for specific locations upon request from various stakeholder groups. To ask the Minister for Transport if he will recognise road-traffic collision and fatality data as public-health data, given that such data relates to preventable deaths and injuries that cluster at identifiable locations; and if he will support the routine sharing and publication of anonymised collision location data for prevention and research purposes, in line with the April 2024 guidance of the Data Protection Commissioner. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	

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10/02/2026	380	Ref: 10315/26 For answer: 10/02/2026 Written from - Pa Daly	To ask the Minister for Transport if he has considered a review of driving tester distribution and infrastructure planning to account for the distribution of demand; and if he will make a statement on the matter.	Dear Deputy Daly, Thank you for your email. I refer to Parliamentary Question 10315/25 regarding your question on driving tester distribution and infrastructure planning to account for the distribution of demand (Dáil Question 380) which has been passed to us for direct response. Driver Tester distribution is determined based on demand for driving tests taking into account application volumes, size and location of driving test centres, and routes available. While we do seek to plan our infrastructure in line with demands, there are some areas where this is particularly challenging and where it can be very difficult to find an appropriate premises to locate additional driver testers. This is because, when determining the location of a driving test centre there are a range of factors that need to be considered, which include but are not limited to: - the size of the building and available parking - proximity to an appropriate road network to enable routes be put in place - proximity to schools, creches, playgrounds etc. so as to avoid adding any additional risk - traffic levels in the area, speed controls measures etc. Notwithstanding any of above, there are regular asse	Pa Daly

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				ssments of our driving test estate and where new facilities are required we work to find an appropriate location. In addition, while driver testers might be assigned to work in specific centres, they regularly and routinely move between centres in response to demands for service. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
10/02/2026	376	Ref: 10137/26 For answer: 10/02/2026 Written from - Paul Murphy	To ask the Minister for Transport the number of cancellations there have been by NDLS in Donegal in the past three years; the reason for cancellation; and the average waiting time for applicants from Donegal.	Dear Deputy Murphy, I am writing to you concerning your Parliamentary Questions PQ 10137/26. Dail Question No: 376 To ask the Minister for Transport the number of cancellations there have been by NDLS in Donegal in the past three years; the reason for cancellation; and the average waiting time for applicants from Donegal. The Minister has referred the Parliamentary Question to my Office for response, and the detail is set out below. The NDLS does not operate a waiting list. Candidates that wish to book an appointment can do so by visiting https://www.ndls.ie/booking-service.html I will advise all drivers can now quickly and easily complete their driving licence application from home. No need to make appointments or visit an NDLS centre in person. All applicant needs is a Public Services Card and verified MyGovID account. Please see below table on number of cancellations in Donegal for last three years.	Paul Murphy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Date Amount Reason ----- ----- 18.01.2023 8 8 Cancelled due to Covid - 19 25.02.2023 10 10 Cancelled due to Covid - 19 22.07.2023 6 6 Cancelled due to Covid - 19 24.07.2023 9 9 Cancelled due to Covid - 19 25.07.2023 7 7 Cancelled due to Covid - 19 29.07.2023 12 12 Cancelled due to Covid - 19 04.09.2023 11 11 Cancelled due to Covid - 19 05.09.2023 14 14 Cancelled due to Covid - 19 06.09.2023 9 9 Cancelled due to Covid - 19 07.09.2023 10 10 Cancelled due to Covid - 19 08.09.2023 15 15 Cancelled due to Covid - 19 09.09.2023 7 17 Cancelled due to Covid - 19 27.12.2023 13 15 Cancelled due to staff sickness 05.01.2024 8 8 Cancelled due to staff sickness 06.01.2024 10 10 Rescheduled due to staff sickness 08.01.2025 11 Cancelled due to weather conditions 25.01.2025 10 Cancelled due to power outage 27.01.2025 10 10 Cancelled due to power outage 14.02.2025 19 19 Rescheduled due to staff sickness 01.07.2025 7 1 Cancelled and 6 rescheduled due to staff sickness 07.08.2025 1 1 Cancelled due to staff sickness 28.08.2025 2 2 Rescheduled due to power outage 03.10.2025 6 4 Cancelled and 2 rescheduled due to Storm Amy	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Please let me know if you need additional information. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
10/02/2026	326	Ref: 9210/26 For answer: 10/02/2026 Written from - Pa Daly	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Pa Daly

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
10/02/2026	384	Ref: 10371/26 For answer: 10/02/2026 Written from - Louise O'Reilly	To ask the Minister for Transport the average waiting times with mean, median and mode, from date of application to date of NCT tests in every test centre nationwide, by constituency, in tabular form; and if he will make a statement on the matter.	Ms Louise O'Reilly TD Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number 10371/26 Dear Deputy O'Reilly, I write further to your Dáil Question Number 384 in relation to the National Car Testing Service (NCTS) waiting times. The first quarter of the year is always the busiest period for the NCTS as the NCT is due on the anniversary of the vehicles registration date and most registrations occur at the start of the year, resulting in approximately 40% of the national demand for an NCT due in this period. The national average booking lead time was 11.4 days at the end of December 2025, but this has increased as expected due to the first quarter of the year demand but will return to the ideal level of 12 days. The average waiting times for all test centres is published on the NCTS website which currently shows 16.04 days for January 2026 and is available via the following link: https://www.ncts.ie/1328/ NCTS open slots well in advance to accommodate customers who may wish to plan early to confirm a test date. If a customer requires an appointment sooner than those available online, the system has th	Louise O'Reilly

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				e ability to allow customers to place themselves on the priority list online. In the case of online bookings, NCT test appointment slots are released continually across all centres. Many slots also become available through cancellations or rescheduling of appointments. Some customers may only find dates that are beyond the due date for their NCT. If a customer requires an appointment sooner than those available online, they should contact NCTS directly on (01) 4135992 or place themselves on the priority list online. NCTS will do its best to accommodate all customers on the priority list within 28 days of application. As a result, any customer booking an NCT for their car, 4 weeks before its due date, will be able to have their car tested on time. Customers have the option of having their car tested up to 90 days in advance of the test due date without affecting the validity period of the certificate issued and the next test due date will not change. Vehicle owners are encouraged to allow plenty of time to book their test. Cars may be tested up to 90 days in advance of the test due date without affecting the expiry date of the certificate issued. This system is in place to ensure all owners have sufficient time to have their vehicles successfully tested before the current certificate expires. I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely,	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh Chief Operations Officer Road Safety Authority (RSA)	
13/02/2026	269	Ref: 11295/26 For answer: 12/02/2026 Written from - Richard Boyd Barrett	To ask the Minister for Transport his views on safety concerns related to the makes of cars available for use on Irish roads; and whether he plans to take measures to address them (details supplied). Details Supplied: Details RE: Tesla door safety - forwarded on 06/02/2026 at 16.52 - LD.	Dear Deputy Boyd Barrett, The Minister of State for International & Road Transport, Logistics, Rail & Ports has referred your safety concerns to the RSA for direct reply. We have been in direct contact with both Tesla and the RDW (Type-Approval authority) who granted the original approval. Tesla have confirmed the following: there are no outstanding recalls for vehicles subject to door handle mechanisms. all Tesla vehicle models (from 2012 Model S) are equipped with both an electrical and manual door release. operation instructions of the mechanical door handle release are described in the vehicle owner's manual. Tesla are not aware of any reported fatalities or serious injuries relating to door handles becoming inoperative causing entry/exiting issues in Tesla model vehicles in the Irish market. RDW have acknowledged our contact and have advised that they will revert in due course. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Richard Boyd Barrett

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
13/02/2026	276	Ref: 11360/26 For answer: 12/02/2026 Written from - Matt Carthy	To ask the Minister for Transport the amount expended by his Department and by each agency for which he is responsible on advertising, promotion, advertising companies and external communications companies or consultants in 2025 and the expected costs for 2026, in tabular form; and if he will make a statement on the matter.	Dear Deputy Carthy The Road Safety Authority(RSA) develops behavioural change advertising awareness campaigns and places advertising across a range of platforms as required, including TV, video on demand, out-of-home/outdoor, national and local print, national and local radio, digital, display, social media, Cinema, search engine optimisation and digital audio and streaming and paid partnerships. We also engage with the services of a public relations agency. The spend below provides the spend by the RSA on advertising, promotion, advertising companies and external communications companies in 2025 and the expected costs for 2026. It includes the spend on creative development, placement of media and public relations and the fees relating to the services of external communications companies. Figures for 2026 are projected spend and are subject to change. Each of the three communications agencies were contracted on a Government of Ireland procurement framework. Year Advertising, promotion, advertising companies and external communications companies ----- - 2025 €10,649,009.07 2026 €10,051,708.14	Matt Carthy

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Figures are exclusive of 23% vat.. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
16/02/2026	PQ 12578/26	Ref: 12578/26 For answer: 17/02/2026 Written from - Emer Currie	From: ePQ (Transport) Sent: Monday 16 February 2026 09:06To: secretariat Subject: PQ Referred: 12578/26, for answer 17/02/2026, Written from - Emer Currie PQ 12578/26 has been referred to Road Safety Authority by Mark Byrne (Transport) (Mark.Byrne@Transport.gov.ie). To ask the Minister for Transport to provide a breakdown of the number of no-shows for driving tests for Category B permits, broken down per test centre, per month, from January 2025 to date, in tabular form; and if he will make a statement on the matter. Answer Under the Road Safety Authority Act 2006, the Road Safety Authority (RSA) has statutory responsibility for the National Driver Testing Service. As such, the detailed information requested by the Deputy is held by the Authority. Given the RSA's responsibility in this matter, I have referred the Deputy's questions to the RSA for direct response. Please contact my office if a reply is not received within ten days. The Deputy may wish to note that the RSA publish detailed information on the driver testing service on the CSO website each month. This includes information on the number of test 'no shows' broken down by month, driving test centre and by driving test category.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 12578/26 regarding your question on the Driver Testing Service. Attached please find the number of applicants who did not show for their scheduled category B (Car) driving test broken down by driving test centre for each month from January 2025 up to and including January 2026, which is the extent of our data as our reporting is completed at month end. You will see from the data provided that some test centres will not have data assigned to them, this is because some test centres closed, and new test centres opened within this time. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
			This information is available at the following link: https://data.cso.ie/table/ROA30		

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
16/02/2026	PQ 12889/26	Ref: 12889/26 For answer: 17/02/2026 Written from - Emer Currie	From: ePQ (Transport) Sent: Monday 16 February 2026 09:03To: secretariat Subject: PQ Referred: 12889/26, for answer 17/02/2026, Written from - Emer Currie PQ 12889/26 has been refered to Road Safety Authority by Mark Byrne (Transport) (Mark.Byrne@Transport.gov.ie). To ask the Minister for Transport the current number of drivers on their second learner permit; if the Road Safety Authority (RSA) has written to all second permit holders to inform them of the new rules (S.I. No. 527/2025) that will apply to them from 1 November 2026; if the RSA informed them that an application for a third learner permit will require them to have undertaken a test in the previous two years. Answer As Minister of State for International & Road Transport, Logistics, Rail & Ports, I wish to advise that the Road Safety Authority (RSA) has statutory responsibility for the National Driver Licence Service and for the administration and issuing of learner permits. Accordingly, I have referred this matter to the Authority for direct reply. I would ask the Deputy to contact my office if a response has not been received within ten days. Pending that reply, I would note that the RSA has assured me that the Authority has committed to a communications and assistance campaign to engage with affected road users in the period from the announcement of the regulations through to 1 November 2026, and beyond as necess	Dear Deputy Currie, I am writing to you concerning your Parliamentary Question PQ 12889/26 To ask the Minister for Transport the current number of drivers on their second learner permit; if the Road Safety Authority (RSA) has written to all second permit holders to inform them of the new rules (S.I. No. 527/2025) that will apply to them from 1 November 2026; if the RSA informed them that an application for a third learner permit will require them to have undertaken a test in the previous two years. The Minister has referred the Parliamentary Question to my Office for response, and the detail is set out below. There are approx. 81,810 drivers on their 2nd LP in the following categories W, B, A, A2, A1 and AM. At this point in time the Road Safety Authority has not issued a letter to those 2nd learner permit drivers advising of the changes being introduced from 1 November 2026 as part of the multiple learner permit changes, however Information has been placed on both RSA and NDLS websites and have been widely publicised including frequently asked questions advising of the new rules regarding S.I. No. 527/2025 coming into effect on 1 November 2026. Please let me know if you need additional information. Yours sincerely,	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
			ary.	Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
16/02/2026	PQ 12636/26	Ref: 12636/26 For answer: 17/02/2026 Written from - Jennifer Whitmore	From: ePQ (Transport) Sent: Monday 16 February 2026 09:05To: secretariat Subject: PQ Referred: 12636/26, for answer 17/02/2026, Written from - Jennifer Whitmore PQ 12636/26 has been refered to Road Safety Authority by Mark Byrne (Transport) (Mark.Byrne@Transport.gov.ie). To ask the Minister for Transport to provide a centre-by-centre breakdown of the average driving test waiting list times, a centre-by-centre breakdown of the number of applicants waiting to sit their driving test, a centre-by-centre breakdown of the number of driving testers employed; and a breakdown of the number of testers on part-time versus full-time contracts in each driving test centre, in tabular form; and if he will make a statement on the matter. Answer Under the Road Safety Authority Act 2006, the Road Safety Authority (RSA) has statutory responsibility for the National Driver Testing Service. As such, the information requested is held by the RSA. Given the RSA's responsibility in this matter, I have referred the Deputy's questions to the RSA for direct response. Please contact my office if a reply is not received within ten days. Pending this more detailed response, the Deputy may wish to note that the RSA publish detailed monthly information on the driver testing service on the CSO website. This information is available at the following link: https://data.cso.ie/product/RSADTS.	Dear Deputy Whitmore, Thank you for your email. I refer to Parliamentary Question 12636/26 regarding your question on the Driver Testing Service. I am attaching a number of spreadsheets detailing the information requested as follows: • The number of applicants waiting for a driving test invitation in all categories and test centres as at the end of January 2026. • The estimated time to invite for a car test in all driving test centres for a new applicant as at the end of January 2026. • The number of Driver Testers assigned by test centre as at end January 2026. Please note all the above reports are the extent of our data as our reporting is completed at month end. All Driver Testers that are employed by the Road Safety Authority (RSA) at present are employed on a permanent basis. As a national service, the RSA seeks to manage its capacity to meet demand and therefore while a driver tester may be assigned to one centre, testers routinely and regularly move between centres to meet various demands. Whilst the allocation of driver testers is set out in the report attached, this does not infer that centres without a driver tester assigned are not being serviced.	Jennifer Whitmore

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The placement of driver testers is determined by demand for the service and existing backlogs as well as being informed by internal movement / redeployment of existing staff. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
17/02/2026	396	Ref: 12248/26 For answer: 17/02/2026 Written from - Eoin Ó Broin	To ask the Minister for Transport the number of driving test applicants currently waiting for tests in the Dublin test centres; the length of time applicants have been waiting, in tabular form; and if he will make a statement on the matter.	Dear Deputy Ó Broin, Thank you for your email. I refer to Parliamentary Question 12248/26 regarding your questions on the Driver Testing Service. Dail Question 396 and 397 In relation to Dail question 396 and 397, attached please find the number of applicants waiting for a driving test invitation in all categories in test centres located in Co. Dublin. The driver testing estimate time to invite for an individual waiting for their driving test is personalised and dependent on a number of factors specific to that applicant's circumstances. In short, it looks at the date of eligibility with a person joining the invitation queue from the time they become eligible to sit a test. An applicant can also pause their application, reschedule or cancel their test and each of these actions will have an impact on their overall waiting time for an invitation. In addition, where a person sits in the queue is relative to all other applicants in that queue who are also assigned based on their eligibility and personal circumstances. The time to invite is calculated based off an estimation of available capacity over the coming weeks and months to deal with all applicants in the queue. Unfortunately, it can be the case that driver testers who were planned for are not available in a particular centre, this could be due to a variety of reasons including illness, bereavement or other types of leave. While the service seeks to keep the estimati	Eoin Ó Broin

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ons as accurate as possible, it can be the case that estimations can move out. They can also pull back where there is more capacity than anticipated. Another factor that can cause an estimation to shift is where an applicant, who has a test booked, cancels that test and retains their fee, or where the test cannot go ahead due to inclement weather, in these instances, those customers are issued with another invite to enable them to book another test. To reduce the backlog in waiting times, the Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service as at the end of January 2026. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				We are also in the final stages of lease negotiations for a new test centre to open in Sandyford Co. Dublin. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	397		To ask the Minister for Transport the current waiting time to receive an invitation to book a driving test in any of the Dublin test centres; if he is aware some applicants are still waiting up to seven months; the efforts underway to decrease waiting times; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
18/02/2026	36	Ref: 13348/26 For answer: 18/02/2026 Written from - Eoin Ó Broin	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Eoin Ó Broin

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
18/02/2026	32	Ref: 13095/26 For answer: 18/02/2026 Written from - Sean Fleming	To ask the Minister for Transport the funding allocated to NGOs by his Department in 2025; the funding allocated to NGOs by agencies and bodies under the remit of his Department; and if he will make a statement on the matter.	Dear Deputy Fleming, I refer to your Parliamentary Question. Dail Question No: 32 To ask the Minister for Transport the funding allocated to NGOs by his Department in 2025; the funding allocated to NGOs by agencies and bodies under the remit of his Department; and if he will make a statement on the matter. I can confirm that the Road Safety Authority does not provide funding to any non-governmental organisations. The RSA does not operate NGO grant schemes, and no NGO funding was allocated in 2025. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Sean Fleming

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/02/2026	240	Ref: 13665/26 For answer: 19/02/2026 Written from - Emer Currie	To ask the Minister for Transport to confirm whether all first, second and third-time learner permit holders have been written to by the Road Safety Authority following his signing of S.I. No. 527/2025, the Road Traffic (Licensing of Drivers) (Amendment) (No. 2) Regulations 2025; and if he will make a statement on the matter.	Dear Deputy Currie, I am writing to you concerning your Parliamentary Question PQ 13665/26 Dail Question No: 240 To ask the Minister for Transport to confirm whether all first, second and third-time learner permit holders have been written to by the Road Safety Authority following his signing of S.I. No. 527/2025, the Road Traffic (Licensing of Drivers) (Amendment) (No. 2) Regulations 2025; and if he will make a statement on the matter. The Minister has referred the Parliamentary Question to my Office for response, and the detail is set out below. At this point in time the Road Safety Authority has not issued a letter to those 2nd learner permit drivers advising of the changes being introduced from 1 November 2026 as part of the multiple learner permit changes, however Information has been placed on both RSA and NDLS websites and have been widely publicised including frequently asked questions advising of the new rules regarding S.I. No. 527/2025 coming into effect on 1 November 2026. Please note the majority of drivers on second learner permits have a learner permit with a validity period of two years. Letters have issued to all 3rd learner permit holders c	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ompleted week ending 23 January 2026 Please let me know if you need additional information. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Officer	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/02/2026	241	Ref: 13667/26 For answer: 19/02/2026 Written from - Emer Currie	To ask the Minister for Transport to provide the number of learner drivers on the waiting list to sit their test, broken down per driving test centre, from July 2025 to date in 2026; and the average waiting time for each centre, in tabular form; and if he will make a statement on the matter.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 13667/26 regarding your question on the Driver Testing Service. Attached please find the number of applicants waiting for a driving test invitation in all categories and by driving test centre for each month end from July 2025 up to an including January 2026, which is the extent of our data as our reporting is completed at month end. You will see from the data provided that some test centres will not have data assigned to them this is because some test centres closed, and new test centres opened within this time. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
20/02/2026	PQ 53251/25	Ref: 53251/25 For answer: 07/10/2025 Written from - Paul Lawless	Dear RSA, I asked this PQ last Oct 2025 (Attcahed below) and the response that I received does not answer the question, could you please provide me with a clear answer, Is mise le meas, Paul Lawless TD [cid:b10c7bf7-556f-4592-9778-9de38e386022] [cid:1fa8296e-61ab-4c73-9cc3-e31d99a25e50] From: No Reply CPC Sent: Wednesday 22 October 2025 10:06 To: Paul Lawless Subject: [CASE:2025141077] FW: PQ Referred: 53251/25, for answer 07/10/2025, Written from - Paul Lawless You don't often get email from no-reply-cpc@rsa.ie. Learn why this is important Dear Deputy Lawless, PQ Referred: 53251/25. To become an RSA approved Driver CPC Trainer, the initial application must be submitted to the Driver Education Section (RSA) by an approved Driver CPC Training Organisation. All applications must include documentary evidence of the applicants' qualifications required for the role of Driver CPC Trainer. Once approved the applicant will be assigne	Dear Deputy Lawless, PQ Referred: 53251/25 The RSA is responsible for the approval of CPC training centres. As part of an application for approval as a CPC training centre, organisations provide contact details and qualifications of CPC trainers who will be providing CPC training services on behalf of the organisation. There is no limit on the number of CPC training centres/organisations that a CPC trainer may provide services for i.e. the same CPC trainer may be put forward by multiple centres/organisations. It is not a requirement of the RSA, nor is it required under regulation, that a CPC trainer can only work with one approved training centre/organisation. It is a matter for approved CPC training organisations and trainers to negotiate their terms of engagement in accordance with employment laws. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	Paul Lawless

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
			d as an RSA approved Driver CPC trainer to the training organisation who submitted the initial application and can be assigned to any other organisations who subsequently applies. There is no limit or restriction on how many CPC training organisations a trainer can be associated with. Yours sincerely, Michael Rowland Director Research, Standards & Assurance [blob] Maria Casey Driver Education Section Road Safety Authority, Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo, F26 V6E4. Tel. (096) 25000 www.rsa.ie The information contained in this email and in any attachments is confidential and is designated solely for the attention and use of the intended recipient(s). This information may be subject to legal and professional privilege. If you are not an intended recipient of this email, you must not use, disclose, copy, distribute or retain this message or any part of it. If you have received this email in error, please notify the sender immediately and delete all copies of this email from your computer system(s).		

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			Road Safety Authority Bearthas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/ Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/		

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
23/02/2026	341	Ref: 15064/26 For answer: 24/02/2026 Written from - Ken O'Flynn	To ask the Minister for Transport the minimum educational and professional qualifications required for vehicle inspectors employed at National Car Testing centres; the duration and content of their initial training programme; whether this training is externally accredited; and the body responsible for certifying inspectors prior to conducting independent inspections - Ken O'Flynn.	Mr Ken O'Flynn Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number PQ 15064/26 Dear Deputy O'Flynn, I write further to your Dáil Question Number's 341, 342, 343, 344, 345 and 346 in relation to the National Car Testing Service (NCTS). I will address your questions in order below: Dail Question No: 341 All Vehicle Inspectors (VIs) at the NCTS are required to be qualified mechanics with a QQI Level 5 qualification. Training measures are in place to provide training and guidance to all vehicle inspectors. All Vehicle Inspectors (VI's) are required to undertake code of integrity, health and safety, customer service and first aid training on taking up employment with NCTS. This is updated on an annual basis for existing employees. In addition to this, Vehicle Inspector Induction Training is provided to each new VI before he/she commences testing. The content of the training course covers all elements of the test procedure and test manual in detail and is structured to follow the sequence. Annual training also provides updated information on key developments, providing clarification and consistency in approaches to commonly arising issues or technical updates as well as re-emphasising key messages to staff.	Ken O'Flynn

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The Applus Training and Standards (T&S) team has extensive years' experience in training development and delivery within the NCTS. The T&S team are City and Guilds TAQA certified and trained in course development and classroom management. The T&S Team develop a training plan which will detail each of the areas to cover each day. The training is delivered over a minimum of 3 weeks and encompasses a mixture of classroom and practical demonstration and assessment. The training programme also has a comprehensive evaluation and qualification element. All Vehicle Inspectors are required to be re-certified annually. Annual training also provides updated information on key developments, providing clarification and consistency in approaches to commonly arising issues or technical updates as well as re-emphasising key messages to staff. Dail Question No: 342 Please see below audit and appeal numbers from 2024 to end of February 2026. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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				Once an independent or observed inspection is conducted, in either case there is no secondary review undertaken. Dail Question No: 343 The NCT is accredited to ISO 17020, the international standard specifying requirements for the competence, impartiality, and consistent operation of inspection bodies. As part of this standard, the NCT is recognised as a Type A Inspection Body, i.e. Fully independent from the activities they inspect, providing the highest level of impartiality. NCT inspectors are paid a single monthly team-based bonus dependent on three aspects of their duties, the quality of their testing as measured by internal and external auditing teams, operational efficiency, and attendance at work. NCT inspectors are in no way incentivised (or penalised) based on inspection results. Last year, the external auditing body carried out almost 7,000 audits on NCT Inspectors and confirmed a 99% test outcome accuracy. Dail Question No: 345 The RSA is assisted by Deloitte as the Supervision Services Contractor (SSC) and the TISP in monitoring the National Car Testing Service (NCTS). During the ongoing supervision process, particular attention is paid to ensuring that the various performance standards and acceptable standards of the NCTS are achieved continuously. These standards apply to premises, test equipment, staff, test arrangements, facilities management, financial management, information technology infrastructure a	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				nd operations, customer service and provision of public information. The NCTS is subject to a stringent regime of independent audits and inspections carried out by the TISP. All NCT test centres and Vehicle Inspectors are subject to a very rigorous audit system. In 2025, greater than 99% of tests reviewed were deemed to be fairly and correctly assessed. Consistently high vehicle testing standards are key to the success of the NCTS. The measures in place that focus on on-going assessment of test accuracy and vehicle tester performance include: Check tests which involve vehicles just tested being immediately re-inspected to make sure the result is correct; all test centres are visited on a frequent basis to observe tests being conducted as part of unannounced inspection visits. Equipment consistency checks are run across the test centre network 4 times a year and are conducted by testing a single vehicle on all test lanes in the 50 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances, so that the public can have confidence that test equipment standards are the same in all centres. Operational audits, including structured checks of premises, test equipment, staff, test arrangements, and facilities management. A dedicated internal audit team is in place to manage allegations, investigations, and complaints. This involves random surprise audits to review vehicles that have just completed a test. NCTS auditors repeat critical elements of the test and identify if there are any discrepancies with the original test result. To support this process, the result	

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				s from each NCT centre are statistically analysed to detect any abnormal trends or profiles. The Contract between Applus Inspection Services Ireland Ltd (AISIL) and the Road Safety Authority (RSA) is deemed commercially sensitive, however, I can confirm it does contain clauses relating to the application of service credits where the service levels in the contract are not being met. Please be advised that this information is available under the Financial Statements in the RSA Annual Reports and can be found on our website at www.rsa.ie/about/reporting Unfortunately, the 2025 financial charges will not be available until the report is finalised later in the year. Dail Question No: 345 The NCT pass and fail rates are publicly available on the NCTS website at https://www.ncts.ie/1155/ There are a large number of factors that can affect the rate of test failure. However, it is worth remembering that the focus of a good testing service is not on attaining a common pass rate in every test centre, but on ensuring that each test is conducted to the required standard. Some of the most significant factors include: The age-mix of vehicles tested in one location compared with another. The mileage that a car has undergone also has a marked effect on pass rates, with larger mileage vehicles more prone to failure. This particularly affects some rural locations. The prevalence of particular makes and models of vehicles tested makes a marked difference to pass ra	

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				tes. Differing profiles of use of vehicles and impacts of the different environments e.g. rural, coastal, urban. Differences in the condition of the roads in a particular locality, which can lead to the prevalence of particular failure items such as brakes or suspension components, for example. Further analysis is conducted on failures by vehicle make and model and the report is publicly available at https://www.rsa.ie/road-safety/statistics/nct-statistics-and-annual-reviews The 2025 data will be available shortly. Dail Question No: 346 Please be advised that this information is available under the Financial Statements in the RSA Annual Reports and can be found on our website at www.rsa.ie/about/reporting The current NCTS contract will be due for renewal in 2030. In relation to the next contract, the RSA is currently commissioning a global assessment of Periodic Technical Inspections (PTIs) to consider what can be learned and potentially implemented into the NCTS ahead of the next NCT contract for passenger vehicles, focusing on practices in Ireland, other European jurisdictions that follow the same EU Directive 2014/45, and jurisdictions outside of EU. I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely, Brendan Walsh Chief Operations Officer	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Road Safety Authority (RSA)	
	342		To ask the Minister for Transport the total number of quality assurance audits conducted on NCT inspection decisions in 2024 and to date in 2026; the percentage of inspections subject to secondary review; and the rate at which initial fail decisions were overturned on formal appeal in each of those years.	<i>Please see response to this Dail Question above</i>	
	343		To ask the Minister for Transport whether NCT inspectors are subject to performance metrics relating to throughput, efficiency, or statistical failure rates; if so, to outline the nature of those metrics; and whether any incentives or penalties are attached to inspection outcomes.	<i>Please see response to this Dail Question above</i>	
	344		To ask the Minister for Transport the oversight mechanisms exercised by the Road Safety Authority over the NCT contractor in respect of inspection consistency and inspector training standards; and whether any contractual penalties, compliance notices, or remedial directions have been issued in the past three years.	<i>Please see response to this Dail Question above</i>	
	345		To ask the Minister for Transport whether the Department or the Road Safety Authority has conducted any variance analysis of pass and fail rates across individual NCT centres; and whether the Minister will publish centre-by-centre statistical data for 2023, 2024 and 2025.	<i>Please see response to this Dail Question above</i>	
	346		To ask the Minister for Transport the current contract value of the NCT operator; the duration of the contract; and the date on which the next competitive procurement process is scheduled to commence.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/02/2026	313	Ref: 14689/26 For answer: 24/02/2026 Written from - Ken O'Flynn	To ask the Minister for Transport to publish the detailed statistical analysis carried out by the Road Safety Authority concerning scramblers involved in fatal and serious injury collisions on public roads over the past five years, including a year-by-year breakdown of serious injuries and fatalities, age profile of drivers and injured parties, and geographic distribution; and if he will make a statement on the matter.	PQ from Department of Transport received 24 February 2026 This PQ is regarding Dail Question No: 313 and Dail Question No: 314 Dail Question No: 313 To ask the Minister for Transport to publish the detailed statistical analysis carried out by the Road Safety Authority concerning scramblers involved in fatal and serious injury collisions on public roads over the past five years, including a year-by-year breakdown of serious injuries and fatalities, age profile of drivers and injured parties, and geographic distribution; and if he will make a statement on the matter. Response from the RSA: In response to the request to publish the statistical analysis carried out by the RSA and included in the response to Question 314 below, the RSA can confirm that this analysis will be published on the RSA website in March 2026. Dail Question No: 314 To ask the Minister for Transport whether his Department has conducted or commissioned any formal trend analysis of the increase in serious injuries involving scramblers on public roads between 2022 and 2025; what policy conclusions have been drawn from that analysis; and if he will make a statement on the matter. Response to PQ from Department of Transport received 4 February 2026	Ken O'Flynn

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				In response to the above Dail Question No: 314, the RSA has conducted an analysis of scramblers involved in fatal and serious injury collisions over the last 5 years. The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2021-2025 concerning collisions on public roads only. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Over the course of 2021-2025, 3 road users were killed and 54 road users were seriously injured in a collision where at least one scrambler was involved (see table 1). <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> During this time, 42 killed and seriously injured road users were scrambler users (2 were killed and 40 were seriously injured (see table 2). <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> All 42 scrambler users were male. Thirty-one were aged 25 years or less and the remaining 11 were aged 26-50 years (see table 3). <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Of the 42 scrambler users, 31 were injured in Dublin (see table 4).	

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				<i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Of the 42 scrambler users: 25 were involved in collisions over the weekend (Friday to Sunday)30 were involved in collisions between 11am and 6pm, and 12 involved in collisions between 6pm and midnight. During this time, 15 other road users were killed or seriously injured in collisions with scramblers (1 was killed and 14 were seriously injured (see table 5). Of the 15 other KSIs, 9 were pedestrians, 2 were pedal cyclists, 2 were drivers and 2 were passengers. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

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				Policy Implications In terms of policy implications of the above analysis, it is clear that there is a road safety issue associated with scrambler use on public roads. This issue is most prevalent in Dublin, and during the weekend. Young people, and men in particular, were most likely to be injured while using scramblers. In addition, pedestrians were most likely to be injured in collisions with scramblers compared to other road user groups. Please see below some additional information regarding safe use of scramblers: Pending the new law to be introduced to ban scramblers in public places ('Grace's Law'), please see below some background information from the RSA with respect to the safe use of scramblers. Scramblers/Dirtbikes are primarily designed for off road use across rough terrain or in motocross sport. If they are also being used on public roads then they must be Type Approved to Regulation (EU) No 168/2013. This regulation ensures that the motorcycle is manufactured to the minimum technical specifications and equipped with key road safety functional features (e.g. lights, mirrors, indicators, horn) and meets appropriate environmental performance levels. The regulation specifies the noise emissions and tyre types which may be used for public roads. Scramblers intended for off road use may have tyres specially designed for clay and sand surfaces which are not acceptable for use on public roads.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Scramblers used on public roads are classified as mechanically propelled vehicles and must be registered, taxed, insured and the driver must have an appropriate driving licence. For low powered motorcycles or mopeds (<=11kW or 125cc) the driver must be at least 16 years of age, for more powerful motorcycles the age limit increases from 18 years to 24 years of age depending on power. South Dublin County Council have produced a useful guide for the public concerning legal requirements around the use of sramblers which may be viewed here : https://www.sdcc.ie/en/services/transport/road-safety/advice-and-guidance/scramblers-and-quads/sdcc-leaflet-scramblers-quads.pdf RSA guidance for parents on scramblers: https://www.rsa.ie/news-events/news/details/2022/10/19/parents-urged-not-to-gift-quad-bikes-or-scramblers-as-presents-for-children-this-christmas Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Serious injury	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Yours sincerely, Michael Michael Rowland, Director Research, Standards & Assurance.	
	314		To ask the Minister for Transport whether his Department has conducted or commissioned any formal trend analysis of the increase in serious injuries involving scramblers on public roads between 2022 and 2025; what policy conclusions have been drawn from that analysis; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name						
24/02/2026	292	Ref: 14174/26 For answer: 24/02/2026 Written from - Naoise Ó Cearúil	To ask the Minister for Transport the current average waiting time for a driving test at the Naas test centre; the steps being taken to reduce delays for applicants in Kildare North; and if he will make a statement on the matter.	Dear Deputy Ó Cearúil, Thank you for your email. I refer to Parliamentary Question 14174/26 regarding your questions on the Driver Testing Service. Dail Question 292 In relation to Dail Question 292, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in the Naas driving test centre as at the end February 2026. <table><tr><td>Driving Test Centre</td><td>Driving Test Applicants waiting</td><td>Driving Test Applicants scheduled</td></tr><tr><td>Naas</td><td>2,484</td><td>1,132</td></tr></table>	Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled	Naas	2,484	1,132	Naoise Ó Cearúil
Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled									
Naas	2,484	1,132									

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The estimated time to invite for a car test in the Naas driving test centre for a new applicant was 09 weeks as at the end of February 2026. The Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service as at the end of February 2026. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evening, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Dail Question 293 Regarding Dail question 293, the location of driving t	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				est centres are determined based on a number of factors including: • demand for services in the area; • proximity to other established test centres; • availability of suitable road network for the conducting of a driving test; • availability of appropriate facilities to house a driving test centre and • availability of staff to operate a centre. While we appreciate your concerns with regards to adding an additional driving test centre in Co. Kildare, unfortunately, it is not feasible to have a driving test centre in every town and having considered all the factors listed above it is not currently proposed to locate an additional driving test centre in Co. Kildare. Having said that, driver testing facility needs are regularly reviewed and we will note the concerns for future reviews. Your sincerely, Brendan Walsh Chief Operations Officer	
	293		To ask the Minister for Transport if he will consider establishing an additional driving test centre in Kildare North, in light of ongoing demand and waiting times at existing centres serving the area; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/02/2026	294	Ref: 14295/26 For answer: 24/02/2026 Written from - Eamon Scanlon	To ask the Minister for Transport the action which is being taken to address the lack of wheelchair-accessible and adapted vehicles for learner drivers; the supports which are available to assist wheelchair users in accessing suitable driving lessons; if this issue will be raised to ensure equal access to driving instruction; and if he will make a statement on the matter.	Dear Deputy Scanlon, I refer to Parliamentary Question PQ 14295/26. The Minister referred the PQ to this office and the response is set out below. Drivers who have a physical disability and would like to learn to drive, can avail of two options when learning to drive or obtaining an assessment if returning to driving. The Irish Wheelchair Association (IWA) operates a dedicated driving school with specially adapted vehicles designed for people with physical disabilities. Or the many private driving schools throughout Ireland who offer this service. They normally have automatic adapted vehicles, and All instructors are RSA ADI (Road Safety Authority Approved Driving Instructor) registered. The RSA website includes a list of Approved Driving Instructors (ADIs) who deliver driving lessons to learners needing special accommodation. There are no provisions for minimum availability of wheelchair-accessible vehicles for the provision of driving tuition. It is up to individual ADIs as to which type of vehicle they acquire and I would presume that an ADI would take likely demand into account when deciding whether to provide such a vehicle. I hope this information is of assistance. Yours sincerely,	Eamon Scanlon

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Michael Michael Rowland, Director Research, Standards & Assurance.	
	301		To ask the Minister for Transport if he will address the lack of an appropriately equipped drive-from-wheelchair vehicle for driving lessons (details supplied); if he will examine the possibility of installing such controls or providing a properly equipped vehicle; his plans to expand the availability of drive-from-wheelchair vehicles nationally in order that learners who require this adaptation can access suitable training; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/02/2026	295	Ref: 14308/26 For answer: 24/02/2026 Written from - Emer Currie	To ask the Minister for Transport the waiting times in each NCT centre serving the Dublin region, in tabular form; and if he will make a statement on the matter.	Ms Emer Currie TD Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number 14308/26 Dear Deputy Currie, I write further to your Dáil Question Number 295 in relation to the National Car Testing Service (NCTS) waiting times. The average waiting times for all NCT test centres is published on the NCTS website and is available via the following link: https://www.ncts.ie/1328/ I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely, Brendan Walsh Chief Operations Officer Road Safety Authority (RSA)	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/02/2026	300	Ref: 14418/26 For answer: 24/02/2026 Written from - Marie Sherlock	To ask the Minister for Transport the State agencies within his Department that have made provision for the pension auto enrolment payment as part of their allocation to funded organisations; and if he will make a statement on the matter.	Deputy Marie Sherlock, Dail Eireann, Dublin 4. 28 February 2026 Ref: PQ 14418/26 Dear Deputy Sherlock, I refer to your recent Parliamentary Questions below: Dail Question No:300 “To ask the Minister for Transport the State agencies within his Department that have made provision for the pension auto enrolment payment as part of their allocation to funded organisations; and if he will make a statement on the matter.” The Automatic Enrolment Retirement Savings System Act 2024 provides that auto-enrolment applies only to employees who are not currently paying into a qualifying scheme through payroll, and who meet the age and earnings criteria. As public service pension schemes meet the statutory criteria for a qualifying scheme, RSA officers fall outside the scope of the MyFutureFund auto enrolment system. Accordingly, no provision for auto enrolment related employer contributions is required within the RSA’s allocation or budget, as RSA staff are exempt from automatic enrolment on the basis of their existing public service pension arrangements.	Marie Sherlock

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				If any further information is required, please contact the undersigned. Yours sincerely Alison Coleman Director Finance, Development and Culture	
24/02/2026	299	Ref: 14400/26 For answer: 24/02/2026 Written from - Marie Sherlock	To ask the Minister for Transport to provide a list of all State agencies within his Department that allocate programme and project funding to section 39, section 56 and section 10 organisations; and if he will make a statement on the matter.	Dear Deputy Sherlock, I refer to Parliamentary Question PQ 14400/26. The Minister referred the PQ to this office and the response is set out below. Dail Question No: 299 To ask the Minister for Transport to provide a list of all State agencies within his Department that allocate programme and project funding to section 39, section 56 and section 10 organisations; and if he will make a statement on the matter. I wish to confirm the RSA does not allocate programme and project funding to the Sections 39, 56 and 10 organisations. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Marie Sherlock
25/02/2026	36	Ref: 15259/26 For answer: 25/02/2026 Written from - William Aird	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	William Aird

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
25/02/2026	34	Ref: 15257/26 For answer: 25/02/2026 Written from - William Aird	To ask the Minister for Transport the current waiting time for driving tests in County Laois, in tabular form; and if he will make a statement on the matter.	Dear Deputy Aird, Thank you for your email. I refer to Parliamentary Question 15257/26 regarding your question on the Driver Testing Service. Dail Question 34 In relation to Dail Question 34, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test at the driving test centre in Portlaoise as at the end of February 2026. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- -- Portlaoise (Co. Laois) 736 417	William Aird
				The estimated time to invite for a car test at the Portlaoise driving test centre for a new applicant was 11 weeks as at the end of February 2026. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh _____ Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
25/02/2026	141	Ref: 15552/26 For answer: 26/02/2026 Oral from - Shane Moynihan	To ask the Minister for Transport if he will provide an outline of his most recent engagements with the RSA in relation to the opening of the new driver test centre in Sandyford; if he will advise on any update in relation to same; and if he will make a statement on the matter.	Dear Deputy Moynihan, Thank you for your email. I refer to Parliamentary Question 15552/26 regarding your question on the Driver Testing Service. Dail Question 141 In relation to Dail Question 141, we are continuing to progress lease negotiations for the Sandyford test centre. These negotiations have taken longer than originally anticipated due to factors outside of our control. We remain optimistic that the outstanding legal and operational matters relating to this unit will be concluded shortly, after which we will be in a position to update all stakeholders regarding the next steps. We fully recognise that the Sandyford test centre is eagerly awaited, and we share the disappointment regarding the delays, which have arisen entirely from circumstances beyond our control. Until all legal and operational issues are fully resolved, we are not in a position to open the unit. Driver Testers who are expected to be assigned to the Sandyford test centre are currently being accommodated in other centres and so there is no loss to overall capacity.	Shane Moynihan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
26/02/2026	274	Ref: 16095/26 For answer: 26/02/2026 Written from - Eoin Ó Broin	To ask the Minister for Transport the number of booked driving tests cancelled by the RSA in the years 2023 to 2026, in tabular form; the reasoning for the cancellation of these tests; the wait time for rebooking a test for applicants who have had their test cancelled; and if he will make a statement on the matter.	Dear Deputy Ó Broin, Thank you for your email. I refer to Parliamentary Question 16095/26 regarding your question on the Driver Testing Service. Dail Question 274 In relation to Dail Question 274, attached please find the number of driving tests cancelled by the Road Safety Authority (RSA) by year and the reasons for the cancellation from 2023 up to and including 05 March 2026. To note in March 2025 the reasons for cancelling a driving test by the Road Safety Authority (RSA) were reviewed and streamlined following the review therefore the cancellation reasons highlighted in grey are no longer in use. One of the reasons a test can be cancelled by the Road Safety Authority (RSA) is due weather conditions, and tester unavailability which can be due to illness. We apologise for the inconvenience this causes an applicant given the preparation they would have made for their driving test. Where an applicant is cancelled by the Road Safety Authority (RSA) their payment is retained. All applicants whose driving tests are cancelled by the Road Safety Authority (RSA) at short notice are added to the waiting list as a priority, and once slots become available, they are invited to book a new driving test free of charge. Unfortunately, we cannot guarantee that any scheduled driving tests will go ahead as there are a n	Eoin Ó Broin

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				umber of factors that are taken into account before a driving test can be completed e.g. weather conditions, and tester availability. Please see Appendix 1 Parliamentary Question Bulletin Q1_Q2_2026 for the full response to this Parliamentary Question Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
03/03/2026	304	Ref: 16612/26 For answer: 03/03/2026 Written from - Emer Currie	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
03/03/2026	288	Ref: 16396/26 For answer: 03/03/2026 Written from - Donnchadh Ó Laoghaire	To ask the Minister for Transport the reason approved driving instructors are currently not permitted front/road facing dash cams, in order to ensure safety and recording of potential road traffic incidents where they arise, for their own safety and for the purposes of insurance.	The Road Safety Authority (RSA) is the regulatory body for driving instruction in Ireland. To work as a driving instructor, you must be on the RSA's Register of Approved Driving Instructors (ADI). In addition, under the Road Safety Authority Act 2006, the Road Safety Authority (RSA) has statutory responsibility for the National Driver Testing Service, including all operational matters. The Road Safety Authority has a remit to set standards and regulate the provision of driver training in so far as it relates to the instruction provided. ADIs are not prohibited from using visual or audio recording equipment (dashcams) during the course of their business when providing driving instruction. The RSA acknowledges that such devices may be used for legitimate purposes, including the protection of property, clients, and the instructor's professional interests in the event of an incident. However, visual or audio recording equipment is not permitted during an official ADI check test or driving Test. The RSA has a duty to protect its Approved Driving Instructor Examiners and Driver Testers from unwanted attention and to uphold their right to privacy in the workplace. Therefore, for the duration of an official ADI check test or driving test, the vehicle is deemed to constitute a workplace and therefore afforded the full standards and protections under applicable workplace privacy, employment, and data protection legislation. Any unauthorised recording may constitute a breach of these obligations and may result in appropriate action.	Donnchadh Ó Laoghaire

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				In the event of a collision or incident occurring during an ADI check test or official driving test, established insurance and claims procedures shall apply. Any investigation will be conducted through the appropriate legal, regulatory, and insurance channels. Yours sincerely, Brendan Walsh Chief Operations Officer	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
03/03/2026	312	Ref: 16754/26 For answer: 03/03/2026 Written from - Ken O'Flynn	To ask the Minister for Transport whether he has issued, or intends to issue, any policy direction to the Road Safety Authority requiring the publication of centre-by-centre national car test pass and fail statistics; whether he is satisfied that current publication practices meet standards of public transparency and accountability; and if he will make a statement on the matter.	Mr Ken O'Flynn Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number PQ 16754/26 Dear Deputy O'Flynn, I write further to your Dáil Question Number's 312, 313, 314, 315 and 316 in relation to the National Car Testing Service (NCTS). I will address your questions in order below: Dail Question No: 312 The NCT pass and fail rates are publicly available on the NCTS website at https://www.ncts.ie/1155/ There are a large number of factors that can affect the rate of test failure. However, it is worth remembering that the focus of a good testing service is not on attaining a common pass rate in every test centre, but on ensuring that each test is conducted to the required standard. Some of the most significant factors include: The age-mix of vehicles tested in one location compared with another The mileage that a car has undergone also has a marked effect on pass rates, with larger mileage vehicles more prone to failure. This particularly affects some rural locations. The prevalence of particular makes and models of vehicles tested makes a marked difference to pass rates. Differing profiles of use of vehicles and impacts of the different environments e.g. rural, coastal, urba	Ken O'Flynn

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				n. Differences in the condition of the roads in a particular locality, which can lead to the prevalence of particular failure items such as brakes or suspension components, for example. Further analysis is conducted on failures by vehicle make and model and the report is publicly available at https://www.rsa.ie/road-safety/statistics/nct-statistics-and-annual-reviews The 2025 data will be available shortly. Dail Question No: 313 The Contract between Applus Inspection Services Ireland Ltd (AISIL) and the Road Safety Authority (RSA) is deemed commercially sensitive, however, I can confirm it does contain clauses relating to the application of service credits where the service levels in the contract are not being met. Please be advised that this information is available under the Financial Statements in the RSA Annual Reports and can be found on our website at www.rsa.ie/about/reporting Unfortunately, the 2025 financial charges will not be available until the report is finalised later in the year. Following a tender process, run in accordance with EU procurement rules, the RSA, in August 2018 awarded a single national contract for the provision and operation of the NCTS for the period from June 2020 to June 2030 to Applus+ Inspection Services Ireland Limited. The contract was awarded to Applus+ due to its competitiveness, and it represented the best value for the Irish taxpayer. The current NCTS contract will be due for renewal in	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				2030, there is no provision for an extension of same. In relation to the next contract, the RSA is currently commissioning a global assessment of Periodic Technical Inspections (PTIs) to consider what can be learned and potentially implemented into the NCTS ahead of the next NCT contract for passenger vehicles, focusing on practices in Ireland, other European jurisdictions that follow the same EU Directive 2014/45, and jurisdictions outside of EU. Dail Question No: 314 The RSA is assisted by Deloitte as the Supervision Services Contractor (SSC) and the TISP in monitoring the National Car Testing Service (NCTS). During the ongoing supervision process, particular attention is paid to ensuring that the various performance standards and acceptable standards of the NCTS are achieved continuously. These standards apply to premises, test equipment, staff, test arrangements, facilities management, financial management, information technology infrastructure and operations, customer service and provision of public information. The NCTS is subject to a stringent regime of independent audits and inspections carried out by the TISP. All NCT test centres and Vehicle Inspectors are subject to a very rigorous audit system. In 2025, greater than 99% of tests reviewed were deemed to be fairly and correctly assessed. Consistently high vehicle testing standards are key to the success of the NCTS. The measures in place that focus on on-going assessment of test accuracy and v	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ehicle tester performance include: Check tests which involve vehicles just tested being immediately re-inspected to make sure the result is correct; all test centres are visited on a frequent basis to observe tests being conducted as part of unannounced inspection visits. Equipment consistency checks are run across the test centre network 4 times a year and are conducted by testing a single vehicle on all test lanes in the 50 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances, so that the public can have confidence that test equipment standards are the same in all centres. Operational audits, including structured checks of premises, test equipment, staff, test arrangements, and facilities management. A dedicated internal audit team is in place to manage allegations, investigations, and complaints. This involves random surprise audits to review vehicles that have just completed a test. NCTS auditors repeat critical elements of the test and identify if there are any discrepancies with the original test result. To support this process, the results from each NCT centre are statistically analysed to detect any abnormal trends or profiles. The NCT pass and fail rates are publicly available on the NCTS website at https://www.ncts.ie/1155/ There are a large number of factors that can affect the rate of test failure. However, it is worth remembering that the focus of a good testing service is not on attaining a common pass rate in every test centre, but on ensuring that each test is conducted to the required standard. Some of the most significant factors include:	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The age-mix of vehicles tested in one location compared with another The mileage that a car has undergone also has a marked effect on pass rates, with larger mileage vehicles more prone to failure. This particularly affects some rural locations. The prevalence of particular makes and models of vehicles tested makes a marked difference to pass rates. Differing profiles of use of vehicles and impacts of the different environments e.g. rural, coastal, urban. Differences in the condition of the roads in a particular locality, which can lead to the prevalence of particular failure items such as brakes or suspension components, for example. Further analysis is conducted on failures by vehicle make and model and the report is publicly available at https://www.rsa.ie/road-safety/statistics/nct-statistics-and-annual-reviews The 2025 data will be available shortly. Dail Question No: 315 The NCT is accredited to ISO 17020, the international standard specifying requirements for the competence, impartiality, and consistent operation of inspection bodies. As part of this standard, the NCT is recognised as a Type A Inspection Body, i.e. Fully independent from the activities they inspect, providing the highest level of impartiality. NCT inspectors are paid a single monthly team-based bonus dependent on three aspects of their duties, the quality of their testing as measured by internal and external auditing teams, operational efficiency, and attendance at work. NCT inspectors are in no way incentivised (or penalised) based on inspection results.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Last year, the external auditing body carried out almost 7,000 audits on NCT Inspectors and confirmed a 99% test outcome accuracy. Dail Question No: 316 Please see below audit and appeal numbers from 2024 to end of February 2026. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Once an independent or observed inspection is conducted, in either case there is no secondary review undertaken. I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely, Brendan Walsh Chief Operations Officer Road Safety Authority (RSA)	
	313		To ask the Minister for Transport the total monetary value of the current national car testing contract approved by his Department; the date of its commencement; its scheduled expiry date; whether provision exists for extension; and the anticipated timeline for the next competitive procurement process.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	314		To ask the Minister for Transport whether he is satisfied that the audit and assurance framework operated by the Road Safety Authority in respect of the national car test includes statistical variance analysis of pass and fail rates across centres; whether threshold parameters are applied to identify anomalies; and whether such analysis is reported to his Department in aggregate form.	<i>Please see response to this Dail Question above</i>	
	315		To ask the Minister for Transport whether the Road Safety Authority has adopted, approved, or reviewed any performance metrics applied to national car testing inspectors relating to inspection throughput, efficiency targets, or statistical outcomes; whether any such metrics are linked to contractual key performance indicators; and whether he is satisfied that such arrangements, if in place, do not create perverse incentives - Ken O'Flynn.	<i>Please see response to this Dail Question above</i>	
	316		To ask the Minister for Transport whether he has received, in aggregate form, data from the Road Safety Authority on the number and percentage of national car test fail decisions overturned on appeal in each of the years 2023, 2024 and 2025, in tabular form; and whether he will publish this information in the interests of public confidence - Ken O'Flynn.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
03/03/2026	305	Ref: 16617/26 For answer: 03/03/2026 Written from - Emer Currie	To ask the Minister for Transport the number of learner permit holders involved in fatal road traffic collisions each year since 2020 to date; the number of fatalities in each collision; the number of learners each year who were driving unaccompanied at the time of the fatal crash; and the number of fatalities in each fatal collision involving an unaccompanied learner driver, in tabular form.	PQ from Department of Transport received 3 March 2026 This PQ is regarding Dail Question No: 305 and Dail Question No: 306 Dail Question No: 305 To ask the Minister for Transport the number of learner permit holders involved in fatal road traffic collisions each year since 2020 to date; the number of fatalities in each collision; the number of learners each year who were driving unaccompanied at the time of the fatal crash; and the number of fatalities in each fatal collision involving an unaccompanied learner driver, in tabular form. Dail Question No: 306 To ask the Minister for Transport the number of learner permit holders involved in serious injury collisions each year from 2020 to date; the number of people who were seriously injured in each collision; the number of learner drivers who were driving unaccompanied at the time of the serious injury crash; and the number of people who suffered serious injuries in each collision, in tabular form. Background to response In response to the above questions the RSA has conducted an analysis of drivers with learner permits involved in fatal and serious injury collisions over the time period 1 January 2020-1 March 2026. The below analyses have been taken from the RSA collision database based on collision records transfer	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				red from AGS to the RSA for 2020 to-date concerning collisions on public roads only. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. In response to Dail Question No: 305, please see information below: Over the course of 1 January 2020-1 March 2026, there have been 45 drivers with learner permits involved in fatal collisions, of which 8 were accompanied and 37 were unaccompanied. These 8 accompanied drivers represented 1% of total drivers involved in fatal collisions. These 37 unaccompanied drivers represented 3% of total drivers involved in fatal collisions (see table 1). Table 1, Number of drivers with a learner permit involved in fatal collisions <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> In these collisions involving these 45 drivers with a learner permit (either accompanied or unaccompanied), there were 48 fatalities (see table 2). Of the 48 fatalities, 20 were drivers (of which 17 were drivers with learner permits), 11 were passengers, 10 were pedestrians, 5 were motorcyclists and 2 were pedal cyclists. Table 2, Fatalities in collisions involving drivers with a leaner permit	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				<i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> In these collisions involving these 37 unaccompanied drivers with a learner permit, there were 38 fatalities (see table 3). Of the 38 fatalities, 17 were drivers (of which 14 were unaccompanied drivers with learner permits), 8 were passengers, 9 were pedestrians, 3 were motorcyclists and 1 was a pedal cyclist. Table 3, Fatalities in collisions involving unaccompanied drivers with a learner permit <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> In response to Dail Question No: 306, please see information below: Over the course of 2020 to-date, there have been 471 drivers with a learner permit involved in serious injury collisions, of which 103 were accompanied and 368 were unaccompanied. These 103 accompanied drivers represented 1% of total drivers involved in serious injury fatal collisions. These 368 unaccompanied drivers represented 4% of total drivers involved in serious injury collisions (see table 4). Table 4, Number of drivers with a learner permit involved in serious injury collisions <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				In these serious injury collisions involving these 417 drivers with a learner permit (either accompanied or unaccompanied), there were 548 road users seriously injured (see table 5). Table 5, Serious injuries in collisions involving drivers with a learner permit <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> In these serious injury collisions involving these 368 unaccompanied drivers with a learner permit, there were 429 road users seriously injured (see table 6). Table 6, Serious injuries in collisions involving unaccompanied drivers with a learner permit <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Serious injury A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Yours sincerely, Michael Rowland Director Research, Standards & Assurance	
	306		To ask the Minister for Transport the number of learner permit holders involved in serious injury collisions each year from 2020 to date; the number of people who were seriously injured in each collision; the number of learner drivers who were driving unaccompanied at the time of the serious injury crash; and the number of people who suffered serious injuries in each collision, in tabular form.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/03/2026	299	Ref: 16501/26 For answer: 03/03/2026 Written from - Michael Fitzmaurice	To ask the Minister for Transport the average waiting time and average number of people waiting in each county for driving tests for categories B, C1, C, BE, and CE; and if he will make a statement on the matter.	Dear Deputy Fitzmaurice, Thank you for your email. I refer to Parliamentary Question 16501/26 regarding your question on the Driver Testing Service. Dail Question 299 In relation to Dail Question 299, attached please find the number of applicants waiting for a driving test invitation for categories B, BE, C, C1 and CE by county as at the end of February 2026, which is the extent of our data as our reporting is completed at month end. Also, attached please find the estimated time to invite for a car test only by driving test centre for a new eligible applicant as at the end of February 2026. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Michael Fitzmaurice

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/03/2026	70	Ref: 17805/26 For answer: 04/03/2026 Written from - Barry Ward	To ask the Minister for Transport if his attention has been drawn to significant delays in a driving test centre (details supplied); the average wait time for a test at this location; the actions he will take to engage with the RSA to address these delays; and if he will make a statement on the matter.	Dear Deputy Ward, Thank you for your email. I refer to Parliamentary Question 17805/26 regarding your questions on the Driver Testing Service. Dail Question 70 and 71 In relation to Dail Questions 70 and 71, attached please find the number of applicants waiting for a driving test invitation for all categories in all test centres as at the end of February 2026, which is the extent of our data as our reporting is completed at month end. Also, attached please find the number of applicants waiting for their category B (Car) driving test invitation in all test centres as at the end of the February 2026 and the estimated time to invite for a car test only by driving test centre for a new eligible applicant as at the end of February 2026. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. To reduce the backlog in waiting times, the Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional dri	Barry Ward

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service as at the end of February 2026. While the Road Safety Authority (RSA) hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during 2025 means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. We are also in the final stages of lease negotiations to open a new test centre in Sandyford Co. Dublin which should alleviate pressure in this particular centre. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	71		To ask the Minister for Transport the position regarding the average wait time for a Category B driving test in (details supplied); the way in which this compares to other test centres across the country, in tabular form; and if he will make a statement on the matter. Details Supplied: Dún Laoghaire/ Deansgrange, Highline Building, Bakers Point, Pottery Road, Dun Laoghaire, A96 KW29	<i>Please see response to this Dail Question above</i>	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/03/2026	278	Ref: 17898/26 For answer: 05/03/2026 Written from - Holly Cairns	To ask the Minister for Transport the number of road deaths which have occurred in Cork, by road, from 2020 to date in 2026.	PQ from Department of Transport received 4 March 2026 This PQ is regarding Dail Question No: 278 and Dail Question No: 279 Dail Question No: 278 To ask the Minister for Transport the number of road deaths which have occurred in Cork, by road, from 2020 to date in 2026. Dail Question No: 279 To ask the Minister for Transport the number of road accidents which have occurred in Cork south-west, by road, from 2024 to date in 2026, in tabular form. Background to response In response to the above questions the RSA has conducted an analysis of collisions over the time period 1 January 2024-5 March 2026. The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA concerning collisions on public roads only. The data provided in this document is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. In response to Dail Question No: 278 and 279, please see information below: Please see below tables below containing the number of fatalities and fatal collisions in Cork (2024-	Holly Cairns

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name																																																																						
				date) by road type. In addition, note that Transport Infrastructure Ireland (TII) conduct analysis of collision trends by kilometre segments of the national road network. Should more granular detail be required in line with this request please contact TII at Info@tii.ie. Table 1, Fatalities in Cork by route type <table><tr><td>Route</td><td>Type</td><td>2024</td><td>2025</td><td>2026</td></tr><tr><td colspan="5">-----</td></tr><tr><td>Local Road</td><td></td><td>11</td><td>7</td><td>0</td></tr><tr><td>Regional Road</td><td></td><td>2</td><td>5</td><td>0</td></tr><tr><td>National Road</td><td></td><td>5</td><td>7</td><td>0</td></tr><tr><td>Motorway</td><td></td><td>0</td><td>2</td><td>0</td></tr><tr><td>Total</td><td></td><td>18</td><td>21</td><td>0</td></tr></table> Table 2, Fatal collisions in Cork by route type <table><tr><td>Route</td><td>Type</td><td>2024</td><td>2025</td><td>2026</td></tr><tr><td colspan="5">-----</td></tr><tr><td>Local Road</td><td></td><td>11</td><td>7</td><td>0</td></tr><tr><td>Regional Road</td><td></td><td>2</td><td>5</td><td>0</td></tr><tr><td>National Road</td><td></td><td>5</td><td>6</td><td>0</td></tr><tr><td>Motorway</td><td></td><td>0</td><td>2</td><td>0</td></tr><tr><td>Total</td><td></td><td>18</td><td>20</td><td>0</td></tr></table>	Route	Type	2024	2025	2026	-----					Local Road		11	7	0	Regional Road		2	5	0	National Road		5	7	0	Motorway		0	2	0	Total		18	21	0	Route	Type	2024	2025	2026	-----					Local Road		11	7	0	Regional Road		2	5	0	National Road		5	6	0	Motorway		0	2	0	Total		18	20	0	
Route	Type	2024	2025	2026																																																																							

Local Road		11	7	0																																																																							
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National Road		5	7	0																																																																							
Motorway		0	2	0																																																																							
Total		18	21	0																																																																							
Route	Type	2024	2025	2026																																																																							

Local Road		11	7	0																																																																							
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National Road		5	6	0																																																																							
Motorway		0	2	0																																																																							
Total		18	20	0																																																																							

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Appendix Definitions Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide). Yours sincerely, Michael Rowland Director Research, Standards & Assurance	
	279		To ask the Minister for Transport the number of road accidents which have occurred in Cork south-west, by road, from 2024 to date in 2026, in tabular form.	Please see response to this Dail Question above	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
04/03/2026	293	Ref: 18132/26 For answer: 05/03/2026 Written from - Emer Currie	To ask the Minister for Transport if the Road Safety Authority (RSA) has reached its agreed complement of 200 permanent driver testers; the current number of testers in each driving test centre; the average waiting time in each driving test centre for a driver to receive an invitation from the RSA to apply to sit a driving test.	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 18132/26 regarding your question on the Driver Testing Service. Dail Question 293 In relation to Dail Question 293, attached please find the number of driver testers employed by the Road Safety Authority (RSA) as at the end of February 2026 which is the extent of our records as our reporting is completed at month end. All driver testers that are employed by the Road Safety Authority (RSA) at present are employed on a permanent basis. To note, while a driver tester may be assigned to one centre, testers routinely and regularly move between centres to meet various demands. As a national service, the RSA seeks to manage its capacity to meet demand and operates its services on this basis. Whilst the allocation of driver testers is set out in the attached tables, this does not infer that centres without a driver tester assigned are not being serviced. The service is managed to balance available skilled resources across all locations. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Regarding your question on if the Road Safety Autho	Emer Currie

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ity (RSA) have reached their agreed compliment of testers, the Road Safety Authority (RSA) currently have one hundred and ninety-four driver testers employed as at the end of February 2026. The recruitment campaign to hire additional driver testers continued throughout 2025. While the Road Safety Authority (RSA) hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during 2025 means that recruitment is ongoing. Onboarding and training of new driver testers is continuing in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
04/03/2026	285	Ref: 17991/26 For answer: 05/03/2026 Written from - Michael Healy-Rae	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Michael Healy-Rae

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
10/03/2026	284	Ref: 14029/26 For answer: 24/02/2026 Written from - Malcolm Byrne	To ask the Minister for Transport the total number of buildings leased by his Department, or bodies or agencies under its aegis, during 2025; the total cumulative sum paid under these leases; and if he will make a statement on the matter.	Dear Deputy Byrne, I am writing in relation to Parliamentary Question PQ 14029/26, in which you request clarification from the Minister for Transport regarding the total number of buildings leased by the Department, as well as by bodies and agencies under its aegis, during 2025, together with the cumulative amount paid under these leases. Dail Question No: 284 To ask the Minister for Transport the total number of buildings leased by his Department, or bodies or agencies under its aegis, during 2025; the total cumulative sum paid under these leases; and if he will make a statement on the matter. The total number of buildings leased by the RSA is 36. The total amount spent on these leases in 2025 was €1,352,749.00 Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Malcolm Byrne

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
18/03/2026	359	Ref: 19994/26 For answer: 18/03/2026 Written from - Emer Currie	To ask the Minister for Transport the average waiting time for a driving test applicant (details supplied) from January 2025 to date in 2026, broken down by month, in tabular form; and if he will make a statement on the matter. Details Supplied: for Mulhuddart Co Dublin and Mulhuddart Maple House Co Dublin driving test centres, from January 2025 to date	Dear Deputy Currie, Thank you for your email. I refer to Parliamentary Question 19994/26 regarding your question on the Driver Testing Service. Dail Question 359 In relation to Dail Question 359, attached please find the number of applicants waiting for a driving test invitation in all categories in Mulhuddart and Mulhuddart Maple House test centres from January 2025 up to and including February 2026 which is the extent of our records as our reporting is completed at month end. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'.	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name																								
18/03/2026	354	Ref: 19949/26 For answer: 18/03/2026 Written from - Ken O'Flynn	To ask the Minister for Transport the number of NCT appeals lodged in each of the years since 2015; the cost of lodging an appeal; and whether his Department has reviewed whether the appeals mechanism is accessible and proportionate.	Mr Ken O'Flynn Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number PQ 19949/26 Dear Deputy O'Flynn, I write further to your Dáil Question Number's 354, 355, 356, 357 and 358 in relation to the National Car Testing Service (NCTS). I will address your questions in order below: Dail Question No: 354 Please see the number of NCT appeals lodged in each of the years since 2015 in table below. <table><tr><th>Year</th><th>Appeals</th></tr><tr><td>2015</td><td>39</td></tr><tr><td>2016</td><td>30</td></tr><tr><td>2017</td><td>13</td></tr><tr><td>2018</td><td>13</td></tr><tr><td>2019</td><td>17</td></tr><tr><td>2020</td><td>17</td></tr><tr><td>2021</td><td>33</td></tr><tr><td>2022</td><td>17</td></tr><tr><td>2023</td><td>15</td></tr><tr><td>2024</td><td>14</td></tr><tr><td>2025</td><td>10</td></tr></table> If a vehicle owner is unhappy about any aspect of the NCTS service, they have the right to make a complaint. The following link outlines the process for all customers to avail of the NCTS Appeals Process https://www.ncts.ie/1141/	Year	Appeals	2015	39	2016	30	2017	13	2018	13	2019	17	2020	17	2021	33	2022	17	2023	15	2024	14	2025	10	Ken O'Flynn
Year	Appeals																												
2015	39																												
2016	30																												
2017	13																												
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2025	10																												

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				If a customer is dissatisfied with the outcome of the NCTS Customer Complaints Procedure, they may pursue the matter through the Independent Appeals Board (IAB). The IAB is provided by the Automobile Association (AA) on behalf of the Road Safety Authority (RSA). The AA is fully independent in the exercise of this function, and its findings are binding on the RSA and NCTS. There is no fee incurred. Dail Question No: 355 The RSA is assisted by Deloitte as the Supervision Services Contractor (SSC) and the TISP in monitoring the National Car Testing Service (NCTS). During the ongoing supervision process, particular attention is paid to ensuring that the various performance standards and acceptable standards of the NCTS are achieved continuously. These standards apply to premises, test equipment, staff, test arrangements, facilities management, financial management, information technology infrastructure and operations, customer service and provision of public information. The NCTS is subject to a stringent regime of independent audits and inspections carried out by the TISP. All NCT test centres and Vehicle Inspectors are subject to a very rigorous audit system. In 2025, greater than 99% of tests reviewed were deemed to be fairly and correctly assessed. Consistently high vehicle testing standards are key to the success of the NCTS. The measures in place that focus on on-going assessment of test accuracy and vehicle tester performance include: Check tests which involve vehicles just tested being i	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Immediately re-inspected to make sure the result is correct; all test centres are visited on a frequent basis to observe tests being conducted as part of unannounced inspection visits. Equipment consistency checks are run across the test centre network 4 times a year and are conducted by testing a single vehicle on all test lanes in the 50 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances, so that the public can have confidence that test equipment standards are the same in all centres. Operational audits, including structured checks of premises, test equipment, staff, test arrangements, and facilities management. A dedicated internal audit team is in place to manage allegations, investigations, and complaints. This involves random surprise audits to review vehicles that have just completed a test. NCTS auditors repeat critical elements of the test and identify if there are any discrepancies with the original test result. To support this process, the results from each NCT centre are statistically analysed to detect any abnormal trends or profiles. Dail Question No: 356 The Contract between Applus Inspection Services Ireland Ltd (AISIL) and the Road Safety Authority (RSA) is deemed commercially sensitive, however, I can confirm it does contain clauses relating to the application of service credits where the service levels in the Contract are not being met. Please be advised that this information is available u	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				nder the Financial Statements in the RSA Annual Reports and can be found on our website at www.rsa.ie/about/reporting Unfortunately, the 2025 financial charges will not be available until the report is finalised later in the year. Dail Question No: 357 NCT inspectors are paid a single monthly team-based bonus dependent on three aspects of their duties, the quality of their testing as measured by internal and external auditing teams, operational efficiency, and attendance at work. NCT inspectors are in no way incentivised (or penalised) based on inspection results. Last year, the external auditing body carried out almost 7,000 audits on NCT Inspectors and confirmed a 99% test. Dail Question No 358 In relation to the next Contract, the RSA is currently commissioning an independent body to complete a global assessment of Periodic Technical Inspections (PTIs) to consider what can be learned and potentially implemented into the NCTS ahead of the next NCT Contract for passenger vehicles, focusing on practices in Ireland, other European jurisdictions that follow the same EU Directive 2014/45, and jurisdictions outside of EU. This study will encompass a range of issues related to PTIs, including but not limited to the following: - Governance - Business Model - Quality Management	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				- Supervisory Arrangements - Competition - PTI Operations (booking systems, testing frequency, conduct of test administration, fail dangerous management and post -test administration arrangements) - Automation and use of artificial intelligence - Value for Money - Accessibility to Car Owners This study will evaluate various aspects of PTIs to identify the best practices and areas where the National Car Testing Service (NCTS) could potentially evolve and improve. It is being undertaken in the context that the current contract for PTI services shall expire in 2030, with a likely re-procurement of the services commencing in 2028. This study will serve as a valuable resource for the RSA, Department of Transport and industry stakeholders in their efforts to enhance PTI testing in Ireland by learning from the experiences of other jurisdictions. I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely, Brendan Walsh Chief Operations Officer Road Safety Authority (RSA)	
	355		To ask the Minister for Transport whether any independent external review mechanism exists for audit findings relating to NCT inspectors.	<i>Please see response to this Dail Question above</i>	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	356		To ask the Minister for Transport whether service credit penalties have ever been applied to a company (details supplied) under the NCTS contract; the value of such penalties; and the circumstances in which they were applied.	<i>Please see response to this Dail Question above</i>	
	357		To ask the Minister for Transport whether his Department has assessed the impact of operational efficiency bonuses on inspection quality in the NCTS.	<i>Please see response to this Dail Question above</i>	
	358		To ask the Minister for Transport whether consideration is being given to introducing multiple providers in the next NCT contract after 2030.	<i>Please see response to this Dail Question above</i>	
19/03/2026	207	Ref: 18423/26 For answer: 18/03/2026 Written from - Peter 'Chap' Cleere	To ask the Minister for Transport the current average waiting time for a driving test at the Kilkenny test centre; the steps being taken to reduce delays for applicants in County Kilkenny; and if he will make a statement on the matter.	Dear Deputy Cleere, Thank you for your email. I refer to Parliamentary Question 18423/26 regarding your question on the Driver Testing Service. Dail Questions 207 Regarding Dail question 207, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in test centres in County Kilkenny as at the end of February 2026 which is the extent of our records as our reporting is completed at month end. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- ----- Kilkenny (Govt, Buildings) Co. Kilkenny 494 257 Kilkenny O'Loughlin Geals Co. Kilkenny 413 175	Peter 'Chap' Cleere

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The estimated time to invite for a car test in the Kilkenny (Govt. Buildings) test centre for a new eligible applicant was 10 weeks and, in the Kilkenny - O'Loughlin Geals test centre it was 08 weeks as at the end of February 2026. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. To reduce the backlog in waiting times, the Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service as at the end of February 2026. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test.	

RSA Responses to Parliamentary Questions – Bulletin 1, Q1 of 2026

PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name															
				Yours sincerely, Brendan Walsh _____ Brendan Walsh, Chief Operations Office																
19/03/2026	206	Ref: 18422/26 For answer: 18/03/2026 Written from - Peter 'Chap' Cleere	To ask the Minister for Transport the current average waiting time for a driving test at the Carlow test centres; the steps being taken to reduce delays for applicants in County Carlow; and if he will make a statement on the matter.	Dear Deputy Cleere, Thank you for your email. I refer to Parliamentary Question 18422/26 regarding your question on the Driver Testing Service. Dail Questions 206 Regarding Dail question 206, the table below shows the volume of persons waiting for a driving test invitation and the number of applicants scheduled for their driving test in test centres in County Carlow as at the end of February 2026 which is the extent of our records as our reporting is completed at month end. <table><tr><td>Driving Test Centre</td><td>Driving Test Applicants waiting</td><td>Driving Test Applicants scheduled</td></tr><tr><td>-----</td><td>-----</td><td>-----</td></tr><tr><td>-----</td><td>-----</td><td>-----</td></tr><tr><td>Carlow Co. Carlow</td><td>422</td><td>188</td></tr><tr><td>Carlow (Talbot Hotel) Co. Carlow</td><td>841</td><td>227</td></tr></table>	Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled	-----	-----	-----	-----	-----	-----	Carlow Co. Carlow	422	188	Carlow (Talbot Hotel) Co. Carlow	841	227	Peter 'Chap' Cleere
Driving Test Centre	Driving Test Applicants waiting	Driving Test Applicants scheduled																		
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Carlow (Talbot Hotel) Co. Carlow	841	227																		

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				The estimated time to invite for a car test in the Carlow test centre for a new eligible applicant was 09 weeks and, in the Carlow (Talbot Hotel) test centre was 13 weeks as at the end of February 2026. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. To reduce the backlog in waiting times, the Department of Transport granted sanction at the start of September 2024 for additional permanent driver testers to be hired by the Road Safety Authority (RSA) to bring the number of permanent driver testers up to 200. The recruitment campaign to hire these additional driver testers has continued throughout 2025 and there are one hundred and ninety-four (194) driver testers currently employed by the service as at the end of February 2026. While the RSA hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations during the year means that recruitment is ongoing, onboarding and training of new driver testers will continue in 2026 and into the future to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. Driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. Yours sincerely,	

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				Brendan Walsh Brendan Walsh, Chief Operations Office	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	204	Ref: 18403/26 For answer: 18/03/2026 Written from - Barry Heneghan	To ask the Minister for Transport the supports currently available to persons with ADHD, dyspraxia, dyslexia and other neurodivergent conditions to assist them in preparing for the driver theory test; whether any structured learning supports, tutoring programmes or accessible preparatory courses are funded or approved by the State; the number of such supports available nationally and by county; to outline any plans to introduce dedicated learning supports to ensure equitable access to driver licensing for neurodivergent learners; and if he will make a statement on the matter.	Dear Deputy Heneghan, I am writing to you concerning your Parliamentary Questions PQ 18403/26. Dail Question No: 204 To ask the Minister for Transport the supports currently available to persons with ADHD, dyspraxia, dyslexia and other neurodivergent conditions to assist them in preparing for the driver theory test; whether any structured learning supports, tutoring programmes or accessible preparatory courses are funded or approved by the State; the number of such supports available nationally and by county; to outline any plans to introduce dedicated learning supports to ensure equitable access to driver licensing for neurodivergent learners; and if he will make a statement on the matter. The Minister has referred the Parliamentary Question to my Office for response, and the detail are set out below. The Driver Theory Test provides a range of supports to assist individuals with ADHD, dyspraxia, dyslexia and other neurodivergent conditions in undertaking the test. These include voiceover functionality, in-person reader or translator services, and specific dyslexia supports such as a built-in lexicon and the option of additional time or a separate testing environment. However, the Driver Theory Test service does not directly provide or fund structured tutoring programmes or dedicated preparatory courses. Inste	Barry Heneghan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ad, candidates are supported through access to official revision materials, including books, online resources and an official learning app, which allows users to practice questions and track their progress. In addition, the service works closely with Education and Training Boards (ETBs) and the National Learning Network across the country, many of which offer small-group driver theory preparation courses. The continued development of accessible revision materials and collaboration with education providers reflects an ongoing commitment to supporting all learners, while maintaining the integrity, validity and reliability of the driver theory test. Dail Question No: 205 To ask the Minister for Transport whether his department has conducted any assessment of barriers faced by neurodivergent individuals in accessing driver education and licensing, particularly in relation to preparation for the driver theory test; if not, whether such a review will be undertaken; and if he will make a statement on the matter. The Driver Theory Test continually reviews potential barriers as part of the ongoing design, development and delivery of the test. In this context, a wide range of inclusive measures have been introduced to reduce barriers. These include the use of plain English in test questions, reduced reading load, voiceover functionality, multilin	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				gual options, dyslexia supports such as a built-in lexicon, and the availability of reasonable accommodations such as additional time, separate testing environments and in-person assistance where required. The Driver Theory Test also engages with relevant stakeholders and service providers to inform continuous improvements such as NALA. The Driver Theory Test remain committed to the ongoing evaluation and enhancement of accessibility measures. This includes continuing to identify and address barriers to ensure equitable access to driver education and licensing for all learners, including those with neurodivergent conditions, while maintaining the integrity and standards of the testing process. Please let me know if you need additional information. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Officer	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
	205		To ask the Minister for Transport whether his Department has conducted any assessment of barriers faced by neurodivergent individuals in accessing driver education and licensing, particularly in relation to preparation for the driver theory test; if not, whether such a review will be undertaken; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	245	Ref: 18848/26 For answer: 18/03/2026 Written from - Barry Ward	To ask the Minister for Transport further to Parliamentary Question No. 70 of 4 March 2026, his views on the merits of expanding the operating hours of RSA operated driving test centres; and if he will make a statement on the matter.	Dear Deputy Ward, Thank you for your email. I refer to Parliamentary Question 18848/26 regarding your questions on the Driver Testing Service. Dail Questions 245, 246 and 247 In relation to Dail Questions 245, 246 and 247, regarding expanding the operating hours of Road Safety Authority's (RSA) Driving test centres, currently driving tests centres are operational between 8am and 5pm depending on the location and the voluntary take up of overtime. All driving tests are operated by the Road Safety Authority who directly employ driver testers rather than using a contracted service. It is the case that driving tests can only happen during daylight hours and so there can be fluctuations to the times above at different times of the year with opening hours being curtailed during wintertime in particular. The Driver Testing Service remains committed to focusing on areas with the highest wait times, with opening a new centre having been opened in Cork (Mitchelstown) in December 2025 and two (2) additional locations planned for Sandyford Co. Dublin and Drogheda Co. Louth. We are continuing to progress lease negotiations for both test centres in Drogheda and Sandyford. These negotiations are taking longer than originally anticipated due to factors outside of our control. We remain optimistic that the outstanding legal and operational matters relating to both units will be concluded shortly, after which we will be in a position to update all stakeholders regardi	Barry Ward

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				ng the next steps. We fully recognise that both centres are eagerly awaited, and we share the disappointment regarding the delays, which have arisen entirely from circumstances beyond our control. Until all legal and operational issues are fully resolved, we are not in a position to open either unit. Driver Testers who are expected to be assigned to both centres are currently being accommodated in other centres currently and so there is no loss to overall capacity. The recruitment campaign to hire additional driver testers is continuing and there are currently one hundred and ninety-four (194) driver testers employed by the service as at the end of February 2026. While the Road Safety Authority (RSA) hired an unprecedented number of additional driver testers during 2025, a number of unforeseen retirements and resignations means that recruitment, onboarding and training of new driver testers is ongoing with four (4) new testers starting their training in April. Recruitment efforts will continue so as to meet the sanctioned number of two hundred (200) testers and maintain it for the long term. In addition, driver testers continue to conduct overtime tests in the mornings and evenings, on Saturdays and on Bank Holidays to reduce the waiting time for a driving test. Yours sincerely, Brendan Walsh	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh, Chief Operations Office	
	246		To ask the Minister for Transport the position regarding any review of the agreement with the RSA in relation to the operation of driving test centres; if expanded operating hours can be made a requirement of this agreement; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	
	247		To ask the Minister for Transport the position regarding any specific contracted opening hours in relation to the operation of driving test centres by the RSA; if there is any flexibility in this regard; and if he will make a statement on the matter.	<i>Please see response to this Dail Question above</i>	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	200	Ref: 18337/26 For answer: 18/03/2026 Written from - John Connolly	To ask the Minister for Transport whether he can provide the waiting list timeline in respect of each test centre in County Galway, in tabular form; and if he will make a statement on the matter.	Dear Deputy Connolly, Thank you for your email. I refer to Parliamentary Question 18337/26 regarding your question on the Driver Testing Service. Dail Question 200 Regarding Dail question 200, attached please find the volume of persons waiting for a driving test invitation, the number of applicants scheduled for their driving test and the estimated time to invite for a car test for a new eligible applicant in test centres in County Galway as at the end of February 2026 which is the extent of our records as our reporting is completed at month end. Please note that all our data is publicly available on the CSO database each month. It can be found here https://data.cso.ie/product/RSADTS 'Road Safety Authority of Ireland', 'Driver Testing Service'. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	John Connolly
19/03/2026	199	Ref: 18335/26 For answer: 18/03/2026 Written from - Michael Healy-Rae	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Michael Healy-Rae

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	302	Ref: 19506/26 For answer: 18/03/2026 Written from - John Brady	To ask the Minister for Transport if his Department or any body under it's aegis made a disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment; if so, to provide details of the numbers of workers affected and the amount paid to Revenue; and if he will make a statement on the matter.	Dear Deputy Brady, I refer to your Parliamentary Question. Dail Question No: 302 To ask the Minister for Transport if his Department or any body under it's aegis made a disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment; if so, to provide details of the numbers of workers affected and the amount paid to Revenue; and if he will make a statement on the matter. The RSA has made no disclosure under Revenue's recent disclosure opportunity to regularise misclassification of self-employment. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	John Brady

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	242	Ref: 18737/26 For answer: 18/03/2026 Written from - Donnchadh Ó Laoghaire	To ask the Minister for Transport the inspection or monitoring which is undertaken by his Department to ensure that approved driving lessons are in compliance and accurately recording the completion of lessons in the drivers log book; if he is concerned whether some instructors may be filling in log books without the lessons having been completed in full; and if he will make a statement on the matter.	Dear Deputy Ó Laoghaire, I refer to Parliamentary Question PQ 18737/26. Under the Road Safety Authority Act 2006, the Road Safety Authority (RSA) has statutory responsibility for the National Driver Testing Service, including regulation of Approved Driver Instructors (ADIs). In that regard I have referred the Deputy's question to the RSA for direct response. Please contact my office if a reply is not received within ten days. I am informed by the RSA that its voluntary code of practice for Approved Driving Instructors (ADIs) sets standards for professional, ethical, and safe instruction. ADIs are assessed or check tested bi-annually as part of the ADI re- registration process. During this check test, copies of training records from the Essential Driver Training Logbook (EDT) are inspected to ensure that all entries and information is accurate and properly maintained. Additionally, ADIs who upload EDT sessions are monitored to ensure compliance and to detect any irregular or potentially illegal activity. The RSA Data Analysis team oversees this process and can review training volumes and ADI activity levels. I am informed that this oversight allows the RSA to identify unusual patterns or volumes of training sessions that may indicate non-compliant or unlawful activity. If a learner or anybody has any concerns in relation to the behaviour of an ADI I would recommend that they contact the RSA directly.	Donnchadh Ó Laoghaire

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	221	Ref: 18532/26 For answer: 18/03/2026 Written from - Emer Currie	To ask the Minister for Transport the number of fatal and serious road traffic collisions each year since 2010 where an unborn baby has died following the collision.	Dail Question No: 221 To ask the Minister for Transport the number of fatal and serious road traffic collisions each year since 2010 where an unborn baby has died following the collision. Response By way of background, An Garda Síochána (AGS) record details of the persons killed and injured in road traffic collisions on the PULSE system. This information is subsequently shared with the RSA for the purposes of reporting of official statistics on road traffic collisions. While the RSA has access to the age of casualties involved in collisions, there is no data field in the record to identify if a baby died or was seriously injured as a result of a collision that occurred while the baby's mother was pregnant. However, the RSA can confirm that in 2016 the RSA received notification from An Garda Síochána that one additional fatality, a female infant, should be included in the official fatality figures due to road traffic collisions reported by the RSA for the year 2012. This is acknowledged in an addendum to the 2012 Road Collision Fact Book published by the RSA : https://www.rsa.ie/docs/default-source/road-safety/r2---statistics/road-collision-factbooks/road-collision-facts-2012.pdf?Status=Master&sfvrsn=aa72668d_3 Given that AGS have responsibility for recording casualties from road traffic collisions, the RSA recommends the Deputy contact AGS for further infor	Emer Currie

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				mation on this question. Yours sincerely, Michael Rowland Director Research, Standards & Assurance	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	208	Ref: 18424/26 For answer: 18/03/2026 Written from - Peter 'Chap' Cleere	To ask the Minister for Transport the waiting times in each NCT centre serving the Kilkenny and Carlow region, in tabular form; and if he will make a statement on the matter.	Mr Peter 'Chap' Cleere TD Dáil Éireann Leinster House Kildare Street Dublin 2 Re: Parliamentary Question Number 18424/26 Dear Deputy Cleere, I write further to your Dáil Question Number 208 in relation to the National Car Testing Service (NCTS) waiting times. The first quarter of the year is always the busiest period for the NCTS as the NCT is due on the anniversary of the vehicles registration date and most registrations occur at the start of the year, resulting in approximately 40% of the national demand for an NCT due in this period. The average waiting times for all test centres is published on the NCTS website which currently shows the national average of 16 days for February 2026 and is available via the following link: https://www.ncts.ie/1328/ I trust this information is of assistance to you and should you require any further information, please do not hesitate to contact me. Yours sincerely, Brendan Walsh Chief Operations Officer Road Safety Authority (RSA)	Peter 'Chap' Cleere

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
19/03/2026	179	Ref: 20983/26 For answer: 19/03/2026 Written from - Mairéad Farrell	To ask the Minister for Transport if there is a mechanism to prioritise rescheduling a person's driving test if there is a close family bereavement; and if he will make a statement on the matter.	Dear Deputy Farrell, Thank you for your email. I refer to Parliamentary Question 20983/26 regarding your question on the Driver Testing Service. Dail Questions 179 Regarding Dail question 179, where an applicant cancels their driving test due to a Family Bereavement their payment is retained. There is no priority given to an applicant when they cancel their driving test due to a family bereavement but as the applicant's payment is retained, they are added back to the invitation queue at the point that they became eligible to sit a driving test. Therefore they do not lose their place in the invitation queue. To be eligible to sit a category B (Car) test an applicant must: • have a valid learner permit and if it's a first-time car or motorbike learner permit, they must have held it for at least six months. • completed Essential Driver Training (EDT) for cars and all EDT sessions must be uploaded by your instructor to the MyEDT portal. • made a payment for the category of driving test they wish to sit their test in. Once all the above criteria is met, an applicant is eligible and will be added to the invitation queue. Once we reach an applicant's place on the queue the	Mairéad Farrell

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				y will be issued with an invitation to book a driving test. Generally, driving test appointment slots are only available to those who have received an invitation. Any cancelled short notice slots are automatically available for take up by anyone who is eligible to take a driving test. If applicants are looking for a driving test slot at short notice, they will be able to see any available slots over the next five (5) days. If a driving test is cancelled at short notice, we make these appointments available to the public on our MyRoadSafety portal only. It will not be possible to cancel or reschedule any short notice driving test slots once they are booked so applicants need to make sure that they are ready to take the test and read all materials available on our website about how to prepare including the preparing for your driving test and the checklist for your driving test leaflets before they book. Availability is limited as most driving test slots are already booked. Where an applicant cannot see a slot that suits, once they have re-applied and are eligible, they will be emailed an invitation when we reach their place in the queue. Yours sincerely, Brendan Walsh	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Brendan Walsh, Chief Operations Office	
20/03/2026	273	Ref: 19189/26 For answer: 18/03/2026 Written from - Shay Brennan	To ask the Minister for Transport the total annual expenditure on road safety by the RSA and Transport Infrastructure Ireland respectively, in each of the past five years; the way in which this compares with equivalent expenditure in Finland, Norway, and Sweden on a per-capita basis; and whether the Government has assessed the cost-effectiveness of deploying a national network of automated speed cameras, given international evidence that such networks are net revenue-positive within two years of deployment.	Deputy Shay Brennan Dáil Eireann, Dublin 4 2 April 2026 Ref: PQ 19189/26 Dear Deputy Brennan, I refer to your recent parliamentary question referred by the Minister of Transport to the RSA for response; Dail Question No 273: To ask the Minister for Transport the total annual expenditure on by the RSA and Transport Infrastructure Ireland respectively, in each of the past five years; the way in which this compares with equivalent expenditure in Finland, Norway, and Sweden on a per-capita basis; and whether the Government has assessed the cost-effectiveness of deploying a national network of automated speed cameras, given international evidence that such networks are net revenue-positive within two years of deployment. As per your request, please see below in tabular format the total annual expenditure on road safety by the RSA for each of the past five years (2021-2025). <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	Shay Brennan

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				*Figures for 2025 are from Draft Annual Financial Statements which have yet to be audited and are not yet published At present, it is not possible to present road safety expenditure expressed by the RSA above on a directly comparable per-capita basis with Finland, Norway and Sweden. The expenditure above reflects costs across the key functional road safety areas for which the RSA has statutory responsibility. These include, but are not limited to, staff and programme costs associated with road safety research, promotion, public awareness and education campaigns, and communications. In terms of cost-effectiveness of deploying automated speed cameras, while the RSA are not the lead authority for camera-based enforcement or its cost-effectiveness assessment, we align with the evidence base underpinning its use as a key road safety intervention. The World Health Organisation in its Speed Management Manual for Decision Makers and Practitioners 2023, identifies safe speeds as a core pillar of the Safe System approach, emphasising the critical role of speed limit compliance supported through both road design and enforcement. The report highlights that effective speed enforcement is achieved through a combination of manual and automated methods, including fixed, mobile, and point-to-point (average speed) camera systems. Importantly, the WHO provides results from cost-benefit analysis undertaken across 12 speed reduction measures:	

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				• Of the measures tested, the benefit to cost ratio for automated speed enforcement is 14.5. Automated speed enforcement can use fixed and mobile cameras which may either be visible (overt) or hidden (covert). • Manual and point-to-point enforcement also have robust benefit to cost results of 3.965 and 3.54 respectively. Point-to-point cameras, average speed enforcement or “section-control” cameras are placed at intervals on highways and measure the average speed of vehicles passing between cameras. • In all three cases, the WHO indicates their effectiveness has been proven. In this context, and as reflected in the Minister’s response to the PQ, the RSA, alongside road safety partners, supports the expansion of safety camera infrastructure and the publication and implementation of a National Safety Camera Strategy, under the leadership of the Department of Transport and the Road Safety Leadership Group. This is further reinforced through Action 6 of the Phase 2 Action Plan of the Road Safety Strategy, which provides for the expanded efficiency and capability of camera-based enforcement. This approach is firmly grounded in international best practice and is a key intervention to reduce fatalities and serious injuries over the lifetime of the current Road Safety Strategy. I trust this answers your question. However, if any further information is required, please do not hesitate to get in touch.	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Yours sincerely, Nessa Kelly Director, Strategy, Performance and Transformation	
20/03/2026	202	Ref: 18359/26 For answer: 18/03/2026 Written from - Ruth Coppinger	To ask the Minister for Transport to provide a list of maintenance contracts using public funds that his Department or his agencies has where a company (details supplied) carry out works; and if he will make a statement on the matter.	Dear Deputy Coppinger, I refer to your Parliamentary Question. Dail Question No: 202 To ask the Minister for Transport to provide a list of maintenance contracts using public funds that his Department or his agencies has where a company (details supplied) carry out works; and if he will make a statement on the matter. The RSA does not have any contract with Jones' Engineering. Yours sincerely, Des Des O'Brien, Director Finance & Commercial Services	Ruth Coppinger
24/03/2026	296	Ref: 21647/26 For answer: 24/03/2026 Written from - Pa Daly	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Pa Daly
24/03/2026	278	Ref: 21458/26 For answer: 24/03/2026 Written from - Michael Healy-Rae	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Michael Healy-Rae

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/03/2026	355	Ref: 22446/26 For answer: 24/03/2026 Written from - Paul Lawless	To ask the Minister for Transport the number of road traffic accidents recorded in County Mayo in each of the past ten years; and the number of road fatalities in the same period, in tabular form.	PQ from Department of Transport received 24 March 2026 This PQ is regarding Dail Question No: 355 Dail Question No: 355 To ask the Minister for Transport the number of road traffic accidents recorded in County Mayo in each of the past ten years; and the number of road fatalities in the same period, in tabular form. Background to response The below analyses have been taken from the RSA collision database based on collision records transferred from AGS to the RSA for 2016 -2025 concerning collisions on public roads only. The data provided in this document for the years 2022 onwards is provisional and subject to change until such time as the validation of these collisions has been completed by the RSA. Response Please see below for figures concerning (i) Table 1 fatal collisions and serious injury collisions, and (ii) Table 2 fatalities which occurred in County Mayo 2016-2025. Table 1 Fatal collisions and serious injury collisions in County Mayo, 2016-2020 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i>	Paul Lawless

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
				Table 2 Fatalities in County Mayo, 2016-2020 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Appendix Definitions Fatal Collision Where at least one person is killed as a result of the collision and death occurs within 30 days. Serious injury collisions Where there are no deaths but a person or persons are seriously injured. A “serious injury” is an injury for which the person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, or severe general shock requiring medical treatment. Fatality A fatality is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide).	

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
24/03/2026	297	Ref: 21648/26 For answer: 24/03/2026 Written from - Pa Daly	To ask the Minister for Transport the number of resit applications for the driver tests in each of the months of the years 2020 to 2026, in tabular form; and if he will make a statement on the matter.	Dear Deputy Daly, Thank you for your email. I refer to Parliamentary Question 21648/26 regarding your question on the Driver Testing Service. Dail Question 297 Regarding Dail question 297, please see below the number of re-test applications received for a car driving test by month from 2020 up to and including March 2026. <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	Pa Daly

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
25/03/2026	33	Ref: 22985/26 For answer: 25/03/2026 Written from - Barry Ward	To ask the Minister for Transport the number of employees in each of the agencies under his Department's remit at the end of December 2025, broken down by grade, in tabular form; and if he will make a statement on the matter.	Deputy Barry Ward, Dail Eireann, Dublin 4. 10 April 2026 Ref: PQ 22985/26 Dear Deputy Ward, I refer to your recent Parliamentary Questions below: Dail Question No: 33 To ask the Minister for Transport the number of employees in each of the agencies under his Department's remit at the end of December 2025, broken down by grade, in tabular form; and if he will make a statement on the matter. See below breakdown of grade's and number of employees for Q4 of 2025 <i>* Please see Appendix 1 Parliamentary Question Bulletin Q1_2026 for the full response to this Parliamentary Question</i> If any further information is required, please contact the undersigned. Yours sincerely Alison Coleman Director People, Development and Culture	Barry Ward
26/03/2026	182	Ref: 23192/26 For answer: 26/03/2026 Written from - Ivana Bacik	This Parliamentary Question and Response has been withheld as it contained personal data.	This Parliamentary Question and Response has been withheld as it contained personal data.	Ivana Bacik

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PQ Date	Dail Question	PQ Reference	Parliamentary Question	RSA Response	Representative Name
26/03/2026	195	Ref: 23416/26 For answer: 26/03/2026 Written from - Ged Nash	To ask the Minister for Transport the reason Drogheda driving test centre is not yet operational; the date on which the lease was signed for the premises from which the centre is planned to operate; the date on which the lease was signed by the RSA and commenced; and if he will make a statement on the matter.	Dear Deputy Nash, Thank you for your email. I refer to Parliamentary Question 23416/26 regarding your question on the Driver Testing Service. Dail Question 195 In relation to Dail Question 195, we are continuing to progress lease negotiations for the Drogheda test centre. These negotiations have taken longer than originally anticipated due to factors outside of our control. We remain optimistic that the outstanding legal and operational matters relating to this unit will be concluded shortly, after which we will be in a position to update all stakeholders regarding the next steps. We fully recognise that the Drogheda test centre is eagerly awaited, and we share the disappointment regarding the delays, which have arisen entirely from circumstances beyond our control. Until all legal and operational issues are fully resolved, we are not in a position to open the unit. Driver Testers who are expected to be assigned to the Drogheda test centre are currently being accommodated in other centres and so there is no loss to overall capacity. Yours sincerely, Brendan Walsh	Ged Nash

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				Brendan Walsh, Chief Operations Office	
26/03/2026	196	Ref: 23423/26 For answer: 26/03/2026 Written from - Donnchadh Ó Laoghaire	To ask the Minister for Transport the number of persons waiting for a driving test; and the number of persons waiting for a theory test, in County Cork, by test centre, in tabular form.	Dear Deputy Ó Laoghaire, Thank you for your email. I refer to Parliamentary Question 23423/26 regarding your questions on the Driver Testing Service. Dail Questions 196, 197, and 198 Regarding Dail questions 196, 197 and 198 the table below shows the volume of persons waiting for a driving test invitation in test centres in Co. Cork as at the end March 2026. Driving Test Centre Driving Test Applicants waiting Driving Test Applicants scheduled ----- ----- Cork - Ballincollig (non-car test centre) 434 130 Cork - Wilton 3,315 1,575 Mallow (Cork Racecourse) 1,223 549 Mitchelstown 437 177 Skibbereen 514 237	Donnchadh Ó Laoghaire

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				The estimated time to invite for a car test in Cork - Wilton test centre for a new eligible applicant was 10 weeks, in the Mallow (Cork Racecourse) test centre it was 09 weeks, in the Mitchelstown test centre it was 09 weeks and in the Skibbereen test centre it was 09 weeks as at the end of March 2026. The driver testing estimate time to invite for an individual waiting for their driving test is personalised and dependent on a number of factors specific to that applicant's circumstances. In short, it looks at the date of eligibility with a person joining the invitation queue from the time they become eligible to sit a test. An applicant can also pause their application, reschedule or cancel their test and each of these actions will have an impact on their overall waiting time for an invitation. In addition, where a person sits in the queue is relative to all other applicants in that queue who are also assigned based on their eligibility and personal circumstances. Therefore, it is not possible to provide the information requested regarding the number of persons waiting for specific periods of time. The time to invite that is published at the end of each month on the CSO, represents the estimated time to invite for a new and eligible applicant joining the queue. The Driver Theory Test Service does not operate a 'waiting list'. Candidates who wish to book a theory test can do so by visiting https://theorytest.ie/book-your-theory-test/ and can view schedule of available appointments. Prometric deliver the Driver Theory Test service on behalf of the Road Safety Authority. The Driver Theory Test provides candidates with a test date in th	

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				our preferred test centre location within 20 days, a target we consistently achieve. We continuously monitor capacity and access to ensure our services remain both efficient and accessible. We remain committed to ensuring that existing facilities continue to deliver a high-quality service and will visit any expansion considerations should the demand significantly increase in the future. Yours sincerely, Brendan Walsh Brendan Walsh, Chief Operations Office	
	197		To ask the Minister for Transport the average waiting time for a driving test in Ballincollig and Sarsfield Road test centres in Cork; and the number of persons waiting for less than 3 months, for 3-6 months, 6-9 months, 9-12 months, 12-18 months, 18-24 months, and for over 24 months, in tabular form.	<i>Please see response to this Dail Question above</i>	
	198		To ask the Minister for Transport the average waiting time for a theory test in test centres in Cork; and the number of persons waiting for less than 3 months, 3-6 months, 6-9 months, 9-12 months, 12-18 months, 18-24 months, and for over 24 months, in tabular form.	<i>Please see response to this Dail Question above</i>	