Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Annual Report 2020

Contents

Chairperson's Statement

Last year was a difficult one for the Road Safety Authority (RSA), probably the most difficult since our inception in 2006. The Covid-19 pandemic posed exceptional challenges operationally for the organisation due to the suspension of our services under public health guidelines, along with the challenge of maintaining a focus on road safety during the crisis.

Liz O'Donnell
Chairperson

Travel restrictions imposed throughout 2020 resulted in significantly lower traffic volumes on our roads. While we saw a welcome decrease in serious injuries, it is extremely disappointing that there was not a corresponding decrease in the number of fatalities. It was saddening to see this increase in road deaths, particularly following on from the two safest years on record for road fatalities in 2018 and 2019.

We know that the loss of life on our roads is preventable. We have seen how changing our behaviour can save lives. Yet, there remains a stubborn cohort of people who continue to endanger themselves and other road users by engaging in dangerous behaviour on our roads.

Road safety is a social issue and must be addressed through effective, evidence-based policy. We welcome the priority given to road safety in the Programme for Government, published in June 2020. The publication of the government's new Road Safety Strategy in 2021 will further demonstrate political commitment. The development of the government's Road Safety Strategy 2021–2030 was progressed during 2020 involving consultations with stakeholders, policymakers and the general public.

The new strategy is confident in its commitments and ambitious in its goals. At its core is the principle of Vision Zero, the goal to have zero deaths and serious injuries on our roads by 2050. Vision Zero places road safety at the centre of our transport policies and systems.

The government's next Road Safety Strategy will be our route map to Vision Zero, setting out the actions we need to take to deliver safer roads. We look forward to working with all road users to achieve Vision Zero for everyone.

Over the course of the last Road Safety Strategy which ran from 2013 to 2020, Ireland saw a 9% reduction in fatalities. Ireland is now viewed as a leader in road safety and is ranked as fifth safest country in the EU (2020 ETSC PIN report).

We must continue to deepen our collaboration and cooperation with other countries, particularly our EU neighbours, on road safety. Alongside the development and subsequent implementation of the new strategy will be a continued commitment to sharing the knowledge and learnings we gain to improving road safety worldwide.

The commitment to evidence-based policy must also address the issue of excessive and inappropriate speed, which is the most dangerous behaviour on our roads. Speeding drivers, particularly in our villages, towns and cities, are putting vulnerable road users at risk. Low speed streets contribute to making cities safe and healthy, green and liveable, and have both road safety and environmental benefits.

The greater implementation of 30 km/h speed limits in urban areas in Ireland will play a part in achieving these benefits. Unfortunately, Ireland is out of step with the rest of Europe, where the implementation of 30 km/h speed limits is becoming the norm in cities. We would encourage local authorities to be proactive in this regard and make our communities safer and healthier for all.

We know that 2021 will be another challenging year for our organisation.

Pre-pandemic the waiting time for a driving test was six weeks. As a result of Covid-19, suspended services for over four months and ongoing restrictions, a significant and growing backlog of people waiting to sit their test has been created. Tackling this backlog in an efficient and effective manner will require government support and additional resources. The services provided by the RSA are essential to the growth and functioning of our economy and society. People need to be able to travel to access work, education, retail, sport. Without access to driving tests and driving licences, their ability to do so is impacted.

The number of people walking and cycling has increased because of the pandemic. There is now a changed environment on our roads, and it presents us with a huge opportunity. Sharing the roads equally will be more important than ever. While we have seen a proactive roll-out of new cycling and walking infrastructure by our local authorities, the responsibility still lies with each of us to do our bit to protect others.

Promoting the safe use of roads in Ireland is an integral policy measure that sustains communities – both rural and urban – and protects the lives and wellbeing of our families, neighbours, friends and work colleagues. The RSA will continue to be data, research and psychology led when developing our interventions and will ensure public interest remains at the heart of all our activities as we strive toward Vision Zero. To support this we need road traffic legislation that is based on science and evidence. We look forward to working with the government to develop a new Road Traffic Bill that meets this criterion and saves lives in the future.

I would like to express my sincere gratitude to the previous Minister for Transport Shane Ross and the current Minister for Transport Eamon Ryan and Minister of State Hildegarde Naughton as well as the wider Department of Transport team for their commitment to road safety and their support of the RSA throughout the year. I would also like to say a heartfelt thank you to the tremendous staff working across the RSA. We saw in March 2020 how they moved swiftly and effectively to working remotely, minimising the impact on our customers.

The RSA Board is committed to the good governance and strategic direction of the organisation. We welcomed four new members, Sarah Johnson, Ashling Cunningham, John Cronin and Derek Cawley, to the Board in 2020. Collectively, they bring valuable experience and expertise from the fields of law, IT, digitalisation and medicine.

I would like to thank Moyagh Murdock who stepped down as RSA CEO in March 2020. Moyagh made a huge contribution to road safety during her tenure.

I would like to welcome Sam Waide who took up the position of RSA CEO in September. Sam has brought a wealth of leadership and management experience to the RSA, especially in the areas of business transformation, commercial acumen, governance and compliance. I have already seen the positive impact he has made, and the Board of the RSA look forward to working closely with Sam to make Irish roads safer. Finally, John Caulfield served as our Interim CEO from March to September 2020, bringing both character and ability to the table. His management of the organisation during our transition between CEOs was very much appreciated.

Road safety is a collective mission and is built on the support and compliance of the general public. I would like to thank every road user for their help in making Irish roads safer.

Liz O'Donnell
Chairperson

CEO's Statement

In 2020 the RSA faced unprecedented challenges brought on by Covid-19. The pandemic has disrupted all aspects of life and work in Ireland, and the impact on the RSA has been widespread.

Restrictions introduced to control the spread of Covid-19 meant prolonged closure or limitation of our services in 2020. Our priority throughout was, and continues to be, the safety of staff, the safety of our customers and the safety of the environment in which we operate.

I want to acknowledge and thank the tremendous efforts of staff who worked tirelessly through unparalleled circumstances in 2020. Like many other organisations, many of our employees switched to remote working in 2020. This was a new experience for people and brought its own set of challenges to daily working arrangements. Having joined the RSA during this period of remote working, I have not met many of my colleagues face-to-face, but I have seen their commitment to road safety, regardless of where they are located. It is because of the dedication and flexibility of all staff that we were able to continue delivering public services to our customers throughout the year.

I must also commend the work of RSA testers, vehicle inspectors and transport officers. They faced challenges to deliver services. By working together, we were able to introduce public health protocols to allow services to be delivered safely. This meant we were able to provide driving tests to those deemed as essential under regulations, keep key supply chains open and continue to enforce safety standards of commercial vehicles.

The interruptions to our services caused by the pandemic have, unsurprisingly, had a negative impact on our revenues in 2020. The impact of Covid-19 on our services has continued into 2021, presenting us with ongoing financial challenges for the rest of the year and beyond. However, prudent and pre-emptive action taken by the organisation ensured we continued to operate on a sound financial footing in 2020 and into 2021.

Sam Waide
Chief Executive Officer

The pandemic has demonstrated how technology can provide greater and easier access to public services, with online channels becoming increasingly valued and demanded by customers. In 2020, we introduced digital avenues to several RSA services. The National Driver Licence Service (NDLS) expanded online access, through ndls.ie, to allow customers to apply online for all application types.

In November, we launched a new customer portal, MyRoadSafety.ie, a one-stop shop for all RSA services. MyRoadSafety.ie is an online platform enabling learner, fully licensed and professional drivers to apply for a host of driver services online. The portal has streamlined access for our customers, delivering an improved customer journey and supported the continued provision of essential services during the pandemic.

Collaboration is key to achieving positive progress on road safety. The sharing of ideas is essential to driving innovation and best practice. To continue that valuable engagement with road safety stakeholders, we moved several of our key road safety events online in 2020.

Our annual Academic Lecture focused on the topic of driver fatigue and featured expert speakers from the Netherlands, the UK and Ireland, all participating virtually. Virtual attendees were able to hear the latest research, pose questions and gather valuable insight. The pivot to a virtual format allowed us to deliver the road safety message to over 200 stakeholders located remotely.

We continued the virtual engagement with our Road Safety Strategy Workshop in November, also conducted online. The development of the next government Road Safety Strategy has been rooted in consultation and collaboration.

While we all miss face-to-face meetings, the inability to meet in person did not take from the sharing of innovative ideas and best practice thinking, all of which has ensured that we will deliver a new government strategy that continues our progress in road safety.

Having been on the horizon for several years, Brexit became a reality at the end of 2020. At the RSA, we put significant effort into preparing for Brexit. We advised NI/UK licence holders who are resident in Ireland on the need to exchange their NI/UK licence for an Irish driving licence before the transition period ended, which resulted in over 70,000 NI/UK licences exchanged.

Despite a 25% reduction in the number of serious and minor injury collisions in 2020, the number of road deaths increased. A total of 147 people died on our roads compared to 140 in 2019. The decline in serious and minor injury collisions was most likely attributable to an overall decline in traffic volume caused by travel restrictions introduced during the pandemic. However, this was not reflected in the overall number of road deaths recorded. The increase in deaths was driven by an increase in the number of passenger and pedestrian deaths. Provisional analysis of collision data indicates that over a quarter of driver and passenger death cases victims were not wearing a seat belt. The number of pedestrian deaths, particularly older pedestrians, is a cause for concern. Education and awareness interventions will target seat belt safety as well as pedestrian safety in 2021. Over 70% of all fatal collisions take place on rural roads and a new dedicated campaign focusing on rural roads will also be developed in 2021.

Looking ahead, 2021 will mark the first year of Ireland's fifth government Road Safety Strategy. It will span the decade until 2030 and will require a transformational approach.

The strategy will align with EU and UN road safety targets, and the Programme for government. It aims to achieve a 50% reduction in road deaths and serious injuries by 2030, and ultimately achieve Vision Zero, no road deaths or serious injuries, by 2050.

The strategy will replace the four 'Es' of Engineering, Education, Enforcement and Evaluation, with the Safe System approach to road safety. Safe System is recognised internationally as the best practice approach to achieve significant reductions in deaths and serious injuries. It emphasises the importance of taking a universal approach to road safety management and focuses on strengthening all aspects of the traffic system so that even if a road traffic collision occurs, it does not result in death or serious injury.

The approach will require significant investment to reach our target of a 50% reduction in road deaths and serious injuries over the next decade. It will also require greater partnership working and collaboration with our road safety partners, sharing insight, research and data to inform, educate and achieve best practice in road safety. Critically it will require the buy-in and support of the road-using public. It is only through working together that we can achieve these ambitious targets, save lives and prevent serious injuries.

I'd like to thank all of our partner organisations, the media and all road users for your continued support of road safety through what has been a turbulent year for everyone.

The global pandemic continues to present challenges but with your support and understanding we know that brighter days are ahead and look forward to overcoming these unique challenges together on our roads.

In my role as accounting officer I take responsibility and set out our expenditure of €76 million in 2020 by the RSA, within the financial accounts detailed at the end of this report.

Sam Waide
Chief Executive Officer

Board Members

Ms Liz O'Donnell
Chairperson
Term extended on 24 October 2019

Mr Dimitris Karagiorgis

Mr Kevin Goulding

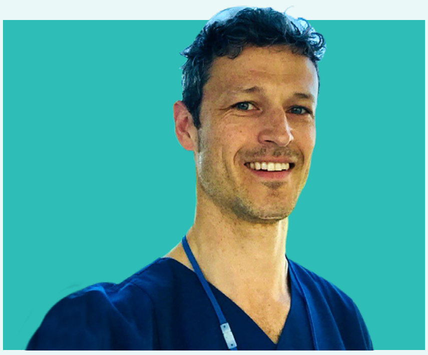
Ms Donna Price

Ms Gillian Treacy

Ms Sarah Johnson
Started 4 November 2020

Ms Ashling Cunningham
Started 4 November 2020

Mr John Cronin
Started 4 November 2020



Mr Derek Cawley
Started 4 November 2020

Introduction

The RSA's mission is simple: to save lives and prevent injuries by reducing the number and severity of collisions on the road.

We work to improve road safety in Ireland by:

- developing and implementing information and education campaigns to increase awareness of road safety and promote safer driving
- improving vehicle standards
- establishing and monitoring a standard for driver instruction
- overseeing the system of driver testing and licensing
- undertaking certain enforcement activities linked to the commercial transport sector
- overseeing the National Car Testing Service (NCT) and management of the Commercial Vehicle Roadworthiness Testing (CVRT) system
- working with stakeholders to ensure a coordinated response and ensure our collective resources are used wisely and efficiently
- collaborating and engaging with An Garda Síochána on road safety matters
- undertaking collision and road safety research in order to develop measures and recommendations to improve road safety
- advising the minister for transport, tourism and sport on road safety policy
- producing and reporting on the progress of the government's Road Safety Strategy

Covid-19 changed how we use the road

The Covid-19 pandemic and related periods of lockdown brought about many changes in 2020.

As so much of public life changed, so too did our roads. As a society we embraced the outside spaces in our local area to get exercise, fresh air and some much-needed release.

As a result, there was an explosion in the number of people cycling, walking, running and horse riding in their locality and communities. In response, the government provided millions of euros in special funding, to local authorities, to put in place the physical infrastructure to make these activities safe.

Almost overnight what road safety and active travel advocates had called for over many years was achieved, without question. In towns and cities across the country footpaths were widened and new cycle lanes were created, which separated cyclists from the mainstream traffic to ensure social distancing but also their safety.

Imagery courtesy of Dun Laoghaire Rathdown County Council

Imagery courtesy of Dun Laoghaire Rathdown County Council

We began to truly share the road space with vulnerable road users. The RSA welcomes the 'new normal' that was created on our roads during the pandemic. We should maintain what has been achieved. It is a positive effect of COVID-19 and should be permanent. But in creating a shared road space, we cannot focus solely on urban environments.

We need to see similar action in making our country roads safer for vulnerable road users. As the threat from coronavirus hopefully recedes, we cannot forget the positives we saw amidst the challenges.

We would be doing a disservice to everyone, young and old, if we don't do what we can to hang on to these positives and make our roads safer for generations to come.

Developing the 2021–2030 government Road Safety Strategy

Ireland's 2013–2020 government Road Safety Strategy has drawn to a close, and work to design the next strategy commenced in 2020.

Action 113 of the 2013–2020 strategy tasked the RSA with completing an 'ex-post evaluation', which could then be used to develop the next strategy. This work began early in 2020 with the appointment of Indecon, an independent economics consultancy, to conduct the evaluation and assist with the new strategy development process.

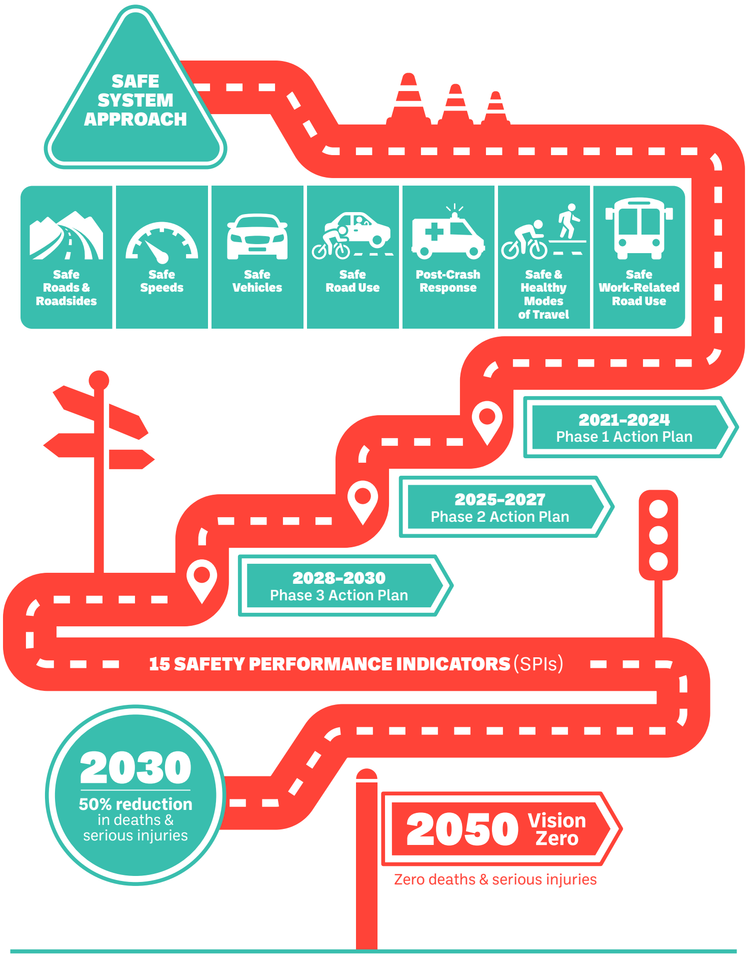
The development process included a series of good practice approaches, including conducting a Road Safety Management Capacity Review, an in-depth consultation process with key stakeholders, such as the Board of the RSA and RSA staff, and an online public consultation. In excess of 2,000 submissions were received from the public.

While road safety progress was made during the 2013–2020 strategy, it was clear that there was support and appetite among stakeholders and the public to achieve greater reductions in road deaths and serious injuries than before. It was recognised that in order to do so, we must adopt a transformational approach to road safety policy, practice and governance in Ireland, as a whole of government approach to road safety.

As shown in the infographic on the right, it was agreed that the next government Road Safety Strategy will run from 2021–2030, aligning with EU and UN targets to reduce road deaths and serious injuries by 50% by 2030, and ultimately achieve Vision Zero (no road deaths or serious injuries) by 2050. Based on the Safe System approach, which adopts a holistic approach to road safety management, this strategy will focus on seven priority intervention areas including: Safe Roads and Roadsides, Safe Speeds, Safe Vehicles, Safe Road Use, Post-Crash Response, Safe and Healthy Modes of Travel, and Safe Work-Related Road Use.

To ensure our interventions are innovative and reflect the latest developments in the field, this strategy will feature three phases of action plans. The Phase 1 action plan has been completed and will be implemented during 2021–2024, while Phase 2 will cover 2025–2027 and Phase 3 will cover 2028–2030.

2021–2030 Strategy



Progress in relation to these and our overall targets will be measured by a set of 15 safety performance indicators (SPIs). These SPIs measure a selection of factors known to influence road deaths and serious injuries (e.g. speeding).

This strategy also takes account of government policy in other key areas including climate change, sustainability, active travel and trauma care. It seeks to promote a holistic, coordinated integration of these policy areas within the Safe System approach, recognising the interdependencies between the various agencies and strategy actions. It also features a novel, transformational approach to governance and delivery of the strategy across the key agencies, with oversight by the ministerial committee.

Work continues to finalise the strategy document, which is due to be published in July 2021.

Ireland on the International Road Safety Stage

RSA Chairperson Liz O'Donnell is pictured with Tomas Eneroth Minister for Infrastructure in the Ministry of Infrastructure Sweden at the conference.

Global Conference on Road Safety Discusses Road Safety as a Challenge of Sustainability for Urban Areas

The 3rd Global Ministerial Conference on Road Safety took place in Stockholm on 19–20 February. The RSA was represented at the conference. The main outcome of the conference was the 'Stockholm Declaration' which commits signatory countries, including Ireland to focus on to reducing road deaths globally by at least 50% over the next decade. It also calls for the inclusion of road safety when developing plans to achieve greater sustainability, in terms of transportation and quality of life in urban areas.

RSA welcomes Portuguese delegation to share best practice in road safety

Ireland has been twinned with Portugal and Romania as part of a new EU road safety project. The EU Road Safety Exchange Project 2019–2021 aims to reduce the overall number of road deaths and serious injuries on EU roads. We hosted our first meeting with the Portuguese delegation in Dublin in February 2020 to share learnings of successful policy development.

In a two-day visit, the RSA, Department of Transport, Tourism and Sport, An Garda Síochána, Medical Bureau of Road Safety and the DPP outlined the Irish experience of tackling drink-driving and speeding with delegates from Portugal as they continue to refine policy approaches to improve their road safety performance. The Portuguese delegation was accompanied by Mr Matthew Baldwin, European coordinator road safety and deputy director general and DG MOVE.

The exchange will focus on the EU Member States with the highest potential for achieving improvements in road safety. Ireland is to partner with Portugal on the sharing of best practice related to drink- and drug-driving, and with Romania in the area of road safety enforcement.

The European Transport Safety Council (ETSC) is managing the project. ETSC is a leading NGO on transport safety that works with road safety experts from across the EU.

Ireland on the International Road Safety Stage

continued

RSA annual academic lecture

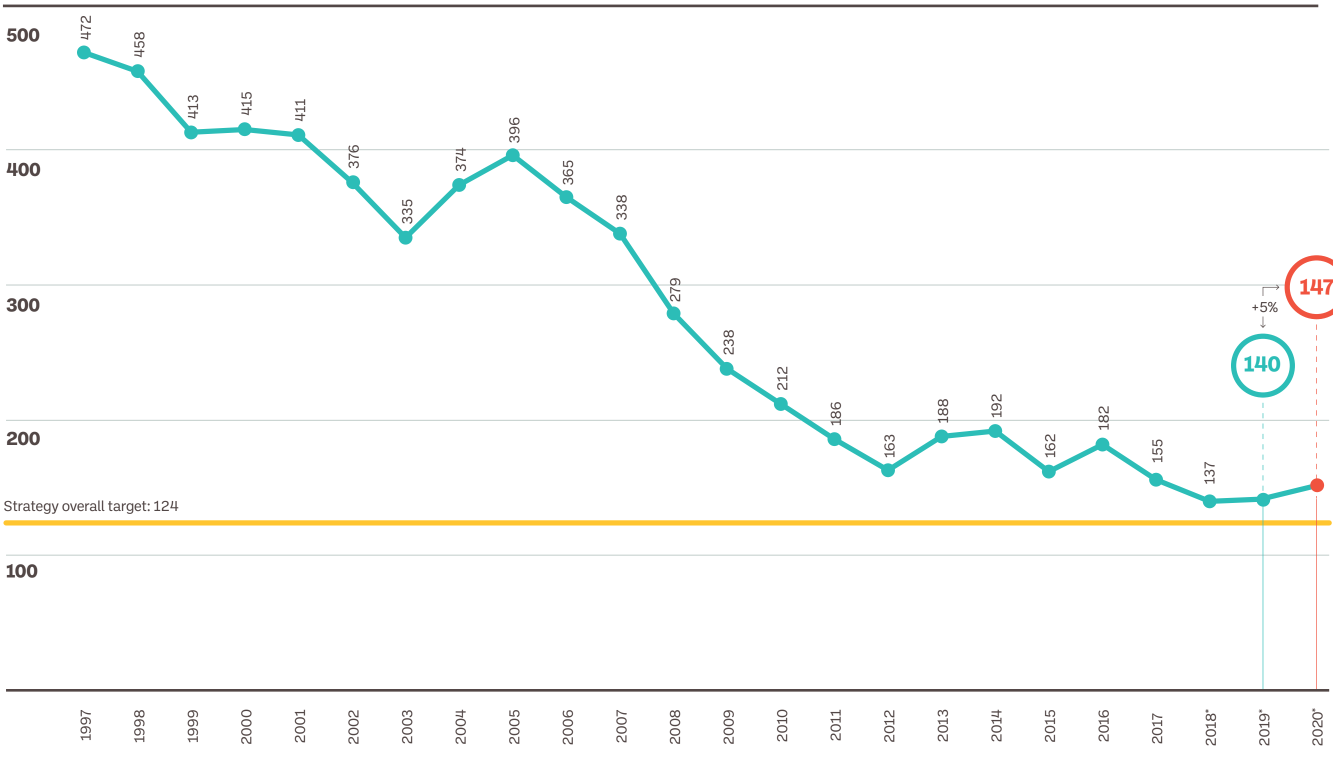
As part of Road Safety Week 2020, we hosted our first online academic lecture in October on the theme of 'Driver Fatigue'. Expert speakers at this event included Professor Walter McNicholas, consultant in respiratory and sleep medicine, UCD and St Vincent's Private Hospital; Dr Charles Goldenbeld from SWOV in the Netherlands; and Dr Ashleigh Filtness from Loughborough University, England. Presentation topics included the prevalence (how common it is) and road safety impact of driver fatigue, and prevention strategies, including the treatment of sleep disorders.

Road Safety Review 2020

As of 31 December 2020* there have been 136 fatal collisions, which have resulted in 147 fatalities on Irish roads. This represents 7 more fatal collisions and 7 more deaths (5%) compared to provisional An Garda Síochána data for the full year 2019*.

Fatalities by year, 1997–2020*

Source: RSA Collision Database, June 2021



*Figures for 2018–2020 are provisional and subject to change.

Serious Injuries

There was a 21% reduction in the number of serious injury collisions that occurred in 2020 (980) compared to 2019 (1,239). This corresponded with a 20% reduction in the number of serious injuries suffered in 2020 (1,098) compared to 2019 (1,366).** One of the possible contributing factors to the reduction in serious collisions and serious injuries could have been an overall decline in traffic volume, caused by restrictions introduced during the pandemic.

**Provisional and subject to change.

Road Safety Review 2020

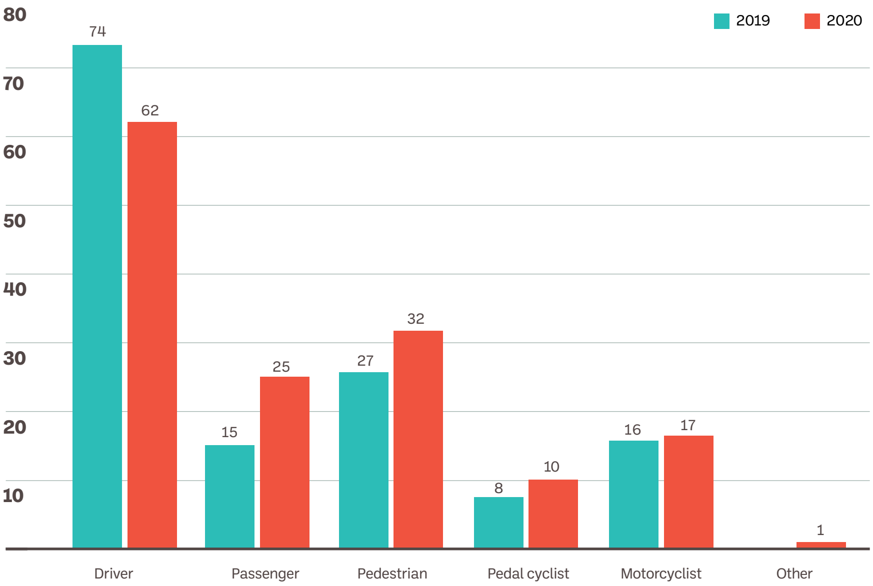
continued

Fatalities by road user type, 2019 vs 2020

In 2020, driver and passenger fatalities represent almost 60% of fatalities, while vulnerable road users represent 41% of fatalities.

Between 2019 and 2020, there has been a decrease in driver fatalities (-12) while there has been an increase in all other road user fatalities (passenger (+10), pedestrian (+5), cyclist (+2), motorcyclist (+1)).

Road fatalities by road user type, 2019 vs 2020

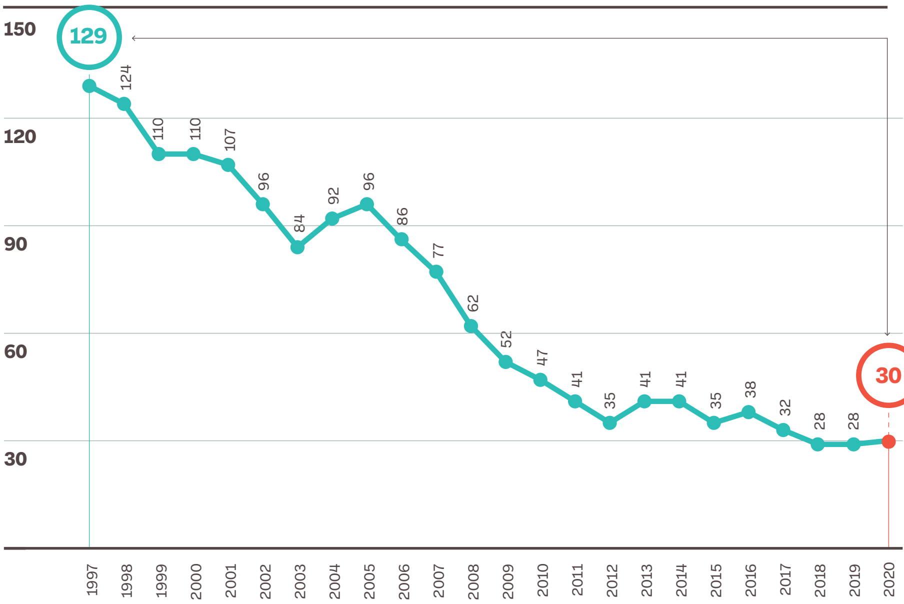


Figures are provisional and subject to change.

Fatalities per million population[1]

The fatality rate in 2020 was 30 deaths per million of population, with 147 deaths. The previous two years, 2018 and 2019, were the safest years on record in Ireland with 137 deaths in 2018 and 140 deaths in 2019. Both of these years had a rate of 28 deaths per million of population. Between 1997 and 2020 the fatality rate declined 77% from 129 to 30 deaths per million of population.

Road traffic fatalities per million of population[1]



Figures for 2018–2020 are provisional and subject to change.

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Road Safety Review 2020

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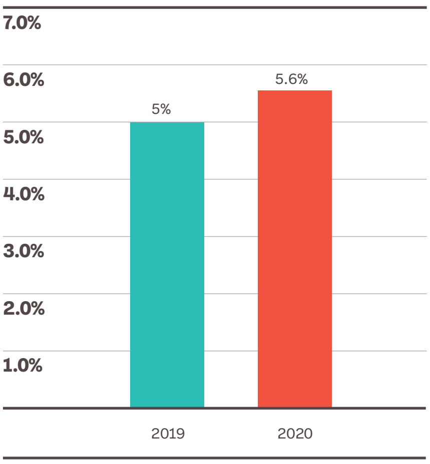
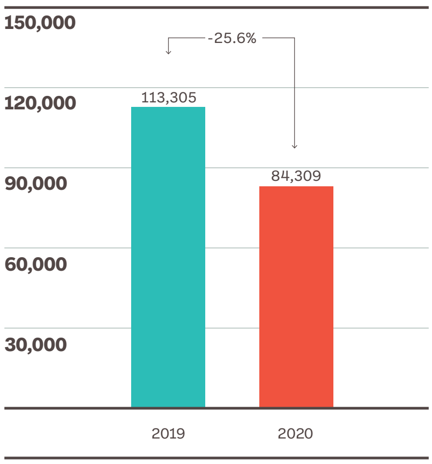
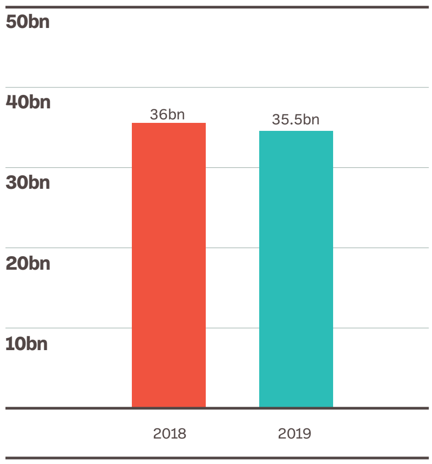
Road safety reference points



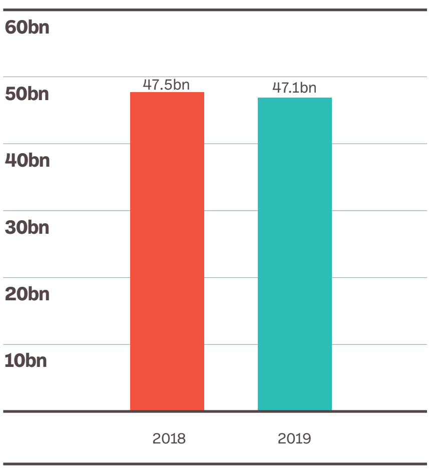
- In 2020, the annual average unemployment rate was 5.6%. This is an increase from 5% in 2019[2].



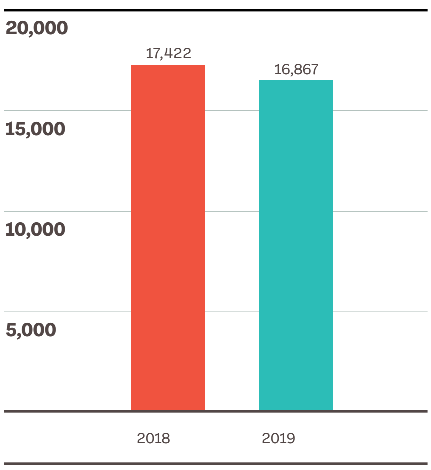
- In 2020, 84,309 new private cars were licensed for the first time. This is a decrease of 25.6% compared with 2019 (113,305)[3].



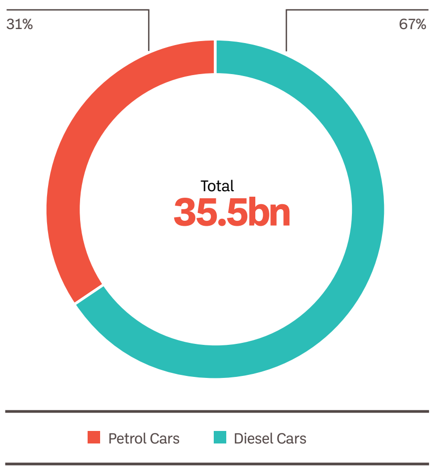
- In 2019, total kilometres travelled by private cars decreased slightly from 36.0 billion kilometres to 35.5 billion kilometres compared to 2018[4].



- In 2019, Irish vehicles travelled a total of 47.1 billion kilometres. This decreased slightly from 47.5 billion kilometres compared to 2018[4].

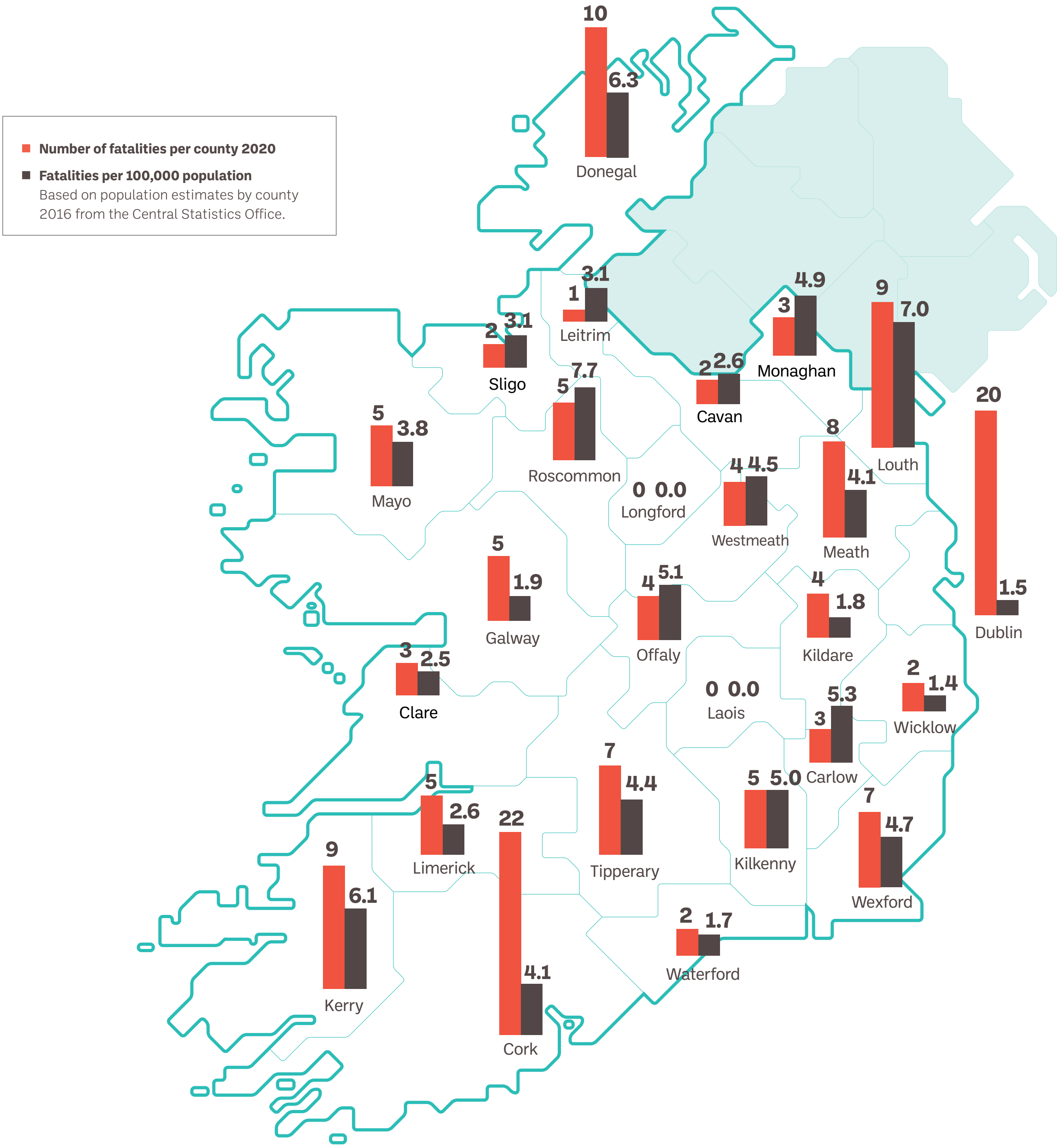


- The average kilometres travelled by each vehicle in 2019 was 16,867 kilometres. This was a decrease from 17,422 kilometres in 2018 (-3.2%)[4].



- Of 35.5 billion private car kilometres travelled in 2019, 67% were travelled using diesel cars and 31% were travelled using petrol cars, while 2% were travelled using another fuel[4].

Figures and fatalities per 100,000 population



Figures for 2020 are provisional and subject to change.

Road Safety Review 2020

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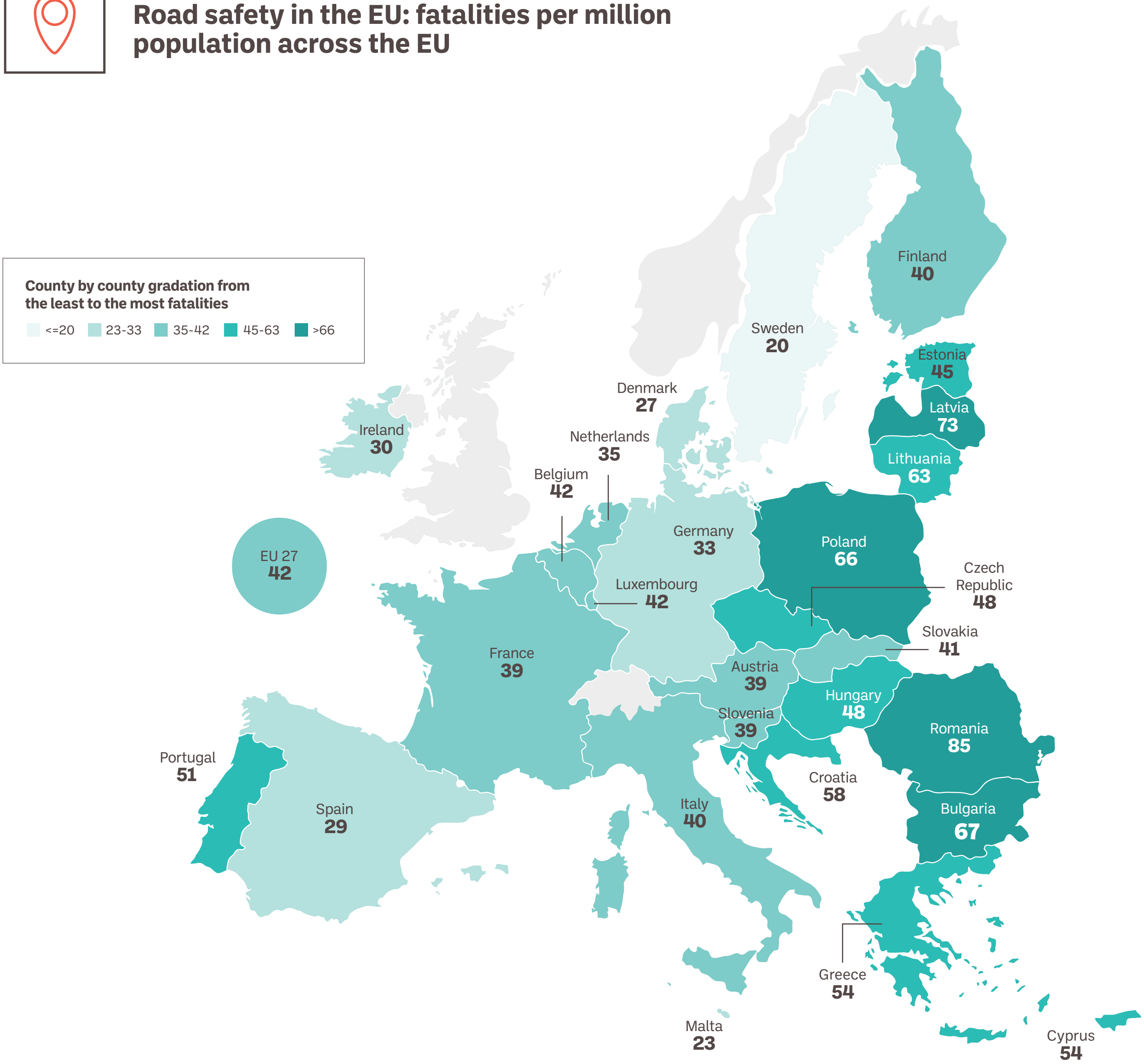
Road safety in the EU: fatalities per million population across the EU



Approximately 18,800 people lost their lives on EU roads in 2020 as per figures presented in the ETSC 15th Road Safety PIN report*. In the EU27, this is a 37% decrease compared to 2010.

While the collective EU road death reduction target for 2020 was not met, all countries made improvements between 2010 and 2020. There was no PIN country where the number of deaths recorded in 2020 exceeded that of 2010.

The fatality rate per million of population was lowest in Sweden (19.8), Malta (23.3), Denmark (26.6) and Spain (28.9) in 2020 among the EU27. Ireland is fifth in the European Union in terms of road safety[5].

Road Safety Awareness Campaigns

Emergency services campaign

In December 2020 we launched a new campaign fronted by members of the emergency services to highlight the fact that fatalities on our roads had increased on the total recorded in 2019. This campaign was a direct ask of the public from those who witness the consequences of collisions first hand to work together to keep each other safe on Irish roads.

The campaign launch featured 20″ VOD copy, 30″ radio (from each of the three relevant emergency service members) and short form social content across our channel. The campaign performed well in its initial tracking research results.

Campaign perceived effectiveness:

	Very effective %	Fairly effective %
Encouraging road users to be extra cautious over the festive period	63	24
Highlighting the work of our emergency services in dealing with the aftermath of road collisions	65	24
The high number of fatalities and serious injuries from road collisions is needless and utterly preventable	60	27

Road Safety Awareness Campaigns

continued

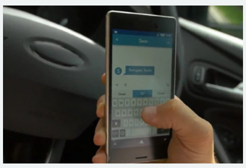
RSA road safety advertising 2020

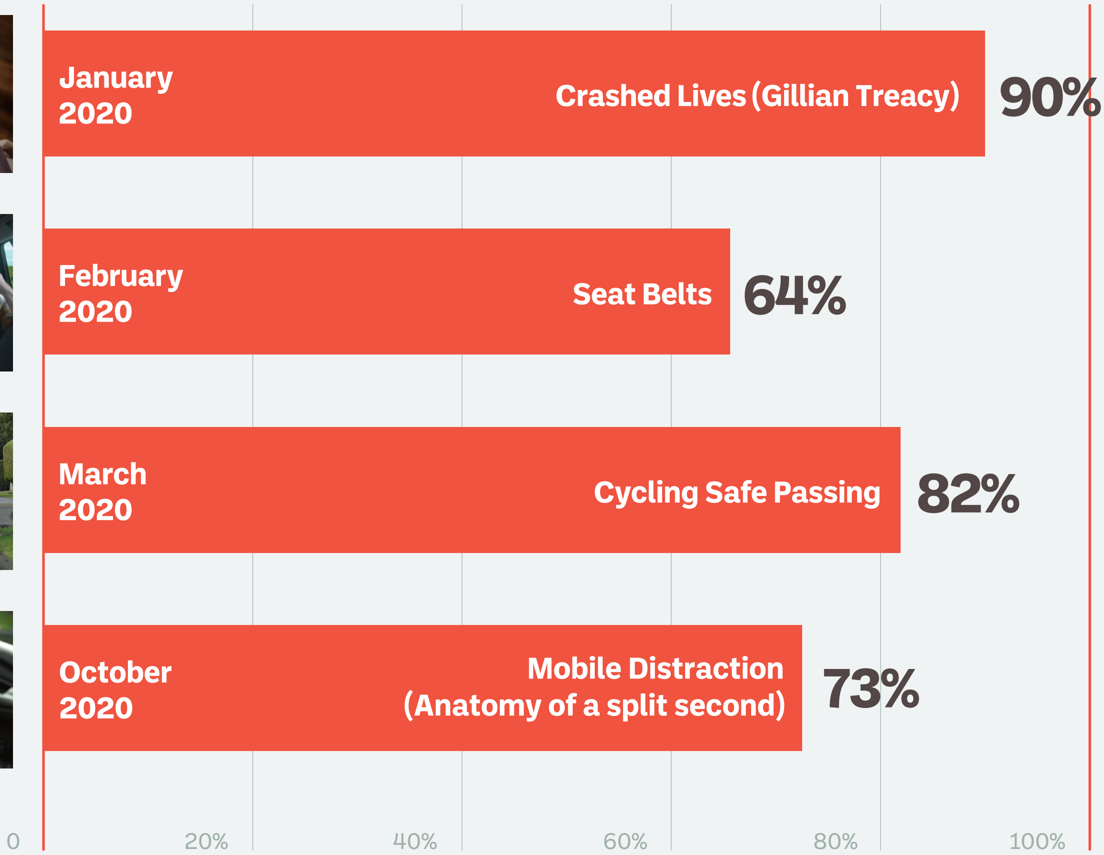
Base: All motorists

A National Barometer Study conducted by Behaviour & Attitudes in 2020 showed continued outstanding awareness for our Gillian Treacy Crashed Lives campaign. Even within the context of the Crashed Lives campaign performance over time, a level of 90% awareness for a single TV campaign is exceptional. This is the highest awareness to date for any RSA campaign.

Other mass media campaigns continued to perform well in 2020 and showed high levels of awareness among the public.

RSA TV campaigns: prompted awareness 2020





Road Safety Awareness Campaigns
continued

Other campaign highlights in 2020

We're on the road back

To encourage a safe return to the roads by all road users when the restrictions were lifted at certain points in 2020 we developed our 'We're on the road back' campaign. Through a mixture of radio, social and digital display we asked the public to remember the basics of road safety when emerging from lockdown, and to make their return to using the roads safer than before.

Campaign awards

We won a Silver award in the 360 Video category for our Driver Fatigue and Mobile Distraction virtual reality 'Distractions' campaign at the 10th Annual Lovie Awards held virtually in London in November. The Lovie Awards are presented by the International Academy of Digital Arts and Sciences (IADAS). They are the most prestigious honour in Europe for excellence across websites, online advertising, internet video, apps, mobile websites, podcasts and social media.

Brexit

In February and October we prepared for the finalisation of Brexit negotiations. We continued to run our campaign reminding those resident in Ireland and driving on NI/UK licences to get Brexit ready and avoid delays, by exchanging their NI/UK licence for an Irish one before 31 December 2020. This campaign ran across radio, social and digital channels.

Road Safety Awareness Campaigns
continued

Social media

The RSA continues to have a strong presence on social media and we are steadily growing our reach online. We have eight social media accounts over six platforms with the addition of LinkedIn to our portfolio of channels.

Through social media we are able to give timely road safety messages to our audience, respond to queries and gather feedback that helps to shape our campaigns.

192,710*
Facebook likes
▲ 7.3%

35,674*
Twitter followers
▲ 14.9%

9,640*
YouTube subscribers
▲ 14%

8,260*
Instagram followers
▲ 23%

5,385*
LinkedIn followers
▲ 42.8%

*Figures as of December 2020

Road Safety Education

The Education Team are responsible for the delivery of education and training. This is to ensure that all road users are equipped with the appropriate skills, knowledge and attitudes to stay safe on the roads.

Nationwide road safety education service

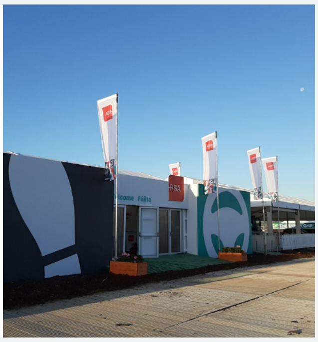
399	education programmes delivered
1,119	contact hours delivered

Check it Fits

2,169	Check it Fits checks
62	Check it Fits events

Shuttle – the RSA's mobile interactive road safety unit

23,931	visitors
38	events



StreetSmart – the RSA's interactive primary school resource

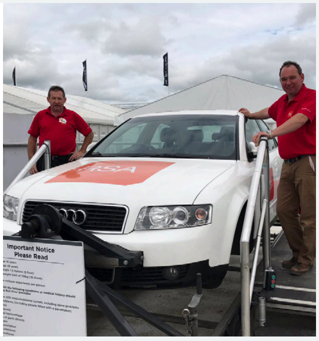
3,557	children
14	schools

Road safety leaflet and brochure merchandising and distribution

162,343	brochures distributed
3,580	merchandising visits

Rollover simulator – highlights the effectiveness of wearing a seat belt

10,763	visitors
38	events



High-visibility distribution

4,168	adult armbands	11,525	children's armbands	5,270	bike lights
10,074	drawstring bags	84,913	adult vests	7,540	rucksack covers
23,871	running bibs	3,831	Sam Browne belts	33,417	children's vests

As well as the high-visibility goods listed above, we also distributed high-visibility materials as part of specific campaigns throughout the year.

38,860	61,040	82,690	5,000	4,040
Beep Beep Day children's vests	Back to School children's vests	Hi Glo Silver children's armbands	FBD/Farmers Journal children's vests	FBD/Farmers Journal adult vests

Road Safety Education

continued

Check it Fits

The RSA Check it Fits is a free child car seat checking service that travels all over the country. Since October 2013, our Check it Fits service has provided free child car seat checks at our nationwide events. In response to the Covid-19 pandemic we suspended the service in March 2020. We relaunched it as a new virtual online service in October 2020.

2,169
Child car seats checked in 2020

1,359
Visitors to the Check it Fits service in 2020

Check it Fits by location

14	counties visited in 2020
29	locations visited in 2020

20 SuperValu locations
2 Toyota locations
7 neutral locations

65	checks on average per location in 2020

Check it Fits virtual service

10 October 2020	First event held
33	virtual events hosted in 2020
296	child car seats checked through the virtual service
96%	of visitors would rate the virtual service as excellent

Check it Fits events in 2020

62

Road Safety Education
continued

Code of Practice

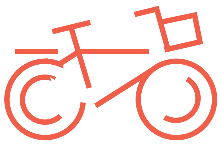
In December 2020, as part of our commitment to Action 11 in the government's *Road Safety Strategy 2013–2020*, we published a *Code of Practice for Child Car Seat Retailers*.

The aim of this Code of Practice is to bring all the information and education that customers receive on child car seats at the point of purchase in line with legal requirements and best practice. The Code also aims to help the public feel confident that they are getting the correct information and help they need when buying a child car seat.

Cycle safety training

In 2020, 8,641 primary school children completed Cycle Right training. Cycle Right is the national standard for cycle training. It is managed by Cycling Ireland and we allocated €67,000 in funding toward this programme in 2020.
Due to the Covid-19 pandemic, in 2020 there were fewer participants and less funding provided than in previous years.

8,641



primary school pupils took part in Cycle Right

€67,000

contributed by the RSA to the Cycle Right programmes

Road Safety Education
continued

€2,877.52

given to local authorities to support the Junior School Warden Scheme

Junior School Warden Scheme

In 2020 we gave €2,877.52 in funding to local authorities to support the Junior School Warden Scheme. In total 11 schools and 318 wardens took part in this scheme.

200+

Over 200 participants joined our Driving for Work Webinar

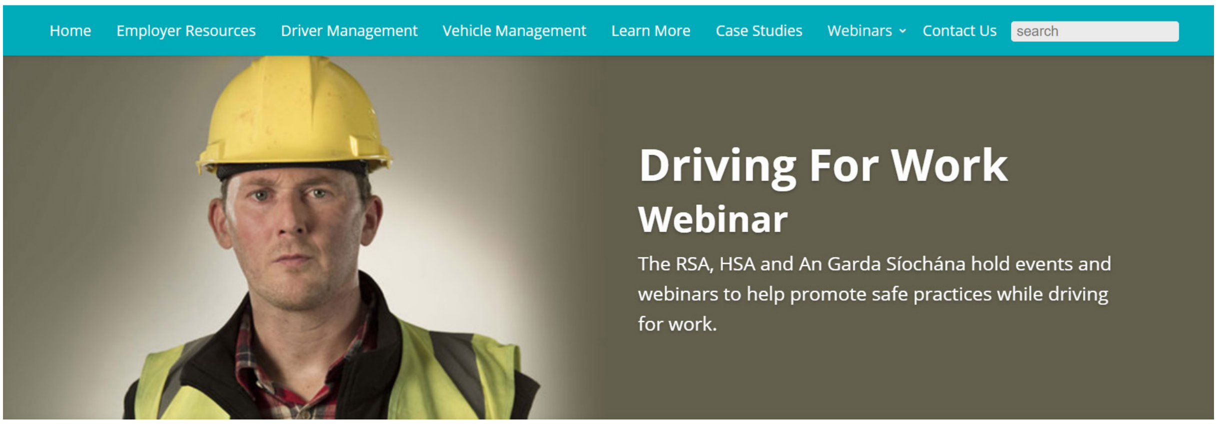
Driving for Work Webinar hosted in 2020 by the RSA

In November 2020 we worked with the Health and Safety Authority and An Garda Síochána to deliver an online webinar on managing Driving for Work. This was the first time we delivered the event online. The webinar was aimed at employers, managers and supervisors who have a responsibility for safe fleet operations. Over 200 participants logged in to the webinar on the day.

The keynote speaker was Professor Desmond O'Neill of the National Office for Traffic Medicine. Professor O'Neill spoke about medical fitness to drive, current knowledge on the impact of medical conditions and how best to manage medical fitness to drive when driving for work.

HEALTH AND SAFETY AUTHORITY

RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority



Road Safety Driver Education

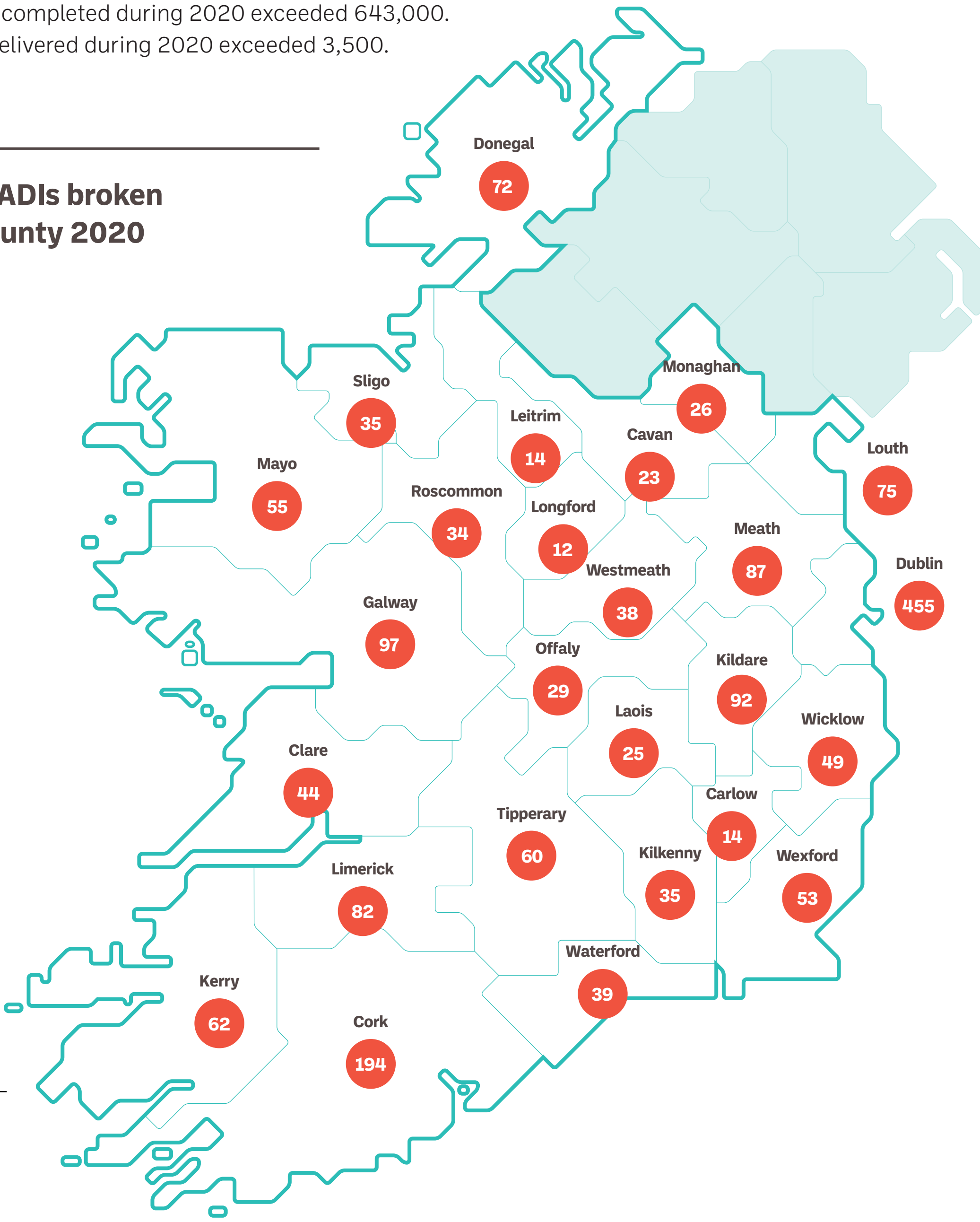
Approved Driving Instructors (ADIs) Essential Driver Training (EDT) and Initial Basic Training (IBT)

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

As of 31 December 2020 there were 1,797 ADIs, of which 1,661 were providing Essential Driver Training (EDT) to learner drivers. Since its introduction ADIs have delivered over three million EDT lessons to over 260,000 learner drivers.

The number of EDT sessions completed during 2020 exceeded 643,000.
The number of IBT courses delivered during 2020 exceeded 3,500.

Number of ADIs broken down by county 2020



Total

ADIs

1,797

Road Safety Driver Education
continued

The ADI qualification testing process

The ADI qualification testing process ceased operations on 13 March 2020 because of Covid-19 and ADI Check Tests did not resume until the start of September 2020.

This was followed by the reintroduction of Stage 2 and 3 ADI tests toward the end of October 2020. The slow return of ADI services was due to the particular transmission risk involved in delivering this service, as the distance between the candidate and the ADI examiner is less than one metre in most cases and all tests occur in an enclosed vehicle.

With the procedures and protocols in place we managed to resume our ADI services but not at full capacity. The service was subsequently restricted to the testing of essential workers during Level 5 restrictions from 22 October until 30 November 2020. During this period, the ADI Check Tests were suspended. However, the delivery of Stage 2 and 3 ADI tests continued through Level 5 restrictions.

Covid-19 pandemic

Due to the Covid-19 pandemic the suspension of Driver Certificate of Professional Competence (CPC) training meant that professional bus and truck drivers who were in the process of completing their final training modules and renewing their CPC qualification card were unable to do so.

In conjunction with the EU Commission we granted an extension to drivers with valid Irish Driver CPC cards due to expire between 1 February and 31 August 2020. This measure minimised disruption and ensured there was a continuous flow of goods. In addition drivers had more time in which to complete their CPC training and renew their CPC qualification card. Since CPC training services resumed in 2020 there have been no further breaks in the delivery of CPC periodic training.

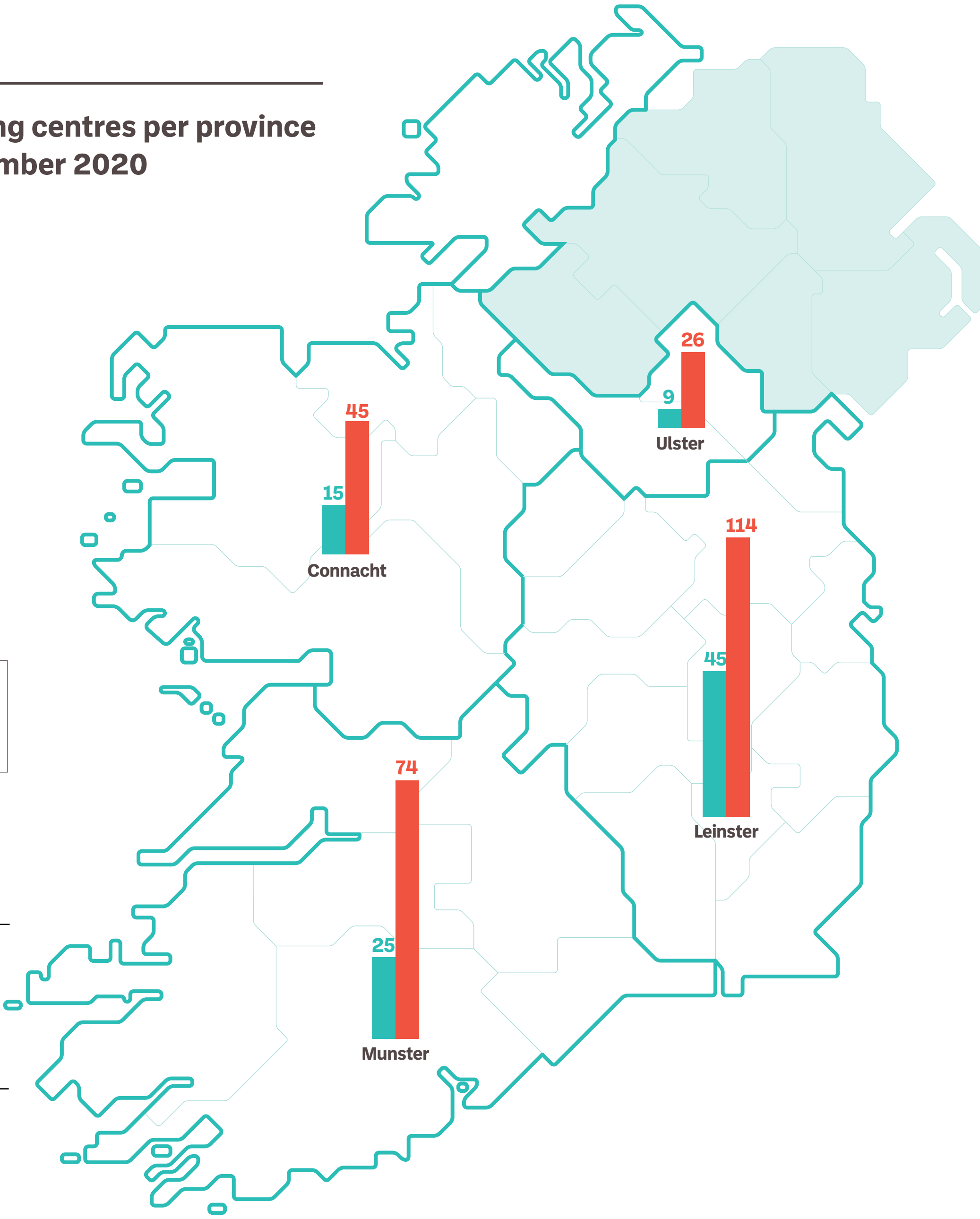
Road Safety Driver Education
continued

Driver Certificate of Professional Competence (Driver CPC)

We are responsible for overseeing the delivery of training for Driver CPC in Ireland. This is additional vocational training that professional drivers are required to undertake.

To date, 76,307 Driver CPC training courses have been completed since the introduction of Driver CPC.

CPC training centres per province at 31 December 2020



- Training organisations
- Training centres

Total

Training organisations

94

Training centres

259

Driver Testing and Licensing

Driver testing information 2020

Summary

	Applications received	Total tests offered	Pass rate
Motorcycles	4,073	2,540	65.70%
Cars	138,250	89,790	52.10%
C vehicles	6,025	5,740	76%
D vehicles	2,260	2,486	74.70%
Car and trailer	2,654	2,115	82.90%
Tractor	95	2	100%
Total	153,357	102,673	55%

Tests offered broken down by outcome

8.7%
No show (applicant did not attend for appointment)
8,925

3.9%
Non-conducted (candidate document or vehicle issue)
4,005

2.1%
Abandoned (e.g. weather or vehicle breakdown during the test)
2,163

85.3%
Conducted (pass and fail results)
87,580

100%
Total tests offered
102,673

Driver Testing and Licensing
continued

Covid-19 and Driver Testing Service

The Driver Testing Service suspended operations on 13 March 2020 because of the Covid-19 pandemic and resumed for trucks and buses on 29 June and for cars on 20 July 2020.

This was due to the particular transmission risk involved in delivering this service, as the distance between the candidate and driver tester is less than one metre in most cases and the test occurs in an enclosed vehicle. During this time we continued to deliver a limited number of tests for frontline workers. The service was subsequently restricted to the testing of essential workers during Level 5 restrictions from 22 October until 30 November 2020.

From the phased resumption of service on 29 June 2020 until the end of the year over 62,000 driving tests were conducted. Robust and comprehensive measures to prevent the spread of Covid-19 were put in place for our public and our staff. We adhered to public health guidance and ensured safe services and worked very hard to keep our customers safe.

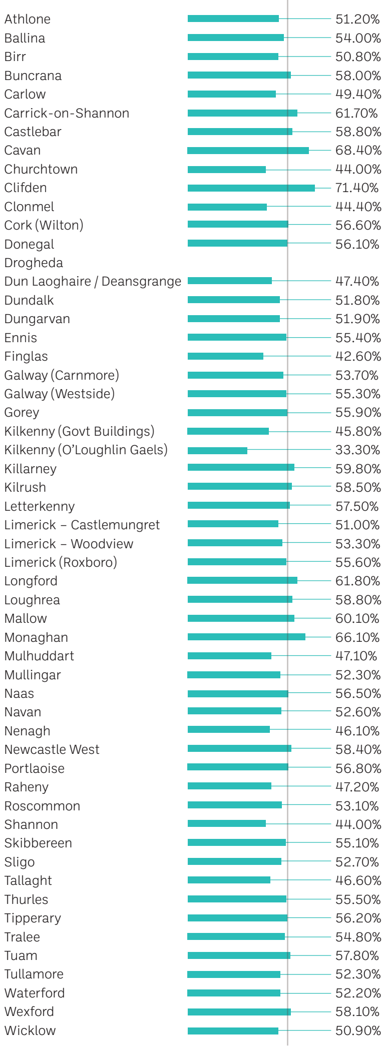
Driver Testing and Licensing
continued

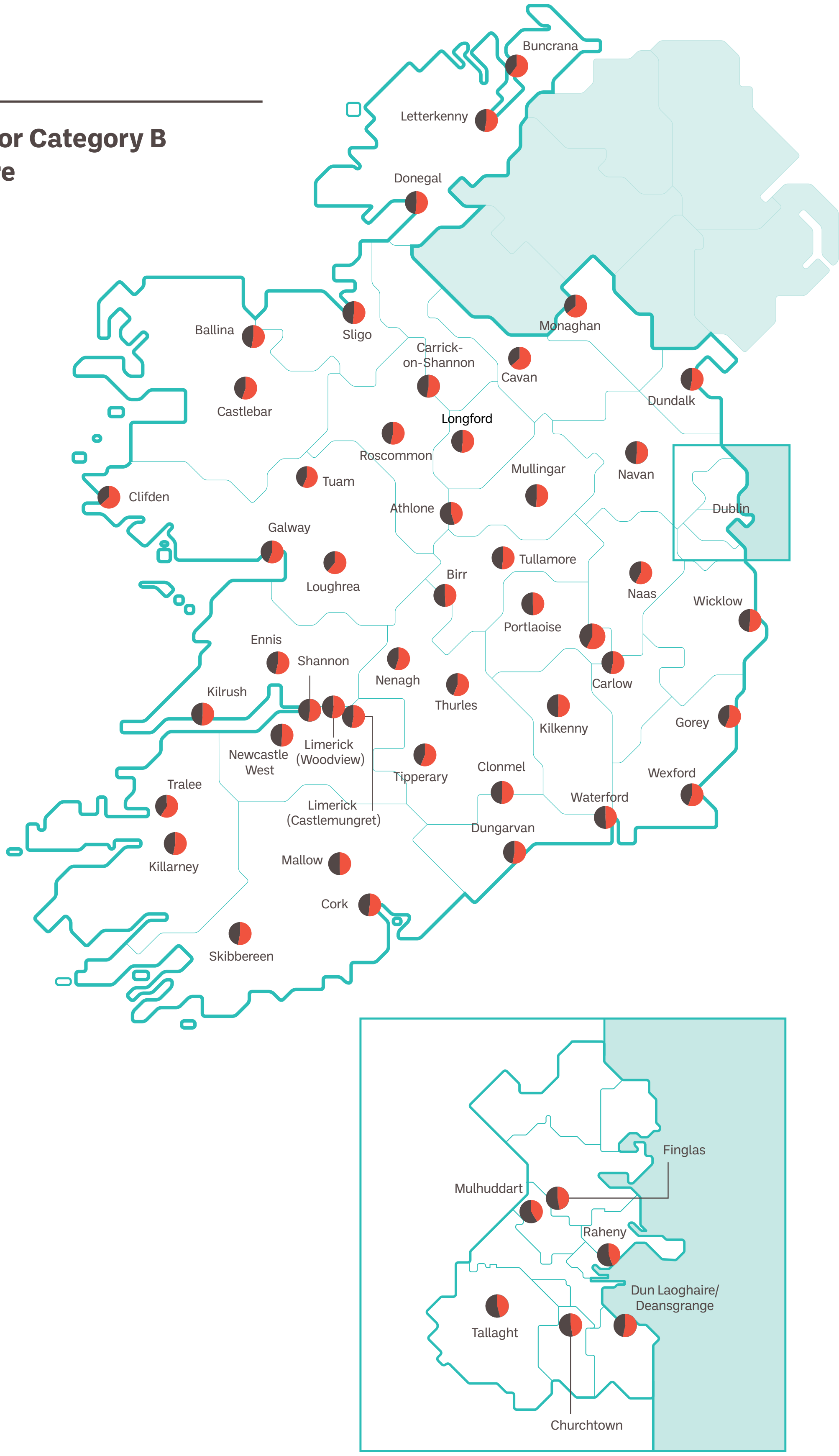
2020 pass rates for Category B (car) by test centre

Pass
Fail

Overall average

52%

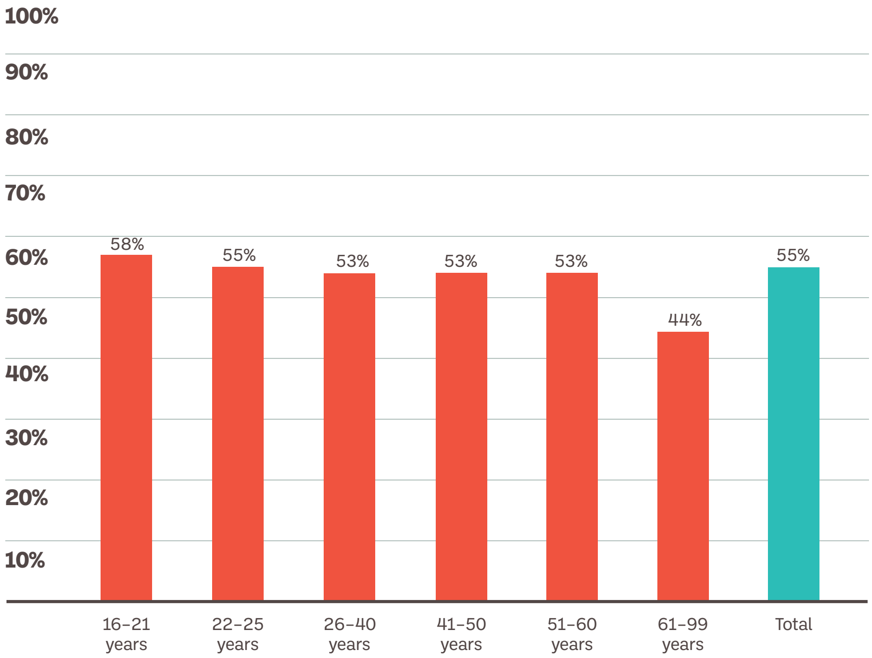




Driver Testing and Licensing
continued

Pass rate analysis by demographic

Pass rate



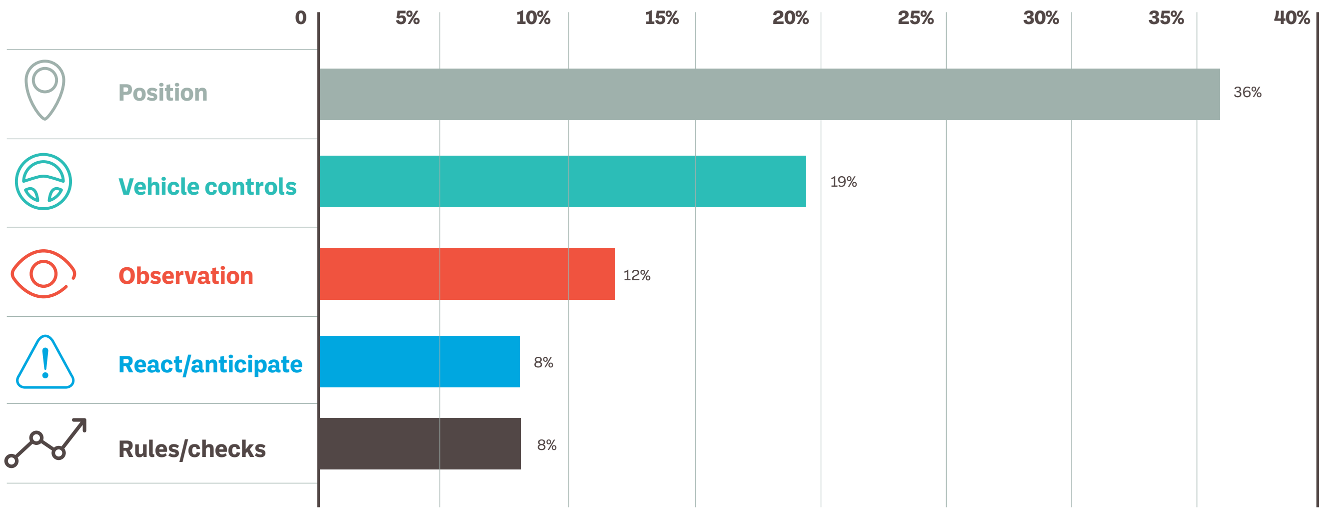
Essential Driver Training (EDT) car tests only

Pass rate for drivers subject to EDT

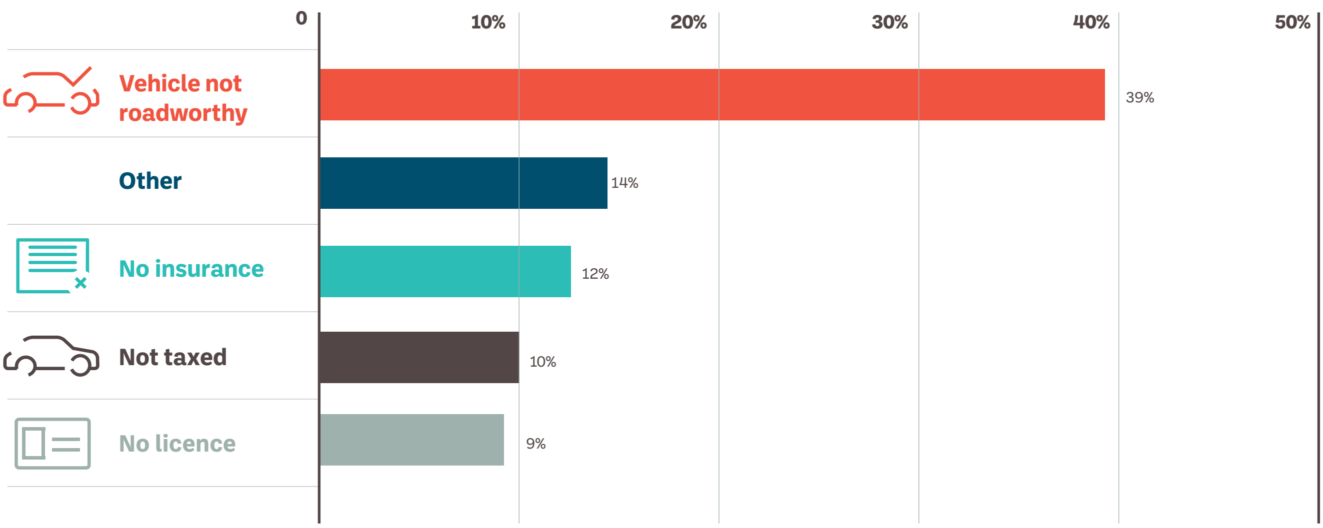
Pass rate for drivers not subject to EDT

Driver Testing and Licensing
continued

Most common faults at the test (car tests only)



Most common reasons for non-conducted tests



Driver Testing and Licensing

continued

Covid-19 and the National Driver Licence Service

In response to government Covid-19 restrictions the National Driver Licence Service (NDLS) suspended operations on 27 March 2020.

The service resumed on 8 June 2020. In response to the suspension of services across the EU driver licences expiring at various dates in 2020 had their validity extended. In addition the expiry dates of learner permits were also extended. This helped to reduce the number of people required to attend an NDLS centre to renew a driving licence when the service resumed. The impact of the extensions means that in the autumn of 2020 and during 2021 higher than usual volumes of driver licence and learner permit renewals fall due. On 13 March 2020, to reduce pressure on GP services, we introduced a temporary exemption for those over 70 years old without a specified illness. They no longer had to provide a medical certificate when renewing their licence. This exemption remains in place into 2021.

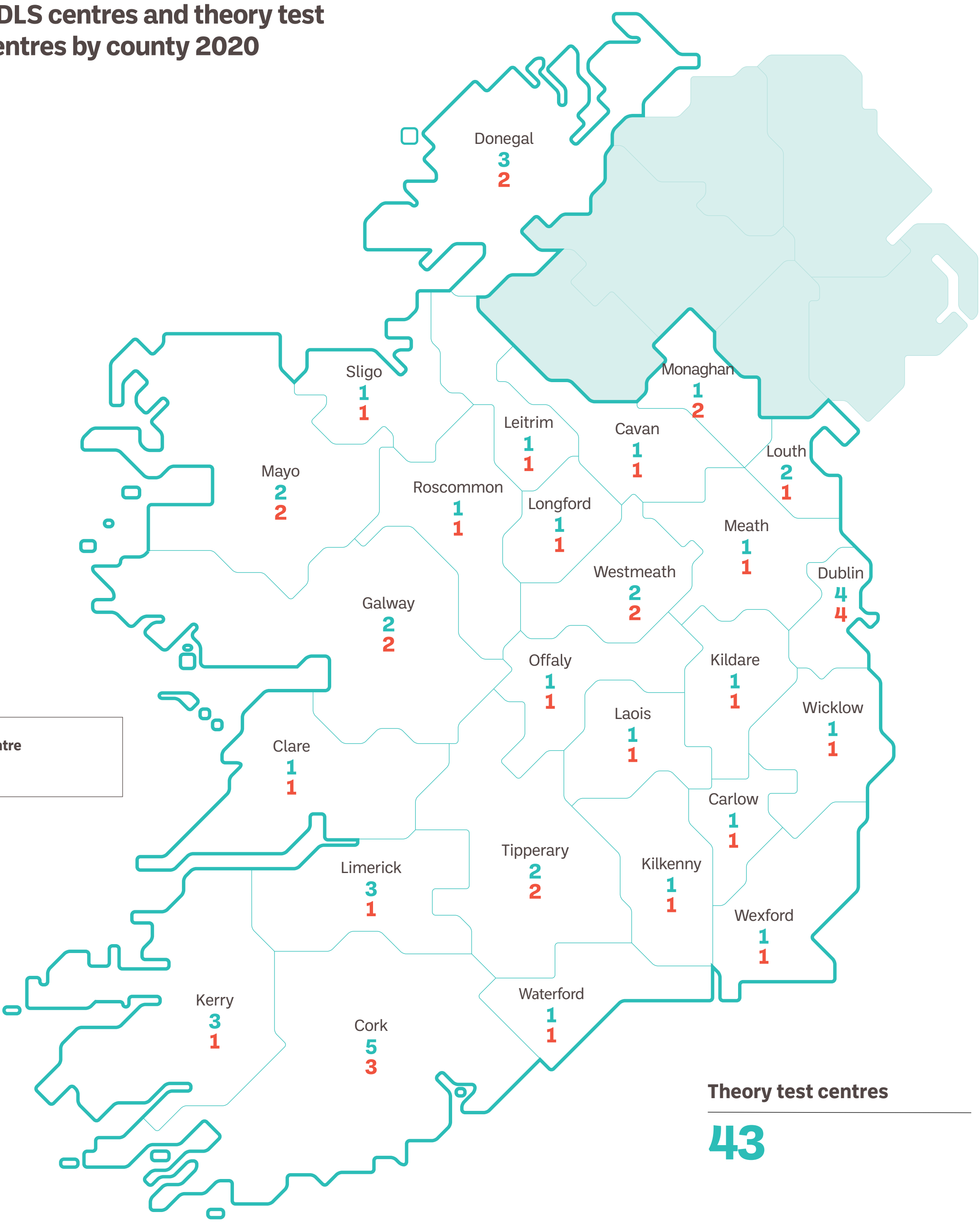
49,685

people applied to exchange their UK driving licence

Driver Testing and Licensing

continued

NDLS centres and theory test centres by county 2020



- Theory test centre
- NDLS Centre

Theory test centres

43

NDLS centres

37

Driver Testing and Licensing
continued

National Driver Licence Service (NDLS)

347,988 full licences issued

81% of licences and permits issued within 3–5 days

136,128 learner permits issued

20,934 foreign licences exchanged

Brexit

As a result of Brexit, from 1 January 2021 a holder of a NI/UK driving licence resident here could no longer drive on that licence. Between 2019 and 2020, almost 70,000 NI/UK licence exchange applications had been completed or were being processed by the NDLS. With Britain no longer a member of the EU, a bilateral licence exchange agreement between Ireland and the UK was concluded in December 2020. This allows residents here with a NI/UK licence to exchange it for an Irish one.

Breakdown of learner permits and driving licences produced in 2020

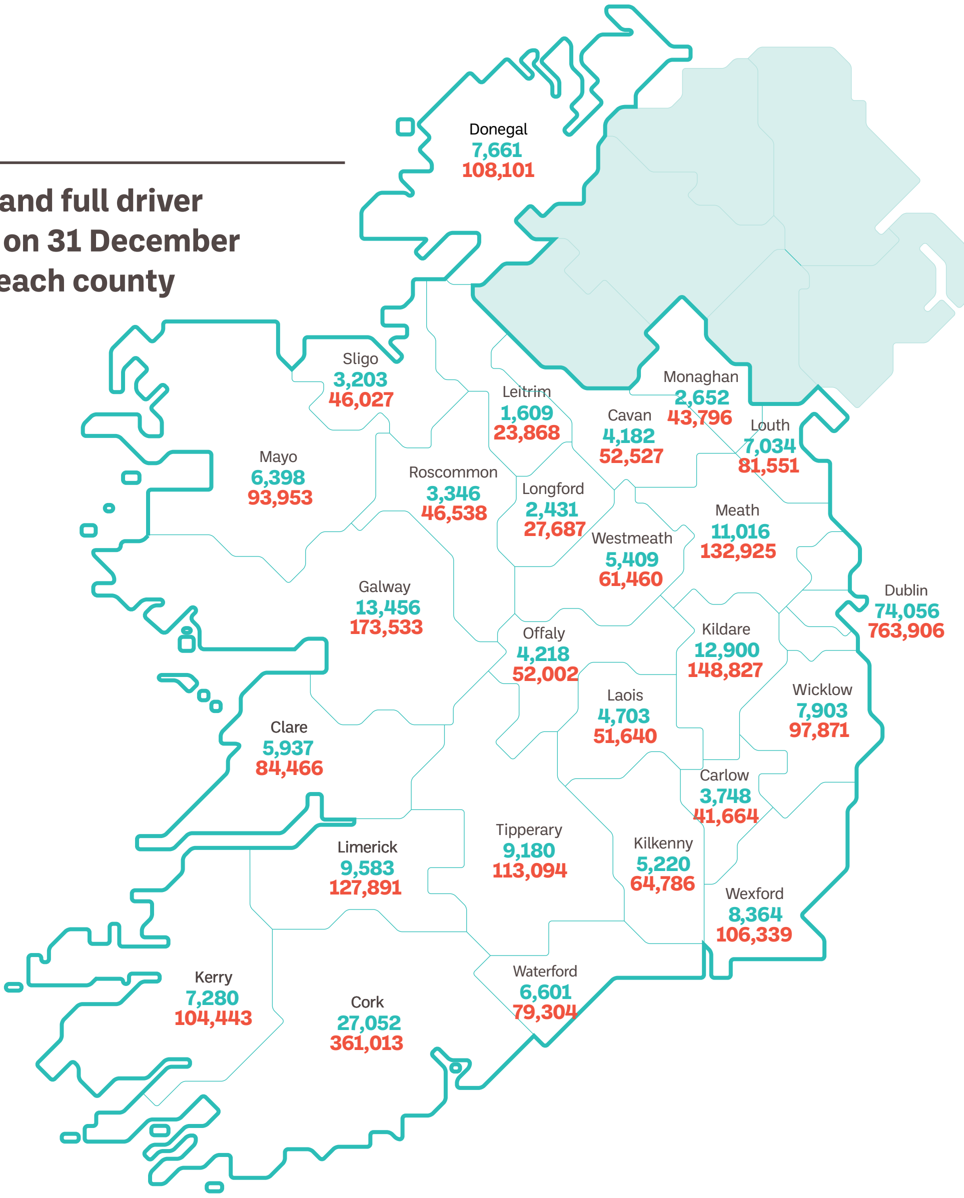
Application type	Number of applications
First time driving licence (excluding foreign licence exchange)	36,057
Foreign licence exchange	20,934
First time learner permit	62,603
Renewal driving licence	283,638
Renewal learner permit renewal	66,705
Replacement driving licence	28,293
Replacement learner permit	6,820
Total	**505,050**

Top 5 exchange countries

United Kingdom and Northern Ireland	53%
Poland	7%
Romania	5%
South Africa	4%
Canada	4%

Driver Testing and Licensing
continued

Learner permits and full driver licences current on 31 December 2020 by type in each county



Learner permits
Full driver licences

Learner permits

Total

255,142

Change from 31 December 2019

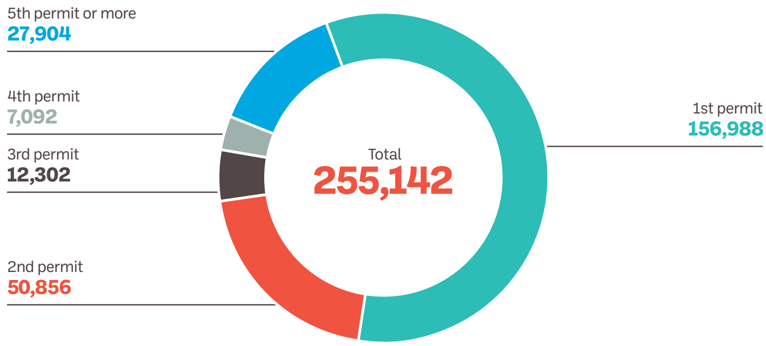
-4,768

Full driver licences

Total

3,047,912

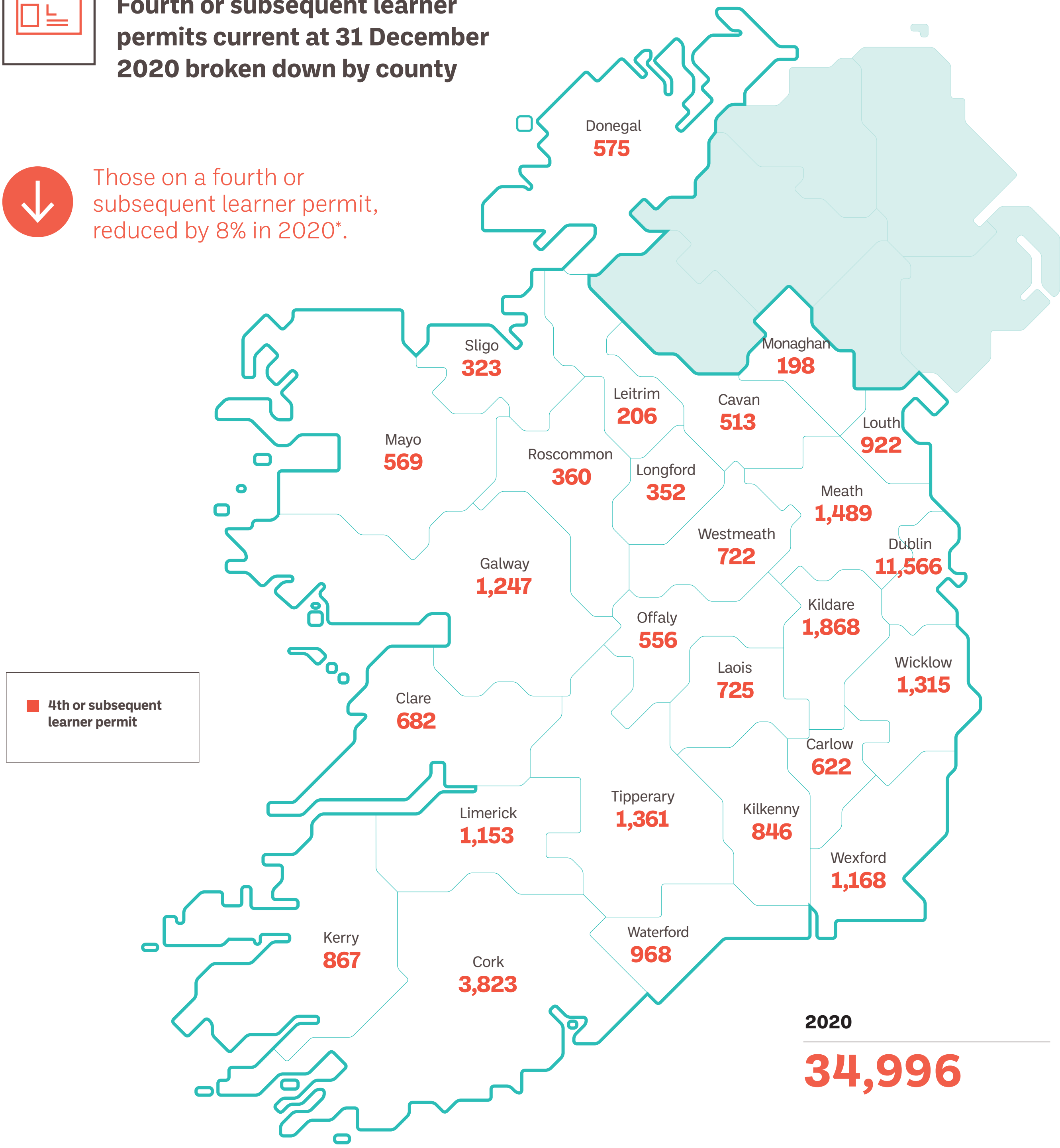
Number of drivers holding multiple learner permits in 2020



Driver Testing and Licensing
continued

Fourth or subsequent learner permits current at 31 December 2020 broken down by county

Those on a fourth or subsequent learner permit, reduced by 8% in 2020*.



2020

34,996

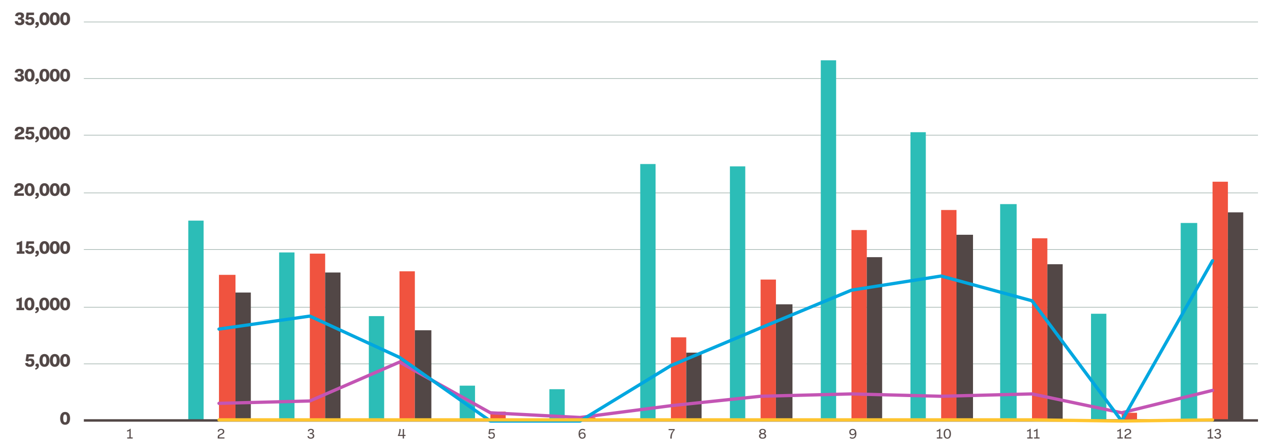
2019

38,386

* This figure is somewhat distorted by the fact that in 2020 learner permit holders had their expiry dates extended and this meant that the normal progression between learner permits did not happen for many permit holders.

Driver Testing and Licensing
continued

Driver theory tests 2020



Covid-19 impacted heavily on the Driver Theory Test (DTT) service and the service was suspended from 25 March to 8 June. It was subsequently suspended from 22 October until 30 November 2020. This means that there is a significant backlog of applications to be managed when the service resumes. Suspension of the service continued into 2021.

Driver Testing and Licensing
continued

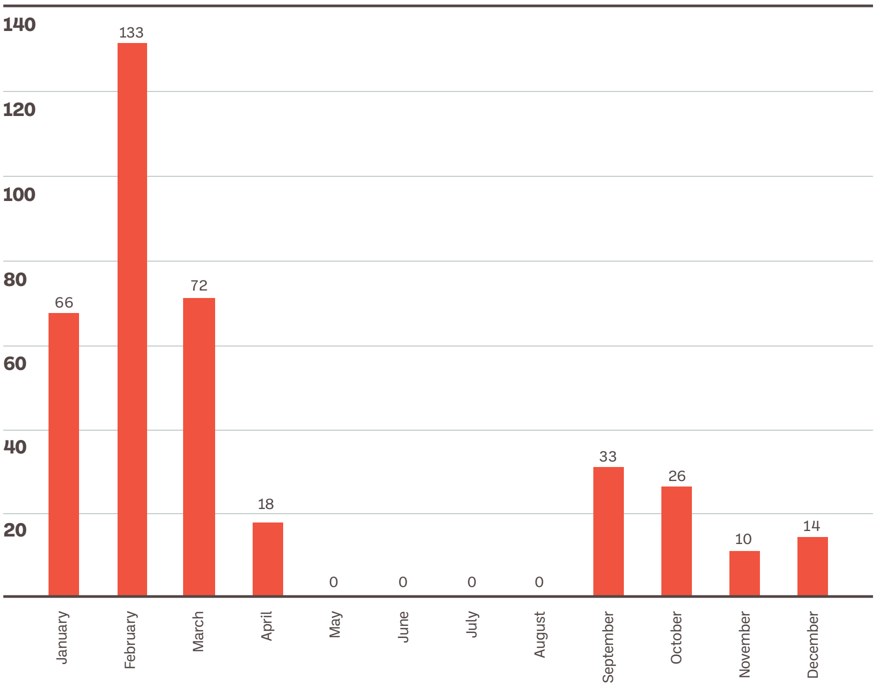
Emergency Services Driving Standard

The Emergency Services Driving Standard (ESDS) initiative is now firmly in place. We are continuing to develop and maintain this professional standard for the drivers of emergency services vehicles, using best practice at all times.

The standard is voluntary. We have developed it for emergency services drivers in various roles. These include drivers in operational support, i.e. refers to non-response driving and supporting the operations of the organisation and emergency response drivers in those services given exemptions under the Road Traffic Acts when carrying out their duties.

The aim of the standard is to greatly reduce the unique risks linked with the use of emergency service vehicles and to put the safety of other road users, emergency service personnel and their passengers first.

Number of ESDS driver certifications issued in 2020



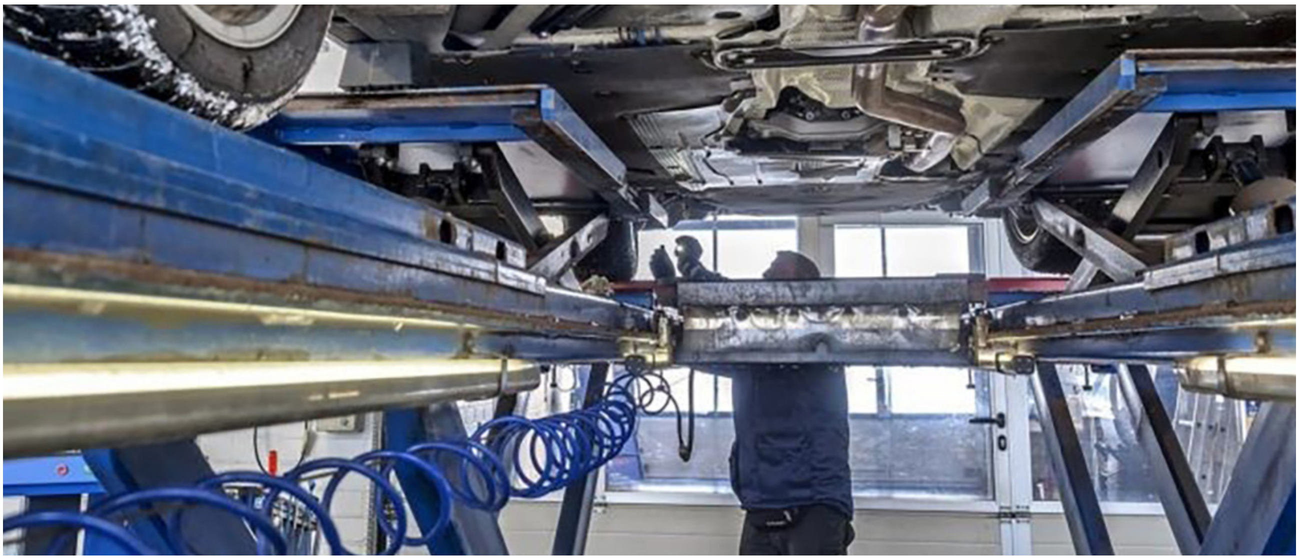
Total ESDS driver certifications isssued in 2020

372

Vehicle Standards and Enforcement

Our team develops our 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 importance of the safety of Irish vehicles.

We closely watch international developments in vehicle safety technologies by taking part in national and international forums. These technologies include advanced driver assistance systems and self-driving cars.



New technical standards for vehicles

Regulation (EU) 2018/858 is the new vehicle Type-Approval Framework Regulation published by the EU. It has strengthened the quality of testing and introduced market surveillance and oversight of the type-approval process for all new vehicles. Type-approval helps remove barriers to trade for manufacturers and ensures that new vehicles are manufactured to prescribed safety and environmental standards. During 2020, we carried out a public consultation with industry on the new Framework Regulation. As a result of this consultation, we developed a new law to also strengthen the technical standards for nationally approved vehicles.

This new law established and appointed the RSA as the Automotive Market Surveillance Authority (AMSA) for Ireland. The AMSA unit is due to start activities in 2021. Its main duties will include:

- carrying out compliance verification checks on vehicles, as part of the Framework Regulation's aim to achieve a high level of safety and environmental standards
- publishing information from vehicle manufacturers on vehicle recalls
- attending EU meetings
- working with other Member States on market surveillance of vehicles.

During 2020, we updated road traffic laws to allow the use of raised front lamps in road clearance vehicles. The original front head lamps in these vehicles could be obscured by front-mounted snowplough attachments. These attachments are fitted to gritting vehicles when local authorities are clearing snow, ice and frost from roads.

We started the second phase of updating national secondary traffic laws on construction standards and use of vehicles on public roads.

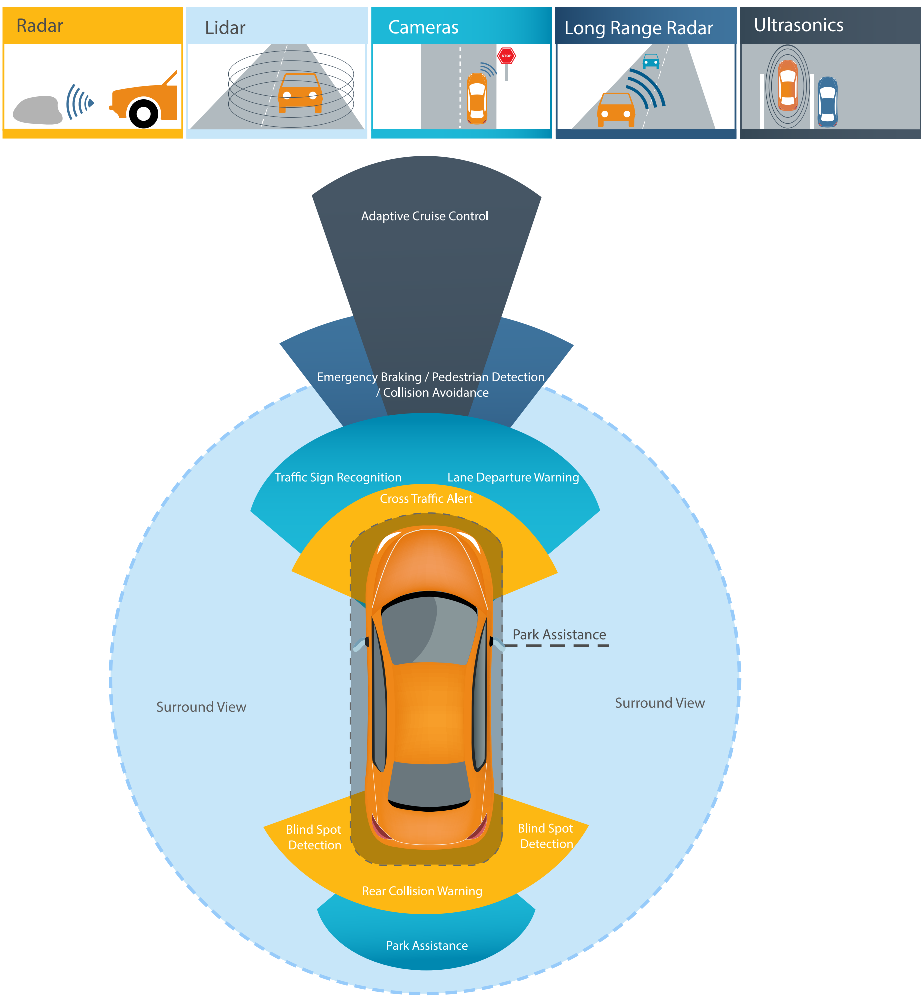
Vehicle Standards and Enforcement
continued

Projects

A new technical support framework agreement was established in June 2020 to cater for a range of projects in Vehicle Standards.

- A cross-discipline Connected Autonomous Vehicles (CAV) Working Group was established in RSA. A study commenced to explore global best practices for the safe integration of CAV. From this review we hope to determine the challenges and opportunities CAV will bring to road safety.
- We also investigated possible combinations of major defects in a specific vehicle area during a roadworthiness inspection which could result in a higher risk to road safety. These combinations will be included in NCT roadworthiness inspections in 2021.
- We carried out a review of the current RSA vehicle permit system. We documented the results in a report, in which we identified improvements and opportunities to link to future developments.
- We commissioned TRL Limited to do a study on vehicle modifications on the Irish road network and to examine the current regulatory framework associated with vehicle modifications.
- We submitted a position paper to the Department of Transport on the options available to control the overloading of vehicles in Ireland in order to comply with EU Directive 96/53/EC. Overweight vehicles pose a risk to road safety if they are operating above their maximum design weights.
- We reviewed and provided feedback to the Commercial Vehicle Roadworthiness (CVR) Training Service provider on the development of updated CVR training manuals. This included topics such as new vehicle safety technologies and electric vehicles.

AUTONOMOUS CAR



Vehicle Standards and Enforcement
continued

We carry out both roadside and premises inspections. These are part of our enforcement strategy to ensure commercial vehicle operators and drivers are following the rules.

In 2020 due to the Covid-19 pandemic these inspections were disrupted. We revised our inspection protocols and began implementing them when enforcement services were deemed essential by government.

Our frontline enforcement staff use an enforcement app on their phones, which gives them the information they need to do their job. Our enforcement strategy targets operators and drivers who based on our risk rating system are deemed to be high risk, and it minimises inconvenience to those who are deemed to be low risk.

Customer operations 2020

3,299

carriage of dangerous goods (ADR) applications processed through our online 24/7 service

9,903

vehicles issued with end of series derogations

39

public service vehicles issued with special permits to allow their operation on public roads

1,112

technical queries handled

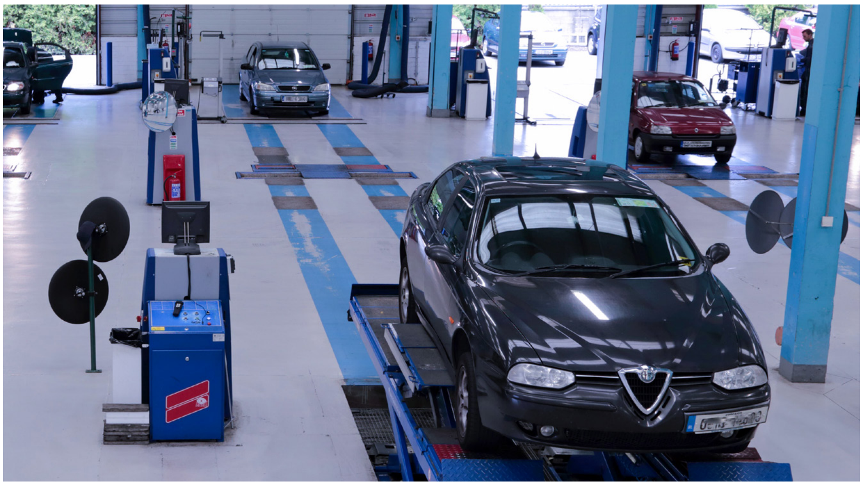
Vehicle Standards and Enforcement

continued

All lifts in NCT test centres were taken out of operation at the end of January 2020 due to a health and safety issue (106 lifts in 47 test centres).

Following a detailed inspection of all lifts, eight were brought back into service within a few days in six NCT test centres. Thirteen new inspection lifts were installed in February. The other 98 lifts were replaced or repaired and put back into service as part of an agreed programme. This work was carried out in line with restrictions during the suspension of the service due to Covid-19. By mid-July all test centres had access to functioning lifts and by mid-September all lifts were either repaired or replaced.

The National Car Testing Service (NCTS) closed on 28 March 2020 in line with government public health restrictions.



Legislation was put in place to extend test certificates by four months. All those with a test due date on or after 28 March (except cars due a first NCT from 1 August 2020) were granted the extension.

NCT test centres re-opened on a gradual basis from 8 June, with all test centres re-opened on 20 July 2020. In 2020 the government initiated national lockdowns as part of its battle against Covid-19. The first lockdown started in March 2020 and CVR testing was suspended from 28 March 2020, with restricted testing resuming on 18 May and unrestricted testing resuming on 15 June 2020.

Subsequently CVR testing was added to the list of essential services and remained open during additional lockdowns. A three-months extension of test due dates was given for vehicles that had a valid certificate of roadworthiness (CRW) on the 28 March 2020 and for newly registered vehicles between 28 March to 30 June 2019.

Application Type	National Car Testing Service (NCT)	Commercial Vehicle Roadworthiness Testing (CVRT)
Full tests conducted	1,006,984	443,561
Pass rate on full tests	51.5%	65%
Fail Dangerous results – all tests	60,398	25,237
Most common fail components	■ Lamps ■ Suspension and steering ■ Brakes ■ Tyres	■ Brakes ■ Lamps ■ Steering and suspension ■ Emissions

* Following the new EU Directive 2014/45/EU, since August 2018 there are a greater number of defects now classified as Fail Dangerous, for example defective tyres and brake issues. These figures cannot be compared to previous years.

Vehicle Standards and Enforcement

continued

NCT capacity

	2020	2019
NCT test centres	47	47
NCT vehicle inspectors	566	547

NCT pass/fail rates

There was a slight increase in the first time pass rates in 2020 to xxx %. This was mainly due to a younger fleet.

	2020	2019
First time pass rates	51.5%	49.98%
Average vehicle age	8.06 years	8.2 years

Intensive NCT monitoring

We monitor NCT performance using a number of key performance indicators (KPIs). These include overall customer service, which shows that the NCT contractor exceeded minimum standards during 2020.

	2020	2019
Average waiting time for an NCT	15.25 days	8.38 days

CVRT on-time testing performance

The following table shows the on-time testing compliance of commercial vehicles tested within one month of their test due date.

	2020	2019
All CVRT vehicles	67%	70%
Light commercial vehicles (LCVs)	65%	66%
Heavy commercial vehicles (HCVs) 3.5 to 7.5 tonne	66%	68%
Large buses	83%	89%

CVRT performance monitoring

As part of an intensive monitoring and supervision programme, we inspected CVRT centres and CVR testers during 2019.

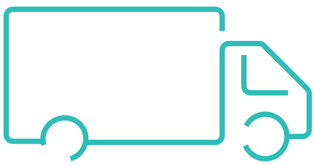
	2020	2019
CVR testing centre inspections	1,673	1,812
CVR tester observed inspections	2,259	2,614
CVR tester independent inspections	1,173	1,456

47

NCT test centres

51.5%

First time NCT pass rate



1,673

CVR testing centre inspections

67%*

CVRT on-time testing performance

* 2020 test centre and tester inspection figures down on 2019 figures due to suspension of testing and TISP inspections for 3 months in 2020 due to Covid-19.

Vehicle Standards and Enforcement
continued

Enforcement and compliance

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.

Roadside checks – roadworthiness

	2020	2019
No. of checkpoints	1,089	1,681
Vehicles checked	11,375	11,346
Out-of-state vehicles checked	1,209	1,171
Dangerously defective	489	444
Vehicles with major defects detected	2,684	2,927
Compliance rate	51%	48%

Operator premises inspections – roadworthiness

	2020	2019
No. of inspections	3,458	4,918
No. of vehicles checked	2,723	3,040
Directions issued	363	617
Compliance rate first visit	53%	44%
Compliance rate second visit	67%	65%

Roadside checks – drivers' hours, tachograph and operator licensing checks

	2020	2019
No. of drivers checked	1,955	2,384
No. of out-of-state drivers checked	305	275
Total records checked	47,917	56,202
Breaches detected	2,680	2,879
Prosecutions started	278	229
Compliance rate	62%	65%

Premises inspections – drivers' hours, tachograph and operator licensing checks

	2020	2019
No. of inspections	154	171
No. of drivers' records checked	1,229	2,540
No. of working days analysed	161,340	320,278
No. of infringements detected	3,873	4,775
Prosecutions started	36	34
Compliance rate	29%	25%

Enforcement resources available

at end of year	2020	2019
Vehicle inspectors	18	18
Transport officers	17	19

RSA success in court

	2020	2019
Cases successfully prosecuted in court	111	108

Management Team

Sam Waide
Chief Executive Officer

Denise Barry
Director of Corporate Strategy, Policy and Technology

Pearse White
Director of Finance and Commercial Services

Michael Rowland
Director of Road Safety, Research and Driver Education

Declan Naughton
Director of Driver Testing and Licensing

Liam Duggan
Director of Vehicle Standards and Enforcement

The remainder of the leadership team includes:

Gerry McGuire
Head of ICT

Alison Coleman
Head of HR

Caroline Greene / Maria Holmes
Principal Engineer/Acting Principal Engineer

Management Team
continued

RSA organisational structure

We are organised into three frontline directorates as follows:

- Road Safety, Research and Driver Education
- Driver Testing and Licensing
- Vehicle Standards and Enforcement

The frontline directorates are supported by Human Resources, the Finance and Commercial Services Directorate and the Corporate Strategy, Policy and Technology Directorate.

Road Safety, Research and Driver Education	The role of the Road Safety, Research and Driver Education Directorate is to raise awareness of road safety, educate road users and conduct research into road safety issues. The directorate is also responsible for the regulation of the driver instructor industry and Driver Certificate of Professional Competency, and most recently has coordinated the evaluation of 2013 to 2020 government outcomes for road safety, alongside developing of the government's new Road Safety Strategy.
Driver Testing and Licensing	The Driver Testing and Licensing Directorate is responsible for the driver testing system and driver licensing. The work of the directorate is to ensure that we license safe drivers so that our roads are safe for all users.
Vehicle Standards and Enforcement	The Vehicle Standards and Enforcement Directorate has a wide portfolio. Our vehicle standards team look after the development of national requirements and policies on vehicle standards and technical roadworthiness testing. We provide expert technical information to industry and the public. We continue to seek ways to improve the standard of vehicles on Irish roads by introducing new safety standards and promoting the importance of maintaining a vehicle correctly. We closely monitor international best practices and global developments in vehicle technologies that improve road safety. Our vehicle testing and enforcement teams have responsibility for a number of functions concerned with vehicle safety and testing, as well as improving compliance in order to ensure the effective and safe management of vehicles on our roads. The directorate is also responsible for enforcement of road safety legislation in respect of commercial vehicles and their drivers.
Finance and Commercial Services	The support functions provided to the organisation include finance and corporate governance, procurement, health and safety, freedom of information, data protection, and estate, facility and fleet management.
Corporate Strategy, Policy and Technology	Our role is to oversee and support the delivery of the *Corporate Plan 2016–2020* and support the business through a range of functions including successful change and project management, business design, ICT, operational excellence initiatives, customer care and legal services.
Human Resources	All directorates, services and projects are supported by the human resources team within RSA. This support includes operational HR support, staff recruitment and organisational development, staff-side engagement, strategic HR advice and resourcing support for change projects. Additional initiatives have been delivered in response to staff surveys and wellbeing needs during Covid-19.

Corporate Plan 2016–2020

The stated vision of our *Corporate Plan 2016–2020* is that we are recognised as the leading voice for road safety nationally and a leading voice internationally, driving change in attitudes and behaviours in road users, collaborating with key stakeholders to save lives.

The Corporate Strategy, Policy and Technology Directorate has responsibility for coordinating and assisting with the delivery of our Corporate Plan through RSA-wide strategic alignment by ensuring that everyone is working to the same goals and that our business plans and measures are aligned. The directorate's role is to also support the business across our range of functions, including successful change and project management, business design, ICT enablement, business intelligence and operational excellence initiatives.

Corporate Plan 2016–2020
continued

The Corporate Plan commits to delivering five strategic propositions:

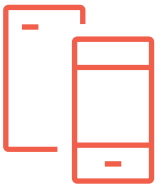
1	**Integrated customer journey**	By 2020, every customer will receive a higher quality, cost effective and timely service from the RSA.
2	**Our people at the centre of everything we do**	By 2020, we will have a proactive employee engagement environment, with particular focus on culture, performance, internal communications, succession planning, learning and development which leads to effective customer/partner relationships and employees promoting the RSA externally.
3	**Capacity and capability to deliver and improve performance**	By 2020, our processes, systems and technologies will provide efficient and seamless services to customers, including the publication of key performance indicators (KPIs).
4	**Effective platform for the future of the RSA**	By 2020, we will have implemented an engagement strategy and will continue to build our partnership with those key stakeholders who have the greatest impact on improving road safety for all road users. We will gather, collate and utilise data to directly link causes to specific corrective actions to deliver safety for all road users.
5	**Targeted action and collaboration to drive change**	By 2020, we will have created a platform for growth that has future-proofed our service provision, created a sustainable financial model for the RSA, and embedded modern ICT, enabling an end-to-end operation and functioning organisation. Digital will be the norm and data protection and security will be paramount.

Corporate Strategy, Policy and Technology
continued

Customer Call Centre

In 2020, our Customer Call Centre faced extraordinary challenges due to the global pandemic and its impact on the delivery of our services. As a result in March 2020, the call centre changed to a remote working model. The seamless transition to remote working ensured that there was no disruption to our query-handling services and that there was continuous support available to customers during the initial suspension and later resumption of frontline services.

389,917



calls received in 2020

2019: 384,792
▲ 1%

As a result of the pandemic, the volume of queries varied across the year, with peak demand experienced in August and September. In preparation for the increased query volumes, we completed additional training and upskilling of our agents to ensure efficient query handling and improved customer experience.

The impact of Covid-19 restrictions on driver testing services resulted in query levels remaining high throughout the second half of 2020.

This increase in demand is being proactively managed with a focus on identifying ways to improve customer self-service options and reduce overall query volumes into the organisation. This approach together with our ongoing improvement programme will help us meet our goal of creating a customer service centre of excellence where every customer receives a high quality, cost efficient and timely service.

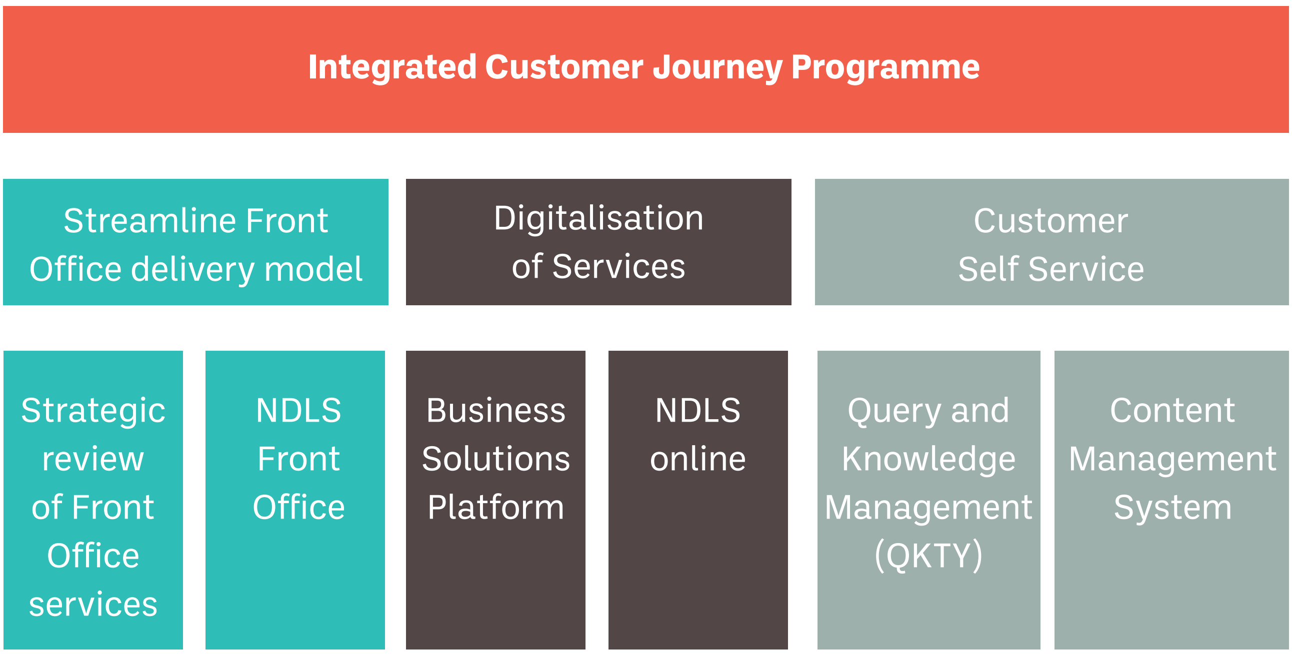
Corporate Strategy, Policy and Technology
continued

Project Management Office (PMO) overview 2020

In 2020 we launched several significant projects.

- In November 2020, the final phase of the National Driver Licence Service (NDLS) online system went live. This means that customers can now apply online for all learner permit and licence types.
- The NDLS centres contract was tendered and a new contract awarded. This will come into effect in 2021.
- The Business Solutions Platform (BSP) project went live in December. This launched the MyRoadSafety.ie customer portal and provides an online system for customers for driving test booking and scheduling.
- Good progress was made on developing a new Content Management System (CMS) for the new RSA website.

An online driver theory test service called Pro Proctor was trialled in December on a pilot basis for those taking a theory test for trucks and buses. The pilot is now being evaluated and the RSA is committed to extending the service for all theory test types during 2021.



Corporate Strategy, Policy and Technology
continued

Operational Excellence programme

In 2020, the Operational Excellence programme led to the delivery of 93 new initiatives across the organisation. Due to Covid-19 and its impact on the RSA, we focused on supporting the delivery of services. We introduced measures to improve customer service and staff experience and to reduce operational costs by streamlining processes and removing inefficient practices.

For example:

- We extended the use of automations tools and provided training and support to staff on how to use these new tools. This allowed us to build on our capacity to innovate and improve.

We continued to work collaboratively with colleagues to encourage the use of emerging technologies to reduce costs, create efficiencies and improve the quality of the services we deliver to the public.

- We automated 15 processes which helped free up staff to focus on organisational priorities.
- We used electronic automation tools to communicate with more than 70,000 customers to advise them of extensions to their driving licence as a result of Covid-19.
- We automated the processing of more than 40,000 requests from essential workers for urgent driving tests, ensuring these requests were dealt with in an efficient and timely manner.

We continued to build on the above achievements and foster a culture of innovation and continuous improvement. This was done by empowering our business teams and equipping them with the tools and supports they need to meet their operational excellence objectives.

Days saved/avoided	Initiatives implemented	Actual savings	Continued savings 2021
1,128+ days	**93** initiatives	**+120%** over projected savings	**471** days (with no additional effort)

What we did

Increased the use of process automation as a business solution by investing in new tools and software

Prioritised the automation/digitisation activities that we need to support business as a result of Covid-19 pandemic

Increased the level of knowledge transfer to decentralise operational excellence activity

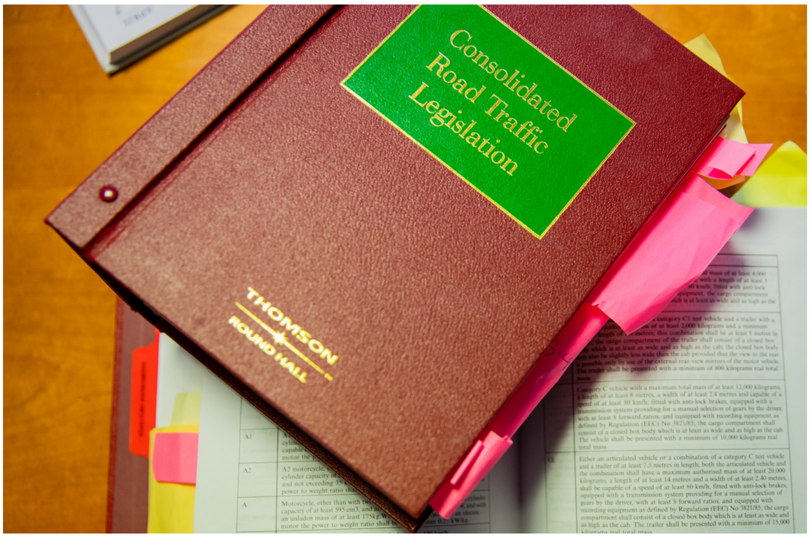
Some highlights

39,000+
Urgent test requests processed

Automated processing of the extension of 450,000 certificates of roadworthiness

13,600 NDLS appointments cancelled for applicants whose licences had been extended – freeing up vital capacity in NDLS

Corporate Strategy, Policy and Technology
continued



Legal

The Legal Centre provides sound, pragmatic and commercial legal advice and guidance to the business in support of the RSA's corporate plan and legislative programme. We support key projects across the organisation and meet regularly with the Department of Transport to push forward the RSA's legislative priorities, for both primary and secondary legislation.

Data analytics

The data analytics team provided support to RSA services impacted by Covid-19.

We delivered and assisted with the following specific items:

- provided reports to support effective and efficient contact tracing protocol requirements
- facilitated the targeted sending of customer notifications to explain changes to how services would be delivered when they restarted
- supported targeted and effective communication relating to the status of our services following government announcements

Support in demand and capacity planning was a specific area in which we assisted the business in 2020. This support involved data assistance in backlog planning management and forecast modelling and reporting.

We also helped in the business transition to the new customer portal platform MyRoadSafety.ie. This involved helping with data migration and business operational reporting.

In 2020 we made significant progress in our work on the design and development of an RSA Data Strategy to directly support the Public Sector Data Strategy and the new government Road Safety Strategy.

Corporate Strategy, Policy and Technology
continued

ICT

In 2020, our ICT team continued to play a key role in the delivery of technology projects on the ICT Project Management Office roadmap. This included two major releases in 2020: NDLS Online phase two and the Business Solutions Platform (BSP).

ICT infrastructure and security

- We set up a new monitoring solution (New Relic) for all major systems and infrastructure. This gives the organisation much better insights into the root causes of issues.
- We set up Cloudflare which has increased the security and performance of the RSA website and customer systems.
- We quickly set up a new and improved virtual private network (VPN) solution to allow RSA staff to work from home due to Covid-19.

ICT software development and quality assurance

- The TachoNet card stores the driver data required for EU drivers' hours regulations including break and rest times. In 2020 over 1.4 million digital requests came in to the RSA system from other EU Member States for this data.
- The software used to record driving test candidates' results is now integrated with the new driving test system, including the MyRoadSafety customer portal. In 2020, 100,000 practical tests were conducted on the updated driving test results software application.

ICT data warehouse

- This stores data from 16 different sources, with a combined total of over 780 million data records.

ICT service management

- The main service desk project in 2020 was enabling more than 400 RSA staff to work remotely from home due to Covid-19. Over 200 additional mobile devices were also rolled out to staff to support this.
- The service desk team processed over 11,000 support tickets in 2020.

ICT contract management

- We renewed several contracts in the portfolio of more than 40 third-party service providers we manage.
- We also established a technical resource framework in 2020 to support approved technical projects on the ICT Project Management Office roadmap.

366

servers are hosted in the RSA Data Centre, up from 263 in 2019

58.5 TBs

The total size of data stored in the RSA data centre has increased by 16.5 TBs

The equivalent of
10 million
digital photos

150,000

Consolidate Data Service (CDS) processed 150,000 requests per day in 2020

Corporate Strategy, Policy and Technology
continued

The Design Authority

In the Design Authority section we take an overall view of the RSA and its long-term goals. We look at what business skills, technology, information and design tools our organisation needs to serve our customers as best it can. We try to reduce problems by finding suitable business solutions that we can use throughout the RSA to achieve our OneRSA goal.

In 2020 we saw significant progress in projects that deliver on our Integrated Customer Journey (ICJ) programme. This programme is carried out in phases and will reduce the number of websites and service centres that customers need to interact with. In the initial phase, we launched a new customer portal, MyRoadSafety, to give access to most of our services in one place. Driver testing was the first service to be launched on the portal in November 2020.

One part of the portal delivery this year was integration of the portal with a new knowledge management system We have updated 450 information articles in this system and we are using these articles for the customer portal, corporate websites and our new query management system. This will help us to make sure we have a consistent way to deliver information to our customers, no matter how and where they interact with us.

To support our work, we carefully analyse how and where our customers interact with our services. We look at this from the point of view of all our different customers.

We then develop 'journey maps' for them as we work on the different phases of the portal project.

We have also developed RSA Digital Design Guidelines to support the OneRSA service. This will help to make sure our customers have a consistent online experience across all our digital platforms. We are using these design guidelines on our portal and for all new digital developments.

20,000
customers registered in MyRoadSafety in the first month of operation

10
enhanced design features for NDLS online service

Design enhancements and improved customer experience (CX) on the roadmap for the MyRoadSafety customer portal

5 new service integrations designed for MyRoadSafety

12
screencasts developed to support system training

15+
design features created for the RSA website (currently in development)

RSA Corporate Support Services

There is an established support and service delivery structure in the RSA. These areas cover board support, corporate governance, finance, procurement, contract management, facility provision, fleet provision, data governance, freedom of information (FOI) administration, and health and safety.

Despite the presence of Covid-19 for the majority of 2020 and with all support staff working from home, the key highlights for 2021 were:

- **Board** – we continued to give governance support to the Board in the delivery of their governance, oversight and direction functions where the majority of board and committee meetings were held remotely.
- **Corporate governance** – delivery of compliance requirements under the 2016 *Code of Practice for the Governance of State Bodies.*
- **Finance** – 2020 was a challenging year financially for the RSA with a 40% decrease in our revenue. Despite this, our finance team delivered strong financial and operational support to the organisation.
- **Procurement** – delivery of a number of key large multidisciplinary procurement processes.
- **Facilities** – we put our Business Continuity and Contingency plan into operation in response to Covid-19 enabling all RSA staff to work from home and to be supported in all service areas.
- **Data governance** – consolidation of our Data Governance Framework in 2020.
- **FOI** – timely and appropriate management of FOI and Data Subject Access requests in 2020.
- **Health and safety** – in response to Covid-19, a large amount of risk assessment, safety inspections and engagement with all technical and field staff took place. This included providing PPE and sanitisation products and introducing social distancing measures to allow our public services to reopen and continue during lockdowns in 2020. This meant we were able to deliver public services to essential workers and the public.

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

Collaboration and Partnership

We foster inclusive and supportive working with staff and partners

Service Excellence

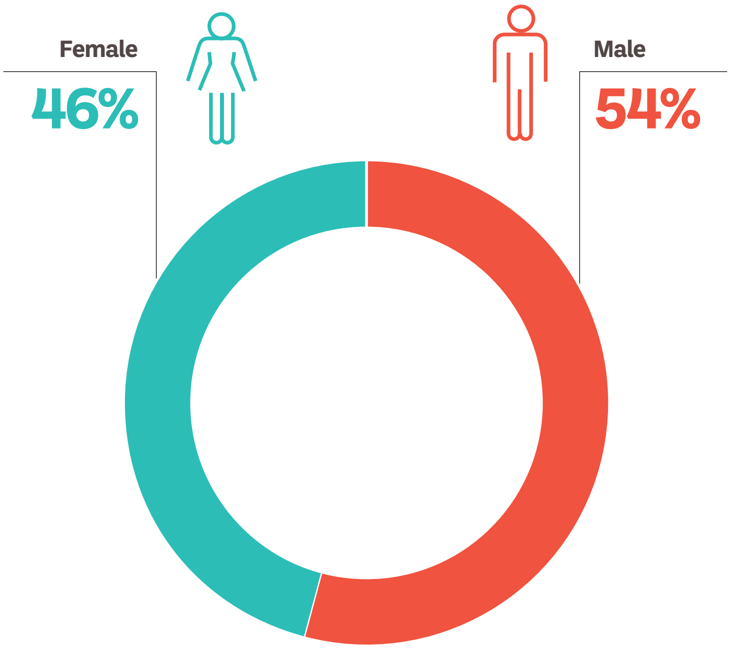
We deliver innovative, responsive and accessible public services

We have developed these values to reflect how we deliver and will continue to deliver on our objectives and our mission to achieve a 50% reduction in road fatalities and serious injuries on Irish roads by the year 2030. Our journey has begun and these values will enable and empower us in our commitment to reach this goal.

Our People

The RSA is an equal opportunities employer and we continue to promote diversity and inclusivity in our policies, procedures and practices.

Gender balance



Average gender pay balance

Protected Disclosures

The Protected Disclosures Act 2014 enables workers to disclose information relating to wrongdoing that has come to their attention in the workplace and ensures that safeguards exist, should reprisals be taken against them. Employers are expected to invest more time and resources than ever before in addressing fraud and corruption as well as risks to the environment and to the health and safety of the public. In 2020, RSA received one protected disclosure which was assessed and subsequently investigated under our Protected Disclosure Policy.

Our People
continued

Remote working during the Covid-19 pandemic

We acted quickly in our response to the Covid-19 pandemic in March 2020 to ensure that our staff members who were able to work from home could do so.

All directorates worked collaboratively to make this happen and our IT department played an integral role in ensuring staff had the equipment they needed to allow working from home to happen.

Not all our staff were able to work from home given the type of work they do but some of these colleagues were redeployed to the HSE to help with the contact tracing effort at that time.

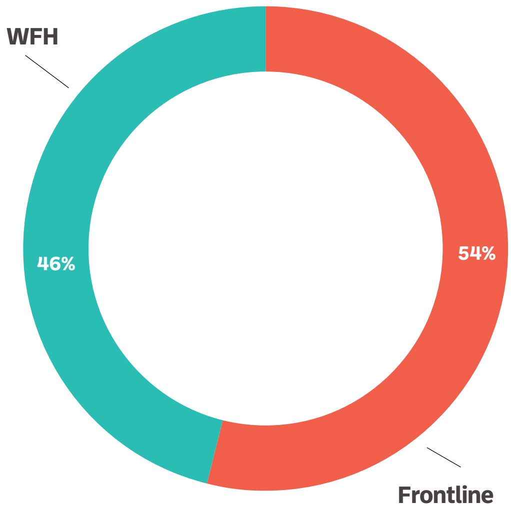
Both our facilities and health and safety teams worked to ensure all staff members working from home were able to do so safely and comfortably. Also, a full assessment of our estate and the measures which needed to be in place to ensure a safe resumption of services had to be conducted as well as assessing and mitigating against any identified risk. When our services were allowed to resume by government towards the end of 2020, there was a massive effort across the organisation to make this happen. It's a credit to our staff that they have continued to provide a service to the public throughout the pandemic.

With 46% of staff working remotely we needed to ensure communication, engagement and productivity remained high. Line managers worked hard to ensure they were able to connect with and manage their teams effectively, albeit virtually. Our lead worker representatives have worked hard for their colleagues. Managers have endeavoured to be available to their teams during this difficult time. It has been a real team effort so well done everyone.

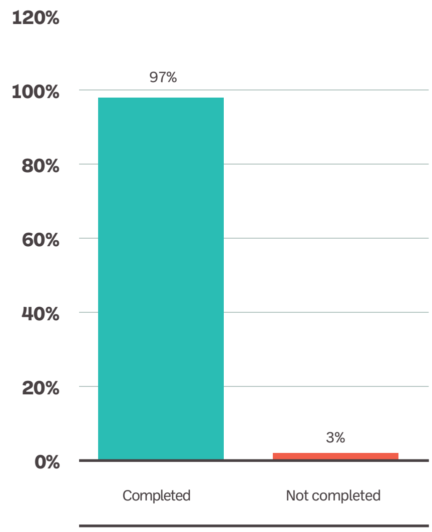
Supporting the wellbeing of all our employees, both those who were working remotely as well as our frontline staff, was of significant importance. We launched a health and wellbeing series called My Wellness which consists of monthly emails with expert tips, resources and links to help staff look after their mental health and wellbeing and that of their families.

In 2020 we had the opportunity to further develop our Learning Management System and we continue to provide meaningful and relevant online training to all staff. We were able to ensure that the professional development of our staff continued and we used all the platforms available to us to carry out virtual learning and development opportunities.

Blended working



Performance Management Development System (PMDS) compliance



Financial Statements
For the Year Ended 31 December 2020

General Information
continued

Address	Moy Valley Business Park Primrose Hill Ballina Co Mayo
Senior Executive	Ms Moyagh Murdock – Chief Executive Officer (resigned 31st March 2020)
	Mr John Caulfield – Interim Chief Executive Officer (from 1st April 2020 to 13th September)
	Mr Sam Waide – Chief Executive Officer (appointed on 14th September 2020)
	Mr Pearse White – Director Finance & Commercial Services
	Ms Denise Barry – Director Strategy, Policy & Technology
	Mr Liam Duggan – Director Vehicle Testing & Enforcement
	Mr Declan Naughton – Director Driver Testing & Licensing
	Mr Michael Rowland – Director Road Safety, Research & Driver Education
	Ms Caroline Greene – Principal Engineer Vehicle Standards
Members of the Board	Ms Liz O'Donnell (chairperson)
	Mr Kevin Goulding
	Mr Dimitris Karagiorgis
	Ms Gillian Treacy
	Ms Donna Price
	Dr Derek Cawley (appointed 4th November)
	Dr John Cronin (appointed 4th November)
	Ms Ashling Cunningham (appointed 4th November)
	Ms Sarah Johnson (appointed 4th November)
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 2020 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 2020 and of its income and expenditure for 2020 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.

I have nothing to report in that regard.

Seamus McCarthy

Seamus McCarthy
Comptroller and Auditor General

28 June 2021

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 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.

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.

I also 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.

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

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 and the financial position of the RSA at 31 December 2020.

Board Structure

At 31 December 2020, 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 nine times in 2020.

From the 30th October 2019, the Board's membership was below it's minimum membership threshold of a Chairperson and six ordinary members as per Section 14 (3) of the Road Safety Authority Act 2006. The Board continued to operate and meet with its current membership of a Chairperson and four ordinary members which meets its quorum requirements of five (5) as outlined in Section 16 (7) (a) of the Road Safety Authority Act 2006 until the 4th November 2020, when four new ordinary members were appointed to the board, bringing the membership to a Chairperson and eight ordinary members.

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 (reappointed)
Mr Kevin Goulding	Ordinary member	3 years	14 August 2020 (reappointed)
Mr Dimitris Karagiorgis	Ordinary member	3 years	21 September 2020 (reappointed)
Ms Gillian Treacy	Ordinary member	3 years	01 January 2021 (reappointed)
Ms Donna Price	Ordinary member	3 years	01 January 2021 (reappointed)
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

Audit and Risk Committee (ARC): comprised of two 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 2020 were Mr Kevin Goulding (chairperson), Mr Dimitris Karagiorgis and Mr Michael Flynn, co-opted independent. There were five meetings of the ARC in 2020. New Board members, Ms Ashling Cunningham and Dr Derek Cawley, were appointed to the ARC at the December board meeting and attended their first ARC meeting in January 2021.

Governance Statement and Board Members' Report
continued

Schedule of Attendance, Fees and Expenses

A schedule of attendance at the board and committee meetings for 2020 is set out below and includes the fees and expenses received by each member:

	Board	ARC	RC	Board/ Committee Fees 2020 €	Vouched Expenses 2020 €
Number of meetings	**9**	**5**	**-**		
Current Board members					
Ms Liz O'Donnell (chairperson)	9			11,970	1,665
Mr Kevin Goulding	9	5		7,695	-
Mr Dimitris Karagiorgis	9	4		7,695	-
Ms Gillian Treacy	9			7,695	654
Ms Donna Price	9			-	625
Dr Derek Cawley (potential 1)	1			1,200	-
Dr John Cronin (potential 1)	1			-	-
Ms Ashling Cunningham (potential 1)	1			-	-
Ms Sarah Johnson (potential 1)	1			1,200	-
Mr Michael Flynn (co-opted ARC member)		5		2,500	-
Total				**39,955**	**2,944**

Two board members did not receive board fees in 2020, one in compliance with the 'one person one salary' principle and the other opted to waive the fee.

At the request of another board member, in lieu of payment of their fees, they were disbursed as a charitable donation.

The average attendance at the board meetings in 2020 was 100%.

Key Personnel Changes

Board

In accordance with the Road Safety Authority Act, 2006, four board members were appointed on the 4th November 2020, Dr Derek Cawley, Dr John Cronin, Ms Ashling Cunningham and Ms Sarah Johnson.

Audit and Risk Committee

Due to the appointment of 4 new board members in November 2020, Dr Derek Cawley and Ms Ashling Cunningham, were appointed to the ARC in December 2020, the ARC number of members has increased from three to five members.

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.

	2020 €	2019 €
Legal Advice	1,119,523	912,765
Business improvements	1,148,127	1,954,290
Other	-	-
Total Consultancy Costs	**2,267,650**	**2,867,055**
Consultancy costs capitalised	686,050	838,117
Consultancy costs expensed	1,581,600	2,028,938
Total	**2,267,650**	**2,867,055**

Governance Statement and Board Members' Report
continued

Consultancy Costs (continued)

Legal advice - The increased spend on external legal advice in 2020 reflects the requirements for specialist legal advice including in relation to matters arising from Brexit, the COVIS relet and the RSA's ongoing defence of proceedings on the commercial vehicle side, and proceedings relating to residency requirements for driver licensing applications.

Business Improvements - The external advice costs associated with the establishment of an ICT Roadmap, Project Management Office (PMO), Design Authority, Data Analytics and Change Management team, in order to deliver its Corporate Plan, as well as costs associated with a number of strategic reviews completed in 2020, have been classified under business improvements. The decrease of €0.8m year on year under this classification relates to the following factors:

1. Consultancy costs capitalised amounting to €0.68m. These costs have decreased by €0.15m year on year due to the RSA having increased its internal expertise, the guidance of the external consultants, was required to a lesser extent in 2020, in order to continue the delivery of a number of key ICT and business transformation projects currently underway to address our Corporate Plan commitments.
2. The administration element of the business improvement costs of €0.46m incurred, have reduced by €0.65m year on year as a result of:
   - Non Capital Project Management Office having no external related costs in 2020, which is a €0.1m decrease year on year primarily due to internal resources being secured in the latter half of 2019 and the external consultancy is no longer required in this area.
   - Change Management Costs of €0.46m, which is a €0.65m decrease year on year primarily due to the continued knowledge transfer and a shadowing programme of our own internal capabilities reducing the need of external consultants. The External consultants provided resources and support for a number of change activities in 2020, in the areas of business planning, strategic alignment, operational excellence, data analytics and integrated customer journey design.

As noted in previous years, it is envisaged that the RSA plan is to continue to reduce reliance as the full year impact of this internal recruitment and knowledge transfer is realised. However, given the nature of the transformation projects underway, the RSA envisages that there will continue to be some requirement for external consultants in the short to medium term.

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.

	2020 €	2019 €
Legal proceedings costs	207,180	238,990
Total	**207,180**	**238,990**

Travel and Subsistence Expenditure

Travel and subsistence expenditure are categorised as follows:

	2020 €	2019 €
Domestic		
Board	1,562	5,497
Employees	1,534,404	3,272,907
International		
Board	1,382	-
Employees	11,595	73,886
Total	**1,548,943**	**3,352,290**

The decrease in travel and subsistence is reflective of the COVID 19 impact of suspended services and restricted travel in 2020.

Hospitality Expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2020 includes the following hospitality expenditure. This represents the amounts paid by the RSA to the Staff Sports and Social Club.

	2020 €	2019 €
Staff hospitality	5,217	5,396
Client hospitality	-	-
Total	**5,217**	**5,396**

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 2020.

Governance Statement and Board Members' Report
continued

Conditions, Circumstances and Developments resulting from COVID-19

As outlined in note 19 to the financial statements, the measures taken by Government to contain the COVID- 19 virus affected economic activity and the Authority's operations in 2020. From March 2020, the Authority had to suspend all its public services. In addition, the imposition of Government regulations to extend the periods of validity for all licences and certificates relating to the Authority's public services meant that the Authority was unable to recognise any revenue from the 28th of March to the 17th of May, when services commenced on a phased basis from the 18th May 2020.

As the Authority is a substantially self-financing public body, with minimal exchequer funding, the impact of COVID-19 has been significant. At the start of the COVID-19 event, the Authority's operations performed to plan in Q1 2020 and the Authority had substantial reserves and liquidity in place.

The Authority has taken the following measures to deal with the COVID-19 event;

- Instigated a cost reduction programme that will yield material reduction in the Authority's operating costs in 2020 and 2021
- Proactively managing its cash and liquidity position to ensure payments and liabilities are met as they fall due
- Ensured that the Board of the Authority and the parent, the Department of Transport have been informed of the financial position
- Managing a Resumption of Services plan to continue to open the public services in accordance with the Government Roadmap for reopening society and business and
- Secured a line of credit facility with its bank to ensure it has appropriate liquidity to operate through the COVID-19 event.
- In order to alleviate the financial impact of COVID 19 on the RSA, the Department of Transport waived the 2020 vote of €4.2m and €1m of the 2021 vote payable by RSA.

Depending on the duration of the COVID-19 event and the continued negative impact on economic activity, the Authority may experience further negative financial impacts in 2021. The exact impact on our operations in the reminder of 2021 and thereafter cannot be predicted. Whilst uncertain, the Authority does not believe that the impact of COVID-19 will have a material impact on its ability to operate as a going concern.

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 2020 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 two Board members and one external co-opted independent member. The ARC met five times in 2020.

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.

In 2020, in response to an Internal Audit Review into Risk Management, the Authority is strengthening its risk management framework where it will become a permanent agenda item at both executive and non-executive meetings, there is the creation of a dedicated Risk Steering Committee and there is a detailed action plan that is being operationalised in 2021 to embed risk management into the management process in the Authority.

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 2020 the RSA complied with those procedures, with the exception of three contracts (2019: four contracts) where expenditure of € 0.6m (2019: € 1.2m) occurred in 2020. All three contracts were also disclosed in 2019, with one additional in 2019 which was successfully re-procured in 2019 and hence no longer included in this disclosure.

- In respect of the first contract, with €0.358m paid in 2020 (€0.27m in 2019), relating to voice data contract. As noted in 2019, a project was completed that moved the RSA to a new Voice over internet protocol (VoIP) solution on the Government network. As advised by Government networks, the RSA has remained with the incumbent provider until the new service has matured and become robust. The RSA had planned to go to direct tender in Q4 2020 however this service did not stabilise to a level where it would be possible to go to market for a replacement. The current set up is under analysis to understand best approach long term for the telephony solution. This analysis will happen this year and is an essential step to provide necessary clarity before the RSA is in a position to go to market. It is likely to be Q1 2022 before this will go to tender.
- The remaining two contracts are being managed by the RSA and will be phased out as part of development of a new Business Solutions Platform (BSP).
    - One of these contracts, which had expenditure of €0.05m (€0.17m in 2019), is planned to cease when the BSP is released, which has been delayed further in 2020 due to COVID 19 impact but went live in December 2020. Upon finalisation of Hypercare of BSP in Q1 2021, the RSA will be solely utilising the new SMS provider procured under OGP framework.
    - The other contract was planned to cease following the migration of its services into the BSP platform by March 2021, however due to further delays BSP phase one did not go live until December 2020. It is still in Hypercare as there have been challenges with the solution. The strategy of moving systems currently under this contractors' support to this solution platform will need to be closely re-examined and analysed this year before a technology direction is approved. This contract expensed €0.2m (€0.33 in 2019)

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 ICT but this must be done in a controlled and phased manner to maintain critical service provision.

Review of Effectiveness

I confirm that the RSA has procedures to monitor the effectiveness of its risk management and control procedures. The RSA's 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 impact of Covid 19 on the control environment was monitored closely in 2020, with regular updates to the ARC and Board. This included an ICT Controls internal audit conducted in September 2020. This provided assurance that the control environment was not impacted by the necessity of staff working remotely on account of COVID 19 restrictions.

On account of the extensive work completed by the executive in 2020 on the control environment and the review of internal controls completed by ARC, as part of the 2020 Financial Statement review, the Board are satisfied that all internal controls were effective and this formed the basis of the Board's review of the effectiveness of internal controls in 2020.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2020 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 2020

for the Year Ended 31 December 2020

	Notes	2020 €	2019 €
Income			
Oireachtas grant	2	139,000	139,000
Other resources	3	63,341,741	95,397,135
Net deferred pension funding	5(c)	4,993,000	5,315,000
Employee pension contributions remitted	5(a)	(921,000)	(842,000)
(Loss) / Gain from disposal of assets		(30,000)	58,959
Total Income		**67,522,741**	**100,068,094**
Expenditure			
Remuneration and other pay costs	4(a)	(22,686,166)	(25,485,710)
Retirement benefit costs	5(a)	(5,411,341)	(5,535,568)
Technical advice	6	(158,447)	(536,060)
Administration costs	7	(7,260,106)	(8,039,493)
Programme costs	8	(34,804,861)	(49,471,327)
Depreciation	9	(8,339,201)	(7,351,824)
Total Expenditure		**(78,660,122)**	**(96,419,982)**
(Deficit)/Surplus for the year before appropriations		**(11,137,381)**	**3,648,112**
Transfer to Capital Account	13	2,575,954	(4,470,883)
(Deficit) for the year after appropriations		**(8,561,427)**	**(822,771)**
Balance brought forward at 1 January		**14,751,560**	**15,574,331**
Balance carried forward at 31 December		**6,190,133**	**14,751,560**

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 2020

	Notes	2020	2019
		€	€
Deficit for the year		(8,561,426)	(822,771)
Experience (losses) / gains on retirement benefit obligations		(2,180,000)	1,593,000
Change in assumptions underlying the present value of retirement benefit obligations		(19,348,000)	(16,258,000)
Total actuarial loss in the year	5(b)	(21,528,000)	(14,665,000)
Adjustment to deferred retirement benefits funding		21,528,000	14,665,000
Other Comprehensive Loss for the year		**(8,561,426)**	**(822,771)**

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 2020

	Notes	2020 €	2019 €
Fixed Assets			
Property, plant and equipment	9	16,942,658	19,518,612
Current Assets			
Receivables	10	2,167,966	1,775,220
Prepayments	11	526,471	167,869
Cash and cash equivalents		22,886,528	27,608,393
		25,580,965	29,551,482
Current Liabilities (amount falling due within one year)			
Payables	12	(19,351,848)	(14,799,922)
Credit Facility	18	(38,984)	-
Net Current Assets		6,190,133	14,751,560
Long Term Liabilities (amounts falling due after one year)			
Retirement Benefits			
Deferred retirement benefit funding asset	5(c)	140,763,000	113,620,000
Retirement benefit obligations	5(b)	(140,763,000)	(113,620,000)
Total Assets less Liabilities		**23,132,791**	**34,270,172**
Representing			
Capital Account	13	16,942,658	19,518,612
Retained Revenue Reserves	19	6,190,133	14,751,560
		23,132,791	**34,270,172**

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 2020

	2020 €	2019 €
Cash Flows from Operating Activities		
(Deficit) / Surplus for the year before appropriations	(11,137,380)	3,648,112
Depreciation of fixed assets	8,339,201	7,351,824
Loss / (Profit) on the disposal of property plant and equipment	30,000	(58,959)
Increase in receivables	(751,348)	(74,802)
Increase/ (Decrease) in payables	4,559,969	(1,814,154)
Bank interest received	-	(2)
Bank interest paid	74,277	31,024
Net Cash Flows from Operating Activities	**1,114,719**	**9,083,043**
Cash Flows from Investing Activities		
Payment to acquire property, plant and equipment	(5,829,548)	(11,822,707)
Proceeds from the sale of property, plant and equipment	36,300	58,959
Net Cash Flows from Investing Activities	**(5,793,248)**	**(11,763,748)**
Cash Flows from Financing Activities		
Bank interest income	-	2
Bank interest expense	(82,320)	(35,347)
Credit Facility Drawn down	50,000	-
Credit Facility repayments	(11,016)	-
Net Cash Flows from Financing Activities	**(43,336)**	**(35,345)**
Net Decrease in cash and cash equivalents	**(4,721,865)**	**(2,716,050)**
Cash and cash equivalents at 1 January	27,608,393	30,324,443
Cash and cash equivalents at 31 December	**22,886,528**	**27,608,393**

Analysis of changes in Net Debt

	At 1 Jan 2020	Cashflows	At 31 Dec 2020
Cash and cash equivalents			
Cash and cash equivalents	27,608,393	(4,682,881)	22,925,512
	27,608,393	(4,682,881)	22,925,512
Borrowings			
Debt due within one year	-	(38,984)	(38,984)
	-	(38,984)	(38,984)
Total net debt	**27,608,393**	**(4,721,865)**	**22,886,528**

Notes to the Financial Statements

for the Year Ended 31 December 2020

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 2013 – 2020 together with a number of 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 2020 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), as promulgated by Chartered Accountants Ireland. The RSA is operating in compliance with the Code of Practice for the Governance of State Bodies (2016) for 2020.

(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, Tourism and Sport 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 2020
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)	ICT Hardware	33% per annum
(v)	Application Software	33% per annum

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 2020 there are 72 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 72 staff are remitted by the RSA to the Department of Transport and the RSA has no further obligations for those who are members of this scheme.

Notes to the Financial Statements

for the Year Ended 31 December 2020
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 104 members of this scheme as at 31 December 2020. There are also 2 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 2019 there were 172 staff of the RSA who are active members of the Scheme. There are also 16 deferred members and 29 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 2020
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

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

2 Oireachtas Grants

The Oireachtas grant of €139,000 to the RSA is paid from subhead B4 of the Vote for Transport, Tourism and Sport. In 2020 and 2019, the RSA was allocated the specific Oireachtas grant, of €139,000 each year, 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 RSA has been delegated the responsibility of payment of the pension benefits, however, no accrual for liabilities arises, as the Department of Transport will ultimately meet the obligations as they fall due.

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

3. Other Resources

	2020 €	2019 €
Driver Licence Income	19,841,518	25,650,710
National Car Test Levy	18,590,593	31,176,098
Commercial Vehicle Testing Levy	13,298,001	15,391,390
Driver Testing Fee Income	10,151,685	21,346,716
Digital Tachograph Income	642,615	804,875
Approved Driving Instructor Income	220,839	385,419
Carriage Dangerous Goods Income	304,272	298,011
Sponsorship Income	-	82,000
Bank Interest Income	-	2
Miscellaneous	292,218	261,814
	63,341,741	**95,397,135**

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
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. 2020 noted a large decrease in volumes of licences issued due to the impact of COVID 19. The service was suspended for the period 26th March to 8th June 2020 and a seven month extension was provided to all licences due to be renewed in the period 1st March 2020 to 31st August 2020.
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 2020, the turnover of the outsourced contractor operating the National Car Testing Service is approximately € € 50.28m (2019: € 74.2m) of which the RSA received € 18.59m (2018- € 31.1m) in levy income. The levy received in relation to the National Car Test has decreased on account of: ■ A decrease in volume of fleet tested in 2020 as a direct impact of COVID 19 as a result of both suspended service during Q2 and a four-month extension provided to all certificates ■ A receipt of profit share for the period 2016 – 2018 in 2019 of €7.79m. ■ A new NCT contract was signed in June 2019, under the terms of this contract an amount of €1m representing 50% of the €2m initial levy payment, was paid to the Authority in September 2019. The remaining 50% was paid in March 2020.

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

3. Other Resources (continued)

Income Type	Source
Commercial Vehicle Testing Levy	The RSA continues to recognise Commercial Vehicle Testing Levy income in 2020, with the decrease year on year, as a result of lower volumes of commercial vehicles being tested in 2020 as a direct impact of COVID 19. The service was suspended for part of Q2 2020 and a three month extension was provided to all certificates.
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 large reduction in revenue in 2020 is due to the COVID 19 impact of firstly suspending the driving test service for the period 13th March to 20th July 2020 and secondly once service was resumed capacity was reduced in tests for day due to the additional safety measures required to meet COVID 19 safety guidelines.
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.
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.

4 Remuneration and Other Pay Costs

4(a) Remuneration and Other Pay Costs

	2020 €	2019 €
Staff Salaries	18,884,057	19,804,143
Employers' contribution to social welfare	1,705,813	1,701,808
Staff training and development	278,460	332,374
Staff and Board travel and subsistence – Domestic	1,535,966	3,278,404
Staff and Board travel and subsistence – Foreign	12,977	73,886
Other staff costs	31,701	82,836
Board members' emoluments (including CEO remuneration)	237,192	212,259
Total	**22,686,166**	**25,485,710**

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

4 Remuneration and Other Pay Costs (continued)

4(a) Remuneration and Other Pay Costs (continued)

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 € 685,248 (2019: € 417,060). Pension related deductions totalling € 472,948 have been deducted from salaries and wages and paid over to the Department of Transport, in respect of 2020 (2019: € 541,775). The total number of staff employed (WTE) at year end was 400 (2019: 407.3). A further 2 (2019: 2) staff were seconded to the RSA from the Health Service Executive and CIÉ.

(i) Aggregate Employee Benefits

	2020 €	2019 €
Staff short-term benefits	19,121,248	20,016,402
Employer's contribution to social welfare	1,705,813	1,701,808
	20,827,061	**21,718,210**

(ii) Staff Short-Term Benefits

	2020 €	2019 €
Basic pay	18,410,736	18,723,097
Overtime	208,197	765,664
Allowances	502,315	527,641
	19,121,248	**20,016,402**

(iii) Termination Benefits

There were no termination benefit costs incurred by the RSA in 2020 or in 2019.

4(b) Employee benefits breakdown for the year

Range of total employee benefits From	To	Number of Employees 2020	Number of Employees 2019
€60,000	- € 69,999	41	48
€ 70,000	- € 79,999	17	13
€ 80,000	- € 89,999	7	4
€ 90,000	- € 99,999	1	2
€ 100,000	- € 109,999	4	4
€ 110,000	- € 119,999	-	-
€ 120,000	- € 129,999	-	-
€ 130,000	- € 139,999	-	-
€ 140,000	- € 149,999	-	-
€ 150,000	- €159,999	-	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 2020
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, the five directors and a principal engineer. The total value of employee benefits for key management personnel is set out below.

	2020 €	2019 €
Salary	826,404	832,691
Allowances	-	-
	826,404	**832,691**

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:

	2020 €	2019 €
Former CEO Remuneration (Jan 1st to March 31st)	43,204	156,428
Interim CEO Remuneration (April 1st to September 13th)	113,135	-
Current CEO Remuneration (September 14th December 31st)	43,397	-
	199,736	**156,428**

As noted above, the former CEO resigned in 2020, with her last day being 31st March 2020. With the current CEO, starting the role on 14th of September 2020. The interim CEO role commenced on 1st April 2020, as this was a contractor cost the disclosed remuneration includes VAT.

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 2020
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

	2020 €	2019 €
Gross current service cost	4,729,000	3,991,000
Less current service and interest cost of SPSPS members	(622,000)	(343,000)
Member contributions (including ASC)	(921,000)	(842,000)
Employer contributions to Single Public Services Pension Scheme	751,341	727,568
Interest cost on retirement benefit scheme liabilities	1,474,000	2,002,000
	5,411,341	**5,535,568**

*The pension related deduction (PRD) was replaced by an additional superannuation contribution (ASC) with effect from 1 January 2019. Member contributions disclosed in 2020 and 2019 include members' additional superannuation contributions.

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

	2020 €	2019 €
Net retirement benefit obligation at 1 January	(113,620,000)	(93,297,000)
Current service cost	(4,729,000)	(3,991,000)
Interest cost	(1,474,000)	(2,002,000)
Actuarial loss	(21,528,000)	(14,665,000)
Pensions paid in the year	588,000	335,000
Net retirement benefit obligation at 31 December	**(140,763,000)**	**(113,620,000)**

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 2020
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:

	2020 €	2019 €
Funding recoverable in respect of current year retirement benefit costs (less adjustment for SPSPS)	5,581,000	5,650,000
State Grant applied to pay retirement benefits	(588,000)	(335,000)
	4,993,000	**5,315,000**

The deferred funding asset for retirement benefits at 31 December 2020 amounts to € 140.76m (2019: € 113.62m).

5(d) History of defined benefit obligations

	2020 €'000	2019 €'000	2018 €'000	2017 €'000	2016 €'000	2015 €'000
Defined benefit obligation	140,763	113,620	93,297	91,263	74,303	54,521
Experience (losses)/ gains on defined benefit scheme liabilities	(2,180)	1,593	(4,580)	(7,575)	(2,915)	1,826
As a percentage of scheme liabilities	(1.5%)	1.4%	(4.9%)	(8.3%)	(3.9%)	3.3%

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 2020
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 11 February 2021 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31 December 2010.

The principal actuarial assumptions were as follows:

	2020	2019
Rate of increase in salaries	3.2% pa	3.2% pa
Rate of increase in retirement benefits in payment	1.7% pa	1.7% pa
Discount rate	0.7% pa	1.3% pa
Inflation rate	1.7% pa	1.7% pa

The change in the discount rate of 0.6% year on year is, as a result of, the bond yields in the Eurozone falling significantly last year, the yields on these bonds also reduced. 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. As this is applied over the full duration of the liabilities the impact was very significant

Mortality

The mortality tables used were as follows;

	Male	Female
Pre-retirement mortality	PMA 92 c 2020	PFA 92 c 2020
Post-retirement mortality	PMA 92 c 2025 < 1 yr	PFA 92 c 2025 < 1 yr

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

	2020	2019
Male	22.2 years	22.1 years
Female	25.3 years	25.2 years

6 Technical Advice

	2020	2019
	€	€
Technical Advice	158,447	536,060
Total	**158,447**	**536,060**

This advice primarily relates to vehicle standards consultancy costs which are a lot lower in 2020, as a result of cost saving measures required to address the financial impact of COVID 19.

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

7 Administration Costs

	2020 €	2019 €
Printing and Stationery	470,406	584,516
Postage	139,321	206,966
Facility Management Costs	1,321,930	1,182,078
Energy	241,243	226,116
Telephone and Data Exchange Costs	738,761	619,129
Software, Licensing and Support Costs	1,554,958	1,993,097
Hardware Maintenance	48,664	223,774
Audit Fees	36,000	36,000
Internal Audit Fees	66,863	90,002
Payroll Administration	45,024	41,958
Translation Services	322	13,204
Insurance	56,863	39,735
Website Maintenance	20,959	17,897
Financial Transaction Charges	214,572	219,173
Bank Interest Expense	82,320	35,347
Facility Hire Costs	869,968	1,059,890
Fleet Management Costs	379,392	295,207
HR Administration Costs	78,319	45,460
Project Management Office	-	62,861
Change Management	472,773	1,047,083
COVID related PPE	421,448	-
Total	**7,260,106**	**8,039,493**

The decrease year on year in administration costs in 2020 is on account of the required cost saving measures to address the financial impact of COVID 19. These savings have been offset slightly by the additional costs associated with ensuring the health and safety of RSA staff and customers, providing the relevant PPE to adhere to government guidelines.

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

8 Programme Costs

		2020 €	2019 €
(a)	Driver Theory Testing	18,771	183,741
(b)	Road Haulage Enforcement & Communication	2,034,911	2,187,214
(c)	National Car Testing Service	1,242,470	1,354,509
(d)	Road Safety Promotion	2,867,279	5,409,675
(e)	Road Safety Education	773,705	1,460,958
(f)	Road Safety Awareness	2,068,074	3,986,198
(g)	Road Safety Research	670,732	482,149
(h)	Driver Education	422,953	872,603
(i)	Legal Fees	1,326,703	1,151,754
(j)	Commercial Vehicle Roadworthiness Testing	2,466,076	3,011,267
(k)	Driver Testing	211,984	223,046
(l)	Driver Licence Policy & Process Improvement	547,743	696,709
(m)	Communications	1,145,225	1,222,684
(n)	National Driver Licence Service	18,454,813	26,568,657
(o)	Emergency Services Driving Standard	7,142	31,934
(p)	Digital Tachograph Programme Costs	421,252	581,726
(q)	Other Programme Costs	125,028	46,503
	Total	**34,804,861**	**49,471,327**

(a) This is the cost of a full review and updating of the Driver Theory Test Service Test Question bank and a change request to remove of the mandatory requirement to hold a public services card, which commenced in 2018 and was finalised in 2019, with minimal costs incurred in 2020.

(b) These are the costs associated with the enforcement programme including supervisory, technical inspections and communication costs for CVR.

(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 National Car testing Service re-let being higher in the comparative year.

(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 the required cost saving measures to address the financial impact of COVID 19.

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

8 Programme Costs (continued)

(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 the required cost saving measures to address the financial impact of COVID 19.

(f) Road safety awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods such as the use of the shuttle and the translation of road safety messages into a number of languages. The decrease year on year is on account of the required cost saving measures to address the financial impact of COVID 19.

(g) This is the cost of engaging in research programmes in road safety. The increase in costs year on year relate to the costs associated with preparation of the next ten year Road Safety Strategy

(h) Driver Education is programme expenditure that relates to the regulation of the Approved Driving Instructor industry. It also incorporates the running of the Driver Certificate of Professional Competence programme in respect of professional bus and truck drivers. The decrease year on year is on account of the required cost saving measures to address the financial impact of COVID 19.

(i) These are legal fees incurred in relation to the RSA's programmes including the Commercial Vehicle Roadworthiness Testing programme, the National Driver Licence Service programme and all other programmes.

(j) This cost relates to the operation of Commercial Vehicle Roadworthiness Testing programme. The decrease year on year is on account of the required cost saving measures to address the financial impact of COVID 19.

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

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

(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.

(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. 2020 noted a large decrease in volumes of licence applications, on account of COVID 19 both the suspended service in Q2 2020 and 7 month extension to all renewals, causing a large decrease in costs year on year in line with the reduction in revenue. An additional fixed cost arrangement totalling €0.4m was negotiated with one of the NDLS outsourced providers, for the suspended service period of April to June 2020, to assist with core staff costs on account of the contract being a transactional model.

(o) These are the programme costs relating to the Emergency Service Driving Standard.

(p) These are the programme costs relating to the Digital Tachograph Service.

(q) Costs under this heading relate to advertising costs of vehicle standards and vehicle testing notices.

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 2020
continued

9 Property, Plant and Equipment

9(a) 2020 Property, Plant and Equipment

	Leasehold	Fixtures & Fittings	Fleet	Hardware	Application Software	Total
	€	€	€	€	€	€
Cost						
As at 1 January 2020	6,631,545	1,257,521	1,177,555	4,218,051	42,787,937	56,072,609
Additions	505,401	70,163	67,424	38,681	5,147,879	5,829,548
Disposals	-	-	(67,424)	-	-	(67,424)
As at 31 December 2020	**7,136,946**	**1,327,684**	**1,177,555**	**4,256,732**	**47,935,816**	**61,834,733**
Depreciation						
As at 1 January 2020	696,158	1,045,713	1,027,605	3,354,311	30,430,210	36,553,997
Charge for the year	350,524	69,813	131,413	397,824	7,389,627	8,339,201
Disposals	-	-	(1,123)	-	-	(1,123)
As at 31 December 2020	**1,046,682**	**1,115,526**	**1,157,894**	**3,752,135**	**37,819,837**	**44,892,075**
Net Book Value						
As at 31 December 2020	**6,090,264**	**212,158**	**19,660**	**504,597**	**10,115,979**	**16,942,658**
As at 31 December 2019	**5,935,387**	**211,808**	**149,950**	**863,740**	**12,357,727**	**19,518,612**

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

9 Property, Plant and Equipment (continued)

9(b) 2019 Property, Plant and Equipment

	Leasehold	Fixtures & Fittings	Fleet	Specialist/ Telecom Equipment	Hardware	Application Software	Total
	€	€	€	€	€	€	€
Cost							
As at 1 January 2019	3,313,577	1,141,493	1,402,350	561,757	3,389,326	35,227,951	45,036,454
Additions	3,317,968	116,028	-	-	828,725	7,559,986	11,822,707
Disposals	-	-	(224,795)	(561,757)	-	-	(786,552)
As at 31 December 2019	**6,631,545**	**1,257,521**	**1,177,555**	**-**	**4,218,051**	**42,787,937**	**56,072,609**
Depreciation							
As at 1 January 2019	447,987	992,584	1,079,722	561,757	3,003,765	23,902,910	29,988,725
Charge for the year	248,171	53,129	172,678	-	350,546	6,527,300	7,351,824
Disposals	-	-	(224,795)	(561,757)	-	-	(786,552)
As at 31 December 2019	**696,158**	**1,045,713**	**1,027,605**	**-**	**3,354,311**	**30,430,210**	**36,553,997**
Net Book Value							
As at 31 December 2019	**5,935,387**	**211,808**	**149,950**	**-**	**863,740**	**12,357,727**	**19,518,612**
As at 31 December 2018	**2,865,590**	**148,909**	**322,628**	**-**	**385,561**	**11,325,041**	**15,047,729**

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

10 Receivables

	2020 €	2019 €
National Car Test Levy	1,496,678	1,208,838
Driver Theory Test Levy	561,456	506,057
Driver Test Fees	21,595	-
Driver Licence Income	57,690	48,325
Other Income	30,547	12,000
Total	**2,167,966**	**1,775,220**

11 Prepayments

	2020 €	2019 €
Insurance	39,257	37,234
Software Licenses	407,365	92,684
Other	79,849	37,951
Total	**526,471**	**167,869**

12 Payables

Amounts falling due within one year

	2020 €	2019 €
Trade Creditors	3,316,611	4,257,236
PAYE/PRSI	479,608	444,714
Payroll Deductions	103,485	150,013
VAT	135,275	345,422
Withholding Tax	253,279	337,898
Accruals	6,244,556	4,106,810
Holiday Pay Accrual	525,031	394,453
Deferred Income Driving Test Fees	7,389,293	3,812,494
Deferred Income Commercial Vehicle Testing Levy	341,534	410,855
Superannuation due to Department of Transport	563,176	540,027
Total	**19,351,848**	**14,799,922**

Notes to the Financial Statements

for the Year Ended 31 December 2020
continued

13 Capital Account

	2020 €	2019 €
Opening Balance	19,518,612	15,047,729
Transfer from Statement of Income and Expenditure and Retained Revenue Reserves		
Income used to purchase fixed assets	5,829,548	11,822,707
Disposal of Property Plant and Equipment (NBV > €0)	(66,300)	-
Amortisation of fixed assets	(8,339,201)	(7,351,824)
Transfer to Capital Account	(2,575,953)	4,470,883
Balance at 31 December	**16,942,659**	**19,518,612**

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 ICT Roadmap programme 2017-2021. Under these contract terms for the period from 1 January 2021 to 30 Sept 2021, the RSA has contractual capital commitments of € 2.529m (2019: €2.579m).

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

15 Contingent Liabilities

There are no contingent liabilities at 31 December 2020.

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 2020.

17 Premises

The RSA occupies its' head office in Ballina and a sub-office in Loughrea. These premises are owned by the Office of Public Works and no rent is payable by the RSA. The RSA has 57 driver testing centres, including two HGV compounds, throughout the country, 20 of these are located in shared government offices, 21 are located in other premises provided by the Office of Public Works and 16 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 2020
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. In August 2020, a nominal amount of €50,000, was drawn down to activate the facility, this is being repaid over an 18 month period, with a balance on the 31st December 2020 of €38,984. To date the RSA has generated enough cash to cover liabilities as they fall due. Depending on the duration of the COVID-19 event and the continued negative impact on economic activity, the Authority may experience further negative financial impacts in 2021. The exact impact on our operations in 2021 and thereafter cannot be predicted.

19 Statement of Income and Expenditure and Retained Revenue Reserves

At the end of 2020, the RSA had cumulative retained reserves of €6.19m. The RSA was allocated an exchequer allocation for 2020 of € 0.139m specifically to meet pension payments for pensioners on its books. Otherwise, the RSA operated on a self-financing basis in 2020. The retained reserves have decreased by €8.56m in 2020 on account of impact of COVID 19 pandemic which developed rapidly in 2020.

The measures taken by Government to contain the virus affected economic activity and the Authority's operations. From 28th of March 2020, a suspension of the Authority's public services and the introduction of regulations extending the validity periods of licences and certificates for a range of the Authority's public services were put in place, the result of which is that the Authority was unable to earn any revenue for a period of months until services started to resume on a phased basis from the 18th of May, aligned to the Government roadmap. Lockdowns 2 and 3 have also impact RSA services but to a lesser extent than lockdown 1 due to RSA services being deemed essential for specific customers. On account of the Authority being substantially self-financing, the impact of COVID 19 has had a material impact on the Authority's operations and financial position.

The Authority implemented a cost reduction programme in 2020 to reduce all transactional and discretionary expenditure to mitigate against the impact of COVID-19 on account of a material decrease in revenue. In addition, the Authority proactively managed its cash reserves over the COVID-19 period to meet payments and liabilities as they fell due during 2020. The Authority engaged with its parent, the Department of Transport on its financial position and on its continued resumption of public services to enable the Authority to operate through this pandemic.

20 Subsequent Events

There have been no reportable subsequent events which impact the financial statements since the year ended 31 December 2020.

21 Approval of Financial Statements

The Financial Statements were approved by the RSA on the 24th June 2021.

End notes

1 Based on population estimates (April 2020) from the Central Statistics Office.

2 This figure is calculated from the most recent figures for the Annual Average of the Seasonally Adjusted Unemployment Rate for 15–74 year olds, Central Statistics Office, https://data.cso.ie/table/MUM01

3 Figures sourced from New Vehicles Licenced for the First Time, Central Statistics Office, https://data.cso.ie/table/TEA15

4 Transport Omnibus 2018 and 2019, Central Statistics Office (2018 and 2019). https://www.cso.ie/en/releasesandpublications/ep/p-tranom/transportomnibus2018/roadtrafficvolumes/ ; https://www.cso.ie/en/releasesandpublications/ep/p-tranom/transportomnibus2019/roadtrafficvolumes/

5 Ranking EU Progress on Road Safety, 15th Road Safety Performance Index Report, June 2021, https://etsc.eu/category/publications/

Road Safety Review 2020

In 2020 there were 110 males and 37 females killed on the roads

110

37

A total of **147***people lost their lives in 2020

Compared to 140 in 2019, a

5%

increase

VEHICLE OCCUPANT FATALITIES

87

16% decrease in driver deaths down from 74 to 62

67%

increase in passenger deaths up from 15 to 25

VULNERABLE ROAD USER FATALITIES**

19% increase on 2019

32

6% increase on 2019

17

25% increase on 2019

10

37%

of road users killed on 80km/h roads

27%

of all drivers and passengers killed were **NOT** wearing a seat belt

SAT

Saturday was the most dangerous day of the week **(29 fatalities)**

42%

of fatalities occurred between 12pm and 8pm

*Figures are provisional and subject to change. Valid as of June 2021.

**Road User type for one vulnerable road user not currently classified.

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co Mhaigh Eo
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co Mayo, F26 V6E4

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