



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Annual Report 2023



VISION
ZERO



By adopting a transformational approach to road safety policy, practice and governance, and by innovating in our approach to working in partnership with our key stakeholders and communities, we are uniquely placed to achieve the critical reductions in deaths and serious injuries required by 2030 and to progress towards our ultimate Vision Zero goal by 2050.

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Chairperson's Statement

The year 2023 was a very difficult one for road safety. The number of fatalities on Irish roads in 2023 rose to 185, the highest figure in nearly 10 years.

During the year, the monthly fatalities average was higher than in any of the previous six years, at 15 deaths per month. Furthermore, 1,473 people were seriously injured on Irish roads.

Of great concern was the higher number of young lives lost than any of the past five years. Tragically, we lost 12 children under the age of 16. 48 teenagers and young adults aged 16–25 years were killed in road crashes. This means that almost a third of all fatalities were aged under 25.

These lost lives and serious injuries are unacceptable and a source of enormous regret to all of us working in road safety. Following decades of improvement, this year has seen Ireland slipping back. In a recent European Commission publication, Ireland was ranked in sixth place among the EU member states, in relation to deaths per million population for 2023, having been placed third in the previous year.

By the middle of the year, the trend upwards in fatal crashes was clear, and the Road Safety Authority set up an urgent meeting with the Government and the Garda Commissioner to address the worrying situation.



Liz O'Donnell
Chairperson,
Road Safety Authority

Additional resources were allocated to camera based enforcement for the latter half of 2023, and the Government introduced new legislation to close loopholes in relation to penalty points for multiple offences and to lower speed limits nationally. These lower speed limits will be rolled out by local authorities in 2024. More action is needed to enhance enforcement of the killer behaviours of speeding, intoxicated driving, mobile phone use and not wearing a seatbelt.

An Garda Síochána is planning for increased Garda visibility on our roads, and the RSA warmly welcomes this additional deployment of roads policing officers, which can save lives.



The introduction of a national strategy on camera based enforcement will be prioritised in 2024. This strategy will ensure a consistent approach to the selection and use of the different forms of camera technologies as well as supporting the development of a roadmap for the rollout of camera-based enforcement.

Working with An Garda Síochána, the Department of Transport and other key stakeholders, the RSA, through its education initiatives, research programmes and campaign initiatives, is at the forefront of efforts to tackle the problem.

From mid-2023 onwards, the RSA acted to intensify its activities through increased high-impact campaigns; it broadened its audience reach through new social media activities; it rolled out road safety innovation initiatives; and it delivered ground-breaking research that addresses key road safety issues. The RSA commenced education programme revisions and planned scaling up of its impact in 2023 and into 2024, with a particular focus on reaching and impacting young people aged 16–25.

Throughout 2023, there was good progress made in delivering the 186 actions set out in Phase 1 of the Road Safety Strategy 2021–2024 and the additional four actions added in 2023. One-fifth of actions are completed, with the vast majority of the remaining actions on track.

I want to thank very warmly those who have bravely allowed their stories to create a groundswell of support for road safety, either stepping into the limelight for the first time in 2023 or repeatedly doing so for the good of so many others. We see and recognise the energy and commitment you have brought to road safety, and we know it costs you to speak of your most difficult moments.

Phase 2 of the Road Safety Strategy (2025–2027) will be developed in 2024. I fundamentally believe that the Government Road Safety Strategy is the right multifaceted plan which can deliver with whole-of-government and all-of-society support. Together, with buy-in and investment, we can save lives and prevent serious injuries using this model, based on international best practice.

‘Too many families have been devastated by road trauma and the loss or serious injury to a loved one’



RSA Services, NCT and Driving Tests

Following a very difficult period for delivery of these vital services, brought about by the COVID-19 pandemic, the NCT and driving test services began to get back on track during 2023.

The NCT service returned to within the Service Level Agreement (SLA) during the month of December. In addition, the number of customers on the priority waiting list was reduced from a high point of more than 65,000 in February 2023 to 4,000 at the beginning of 2024.

The RSA is now engaged with service provider Applus to improve the customer experience, ensuring sufficient testing capacity, an improved NCT website, a local training and education programme and new testing techniques to improve operational efficiency for the remainder of the contract term.

At the end August 2023, the waiting time for a driver test was 30.4 weeks. The addition of driver testers, new scheduling technology and the commitment to deliver more tests through overtime has resulted in a significant reduction in the waiting time. I anticipate that the service will be back to its normal SLA by the summer of 2024.

We very much regret that citizens were inconvenienced by the delays in both NCT and driving tests, and our staff worked extremely hard to overcome the delays caused by unprecedented demands for the service including recruiting additional staff to deal with backlogs.



World Day of Remembrance for Road Traffic Victims

In November, the RSA joined forces with members of An Garda Síochána, local county councils, emergency services and victim support groups to mark World Day of Remembrance for Road Traffic Victims. This year we were very honoured that President Michael D. Higgins hosted the event in Áras an Uachtaráin.

This day provides an opportunity to remember those lives lost in crashes. It also draws the public's attention to road trauma and the measures which can be taken to prevent crashes. The president welcomed family members who had lost loved ones and the committee members of victims groups.

President Higgins asked everyone, out of respect to victims of road traffic collisions, but also out of basic human solidarity and care, to reflect on their own behaviour on the roads, and to consider the actions they can make to ensure that the roads become a safer place for all who use them.



Leading Lights in Road Safety

In December 2023, I was delighted to host the annual Leading Lights Road Safety Awards at the RDS in Dublin.

Clodagh and Méabh White (see photograph on page 8) from Roscommon were awarded the Gertie Shields Supreme Award in road safety for 2023. This inspiring mother and daughter team were chosen as the overall winners by the judges for their tireless awareness efforts and contribution to road safety since their own personal experience in a car collision in 2016.

The awards recognise those individuals and organisations doing inspiring work and ensuring the road safety message is spread throughout schools, communities, and beyond.

Small actions can make a big difference on our roads and can save lives. The awards also provided an opportunity to reflect on what was a very difficult year.

Too many families have been devastated by road trauma and the loss or serious injury to a loved one. I am confident that with a whole-of-government approach and with renewed commitment amongst the public, we can get back on track with our strategy of reducing fatal and serious injury crashes.

Finally, I would like to thank all of the staff at the RSA and our colleagues in An Garda Síochána for their hard work and professionalism throughout what has been a challenging year.

As we look forward, we in the RSA are determined to reverse the upward trend in road crashes. We have made great progress in road safety in the past, and we can do it again if we all commit to working in partnership and taking responsibility for the safety of other road users.

Liz O'Donnell
Chairperson

CEO's Statement

The year 2023 has been a challenging one for road safety in Ireland and for all organisations and stakeholders involved. I am deeply saddened by the tragic loss of 185 lives on Ireland's roads in 2023, and I want to extend my condolences to the bereaved families across the country.

Deaths on our roads increased by nearly 20%, compared to 2022. Across Europe, few EU Member States are currently on track to halving the number of road deaths by 2030, as per a recent EU audit. Indeed, an overall decline in road deaths of just 1% amongst the EU 27 states was achieved between 2022 and 2023.

Ireland's government Road Safety Strategy is based on the safe systems approach, which the RSA and other key agencies have used to deliver actions to address the challenge of road collisions, serious injuries and fatalities. We know from international research and our Irish data that dangerous driver behaviours persist on our roads. Speeding, intoxicated driving, fatigued driving, distracted driving and the non-wearing of seatbelts are key contributory factors to road deaths, with increases in such behaviors seen post-pandemic.

Midway through 2023, the RSA published a report called Preliminary Analysis of Road Traffic Fatalities, which highlighted concerning developments on Irish roads for the first half of the year. This report flagged that at that point in the year, weekends, late nights and early mornings were high risk periods. Despite lower traffic volumes during these periods, high numbers of collisions occurred. Research suggests that these periods presented greater risks in terms of driver behaviours like intoxicated driving and fatigue.

The weeks following the preliminary analysis report were among the most tragic in Irish memory on our roads and the early trends seen in that report continued to be in evidence for the remainder of the year. The report called out Galway, Mayo and Cork as being the counties with the highest levels of road deaths at that point and by year end, Tipperary and Dublin were also among that group.

The loss of lives on Irish roads in 2023 was taken very seriously by all road safety partners, including the political and civil service and by Irish media and the Irish public. A number of new initiatives, new investments, and policy changes followed in the latter half of 2023, as all partners worked together to find solutions to the tragedy that had unfolded. The RSA held meetings with the Garda Commissioner, a number of relevant Ministers and



Sam Waide
Chief Executive Officer

An Taoiseach hosted the November Ministerial Meeting to ensure an all-of-government response to the issue.

The preliminary analysis report supported the RSA in its role to work with all road safety partners to use this early information to shape the work for the remainder of 2023. The RSA proposed a number of "immediate measures" to Government in September, focusing on target cohorts like young people by cherry-picking channels most used by them and upweighting education interventions and awareness campaigns in particular areas.

Change of media consumption brings opportunity to improve the reach of road safety advertising - nighttime radio and digital audio were utilised in new ways, aligned with increased road risk times, in addition to new digital channels geo-targeting and budget upweighting in counties where there were increased road fatalities.

In addition to adapting its work to meet changed risks on our roads, across the full year, the RSA developed new large-scale campaigns around dangerous behaviours, targeting at higher risk young people, particularly males.

The RSA launched the 'Who was Mary Ward? Vision Zero' campaign which calls on the public to work together so that we can eventually see our final road death in Ireland. The campaign centres around the story of Mary Ward (1827-1869) who was the first person in the world to be killed in an automobile incident. Her life was tragically cut short when she fell under the wheels of the motor vehicle she was travelling in, at Birr, Co. Offaly in 1869.

New adverts on the 30km speed limit were launched, aiming to save vulnerable road user lives in urban areas – including people who walk and cycle, especially children, older people and people with additional needs, who may experience greater risk on urban roads. Separately, the RSA deployed historic hard-hitting adverts as part of our immediate response to ministerial road safety priorities, including significant push behind our hard-hitting Crashed Lives series.

The RSA continued to play a key role in tackling these problems in 2023 and ongoing, through continued research, campaigns, vehicle roadworthiness testing, education and enforcement.

Research plays a pivotal part in informing government policy and actions. The RSA hosted an international road safety conference on serious injuries, with provisional data revealing that between 2018 and 2022, there were approximately 10 serious injuries for every fatality on Irish roads. New research shows significantly higher numbers of serious injuries from road traffic collisions. The number of road users admitted to hospital (2014-2021) as in-patients in Ireland following a road traffic collision is significantly higher than the number of seriously injured casualties recorded by An Garda Síochána and reported in official statistics by the RSA. This research was conducted by the RSA in conjunction with the HSE and Trinity College Dublin, following recommendations of the European Commission to all Member States to formally report on serious injuries using hospital data, as a complement to police data.

E-scooters have become a new form of mobility across the world, and the RSA conducted significant international research to inform Ministerial recommendations for the introduction of e-scooters in Ireland, in advance of legislation to follow in 2024.

As part of the safe vehicles challenge, significant progress was made during the year in addressing vehicle roadworthiness testing, particularly the NCT backlogs, against unprecedented volumes of cars going through the NCT service, whilst roadside inspections and enforcement of commercial vehicle roadworthiness continued. A number of initiatives were co-ordinated with EU member states and the UK, including cross-border exercises on commercial road safety compliance.

We continue to ensure high vehicle standards by quality checking that cars meet the relevant type approval standard. In 2023, we expanded the range of vehicles checked to include two and three wheeled vehicles, whilst continuing to influence EU policy, directives and regulations through the EU Commission's high level officials' group on road safety and the European Transport Safety Council (ETSC). Pending directives and challenges in 2024 include adaptive driver assist systems (ADAS) and the testing of connected autonomous vehicles in Ireland.

Safe road use continues through education services delivered by the RSA. We continue to restore the service level for candidates seeking a driving test, demonstrating continued improvement in 2023 and into 2024. The driving test curriculum was highlighted as being in need of review by the RSA, and has subsequently become a ministerial priority, along with supporting multiple learner permit holders to a driving test.

We continue to invest in new technologies and processes that deliver customer excellence in the journey for safer road use. Throughout 2023, the RSA Customer Care Centre continued to support customers. Over 173,000 queries, an increase of 16% on 2022, were received by the RSA, including over 123,000 calls and over 50,000 customer emails. We continued to improve our processes, substantially reducing customer wait times and our call abandon rate over the period. We achieved a customer satisfaction rating of 84% and a net promoter score of 85%, both metrics being above the industry standard, in support of our customer charter commitments.

Several enhancements were also made to the customer MyRoadSafety portal which has enabled greater self-servicing for customers.

The RSA was delighted to honour Leading Light contenders and award winners for their road safety initiatives at our event in November 2023. I was also delighted that the RSA was the recipient of the Digital Initiative of the Year Award at the 2023 Public Sector Digital Transformation Awards.

Our operational excellence programme delivered 167 projects, with savings equivalent to 740 person days of time, including advanced driver instructor (ADI) scheduling, digitised business planning and robotic process automation of the tachograph card processing. Technology is playing an increasing role in services and internal support with enabling systems, with over eighty deployments and circa 200 technical updates. Staff facing technology enhancements included the driver tester app and test centre upgrades with fibre / router upgrades.

As required under the Government's Climate Action Mandate, the RSA prepared its Climate Action Plan in 2023, completing an energy feasibility study, whilst adding an electric vehicle to our fleet, with supporting telematics.

Our staff continue to be our largest asset. We completed an inaugural culture assessment in 2023, embracing new ways of working, with 89% of staff feeling empowered in their role.

Recruitment continued across the RSA over 2023, with 21 competitions held, over 970 applications managed and over 80 new appointments made over the year.

Wider road safety achievements and the Year Ahead

Alongside restoring and maintaining service levels to customers, the RSA's areas of road safety focus for 2024 are speed, distracted driving, drink driving and vulnerable road users - cyclists, older pedestrians and e-scooters.

In parallel, the RSA continues to provide

research, insight and support to the other road safety priorities agreed by the multi-agency, multi-department Road Safety Transformation Partnership Board. Key actions include the Department of Transport's speed review in Ireland, An Garda Síochána's upscaling of speed cameras across Ireland, enhanced technology and data sharing. An example of optimising technology for the benefit of road safety is An Garda Síochána's ability to identify vehicles with no insurance and disqualified drivers through the Mobility App.

Following previous RSA research on speeding, and as part of the government's road safety strategy, the Department of Transport commenced its work leading on the implementation of the recommendations of the speed limit review (Action 6) in 2023. Under the proposed changes, certain speed limits will be lowered from 100 km/h to 80 km/h on national secondary roads, from 80 km/h to 60 km/h on rural roads, while within towns, cities and built-up areas, the limit will be 30 km/h.

The RSA has continued to undertake research and present data to the Road Safety Transformation Partnership Board, highlighting inappropriate speed as a key factor in fatal collisions. A working group led by Transport Infrastructure Ireland will develop Ireland's first ever national road safety camera strategy (Action 67).

An Garda Síochána, supported by the RSA and other agencies, identified the need to increase roadside hours of the Go Safe safety camera vans, whilst building the case for introducing more average speed cameras beyond Dublin Port Tunnel. The second location in Ireland for average speed cameras was implemented on the M7 motorway in 2022, and after benchmarking with Scotland in 2023, AGS have more camera locations planned for 2024.

In conclusion, I remain deeply concerned about the high numbers of people who have died and been seriously injured on Irish roads. We must reverse this trend together, with immediate, sustained and collective action from all relevant agencies through a cross-government approach. In doing so, coupled with transformational actions for Phase 2 of the government's road safety strategy (2025 to 2027), I have every confidence Ireland will achieve vision zero, eliminating road deaths by 2050.

I would like to express my thanks to RSA staff, stakeholders and road safety advocates for their continued support throughout the year and look forward to getting closer to Vision Zero.

Sam Waide
Chief Executive Officer

Our Values

The safety of the public on our roads is at the heart of everything we do, and our values underpin how we work with each other and for others as we pursue our commitment to making roads safer for all road users.



Integrity

We behave ethically, honestly and transparently.



Accountability

We value and appreciate each other's contributions in achieving our goals.



Making a Difference

Everything we do is to improve road safety.



Service Excellence

We deliver innovative, responsive and accessible public services.



Collaboration and Partnership

We foster inclusive and supportive working with staff and partners.

**VISION
ZERO**

President Higgins Hosts Reception to Mark World Day of Remembrance for Road Traffic Victims

The President of Ireland, Michael D. Higgins, hosted a special reception at Áras an Uachtaráin to mark World Day of Remembrance for Road Traffic Victims.

Those in attendance included approximately 100 family members of those who have lost their lives on our roads, as well as a number of people who have sustained serious injuries.

Representatives of some of the many organisations working and campaigning to prevent road traffic collisions, as well as services assisting people injured on the roads, were also in attendance.

'We come together today to remember and honour the memories of those 24,998 of our fellow citizens and visitors who have been killed on our roads since records began in 1959. It is an important opportunity to acknowledge the families and loved ones of those who have been lost, and to share with them in recognising the devastating impacts that road deaths and serious injuries have on communities. It is also an opportunity to recognise how, despite their immense grief and pain, so many have found the strength to advocate for safer roads and fewer casualties across the island.'

The President of Ireland, Michael D. Higgins

'Now is an important time to reflect on what has been a very difficult year. Too many families have been devastated by road trauma and the loss of or serious injury to a loved one. As we look to 2024, we in the RSA are determined to reverse the upward trend in road crashes. We have made great progress in road safety in the past, and we can do it again if we all commit to it by being aware and vigilant and taking responsibility for the safety of other road users.'

Liz O'Donnell, Chairperson of the RSA



Spotlight

Public Sector Digital Transformation Awards

The RSA won the Digital Initiative of the Year Award at the recent Public Sector Digital Transformation Awards 2023. This award was for our work in developing the Road Safety Strategy (RSS) Portal.



What Is the Portal?

A Road Safety Transformation Partnership was established to oversee the execution of the Road Safety Strategy. To support the work of the partnership (which consists of 18 different government departments and agencies), we created a digital platform, the RSS Portal.

The Portal is used to consolidate data and information related to road safety actions. Built on PowerApps, the Portal provides an interface for project managers to input updates, risk assessments, timelines, outcomes, and more. It streamlines reporting, replacing numerous data capture meetings and redundant tasks with direct data entry.

The Portal empowers everyone to act in partnership to address the factors that cause the needless death and serious injury of our citizens. It is a genuine cross-government solution to working together in pursuit of a common good, demonstrating how digital technologies can support us in our commitment to reduce the deaths on Irish roads by 15% (to 122) and reduce serious injuries by 10% (to 1,133) by the end of 2024.

Key Benefits

The Portal offers several benefits:

- It enhances efficiency by integrating data and workflows across agencies;
- It fosters collaboration among public sector entities;
- It enables data integration and analysis for evidence-based decision-making;
- It saves costs and time through streamlined processes;
- It improves service delivery by sharing information;
- It ensures data security and privacy, and it promotes interoperability and standardisation.

The Portal is designed to evolve and offer expanded services in the future.

Ultimately, the Portal aims to become the central repository for road safety-related data and information, facilitating cross-departmental and cross-agency coordination and contributing to the broader goal of safer roads in Ireland.

According to CEO Sam Waide, 'This award is recognition of the importance of collaboration and the benefits of utilising innovative digital tools to support multi-stakeholders working together to deliver our Road Safety Strategy and Vision Zero ambitions'.

Our Impact

Key Achievements of 2023

Driving licences
(including
exchanges) issued

530,346



Learner permits
issued

272,265



Extended national driver
licence online service
with a national average
uptake of

51%



Child
car seats
checked

6,039



Total driving
tests offered

212,525



Total driving
test pass rate

53%



We dealt with over **173,000** queries

over **123,000** calls and responded to

over **50,000** customer emails

and approximately **40 million**
requests for driver data



Approved Driving
Instructors in
operation in Ireland

2,456



1,196,132

Essential driver training
lessons completed in 2023



Number of
driver theory
tests scheduled

227,588



High vis
materials
distributed

293,645



Number of
enforcement
checkpoints

1,740



Vehicles
checked

18,962



Over **2 million**

Total NCT tests
conducted in 2023

Dangerous
fail rate on
full tests

6.9%



We were the
recipient of the
Digital Initiative
of the Year Award
at the 2023 Public
Sector Digital
Transformation
Awards



Approved in December
2023, the RSA's new
Communications
Strategy focuses on
the topics and
audiences
that can save
lives



130,016

people received
road safety
education in
2023



2,896

education
deliveries by
our National
Road Safety
Education
team





Social Media Awards 2023

The RSA won gold at the Social Media Awards 2023 for 'Video Campaign for a Public Body'.

The submission for the award was based on the Twitter Amplify campaign run in partnership with RTÉ Soccer around FIFA 2022 World Cup content.

The objective was to launch a social media video campaign to the most at risk audience (young males) using high impact solutions to increase awareness and influence behaviour. Partnering with @RTESport & Twitter, Core booked an exclusive pre-roll video campaign for the entire Round of 16, Quarter/Semi Finals.



Tracking Research 2023

The RSA conducts tracking research to assess the clarity and impact of its messaging on behavioural change. Here are the results from some campaigns tracked in 2023:

The 'Crashed Lives: Ciaran' TV advertisement continues to lead in prompted awareness, with 79% of all motorists familiar with the campaign. Among those surveyed, 86% recalled the "don't drink and drive" message, demonstrating message clarity. The campaign's impact and behavioural change evaluations remain positive and have improved year-on-year. The 'Crashed Lives: Siobhan' TV advertisement also showed strong performance, with 65% awareness among motorists. Notably, 90% of those aware of the 'Siobhan' campaign reported they were likely to adopt safer behaviours after viewing the ad. Combined, the two 'Crashed Lives' TV advertisements reached an impressive 83% awareness among motorists.

The Learner and Novice audio and digital campaign achieved significant reach, with 52% of all learner and novice drivers aware of the increased penalties campaign. Behavioural metrics indicated that 76% of these drivers were less likely to exceed the speed limit after encountering the campaign.

Phases one and two of the new TV-led Vision Zero awareness campaign demonstrated substantial impact, with 49% of all adults aware of the initiative. The research indicated a strong understanding of the message, with over 80% agreeing that the ads "stand out as different" and 91% clearly comprehending the communication in phase one. Behavioural change evaluation was positive, with 93% of those aware of phase two likely to support the measures aimed at achieving Vision Zero.



An analysis of the pedestrian safety campaign revealed that 68% of motorists were aware of the initiative. The campaign successfully conveyed its core message to "look out for pedestrians/look out for each other."

The cycle safety social campaign, featuring professional cyclist Imogen Cotter, performed commendably for its scale. It reached 15% of motorists, with 84% of those aware reporting increased knowledge about safely overtaking cyclists.

Our Social Media Following as of 31 December 2023

Facebook likes
160,589
▲ 4.8%

X followers
39,122
▲ 3.5%

YouTube subscribers
14,601
▲ 13.8%

Instagram followers
13,699
▲ 18.5%

LinkedIn followers
9,616
▲ 27.1%

TikTok followers
1,856
New platform in 2023



Spotlight on Leading Lights Awards

In December, Roscommon natives, Clodagh and Méabh White, were awarded Gertie Shields Supreme Award in road safety for 2023.



Sally-Ann Barrett,
Gay Byrne Media Award



Leo Lieghio,
Special Recognition

The mother and daughter were chosen as the overall winners by the judges for their tireless awareness efforts and contribution to road safety since their own personal experience in a car collision in 2016. The award was presented to Clodagh and Méabh by Minister of State for Transport Jack Chambers at the RSA's Leading Light in Road Safety Awards in the RDS.

Seven years ago, Clodagh and Méabh suffered serious injuries when they were in a crash with a larger vehicle and their car was propelled at speed into a wall. Méabh's little brother, Rian, who was also in the car, escaped uninjured. Rian's rear-facing child seat had been inspected and adjusted by the RSA child car seat checking service - Check it Fits - just days beforehand, and they and his doctors at the time believed that it had saved his life. In addition to their awareness efforts since their horrific experience, they have been advocates of child car seat safety, highlighting the importance of ensuring they are fitted correctly and checked regularly.

Clodagh and Méabh were also the recipients of the Road Safety Champion category award at this year's awards. A total of 12 category and one special recognition award were presented by the RSA to individuals and organisations to honour their commitment and dedication to road safety.

Other award recipients on the day included Matthews Coach Hire Ltd, who were honoured for their commitment to road safety for the installation of alcohol ignition interlocks in their fleet of coaches. The vehicle's engine will not start if the driver's alcohol level exceeds a pre-set safety limit. Rush National School, located in North County Dublin was awarded for the adoption and implementation of the Junior School Warden Programme, which involves training senior students to actively take on the role of wardens, ensuring other students cross the road safely and educating their fellow students while doing so.

The second Gay Byrne Media Award was presented to Sally-Ann Barrett, multimedia journalist with RTÉ who produced a two-part series for RTÉ Radio 1's *Morning Ireland* focusing on road behaviour in Counties Galway and Mayo.

The RSA also presented a Special Recognition Award to Leo Lieghio to acknowledge his work and commitment in the promotion of road safety. Since the tragic loss of his daughter Marsia in a hit and run collision in 2005, Leo has tasked himself with working hard to educate the public and highlight the importance of safety on our roads to ensure other families are spared such a devastating loss of life.

The Leading Light in Road Safety Awards 2023 were presented in the following categories:

Special Recognition: Leo Lieghio

Approved Driving Instructor: Richard Whyte

CPC Training Organisation: Robe Training Ltd

Business: Matthews Coach Hire Ltd

Education (Pre-Primary): Claire Barden
Educational Services Ltd

Education (Primary): Rush National School

Education (Secondary): Edweena Farrell, Youth
Work Ireland, Midlands

Education (Third Level/Further Education):
An Garda Síochána Lifesaver Project

Education (Community): Vision Ireland

Road Safety Champion: Clodagh and Méabh
White

Sustainable Travel: University of Limerick
Smarter Travel

Public Sector: An Post Transport Group

Gay Byrne Media Award: Sally-Ann Barrett

Customer Care Centre



Throughout 2023, the RSA Customer Care Centre continued to support customers by providing access to high quality, timely and responsive query management services, in line with Corporate Plan and Customer Charter commitments.

Over 173,000 queries were received by the RSA, made up of over 123,000 calls and over 50,000 customer emails. We continued to improve our processes, substantially reducing customer wait times and our call abandon rate over the period.

Information and Communications Technology (ICT) Achievements

Approximately 40 million requests for driver data were automatically processed to support customers interacting with RSA public-facing digital platforms and solutions.



More than **81** deployments occurred on RSA ICT hosted systems to make improvements to customer-facing systems such as MyRoadSafety, NDLS Online, CPC and EDT portals and rsa.ie.

A total of **197** ICT and vendor related technical changes were implemented in 2023. This included software deployments as well as routine firewall, network and device/server RSA customer-facing digital platforms and solutions had a system uptime of 98.75% in 2023.

RSA Communications Strategy 2023-2027

Vision

To be a world leader in road safety, driving change in attitudes and behaviours in road users and collaborating with stakeholders to save lives

Mission

To make Irish roads safe for everyone by reducing the number and severity of collisions on our roads

Goal

To attain Vision Zero by 2050 i.e. to ensure zero deaths and serious injuries on Irish roads by 2050

Communication Focus

We will motivate and nudge every road user along their road safety journey to keep roads safe for all

Values

- Collaboration
- Leadership
- Integrity
- Service excellence
- Making a difference

Tonality

- Informative, not instructional
- Action-oriented
- Human and empathetic
- Modern
- Story-telling

Mandatories

- Accessible to all
- Inclusive and diverse
- Simple and clear
- Creative
- Insightful
- Agile (responsive to consumer, behavioural, media trends)

RSA Priority Comms Topics 2023-2027

1. Safe road related actions

- Urban speed (30 km/h)
- Rural speed (80 km/h)
- Drink driving
- Drug driving
- Distracted driving (smart devices)
- Driving while fatigued
- Seatbelt use
- Vulnerable road users
- Vehicle roadworthiness and tyre safety
- Driving for work

2. Vision Zero

- Awareness and buy-in to Vision Zero
- Rules of the Road (Becoming a Vision Zero driver)

Phase 1 of the Road Safety Strategy 2021-2024

There has been good progress made in delivering the 186 actions set out in Phase 1 of the Road Safety Strategy 2021-2024 and the additional four actions added in 2023. 20 per cent of actions are completed, with the vast majority of remaining actions on track. Key focus areas include:

- Policing and enforcement
- Speed management measures
- Consolidating multiple data sources to understand trends and inform decision-making
- Use of legislation and sanctions
- Investment in infrastructure
- Development and deployment of technology
- Public communications and education
- Support for active travel
- Lessons from other jurisdictions
- Focus upon driving for work

Phase 2 of the Road Safety Strategy (2025-2027) will be developed in 2024.



2021-2024 Phase 1 Action Plan

Phase 1 incorporates both time-bound and recurrent actions

57 organisations are involved: 19 different government departments and agencies are providing direct leadership and a further 38 play supporting roles

100 of the actions are led by the RSA (either sole lead or joint lead responsibility)

Programme leadership is facilitated by the Road Safety Transformation Partnership (RSTP) Board, with 14 different organisations represented

The RSTP board is chaired by Dept of Transport, with quarterly meetings to monitor progress, provide guidance and make decisions on specific focus areas (incl. data sharing and legislative change requirement).

Road Safety Strategy 2021–2030

Progress on Phase 1 Action Plan

Action #177

278 schools are actively engaged in the **Safe Routes to School Programme** to date, with a further 222 schools planned to be brought onto the programme by 2025. The before and after pictures below were taken at An Mhodhscoil, Limerick, where the route to the school was transformed in 2023.



Action #8, #67, #122

Recommendations from a Camera Enforcement Working Group (Action 67), a bus mounted camera study (Action 122) and a technical visit to Transport Scotland (Action 8) in 2023 are informing the preparation of a Safety Camera Strategy. Three pilot speed camera locations have been agreed and the first trial site on the N5 is currently being developed.



Action #22

The RSA launched the **Who Was Mary Ward?** Vision Zero campaign, to raise awareness of Vision Zero and to highlight the part all of us play in achieving that ambition, motivating us all to change our behaviour. The campaign reminds viewers that in 1869 the world's first road fatality was recorded in Ireland.



Action #105

In 2023, the RSA commissioned two qualitative research studies to better understand dangerous driver behaviours and inform prevention strategies. One of these studies, conducted by Dr. Kiran Sarma of the University of Galway, focused on mobile phone use while driving in Ireland. This research involved online focus groups with younger drivers and interviews with subject matter experts to better understand why drivers engage in this dangerous behaviour and how best to mitigate it. Key findings were presented at the RSA's Annual Review Meeting in January 2024. These included that driver mobile phone use stems from both conscious and unconscious processes. The importance of detection and enforcement to reduce this behaviour was also highlighted, alongside potential technological solutions. A systemic approach is needed to tackle in-vehicle driver distraction overall, including across education and awareness programmes.



Action #49

The RSA, Health and Safety Authority and An Garda Síochána continue to collaborate to develop materials for the drivingforwork.ie website and held the Driving for Work webinar in November 2023, with over 300 in attendance.



Action #3

Three major bypass schemes have been fully opened since Phase 1 began. This includes 56 km of divided carriageway. This picture shows the 22 km Macroom Bypass in Cork which was completed in 2023.



Action #73

Twenty-one road/rail interfaces were upgraded in 2023.



Action #157

The Motor Insurers' Bureau of Ireland (MIBI) now provides motor insurance details to An Garda Síochána on a daily basis after the official signing of a data sharing agreement between the two organisations in 2023. This data sharing has transformed the in-hand and in-car mobility app used by An Garda Síochána and is leading to an enforcement peak among uninsured drivers.



Action #112

The RSA commissioned a report with Trinity College Dublin about the efficacy of compulsory road safety in schools, based on international best practise. The RSA presented these to the Minister for Education, Norma Foley in December 2023, along with the Child Casualty Report, and made key recommendations about the future of road safety education programmes. The Minister and the RSA agreed a number of key actions and programmes, including transforming and scaling the reach of the existing Transition Year programme in 2024, which will see improved engagement by schools with continuous road safety education programmes.



**VISION
ZERO**
NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050



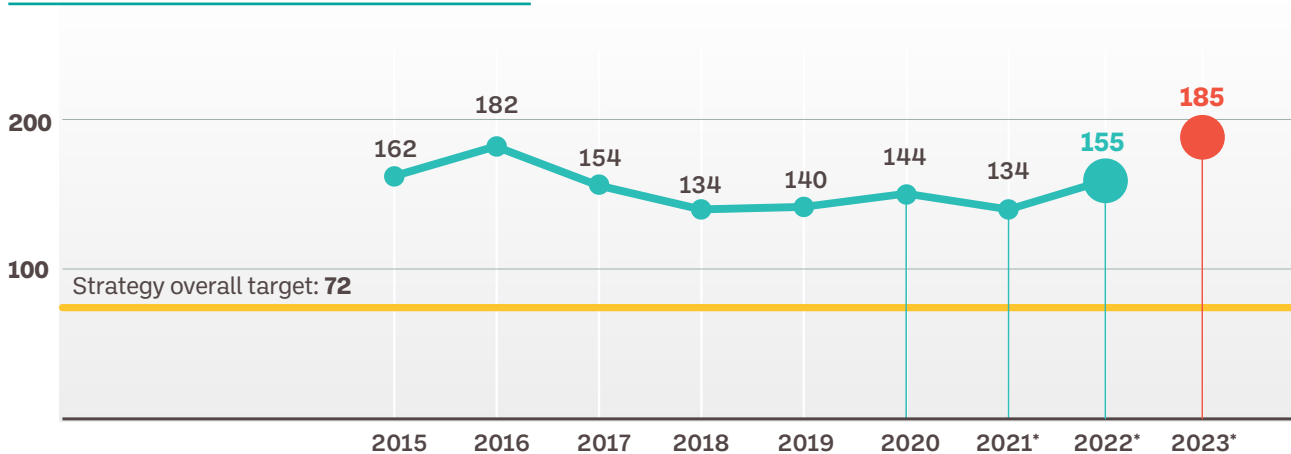
Road Safety Review 2023

Road Safety Review 2023

As of 31 December 2023, there have been 174 fatal collisions, which have resulted in 185 fatalities on Irish roads. This represents 25 more fatal collisions and 30 more deaths (+19%) compared to provisional An Garda Síochána data for the full year 2022.*

Fatalities by year, 2015–2023*

Source: RSA Collision Database, June 2024



*Figures for 2021–2023 are provisional and subject to change.

Our Journey to Vision Zero



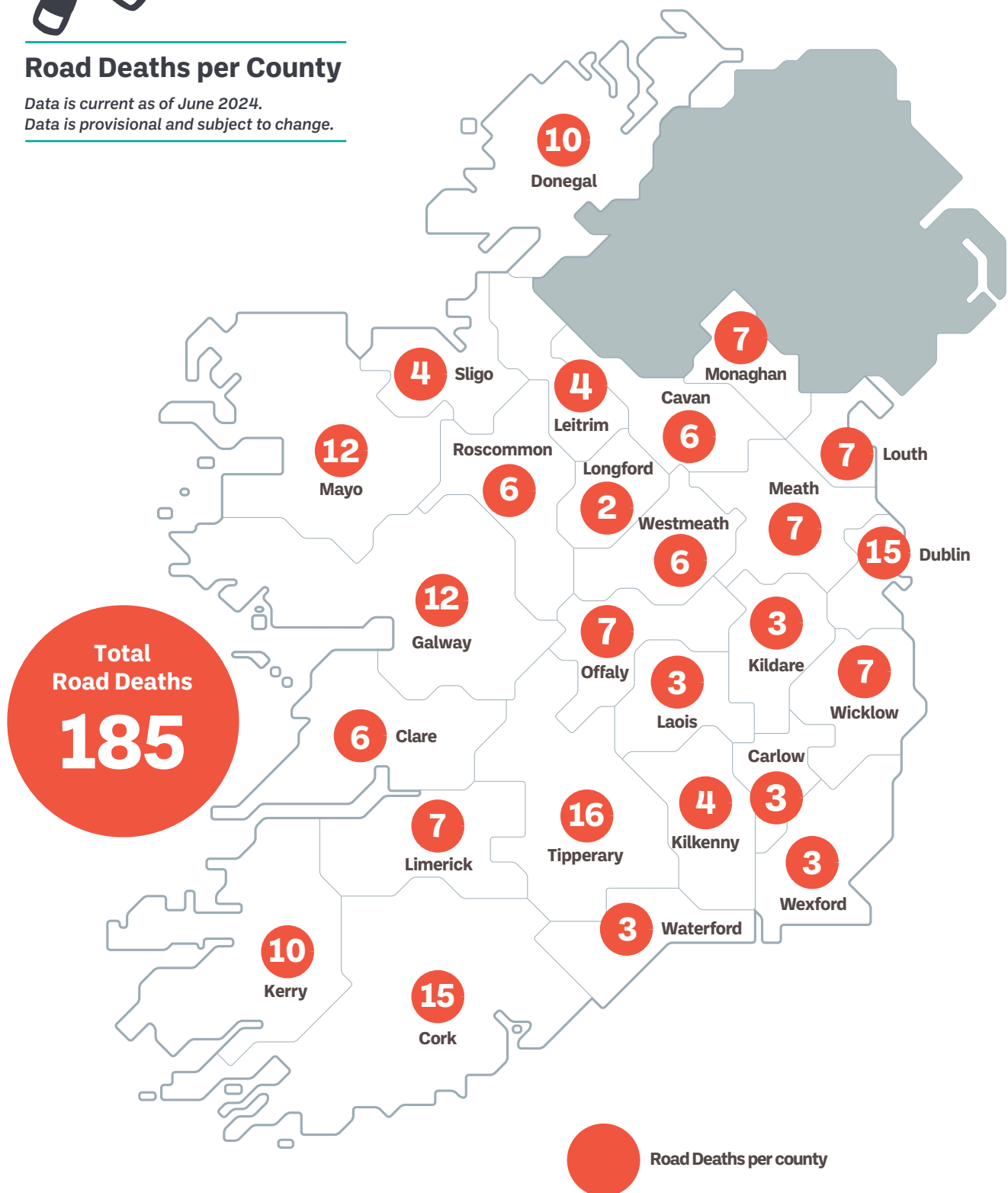
Figures for 2022–2023 are provisional and subject to change.



Road Deaths per County

Data is current as of June 2024.

Data is provisional and subject to change.



Figures for 2023 are provisional and subject to change.



Minister McEntee and Minister Chambers visit the National Rehabilitation Hospital in support of post-crash rehabilitation.

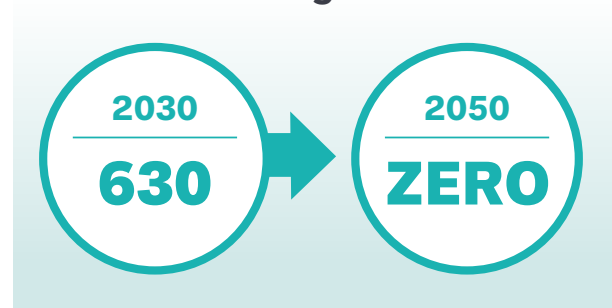
Serious Injuries

Source: RSA Collision Database, February 2024

In 2023, **1,473** serious injuries were recorded up to 31 December 2023 compared to 1,669 in 2022.*



Targets



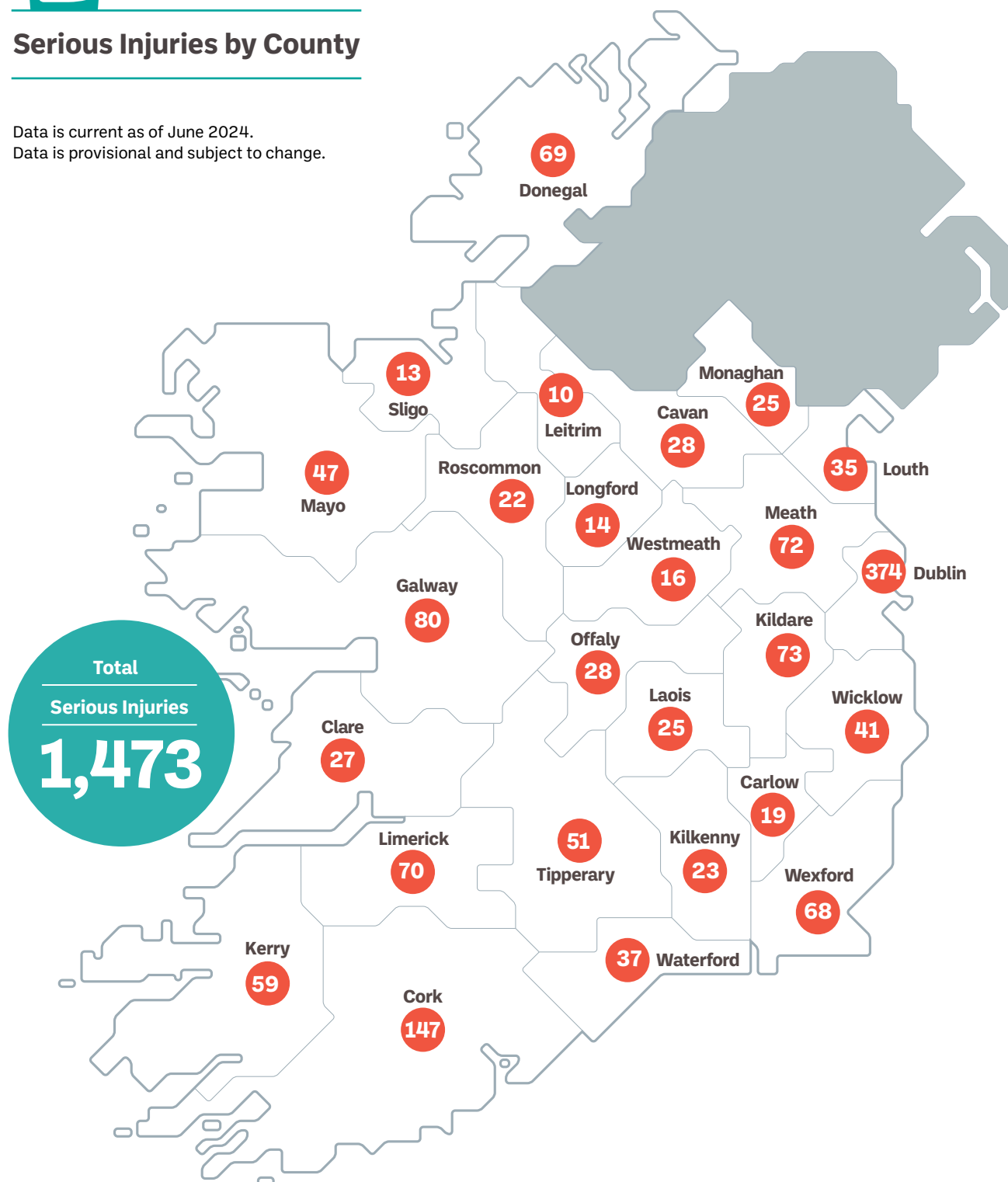
* Figures for 2022–2023 are provisional and subject to change.



Serious Injuries by County

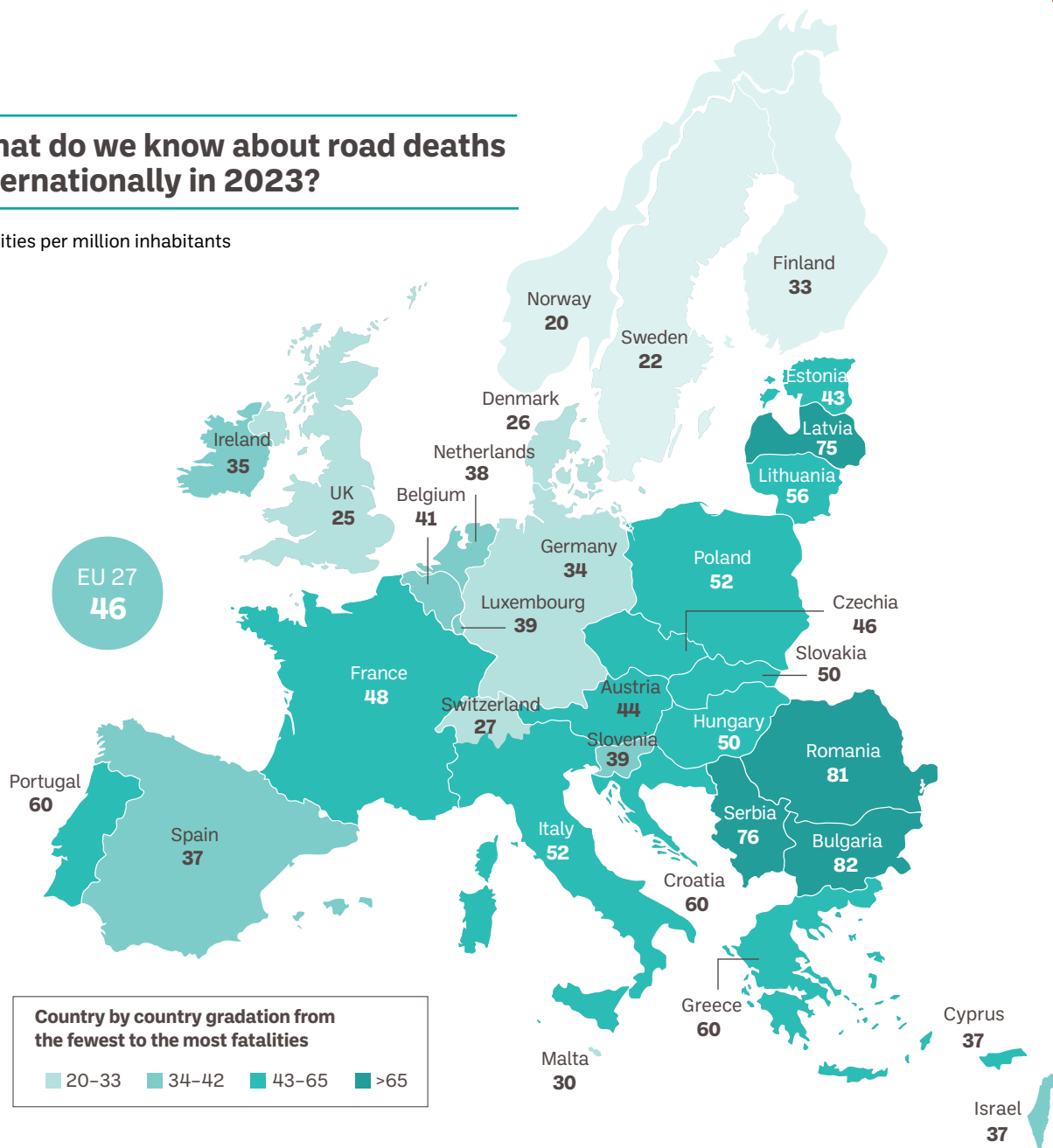
Data is current as of June 2024.

Data is provisional and subject to change.



What do we know about road deaths internationally in 2023?

Fatalities per million inhabitants



According to the ETSC's 18th Road Safety Performance Index (PIN) Report, 20,420 people lost their lives on EU roads in 2023. This represents a small reduction of 1.3% over the period 2022–2023.

Of all PIN countries, Norway remains the country with the lowest number of road deaths per million population at 20.

Among the EU27 countries, the fatality rate per million of population was lowest in Sweden (22) and Denmark (26). Ireland, with 35 deaths per million population, was in sixth position compared to third in 2022.

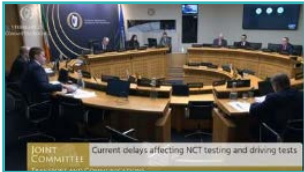
The PIN report covers 32 countries that participate in the ETSC's Road Safety PIN programme. The countries included are:

- The 27 EU Member States
- The United Kingdom, a former EU Member State
- Norway and Switzerland, two Member States of the European Free Trade Area
- Israel, an associated state of the European Union
- Serbia, a candidate EU Member State

Figures for 2023 are provisional and subject to change.

Calendar Highlights

2023



The RSA appeared before the Joint Oireachtas Committee on Transport and Communications



The RSA with Tommy Bowe urged drivers to kick drink driving into touch at St Patrick's Weekend launch



Professional cyclist Imogen Cotter launched new safety campaign

May Bank Holiday Weekend launch urged all road users to take care on roads

Seatbelt Sheriff Awards presented in person for first time

January

February

March

April

May

June

First St Brigid's Bank Holiday Weekend. road safety appealed to all road users



The RSA and the County and City Management Association called on landowners to cut their hedgerows before the March 1 deadline



National Sustainable Mobility Forum to engage with stakeholders on progress in relation to the National Sustainable Mobility Policy Action Plan 2022-2025

The RSA and An Garda Síochána issued road safety appeal to all road users ahead of Easter Bank Holiday



Joint June Bank Holiday appeal to motorists to 'Pass Wide and Slow' when meeting vulnerable road users, including horse riders





The RSA urged all road users to be vigilant and to share the roads responsibly for the August Bank Holiday launch road safety appeal



The RSA launched Who Was Mary Ward? Vision Zero campaign urging support for improved road safety



President Michael D. Higgins hosted the RSA and road safety advocates to mark World Day of Remembrance

New road safety campaign launched highlighting the benefits of 30 km/h speed limits in urban areas: aiming to save lives of children and pedestrians

July

August

September

October

November

December

Mid-year review data shows that road deaths in the first half of 2023 are the worst for six years and the RSA's introduction of 'immediate measures' in awareness and education followed this report



RSA Chairperson Liz O'Donnell & CEO Sam Waide meet Garda Commissioner Drew Harris

The RSA's Annual Conference hosted national and international road safety delegates and medical experts on serious injuries



The RSA published its Child Casualties Report: approximately two in three child casualties were a pedestrian or a cyclist



The RSA's Leading Lights in Road Safety Awards announced



Tyre Safety Day and National Child Safety Day all took place during Irish Road Safety Week



Cyclist Spotlight Report: Fatalities and Serious Injuries 2018–2022



Operational Highlights

For the 2021–2030 strategy, seven Safe System priority intervention areas have been identified.

The RSA has embedded a Safe System approach in reporting on our operational highlights. There are five Safe System intervention areas that relate directly to the operations of the RSA.

Safe Speeds

To reduce speeds to safe, appropriate levels for the roads being used and the road users using them.



Safe Vehicles

To enhance the safety features and roadworthiness of vehicles on our roads.



Safe Road Use

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.



Safe and Healthy Modes of Travel

To promote and protect road users engaging in public or active transport.



Safe Work-Related Road Use

To improve safety management of work-related journeys.



Safe Speeds

RSA International Conference Tackling Serious Injuries

The RSA hosted its annual conference in October 2023.

This year's RSA Annual Conference focused on the learnings we can generate about road safety trends from analysing serious injuries on our roads.

It was an opportunity to bring road safety stakeholders together to further understand the true scale of the problem.

Case study examples from Ireland and Finland were presented. In addition, medical and enforcement experts gave their perspectives on policy approaches to tackling serious injuries to improve road safety outcomes. The conference also heard from people who have experienced a serious injury as a result of a road collision.



The afternoon session featured a panel of international road safety experts discussing e-scooter serious injuries. The moderated discussion saw each panelist make a brief initial statement on the trends they are seeing in their country in relation to serious injuries among e-scooter users.

National Free-Speed Survey 2023

Speed data was collected as part of a study in 2023 which used both temporary and permanent automatic traffic counters.

The fieldwork element of the study was outsourced to Tracsis, and data was collected at approximately 80 sites nationwide in April and May 2023. The following speed limits were covered as part of this exercise: 30 km/h, 50 km/h, 60 km/h and 80 km/h.

Data for 100 km/h and 120 km/h roads was analysed using Transport Infrastructure Ireland's (TII) traffic count data. The analysis was based on data gathered in April 2023. Data for 100 km/h roads was collected at 11 sites and data for 120 km/h roads was collected at 10 sites.

This resulted in almost 50,000 observations across a range of vehicle types driving in free-flowing traffic conditions.

The table below provides a high-level summary of speeding rates on various road types based on the results of the 2023 study.

Road Type	% Speeding	% Not Speeding	Sample Size
30 km/h	58%	42%	3,264
50 km/h	46%	54%	9,503
60 km/h	49%	51%	9,365
80 km/h	33%	67%	3,042
100 km/h	30%	70%	9,187
120 km/h	17%	83%	14,661

Safe Vehicles

Vehicle Standards

The Vehicle Standards team develops national rules and policies on vehicle standards and technical roadworthiness testing. We give technical information to industry and the public.

We continue to look for ways to improve the standard of vehicles on Irish roads by introducing new safety standards and promoting the safety of Irish vehicles.

The Vehicle Standards team also has responsibility as the Automotive Market Surveillance Authority (AMSA) for Ireland. AMSA provides information for safety-related recall notices on motor vehicle categories L, M, N and O (motorcycles, passenger cars, commercial vehicles and trailers) via the RSA website and dedicated campaigns where necessary.

AMSA was appointed as the market surveillance authority for L category vehicles through the enactment of S.I. 340/2023 (Two - Or Three - Wheel Vehicles and Quadricycles Regulations). In total, 296 recall campaigns were processed in 2023, which affected 72,000 vehicles on the Irish market.



Of these, the largest single recall concerned over 6,000 vehicles with a software error in the engine control unit resulting in higher emissions. Other notable recalls affecting 5,000 vehicles identified issues with an oil vacuum pump which might impact brake performance and stopping distances.

NCT and CVRT regulations were updated by the Vehicle Standards team to allow recovery of fuel consumption data from the onboard diagnostic systems for vehicles registered from 2021 onwards. This data is shared with the EU in order to allow them to compare true emission performance of vehicles with respect to test values stated by manufacturers.

Other legislative amendments included the updating of the Road Traffic (Spray Suppression) Regulation S.I. 409/2023.

Vehicle Standards have been promoting awareness of new safety technologies for vehicles such as eCall, Advanced Emergency Braking System (AEBS), Emergency Stopping, Intelligent Speed Assistance (ISA) and Lane Departure Warning Systems. A promotional campaign was also delivered to educate younger drivers about the EuroNCAP safety rating system before selecting a vehicle to purchase.

	5 star safety: Overall excellent performance in crash protection and well equipped with comprehensive and robust crash avoidance technology.
	4 star safety: Overall good performance in crash protection; additional crash avoidance technology may be present.
	3 star safety: At least average occupant protection but not always equipped with the latest crash avoidance features.
	2 star safety: Nominal crash protection but lacking crash avoidance technology.
	1 star safety: Marginal crash protection and little in the way of crash avoidance technology.



EURO NCAP
www.euroncap.com



SIMI



VISION ZERO



See RSA.ie



RSA

Enforcement

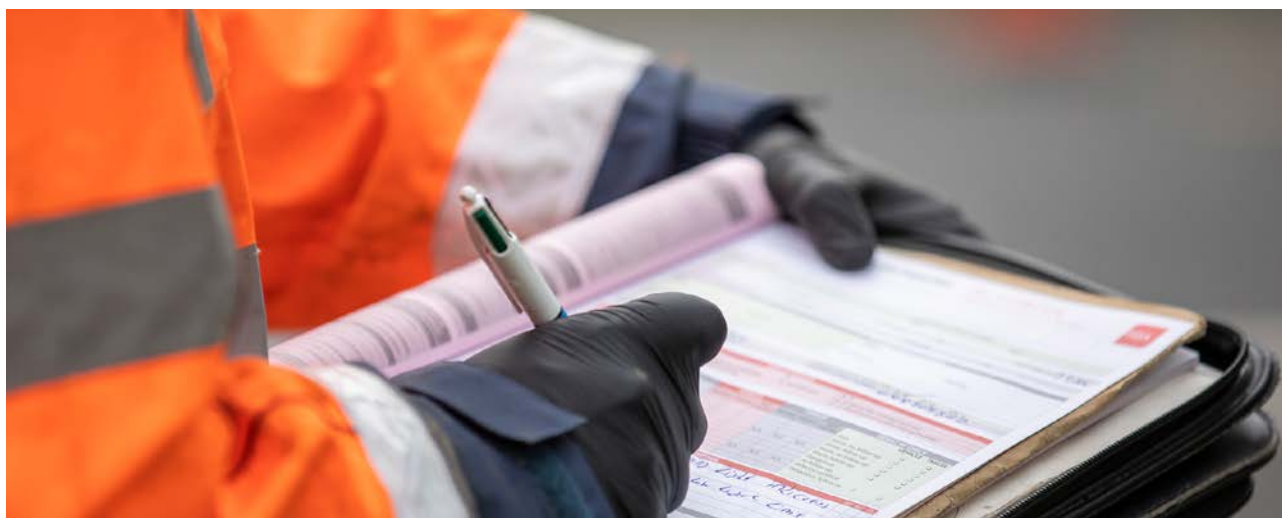
We encountered challenges over the course of 2023 relating to resourcing, the assignment of additional enforcement responsibilities, and an increased legislative burden arising from the implementation of the EU's Mobility Package. Despite these challenges however, the RSA team, working in partnership with An Garda Síochána at the roadside, inspected approximately 19,000 commercial vehicles for compliance with minimum roadworthiness standards, and 3,600 drivers for compliance with the EU rules relating to the maximum driving and minimum rest times and the use of tachographs.

During 2023, a major emphasis was placed on learning and development with training activities on traffic management, prosecution and courtroom skills, and managing aggressive behaviour taking place.

We also hosted delegations from Denmark and Poland on exchange visits, and RSA inspectors also participated in cross-border joint inspections in both Latvia and France.

Priorities for 2024 include:

- Continuing to grow our partnership with An Garda Síochána to ensure minimum inspection targets are met and high-risk operators are targeted.
- Recruitment activities to replace movers/leavers.
- The introduction of an electronic inspection data-capture solution which will see the elimination of paper-based recording of inspections.
- Implementing the EU's common risk rating formula to replace the Commercial Vehicle Operator Risk Rating Indicator system for targeting purposes.
- Introducing new technologies such as remote early detection equipment and new tachograph analysis software for our Transport Officer team.



1,740

enforcement
checkpoints



4,637

vehicles with major
defects detected



52%

compliance
rate



4,130

premises
inspections

18,962 vehicles checked

including commercial vehicles, buses with more than eight passenger seats and ambulances over one year old

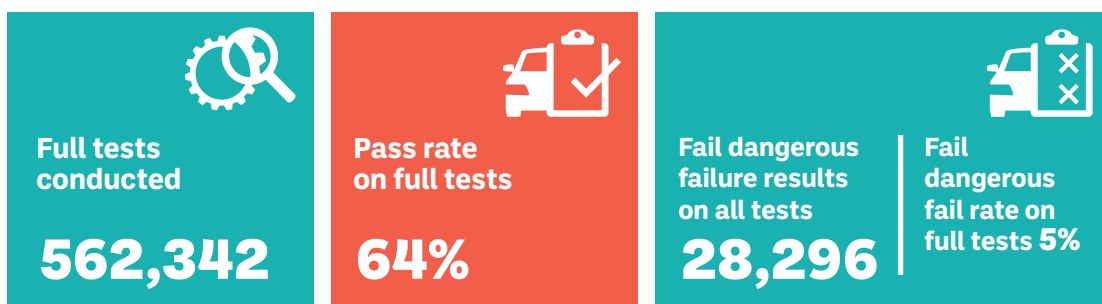


**We carry out
both roadside
and premises
inspections.**

These are part of our enforcement strategy to make sure that commercial vehicle operators and drivers are following the rules.

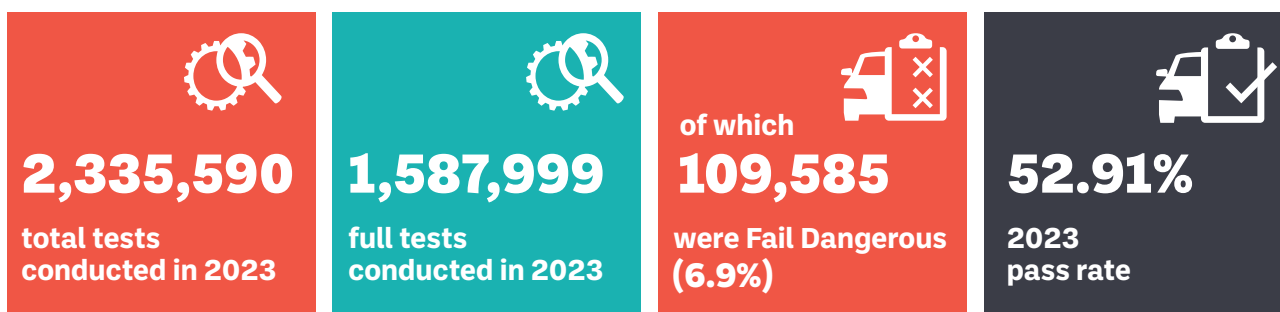
Commercial Vehicle Roadworthiness Testing (CVRT)

The CVRT is a roadworthiness test for all commercial vehicles, buses with more than eight passenger seats and ambulances over one year old.



The National Car Testing Service (NCT)

The NCT is a check of basic requirements at the time of the test. It assesses components which are visible and accessible. It does not replace or purport to replace your responsibility to ensure your car is roadworthy at all times or the regular maintenance that a mechanic needs to carry out on your car. Defects found must be repaired and the car must pass a re-test before the car owner will be issued with an NCT certificate.

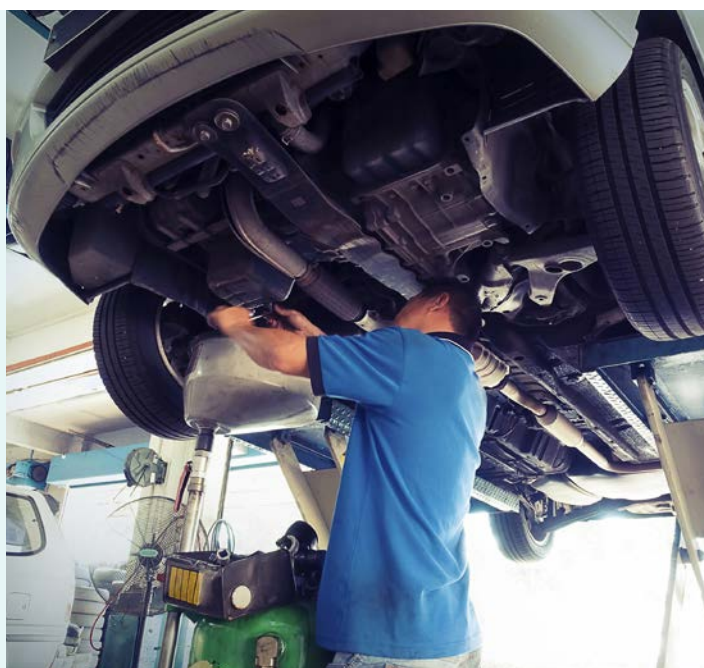


Top 5 visual defects

Type	Total
Tyres	195,212
Front suspension	159,290
Brake lines/hoses	111,391
Steering linkage	96,041
Bodywork	91,790

NCT satisfaction survey rating

85.83%



Safe Road Use



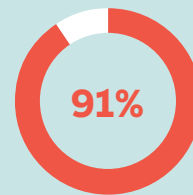
Driver Testing and Licensing

The Driver Testing and Licensing team is responsible for the driver testing system and driver licensing regime. The work of the team is to ensure that we license drivers so that our roads are safe for all users.

		Applications Received	Total Tests Offered	Pass Rate
	Motorcycles	5,799	4,805	69%
	Cars	222,604	189,235	51%
	C Vehicles + CPC	8,781	9,747	75%
	D Vehicles + CPC	4,973	5,549	77%
	Car and Trailer	3,955	3,187	80%
	Tractor	54	2	100%
Total		246,166	212,525	53%

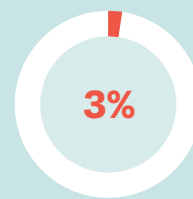


Tests offered categorised by outcome



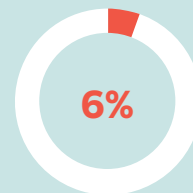
Conducted
(pass and fail results)

192,536



No show
(applicant did not attend for appointment)

6,440



**Abandoned/
Non-conducted**
(candidate document or vehicle issue)

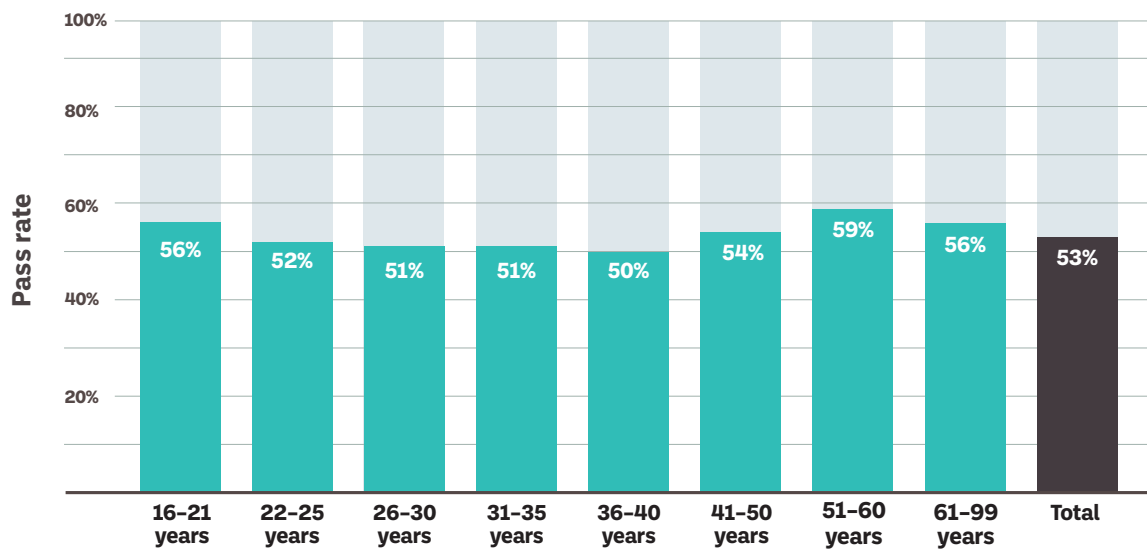
13,549



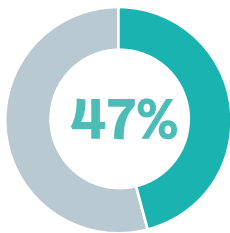
Total tests offered

212,525

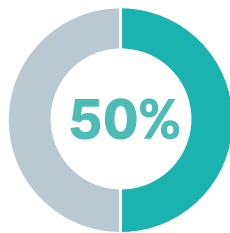
Pass Rate Analysis by Demographic



Essential Driver Training (EDT) Car Tests Only



Pass rate for drivers
not subject to EDT

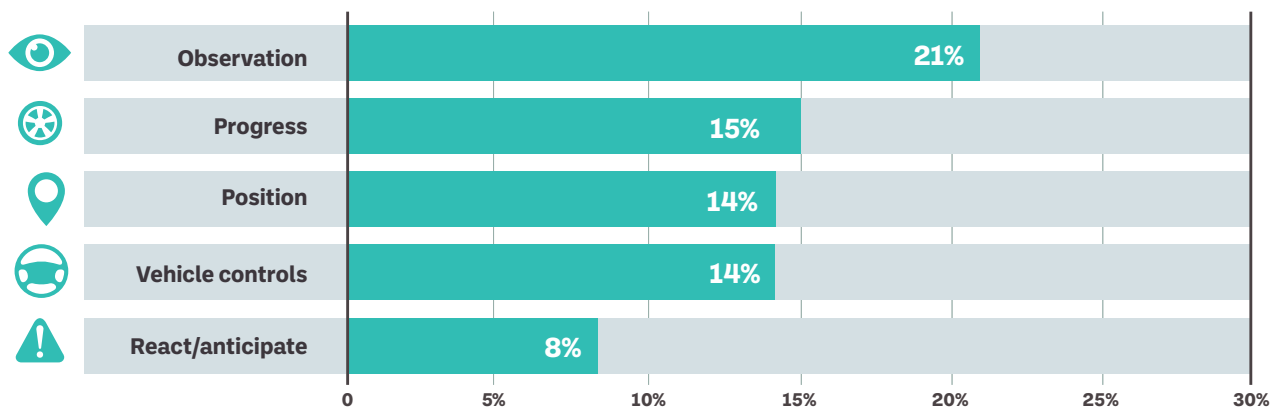


Pass rate for drivers
subject to EDT



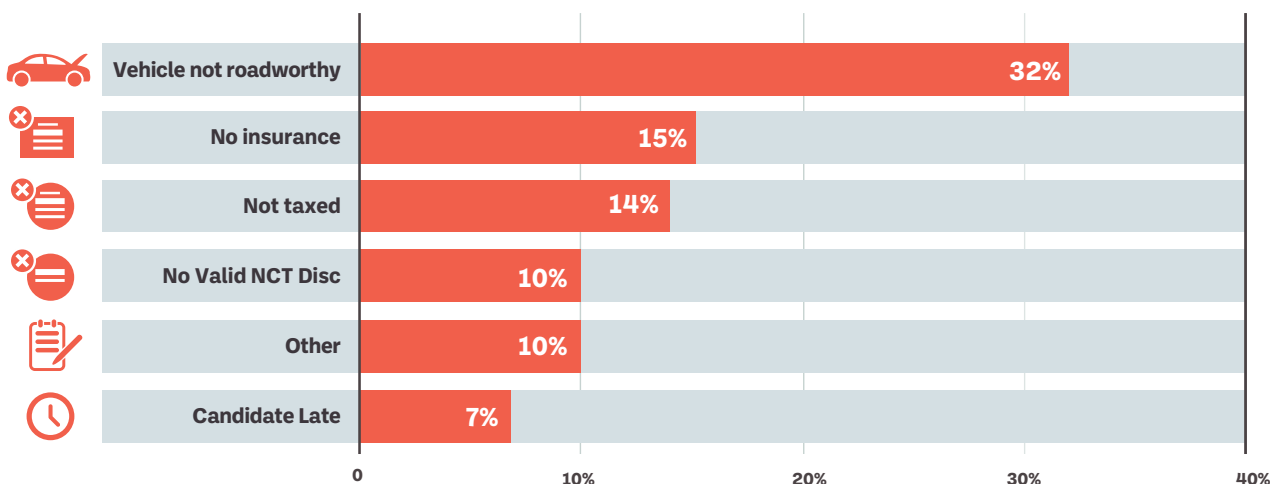
The total pass
rate for all
demographics is
53%

Most Common Faults at the Test (Car Tests Only)*

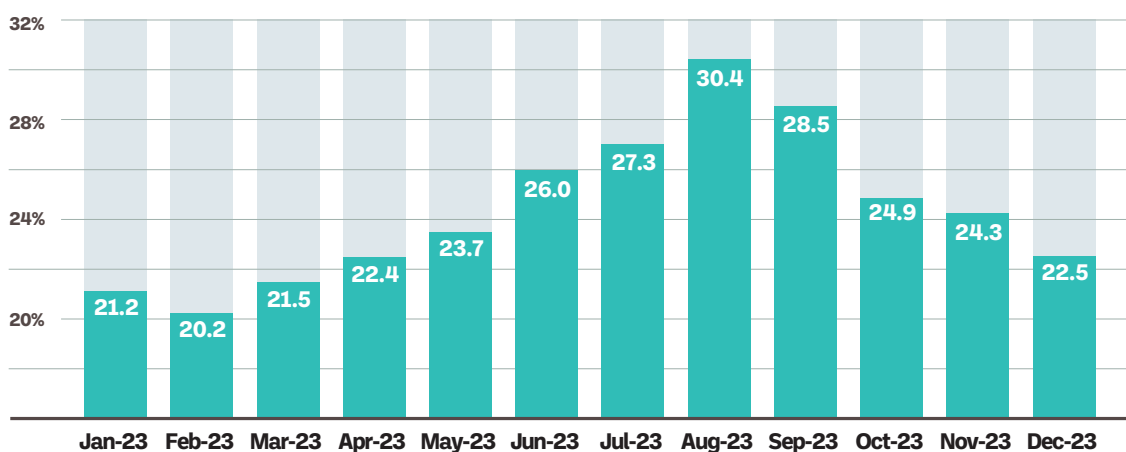


* Where the candidate subsequently failed or the test was abandoned. Only moderate (Grade 2) and dangerous (Grade 3) faults were counted.

Most Common Reasons for Non-conducted Tests



National Average Estimate Time to Invite at Month End (Car Test Only)



The RSA is responsible for regulating the driving instruction industry in Ireland.

Approved Driving Instructors (ADIs) provide Essential Driver Training (EDT) and Initial Basic Training (IBT) to learner drivers.



As of 31 December 2023:

ADIs in operation
in Ireland

2,456

compared to
2,295 in 2022

EDT Sessions
completed
in 2023

1,196,132

IBT certs
issued

6,163

Since the introduction of
EDT in 2011, ADIs have
delivered approximately

6.7 million

EDT sessions

Enforcement Team Host Danish Delegation

The Enforcement team recently hosted a delegation from Denmark. The purpose of the visit was to observe RSA officers in action at two roadside checkpoints and attend a workshop that focused on exchanging experience on compliance and enforcement matters.

The visit was funded by the European Labour Authority (ELA) and also involved colleagues from the Workplace Relations Commission, who are Ireland's labour inspectorate and the RSA's partner in enforcing the recently introduced regulations concerning the posting of drivers.

Other topics which were focused on during their visit both during the roadside checks and the workshop included technical roadside inspections and enforcement of cabotage (national haulage by out-of-state operators) rules.



Enforcement Team Host Polish Delegation

From 3-5 October, representatives from the Polish Transport Inspectorate were hosted by the Enforcement team in Bow Street on a study visit to Ireland which was sponsored by the ELA Staff Exchange Programme.

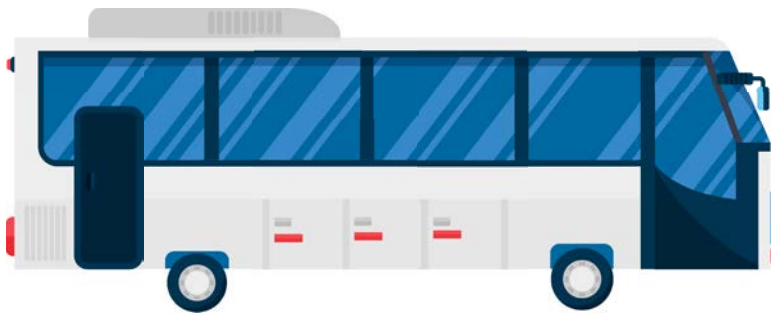
Led by their deputy chief inspector, Joanna Smolińska, the delegation spent three days with us exchanging experiences and knowledge on topics related to the enforcement of EU road transport rules.

On the first day, the RSA was also joined by a colleague from the Department of Transport for a presentation and exchange of experience on matters relating to transport operator licensing. Other topics discussed included the enforcement of recent changes to regulations introduced by Mobility Package 1 relating to driving and rest times, tachographs, cabotage and posting of drivers.

The visit was a huge success, the feedback received has been extremely positive and our Polish colleagues have extended an invitation to the RSA to make a return visit to Poland in 2024.



Areas of interest for this return visit are likely to be relevant to An Garda Síochána, TII, the Department of Transport and the RSA.



CPC training modules
completed in 2023

74,655

CPC cards issued

21,129

Driver Certificate of Professional Competence (CPC)

Driver CPC is a certificate of professional competence for professional bus and truck drivers. It sets and maintains high standards of safety and driving among drivers of trucks and buses.

We are responsible for overseeing the delivery of training for Driver CPC in Ireland.

Since the initial development of the Driver CPC training syllabus, the Driver Education section, with assistance from some external subject matter experts, has conducted regular reviews on the individual modules on an ongoing basis. In keeping with Action 183 of the Road Safety Strategy, a review including a survey was conducted in Quarter 4 of 2022, to establish if any topics in the syllabus would be suitable for blended and e-learning.

The survey was focused on getting feedback from professional bus and truck drivers, CPC trainers and all other stakeholders who are involved in the transport industry with regard to the current Driver CPC training syllabus. In addition, there is provision in the 2018 EU Directive for the recognition of some certified equivalent qualifications which may entitle the driver to an exemption for certain Driver CPC training modules. The RSA is considering what qualifications will be accepted.

CPC module 2, 'Minimising Risks and Managing Emergencies in the Transport Industry', was the first amended module to be completed since the survey took place. It was rolled out to all approved training providers just before Christmas 2023 and went live from January 2024. This updated module includes some new practical elements and the introduction of QR codes which ensures certain information can be regularly updated. This will also enhance the training experience for the driver during the training day. The review of CPC module 1, 'Control of the Vehicle and Eco Driving Techniques', commenced in quarter 1 2024.

Total

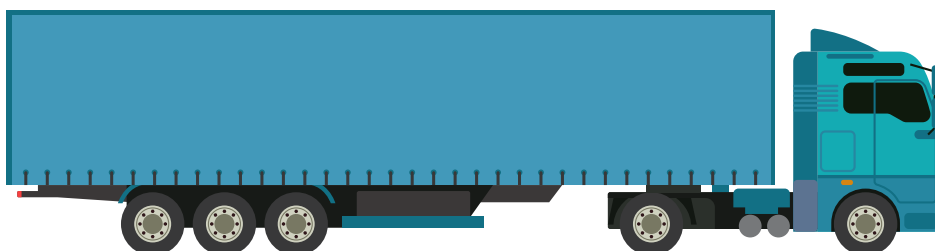
Training
centres

244

Total

Training
organisations

98



Driver Theory Test

The Driver Theory Test checks your knowledge of topics such as:

- Rules of the Road
- Risk perception
- Eco-driving
- Hazard awareness
- Safe driving behaviour

The test is computer-based and has been designed to be simple and intuitive to use.



Number of tests
scheduled

227,588



Number of
tests delivered

196,886



Number of
tests passed

135,956

Emergency Services Driving Standard

The Emergency Services Driving Standard is the driving standard for emergency services drivers. The Emergency Services Driving Standard aims to develop and sustain a spirit of cooperation, caution and courtesy in emergency service drivers. Emergency service drivers should aim to achieve an excellent standard of driving that acts as an example to other road users.



Total
certificates
issued

1,313

(driver, trainer,
assessor and
organisation)

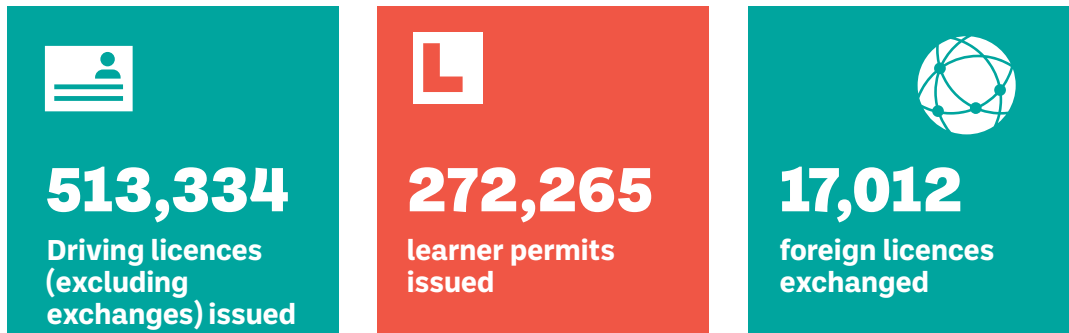
Total driver
certificates
issued

1,247

The Emergency Services Driving Standard initiative continues to develop and maintain this professional standard for the drivers of emergency services vehicles, using best practice at all times.

National Driver Licence Service (NDLS)

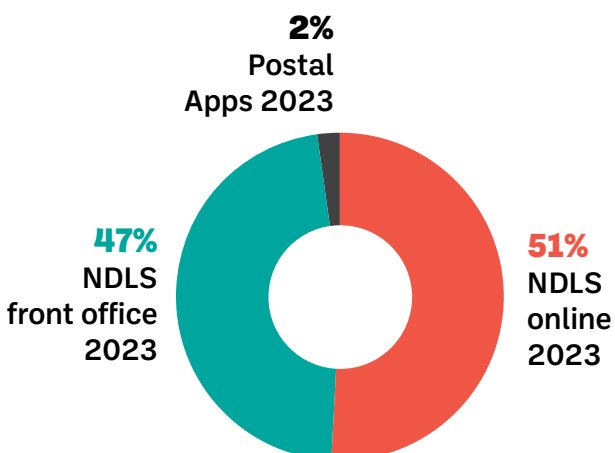
The RSA has responsibility for driver licensing, and the NDLS manages licence applications and renewals.



Driving licences and learner permits issued 2023

Type	Total
Renewal driving licence	362,609
Renewal learner permit	148,303
First-time learner permit	108,675
First-time driving licence (excluding exchanges)	101,399
Replacement driving licence	49,326
Foreign exchanges	17,012
Replacement learner permit	15,287
Total permits/licenses issued	802,611

Application Channels 2023



Top 5 Exchange Countries

	United Kingdom and Northern Ireland	21%
	South Africa	13%
	Poland	9%
	Romania	6%
	Australia	6%

Education

Nationwide Road Safety Education Service

As part of the RSA's commitment to bringing road safety to all communities, we deliver a nationwide Road Safety Education Service.



2,896

education programmes
delivered



70,704

participants

Team members visit locations and present effective programmes that tackle all elements of road safety including:

- walking
- cycling
- travel by public transport
- being a passenger
- urban and rural transport issues
- practising safe road behaviour



Check It Fits

The RSA Check It Fits service is a free child car seat checking service. It aims to reassure parents, grandparents and guardians that their children are travelling safely in their child car seat and that the seat itself is securely fitted in the car. The service is available nationwide.

6,039

child car seats
checked in 2023



3,759

visitors to the Check It
Fits service in 2023

136

Check It Fits
events in 2023



The Shuttle

The Road Safety Interactive Unit 'Shuttle' offers fully interactive road safety educational experiences using simulated virtual situations in our virtual reality pods.

Number of
visitors

49,289

Number of
events

134



StreetSmart

StreetSmart brings road safety to life in a fun way for young children. Using a pretend streetscape mat and props, children are invited to carry out everyday road safety tasks.



Number of
participants

10,043

Number of
schools visited

51



293,645

high vis materials distributed
(between online orders and campaigns)

Happy Trails for the RSA as Seatbelt Sheriff saddles up to deliver awards

The RSA announced the winners of its annual Seatbelt Sheriff Awards which celebrate the dedication and creative ideas of primary school children to keep themselves, their friends and their loved ones safe on our roads.

The Seatbelt Sheriff Awards in 2023 marked the first year that the Seatbelt Sheriff galloped off into the sunset to deliver the awards in person to the winning schools.

First class students from Scoil Naomh Muire Eas Géitine, Clounreask, Askeaton, Co. Limerick, were awarded first prize in the 'Seatbelt Sheriff' competition for their poster 'Keep your seatbelt clicked on tight or else you might get a big fright', while second class students from Borris National School, Borris, Co. Carlow, came out top in the 'Hi-Glo Silver' competition for their poster 'Be keen to be seen'.



In the 'Seatbelt Sheriff' competition, the runners up were:

- 'BUCKLE Up to it could Grave' – Clooney NS, Carrahan, Tulla, Co Clare
- 'Dédn Rud amháin Ceangail Chrois is beidh Slán!' – Scoil Aonghusa, Geata An Domhanigh, Drogheda, Co Louth
- 'Driving Fast Driving Slow Seatbelt fastened on the Go!' – Scoil Naomh Pádraig, Corracrin, Emyvale, Co Monaghan
- 'Buckle up on every trip' – St Annin's NS, Rosscahill, Co Galway

In the 'Hi-Glo Silver' competition, the runners up were:

- 'Hi Viz is for everyday not just Wednesday' – Clooney NS, Carrahan, Tulla, Co Clare
- 'Shine Bright Light up the Night' – Garranbane NS, Garranbane, Dungarvan, Co Waterford
- 'Make it Bright- Try your best' – Scoil Naomh Muire Eas Géitine, Clounreask, Askeaton, Co Limerick
- 'Even when the moon is bright be in sight day or night' – Scoil Mocheallóg, Kilmallock, Co Limerick

Overall Winner for SBS - Scoil Naomh Muire Eas Géitine:

'Keep your Seatbelt clicked on tight or else you might get a big fright!'

European Road Safety Charter (ERSC) Launch

The RSA is the national relay for the European Road Safety Charter (ERSC) in Ireland, a role that includes the promotion of the ERSC and increasing membership and commitments at national level. An Post won the E-Commerce award.

An Post, the Irish postal service, delivers to over 2 million addresses on a daily basis. To improve the safety of their drivers and other road users, they developed a safety guide for their light commercial vehicle fleet. It contains information and tips on road safety legislation, driver behaviour, adverse weather, and violence on the road. Their actions were successful: the number of road traffic collisions dropped by 60% in two years' time, and the number of injuries decreased from 42 to four. Speeding was reduced by 77%, and 1.5 million euros in fuel costs were avoided because of better fleet efficiencies.



Immediate Measures to Tackle Increased Road Fatalities

Due to the increase in road fatalities in 2023 the RSA increased its advertising presence to raise awareness of this and also of the dangers of dangerous driver behaviour such as driving under the influence of drink and drugs, speeding, not wearing a seatbelt and driving using a mobile phone.

We targeted young males who are driving at night both with messages and also across social media such as YouTube music, Spotify, Twitch, TikTok and Snapchat with increased activity in counties with an increase in roads fatalities this year.

The cycle safety social media campaign in association with professional cyclist Imogen Cotter and Škoda Ireland was also live across November. This campaign reminded drivers to watch their speed. We also went out with a slowdown message in December in support of An Garda Síochána's national Slow Down Day.



The RSA significantly upweighted its planned 'Crashed Lives' series in December with 'Ciaran', our anti drink driving campaign. We also ran one of our most impactful ever TV campaigns, 'Siobhan', highlighting how a single moment can change everything and making clear the challenging reality of living with a serious injury.

We also aired on radio the weekly road safety figures from December which raised awareness of the consequences of dangerous driver behaviour and was voiced by the RSA Chairperson, Liz O'Donnell.

Irish Road Safety Week

We hosted a number of events for Irish Road Safety Week which took place from Monday 2 October to Sunday 8 October, where we encouraged people to support Irish Road Safety Week and get involved with events in their local communities.

Just some of the events that took place were:

Monday, 2 October: Tyre Safety Day. The Irish Tyre Industry Association (ITIA) members around Ireland invited all motorists to call in for a free tyre pressure check and tread depth inspection during Irish Road Safety Week.

Wednesday, 4 October: The RSA held its annual conference. This conference looked at the theme of serious injuries and featured national and international speakers who shared best practices in addressing this issue.

Friday 6 October: National Child Safety Day. The RSA launched its Child Casualties report. National Child Safety Day also provided an opportunity for pre-schoolers to get involved in road safety. Pre-schools pre-ordered Beep Beep packs on the RSA website, and the RSA distributed these packs, with over 40,000 hi vis vests to pre-schools nationwide, in time for National Child Safety Day.



Road Safety Campaigns

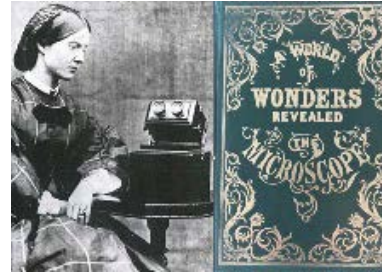
Case Study

Vision Zero

In September 2023, we launched the 'Who was Mary Ward? Vision Zero' campaign, which called on the public to work together so we see our last road death in Ireland. The RSA, alongside government partners participating in Vision Zero and road safety advocates, asked all road users for their support in achieving this vision by changing their own behaviour, to make Irish roads safer for all. The campaign reminds viewers that in 1869, the world's first road fatality was recorded, in Ireland.

During this campaign, we outline some of the measures that will be implemented by the partners of the Government Road Safety Strategy to help make the roads safer for everyone. It will be the improvements in technology, safer road engineering, increased and more targeted enforcement and changes in public attitudes and behaviour that will enable us as country to achieve Vision Zero.

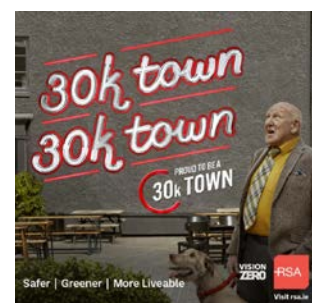
The campaign centres around the story of Mary Ward 1827–1869 who was the first person in the world to be killed in an automobile incident. Her life was tragically cut short when she fell under the wheels of the motor vehicle she was travelling in, at Birr, Co. Offaly, in 1869.



Mary Ward was the first recorded life lost as a result of a road traffic incident. The RSA is calling for public support in working towards a reality where we see our last life lost on Irish roads. They are appealing to all road users – drivers, passengers, cyclists, and pedestrians – to make one change to prevent further tragedy. As part of this, the RSA is encouraging people to have a conversation with friends, family members and colleagues about Vision Zero. The RSA calls on everyone to look at their own behaviour and to commit to making one positive change that would contribute to safer roads. A shared responsibility for road safety will save lives.

30K Town campaign

The 30K Town awareness campaign ran from December 1 to 31, 2023. The campaign promoted the positive benefits of traveling at 30 km/h in urban areas. Visually, we brought to life the narrative of safety and a better quality of life by depicting joyful scenes of a day in the life of various characters, young and old, living in a 30K town. The positive mood was further enhanced through our distinctive audio approach which saw our everyday heroes sing about how good it was living in a 30K town to the tune of 'Dirty Old Town'. The campaign was broadcast across TV, radio, VOD, social media, digital and out-of-home (OOH) advertising. The primary goal was to raise awareness of the 30 km/h speed limit among all adults but targeting families with young children. We wanted to make people feel proud of driving safely at 30 km/h and help them to define themselves as good and safe drivers when complying with the speed limit. The campaign successfully reached 82% of the target audience on social media, with all other media channels also surpassing performance targets. This extensive reach effectively conveyed the importance of reduced speed in towns, contributing to safer and more pleasant urban environments.



Case Study



Cycle Safety Campaign



In May 2023, we launched our new cycle safety campaign with professional cyclist Imogen Cotter, initially developed in partnership with Škoda Ireland. While training in January 2022, Imogen was hit by an oncoming vehicle that was attempting to overtake a cyclist on the other side of the road. She suffered serious injuries resulting in five surgeries and hundreds of hours of physio. Since the incident, Imogen has documented her road to recovery and is now assisting to remind drivers of the need to slow down and allow enough space when overtaking cyclists.

The campaign was developed following research published by the RSA that showed a worrying increase in people being injured while cycling. It found that between 2016 and 2021, there were 1,435 serious injuries recorded of people cycling. Nine per cent of people seriously injured while cycling were hit-and-run incidents, and for each cycling fatality, there were 25 serious injuries. The campaign ran across social media in May and November. Tracking research showed that the campaign performed strongly, with 93% saying they understand the consequence of not giving enough space.

June Bank Holiday Campaign

The June Bank Holiday campaign appealed to motorists to 'Pass Wide and Slow' when meeting vulnerable road users, including horse riders.

The RSA and An Garda Síochána teamed up with Horse Sport Ireland (HSI) and Horse Racing Ireland (HRI) to produce a series of videos to inform motorists how to share the roads safely with horse riders.

Road users were urged to be cautious and to 'pass wide and slow' when encountering horse riders, as well as other vulnerable road users. Road users were asked to watch and share the new series of videos to familiarise themselves with best practice when they encounter horses on the road.



A survey of over 1,700 horse riders found that cars and jeeps have been involved in the highest percentage of reported incidents with horses on the roads. The remaining share of reported incidents were equally divided among those who cycle, vans, lorries and agricultural machinery.

October Bank Holiday Launch

Minister Jack Chambers, the RSA and An Garda Síochána urged road users to pay particular attention to pedestrians at the launch of the October Bank Holiday Weekend appeal as new analysis of road traffic collision data showed a steep rise in pedestrian fatalities over the past two years.

The analysis from the RSA showed that there were 43 pedestrians killed on Irish roads in 2022. Analysis* of the figures for 2023 as of October indicated that pedestrian fatality figures for 2023 were estimated to be their highest in 15 years.



The analysis also shows that the winter months are particularly dangerous for pedestrians.

Christmas Road Safety Appeal and Launch of New 30 km/h speed limit campaign

The RSA, An Garda Síochána, and the Department of Transport and the Department of Justice together urged road users to act responsibly and safely when using the roads throughout the Christmas and New Year period. The call was made at the launch of the new road safety campaign which took place at the National Rehabilitation Hospital (NRH), highlighting the benefits of 30 km/h speed limits in urban areas.

As the festive period approached, the RSA, An Garda Síochána and the Department of Transport called on people to refrain from driving while under the



influence of alcohol and illegal drugs, and they also targeted other road traffic offences such as mobile phone use, speeding and non-wearing of seatbelts.

Safe and Healthy Modes of Travel



Cycle Safety Training

Cycle Right is the national standard for cycle training. It is managed by Cycling Ireland. The Cycle Right programme, significantly supported by the RSA, saw almost 34,000 participants take part in 2023, across mainstream primary schools, special schools and 'cycling with disability' groups.



763

primary school
pupils took part in
Cycle Right



34,000

participants in Cycle
Right Programmes
in 2023



Safe Work-Related Road Use



Driving for Work website

The **Driving for Work website** is a collaboration between the RSA, the the Health and Safety Authority and An Garda Síochána. It is an online resource for employers to help them develop and implement driving for work policies in their workplace.

A **Driving for Work webinar** took place on Wednesday, 22 November 2023. There were 603 views of the webinar. Participants heard from two case studies: Wexford Bus and Matthews Coach Hire Ltd.



- Number of unique page views over the period is **26,075**
- **79%** of page views for home page
- **10%** of page views for employer resources page
- **4%** of page views for seminars
- **1,619** file downloads
- **5.47** sessions per user
- Majority of users from Dublin

Drivers' Hours Enforcement

Drivers checked at roadside inspections

3,655



Premises inspections

233



Drivers' records checked at premises

3,394



Roadside compliance rate

67%



Prosecutions

Roadside prosecutions started

312



Premises prosecutions started

114





Our Operational Excellence

Corporate Plan

Our corporate plan has five key themes, and our ambition for each one supports the Government Road Safety Strategy.



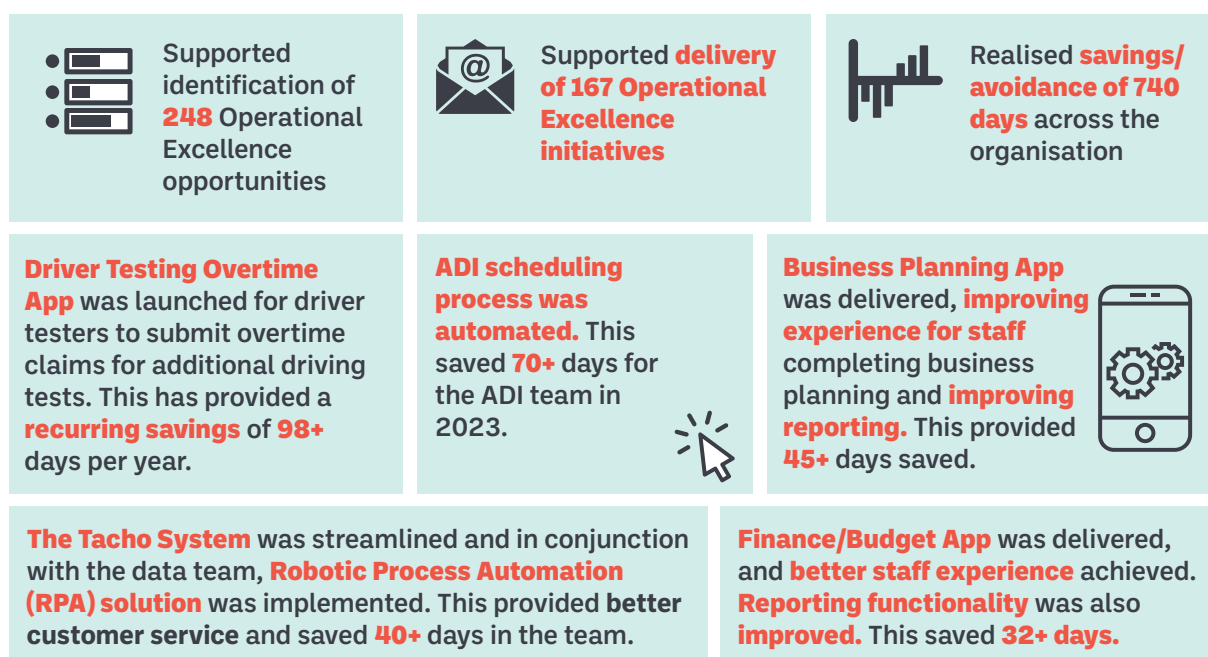
Operational Excellence Programme

The year 2023 was a very busy one for the Operational Excellence (OpEx) Programme. In fact, it was the best performing year since the programme was launched in 2017.

The OpEx team supported staff to identify tasks that were manual and laborious and provided recommendations on digital and automated solutions to optimise processes, which in turn had a positive effect on staff and customers.

In 2023, OpEx was continuously being embedded across the organisation by successfully delivering sessions such as the Lean Lego Serious Play where 25+ staff were upskilled on the Lean methodology in an engaging and fun environment. These new skills aim to free up time and resources to ultimately offer better services to our customers. The OpEx team also worked collaboratively with the Department of Public Expenditure and facilitated and delivered a live webinar to other public-service organisations during Transformation Week. This showcased how the RSA OpEx team has transformed into a driver of innovation and creative problem solving for the RSA.

Operational Excellence Performance



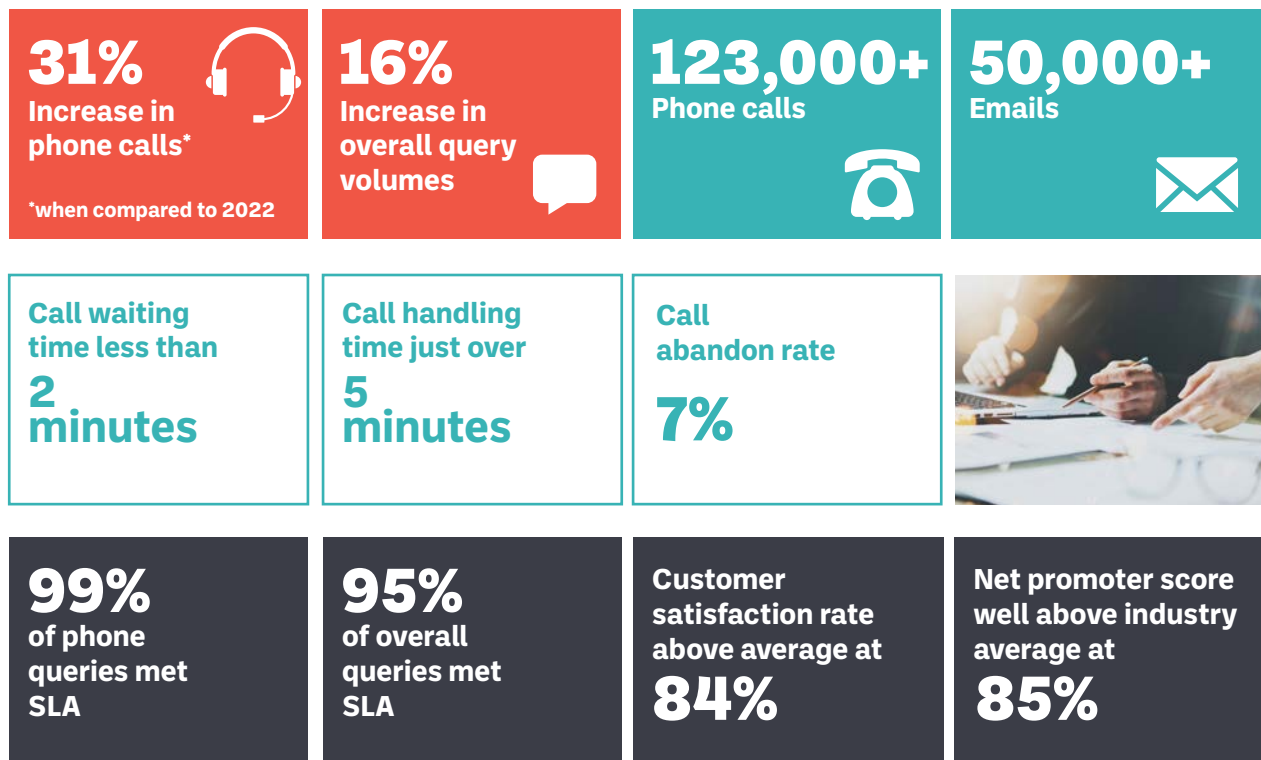
Customer Care Centre

Throughout 2023, the RSA Customer Care Centre (CCC) continued to support customers by providing access to high quality, timely and responsive query management services, in line with Corporate Plan and Customer Charter commitments.

Over 173,000 queries were received by the RSA, made up of over 123,000 calls and over 50,000 customer emails. When compared to 2022, these volumes represented a 31% increase in phone calls and a 16% increase in queries for the organisation. Increases in queries were primarily driven by additional demand for driver testing services (28% increase in 2022 and a further 14% increase in 2023), leading to extended wait-times for a driving test. This in turn increased query volumes to the CCC seeking test dates.

Queries in relation to the Certificate of Professional Competence renewal cycle for buses also contributed to the higher volumes.

Despite the huge increases in volumes, customer service metrics were maintained throughout 2023, building on a reputation for responsive and dynamic customer service. A **customer satisfaction rate of 84%** and a **net promoter score of 85%**, were achieved in 2023, both metrics being above the industry standard. In addition, the CCC worked collaboratively with all business areas to identify improvement opportunities across our services, to enable greater levels of customer self-service and ultimately to reduce query volumes.



With first-hand knowledge of the issues and pain points facing customers, the CCC also played a critical role in supporting project delivery and ensuring a 'customer first' approach to future service design. Potential solutions and suggestions for improvements were offered by the CCC, resulting in many enhancements being made that brought change and value to customers. Most notably, enhancements were identified and implemented on our online customer portal for accessing driving test services, which have made the customer journey on the portal more streamlined, especially with login and registration.

The project delivered regular improvements during 2023, which resulted in a better overall customer experience, and this collaborative approach will be continued throughout 2024.

Visit RSA.ie

Visit RSA.ie



Our Policy Progress

Led by Research and Evidence

VISION
ZERO

Road Safety Strategy: Policy Updates

Action 6

A national speed limit review was completed and published in 2023 as part of Action 6. This in-depth report features a series of recommendations, including proposals to reduce speed limits. An implementation group has since been established to further progress these recommendations and reduce speeds on Irish roads.

Action 23

The Action 23 Working Group continued to meet and discuss the latest developments in relation to alcohol ignition interlocks during 2023. Professor Desmond O'Neill and Dr Margaret Ryan were appointed to complete the report of the working group, including a series of recommendations. As part of this work, they consulted with the working group members and a number of key Irish stakeholders in the field. The report was finalised in early 2024.

Actions 105 and 110

A qualitative study to understand urban speeding (completed under Action 105) was commenced in 2023. Dr Siobhán Corrigan and her team from Trinity College Dublin conducted online and in-person focus groups across Ireland as part of this research.

A second qualitative study to understand driver mobile phone use (completed under Action 110) also commenced in 2023. Dr Kiran Sarma and his team from University of Galway conducted online focus groups with young drivers and a series of interviews with international experts in the field.

Topline findings from both projects were presented during the 2024 annual review meeting in Dublin. Recommendations from both projects will be used to inform evidence-based road safety policy and practice.



Report on vehicle speed and pedestrian fatality risk

Dr Kiran Sarma and Mia Doolan (University of Galway) completed a literature review for the RSA on the relationship between vehicle speed and pedestrian fatality risk in 2023. The results of this study provided the RSA with updated statistics to reference in communications and education materials.

Annual International Conference

The RSA's Annual International Conference was held on 4 October 2023 in Dublin. Two hundred and fifteen people attended in person, and 94 joined remotely. Attendees included national and international road safety experts, key stakeholders and members of the Irish media.

The theme of the event was 'Serious Injuries' and featured three sessions. The first session included presentations on:

- 'Reducing serious injuries in the EU' – Jenny Carson, ETSC
- 'Using hospital data to understand serious injuries on Irish roads' – Dr Stefania Castello, RSA
- 'Reporting of serious road traffic injuries in Finland' – Dr Noora Airaksinen, Finnish Transport Infrastructure Agency

The second session included presentations on:

- 'Optimising care for patients with major trauma' – Professor Conor Deasy, Cork University Hospital
- 'Vision Zero – what is it about?' – Kenneth Svensson, Swedish Transport Administration
- 'Swedish police in the traffic environment' – Ursula Edström, Swedish Police Authority

Imogen Cotter and Méabh White also addressed the conference attendees, telling their inspiring stories of surviving serious road traffic collisions.

The third session was a panel discussion on 'What we can learn from e-scooters – where hospital data and research meets real world safety outcomes'. This was facilitated by Sarah Lynch, policy advisor for the EU Commission, and featured four national and international road safety expert panellists.

2023 Research Publications

Some of the key research publications from 2023 in relation to the collision data included:

- Child Casualties Report 2014–2022
- Cyclist Spotlight Report: Fatalities and Serious Injuries 2018–2022
- Pedestrian Spotlight Report: Fatalities and Serious Injuries 2018–2022
- Five-year Trend Analysis of Fatalities and Serious Injuries 2018–2022
- Preliminary Analysis of Road Traffic Fatalities 1 January–26 July 2023
- Provisional Review of Fatalities 1 January to 31 December 2023

A report on coronial data analyses ‘Contributory Factors and Driver Fatalities: Examining Key Dangerous Behaviours’ was also published in 2023.

The 2023 observational study and report on free speed has been published, as was a report on ‘Cyclist Risk Exposure in the Dublin Metropolitan Area’ as part of Action 175.

Child Casualties Report 2014 - 2022

The Child Casualties Report showed that approximately two in three child casualties from 2014 to 2022 were either a pedestrian or a cyclist. It analysed data from the RSA collision database and was based on collision records transferred from An Garda Síochána to the RSA. The report was published as part of Irish Road Safety Week 2023.

The report showed that between 2014 and 2022 there were 56 fatalities aged 0–15 years and 852 seriously injured road users, representing 4% of total fatalities and 8% of total serious injuries. Of those 908 killed or seriously injured children, half (51%) were pedestrians, almost three in ten (28%) were passengers, and almost a fifth (18%) were cyclists.

The study also found that:

- Two in three (67%) child casualties were injured on urban roads with a speed limit of 60 km/h or less.
- Dublin and Cork experienced the highest numbers of child casualties.
- Each year since 2014, at least three in five children killed or seriously injured were vulnerable road users. In 2022, three in four child casualties were vulnerable road users.

Cyclist Spotlight Report: Fatalities and Serious Injuries 2018–2022

Between 2018 and 2022, 41 cyclists were fatally injured and 1,327 cyclists were seriously injured on Irish roads, according to the Cyclist Spotlight Report, published in October.

It also found that an average of eight cyclists were killed and 265 cyclists seriously injured each year during this five-year period.

The report was prepared using data from the Irish Road Traffic Collision Database, which is based on collision records transferred from An Garda Síochána to the RSA.

Men accounted for 90% of fatalities while cyclists aged between 56 and 65 accounted for 29% of deaths. Overall, cyclists represented 6% of road fatalities and 19% of serious injuries during this time period, and for every cyclist fatality there were approximately 32 seriously injured.

Preliminary Analysis of Road Traffic Fatalities

Data made available from a Preliminary Analysis of Road Traffic Fatalities by the RSA (as of 26 July 2023) highlighted a number of worrying trends, including:

Twenty-three young people aged 16–25 had lost their lives.

Almost the same number of 16–25-year-olds were killed (23) in the first half of 2023 as in same period in 2021 and 2022 combined (26).

Almost half (49%) of all deaths on the roads occurred at night-time (8 p.m.–8 a.m.), when the roads are at their quietest.

Three counties (Galway, 11; Mayo, 10; and Cork, 9) accounted for almost one-third of all fatalities.

Following its publication, the RSA intensified public education and awareness campaigns that target the main contributory factors for deaths and serious injuries. This included increased targeting of younger males and upweighting regional advertising and education efforts to increase the impact in Cork, Galway and Mayo.



Our Partnerships and Collaborations

Our Partnerships

The RSA works across government, harnessing alignment with other key policies (e.g., climate action) to maximise beneficial outcomes for road safety. Our approach encompasses greater partnership with communities and organisations, both in the public and private sector.

By adopting a transformational approach to road safety policy, practice and governance, and by innovating in our approach to partnership working across our key stakeholders and communities, we are uniquely placed to achieve the critical reductions in deaths and serious injuries required by 2030 and to progress towards our ultimate Vision Zero goal by 2050.

An Garda Síochána and Medical Bureau of Road Safety (MBRS)

The RSA is recognised as the leading voice for road safety in Ireland and as a leading voice internationally. An Garda Síochána and the Medical Bureau of Road Safety (MBRS) are key partners who work with the RSA driving positive change in the attitudes and behaviours of all road users. Throughout the year, the RSA, An Garda Síochána and the MBRS worked tirelessly to help prevent collisions on our roads with such campaigns as Slow Down Day and road safety appeals on bank holidays.



**Friday 29 March and
Monday 1 April
between 2pm and 8pm**

Drivers can avail of a free coffee.
Simply say 'RSA' to the till operator.



#stopsipsleep



STOP. SIP. SLEEP.



Applegreen

The RSA continues to partner with forecourt retailer Applegreen to provide motorists with a free cup of coffee every bank holiday weekend to help fight fatigue behind the wheel. Fatigue is the physical and mental impairment brought on by the lack of sleep. You risk nodding off while driving and therefore increase your risk of being involved in a crash. All drivers had to do was say 'RSA' or 'driver reviver' at the checkout between 2 p.m. and 8 p.m. on the Friday and Monday of a bank holiday weekend to claim their free coffee.

Coca-Cola

In 2023, we worked with Coca-Cola HBC Ireland and Northern Ireland to announce the return of its Designated Driver Campaign for the 19th year. Coca-Cola's Designated Driver Campaign rewards those drivers who play their part in getting their friends and family home safely this Christmas! With a 33% increase in deaths on our roads up to December 2023, planning your route home and potentially being the designated driver has never been more important. To reward those unsung heroes of Christmas who gift their friends a lift, the Coca-Cola Designated Driver Campaign was back in over 350 participating venues across Ireland and Northern Ireland.



County and City Management Association

The RSA and the County and City Management Association (CCMA) partnered to call on landowners to cut their hedgerows before the 1 March deadline, to avoid causing a potentially serious road safety hazard. Overgrown hedgerows and roadside verges can result in road fatalities and serious injury collisions. Properly maintained hedges protect vulnerable road users who are not forced onto the road by overgrown hedges. They also afford motorists a clear view of what is in front of them or around the bend, especially on local rural roads in the case of sightlines at junctions or obstructions to road signs.

Irish Tyre Industry Association (ITIA)

The ITIA and the RSA have a long-standing and very successful partnership. In 2023, the RSA together with An Garda Síochána and the ITIA, used the launch of Tyre Safety Day to remind new drivers to check their tyres when purchasing their first car.

Tyres are often the last feature people consider when purchasing their first car, but they are one of the most important checks to make as they maintain a driver's grip on the road.



A recent survey by Continental Tyres for Tyre Safety Day showed that 71% of car owners are not checking their tyres regularly.

Rose of Tralee International Festival

The year 2023 was the second year of the RSA's sponsorship of the Rose of Tralee International Festival. The festival coincided with the launch of a Vision Zero awareness campaign. In August, the 2023 Rose Tour, featuring 32 Roses, visited key destinations nationwide including in counties Wexford, Longford, Offaly, Meath and Limerick. The tour concluded in Tralee on 18 August for the festival.



In December, the RSA and the Rose of Tralee created some videos about road safety over the Christmas period.



Škoda and Imogen Cotter

Professional cyclist, Imogen Cotter, who was seriously injured in a head-on collision in January 2022, called on motorists to slow down and share the roads safely with people cycling as part of a new safety campaign being initially led by Škoda Ireland and the RSA in partnership together.

While training in January 2022, Imogen was hit by an oncoming vehicle that was attempting to overtake another person cycling on the other side of the road. She suffered serious injuries resulting in five surgeries and hundreds of hours of physiotherapy. Since the collision, Imogen has documented her road to recovery and is now working on a safety appeal campaign reminding motorists to share the roads safely with those who cycle.

Urban Media SAY IT Campaign

In December 2023, we partnered with Urban Media radio stations on a radio and digital campaign called SAY IT, targeting young males on road killer behaviours. The campaign called for people to speak up if there was a dangerous driving behaviour that their loved one was doing, such as not wearing a seatbelt, thinking of drink driving, speeding or not placing children in a car seat.



Electric Picnic

Festival-goers were urged to act responsibly on the roads and ensure a safe journey to and from Electric Picnic 2023. The RSA reminded festival-goers of the dangers of the morning after: 11% of fatal collisions in which a driver had consumed alcohol occurred between the hours of 7 a.m. and 11 a.m.

The RSA and An Garda Síochána joined forces to urge Electric Picnic attendees to stay safe on the roads. The festival once again saw over 70,000 people travelling to and from Stradbally, Co. Laois. The RSA and An Garda Síochána reminded festival-goers of the risks associated with operating a vehicle while under the influence of alcohol or drugs. They urged road users to be especially cautious on their journey home following a weekend of socialising at the festival. If driving the morning after, motorists are urged not to get behind the wheel until they are in a safe condition to do so.



Horse Sport Ireland (HSI) and Horse Racing Ireland (HRI)

The RSA continues to partner with HSI and HRI to inform motorists how to share the roads safely with horse riders. There is a shared responsibility for road safety from all road users. The horse-industry representative organisations, together with the RSA and An Garda Síochána appealed to drivers to slow down and pass wide when they encountered horse riders and their horses on the road.

As mentioned under June Bank Road users were asked to watch and share the new series of videos to familiarise themselves with best practice when they encounter horses on the road.

Irish Kidney Association

In May, we partnered with the Irish Kidney Association around Organ Donor Awareness Week 2023 (20–27 May). Ireland has made huge strides in organ donation and transplantation since it began here 60 years ago when the first kidney transplant was performed. Organ donation is a gift of a second chance of life. Raising awareness about the importance of organ donation is a critical part of the great effort we must make so that more people get this second chance.



The year 2023 marked the 10th anniversary of the introduction of Code 115 on drivers licences, that without any promotional activity, more than 1.45 million drivers, almost half of all licence holders, have indicated their willingness to be organ donors.

BikeSafe

In March 2023, An Garda Síochána launched BikeSafe, an initiative co-funded by the RSA, which benefits participating riders from seasoned to those getting back after a break as well as those who recently passed their test.

Advanced Garda Motorcyclists are among the safest riders on the road, and through the BikeSafe

workshops, participants received an introduction to hazard awareness and tips for making riding safer as well as an on-road assessment ride where feedback on the riders strengths and potential improvement areas was provided. The workshop assists in identifying and avoiding some of the most common causes of collisions by using data from recent years as well as Motorcycle Road craft sessions, with a focus on placement, cornering and overtaking.

Liz O'Donnell, RSA Chair, said at the launch:

“We all know that motorcyclists are very vulnerable road users. They only comprise 2% of the number of vehicles on the road but comprise 12% of the fatalities. So you can see there’s a disproportionate casualty rate among motorcyclists. The Road Safety Authority supports this initiative. Any motorcyclist who has been biking for a while and has bad habits, it would be a good idea to go to your local advance driving instructor and to get some training there but also people can apply to join these workshops.”



Press Alert

Mark Hilliard,
Irish Times, 6 June 2023

Seven years after crash, trauma has had by far the biggest effect on mother and her children

The RSA works across government, harnessing alignment with other key policies (e.g., climate action) to maximise beneficial outcomes for road safety. Our approach encompasses greater partnership with communities and organisations, both in the public and private sector.

‘We were just a family who left our house one day to go to a birthday party’.

The paramedics were at the scene working on them through broken glass. Clodagh White was on oxygen in the driver’s seat. Angle grinders cut through the doors and her daughter Méabh was airlifted to hospital. Her mother watched her go, not knowing if she would see her again. She fought the urge to pass out.

Moments earlier on a summer’s day in rural Roscommon, Clodagh and two of her children got into their seven-seater car to bring her eldest daughter to a birthday party.

At a junction half a kilometre down the road they were involved in a crash.

‘I could see the Land Rover badge coming through the passenger window,’ recalls Clodagh, who watched the hunk of metal slam into her 12-year-old daughter in the seat beside her.

Their car was hurled across the road and through a wall, coming to a stop in a farmyard. Her two-year-old son Rían was screaming.

‘[But] there was a child to my left completely unresponsive,’ Clodagh explains. ‘She was grey in pallor, there was blood coming from her orifices, mouth, ears, nose. Visually she looked like she was dead.’



All three were taken to hospital. Méabh was critical and transferred to Temple Street in Dublin. The doctors who examined Rían ‘could not comprehend’ he had been in the same accident. His rear-facing child seat, inspected and adjusted by the Check It Fits service just days beforehand, saved his life. It stayed intact, encased in a mangled car shell.

Méabh survived, incredibly defying a bleak prognosis arrived at due to the extent of her injuries — cracked skull, brain bleeds, broken neck vertebrae and pelvis. She will sit her Leaving Certificate this year.

Rían, now nine, suffered a concussion but no other physical injuries. Yet he has been dealing with ‘massive’ psychological trauma since. He cannot be left alone in a car.

Seven years after the crash, Clodagh says the trauma has had by far the biggest effect on all three. A teacher by profession, she had to give up work. Her pelvis was smashed and rebuilt. She endures chronic pain.

‘People look at me and they think I’m fine and that’s grand ... but how I feel is a very different reality,’ she says. ‘I’ve had extensive counselling. The PTSD [post-traumatic stress disorder] is acute.’ Even now, at night-time, she checks her children are breathing.

THE IRISH TIMES



Clodagh White and her daughter Méabh have made an outstanding contribution to championing road safety in 2023. In addition to their awareness efforts, they have been advocates of child car seat safety, highlighting the importance of ensuring they are fitted correctly and checked regularly. They also made a promotional video which promotes the safety benefits of the use of rear facing car seats for longer, as well as the dangers that can happen every day on Irish roads.

Our Partners



Rialtas na hÉireann
Government of Ireland



An Roinn Iompair
Department of Transport



An Roinn Sláinte
Department of Health



An Roinn Oideachais
agus Scileanna
Department of
Education and Skills



NOCA National Office of
Clinical Audit



Macra na Feirme



VISION
ZERO



Our Climate Change and Sustainability Progress

Our Climate Change and Sustainability Progress

The RSA places significant importance on its role in climate change and sustainability. These topics have been identified as key issues throughout all facets of the RSA's Corporate Plan 2022–2025. As an organisation that is taking the lead on road safety in Ireland, the RSA will also play a lead role in reducing its emissions in line with government targets and reporting progress both to relevant organisations and our annual report. The RSA is committed to good governance and ethical practice, and, as part of this, it recognises the importance of sustainability as a corporate responsibility.

In late 2022, the Government introduced the Public Sector Climate Action Mandate. The goals of this mandate are to have public bodies show leadership in the reduction of their own emission levels and to encourage the public to follow suit. This involved government bodies reviewing their operations and making the necessary changes to reduce their emissions.

The three main goals of this mandate are as follows:

- 1.** Reduce greenhouse gas emissions by 51% by 2030.
- 2.** Increase the improvement in energy efficiency in the public sector from a 33% target in 2020 to 50% by 2030.
- 3.** Put in place a Climate Action Roadmap by the end of 2022.

This mandate applies to all government agencies, large and small, with a focus on buildings and fleet. There is also a focus on the importance of staff participation in this whole process with staff training in sustainability and the creation of an Energy team taking centre stage. The RSA has been assisted in the preparation of its Climate Action Plan by the Sustainable Energy Authority of Ireland (SEAI).

The key areas of the RSA's roadmap are as follows:

- **Our People:** Establish an Energy team and incorporate climate change and sustainability at a high level in the organisation.
- **Our way of working:** Review work processes to introduce more efficient ways of working.
- **Our buildings and vehicles:** Review buildings in relation to energy efficiency and carry out alterations where required. Phase out fossil fuel vehicles and replace with hybrids, plug-in hybrids or electric vehicles.



There is increased focus on sustainability at project and operational level within the organisation to incorporate sustainability objectives. In 2023, the RSA has implemented a number of its planned climate actions including:

Action	Steps Delivered in 2023
RSA Climate Action Plan	■ As required under the Government's Climate Action Mandate, the RSA prepared its Climate Action Plan in 2023. The plan was drawn up by Facilities, signed off by the RSA board and submitted in April 2023. ■ The RSA's actions contain numerous commitments to ensure all sustainability goals are reached by 2023.
Corporate Social Responsibility in the Area of Fleet Management	■ New full electric vehicle joined the RSA fleet in 2023. ■ Orders were placed for new hybrid vehicles to replace the existing RSA diesel vehicles, and these were delivered in Q1 2024. ■ Further reviews will take place of the possibility of introducing hybrid or EV enforcement vehicles where operationally possible in 2024. ■ The RSA introduced a new telematics technology on its fleet vehicles. This system provides a wide number of environmental reports and the data from RSA fleet vehicles. Data from this system will inform future transitions to full EVs.
Energy Feasibility Study	■ As part of the RSA's Climate Action Plan, an energy feasibility study of the RSA facilities and fleet was undertaken. This extensive review produced the following recommendations: - Transition all fossil fuel usage to electrical technology. - For all electric heated buildings (storage heating), move to heat pump technology. - Identify largest energy users and review the use of these buildings into the future. - More use of LED lighting throughout the estate. - Transition from diesel to hybrid and EV technology.
Reduce Your Use Campaign	■ The RSA continued the good work of the Reduce Your Use campaign into 2023. This campaign is supported by the SEAI and provides sustainability information and education programmes for staff. During 2023, regular updates were given to staff encouraging them to reduce energy use within the RSA buildings. There were also poster campaigns both in our buildings and on the RSA's staff webpage.
SEAI	■ The RSA played an active role submitting various reports in 2023 to assist with environmental reviews including a detailed building stock return capturing vital data on buildings within the RSA estate. ■ The RSA continues to cooperate with the SEAI in relation to assisting with campaigns, training programmes for the RSA energy officer etc.
Green Team	■ The RSA Green team was formed in 2022 as part of the RSA's Climate Action Plan and continued its work in 2023. ■ The group meets on a quarterly basis to discuss ideas and proposals in relation to energy efficiency.
Review of RSA Future Building Requirements	■ A review of the future of the RSA's larger facilities commenced in light of the lower office attendance due to blended working. ■ Both the SEAI and the feasibility report referenced above advised that the largest energy using buildings in the RSA estate should be reviewed to identify where major energy savings could be achieved.



Our People

Our People

The RSA is an equal opportunities employer, and we continue to promote diversity and inclusivity in our policies, procedures and practices. As of 31 December 2023, RSA had 457 full-time equivalent staff employed across all of our services with approximately 60% of staff working on a blended/hybrid basis.

In 2023, a survey of those staff who are availing of blended/hybrid working was undertaken to inform our policy. With a response rate of 87%, it was clear that there was a very high level of satisfaction with blended working and the new ways of working, with 80% of respondents feeling empowered and trusted to do their jobs.

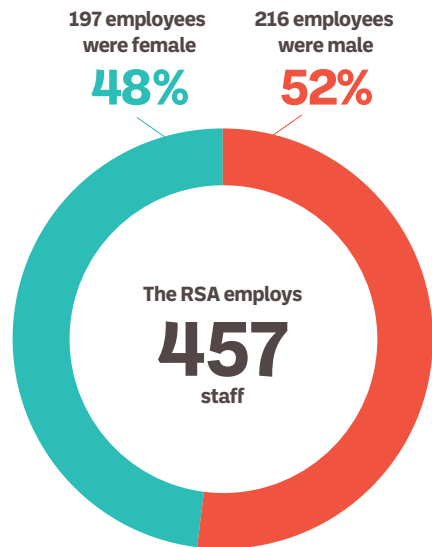
Culture Assessment

RSA undertook its first culture assessment in late 2023 to assess our organisational wellbeing and provide RSA with a roadmap that would ensure the RSA improved all staff's experiences of being an RSA employee. Sixty per cent of staff completed the survey, which was further complemented by four focus groupings across all staff teams. Forty-two actions across eight themes are being recommended for action commencing in 2024.

Gender Pay Gap Reporting

The Gender Pay Gap Information Act 2021 (and related regulations) set out the statutory basis for Gender Pay Gap reporting in Ireland. The purpose of the legislation is to understand gender representation in the workplace. Across the RSA, the mean gender gap for all employees in 2023 was 8.41%. The gender pay gap in the EU stands at 13%, which means that females earn on average 13% less than males, with the Irish figure for gender pay gap being at 11.3%.

Gender balance



RSA Overall Gender Pay Gap

8.41%
MEAN

5.94%
MEDIAN



Protected Disclosures

The **Protected Disclosure Act 2014**, as amended by the **Protected Disclosures (Amendment) Act 2022**, protects workers in the public, private and not-for-profit sectors from retaliation if they speak up about wrongdoing in the workplace. Workers can report wrongdoing internally to their employer or externally to a third party, such as a **prescribed person**. People who make protected disclosures (sometimes referred to as ‘whistle-blowers’) are protected by law, meaning they should not be treated unfairly or lose their job because they have made a protected disclosure.

Any RSA employee seeking to make a protected disclosure should refer to the internal Protected Disclosures Policy where the steps for reporting are set out or email protecteddisclosure@rsa.ie

The RSA are members of Transparency International Ireland and Speak Up Helpline (The Whistleblowers) Helpline.

In 2023, RSA received one protected disclosure which was assessed and subsequently managed through internal procedures in the reporting period up to 31 December 2023.



Minister Jack Chambers visited the Ballina HQ Offices on Friday 17 February, along with Dara Calleary, Minister of State at the Department of Enterprise, Trade and Employment and Senator Lisa Chambers.

Equality Diversity and Inclusion

Over the course of 2023, a number of initiatives were delivered upon:

- Disability awareness training
- Continuous review of recruitment practices
- Undertaking the culture assessment
- Reporting on the Gender Pay Gap
- Reporting on Disability Awareness. The RSA reported in 2023 to the National Disability Authority (NDA) a figure of 6.1% of our staff reporting a disability, which is 3.1% above the minimum requirement required under legislation. This minimum requirement figure is due to increase in 2024 to 6%.

Official Languages Act 2003

The RSA is committed to fostering an environment that supports the use of the Irish language by our community and all road users. We adhere to the Official Languages Act 2003, as amended by the 2021 Act, ensuring that all necessary publications and communications are accessible in both Irish and English. Our advertising efforts were coordinated to ensure ongoing progress in compliance with the 20% annual target, taking into account the availability of Irish-language media placement inventory throughout 2023's campaigns.

Employee Wellbeing

Supporting the wellbeing of all our employees is of significant importance to the RSA. We host monthly health and wellbeing seminars and provide staff with resources and links to help look after their mental health and wellbeing and that of their families. The RSA continues to focus on its people's development through active learning and personal development. Provision of these webinars and lunch and learn sessions has been received positively, with over 24 webinars held and over 250 attendees in 2023.



Our employee assistance programme is available 24/7, 365 days a year covering numerous topics such as counselling, infertility and pregnancy loss, elder care support, parent coaching, legal and financial information and more.



Our regular wellbeing programme of events includes the National Workplace Wellbeing Day and regular information webinars including menopause support, gut health and financial wellbeing.

Learning and Development

The RSA continued its extensive development and learning opportunities over the course of 2023, delivering numerous courses including Dignity at Work, general data protection regulation, protected disclosures, Lean Six Sigma Green Belt, IT training, change management and presentation skills to over 400 staff.

Further development of our e-learning offering ensured that over 30 courses were added to this platform in 2023 in areas such as personal development, management, communication skills and much more.

→ **Project Management and Lean**

→ **Personal Development**

→ **Management and Leadership**

→ **Communication and Presentations**

→ **Scrum and Agile Project Management**

The NDA produced an online training module for public sector staff in Ireland. The module introduces staff to disability equality awareness, and the RSA was delighted to roll this out as an e-learning offering to all staff. The NDA is currently revising the e-learning module to reflect current legislation and practice and to make the module compatible with all browsers and devices, and the RSA is looking forward to rolling out this updated training.

We are dedicated to ensuring the professional development of our staff, and we offer meaningful and relevant online and classroom-based training to all staff.

Our Board



Liz O'Donnell
Chairperson



Kevin Goulding
Retired 14 August 2023



Donna Price



Gillian Treacy



Sarah Johnson



Ashling Cunningham



John Cronin



Derek Cawley



Dónall Curtain
Started 16 November 2023



Dave Montgomery
Started 16 November 2023

Visit [RSA.ie](https://rsa.ie) to view a profile of each board member.

Our CEO and Directors



Sam Waide
Chief Executive Officer



Brendan Walsh
Chief Operations Officer



Michael Rowland
Director of Research,
Standards and Assurance



Sarah O'Connor
Director of Partnerships
and External Affairs



Nessa Kelly
Director of Strategy,
Performance and
Transformation



Kim Colhoun
Director of Finance
and Corporate Services



Alison Coleman
Director of People,
Development and Culture



Gerry McGuire
Director of Technology,
Platforms and Solutions

* Denise Barry retired from the RSA on the 9 October 2023 having held the position of Director of Strategy, Performance and Transformation.

Financial Statements

For the Year Ended 31 December 2023

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General Information

Address	Moy Valley Business Park Primrose Hill Ballina Co Mayo
Senior Executive	Mr Sam Waide – Chief Executive Officer Ms Kim Colhoun – Director of Finance & Corporate Services Mr Michael Rowland – Director of Research, Standards and Assurance Mr Gerry McGuire – Director of Technology Platforms and Solutions Ms Alison Coleman – Director of People, Development and Culture Mr Brendan Walsh – Chief Operations Officer Ms Sarah O'Connor – Director of Partnership and External Affairs Ms Denise Barry – Director of Strategy, Performance and Transformation (Resigned 10th October 2023) Ms Nessa Kelly – Director of Strategy, Performance and Transformation (Appointed 18th November 2023)
Members of the Board	Ms Liz O'Donnell (Chairperson) Ms Gillian Treacy (Term Expired 1st January 2024) Ms Donna Price (Term Expired 1st January 2024) Dr Derek Cawley Dr John Cronin Ms Ashling Cunningham Ms Sarah Johnson Mr Dave Montgomery (Appointed 16th November 2023) Mr Dónall Curtin (Appointed 16th November 2023) Mr Kevin Goulding (Term expired 14th August 2023)
Bankers	Bank of Ireland Pearse Street Ballina Co Mayo
Auditors	Comptroller and Auditor General 3A Mayor Street Upper Dublin 1
Website	www.rsa.ie

Report of the Comptroller and Auditor General



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Road Safety Authority

Opinion on the financial statements

I have audited the financial statements of the Road Safety Authority for the year ended 31 December 2023 as required under the provisions of section 29 of the Road Safety Authority Act 2006. The financial statements comprise

- the statement of income and expenditure and retained revenue reserves
- the statement of comprehensive income
- the statement of financial position
- the statement of cash flows, and
- the related notes, including a summary of significant accounting policies.

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Road Safety Authority at 31 December 2023 and of its income and expenditure for 2023 in accordance with Financial Reporting Standard (FRS) 102 – *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

I conducted my audit of the financial statements in accordance with the International Standards on Auditing (ISAs) as promulgated by the International Organisation of Supreme Audit Institutions. My responsibilities under those standards are described in the appendix to this report. I am independent of the Road Safety Authority and have fulfilled my other ethical responsibilities in accordance with the standards.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Report on information other than the financial statements, and on other matters

The Road Safety Authority has presented certain other information together with the financial statements. This comprises the annual report, the governance statement and Board members' report, and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

Non-compliant procurement

The statement on internal control discloses that in 2023 the Authority incurred significant expenditure where the procedures followed did not comply with public procurement guidelines. The statement on internal control also sets out steps taken or planned by the Authority to address the weaknesses that gave rise to this.

Seamus McCarthy
Comptroller and Auditor General

24 June 2024

Report of the Comptroller and Auditor General

Appendix to the report

Responsibilities of Board members

As detailed in the governance statement and Board members' report, the Board members are responsible for

- the preparation of annual financial statements in the form prescribed under section 29 of the Road Safety Authority Act 2006
- ensuring that the financial statements give a true and fair view in accordance with FRS 102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Responsibilities of the Comptroller and Auditor General

I am required under section 29 of the Road Safety Authority Act 2006 to audit the financial statements of the Road Safety Authority and to report thereon to the Houses of the Oireachtas.

My objective in carrying out the audit is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement due to fraud or error. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the ISAs, I exercise professional judgment and maintain professional scepticism throughout the audit. In doing so,

- I identify and assess the risks of material misstatement of the financial statements whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- I obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal controls.
- I evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures.

- I conclude on the appropriateness of the use of the going concern basis of accounting and, based on the audit evidence obtained, on whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Road Safety Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause the Road Safety Authority to cease to continue as a going concern.
- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I report by exception if, in my opinion,

- I have not received all the information and explanations I required for my audit, or
- the accounting records were not sufficient to permit the financial statements to be readily and properly audited, or
- the financial statements are not in agreement with the accounting records.

Information other than the financial statements

My opinion on the financial statements does not cover the other information presented with those statements, and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, I am required under the ISAs to read the other information presented and, in doing so, consider whether the other information is materially inconsistent with the financial statements or with knowledge obtained during the audit, or if it otherwise appears to be materially misstated. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

Reporting on other matters

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation. I report if I identify material matters relating to the manner in which public business has been conducted.

I seek to obtain evidence about the regularity of financial transactions in the course of audit. I report if I identify any material instance where public money has not been applied for the purposes intended or where transactions did not conform to the authorities governing them.

Governance Statement and Board Members' Report

Governance

The Board of the Road Safety Authority (RSA) was established under the Road Safety Authority Act 2006. The operations of the Board are set out in sections 14, 15 and 16 of this Act. The Board is accountable to the Minister for Transport and is responsible for ensuring good governance. It performs this task by setting strategic objectives and targets and taking strategic decisions on all key business issues. The regular day-to-day management, control and direction of the RSA are the responsibility of the Chief Executive Officer (CEO) and the executive of the RSA. The CEO and the executive must follow the broad strategic direction set by the Board and must ensure that all Board members have a clear understanding of the key activities and decisions related to the entity, and of any significant risks likely to arise. The CEO acts as a direct liaison between the Board and management of the RSA.

Board Members' Responsibilities

The work and responsibilities of the Board are set out in the Board's Terms of Reference and Annual Work Programme which also contain the matters specifically reserved for Board decision. Standing items considered by the Board include:

- declaration of interests
- reports from committees, including the Audit and Risk Committee (ARC)
- performance reports
- corporate risks

Section 29 of the Road Safety Authority Act, 2006 requires the Board of the RSA to keep, in such form as may be approved by the Minister for Transport all proper and usual accounts of money received and expended by it.

In preparing these financial statements, the Board of the RSA is required to:

- select suitable accounting policies and apply them consistently
- make judgements and estimates that are reasonable and prudent
- prepare the financial statements on the going concern basis unless it is inappropriate to
- presume that it will continue in operation
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements

The Board is responsible for keeping adequate accounting records which disclose, with reasonable accuracy at any time, its financial position and enables it to ensure that the financial statements comply with Section 29 of the Road Safety Authority Act, 2006.

The Board is responsible for approving the annual business plan and budget. An evaluation of the performance of the RSA by reference to the annual business plan and budget was carried out throughout the year by the ARC, who in turn reported to the Board.

The Board is also responsible for safeguarding its assets and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Board considers that the financial statements of the RSA give a true and fair view of the financial performance for the year and the financial position of the RSA at 31 December 2023.

Governance Statement and Board Members' Report

continued

Board Structure

At 31 December 2023, the Board consisted of a Chairperson and eight ordinary members, all of whom are appointed by the Minister for Transport. The members of the Board met eight times in 2023.

The table below details the appointment period for current members.

Board Member	Role	Appointment Duration	Date Appointed
Ms Liz O'Donnell	Chairperson	5 years	29 October 2019 (Secondary Term)
Ms Gillian Treacy	Ordinary member	3 years	01 January 2021 (Secondary Term)
Ms Donna Price	Ordinary member	3 years	01 January 2021 (Secondary Term)
Dr Derek Cawley	Ordinary member	5 years	04 November 2020
Dr John Cronin	Ordinary member	5 years	04 November 2020
Ms Ashling Cunningham	Ordinary member	5 years	04 November 2020
Ms Sarah Johnson	Ordinary member	5 years	04 November 2020
Mr Dave Montgomery	Ordinary member	5 years	16 November 2023
Mr Dónall Curtin	Ordinary member	5 years	16 November 2023
Members whose term expired in 2023			
Mr Kevin Golding	Ordinary member	3 years	14 August 2020 (Secondary Term)

Audit and Risk Committee (ARC): comprised of three Board members and one independent co-opted member. The role of the ARC is to support the Board in relation to its responsibilities for issues of risk, control and governance and associated assurance. The ARC is independent from the financial management of the organisation. In particular, the committee ensures that the internal control systems including audit activities are monitored actively and independently. The ARC reports to the Board after each meeting.

The members of the ARC in 2023 were Mr Kevin Goulding (Chairperson), until term expired on 14th August 2023, Ms Ashling Cunningham, Dr Derek Cawley and Mr. Robert Cashell, co-opted independent member. In August 2023, Mr Kevin Goulding's term as Board and ARC member expired, and Mr. Robert Cashell acted as Interim Chairperson for the last meeting of 2023. There were four meetings of the ARC in 2023. New Board members, Mr Dave Montgomery, as ARC chairperson, and Mr Dónall Curtin were appointed to the ARC and attended their first ARC meeting in February 2024.

Remuneration Committee (RC): comprised of three Board members. The members of this committee are: Ms. Liz O'Donnell, Ms. Sarah Johnston and Ms. Ashling Cunningham. The RC met on 21 July 2023.

Governance Statement and Board Members' Report

continued

Schedule of Attendance, Fees and Expenses

A schedule of attendance at the board and committee meetings for 2023 is set out below and includes the fees and expenses received by each member:

	Board	ARC	RC	Board/ Committee Fees 2023 €	Vouched Expenses 2023 €
Number of meetings	8	4	1		
Current Board members					
Ms Liz O'Donnell (Chairperson)	8		1	11,970	2,192
Ms Gillian Treacy	4			7,695	87
Ms Donna Price	8			-	658
Dr Derek Cawley	7	2		7,695	-
Dr John Cronin	5			-	-
Ms Ashling Cunningham	6	2	1	4,096	-
Ms Sarah Johnson	8		1	7,695	-
Mr Dave Montgomery (potential 1)	1			951	-
Mr Dónall Curtin (potential 1)	1			951	-
Mr Robert Cashell (co-opted ARC Member)		4		2,000	-
Members whose term expired in 2023					
Mr Kevin Goulding (potential 5 and 3)	5	3		4,778	17
Total				47,831	2,954

In compliance with the 'one person one salary' principle, one board member did not receive board fees in 2023 and due to a change in personal circumstances for another board member, this principle no longer applied, therefore they received board fees in the latter part of 2023. One board member opted to waive board fees in 2023, in lieu of payment of their fees, they were disbursed as a charitable donation.

The average attendance at the board meetings in 2023 was 84%.

Governance Statement and Board Members' Report

continued

Key Personnel Changes

Executive

Ms Denise Barry, Director of Strategy, Performance and Transformation, resigned on 10th October 2023.

Ms Nessa Kelly was appointed Director of Strategy, Performance and Transformation on 18th November 2023.

Board

On the 14th August 2023, Mr Kevin Goulding's term on the RSA Board and ARC expired. In accordance with the Road Safety Authority Act, 2006, two board members were appointed on 16th November 2023, Mr. Dave Montgomery and Mr. Dónall Curtin.

Audit and Risk Committee

Due to the appointment of 2 new board members in December 2023, the ARC number of members has increased from three to five members in 2024

Disclosures Required by Code of Practice for the Governance of State Bodies (2016)

The Board is responsible for ensuring that the RSA has complied with the requirements of the Code of Practice for the Governance of State Bodies ('the Code'), as published by the Department of Public Expenditure and Reform in August 2016. The following disclosures are required by the Code:

Employee Short-Term Benefits Breakdown

Please refer to Employee Short-Term Benefits Breakdown in Note 4(b) to the Financial Statements.

Consultancy Costs

Consultancy costs include the cost of external advice to management and exclude outsourced 'business-as-usual' functions.

	2023 €	2022 €
Legal Advice	533,597	607,208
Business improvements	3,208,166	2,897,153
Organisation Design & Transformation	223,961	1,174,374
Total Consultancy Costs	3,965,724	4,678,735
Consultancy costs capitalised	2,311,001	2,353,567
Consultancy costs expensed	1,654,723	2,325,168
Total	3,965,724	4,678,735

Governance Statement and Board Members' Report

continued

Consultancy Costs (continued)

Legal advice - The reduced spend on external legal advice in 2023 reflects a reduced requirement for specialist legal advice and representation in relation to defence of legal proceedings.

Business Improvements - A number of areas of consultancy costs have been categorised under Business improvements in 2023 including elements in relation to digital transformation programme and implementation of the RSA data strategy. This necessitated additional investment across a number of key strategic projects.

There was an increase of €0.31m year on year under this classification which relates to the following factors:

- 1 In 2023, the RSA continued to deliver on our Data Vision, to be a leader for data services amongst road safety partners. This was achieved through the continued implementation of our four-year Data Strategy 2021-2025 and involved putting in place key foundational aspects with a particular emphasis in relation to Data Governance, building out technical aspects of our Data Platform and further embedding a data driven culture/ data literacy levels across the RSA. The work delivered across 2023 was supported with assistance from external consultants acting as our strategic data partner. We envisage that ongoing consultancy support will be required across 2024 to allow for the continuation of progress in relation to implementation of our strategy and strengthening of our data functions.
- 2 A Business Consultancy support provider supported continued digital transformation and enhancement of the RSA's digital customer portal MyRoadSafety.ie. The overarching objective of the Programme is about improving RSA service delivery, enhancing customer experience while improving efficiency and building foundational capability which can be leveraged across the wider organisation to drive transformation programmes. This phase of the digital transformation programme is due to complete in early 2024 with the delivery of enhancements across the customer portal and Driver Testing Services. However, with plans to further extend the reach of the RSA portal and transform additional RSA services, given the nature and complexity of these transformation projects the RSA envisages that there will continue to be a requirement for external consultancy support in the medium term.

Organisation Design and Road Safety Transformation Programme (RSTP) - There was a significant drop in spend in 2023 of €0.95m, due to a large element of this contract being delivered in 2022. There was further spend in consultancy fees for the delivery of the Road Safety Transformation programme of activity over 2023. This includes action plan execution across internal and external partnerships and advisory support in relation to further embedding of transformational approaches to partnership-working and governance of strategy delivery.

Legal Costs and Settlements

The table below provides a breakdown of amounts recognised as expenditure in the reporting period in relation to the legal costs of court representation in enforcement cases. This does not include expenditure incurred in relation to general legal advice received by the RSA, which is disclosed in 'consultancy costs' above. The legal settlement provision reflects a best estimate for probable legal proceedings.

	2023 €	2022 €
Legal proceedings costs	608,689	350,204
Total	608,689	350,204

Governance Statement and Board Members' Report

continued

Travel and Subsistence Expenditure

Travel and subsistence expenditure are categorised as follows:

	2023 €	2022 €
Domestic		
Board	2,056	658
Employees	2,913,673	2,606,783
International		
Board	898	-
Employees	43,079	29,310
Total	2,959,706	2,636,751

Hospitality Expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2023 includes the following hospitality expenditure. This represents the amounts paid/accrued by the RSA to the Staff Sports and Social Club.

	2023 €	2022 €
Staff hospitality	5,099	5,321
Total	5,099	5,321

Statement of Compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with the code. The RSA was in full compliance with the Code of Practice for the Governance of State Bodies for 2023.

Statement on Internal Control

Scope of Responsibility

On behalf of the RSA, I acknowledge the Board's responsibility for ensuring that an effective system of internal control is maintained and operated. This responsibility takes account of the requirements of the Code of Practice for the Governance of State Bodies (2016).

Purpose of the System of Internal Control

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

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in the RSA for the year ended 31 December 2023 and up to the date of approval of the financial statements.

Capacity to Handle Risk

The RSA has an Audit and Risk Committee (ARC) which comprised of three Board members and one external co-opted independent member, until August 2023 when Mr Kevin Goulding's board term expired. The ARC met four times in 2023. New Board members, Mr Dave Montgomery, as ARC chairperson, and Mr Dónall Curtin were appointed to the ARC, in December 2023, and attended their first ARC meeting in February 2024.

The RSA has also established an internal audit function which is outsourced to an external firm and conducts a programme of work agreed with the ARC.

The RSA has put in place a Risk Management Framework comprising of a policy, process and the roll out of risk management training to all management and risk owners. In 2023, this Risk Management Framework was further embedded into the organisation with risk identification, monitoring and reporting becoming a routine task for all risk owners. The RSA continued to enhance its risk reporting app and management tool. This tool has assisted the executive in automating the management and reporting of organisational risks.

The RSA Risk Steering Committee met monthly to trouble shoot and resolve risks as a group. Corporate risks are reviewed by the Corporate Leadership Team (CLT) monthly, where ratings, mitigations and potential escalation/ de-escalation are discussed and approved. Corporate risks continued to be a standing agenda item at all 2023 ARC and Board meetings.

Overall, 2023 has been successful in embedding a strong risk culture within the organisation which as planned will develop the RSA Risk Maturity into 2024.

Risk and Control Framework

The risk register details the controls and actions needed to mitigate risks and responsibility for operation of controls assigned to specific staff. I confirm that a control environment containing the following elements is in place:

- Procedures for all key business processes have been documented.
- Financial responsibilities have been assigned at management level with corresponding accountability.
- There is an appropriate budgeting system with an annual budget which is kept under review by senior management.
- There are systems aimed at ensuring the security of the information and communication technology systems.
- There are systems in place to safeguard the assets.
- There are strong payroll controls in place.

Statement on Internal Control

continued

Ongoing Monitoring and Review

Formal procedures have been established for monitoring control processes. Control deficiencies are communicated to those responsible for taking corrective action and to management and the Board, where relevant, in a timely way. I confirm that the following ongoing monitoring systems are in place:

- Key risks and related controls have been identified and processes have been put in place to monitor the operation of those key controls and report any identified deficiencies.
- Reporting arrangements have been established at all levels where responsibility for financial management has been assigned.
- There are regular reviews by senior management of periodic and annual performance and financial reports which indicate performance against budgets/forecasts.

Procurement

I confirm that the RSA has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2023 the RSA complied with those procedures, with the exception of five contracts where expenditure of €3.7m occurred in 2023, one of which was resolved during 2023 and another resolved in Q2 2024. Four of these contracts were also disclosed in 2022 (2022: €1.75m).

- In respect of the first contract, with €0.16m paid in 2023 (€0.13m in 2022), the RSA strategy is to change the approach to providing this service, which shall reduce the contract scope. However, due to competing priorities and capacity challenges in 2023, the replacement of this service was deferred to 2024. This has been included in the 2024 business plan with the target of a new solution to be in place by Q3 2024.
- The second contract with €0.25m paid in 2023 (€0.15m in 2022) was planned to cease by 2023 following the migration of its services into the Business Solution Platform (BSP). However, other projects and capacity challenges in 2023 delayed the start of the project. The project started in Q4 2023 and is still at the business transformation stage where technology requirements and architecture will not be defined until Q2 2024 at which point the RSA will have a clearer picture on implementation timelines. It is expected that a replacement solution can be in place in 2025, subject to budget and resource capacity.
- In respect of the third contract with €0.05m paid in 2023 (€1.44m in 2022). The RSA has awarded a new contract, in Q2 2023, following an open EU level competition and the non-compliance has been resolved.
- In terms of the fourth contract, with €0.06m paid in 2023 (€0.04m in 2022), as noted in 2022, the RSA is planning to establish a framework agreement for these services to cater for any future urgent requirements. The framework is expected to be operational in Q2 2024.
- The final contract, with €3.18m paid in 2023, was due to be repurchased by April 2023 however the procurement process was delayed due to reasons outside RSA control. There was no non-compliance spend in 2022. The RSA is in the process of awarding a new contract by the end of Q2 2024, following a mini competition via OGP Framework and the non-compliance will be resolved.

The RSA is resolute to resolve this area of non-compliance with regard to public procurement by taking steps to remove its dependence on legacy contracts especially in the area of Technology, Platforms and Solutions but this must be done in a controlled and phased manner to maintain critical service provision.

Statement on Internal Control

continued

Review of Effectiveness

I confirm that the RSA has procedures to monitor the effectiveness of its risk management and control procedures. The RSAs monitoring and review of the effectiveness of the system of internal control is informed by the work of the internal and external auditors, the ARC which oversees their work, and the senior management within the RSA responsible for the development and maintenance of the internal control framework.

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2023 on 21 March 2024.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2023 that require disclosure in the financial statements, with the exception of the procurement issues disclosed above.

Statement of Income and Expenditure and Retained Revenue Reserves

for the Year Ended 31 December 2023

	Notes	2023 €	2022 €
Income			
Oireachtas grant	2	952,000	989,000
Other resources	3	92,310,634	95,843,585
Net deferred pension funding	5(c)	3,886,000	4,915,000
Employee pension contributions remitted	5(a)	(1,248,000)	(1,215,000)
Total Income		95,900,634	100,532,585
Expenditure			
Remuneration and other pay costs	4(a)	(28,473,316)	(26,849,316)
Retirement benefit costs	5(a)	(5,580,864)	(5,598,337)
Technical advice	6	(478,248)	(437,960)
Administration costs	7	(10,686,886)	(11,313,800)
Programme costs	8	(42,941,572)	(44,549,293)
Depreciation	9	(6,488,857)	(6,296,938)
Total Expenditure		(94,649,743)	(95,045,644)
Surplus for the year before appropriations		1,250,891	5,486,941
Transfer to Capital Account	13	(1,724,491)	(362,026)
(Deficit)/ Surplus for the year after appropriations		(473,600)	5,124,915
Balance brought forward at 1 January		15,782,328	10,657,413
Balance carried forward at 31 December		15,308,728	15,782,328

The Statement of Cash Flows and notes 1 to 21 form part of these financial statements.

Statement of Comprehensive Income

for the Year Ended 31 December 2023

	Notes	2023 €	2022 €
(Deficit)/ Surplus for the year		(473,600)	5,124,915
Experience gains/(losses) on retirement benefit obligations		538,000	(6,329,000)
Change in assumptions underlying the present value of retirement benefit obligations		(6,001,000)	54,723,000
Total actuarial gain/ (loss) in the year	5(b)	(5,463,000)	48,394,000
Adjustment to deferred retirement benefits asset		5,463,000	(48,394,000)
Other Comprehensive (Loss)/Gain for the year		(473,600)	5,124,915

The Statement of Cash Flows and notes 1 to 21 form part of these financial statements.

Statement of Financial Position

for the Year Ended 31 December 2023

	Notes	2023 €	2022 €
Fixed Assets			
Property, plant and equipment	9	16,981,637	15,257,146
Current Assets			
Receivables	10	3,241,033	2,367,911
Prepayments	11	863,077	837,339
Cash and cash equivalents		39,135,151	38,399,725
		43,239,261	41,604,975
Current Liabilities (amount falling due within one year)			
Payables	12	(27,930,535)	(25,822,649)
Net Current Assets		15,308,726	15,782,326
Long Term Liabilities (amounts falling due after one year)			
Retirement Benefits			
Deferred retirement benefit funding asset	5(c)	99,161,000	88,206,000
Retirement benefit obligations	5(b)	(99,161,000)	(88,206,000)
Total Assets less Liabilities		32,290,363	31,039,472
Representing			
Capital Account	13	16,981,635	15,257,144
Retained Revenue Reserves	19	15,308,728	15,782,328
		32,290,363	31,039,472

The Statement of Cash Flows and notes 1 to 21 form part of these financial statements.

Statement of Cash Flows

for the Year Ended 31 December 2023

	2023 €	2022 €
Cash Flows from Operating Activities		
Surplus for the year before appropriations	1,250,891	5,486,941
Depreciation of fixed assets	6,488,857	6,296,939
Loss on the disposal of property plant and equipment	-	-
(Increase)/decrease in receivables and prepayments	(898,860)	221,233
Increase in payables	2,107,885	5,836,188
Bank interest paid	-	123,681
Net Cash Flows from Operating Activities	8,948,773	17,964,982
Cash Flows from Investing Activities		
Payment to acquire property, plant and equipment	(8,213,348)	(6,658,962)
Proceeds from the sale of property, plant and equipment	-	-
Net Cash Flows from Investing Activities	(8,213,348)	(6,658,962)
Cash Flows from Financing Activities		
Bank interest expense	-	(123,681)
Credit Facility repayments	-	(5,644)
Net Cash Flows from Financing Activities	-	(129,325)
Net Increase in cash and cash equivalents	735,425	11,176,695
Cash and cash equivalents at 1 January	38,399,726	27,223,031
Cash and cash equivalents at 31 December	39,135,151	38,399,726

Notes to the Financial Statements

for the Year Ended 31 December 2023

1. Accounting Policies

The basis of accounting and significant accounting policies adopted by the RSA are set out below. They have all been applied consistently throughout the year and for the preceding year.

(a) General Information

The RSA was set up under the Road Safety Authority Act 2006, with a head office at Moy Business Park, Primrose Hill, Ballina, Co Mayo. The RSA's primary objectives were established under the Road Safety Authority Act 2006 on 1 September 2006. The RSA is a corporate body with perpetual succession and with a seal and power to sue and be sued in its corporate name and to acquire, hold and dispose of land or an interest in land, and to acquire, hold and dispose of any other property. It is a statutory body that earns non-exchequer income from services provided to the public and partially from an exchequer grant from the Department of Transport (Note 2).

The RSA is a Public Benefit Entity which is an entity that provides services for the general public, community and for social benefit. The RSA was established to take the lead role in the area of road safety and is responsible for the following: raising awareness of and promoting road safety through mass media campaigns and education programmes; road safety research and its primary public services including driver testing, driver licensing, vehicle standards, vehicle testing (both national car testing and commercial vehicle testing), road haulage enforcement, registration of driver instructors (ADI) and Driver Certificate of Professional Competence (Driver CPC). The RSA shares responsibility for the *Road Safety Strategy 2021 – 2030* together with several state departments and public authorities who must all work together, with the road-using public, to deliver the targets and outcomes set out in this strategy.

(b) Statement of Compliance

The financial statements of the RSA for the year ended 31 December 2023 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC). The RSA is operating in compliance with all relevant aspects of the Public Spending Code and with the Code of Practice for the Governance of State Bodies for 2023.

(c) Basis of Preparation

The financial statements have been prepared under the historical cost convention. The financial statements are, in the form, approved by the Minister for Transport under Section 29 of the Road Safety Authority Act 2006. The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the RSA's financial statements.

(d) Revenue

Oireachtas Grant

Revenue is generally recognised on an accruals basis; one exception to this is in the case of Oireachtas Grants which are recognised on a cash receipts basis.

Interest Income and Expense

Interest Income and Expense is recognised on an accruals basis.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

1. Accounting Policies (continued)

(d) Revenue (continued)

Other Revenue

Other revenue is recognised on an accruals basis for revenue streams including fees for driving tests, National Car Test Levy and the Commercial Vehicle Test Levy, as the revenue point of recognition is when the test is completed. The revenue from fees for digital tachograph cards, driving licences and approved driving instructor registrations are recognised on a cash receipts basis on account of the systematic limitations preventing recognition on an accruals basis. The RSA is entitled to a share of any profits generated by the National Car Test service provider. Such profits are recognised when it is probable that an economic benefit will arise, and such benefit can be reliably measured.

(e) Property, Plant and Equipment

Property, plant and equipment are stated at cost less accumulated depreciation, adjusted for any provision for impairment. Depreciation is provided on all property, plant and equipment at rates estimated to write off the cost less the estimated residual value of each asset on a straight-line basis over their estimated useful lives, as follows:

(i) Leasehold Improvements	5% per annum
(ii) Fixtures and Fittings	20% per annum
(iii) Fleet	20% per annum
(iv) Hardware	33% per annum
(v) Application Software	33% per annum

The asset has an equal depreciation amount every month, starting with the first month in service and continuing through its useful life. Residual value represents the estimated amount which would currently be obtained from disposal of an asset, after deducting estimated costs of disposal, if the asset was already of an age and in the condition expected at the end of its useful life.

If there is objective evidence of impairment of the value of an asset, an impairment loss is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves in the year.

(f) Employee Benefits

Short-term Benefits

Short term benefits such as holiday pay are recognised as an expense in the year, and benefits that are accrued at year end are included in the payables figure in the Statement of Financial Position.

(g) Retirement Benefits

Staff Pensions

Civil Service Superannuation Scheme

As at 31 December 2023 there are 41 staff of the RSA who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the RSA's financial statements. Staff pension contributions in respect of these staff are remitted by the RSA to the Department of Transport and the RSA has no further obligations for those staff who are members of this scheme.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

(g) Retirement Benefits (continued)

Single Public Services Pension Scheme ('Single Scheme')

The RSA also operates the Single Public Services Pension Scheme ('Single Scheme'), which is a defined benefit scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure and Reform. There were 261 active members of this scheme as at 31 December 2023. There are also 40 deferred members and 0 pensioners of the Scheme.

In 2018, the RSA was advised, by the Department of Public Expenditure and Reform, that the RSA is considered to be a Relevant Authority as set out in Circular 28 of 2016. This was determined as the RSA is considered to be self-financing and therefore is required to remit employer contributions for members of the 'Single Scheme' to DPER in line with the provisions of the Circular. The RSA remits these contributions on a monthly basis.

Road Safety Authority Staff Superannuation Scheme

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the RSA Staff Superannuation Scheme (the Scheme) by the RSA. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme was open to staff who joined through external competition and by other means from September 2006. As at 31 December 2023 there were 162 staff of the RSA who are active members of the Scheme. There are also 23 deferred members and 49 pensioners of the Scheme. The Scheme operates on the basis that the RSA deducts staff pension contributions from payroll and remits these contributions to the Department of Transport. The Department of Transport has confirmed following discussions with the Department of Public Expenditure and Reform, that the RSA Staff Superannuation Scheme liabilities will continue to be met by the exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current exchequer revenue at the time they fall due.

The financial statements reflect, at fair value, the assets and liabilities arising from the RSA's superannuation scheme and the Single Scheme and recognises the costs of providing pension benefits in the accounting periods in which they are earned by employees. Retirement benefit scheme liabilities are measured on an actuarial basis using the projected unit credit method.

National Safety Council Superannuation Scheme 1991 to 2000

Upon inception the RSA inherited 6 pensioners that transferred to the RSA on the dissolution of the National Safety Council. The RSA is allocated exchequer funding each year to meet the pensioner obligations as they fall due.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

(h) Critical Accounting Judgements and Estimates

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities as at the reporting date and the amounts reported for revenues and expenses during the year. However, the nature of estimation means that actual outcomes could differ from those estimates. The following judgements have had the most significant effect on amounts recognised in the financial statements.

Depreciation and Residual Values

The directors have reviewed the asset lives and associated residual values of all fixed asset classes, and in particular, the useful economic life and residual values of fixtures and fittings and have concluded that asset lives' and residual values are appropriate.

Retirement Benefit Obligation

The assumptions underlying the actuarial valuations for which the amounts recognised in the financial statements are determined (including discount rates, rates of increase in future compensation levels, mortality rates and healthcare cost trend rates) are updated annually based on current economic conditions, and for any relevant changes to the terms and conditions of the pension and post-retirement plans.

The assumptions can be affected by:

- (i) the discount rate, changes in the rate of return on high-quality corporate bonds
- (ii) future compensation levels, future labour market conditions

As explained in note 5 to the financial statements, the Board has recognised a deferred pension asset in respect of the Road Safety Authority Staff Superannuation Scheme and the Single Public Service Pension Scheme (Single Scheme) on the basis that it anticipates that funding will be provided by the State to meet retirement benefit obligations as they fall due. This accounting treatment assumes that any income generated by the Road Safety Authority will in the first instance be applied towards current expenses and that State funding will meet any shortfall in resources to fund future retirement benefit liabilities.

2 Oireachtas Grants

The Oireachtas grant of €952,000 (2022: €989,000) to the RSA is paid from subhead B4 of the Vote for Transport. In 2023, the RSA was allocated the specific Oireachtas grant, of €102,000 (2022: €139,000), to meet the annual pension payments to a number of pensioners that transferred to the RSA on the dissolution of the National Safety Council. The amount paid to the pensioners is included within Note 4. The remaining €850,000 (2022: €850,000) funding was allocated in 2023 to fund costs associated with the Automotive Market Surveillance Authority, following the Department of Transport appointing the RSA in line with EU legislation. The aim of this market surveillance is to ensure that new vehicles and their components meet with type approval requirements under EU Regulation 2018/858.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

3. Other Resources

	2023 €	2022 €
National Car Test Levy	25,460,412	25,911,435
Driver Licence Income	28,468,120	34,541,391
Commercial Vehicle Testing Levy	15,886,193	16,355,837
Driver Testing Income	20,355,081	16,926,981
Digital Tachograph Income	916,695	923,880
Approved Driving Instructor Income	527,624	561,399
Carriage Dangerous Goods Income	315,541	337,667
Miscellaneous	380,968	284,995
	92,310,634	95,843,585

The RSA is a statutory body that earns revenue from services provided to the public.

The main sources of revenue are set out below.

Income Type	Source
National Car Test Levy	The RSA receives levy income based on the number of cars tested. The gross fee is collected by the contracted service provider when the test is conducted, and a portion of the test fee is remitted monthly in arrears to the RSA. In 2023, the turnover of the outsourced contractor operating the National Car Testing Service was approximately €84.3m (2022: €72.3m) of which the RSA received €25.5m (2022: €25.9m) in levy income. Although there is an additional €3.8m included in the levy income related to contractual service credits, the levy received in 2023 in relation to the National Card Test has still decreased. This is due to two factors: ■ the RSA absorbed the cost of contractual indexation increases, of which the impact was partially offset by an increase in the number of tests completed increased year on year. ■ A settlement of €3m which the RSA agreed to pay the contracted service provider in relation to an overpayment of a profit share payment to the RSA, recognised in revenue, in 2019, which did not fully materialise due to the impact of COVID-19.
Driver Licence Income	The RSA has responsibility for driver licence issue and renewals. This income is derived from fees paid by drivers for obtaining / renewing a driving licence. Driver Licence income fee decreased significantly in 2023 when compared with 2022. In 2022, the application volume was inflated due to the ending of renewal extensions due to COVID-19.
Commercial Vehicle Testing Levy	The RSA continues to recognise Commercial Vehicle Testing Levy income in 2023. The decrease in Commercial Vehicle Testing Levy income in 2023 is due to the RSA absorbing contractual indexation from November 2023.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

3. Other Resources (continued)

Income Type	Source
Driver Testing Income	The RSA has responsibility for driver testing. This income is derived from fees paid by drivers for sitting a driving test, recognised as revenue once test has been completed. The increase in revenue for 2023 is due to increased volume of driving tests completed in 2023, to address the current back log of driving tests, following recruitment of additional driver testers in the latter half of 2023.
Digital Tachograph Income	The RSA has responsibility for the enforcement of drivers' hours' legislation. The RSA receives fee income when it issues an electronic digital tachograph card to hauliers for the recording of drivers' hours. Revenue is based on the number of renewals of driver cards which was in line with 2023 projections.
Approved Driving Instructor Income	The RSA has responsibility for the regulation of the Driving Instructor industry. The RSA receives fee income when it registers and tests a driving instructor.
Carriage Dangerous Goods Income	The RSA has responsibility for the regulation of the carriage of dangerous goods. The RSA receives fee income when it registers a Carriage of Dangerous Goods haulier.
Miscellaneous	The RSA records revenue from Emergency Service Driving Standards (ESDS), Certificate Professional Competence (CPC) Income and other ad hoc revenue under Miscellaneous. The increased revenue year on year is due to 2023 being a renewal year for CPC Training Centres as well as reimbursements from agencies whom the RSA work in partnership.

4 Remuneration and Other Pay Costs

4(a) Remuneration and Other Pay Costs

	2023 €	2022 €
Staff Salaries	22,804,732	21,649,402
Employers' contribution to social welfare	2,203,222	2,012,726
Staff training and development	262,800	274,452
Staff and Board travel and subsistence – Domestic	2,915,729	2,607,441
Staff and Board travel and subsistence – Foreign	43,977	29,310
Other staff costs	29,877	55,266
Board members' emoluments (including CEO remuneration)	212,979	220,719
Total	28,473,316	26,849,316

The above costs exclude the salary costs relating to internal staff assigned to capital projects whose costs have been capitalised, in accordance with generally accepted accounting principles, amounting to €464,183 (2022: €529,171). Pension related deductions totalling €942,913 have been deducted from salaries and wages and paid over to the Department of Transport, in respect of 2023 (2022: €883,099). The total number of staff employed (WTE) at year end was 454 (2022: 392). A further 3 (2022: 3) staff were seconded to the RSA from the Health Service Executive, Central Statistics Office and Córas Iompair Éireann thereby totalling 457.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

4 Remuneration and Other Pay Costs (continued)

(i) Aggregate Employee Benefits

	2023 €	2022 €
Staff short-term benefits	23,017,712	21,870,122
Employer's contribution to social welfare	2,203,222	2,012,726
	25,220,934	23,882,848

(ii) Staff Short-Term Benefits

	2023 €	2022 €
Basic pay	21,511,480	20,922,928
Overtime	939,603	378,162
Allowances	566,629	569,032
	23,017,712	21,870,122

(iii) Termination Benefits

There were no termination benefit costs incurred by the RSA in 2023 or in 2022.

4(b) Employee benefits breakdown for the year

Range of total employee benefits			Number of Employees	Number of Employees
From	To		2023	2022
€60,000	- €69,999		67	55
€70,000	- €79,999		24	21
€80,000	- €89,999		11	13
€90,000	- €99,999		9	4
€100,000	- €109,999		1	1
€110,000	- €119,999		-	1
€120,000	- €129,999		1	-
€130,000	- €139,999		-	-
€140,000	- €149,999		-	-
€150,000	- €159,999		-	-
€ 160,000	- €169,999		-	-
€ 170,000	- €179,999		1	1

Employee benefits include salary, overtime allowances and other payments made on behalf of the employee however excludes employer's PRSI.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

4 Remuneration and Other Pay Costs (continued)

4(c) Key Management Personnel Compensation

Key management personnel in the RSA consists of the members of the Board, the CEO and seven directors (2022: 7 Directors). The total value of employee benefits for key management personnel is set out below.

	2023 €	2022 €
Salary	1,050,930	1,038,531
	1,050,930	1,038,531

This does not include the value of retirement benefits earned in the period. The key management personnel are members of the RSA Staff Superannuation Scheme, the Civil Service Superannuation Scheme or the Single Public Services Pension Scheme. Their entitlements in that regard do not extend beyond the terms of the model public service pension scheme.

Chief Executive Officer Salary and Benefits

The CEO remuneration package for the financial period was as follows:

	2023 €	2022 €
CEO Remuneration	175,692	170,275
	175,692	170,275

The current CEO is a member of the Single Public Services Pension Scheme, and his entitlements in that regard do not extend beyond the terms of that pension scheme. The value of retirement benefits earned in the period is not included above.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

5 Retirement Benefit Costs

5(a) Analysis of total retirement benefit costs charged to the Statement of Income and Expenditure and Retained Revenue Reserves

	2023 €	2022 €
Gross current service cost	3,820,000	5,819,000
Less current service and interest cost of Single Public Services Pension Scheme members	(1,606,000)	(1,924,000)
Member contributions (including Additional Superannuation Contribution)	(1,248,000)	(1,215,000)
Employer contributions to Single Public Services Pension Scheme	1,379,864	1,236,337
Interest cost on retirement benefit scheme liabilities	3,235,000	1,682,000
	5,580,864	5,598,337

5(b) Movement in net retirement benefit obligations during the financial year

	2023 €	2022 €
Net retirement benefit obligation at 1 January	(88,206,000)	(129,761,000)
Current service cost	(3,820,000)	(5,819,000)
Interest cost	(3,235,000)	(1,682,000)
Actuarial (loss)/gain	(5,463,000)	48,394,000
Pensions paid in the year	1,563,000	662,000
Net retirement benefit obligation at 31 December	(99,161,000)	(88,206,000)

5(c) Deferred funding for retirement benefits

The Board recognises these amounts as an asset corresponding to the unfunded deferred liability for retirement benefits on the basis of the set of assumptions described below at 5(e) and a number of past events. These events include the statutory basis for the establishment of the retirement benefit schemes, and the policy and practice currently in place in relation to funding public service pensions including contributions by employees and the annual estimates process. The Board has confirmation from the Department of Transport that the liabilities under the Scheme will continue to be met by the exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for so long as the Scheme is in operation.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

5 Retirement Benefit Costs (continued)

5(c) Deferred funding for retirement benefits (continued)

Section 44 of the Public Service Pensions (Single Scheme and Other Provisions) Act 2012 provides for funding of pension payments under the Single Scheme as they fall due by way of payments out of the Central fund or from funds provided by the Oireachtas for that purpose.

The net deferred funding for retirement benefits recognised in the Statement of Income and Expenditure and Retained Revenue Reserves was as follows:

	2023 €	2022 €
Funding recoverable in respect of current year retirement benefit costs (less adjustment for SPSPS)	5,449,000	5,577,000
State Grant applied to pay retirement benefits	(1,563,000)	(662,000)
	3,886,000	4,915,000

The deferred funding asset for retirement benefits at 31 December 2023 amounts to € 99.161m (2022: € 88.206m).

5(d) History of defined benefit obligations

	2023 €'000	2022 €'000	2021 €'000	2020 €'000
Defined benefit obligation	99,161	88,206	129,761	140,763
Experience gains/(losses) on defined benefit scheme liabilities	(6,001)	(6,329)	3,169	(2,180)
As a percentage of scheme liabilities	(0.5%)	(7.2%)	2.4%	(1.5%)

5(e) General description of the scheme

The retirement benefit scheme is a defined benefit final salary pension arrangement with benefits and contributions defined by reference to current 'model' public sector scheme regulations. The scheme provides a pension (being 1/80 per year of service), a gratuity or lump sum (being 3/80 per year of service) and spouses' and children's pensions. Normal Retirement Age is a member's 65th birthday, and pre-2004 members have an entitlement to retire without actuarial reduction from age 62. Pensions in payment (and deferment) normally increase in line with general public sector salary inflation.

The Single Public Service Pension Scheme (Single Scheme) is the defined benefit pension scheme for pensionable public servants appointed on or after 1 January 2013 in accordance with the Public Service Pension (Single Scheme and Other Provisions) Act 2012. The scheme provides for a pension and retirement lump sum based on career-average pensionable remuneration, and spouse's and children's pensions. The minimum pension age is 66 years (rising in line with State pension age changes). It includes an actuarially reduced early retirement facility from age 55. Pensions in payment increase in line with the consumer price index.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

5 Retirement Benefit Costs (continued)

5(e) General description of the scheme (continued)

The valuation used for FRS 102 disclosures has been based on a full actuarial valuation performed on 12 February 2024 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31 December 2023.

The principal actuarial assumptions were as follows:

	2023	2022
Rate of increase in salaries	3.6% pa	3.7% pa
Rate of increase in retirement benefits in payment	2.1% pa	2.2% pa
Discount rate	3.3% pa	3.7% pa
Inflation rate	2.1% pa	2.2% pa

During 2023, corporate bond yields fell such that the discount rate used at the end of 2023 was 3.3% per annum (2022: 3.7%), while expectations of inflation also reduced slightly, offsetting some of the impact of the decrease in bond yields. Under the accounting standard, the discount rate is required to be based on the yield on high quality (taken as AA-rated) corporate bonds of similar duration to the duration of the liabilities.

The total impact of the change in financial assumptions from year end 2022 to year end 2023 was an increase of €6m in the liability value at the end of 2023. When combined with other factors including interest on previous liabilities accrued and the cost of ongoing accrual of benefits for employees, the total increase in liability during the year was almost €11m.

Mortality

The mortality tables used were as follows;

	Male	Female
Pre-retirement mortality	90% of S3PXA (all)	90% of S3PXA (all)
Post-retirement mortality	90% of S3PXA (all)	90% of S3PXA (all)

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

	2023	2022
Male, now aged 45	25.2 years	25.1 years
Male, now aged 65	23.5 years	23.4 years
Female, now aged 45	27.5 years	27.4 years
Female, now aged 65	25.8 years	25.7 years

6 Technical Advice

	2023	2022
	€	€
Technical Advice	478,248	437,960
Total	478,248	437,960

This advice in 2023 primarily relates to strategy, performance monitoring framework and the technology enables risk management project.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

7 Administration Costs

	2023 €	2022 €
Printing and Stationery	345,455	311,912
Postage	132,802	116,671
Facility Management Costs	1,774,032	1,658,213
Energy	445,938	408,534
Telephone and Data Exchange Costs	545,742	752,072
Software, Licensing and Support Costs	3,482,904	2,968,402
Hardware Maintenance	63,852	53,474
Audit Fees	36,000	36,000
Internal Audit Fees	114,713	34,653
Payroll Administration	43,609	35,855
Translation Services	678	5,001
Insurance	84,900	73,423
Website Maintenance	1,114	3,674
Financial Transaction Charges	277,225	280,227
Bank Interest Expense	-	123,682
Facility Hire Costs	1,619,433	1,620,230
Fleet Management Costs	415,166	417,093
HR Administration Costs	103,215	79,830
Change Management	478,875	513,656
COVID 19 related PPE	24,600	349,570
Digital Engagement Strategy	239,780	167,198
Transformation/ Organisation design	456,853	1,304,430
Total	10,686,886	11,313,800

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

8 Programme Costs

	2023 €	2022 €
(a) Driver Theory Testing	77,487	84,674
(b) Road Haulage Enforcement & Communication	2,758,990	2,475,438
(c) National Car Testing Service	719,350	641,883
(d) Road Safety Promotion	4,832,177	5,253,871
(e) Road Safety Education	1,120,653	1,334,505
(f) Road Safety Awareness	2,276,779	2,680,746
(g) Road Safety Research	473,215	485,229
(h) Driver Education	1,054,692	407,641
(i) Legal Fees	1,140,772	957,466
(j) Commercial Vehicle Roadworthiness Testing	2,464,159	2,780,046
(k) Driver Testing Fee Income	119,490	294,889
(l) Driver Licence Policy & Process Improvement	187,815	384,288
(m) Communications	1,098,996	1,325,094
(n) National Driver Licence Service	23,718,497	24,703,981
(o) Emergency Services Driving Standard	14,050	23,682
(p) Digital Tachograph Programme Costs	812,508	603,558
(q) Other Programme Costs	71,942	112,302
Total	42,941,572	44,549,293

(a) 2023 costs are in line with the costs of running the online driver theory testing service following a review and updating of the system over the past 3 years.

(b) This is the cost associated with the enforcement programme including supervisory, technical inspections and communication costs for CVR. The increase year on year is due to an increased enforcement programme.

(c) This is the cost of the supervision and monitoring of the National Car Testing Service, the movement year on year relates to the costs relating to the AA Portal Upgrade, transition to new contract and increase in supervision services in line with contract.

(d) Road safety promotion is a programme where the RSA continually promotes road safety using marketing communication tools such as advertising ensuring constant learning for all road users. The decrease year on year is on account of reduced promotions in Q1 and Q2 as part of cost saving measures to address the financial impact of indexation absorbed in 2023. However, there was an increase in targeted promotions in Q4 2023 and Q1 2024.

(e) Road safety education is a programme aimed at delivering road user education up to third level through a range of specially developed educational campaigns. The decrease year on year is on account of increased expenditure in 2022 and the required cost saving measures to address the financial impact of indexation absorbed in 2023.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

8 Programme Costs (continued)

- (f) Road safety awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods such as the use shuttle interactive unit and the translation of road safety messages into a number of languages. The reduction year on year is on account of increased campaigns in 2022 and the required cost savings measures to address the financial impact of indexation absorbed in 2023.
- (g) This is the cost of engaging in research programmes in road safety.
- (h) Driver Education is programme expenditure that relates to the regulation of the Approved Driver Instructor Industry. It also incorporates the running of the Driver Certificate of Professional Competence programme in respect of professional bus and truck drivers. The increased expenditure is on account of the RSA conducting a review of the current Driver CPC training syllabus and 2023 being a renewal year for bus drivers.
- (i) The increased spend on external legal in 2023 reflects the requirement for specialist legal advice and representation in relation to defence of legal proceedings.
- (j) This cost relates to the operation of Commercial Vehicle Roadworthiness Testing programme. The reduced spend in 2023 is due to change of contractor and the application of service credits.
- (k) This is the cost of enhancements to the Driver Testing programme in line. The decrease year on year is due to cost containment measures – reduced software licences and reduced reliance on external support.
- (l) This programme relates to expenditure in the development and enhancement of the National Driver Licence Service. The reduction year on year is due the required cost savings measures to address the financial impact of indexation absorbed in 2023.
- (m) The RSA incurs cost in relation to its media buying, media creative and public relations activities. It also incorporates the RSA's social media activity. The decrease in costs in 2023 is due to cost savings measures due to indexation being absorbed.
- (n) This programme expenditure relates to the operating costs of the National Driver Licence Service and includes the cost of the card production, agent network and back-office processing elements of the licence service. The decrease year on year is due to reduced activity as seen in revenue offset slightly by the impact of contractual indexation. Below is the breakdown of the NDLS Operations costs:

	2023	2022
	€	€
Card Production	4,331,728	5,117,864
Agent Network	5,241,454	5,296,500
Back Office Processing	10,518,724	11,235,121
Other	3,626,591	3,054,496
	23,718,497	24,703,981

- (o) These are the programme costs relating to the Emergency Service Driving Standard. The increase in programme costs in 2022 are attributed to preparation work for a new driving for work standard initiative as part of RSS which were not replicated in 2023.
- (p) These are the programme costs relating to the Digital Tachograph Service. The increase year on year can be attributed to costs in 2023 related to bi-annual security audit.
- (q) Costs under this heading relate to advertising costs of vehicle standards and vehicle testing notices. The reduction year on year is due to the required cost savings measures to address the financial impact of indexation absorbed in 2023.

The costs of RSA staff in administering these programmes are not included in the amounts shown in this note because staff costs are not assigned exclusively to specific programmes and so it is not practical to distribute these costs.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

9 Property, Plant and Equipment

9(a) 2023 Property, Plant and Equipment

	Leasehold Improvements	Fixtures & Fittings	Fleet	Hardware	Application Software	Total
	€	€	€	€	€	€
Cost						
As at 1 January 2023	7,437,520	1,395,795	873,477	4,418,853	59,800,314	73,925,959
Additions	-	28,944	10,323	402,857	7,771,224	8,213,348
Disposals	-	-	-	-	-	-
As at 31 December 2023	7,437,520	1,424,739	883,800	4,821,710	67,571,538	82,139,307
Depreciation						
As at 1 January 2023	1,781,778	1,265,295	873,477	4,304,674	50,443,589	58,668,813
Charge for the year	371,876	71,750	1,548	169,968	5,873,715	6,488,857
Disposals	-	-	-	-	-	-
As at 31 December 2023	2,153,654	1,337,045	875,025	4,474,642	56,317,304	65,157,670
Net Book Value						
As at 31 December 2023	5,283,866	87,694	8,775	347,068	11,254,234	16,981,637
As at 31 December 2022	5,655,742	130,500	-	114,179	9,356,725	15,257,146

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

9 Property, Plant and Equipment (continued)

9(b) 2022 Property, Plant and Equipment

	Leasehold Improvements	Fixtures & Fittings	Fleet	Hardware	Application Software	Total
	€	€	€	€	€	€
Cost						
As at 1 January 2022	7,360,384	1,395,795	873,477	4,372,126	53,265,214	67,266,996
Additions	77,136	-	-	46,727	6,535,100	6,658,963
Disposals	-	-	-	-	-	-
As at 31 December 2022	7,437,520	1,395,795	873,477	4,418,853	59,800,314	73,925,959
Depreciation						
As at 1 January 2022	1,410,902	1,190,462	873,477	4,087,023	44,810,011	52,371,876
Charge for the year	370,876	74,833	-	217,651	5,633,578	6,296,939
Disposals	-	-	-	-	-	-
As at 31 December 2022	1,781,778	1,265,295	873,477	4,304,674	50,443,589	58,668,813
Net Book Value						
As at 31 December 2022	5,655,742	130,500	-	114,179	9,356,725	15,257,146
As at 31 December 2021	5,949,482	205,333	-	285,103	8,455,203	14,895,120

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

10 Receivables

	2023 €	2022 €
National Car Test Levy	2,332,909	1,610,916
Driver Theory Test Levy	682,712	618,674
Driver Test Fees	94,220	34,445
Driver Licence Income	109,210	70,295
Other Income	21,982	33,581
Total	3,241,033	2,367,911

11 Prepayments

	2023 €	2022 €
Insurance	62,206	53,796
Software Licenses	666,142	702,660
Other	134,729	80,883
Total	863,077	837,339

12 Payables

Amounts falling due within one year

	2023 €	2022 €
Trade Creditors	6,336,339	5,320,950
PAYE/PRSI	638,524	561,360
Payroll Deductions	164,065	140,042
VAT	40,498	79,680
Withholding Tax	466,804	241,916
Relevant Contracts Tax	-	98
Accruals	4,279,715	6,384,483
Holiday Pay Accrual	393,731	359,341
Deferred Income Driving Test Fees	14,502,290	11,770,130
Deferred Income Commercial Vehicle Testing Levy	450,519	378,187
Superannuation due to Department of Transport	658,048	586,460
Total	27,930,533	25,822,647

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

13 Capital Account

	2023 €	2022 €
Opening Balance	15,257,144	14,895,120
Transfer from Statement of Income and Expenditure and Retained Revenue Reserves		
Income used to purchase fixed assets	8,213,348	6,658,962
Disposal of Property Plant and Equipment (NBV > €0)	-	-
Amortisation of fixed assets	(6,488,857)	(6,296,938)
Transfer to Capital Account	1,724,491	362,024
Balance at 31 December	16,981,635	15,257,144

14 Capital Commitments

The RSA has capital commitments in respect of the production of solutions to facilitate various services of a number of contracts, under the PMO Portfolio. Under these contract terms for the period from 1 January 2024 to 30 April 2024, the RSA has contractual capital commitments of €0.591m (2022: €0.564m). The RSA has further capital commitments in respect of Commercial Vehicle Reform and System Investment (COVIS). Under the remaining terms of the contract for the period January 2024 to May 2028, the RSA has contractual capital commitments of €9.631m.

The RSA will meet these commitments from its reserves and from future income from various revenue streams.

15 Contingent Liabilities

The Authority is involved in a small number of legal cases and although the RSA have been advised of a good prospect of success there is a risk of an adverse decision. Potential future costs in relation to these cases have not been provided for due to this uncertainty.

16 Related Party Disclosures

The RSA adopted procedures in accordance with guidelines issued by the Department of Public Expenditure and Reform in relation to the disclosure of interests by its members and these procedures have been adhered to in the year. There were no related party transactions in 2023.

17 Premises

The RSA occupies its' head office in Ballina and sub-offices in Loughrea, Dublin and Cork. These premises are owned by the Office of Public Works and no rent is payable by the RSA. The RSA has 63 driver testing centres, including 2 HGV compounds, throughout the country. The OPW provides 41 of these buildings which are located either in shared government offices or are located in other premises solely occupied by the RSA. Finally, 23 buildings are rented directly by the RSA as an interim arrangement. The RSA is charged shared services costs for those centres located in shared government offices.

Notes to the Financial Statements

for the Year Ended 31 December 2023

continued

18 Borrowings

Section 13 of the Road Safety Authority Act 2006 allows the RSA to borrow money with the consent of the Minister of Transport, with the agreement of the Minister of Finance for the purpose of the performance of its functions. In June 2020, the Authority put in place credit facilities with its bank to ensure it has the appropriate cash and liquidity to operate through the COVID-19 event and this was fully repaid over an 18 month period. Currently, the RSA does not have any borrowings.

19 Statement of Income and Expenditure and Retained Revenue Reserves

At the end of 2023, the RSA had cumulative retained reserves of €15.309m. The RSA was allocated an exchequer allocation for 2023 of €0.952m. Otherwise, the RSA operated on a self-financing basis in 2023. The retained reserves reduced by €0.474m in 2023 on account of reduced revenue from income streams year on year of €4.632m primarily due to an absorption of indexation from some of our third-party suppliers within our services, despite demand for services increasing significantly across 2023. The impact of indexation absorption will continue to reduce RSA retained reserves until such time the current funding model has been reviewed. This review will commence in early 2024. The continued depletion of retained revenue reserves will limit the RSA's ability to deliver the RSA key strategic goals and RSA actions within the Government Road Safety Strategy.

20 Subsequent Events

There have been no reportable subsequent events which impact the financial statements since the year ended 31 December 2023.

21 Approval of Financial Statements

The Financial Statements were approved by the RSA on the 20 June 2024.

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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