



# Annual Report 2015

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority



# 01

## CONTENTS



# 02

## CHAIRPERSON'S STATEMENT

LIZ O'DONNELL, CHAIRPERSON



### ROAD SAFETY LAWS NEED EFFECTIVE ENFORCEMENT

#### Key points

- 166 families and communities devastated as a result of road trauma
- Ireland falling behind the rest of Europe in setting 30km/h speed limits
- Welcome the current Programme for Government to restore Garda numbers of 15,000
- Concern that we are seeing clear evidence of regression

2015 saw a 14% decline in road deaths compared to 2014.

I have great difficulty in describing this as a success. While I welcome the reduction in the number of fatalities and those bereaved, I'm acutely aware that there are 166 families and communities devastated as a result of road trauma last year.

However crude, the number of people killed on the road remains the only way we can measure progress in road safety. As the primary State body for road safety, it is important that we acknowledge this progress, so that we can report to the public that our collective efforts are paying off.

The RSA, along with other agencies, advocacy groups and road safety campaigners, works hard to persuade people to change their attitudes and behaviour, in order to reduce the number of casualties on the road. So it is important to acknowledge that improved behaviour when it occurs.

If we don't, how can we ensure their continued support for road safety and their 'buy in' when the next enforcement measure is introduced?

In 2016 we are going to need that support.

Support for a new Road Traffic Bill which provides for:

- The introduction of chemical roadside testing to tackle drug driving
- The introduction of a new 20 km/h speed limit for housing estates
- The introduction of a third payment option for those who didn't receive their fixed charge notice in the post.

These provisions will go a long way towards addressing some of the key issues on our roads.

We also need to turn our attention back to other road safety issues that we thought had been effectively tackled, such as excessive speed and drink-driving.

Over the past 12 months, the RSA and An Garda Síochána have worked closely to develop a deeper understanding of what causes collisions on our roads. To that end, the RSA Research Department

was given access to all of the data and information available for fatal collisions between 2008 and 2012, including the Forensic Collision Investigation Report. What we have found is, quite simply, shocking. The most recent research conducted into the role of alcohol in fatal collisions serves as a stark reminder that the scourge of drink-driving is still very present in communities throughout the country.

The research showed that alcohol was a factor in 38% of fatal collisions between 2008 and 2012. In numbers, that means 286 people were killed because they or someone else had consumed alcohol. Further analysis of the figures shows that this behaviour is particularly prevalent among young males aged between 16 and 24 years old.

There is no justification for drink-driving. And while most of us do the right thing and find alternative transport home after a night out, there is still a significant cohort of people who think it is ok to put their lives and the lives of others at risk with this behaviour.

As a society, we have a responsibility to better understand the devastating consequences of drink-driving and to strive to find solutions and resources to address this behaviour.

As individuals, we have to take personal responsibility for our own actions. When someone drink-drives, they do it with the full knowledge that their ability to drive is significantly impaired and that driving under the influence of alcohol increases the risk of death and injury on our roads.

Yes, road safety laws need effective enforcement and I very much welcome the commitment in the current Programme for Government to restore Garda numbers to its pre-recession strength of 15,000 Gardaí.

An Garda Síochána plays a vital role in keeping our roads free from death and serious injury through monitoring of high risk road behaviour and enforcement of road traffic laws. A highly visible presence of Gardaí on the road, plus the fear of enforcement, is the single biggest factor in changing people's behaviour when using the road. So it is vital that the strength and

visibility of the Traffic Corps is increased on our roads.

While the Gardaí and the intervention of other agencies will play a role in making the roads safer in 2016, the biggest responsibility will rest on the shoulders of every road user. As our new tag line says: "Safer roads, only you can get us there."

**Liz O'Donnell**  
Chairperson

# 03

## CHIEF EXECUTIVE'S STATEMENT

MOYAGH MURDOCK, CHIEF EXECUTIVE



### 2015 SAW A 14% DECLINE IN DEATHS COMPARED TO 2014.

#### Key points

- Second safest year on record
- Greatest risk we face on the road is complacency
- Functions of the RSA have changed radically from when it was established in 2006
- Ensuring we are more customer focused

A total of 166 people lost their lives in 2015. While one death is one too many, 2015 does mark an improvement, a 14% decline in deaths compared to 2014. It is the second safest year on record and is a welcome reversal of what had been an upward trend in road casualties, over the past number of years.

However, I've said it before that one of the greatest risks we face on the road is

complacency. It is vital that we build on this improvement. If we are to achieve the primary objective of the Road Safety Strategy it means reducing deaths annually to 124 or fewer by 2020.

2015 saw a significant improvement in the way we record and analyse road crash data. The system by which we analyse preliminary Garda reports from the scene of a road crash, called a CT68, was enhanced. This was principally achieved by creating a dedicated electronic link between the RSA and Garda records. This enables us to receive information on crashes in real time and assists us in identifying trends and responding to them more swiftly.

There are worryingly familiar patterns coming from information available from preliminary crash reports for 2015. Road safety is a male problem - almost 80% of deaths in 2015 were males. The majority of fatalities were drivers (75) and disturbingly 26% of those drivers were not wearing a seatbelt at the time of the crash. While there was a 31% reduction in passenger deaths, here too there was a worrying non seatbelt wearing rate. A third were not wearing one at the time of the crash.

This is very hard to fathom and heart-breaking when you wonder how many of

these deaths could have been prevented had one been worn.

Our ability to protect those most exposed to danger on the road was mixed. While there was a decline in the number of child, cyclist and pedestrian deaths, the number of motorcyclists dying on the road is a cause for concern.

While there was a negligible reduction in the number of motorcyclists killed on the roads in 2015 compared to 2014, (22 compared to 24), improvement in motorcycle safety isn't happening quickly enough. Fatality rates have been too high over the last number of years and a particular focus on this vulnerable road user group will need to be made in 2016.

Efforts will also need to focus on the age groups most at risk. In 2015 there was an increase in deaths among those aged 16-25 and those aged 56-65 compared to 2014.

While the RSA's high profile, and award winning media campaigns, are well recognised and continue to be the most effective ads on TV, the work represents just a fraction of what the RSA does on a daily basis.

2015 was an incredibly busy year for the Authority and praise indeed must go to

the highly dedicated and hard-working staff in the organisation who were instrumental in achieving:

- Production of 500,000 Licences and Learner Permits
- Delivery of 132,000 Driving Tests
- Delivery of 130,000 Theory Tests
- Production of 15,000 Digital Tachograph Cards
- Inspection of 1,500 Commercial Drivers' Hours

We also provided essential roadworthiness checking services to owners' vehicles, specifically:

- 1.49 million vehicles through the NCT
- 680,000 vehicles through the Commercial Vehicle Roadworthiness and ADR (transportation of hazardous goods)
- 18,000 Vehicle Inspections

The RSA Education and Training Unit had 825,000 interactions with the public and students in 2015.

It is clear to me that the functions of the RSA have changed radically from when it was established in 2006. The organisation is now one that delivers many essential commercial services to the public.

The Authority is also 100% self-financing and receives no funding from the State

in the delivery of its services. In 2015 the RSA Operational Expenditure Outturn was €63.4 million.

The organisation has changed. The challenge for me as CEO and my management team is to ensure that the Authority has the appropriate structure, infrastructure and resources to meet this new challenge. Ensuring we are more customer focused, in the delivery of all our services, is of paramount importance if we are to successfully adapt to the changing nature of the organisation.

Continuing the evolution of the RSA and putting the customer at the heart of everything we do will be the main organisational goal in 2016. Indeed significant cost improvements were delivered in 2015 by consolidation and rationalisation of ICT suppliers and this is continuing in 2016.

On the road safety front the main priority will be the publication of a series of reports that will shed greater light on the factors behind the deaths of road users. A significant project has been underway in the RSA's Research Department over the past two years involving the analysis of Garda Fatal Forensic Collision Files. These are the more detailed and longer running investigations that are conducted by Garda Forensic Crash Investigation teams and Garda PSV inspectors. They include, among other things, the results of toxicology and coroners' reports. These

files what are submitted to the DPP to decide if proceedings are to be taken against an individual following a fatal crash. They have a level of detail that exceeds anything the RSA has had access to in the past. We are extremely grateful to the Gardaí and in particular the Garda National Traffic Bureau for granting access to these files.

Indeed we are indebted to all our stakeholders, in particular the Department of Transport, Tourism and Sport, the Gardaí, Transport Infrastructure Ireland, the Medical Bureau of Road Safety, Local Authorities and the HSA.

I must acknowledge the role and support of the media in helping to raise awareness of road safety. Without their amazing support we simply wouldn't be able to do our job.

Finally to you the road user, thank you for making 2015 a safer year; your efforts are making a difference. Please let's continue this in 2016.

**Moyagh Murdock**  
Chief Executive

# 04

## INTRODUCTION

### **Establishment**

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

### **Our Mission**

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

### **Functions**

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

**Driver Testing and Licensing**

**Road Safety, Research and Driver Education**

**Vehicle Standards and Enforcement**

**Finance and Commercial Services**



# 05

## BOARD MEMBERS



### **Ms Liz O'Donnell – Chairperson**

Ms O'Donnell provides consultancy, lecturing and advisory services in the field of government relations and public affairs, primarily for corporate and educational organisations, and is an opinion columnist in the Irish Independent newspaper.

She is also a former politician, having served as TD for Dublin South from 1992 to 2007. She served as Minister of State at the Department of Foreign Affairs from 1997 to 2002.



### **Eddie Rock**

Eddie Rock served in many areas of An Garda Síochána prior to being appointed to the position of Assistant Commissioner in charge of the Garda Traffic Corps in February 2005.

During the course of his career he has been involved in a broad variety of policing activities, including duty at the Garda College as Superintendent for the Specialist Section. This Section is responsible for a variety of disciplines including Garda Driver Training and Detective Training.

He was the Garda representative on the first comprehensive National Drug Strategy Team, established by the Government in 2001.

During his tenure at the Garda Traffic Corps he spearheaded the acquirement of an automated number plate reading system which is now standard in Garda Traffic Cars, and he was instrumental in seeking agency co-operation with a view to identifying the “stretches” of our road network with the greatest propensity for traffic collisions.

He also prepared a case for, and succeeded in establishing, the forensic collision investigation unit which has proved crucial in identifying the various causes of traffic collisions.

He is the holder of a Diploma in Legal Studies and a BA Degree in Police Management, and passed the Final Entrance Examination to the Incorporated Law Society of Ireland in 2003. He is also a graduate of the FBI National Academy, Quantico, Virginia.

## BOARD MEMBERS



### **Dr Áine Carroll MB, BCh, MD, FRCP, FRCPI**

Dr Áine Carroll is the HSE's National Director for Clinical Strategy and Programmes since November 2012, a division encompassing the National Clinical Programmes, the Integrated Care Programmes and The Office of the Nursing & Midwifery Services (ONMSD).

The National Clinical Programmes were established to improve and standardise patient care throughout the health services by bringing together clinical disciplines to develop and share innovative healthcare solutions in individual specialty delivery. Dr Carroll is currently building on the successes of the Clinical Programmes through the establishment of Integrated Care Programmes for older persons, for children, for chronic disease and for patient flow. These programmes will promote coordinated care and teamwork across services and specialties, ensuring that care is provided effectively and seamlessly to patients as they move through the system.

Prior to her appointment as National Director, Dr. Carroll was the Clinical Lead of the Rehabilitation Medicine Programme. She is a Consultant in Rehabilitation Medicine, Associate Clinical Professor at University College Dublin School of Medicine, past Chair of the Medical Board of the National Rehabilitation Hospital and past President of the Irish Association of Rehabilitation Medicine. Her works on a diversity of topics are widely published and have been shared at national and international conferences.



### **Seán Finan**

Seán Finan hails from Ballinlough, Castlerea, County Roscommon. Sean graduated from NUI Galway with a Degree in Civil Engineering in 2006 and has since worked on various projects with Ireland's largest building contractor, John Sisk & Son Ltd.

Seán is currently President of Macra na Feirme, the rural youth organisation, having been elected to the position in April 2015 for a two year term.

Sean has held various Macra positions at club, county and national level and also sits on Macra Na Feirme's National Council and National Executive. Sean was Roscommon FBD Young Farmer of the Year in 2009. Seán's involvement in Macra Na Feirme at local and county level culminated in him winning a prestigious Macra Na Feirme / Bank of Ireland National Leadership Award in January 2010.

## BOARD MEMBERS



### **Ronan Melvin**

Ronan Melvin was appointed to the RSA Board in September 2011.

Originally from Ballinasloe, County Galway, Ronan has been living in Dublin for the past number of years.

Ronan is a qualified accountant and is a fellow of the Chartered Association of Certified Accountants. He works as a financial controller for the Irish branch of an international construction company and he is a director of a number of other related companies. He has also worked in finance-related roles for a number of other Irish companies in the construction and hospitality sectors.

He also serves on a number of not-for-profit voluntary bodies.



### **John Mulvihill**

John was elected a member of Dáil Éireann from 1992 to 1997. During this term he served as an Irish Government representative on the Council of Europe, on the British and Irish inter-parliamentary body and on the Legislation and Security Committee of Dáil Éireann. John has also gained extensive experience acting as an overseas election observer on a number of occasions.

John served over 20 years as a member of Cork County Council and was elected Chairman/Mayor on two separate occasions.



### **Aideen Carberry**

Aideen Carberry attended University College Dublin where she obtained a degree in Art History and English. In university she was involved with her local Student's Union and was active on a number of youth issues including university fees and access to healthcare. She also took part in many campaigns with the Union of Students in Ireland.

Upon completing her degree she attended the Dublin Institute of Technology, taking a Masters in Public Affairs and Political Communication. She remains politically active on issues in her community and in various youth groups. She currently works as an Industrial Organiser in the Health Division of Ireland's largest trade union, SIPTU.

## BOARD MEMBERS



### **John Lumsden**

John is an economics graduate of Trinity College Dublin and a former career civil servant with the Department of Transport. He held senior positions in that Department with responsibility for road, rail, maritime and aviation matters. As Assistant Secretary General he had responsibility for legislation and policy development relating to road safety for a number of years.

He brings to the board of the Road Safety Authority a wide experience of the relationships between state agencies and the other structures of Government, as well as of the corporate governance, financial and legal environments within which state agencies operate.

John submitted an expression of interest in State Board membership through the system which the Department of Transport, Tourism and Sport initiated in 2011.



### **Aileen O'Toole**

Aileen O'Toole is a Chartered Director, a qualification awarded by the Institute of Directors on successful completion of its corporate governance programme. She is a Digital Strategist and runs her own digital consulting business. She is a former Business Editor and co-founder of The Sunday Business Post newspaper.

Aileen is a Director of Business in the Community Ireland, the not-for-profit organisation which helps businesses develop, manage and measure corporate social responsibility (CSR). She is a former Director of Chambers Ireland, the country's largest business network, and of ASH Ireland, which championed the introduction of the workplace smoking ban.

Aileen joined the Board of the RSA in 2014, having expressed an interest in serving via the Board Diversity Initiative, which provides a bridge between boards and women candidates. Her specialism in digital marketing and communications is of particular relevance to the RSA as it seeks to get its message out to young drivers through social media and other digital channels.

## BOARD MEMBERS



### **Moyagh Murdock – Chief Executive Officer**

Moyagh Murdock has been in the transport sector for over 20 years in various capacities. In her early career she spent 10 years in the airline industry having worked first in Bombardier in Belfast as an aircraft systems engineer and subsequently at TEAM Aer Lingus. She spent eight years with TEAM as Manager of Demand Management and as International Line Maintenance Manager.

She then moved into the heavy plant, construction and marine industry, working for the Caterpillar dealership in Ireland as Group Product and Customer Support Manager for seven years. Her most recent role was as Chief Operating Officer for Bus Éireann, having joined the company in 2007 as the Deputy Chief Mechanical Engineer with responsibility for fleet maintenance and garage operations. As Chief Operating Officer, she had responsibility for Road Passenger Operations and Schools Transport, as well as the company's Information Technology and Business Systems.

Moyagh comes from Newry and graduated from Queen's University Belfast with a B.Eng. Mechanical Engineering. In 2012 she was awarded an MBA from Dublin City University (DCU) and also holds a Certificate of Professional Competence in Road Transport Operations Management.

# 06

## EXECUTIVE MANAGEMENT



**Ms Moyagh Murdock**

Chief Executive



**Mr Michael Rowland**

Director, Road Safety,  
Research and Driver  
Education



**Mr Pearse White**

Director, Finance and  
Commercial Services



**Ms Denise Barry**

Director, Vehicle Standards  
and Enforcement



**Mr Declan Naughton**

Director, Driver Testing  
and Licensing

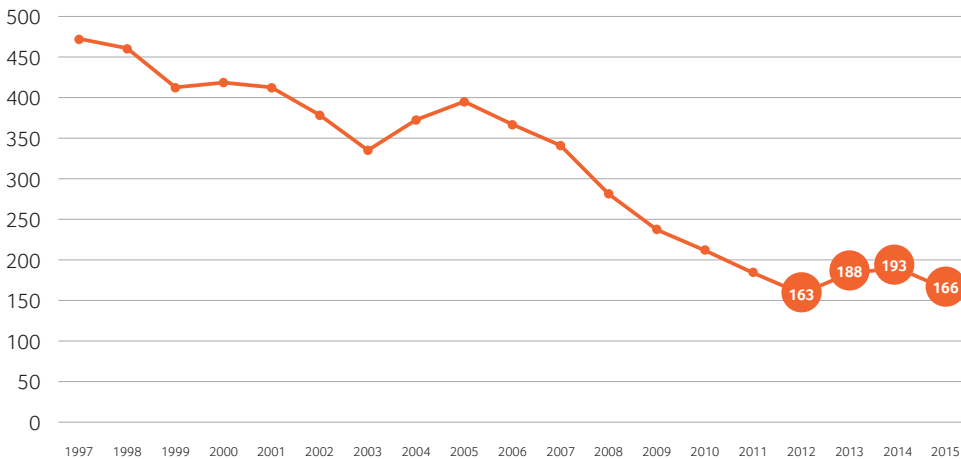
# 07

## ROAD SAFETY REVIEW 2015



As of 31 December 2015, there have been 159 fatal collisions, which resulted in **166 fatalities** on Irish roads. This represents 20 (11%) fewer collisions and 27 (14%) fewer deaths compared to provisional Garda data for the same period in 2014. It is also the second lowest number of road deaths since records began. This decrease is welcome, particularly in the context of the increases in fatalities seen in 2013 and 2014, when fatalities increased from a low of 163 in 2012 to 193 in 2014.

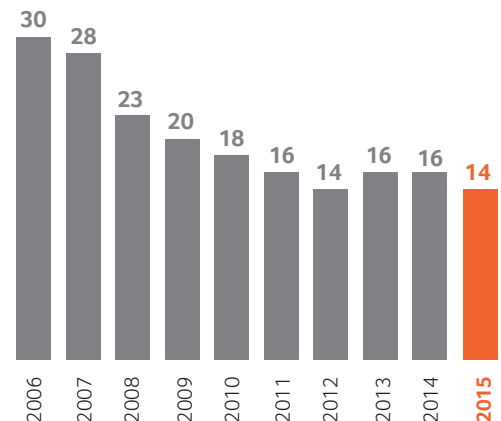
### Fatalities by year, 1997-2015



Source: RSA Collision Facts, December 2015

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

### Average number of fatalities per month



Source: RSA, Road Collision Facts 2006-2015.

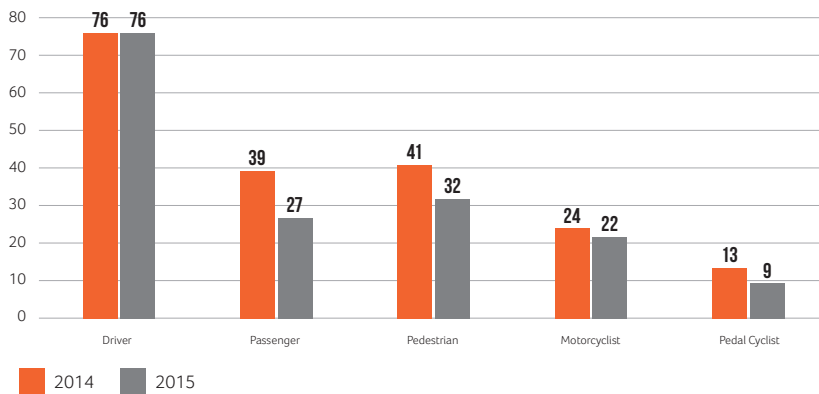
### ROAD FATALITIES BY ROAD USER TYPE, 2014 vs 2015

There has been a decline across all road user groups in 2015 compared to 2014. The greatest change in profile observed was a 31% decline in passenger fatalities, down from 39 to 27.

While there was an increase in deaths among vulnerable road users (pedestrians, motorcyclists, and pedal cyclists) in 2014, there was an overall 19% reduction among these road user groups in 2015. The most notable decrease is among pedestrians (-9), with motorcyclists and pedal cyclists remaining high risk.

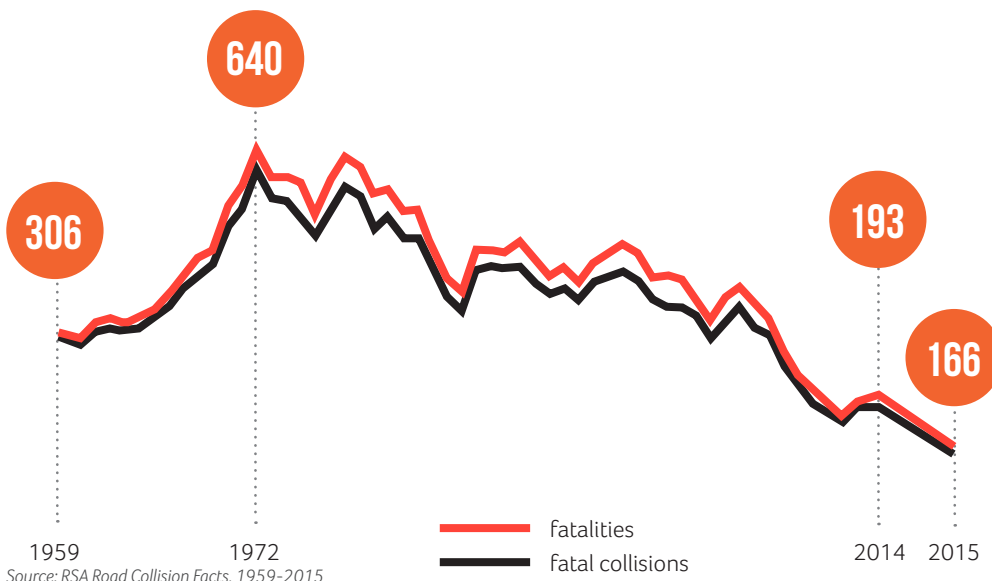
Driver and passenger fatalities represent just over three in every five fatalities (62%) in 2015, and vulnerable road users (pedestrians, motorcyclists and pedal cyclists) represent almost two in five (38%). Driver fatalities remain the same; however, there has been a decline in passenger fatalities (-12). This represents a net decline in vehicle occupant fatalities of 10% (115 to 103) between 2014 and 2015.

#### Deaths by road user type, 2014 vs 2015



Source: Provisional Review of Road Fatalities, 2015

### IRISH ROAD SAFETY IN CONTEXT, 1959-2015



Source: RSA Road Collision Facts, 1959-2015



# 08

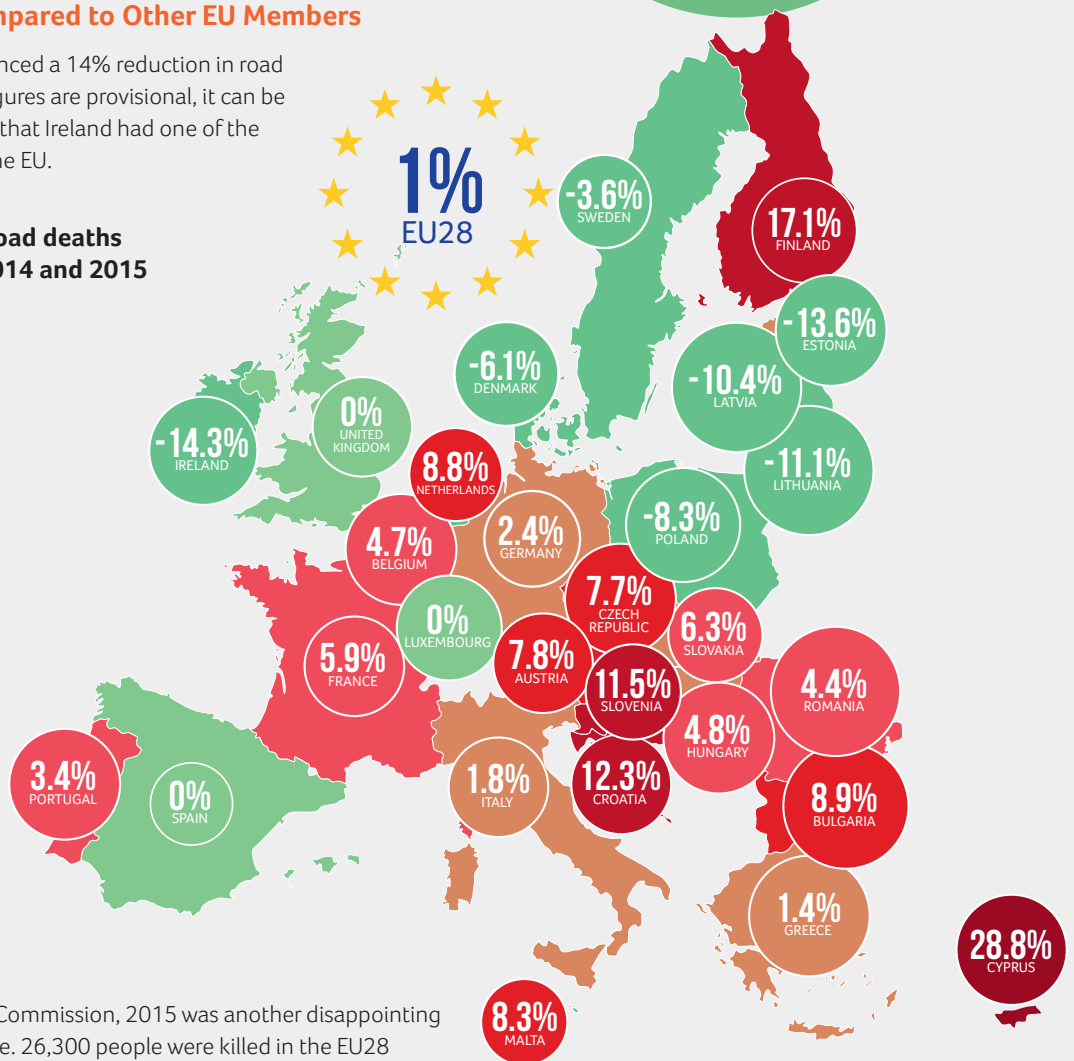
## IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

IRELAND IS  
**5th**  
IN EUROPE IN TERMS OF ROAD SAFETY

### Ireland's Ranking compared to Other EU Members

In 2015, Ireland has experienced a 14% reduction in road fatalities. Although these figures are provisional, it can be seen (from the table below) that Ireland had one of the best performances across the EU.

### Percentage change in road deaths per million in the EU, 2014 and 2015



According to the European Commission, 2015 was another disappointing year for road safety in Europe. 26,300 people were killed in the EU28 as a consequence of road collisions, compared to 25,970 in 2014. This represents an increase of 1%. To reach the target for 2020 a decrease of 7% is required annually.

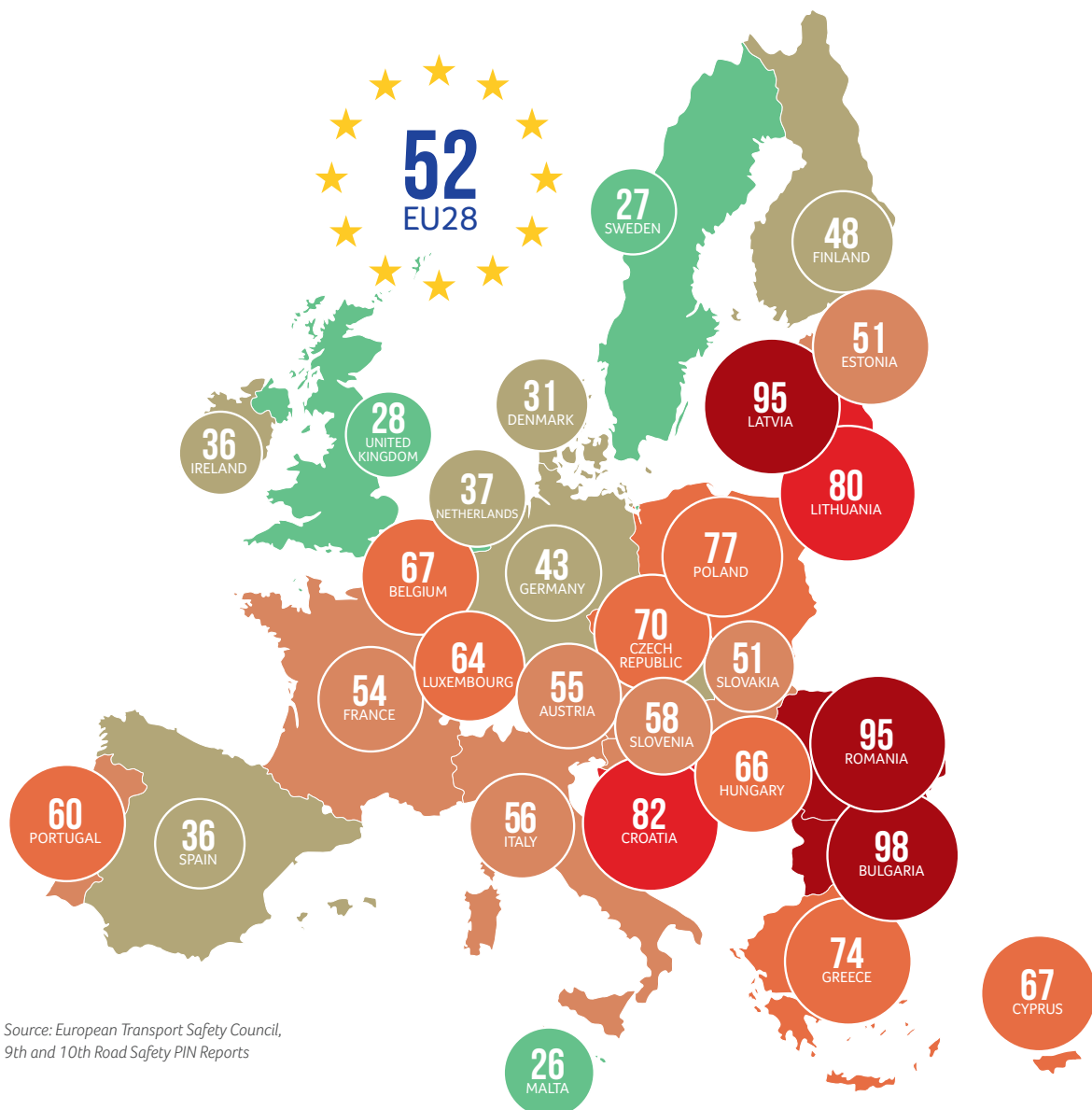
In comparison to the other European countries and based on 2015 figures, Ireland with 36 deaths per million is below the National European Average figure of 52 per million.

Source: European Transport Safety Council, 9th and 10th Road Safety PIN Reports

**EU road deaths per million, 2014 and 2015**

Country	2014	2015	% Change
Bulgaria	90	98	8.9
Romania	91	95	4.4
Latvia	106	95	-10.4
Croatia	73	82	12.3
Lithuania	90	80	-11.1
Poland	84	77	-8.3
Greece	73	74	1.4
Czech Republic	65	70	7.7
Belgium	64	67	4.7
Cyprus	52	67	28.8
Hungary	63	66	4.8
Luxembourg	64	64	0.0
Portugal	58	60	3.4
Slovenia	52	58	11.5

Italy	55	56	1.8
Austria	51	55	7.8
France	51	54	5.9
Slovakia	48	51	6.3
Estonia	59	51	-13.6
Finland	41	48	17.1
Germany	42	43	2.4
Netherlands	34	37	8.8
Spain	36	36	0.0
Ireland	42	36	-14.3
Denmark	33	31	-6.1
The United Kingdom	28	28	0.0
Sweden	28	27	-3.6
Malta	24	26	8.3



Source: European Transport Safety Council, 9th and 10th Road Safety PIN Reports

## STANDARDISED DEFINITION OF SERIOUS INJURY

In the 23 EU countries that distinguish between seriously and slightly injured in their data, the number of seriously injured grew by almost 3% in 2014 compared to 2013. Ireland's serious injuries figures remained broadly similar over this period.

The European Transport Safety Council (ETSC) recommends the European Commission adopt a target of a 35% reduction in the number of people seriously injured between 2014 and 2020. The ETSC also recommends a Maximum Abbreviated Injury Scale 3 (MAIS3)+ definition is established. The High Level Group on Road Safety representing all EU Member States identified three main ways that Member States can choose to collect the data in accordance with the MAIS3+ definition:

1. Continue to use police data but apply a correction coefficient;
2. Report the number of injured based on data from hospitals; or
3. Create a link between police and hospital data.

The ETSC also suggests that Member States should continue collecting data based on their previous definitions so as to be able to monitor the rate of continuation of progress prior to 2014.

There is a considerable amount of work being undertaken by the European Commission to establish and agree the definition of a serious injury. Ireland is progressing in the establishment of the MAIS3+ definition but as it's a complex task, it is incomplete as of yet. This work is being conducted by the Health Intelligence Unit of the HSE on behalf of the RSA. The first set of data in MAIS3+ has been returned to the EU; however, the algorithm needs further refinement.

## FOURTH ROAD SAFETY STRATEGY 2013-2020

The Minister for Transport, Tourism and Sport has set the country the task of making Ireland's roads as safe as the best performing countries in the EU and beyond. The target set for Ireland is to close the gap on countries with the most progressive road safety records.

The RSA is responsible for overseeing the implementation of the Government Road Safety Strategy 'Closing the Gap 2013-2020'. This is Ireland's fourth road safety strategy. It sets out targets for the reduction of both the number of fatalities and serious injuries by 2020 in order to close the gap between Ireland and the safest countries.

- The target for the reduction of road collision fatalities equates to a figure of 124 or fewer by 2020, which is 25 per million of population. This requires a further 25% reduction from 2015 to 2020.
- A provisional target for the reduction of serious injuries is 330 by 2020. This equates to 61 per million population.

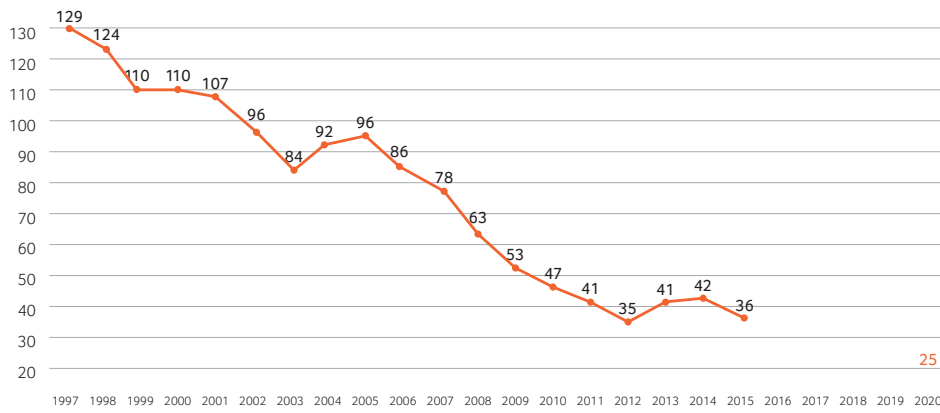
### FATALITIES

Fatality figures for all road users are outlined below. It is clear Ireland is moving in the right direction, although a reduction of 25% on the 2015 figure is required to meet the targets set in the Road Safety Strategy 2013-2020.

It is evident from the figures that Ireland has reduced the number of fatalities per million of population consistently, and since 2001, Ireland has reduced the collision fatalities figure by two-thirds per million of population.

*Source; RSA Collision Facts, December 2015*

**Ireland fatalities per million of population**



In order to meet the target of 25 per million population of 124 deaths or fewer by 2020, a 25% decline in fatalities between 2014 and 2020 is required.



## 10

## COLLABORATION WITH STAKEHOLDERS

The RSA continued to work closely with An Garda Síochána on a number of fronts throughout 2015. This included supporting enforcement activity so that targeted policing actions were matched in the media with complementary life-saving messages. This is the cornerstone of our road safety strategy in Ireland, i.e. the use of an Education/Enforcement road safety model which seeks to change attitudes and behaviour and build community support for road safety policing.

The RSA also continued its work with the Gardaí in the collation and analysis of collision data. There have been significant developments in 2015 including the computerisation and electronic transfer of crash data in real time from the Gardaí to the Authority. Streamlining of this process has resulted in more detailed data available for analysis.

Access was granted by An Garda Síochána to the completed Investigation File produced for each fatal collision from 2008 to 2012. The file contains two main reports:

- An Garda Síochána Investigation Report
- Forensic Collision Investigation Report (FCI)

This has enabled a suite of reports based on pre-crash behaviour to be produced for release throughout 2016. This highlights key areas of concern and provides focus for evidence-based interventions.

The Authority and An Garda Síochána continued to work together to deliver on our joint enforcement strategy to support compliance within the professional road transport industry in Ireland. RSA Transport Officers and Vehicle Inspectors continued to work closely with colleagues in the Gardaí to co-ordinate enforcement activity at local, national and international level.

New arrangements for planning checkpoints on a regional basis led to higher levels of Heavy Commercial Vehicle checks than ever in 2015. In 2015 the Authority, in conjunction with An Garda Síochána, piloted new technologies including look-up apps and Automatic Number Plate Recognition (ANPR) which will ensure that the joint enforcement effort is increasingly targeted at those who were noncompliant, thus minimising disruption to compliant commercial vehicle operators and drivers.

In addition to its work with the Gardaí, the RSA also works closely with other key stakeholders to support the delivery of many actions in the current Road Safety Strategy. In particular the Authority works with both the Health and Safety Authority and An Garda Síochána to deliver a programme of 'Driving for Work' interventions aimed at employers and employees.



The Authority also works closely with the Medical Bureau of Road Safety, Transport Infrastructure Ireland, National Transport Authority, Government Departments and Local Authorities around the country.

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

### CLOSING THE GAP

The Road Safety Strategy was launched at an international road safety conference hosted by the RSA at Dublin Castle on Thursday 28 March 2013. 'Closing the Gap' means making Ireland's roads as safe as the best performing countries in the world, in particular the United Kingdom, Netherlands and Sweden. In order to achieve this, Ireland must reduce deaths to 124 per annum and reduce serious injuries to 330 or fewer by 2020. There are 144 actions in the new Strategy under the four main areas of intervention: Education, Engineering, Evaluation and Enforcement.

### ROAD SAFETY CONTEXT IN 2015

There was an overall improvement in the economy in 2014. New passenger car sales increased by 29.4% between 2013 and 2014. Unemployment fell from an annual average of 13.1% in 2013 to 11.2% in 2014. Diesel fuel consumption increased by 6.4% in 2014. Overall traffic volume (vehicle kilometres travelled) increased in 2014 by 2%. It is expected that these improvements in the economy have continued into 2015.

### MONITORING

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

The RSA will be conducting a mid-term review of the Road Safety Strategy in 2016.

# ROAD SAFETY HIGHLIGHTS



Weather alerts: Snow showers, black ice, freezing fog, strong winds and rain



Weather alerts: Strong winds



Weather alerts: Strong winds



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



St Patrick's Weekend Message, Seatbelt Safety, 16 March



Traffic collisions leading cause of child mortality in Ireland. We created a series of videos with broadcaster Charlie Bird on school gateway safety, housing estate safety and child safety in cars, 2 April



Ministers Donohoe and Durkan urge road-users north & south to support UN Global Road Safety Week 4 - 10 May



The RSA Award presented by Michael Rowland, Director of Road Safety, Research and Driver Education, RSA to Jessica Sheehan, Max Shanahan from Kinsale Community School, Cork for their project 'A statistical study on the effect of change blindness and its impact on road safety'.



The National Programme Office for Traffic Medicine launches a public consultation process for Medical Fitness to Drive Assessments, 5 February



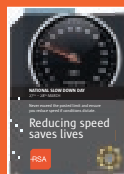
Minister Donohoe publishes new 'Guidelines for Setting and Managing Speed Limits'



RAS International Road Safety conference on Children and Road Safety, Dublin Castle 20 March



National Slow Down Day 27-28 March



National Student Media Awards, RSA Award for Journalism Relating to Road Safety, 2015 winners were Sean DeFoe and Eoin Sheehan Dublin City University, Aviva Stadium, 7 April



RSA & IKA Urge Drivers to opt for Organ Donor code 115 on Plastic Card Licence, 3 April



Motorcycle safety the focus of May bank holiday, 29 April



RSA launch Public consultation for Emergency packs in all Vehicles, 13 May



June Bank Holiday Aimed at Speeding Drivers



New regulations on vehicle weight limits, 1 June

RSA & Gardaí target new campaign at Cyclists & HGV drivers to highlight 'blind spots' on trucks, as part of Bike week 13-15 June



RSA Campaign urges parents not to spend a lifetime 'Looking Back', 15 June







European Transport Safety Council (ETSC) Conference on Business plays 'critical role' in keeping roads safe, 2 July



New Road Safety Guidelines launched for drivers and horse-riders, 5 August



RSA and Gardaí publish seven month review of road fatalities, 14 August



Weather alerts: Heavy rainfall and risk of flooding



RSA Advert 'Looking back' wins two Gold Shark Awards in Kinsale, 12 September



RSA expresses concern over driver attitudes to tyre safety, 1 October



Weather alerts: Widespread fog, 1 October

Safer Roads for Dublin, a red light running safety initiative for October/November to reduce collisions and serious injuries on Dublin roads, 2 October



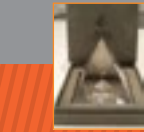
World Remembrance Day, Dublin, 10 November



Weather alerts: Orange alert for strong winds



Government launches the 'Be Winter-Ready' 2015-2016, 12 November



RSA mobile phone advert wins two golds at the Global Epica Awards, 1 December



Weather alerts: Risks of strong winds and flooding, red warning for rain



Leading Lights Awards, Farmleigh, 9 December

JUL

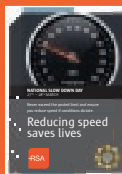
Introduction of Fixed Charge Notices for cyclists aims to promote safe cycling practices, 31 July



First Driver Fatigue TV ad campaign, 28 July. Driver fatigue focus of August bank holiday



National Slow Down day 28-29 August



AUG

Back to school campaign with ESB Networks an RSA and the clocks go back, 24 August



Launches of New Series of Information Videos on Revised Standards for Agricultural Vehicles on First Day of National Ploughing Championships, 22 September



RSA issues warning over NDLS text messaging scam, 23 September



OCT

Academic lecture, Cycle safety, Dublin Castle 11 October



Bank Holiday appeal to road users, 21 October



10,000 parents have life-saving checks carried out on their children's car seats by the RSA, 13 November



Weather alerts: Orange alert for strong winds, 17 November



Christmas and New Year campaign, Anti Drink Driving, Store Street Garda Station, 28 November



DEC

Provisional End of Year Review of Road Fatalities, Dublin, 22 December



Weather alerts: Severe winds, 22 December



Be Safe Be Seen, National High-Vis Day 22 December



# 12

## DRIVER TESTING AND LICENSING

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

The particular tasks for which the Directorate is responsible are:

- Delivery of the Driver Testing Service
- Delivery of the Driver Licensing Service
- Delivery of the Emergency Services Driving Standard
- Management of the delivery of the Driver Theory Test Service
- Management of the Penalty Points System
- Management of the National Driver Licence Service (NDLS)

# 13

## DRIVER TESTING



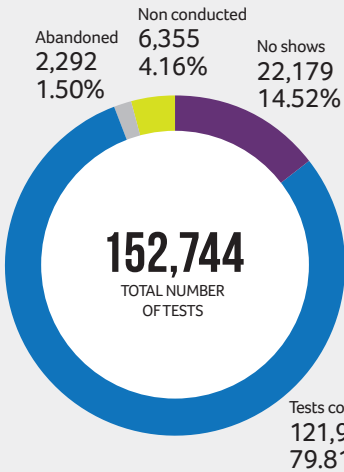
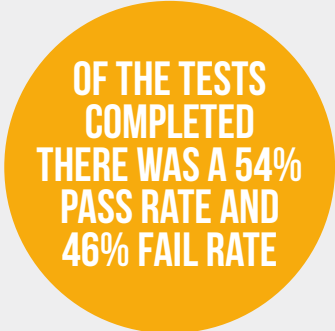
The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directive and national legislation. Tests are delivered from 50 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2015 when the national average wait time was 9.6 weeks.

Athlone	11	Galway	8	Raheny	9
Ballina	8	Gorey	11	Rathgar	9
Birr	11	Kilkenny	11	Roscommon	9
Buncrana	11	Killarney	11	Shannon	9
Carlow	10	Kilrush	8	Skibbereen	8
Carrick-On-Shannon	9	Letterkenny	8	Sligo	9
Castlebar	8	Limerick	8	Tallaght	9
Cavan	9	Longford	8	Thurles	11
Churchtown	10	Loughrea	11	Tipperary	11
Clifden	10	Mallow	11	Tralee	8
Clonmel	11	Monaghan	8	Tuam	9
Cork	10	Mullingar	10	Tullamore	11
Donegal	9	Naas	11	Waterford	11
Dundalk	8	Navan	9	Wexford	9
Dungarvan	9	Nenagh	11	Wicklow	11
Ennis	10	Newcastle West	11		
Finglas	8	Portlaoise	11		

Source: RSA, December 2015

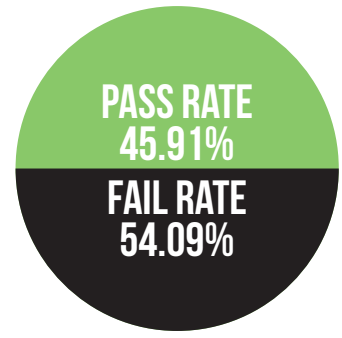
### OUTCOME OF DRIVING TESTS JANUARY TO DECEMBER 2015

8% increase in driving tests compared to 2014.



**OUTCOMES OF DRIVING TESTS UNDERTAKEN BY CANDIDATES WHERE ESSENTIAL DRIVER TRAINING (EDT)\* WAS NOT APPLICABLE.**

<b>Total number of tests</b>	<b>64,318</b>	<b>100%</b>
Tests completed	40,734	63.33%
No Show	19,189	29.83%
Not conducted	3,303	5.14%
Abandoned	1,092	1.70%

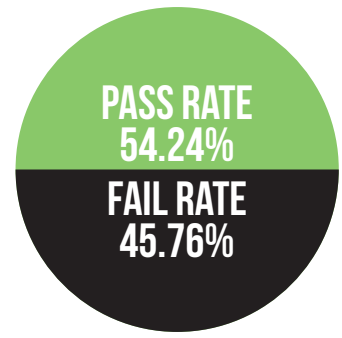


\* EDT is the programme of 12 driving lessons which is compulsory for new learner permit holders to undertake.

Source: RSA, December 2015

**OUTCOMES OF DRIVING TESTS UNDERTAKEN BY CANDIDATES WHO COMPLETED ESSENTIAL DRIVER TRAINING (EDT) LESSONS.**

<b>Total tests</b>	<b>72,367</b>	<b>100%</b>
Tests completed	66,880	92.41%
No show	2,041	2.82%
Not conducted	2,533	3.50%
Abandoned	913	1.26%



Source: RSA, December 2015



**CALLS RECEIVED**  
**345,304**

**CALLS SERVED**  
**288,436**

**00:01:39**  
**AVERAGE CALL WAIT TIME**

**84%**  
**AVERAGE EFFICIENCY LEVEL\***

Source: RSA, December 2015

\*Efficiency Level – this is based on a set target of answering 75% of calls within 60 seconds.

14



## NATIONAL DRIVER LICENCE SERVICE (NDLS)

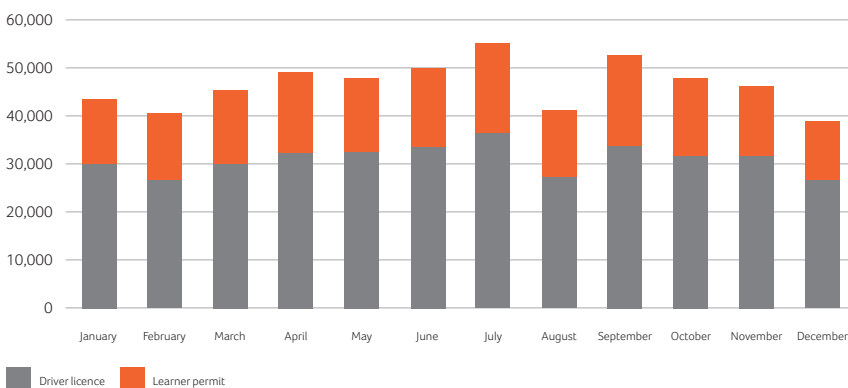
The RSA became the national driver licensing authority in January 2013; this service was formerly delivered by local authorities across the country. In implementing the service the RSA took a two stage approach to centralising the driver licensing service; initially, the necessary steps were put in place to enable the production and personalisation of the plastic card licence via an external contractor - this phase commenced on 19 January 2013. The second stage involved the completion of the centralisation phase where the RSA engaged two further contractors, one to deliver front office reception, receipt of payment and ID validation of licence customers and a second contractor to provide back office processing services - this phase commenced on 29 October 2013.

The RSA, as the licensing authority, is responsible for ensuring that the driver licensing service is delivered in accordance with various legislative and contractual arrangements covering, among other matters, licence entitlements, payment of fees, customer service standards, data protection, fraud prevention, the provision of information to customers in Ireland and to licensing authorities abroad and the production and personalisation of a licence that meets national and EU standards. This work is carried out in the RSA Licensing Support Unit (RLSU).

In 2015, 542,371 applications were received and 558,455 licences were processed; this included both full licences and learner permits.

### 2015 NDLS ACTIVITY

Number of licences (full licences/permits) produced in 2015



Source: RSA, December 2015.

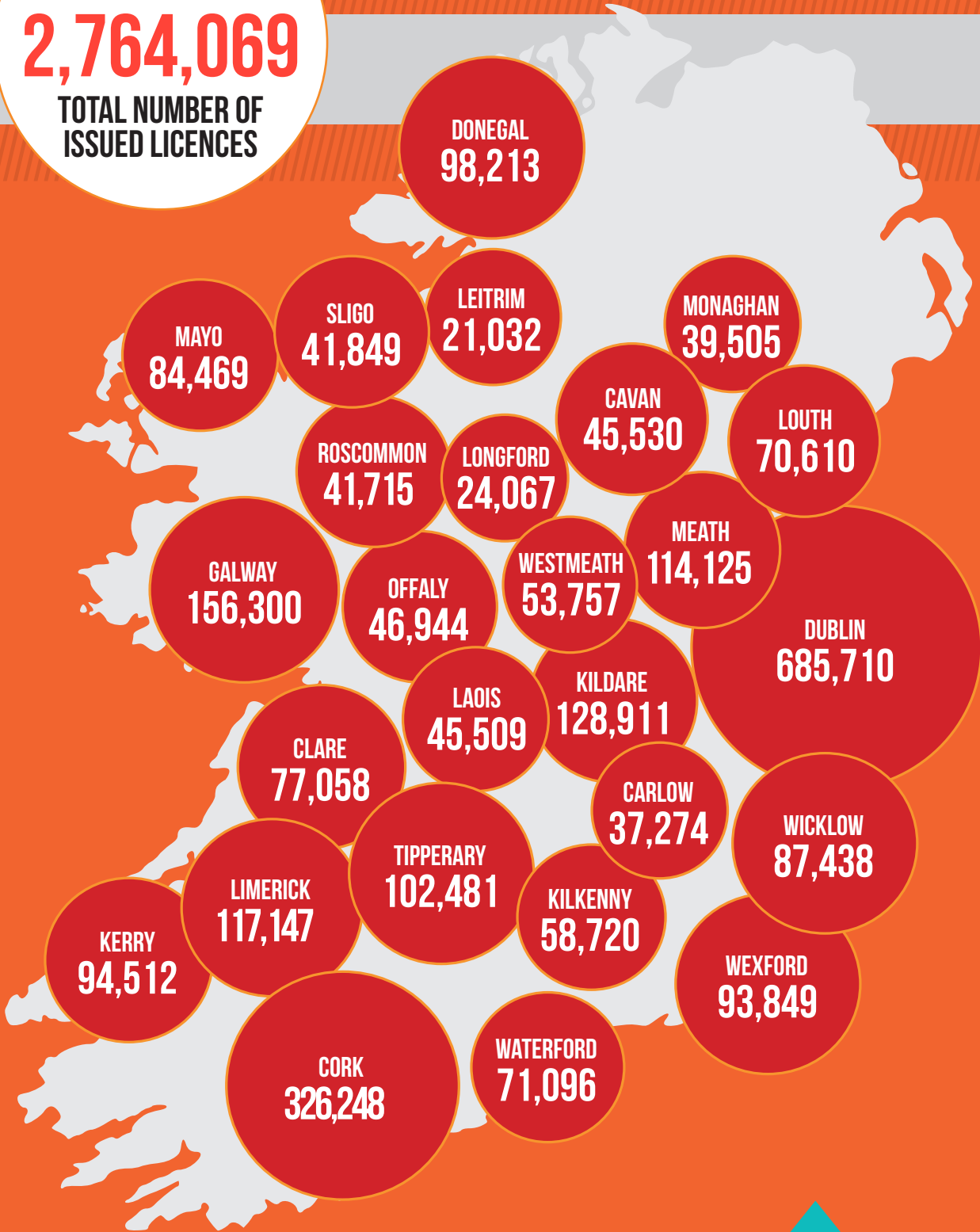
**369,954**  
FULL LICENCE  
APPLICATIONS

**172,417**  
LEARNER PERMITS  
APPLICATIONS



**2,764,069**

**TOTAL NUMBER OF  
ISSUED LICENCES**



Throughout 2015 the NDLS continued to review its communication approach, working to make the service more accessible with requirements for application processing clearly defined. All documentation was reviewed in 2015, for example, application and medical forms utilising customer feedback to inform improvements. In addition a complete review of the NDLS website was undertaken with changes introduced in February 2016. Following customer feedback the appointment system was enhanced. Results of the two independent customer surveys, with 96% and 94% marking of good or excellent for the NDLS respectively, are evidence of the success of the improvements made. This work will continue on an ongoing basis.

Service delivery options continue to be improved with the introduction of the postal service targeting over 70s and first/second learner permit, and renewals available to those who have previously visited an NDLS centre. With an uptake of circa 30% this option continues to be assessed re: letter content and suitability to increase percentage uptake. The RSA is now working to introduce an online service delivery option to be available from 2017.

<b>Driving licences current on 31 December 2015 by type in each county</b>				
Licensing Authority - The RSA	Learner Permits	Full Driving Licences		
		Annual Licences	Three Year Licences	10 Year Licences
CARLOW	3,530	184	3,128	30,432
CAVAN	4,154	150	4,148	37,078
CLARE	5,651	315	7,378	63,714
CORK	26,900	1,166	30,694	267,488
DONEGAL	6,946	445	9,466	81,356
DUBLIN	68,976	2,762	62,357	551,615
GALWAY	11,561	479	13,876	130,384
KERRY	7,119	309	9,740	77,344
KILDARE	12,063	324	8,883	107,641
KILKENNY	5,323	336	5,490	47,571
LAOIS	4,396	263	3,712	37,138
LEITRIM	1,541	127	2,171	17,193
LIMERICK	9,164	534	10,978	96,471
LONGFORD	2,127	90	2,383	19,477
LOUTH	6,323	261	6,167	57,859
MAYO	6,310	352	8,598	69,209
MEATH	9,597	303	8,810	95,415
MONAGHAN	2,812	156	3,491	33,046
OFFALY	4,199	253	4,013	38,479
ROSCOMMON	2,959	169	4,525	34,062
SLIGO	2,738	225	4,305	34,581
TIPPERARY	9,066	514	10,489	82,412
WATERFORD	5,974	221	7,050	57,851
WESTMEATH	4,763	212	4,669	44,113
WEXFORD	8,375	714	9,187	75,573
WICKLOW	7,875	375	7,947	71,241
<b>TOTAL</b>	<b>240,442</b>	<b>11,229</b>	<b>253,655</b>	<b>2,258,743</b>
Change from 31 December 2014	+4,564	+1,083	-5,679	+ 53,437



## DRIVER THEORY TESTS

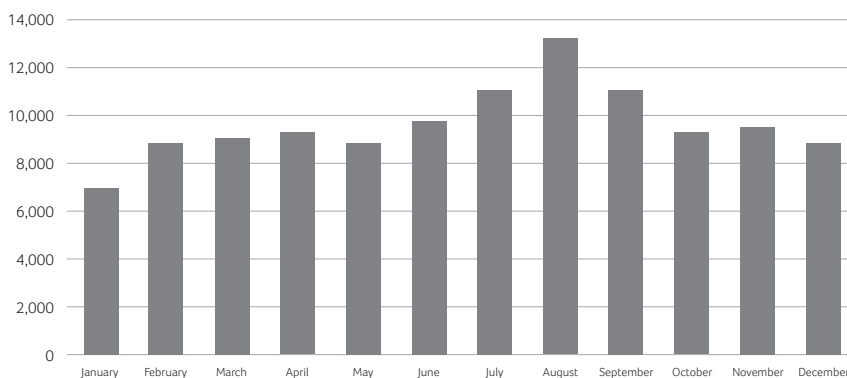
### DRIVER THEORY TEST 2015

The table below provides the numbers of driver theory tests carried out in 2015 and the associated test outcomes.

2015	Total 2015	2014
Applications Received	121,554	107,610
Internet Booking %	84.24%	80.57%
Tests Scheduled	115,305	104,591
Tests Conducted	104,372	93,700
Tests Passed	78,485	71,108
Fail Rate	24.8%	24.1%
Tests Failed	25,887	22,592
Tests No Show	10,933	10,890
Tests Pending	0	0
Tests Cancelled	1,866	1,432

Source: RSA, December 2015

### Tests scheduled 2015



Source: RSA, December 2015



## 16

## NATIONAL PROGRAMME OFFICE FOR TRAFFIC MEDICINE (NPOTM)

The National Programme Office for Traffic Medicine is a joint initiative by the Royal College of Physicians of Ireland and the RSA set up in 2011. In 2015 the NPOTM continued to deliver on its objective to lead on issues relating to the medical fitness of drivers aimed to help everyone maximise their mobility while at the same time minimising risk.

In line with this objective it published *Sláinte agus Tiomáint Medical Fitness to Drive (Group 1 and Group 2 Driver) Guidelines* (revised edition) implementing the evidence basis behind the standards based on an international literature review. These Guidelines are used by healthcare professionals including doctors for licensing drivers with medical conditions. The Guidelines, outline the roles and responsibilities of drivers, health professionals and the National Driver Licence Service (NDLS). This year the NPOTM prepared the first in a series of leaflets aimed at informing drivers on ways to manage their health condition to best ensure driving safety. These leaflets include: Diabetes and Driving, Cardiac Conditions and Driving, and Alcohol and Driving. To promote the leaflets and the importance of driver responsibility the NPOTM has begun a series of public meetings in Dublin, Cork and Galway. The NPOTM engages across the medical community delivering well-received courses, including this year a clinical update on the older driver, an online course on the medical fitness to drive standards and a Certificate on Traffic Medicine which has already graduated three classes.

The Office continues to publish research and in 2015 conducted international surveys on medical fitness to drive with a number of mental health conditions and alcohol dependence and abuse, gaining the valuable insight of treating physicians in both Ireland and the UK. It has conducted research on restricted licensing models and conducted focus groups with treating General Practitioners. It also continued to actively engage in an international research group which is shortly due to publish a report and academic paper on driving with dementia.

The NPOTM is continuing to progress its work with the On-Road Driving Assessors network and is exploring the educational supports that should be implemented to support a qualification and/or the competences required by assessors. The NPOTM, through its actions, will continue to progress national medical fitness to drive policies.

17



## EMERGENCY SERVICES DRIVING STANDARD (ESDS)

ESDS stands for Emergency Services Driving Standard – a driving standard which has been developed for emergency service drivers in Ireland. This was identified as a key action for delivery under the Government Road Safety Strategy 2013-2020.

The standard takes account of the particular pressurised situations emergency service drivers operate under and drivers are trained to manage and deal with such situations.

The RSA went live with this Emergency Service Driving Standard (ESDS) in February 2015 and the Authority is overseeing the initiative by certifying emergency services drivers, trainers and assessors.

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

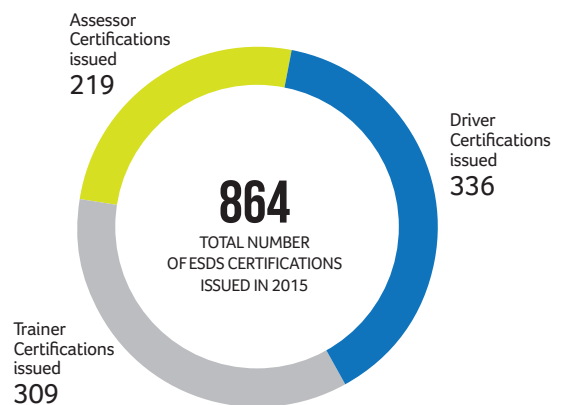
### ESDS WORKING PANEL

A working panel was set up with members drawn from

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

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

Numbers of ESDS certifications issued in 2015.



# 18

## BREAKDOWN OF PENALTY POINTS BY TYPE AS AT 31 DECEMBER 2015

22-35mg of alcohol per 100ml of breath	1,111	Fail to comply with No Entry traffic sign	351
50-80mg of alcohol per 100ml of blood	139	Fail to comply with prohibitory traffic signs	4,562
67-107mg of alcohol per 100ml of urine	127	Fail to comply with traffic lane markings	818
<b>Adult Failing to wear Safety Belt cat. M1 Vehicle</b>	<b>15,723</b>	Fail to Deactivate Airbag Child Restraint in use	9
Adult Failing to wear Safety Belt cat. M2 Vehicle	251	Fail to drive on the left hand side	214
Adult Failing to wear Safety Belt cat. M3 Vehicle	86	Fail to obey rules at railway level crossing	11
Adult Failing to wear Safety Belt cat. N1 Vehicle	2,294	<b>Fail to obey traffic lights</b>	<b>11,966</b>
Adult Failing to wear Safety Belt cat. N2 Vehicle	428	Fail to stop before stop sign/stop line	695
Adult Failing to wear Safety Belt cat. N3 Vehicle	520	Fail to stop for Garda	332
Breach of duties on occurrence of an accident	669	Fail to stop for school warden sign	12
Breach of motorway outside lane driving rule	116	Fail to turn left onto a roundabout	29
Careless Driving	1,535	Fail to yield right of way	234
Contravention of requirements at junctions	13	Fail to yield right of way at sign/line	201
Contravention of requirements for reversing	18	General speed obligation - stop visible distance	24
Contravention of rules for use of mini roundabouts	8	Learner driver unaccompanied by a qualified driver	3,173
Cross continuous white line/broken white line	4,311	Modified/altered vehicle that plate is inaccurate	5
Crossing No Entry sign	14	No cert of road worthiness user	971
Dangerous Driving Reduced to Careless Driving	1,254	No child restraint front seat - child	100
Drive against flow of traffic on motorway	50	No child restraint rear seat - child	240
Drive from right lane to another without yielding	5	No insurance - (user)	9,127
Drive on hard shoulder/non carriageway - motorway	212	No safety belt - driver	3,721
Driver (Owner) Exceeding Maximum Load	163	No safety belt front seat - child	135
Driver (Owner) Exceeding Maximum Weight	16	No safety belt rear seat - child	324
Driver Exceeding Design Gross Vehicle Weight	93	Non-Display of L Plate (Learner Driver)	2,007
Driver Exceeding Maximum Weight	99	Non-Display of N plate (Novice driver)	124
Driver Exceeding Unladen Weight	2	Non-Display of yellow L tabard on motorcycle	60
Driver Fail ensure Passenger U/17 wear Safety Belt	1,588	Non-Display of yellow N tabard on motorcycle	2
Driver Fail Restrain Child O/3 in Child Restraint	1,885	Offence relating to Overtaking	1,282
Driver Fail Restrain Child U/3 in Child Restraint	987	Parking a vehicle in a dangerous position	36
Driver Owner Exceeding Design Gross Vehicle Weight	11	Proceeding beyond max design gross vehicle weight sign	4
Driver Owner Transmits greater Load than Max Load Permitted	1	Proceeding beyond maximum vehicle width sign vehicle and trailer	2
Driving a vehicle when unfit	1	Reduced to Driving without reasonable consideration	328
<b>Driving a vehicle while holding a mobile phone</b>	<b>81,832</b>	Speed limit device not conforming	1
Driving along/across median strip	570	Speed limit device not in use	1
Driving dangerously defective vehicle	64	<b>Speeding</b>	<b>572,582</b>
Driving on/across cycle track	37	Speeding Buses Motorway/Dual Carriageway	1
Driving on/across footway	108	Striking bridge with vehicle	3
Driving past a red light. Contrary to sec 35(5) RTA 1994	162	<b>Use vehicle without NCT certificate</b>	<b>12,685</b>
Driving vehicle before remedying a defect	1	Using vehicle without authorisation plate goods vehicle/trailer	4
Driving without reasonable consideration	11,742	Using vehicle without authorisation plate passenger	3
Entry to hatched marked area	1,297	U-Turn on dual carriageway/central reserve/traffic island	22
Fail to act in accordance with Garda signal	19	<b>TOTAL</b>	<b>756,175</b>
Fail to comply with Keep to Right/Left signs	29		
Fail to comply with mandatory traffic signs	183		

# 19

## ROAD SAFETY, RESEARCH AND DRIVER EDUCATION

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

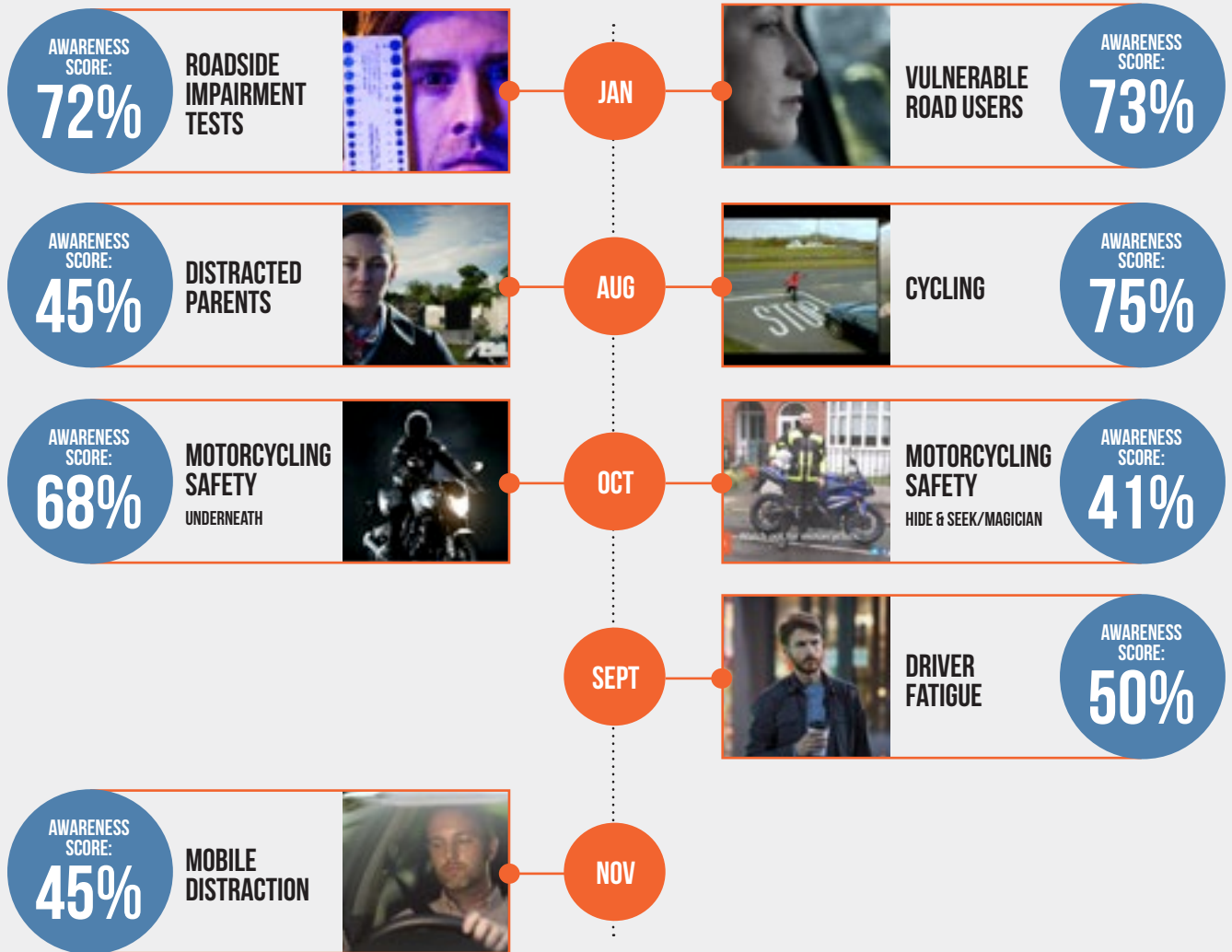
# 20

## ADVERTISING

### ROAD SAFETY AWARENESS CAMPAIGNS

In 2015, the RSA ran a number of high profile campaigns aimed at targeting the main factors and at-risk groups involved in road collisions. The campaigns were integrated with the policing plan of An Garda Síochána.

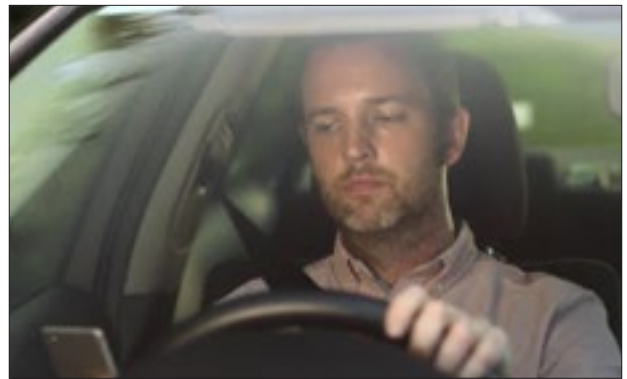
The main campaigns for 2015 included



# 21

## NEW CAMPAIGNS IN 2015

### DRIVER DISTRACTION



Two new driver distraction TV adverts were produced and broadcast in 2015. 'Looking Back' focused on child distraction and 'Anatomy of a Split Second' focused on the dangers of using a mobile phone while driving. They were produced in response to research conducted that showed they were the two biggest distractions for drivers in Ireland. 'Looking Back' won two gold awards at the Kinsale Shark Awards and 'Anatomy of a Split Second' won a worldwide accolade for the best Public Service Announcement in 2015 when it received two gold Epica Awards.

### DRIVER FATIGUE



A new 40-second TV advert was produced to supply advice to drivers on what to do if they feel sleepy while driving. This is the first TV led campaign on driver fatigue. The message was Stop.Sip.Sleep. The campaign also included radio, online, outdoor, social media and cinema advertising.

# 22

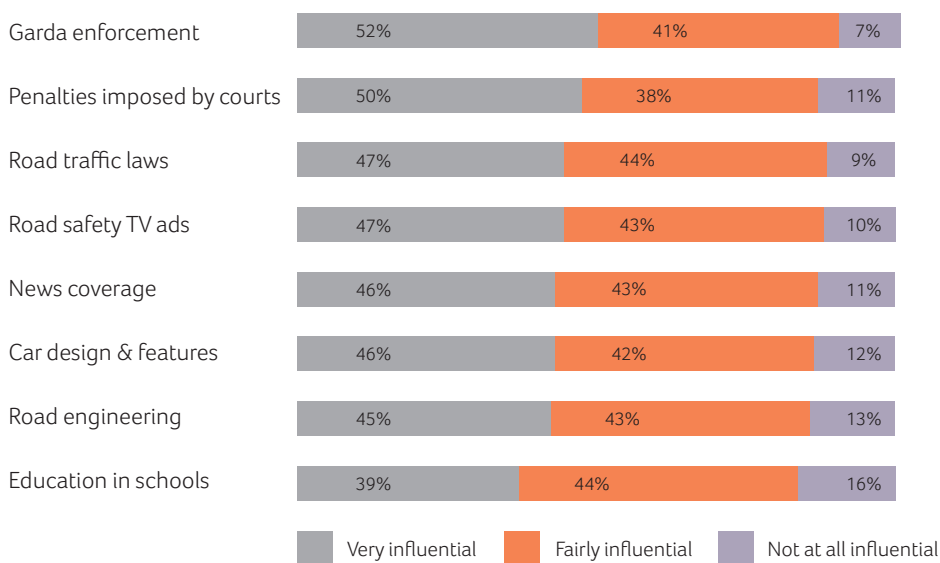
## ADVERTISING IMPACT/BEHAVIOURAL CHANGE

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

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

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

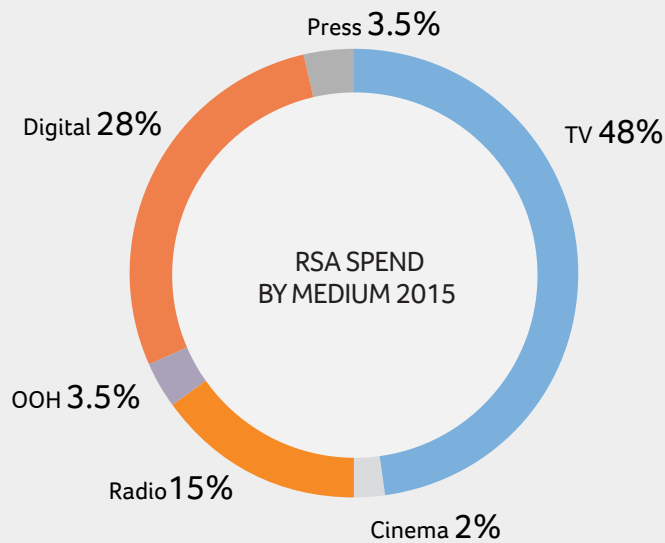
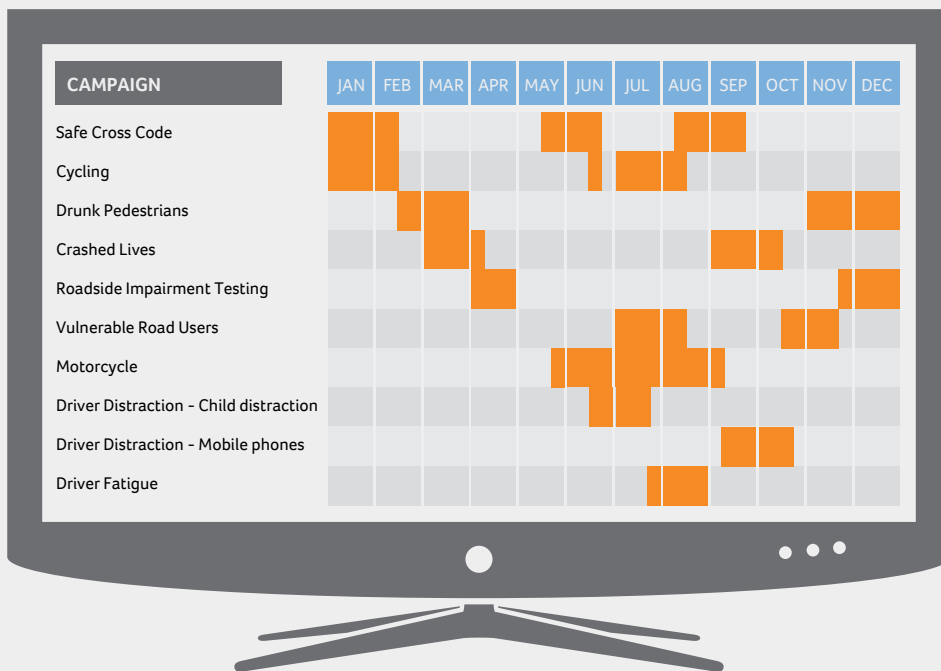
### ROAD SAFETY – KEY INFLUENTIAL FACTORS



Source: Behaviour & Attitudes Survey for the RSA, July 2015

# 23

## MEDIA ACTIVITY – ADVERTISING 2015





# 24

## RESEARCH

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

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

## RESEARCH ACTIVITY 2015

### ROAD COLLISION DATABASE

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

### FREE SPEED SURVEY

An observation survey conducted in 2015 measured the free speed of 12,458 cars: speeds at which drivers choose to travel when unconstrained by road geometry, weather conditions, or traffic conditions. The survey revealed that:

- The percentage of car drivers breaking the speed limit on urban roads was 60%; when residential roads are excluded, this rises to 74% for all other urban national roads
- The percentage of car drivers breaking the speed limit on rural roads was 22%
- The percentage of cars speeding on motorways decreased from 28% in 2014 to 21% in 2015
- The percentage of cars speeding on dual carriageways decreased from 36% in 2014 to 28% in 2015
- The percentage of cars speeding on regional 80km/h roads decreased from 45% in 2014 to 41% in 2015
- Average car free speed in 2015:
  - 114km/h for roads with a posted speed limit of 120km/h
  - 95km/h for roads with a posted speed limit of 100km/h
  - 67km/h for urban arterial roads with a posted speed limit of 60km/h
  - 58km/h for urban national roads with a posted speed limit of 50km/h

AN OBSERVATION  
SURVEY CONDUCTED IN  
2015 MEASURED THE FREE  
SPEED OF

12,458  
CARS

Source: Nationwide Data Collection survey for the RSA, November 2015

### SEATBELT WEARING SURVEY

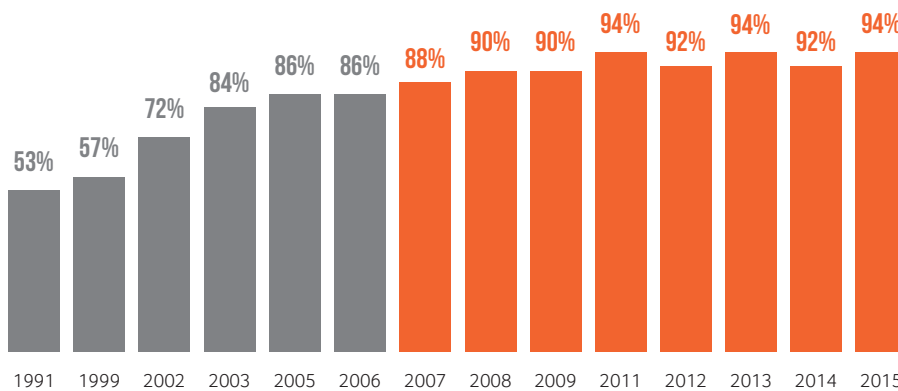
A 2015 observational survey of seatbelt wearing rates on Irish roads showed that the overall seat belt wearing rate for adults (drivers, front and rear passengers) was 92% (remained the same as 2014). The wearing rate for both drivers and for all front seat passengers was 94% and 81% for all rear seat adult passengers.

- Rear adult passengers show the lowest levels of compliance with 19% recorded as not wearing their seatbelt (vs 6% of front passengers)
- Compliance is higher among child passengers (94%) with those in the rear of the car less likely to use seat belts than those in the front (9% vs 4%)
- Child passengers observed at the primary school locations (96%) are more likely to be wearing a seatbelt compared to those observed at secondary schools (91%)

A review of the 2015 fatal crashes found that 29% of drivers and passengers killed were not wearing a seat belt. This suggests that 29 fatalities may have been prevented had a seatbelt been worn. Note that in a significant proportion of collisions, it was not possible for the Garda at the scene to record whether or not a seatbelt was worn, as indicated below:

#### Seat belt wearing rate by car occupancy and road type

	1991	2002	2014	2015
<b>Adult seat belt use</b>				
Front seat – all roads	53%	72%	92%	94%
Rear seat – all roads			88%	81%
<b>Children (children restraint use)</b>				
<b>Front seat</b>				
All children			93%	96%
Primary school			97%	98%
Secondary school			91%	95%
<b>Rear seat</b>				
All children			91%	91%
Primary school			93%	95%
Secondary school			88%	85%



These are drivers and front passenger figures only.

### 2015 SURVEY OF MOBILE PHONE USAGE WHEN DRIVING

In October 2015, an observational study of just over 14,230 drivers at 111 sites was conducted. The incidence of drivers holding a mobile phone in their hand or holding a mobile phone to their head was observed. Drivers were observed Mon-Fri from 8.30 a.m. to 6.30 p.m.

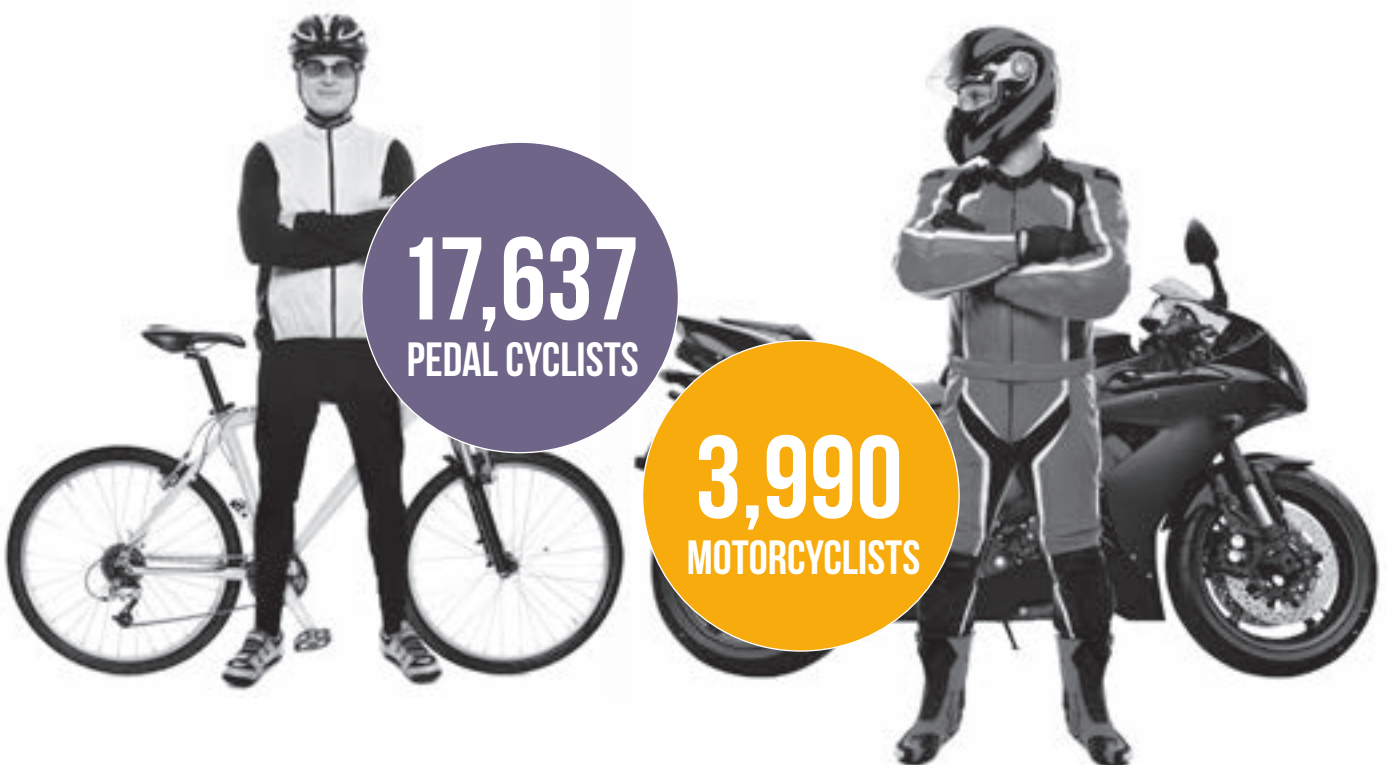
3% of drivers were observed holding a mobile phone. More drivers were holding the mobile to their head (2%) than holding it in their hand (1%) in 2015. The result is the same for male and female drivers.

Behaviour	%	
	2015 (n=14,230)	2014 (n=14,493)
No mobile phone	97%	92%
Mobile in hand	1%	4%
Mobile at head	2%	4%

Source: Amárach survey for the RSA, December 2015

### 2015 HIGH-VISIBILITY CLOTHING AND HELMET WEARING OBSERVATION SURVEY (MOTORCYCLISTS AND CYCLISTS)

In 2015, the RSA conducted a national observational survey on the wearing rates of high-visibility clothing and helmets. There were a total of 21,627 observations across the 8 regions.



**High-visibility wearing rates**

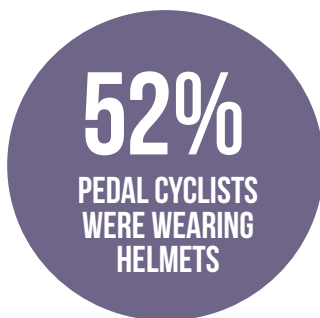
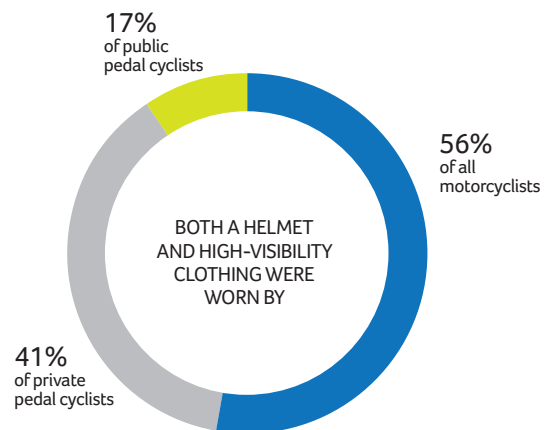
- Motorcyclists (58%)
- All pedal cyclists (50%)
- Private (i.e. cyclists using their own bike) pedal cyclists (54%)
- Public (i.e. cyclists using the public bike scheme ) pedal cyclists (33%)
- Motorcyclists high-visibility wearing rates have increased from 2014 (37%) to 2015 (58%)
- Increased among all pedal cyclists from 2014 (30%) to 2015 (50%)
- Adults had a higher wearing rate (56%) than children (38%) among private pedal cyclists

**Helmet wearing rates**

2015 found that 97% of motorcyclists were wearing helmets compared to almost 100% in 2014. This is a worrying reduction in the number of motorcyclists observed not wearing helmets. Of all pedal cyclists observed (n=17,534) 52% wore a helmet as well as high-visibility gear. Further analysis found that 41% of pedal cyclists (n=14,733) using their own bikes wore a helmet as well as high-visibility gear, while 17% of those using the public bike scheme (n=2,801) were wearing helmets as well as high-visibility gear.

Wearing helmet	%	
	2015	2014
Motor cyclists	97%	99%
All pedal cyclists	52%	41%
Private pedal cyclists	57%	46%
Public pedal cyclists	27%	9%*

Source: Nationwide Data Collection survey for the RSA, October/November 2015



## 2015 OBSERVATIONAL STUDY ON DEFECTIVE LIGHTS AND MISUSE OF FOG LIGHTS

A 2015 observational study at 95 sites: urban (36 sites) and rural roads (59 sites), included cars, rigid goods vehicles, semi-articulated vehicles and buses. Observations were made from Monday-Friday from 6.30-8.30 a.m. and from 6.30-9 p.m.

- Defective lights: 36,016 vehicles
- Fog lights: 35,912 vehicles

### Defective lights rates

- Less than 1 in 10 (8%) vehicles surveyed had at least one defective light
  - slight increase on 2014 (7%)
  - Defective front lights (5%) more common than defective rear ones (3%).
- Rural roads had slightly more defective lights than urban roads (+1%)
- Buses had least number of defective lights (3%) of all vehicles.

### Misuse of fog lights rates

- 1 in 7 (14%) found to be misusing fog lights - increase on 2014 (10%)
- The worst offending was semi-articulated vehicles where just over 1 in 4 (23%) were recorded with fog lights on
- Urban roads had a higher incidence of incorrect use of fog lights (16%) compared to rural roads (13%), and it was least common on motorways (7%)
- Misuse of front fog lights (8%) is higher than rear fog lights (2%) but 4% were misusing both front and rear fog lights.

## INTERNATIONAL CONFERENCE ON CHILDREN AND ROAD SAFETY

The RSA hosted its 2015 International Road Safety Conference at Dublin Castle on Thursday 20 March. The theme of the conference was 'Children and Road Safety' and ran from 10 a.m. to 4.30 p.m. in the Main Conference Hall, Dublin Castle, Dublin 2.

The conference, which was attended by over 200 delegates, featured speakers from Sweden, the Netherlands, the UK and Ireland. Among the speakers at the conference were:

- Mr Rod King, MBE, Founder & Campaign Director UK '20's Plenty for Us', who presented on his campaign which shows that most of the large urban local authorities in the UK are implementing area-wide 20mph (30km/h) limits, and shared the resulting benefits for children in local communities around the UK
- Dr Margaret Ryan from the School of Psychology, Trinity College Dublin
- Professor Alf Nicholson, Consultant Paediatrician at Temple Street Hospital
- Moyagh Murdock, Chief Executive Officer of the RSA
- Velma Burns, Research Manager with the RSA
- Dr Divera A.M. Twisk, of the SWOV Institute for Road Safety Research, Netherlands



- Katarina Bohman, Principal Research Engineer in Autoliv Development AB, Sweden
- Åsa Viklund, Traffic safety Strategist, Swedish Transport Administration
- Mr Michael Aherne, Head of Transport Development Division, National Transport Authority
- Garda Ashling Connor, Community Garda
- Aisling Leonard, Senior Road Safety Promotion Officer with the RSA.

Broadcaster, journalist and TV documentary presenter Mr Charlie Bird presented a new RSA series of short documentaries on child safety on our roads, including school gateway risk, housing estate risk, and child safety in cars.

### 2015 SURVEY OF DRIVER ATTITUDES AND BEHAVIOUR

In the most recent survey of driver attitudes and behaviours (2015) conducted among a sample of 1,073 drivers in Ireland:

- It was found that between 44% and 54% of motorists consider low level speeding broadly acceptable. In this case low level speeding was defined as exceeding speed limits by less than 10km per hour
- 8% of drivers said they had driven after having at least one drink during the past 12 months. Of these, 44% said they had at least two or more drinks on that occasion
- Respondents were asked how often they wore a seat belt as a driver, front passenger and rear passenger. As drivers, 98% said they always wear them; as front seat passengers, 97% say they always wear one; but as rear seat passengers, only 80% say they always wear one. Only 77% said they always insist that seat belts are worn by those sitting in the rear of their car

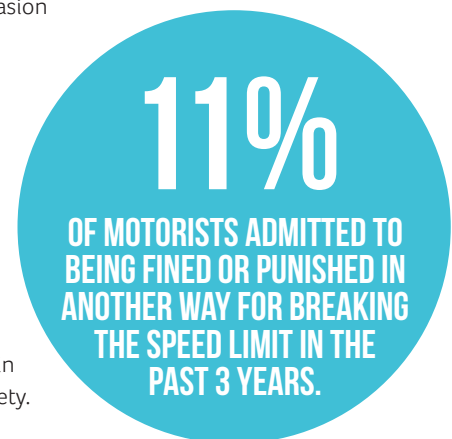
*Source: Behaviour & Attitudes survey for the RSA, November 2015*

### ROAD SAFETY – KEY INFLUENTIAL FACTORS

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

### INTERNATIONAL LIAISON

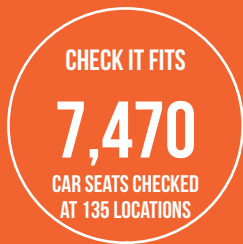
The RSA is committed to participation in European research and to develop within the Authority a road safety research capability that is of the highest standard. The Research Department of the RSA collaborates with a number of international road safety bodies, participating in research studies and attending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



# 26

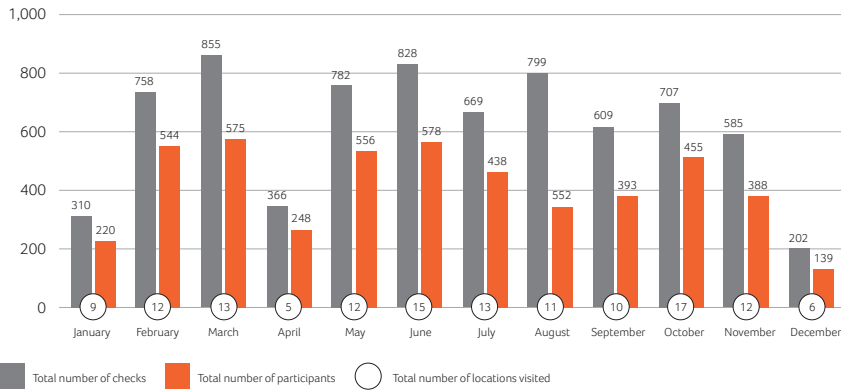
## EDUCATION

### ROAD SAFETY ROADSHOWS IN 2015





**Check it Fits – monthly figures 2015**



Source: RSA, December 2015

**NATIONWIDE ROAD SAFETY EDUCATION SERVICE**



10 regionally based Road Safety Promotion Officers delivering road safety education nationwide.

- 5,362 education programmes delivered
- 5,613 contact hours delivered

Included Summer Activity Camps as a new delivery channel this year.

**SCHOOL CAMPAIGNS**

- 3,286 Back to School primary school packs were distributed in both Irish and English
- 1,013 Back to School packs distributed to secondary schools in both Irish and English
- Seatbelt Sheriff/Hi Glo Silver 3,286 primary schools (Irish and English) packs distributed
- Cycle training took place in 311 primary schools with 19,928 children trained
- 25 schools were involved in Junior School Warden last year, with 615 children trained.



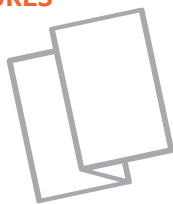
The RSA's Seatbelt Sheriff.

# 27

## DISTRIBUTION AND MERCHANDISING OF RSA MATERIALS

### TOP FIVE PERFORMING BROCHURES

- CORRECT USE OF LIGHTS
- ROUNDABOUTS
- THE FASTER THE SPEED  
THE BIGGER THE MESS
- NO SEATBELT NO EXCUSE
- MOBILE PHONES AND DRIVING



### TOP FIVE PERFORMING CHANNELS

The RSA Merchandising Project expanded in 2015 to include 6 new channels including CVRT Centres, Intreo Training Centres, Social Welfare Offices, SIMI garages, Revenue Offices and an Irish Rail resulting in 174 new stands being installed. The leaflets distributed through these stands during 2015 brings the total number to over 1.4 million distributed since its introduction in 2012.

**GARDA  
STATION**

**PUBLIC  
LIBRARY**

**COUNTY  
COUNCIL**

**NCT  
CENTRES**

**NDLS  
CENTRES**

**500**

MERCHANDISING  
LOCATIONS

**487,215**

BROCHURES  
DISTRIBUTED

**8,231**

ACCOUNTS  
REGISTERED

# 28

## DISTRIBUTION OF HIGH VISIBILITY MATERIALS 2015



### HIGH-VIS DISTRIBUTION CHANNELS

- personal use
- schools
- community groups
- emergency services
- charitable events
- sporting events

# 29

## AWARD CEREMONIES

### LEADING LIGHTS IN ROAD SAFETY AWARDS 2015

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



*Irish Times journalist Peter Murtagh's forensic reconstruction of the events leading up to a crash in Mayo, and its aftermath has won the National Supreme Award at this year's RSA 'Leading Lights in Road Safety' Awards.*



*The Education 'Community' Award went to members of the Youth Council who produced a series of road safety ads about seatbelt use, speeding, drink-driving, mobile phone use and driver fatigue targeting young people in the country. The ads were broadcast during the year on Highland Radio, Ocean FM and iRadio.*

### SEATBELT SHERIFF AWARDS 2015

The Seatbelt Sheriff and Hi Glo Silver campaign is an educational intervention aimed at saving lives on the road by encouraging children in first class to wear their seatbelts at all times and children in second class to wear high-visibility jackets, armbands or belts and to remind their parents to do the same. Children participating receive a certificate that gives them the power to instruct everyone to wear their seatbelt or high-visibility aid. An integral part of the campaign is the annual road safety poster competition which again encourages children to think even more about the importance of wearing seatbelts and high-visibility clothing. Winners of the Seatbelt Sheriff Competition were Ballyroe National School, Lislevane, Bandon, Co Cork. Winners of the Hi Glo Silver competition were Scoil Mhuire, Broadford, Charleville, Co Limerick. The award ceremony took place in Dublin Castle followed by a trip to Dublin Zoo.



*There were four runners up prizes in each category.*

### BT YOUNG SCIENTIST 2015

The RSA Special Award project winner will have demonstrated that they have researched their project thoroughly and that they have the potential to reduce road fatalities on Irish roads.



Michael Rowland, Director of Road Safety, Research and Driver Education in the RSA presented the Road Safety Authority Award to Jessica Sheehan and Max Shanahan from Kinsale Community School, Cork for their project 'A statistical study on the effect of change blindness and its impact on road safety'.

### SMEDIA AWARDS 2015



Sarah O'Connell and Justine Trautt, RSA Road Safety Promotion Officers presenting the Road Safety Award to Cian Roche on behalf of Eoin Sheehan and Sean Defoe.

### SAFE CROSS CODE DANCE COMPETITION 2015

Teachers were invited to get their students to take part in our new Safe Cross Code competition, where students show they know the Code by performing the Safe Cross Code dance routine and sending in a video of teachers and their class doing the routine. The prize was a 7-inch tablet for each pupil in the winning class.



Orlaith Maguire, RSA Road Safety Promotion Officer presenting the winning prizes to Mr James Murray, Principal, St Kevin's Boys' School, Kilnamanagh, Dublin 24.

### STREETSMART

'StreetSmart' aims to bring road safety to life in a fun way for young school children. It uses a 'Streetscape' mat which has a typical street scene. 'StreetSmart' is designed for children aged between 4 and 12 years. The Streetscape mat can be set up in your school hall. Our staff will work with teachers beforehand to decide suitable road safety lessons for your students. Children can also take part in a range of activities such as storytelling, road safety games and an interactive road safety question and answer session. Teachers and RSA staff facilitate activities. It is great fun. StreetSmart is available free of charge.



Liz O'Donnell, RSA Chairperson and Ms Moyagh Murdock, RSA CEO with children on the RSA's StreetSmart Streetscape mat.

# 30

## DRIVER EDUCATION

### APPROVED DRIVING INSTRUCTORS (ADIS)

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

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

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

As of 31 December 2015, there were 1,741 Approved Driving Instructors (ADIs) working in the industry.

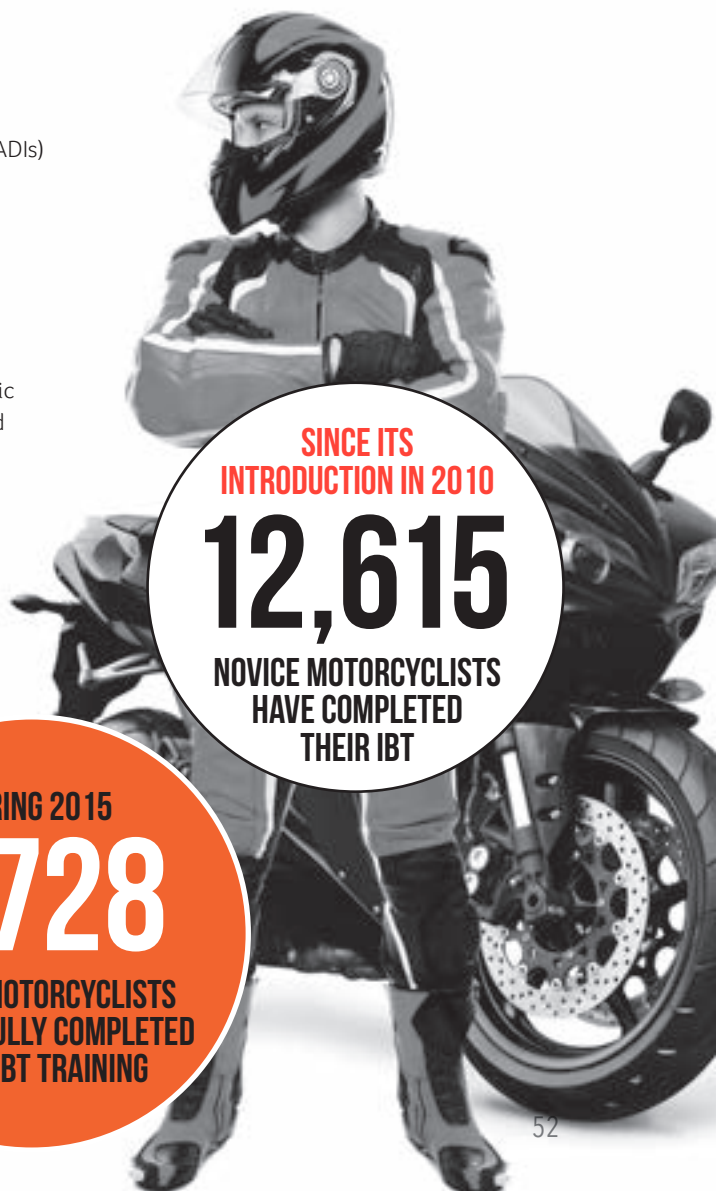


Approved Driving Instructor

### INITIAL BASIC TRAINING (IBT) FOR MOTORCYCLISTS

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

The number of approved IBT training centres has increased to 70 and the number of approved motorcycle instructors now stands at 92 of which 72 are IBT Trainers.



SINCE ITS  
INTRODUCTION IN 2010  
**12,615**  
NOVICE MOTORCYCLISTS  
HAVE COMPLETED  
THEIR IBT

DURING 2015  
**2,728**  
NOVICE MOTORCYCLISTS  
SUCCESSFULLY COMPLETED  
THEIR IBT TRAINING

Source: RSA, December 2015

### ESSENTIAL DRIVER TRAINING (EDT)

- Since its introduction, 1,955,877 EDT lessons have been provided to over 210,355 learner drivers
- Currently there are almost 1,600 ADIs providing EDT lessons to learners nationwide
- The number of EDT lessons completed during 2015 was 617,505 (up almost 25% on 2014)

### DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE (DRIVER CPC)

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



**THERE ARE 129 APPROVED TRAINING ORGANISATIONS WITH 322 APPROVED TRAINING CENTRES AND 880 APPROVED CPC TRAINERS THROUGHOUT THE COUNTRY**

- In excess of 463,105 training days (up to end December 2015) have been completed since the introduction of Driver CPC, with 64,190 training days completed in 2015
- During 2015 there were a total of 4,066 Driver CPC theory case study tests conducted
- 42,000 individual professional drivers completed their annual periodic refresher training requirement during 2015

# 31

## VEHICLE STANDARDS AND ENFORCEMENT

**Vehicle Standards and the systems for vehicle testing play a vital role in making our roads safer. While road collisions are often caused by driver error, vehicle defects can also be the main contributory factor or worsen outcomes of collisions as a secondary contributory factor.**



As well as vehicle standards and testing, the RSA's activity in regulating and enforcing the compliance of heavy commercial vehicles – trucks and buses – and their drivers makes a significant contribution to road safety. Our inspections detect trucks and buses which are defective, sometimes dangerously defective, and drivers who are breaking the rules by driving for too long thus endangering their own lives as well as other road users. A broader benefit of our enforcement and compliance activity is helping to level the competitive playing field for compliant commercial vehicle operators.

The RSA's Vehicle Standards and Enforcement Directorate has responsibility for a number of functions concerned with vehicle and driver safety and improving compliance in order to ensure effective and safe management of vehicles on our roads. The Authority's Vehicle Standards and Enforcement Directorate comprises the Commercial Vehicle Roadworthiness and Enforcement Sections which are based in Loughrea, and the Vehicle Standards Section which is located in Ballina.

Our overall aim is to ensure that Ireland's vehicle standards and testing procedures are in line with best practice, that commercial vehicle operators and drivers meet their obligations to use and operate commercial vehicles safely and that the work of the Directorate contributes to the RSA being a recognised and influential authority on road safety.

We deliver the following services:

- Regulations for new vehicles entering into service (type approval) and the regulations applying to vehicles already in-use on Irish roads
- Enforcing EU and national road transport legislation on tachographs, drivers' hours rules, Working Time Directive, Driver CPC and requirement to hold a road transport operator licence
- Authorisation and performance management of Commercial Vehicle Roadworthiness testing operators and testers
- Overseeing the Commercial Vehicle Roadworthiness System to ensure the quality and safety of commercial vehicles on our roads – operators' maintenance obligations and assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles
- Administering the National Car Testing Service and monitoring the performance of the contractor on behalf of the State
- Administering the Digital Tachograph Card issuing scheme on behalf of the State
- Administering the ADR (carriage of dangerous goods) vehicle testing service.



32



## COMMERCIAL VEHICLE ROADWORTHINESS (CVR)

This is the third year of the RSA programme to transform the commercial vehicle testing system. During this period the overall priority has been to complete the authorisation of CVR test operators and CVR testers and improve their compliance with the various legal requirements to ensure consistency of CVR testing across the testing system. In 2015, the Authority completed the authorisation process for 144 CVR test operators by the 27 March 2015 deadline and this represented a significant milestone for the entities concerned. To meet the requirements for authorisation, many testing centres made significant investment in upgrading equipment, infrastructure and other facilities including training of personnel. RSA is committed to improving the quality and consistency of testing across the CVR testing system and is collaborating with the testing centres and the Society of the Irish Motor Industry in building on the progress made since 2013.

### HIGHLIGHTS FROM 2015

1. 144 CVR testing centre operators' authorisations were renewed by 27 March 2015.
2. 1,236 CVR test centre inspections completed in 2015 by the RSA Technical Service Provider, Bureau Veritas.
3. 2,668 observed and 1,002 independent tests were undertaken during 2015 to verify the accuracy of tests undertaken by testers.
5. 69 investigations involving 52 testing centres were initiated and rectification measures were implemented in 23 cases. 3 CVR testing centres were suspended on foot of investigations into the standard and consistency of testing.
6. Detailed in-year analysis of trends of testing was undertaken which informed RSA targeting of testing centres or testers requiring extra performance management.
7. Consistency checks of equipment were completed across Light Commercial Vehicle test equipment during 2015.
8. Athlone Institute of Technology (AIT) delivered training to 901 participants at 68 courses aimed at ensuring that those who are authorised to test are up to date and trained to the appropriate standards.

THIS IS THE  
**3RD**  
YEAR OF THE RSA  
PROGRAMME TO TRANSFORM  
THE COMMERCIAL VEHICLE  
TESTING SYSTEM

**96%**  
OF OBSERVED TESTS SHOWED  
THAT THE METHOD OF  
TESTING WAS COMPLETED  
IN ACCORDANCE WITH  
PROCEDURES.

Source: RSA, December 2015

## COMMERCIAL VEHICLE TESTING COMPLIANCE – 2015

In 2015, a total of 148,543 Heavy Commercial Vehicles (HCV) and 533,943 Light Commercial Vehicle (LCV) tests and retests were undertaken. This represented an increase of 6% in the volume of HCV and a 9% increase in the volume of LCVs from 2014.

Overall the 680,000 tests conducted in 2015 represents an increase of 33% since 2012, the last full year of testing before the reforms and the new testing system were introduced.

Source: RSA, December 2015

### HCV - FULL TEST V RE-TEST PASS RATES (2014-2015)<sup>1</sup>

	Full Tests	Full Test % Pass Rate	Re-Tests	Re-Tests % Pass Rate
<b>2014</b>	93,121	47.98%	43,912	91.49%
<b>2015</b>	97,743	45.50%	47,810	90.41%

Source: RSA, December 2015

### LCV - FULL TEST V RE-TEST PASS RATES (2014-2015)<sup>1</sup>

	Full Tests	Full Test % Pass Rate	Re-Tests	Re-Tests % Pass Rate
<b>2014</b>	348,951	54.27%	137,867	94.24%
<b>2015</b>	374,342	51.34%	158,203	93.78%

Source: RSA, December 2015

In 2015, the monthly volumes of testing for both HCV and LCV broadly followed a similar trend to that of 2014 with the highest number of HCV and LCV tests being carried out in September.

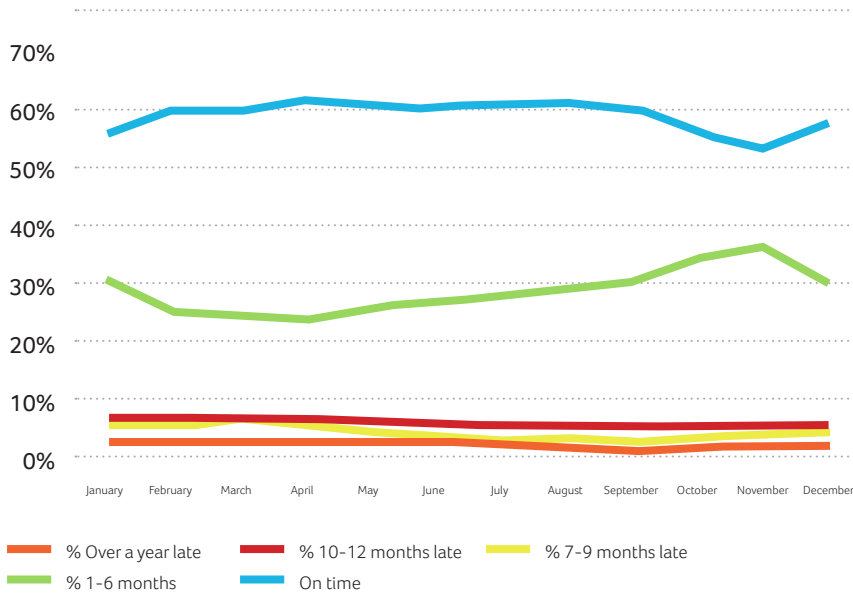
In 2015 there was a slight decrease of around 3% in the national pass rate achieved for full tests across both HCV and LCV categories. While the decrease is relatively small, a contributory factor may be attributable to the improving quality of testing by CVR testing centres. The national pass rate for re-tests changed only marginally between 2014 and 2015.

Source: RSA, December 2015

1) The pass and fail rates for commercial vehicles presenting for a full test (excluding outcomes of retests) are only available from October 2013 onwards following the introduction of the Commercial Vehicle Information System (CoVIS).

### 'ON TIME' CVR TESTING COMPLIANCE - 2015

Overall, during 2015 there has been a continued improvement in on-time testing compliance except for LCVs and vehicles with a Gross Design Weight between 3,500 and 7,500 kg



Source: RSA, December 2015

In 2015, over 280,000 reminder SMS notifications were sent by CVR Testing Centres via the CoVIS System, reminding customers of their obligation to have their commercial vehicle tested.

LARGER BUSES WERE THE MOST COMPLIANT WITH

**82%**

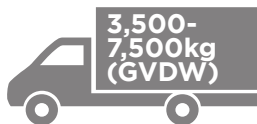
PRESENTING WITHIN ONE MONTH OF THE TEST DUE DATE IN 2015.

**74%**



OF HGVS OVER 7,500KG WERE TESTED WITHIN ONE MONTH OF THE TEST DUE DATE.

**56%**



OF HGVS BETWEEN 3500KG AND 7500KG GVDW WERE TESTED WITHIN ONE MONTH OF THE TEST DUE DATE.

**72%**



OF TRAILERS WERE TESTED WITHIN ONE MONTH OF THE TEST DUE DATE.

**55%**



OF LCVS (VEHICLES LESS THAN 3500KG GVDW) WERE TESTED WITHIN ONE MONTH OF THE TEST DUE DATE.

Source: RSA, December 2015

**CRWs**

Almost half a million Certificates of Roadworthiness (CRWs) were issued centrally by the RSA to registered owners of commercial vehicles during 2015. Of this 0.8% or 4,398 applications were made for replacements in respect of those lost, stolen or destroyed or where the vehicle presenter failed to notify the test centre on the day of the test that the vehicle was undergoing a change of ownership.

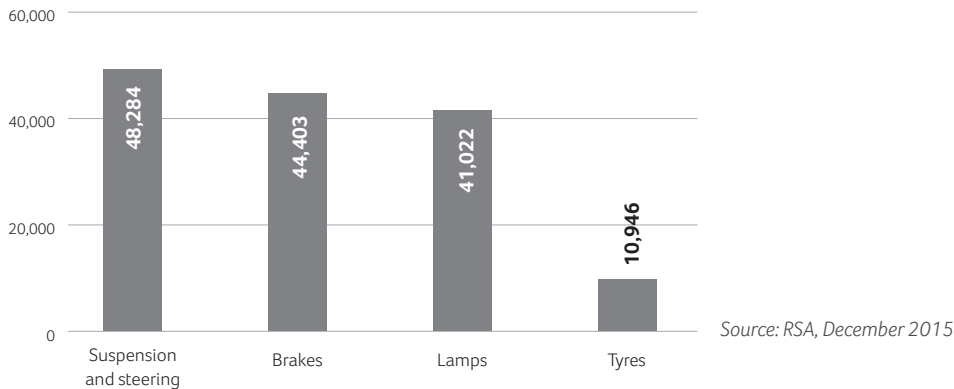
On average 60% of the CRW replacement applications in 2015 were made using the online facility. However, by year end online applications had increased to over 80% due to the removal of the €7 fee to incentivise customers to apply online, thus reducing the administrative burden on the Authority with the added advantage that the facility is available to customers 24/7.

Source: RSA, December 2015

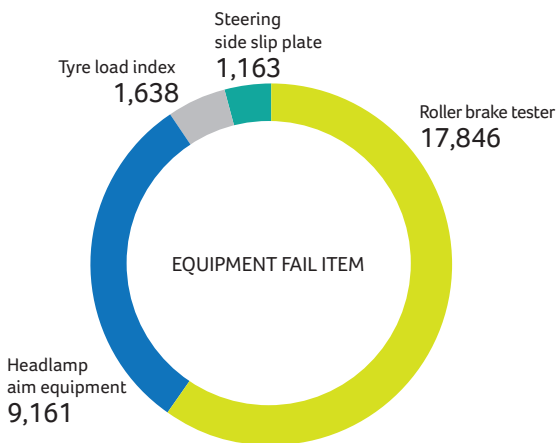
**COMMERCIAL VEHICLE DEFECTS AT TEST**

During 2015, over 6,000 commercial vehicles were found to have defects that were so dangerous as to warrant a ‘fail dangerous’ notice and worryingly the majority of these related to brakes. This compares with over 4,800 fail dangerous vehicles in 2014. Trends will be closely monitored by the Authority during 2016, but it is noted that further test supervisory measures were introduced in 2015.

**Top component/area fails - HCV**

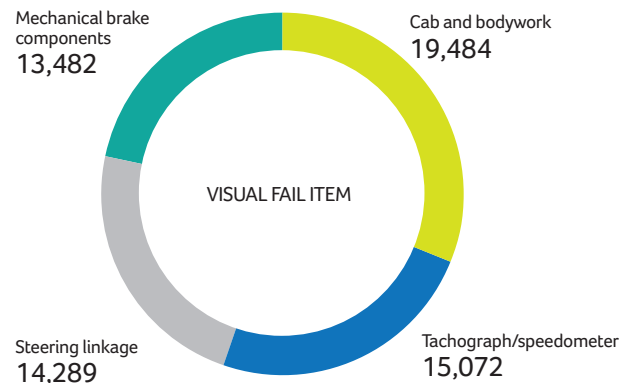


**Equipment fail item**



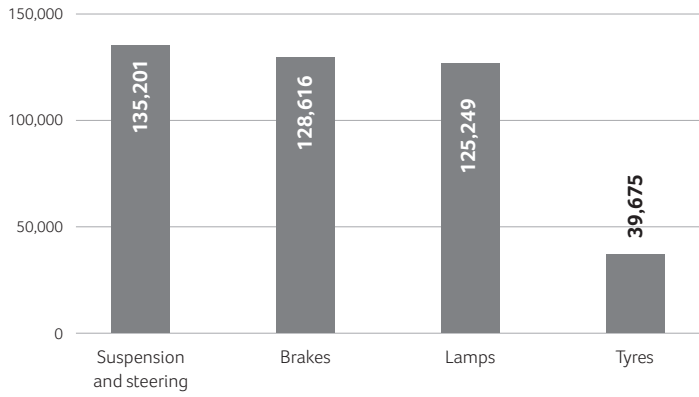
Source: RSA, December 2015

**Visual fail item**



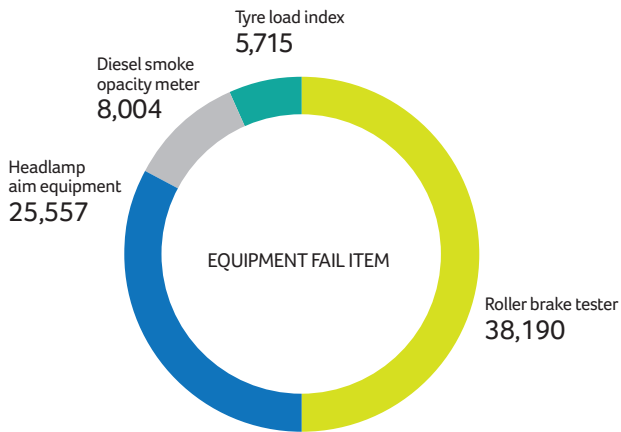
### Top component/area fails – LCV

These are the top four reasons for failure for Light Commercial Vehicles.



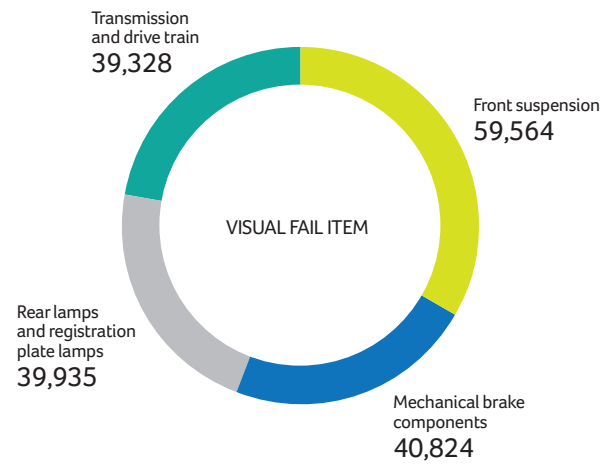
Source: RSA, December 2015

### Equipment fail item



Source: RSA, December 2015

### Visual fail item



## **CVR TESTING CENTRE PERFORMANCE MONITORING 2015**

Performance monitoring at CVR testing centres is a key activity of the RSA oversight of the CVR testing system. The primary goals of performance monitoring are:

- assessing and documenting compliance with requirements and regulations
- supporting the performance monitoring process through evidence collection
- monitoring compliance with requirements including customer service obligations
- creating deterrence against poor standards of testing or customer service
- providing feedback to CVR test operators on performance.

The Authority implements performance monitoring through:

- conducting inspections at testing centres, data analysis and investigations
- setting training content for CVR test operators and CVR testers in relation to commercial vehicle testing.

The statutory toolkit available to RSA to ensure compliance includes direction notices, suspensions and revocations of authorisations. During 2015, 3 testing centres were suspended arising from concerns that testing was not being delivered to the correct standard and to provide the entities concerned with time to implement rectification measures required by the Authority. Apart from the suspensions, RSA required certain testing centres to implement specific rectification measures in 23 cases arising from the findings from investigations.

The RSA Technical Service provider Bureau Veritas issued 51 Direction Notices during 2015, of which 7 remained active at the year end.

There was no authorisation revoked during 2015.

RSA maintains a high level of engagement with the CVR test operators in relation to the implementation of the commercial vehicle reform programme and a clear focus on what is required of them individually and collectively. Test operators and testers cooperated fully with the RSA during 2015 in relation to the ongoing change programme.



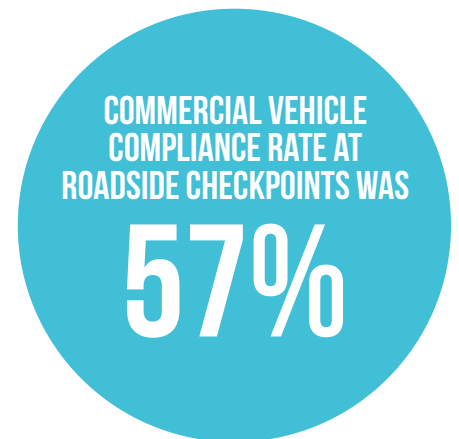
## OVERVIEW OF ACTIVITY TO SUPPORT COMPLIANCE OF COMMERCIAL VEHICLES AND DRIVERS IN 2015

### HIGHLIGHTS FROM 2015

1. 279 prosecutions were initiated for detected breaches of drivers' hours; tachograph; working time directive; drivers CPC and requirements connected with road transport operator licensing.
2. 276 dangerously defective vehicles were detected and removed from our roads.
3. Targeting of specific industries both at the roadside and operator premises throughout the year with specific emphasis on operators/vehicles used to transport pupils to and from school and operators/drivers engaged in fraudulent activity such as tachograph manipulation.
4. Compliance with roadworthiness within the bus sector (other than school buses) has shown a 7% improvement since 2014.
5. Enforcement officers were heavily involved in the deployment of new technologies, partaking in pilots and reviewing effectiveness.
6. All enforcement work practices were reviewed in late 2015 to ensure consistency and quality of inspections conducted and findings from this review have been implemented.
7. Several system enhancements were delivered throughout 2015 to ensure the system continues to support all business users in carrying out their functions as efficiently as possible. Examples include the provision to test centres of web portal access to their booking diary and additional streamlining of task management for internal users.
8. Services available online at CVRT.ie were enhanced following usability reviews and customer feedback. These included easier ability for ADR renewal applications to be made online, clearer messaging to users during online registration process for CVRT.ie and increased functionality on the "Check My CRW" online functionality.

In 2015, the RSA and the Gardaí continued to implement a joint roadside enforcement strategy to run until 2019 in line with the Government Road Safety Strategy.

Source: RSA, December 2015





### MORE TARGETED ENFORCEMENT ...

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

Several steps were taken in 2015 to support more targeted enforcement including:

- Expansion of smartphone look-up app information available at the roadside to more easily identify those who are non-compliant and facilitate easy access to compliance history at the roadside
- Watch list of expired CRWs implemented and fully rolled out on Garda ANPR system
- Two mobile ANPR cameras were deployed for use at RSA roadside checks and information of non-compliance was used in targeting of premises inspections
- Locations and times of roadside checks targeted at specific industries and known operator routes
- Ramp up of awareness campaigns for HCV operator self-declaration requirement and targeted campaigns.

**ENFORCEMENT IS INCREASINGLY TARGETED AT THOSE WHO ARE MOST NON-COMPLIANT AND POSE THE HIGHEST RISK TO ROAD SAFETY**

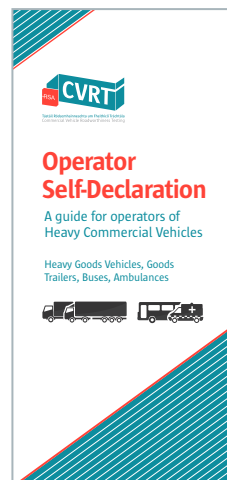
### OPERATOR SELF-DECLARATION

Several steps were taken in 2015 to facilitate and promote awareness of the legal obligation for operators to submit an online Operator Self-Declaration to the RSA each year:

- the online operator portal at CVRT.ie was enhanced
- an explanatory guide for HCV operators was published
- an awareness campaign was delivered through HCV authorised Testing Centres nationwide, the Road Transport Operator Licensing (RTOL) website and office and RSA technical and vehicle inspectors at operator premises and the roadside.

By December 2015, operator online registrations to CVRT.ie had increased significantly to 700 per month.

Source: RSA, December 2015



### CVORI – OPERATOR RISK INDICATOR

During 2015, Detail Design workshops were carried out with the CoVIS contractor to enable the overall risk indicator roll out plans in 2016.

### AT THE ROADSIDE

Roadworthiness compliance at roadside at end December, 2015 was 57%, a slight increase on 2014 (56%). Both 2014 and 2015 represented a good improvement over 2013 when just 44% of HCVs (buses and trucks) were found to be compliant.

It continues to be a concern that of the 7,487 or 43% of HCVs with defects:

- 276 (2%) were dangerously defective which warranted immediate action, such as impoundment, repair on site or a new test
- there was an increase in the number of HCVs with major defects, 3,283 (32%) in 2015 compared to 2,869 (28%) in 2014. This increase in major defects is reflective of increased targeting of vehicles which are of the highest risk on our roads
- 8% of HCVs checked at the roadside did not have a valid CRW disc displayed, compared to 7% in 2014.

In 2015, RSA Vehicle Inspectors participated in 1,967 roadside checkpoints with An Garda Síochána and 17,319 commercial vehicles were checked.

This was a decrease of 7% in the volume of vehicles checked when compared to 2014.

Source: RSA, December 2015

### HEAVY GOODS VEHICLES (HGVs)

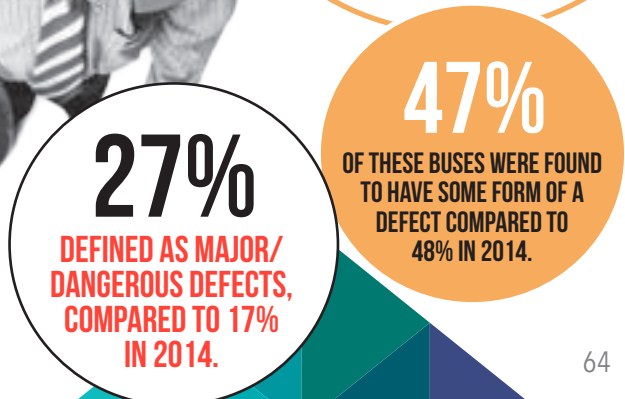
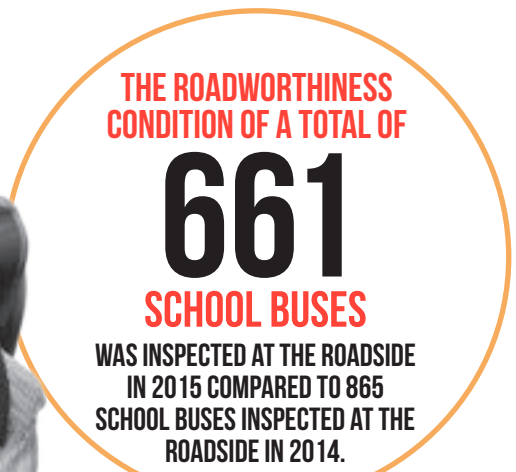
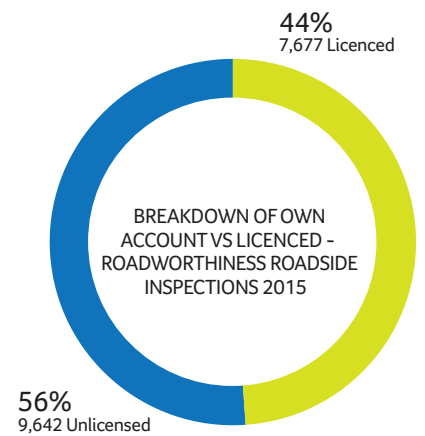
The roadworthiness condition of a total of 14,732 HGVs with a CVR test category of HGV were inspected at the roadside in 2015, 42% (6,194) of which were found to have some form of a defect. Of those with defects just over 40% were classified as major defects. This is a slight decrease (1%) in the number of vehicles found with defects with an increase of 10% in the detection of major/dangerous defects. The increase in major/dangerous defects is indicative of more effective targeting of high risk vehicles.

### SCHOOL BUSES

From mid-2015, the RSA deliberately focused on the school bus sector and this is continuing throughout 2016. Buses used to transport pupils will be heavily targeted with a focus on those buses considered to be of highest risk on our roads with a view to removing the danger posed. The Authority will also be raising awareness among schools with parents and others who procure school buses privately to improve compliance throughout the sector.



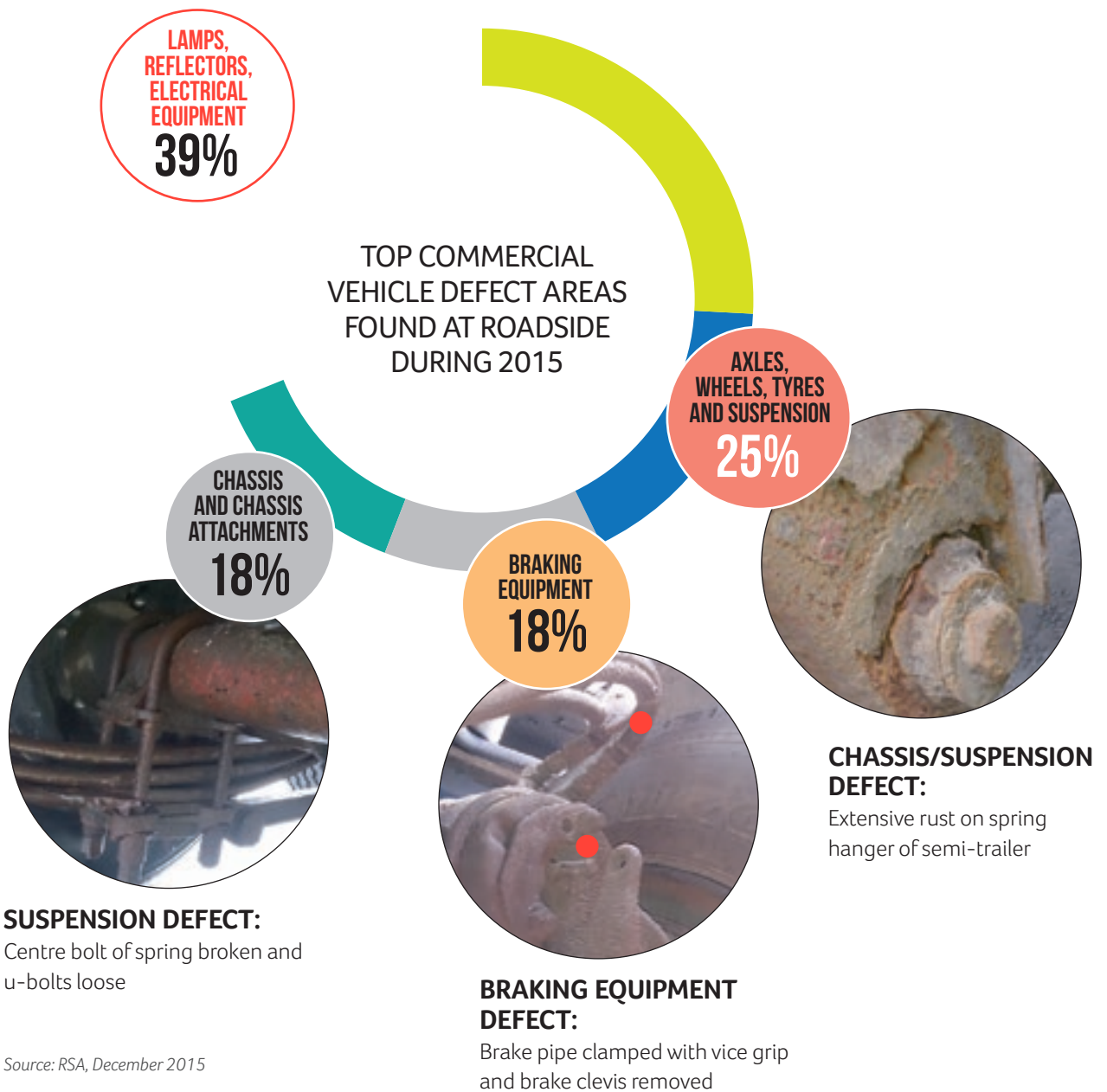
Source: RSA, December 2015



**BUSES – OTHER THAN SCHOOL BUSES**

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

**TOP COMMERCIAL VEHICLES DEFECT AREAS FOUND AT ROADSIDE DURING 2015**



Source: RSA, December 2015

**OPERATOR PREMISES CHECKS: MAINTENANCE AND REPAIR OBLIGATIONS**

In 2013, new obligations were introduced on commercial vehicle operators and owners to have repair and maintenance systems in place. During 2015, 3,502 premises inspections were carried out. Of these, 32% were found to have adequate systems in place with the remaining 68% given education and advice and flagged for a follow-up visit.

During 2015, 568 follow-up inspections were conducted from which 93 direction notices were issued for non-compliances.

Compliance rate with maintenance regimes are continuing to improve from 24% on first visit to 75% on second visit.

Source: RSA, December 2015

In 2015 44% of operators selected for inspection were licensed operators and 56% own account.

**Operator Checks – Maintenance and repair obligations 2015 licenced vs unlicensed**

The table below sets out comparisons between licenced and unlicensed (own account) operators who have been checked for compliance with repair and maintenance obligations.

	Licensed	Unlicensed
<b>Operators visited</b>	41%	59%
<b>Overall compliance rate</b>	59%	74%
<b>Compliance 1st visit</b>	32%	34%
<b>Compliance 2nd visit</b>	72%	61%

Source: RSA, December 2015



**Operator Checks – Maintenance and repair obligations – buses**

In 2015, 645 premises inspections checking for compliance with repair and maintenance obligations at bus operators were carried out. Of these, 53% were found to have adequate systems in place with the remaining 47% given education and advice and flagged for a follow-up visit.

253 follow-up inspections at bus operators were conducted in 2015. Of these 78% were found to have adequate systems in place with the remaining 22% recommended for further enforcement action.

Compliance rate with maintenance regimes at bus operators has improved from 37% on first visit to 78% on second visit.

Source: RSA, December 2015



### Operator Checks – Maintenance and repair obligations – goods vehicles

In 2015, 2,758 premises inspections checking compliance with repair and maintenance obligations at operators with goods vehicles have taken place. Of these, 32% were found to have adequate systems in place, with the remaining 68% given education and advice and flagged for a follow-up visit.

Enforcement action got underway in late 2014, and 246 follow-up inspections at operators with goods vehicles were conducted in 2015. Of these 71% were found to have adequate systems in place with the remaining 29% recommended for further enforcement action.

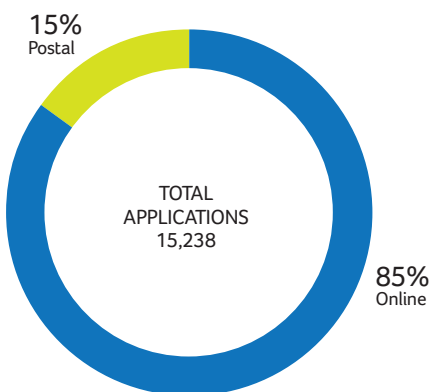
Compliance rate with maintenance regimes at goods operators has improved from 28% on first visit to 71% on second visit.

Source: RSA, December 2015



### DIGITAL TACHOGRAPH

The RSA processed 15,238 applications for Digital Tachograph cards in 2015, 85% of which were received using the online system. This has resulted in improved operational efficiencies within the Digital Tachograph processing unit and reduced administrative costs. It also has the added advantage for the customer as it is cheaper (€45 versus €60 for postal applications) and is available 24/7. A new card supplier was also appointed in 2015 and commenced production of cards in Q3. This has improved the customer experience as turnaround times for card production and delivery are now between 7 and 10 days.



# 33

## ENFORCEMENT OF DRIVERS' HOURS AND TACHOGRAPHS INCLUDING OPERATOR LICENSING

RSA Transport Officers enforce European drivers' hours rules, tachograph and operator licensing regulations and drivers' CPC both at the roadside and at operator premises. Effective enforcement is really critical to raising compliance. The real issue here is road safety, as these rules are aimed at avoiding driver fatigue in commercial vehicle drivers who spend the longest time on our roads. Driver fatigue is estimated to be a contributory factor in approximately 1 in 5 fatal crashes in Ireland. Drivers and operators who do not comply are not only breaking the law but exposing themselves and other road users to a significant road safety hazard.

- 1,947 breaches of the regulations were detected during roadside inspections conducted in 2015.
- There was a 19% decrease at roadside in the number of infringements of drivers' hours, licensing and tachograph regulations compared to 2014.
- A 17% decrease in the number of statements taken from operators and drivers at the roadside at year end 2015 signals improving compliance behaviour.

Equipment has been procured and is in use to assist Transport Officers in the detection of tachograph manipulation devices both at the roadside and at operator premises. Detection of fraud and manipulation is a key priority for 2016 when specifically targeted investigations will be conducted for the detection of manipulation devices with a view to detecting unscrupulous operators and drivers who choose to engage in this dangerous activity.

Source: RSA, December 2015

### ROADSIDE CHECKS: DRIVERS' HOURS, TACHOGRAPH AND LICENSING OBLIGATIONS

RSA Transport Officers participated in 846 roadside checks during 2015 and inspected 72,805 driving time records for 2,911 drivers. This compares with 1,000 checks and 3,669 driver inspections in 2014.

212 prosecutions were initiated at these roadside checks during 2015 for a range of offences.

Source: RSA, December 2015

### OPERATOR CHECKS: DRIVERS' HOURS; TACHOGRAPH AND LICENSING OBLIGATIONS

There were 423 inspections at operator premises in 2015 compared to 523 in 2014. During 2015, Transport Officers checked 4,884 drivers at these inspections with 692,338 records analysed. This compares with 5,113 drivers and 721,440 records checked in 2014.

There has been a 19% decrease in the number of premises inspections checking compliance with drivers' hours, tachograph and licensing on 2014. The volume of infringements detected at these inspections increased 13% in 2015, indicating that inspections are more targeted and risk based.



## OPERATOR PREMISES INSPECTIONS - DRIVERS' HOURS & TACHOGRAPH - BREAKDOWN OF OWN ACCOUNT VS LICENCED

Selection of operators for a premises inspection is based on a number of criteria, with those considered high risk taking priority. This risk is determined by detections at the roadside and where serious infringements are found those operators are selected for an intensive premises inspection.

	Own Account	Licensed	Grand Total
2013	103	277	380
2014	143	383	526
2015	113	310	423
<b>Total</b>	<b>359</b>	<b>970</b>	<b>1329</b>

Source: RSA, December 2015

## RSA SUCCESSES IN COURT 2015

169 cases were completed successfully by the RSA in the District Courts during 2015 (this compares with 166 in 2014). The majority of the cases prosecuted at court related to breaches of drivers' hours rules and tachographs.

The outcomes of RSA cases are published on the Authority's website at [www.rsa.ie/prosecutions](http://www.rsa.ie/prosecutions).

The level of penalties being imposed by the courts for serious road safety offences of the drivers' hours and tachograph rules continues to be a concern but it is recognised that this is a matter entirely for the court. In December 2015, RSA initiated a review of sanctions to ensure that they create a timely and effective disincentive for non-compliance by offenders who flagrantly disregard the rules, while supporting compliant operators. It is expected that the review will result in proposals being made to the Department of Transport, Tourism and Sport for consideration.

# 34

## ENFORCEMENT COMMUNICATIONS & EDUCATION

The RSA has published a range of information and guidance material, including videos to assist operators to comply with the various legal obligations. The Authority advertises regularly in national newspapers and radio. The RSA has attended many industry conferences/seminars throughout 2015, imparting information via presentations. Videos are available on the RSA YouTube channel.

All of the advisory and guidance material is available on [www.CVRT.ie](http://www.CVRT.ie) and [www.rsa.ie](http://www.rsa.ie).

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





# 35



## NCTS

### SOME HIGHLIGHTS FROM 2015

- 1,492,176 full tests completed – the highest number in the history of NCT
- 2.37m defects were found
- 6,422 vehicles were deemed dangerously defective
- 5 new test lanes provided
- The number of Vehicle Inspectors increased from 538 at the end of 2014 to 614 at the end of 2015
- NCT flexible and long opening hours to facilitate customers was extended to a 24 hour service in 2 centres in 2015

Source: NCTS, December 2015

### ABOUT NCTS

The NCT was introduced in 2000 and is compulsory for cars over four years old. It is provided in line with Directives 2009/40/EC and 2010/48/EU. It is a critical part of the National Road Safety Strategy in Ireland and has played a vital role in reducing deaths and serious injuries on our roads. The NCT's role is as a hugely important preventative road safety measure. When the NCT was first introduced, over 4% of vehicles failed with a dangerous defect. Since then there has been a phenomenal increase in the number and age of cars on our roads. In today's terms, that would be 60,000 dangerously defective vehicles on our roads if we didn't have the NCT. In 2015 that figure was 6,422. The NCT is a basic check of the roadworthiness of critical safety features such as lighting, brakes and tyres without any dismantling of the vehicle.

Applus Car Testing Service Ltd (the NCT contractor) is responsible for the operation of the National Car Testing Service (NCTS) in Ireland.

The NCTS is provided at 47 test centres around the country and employed more than 880 staff at the end of 2015.

The NCT contractor provides the service to a high standard of integrity and with a strong customer focus and expertise to the assessment of each vehicle in a fair and consistent manner.

The RSA's role is to supervise the delivery of the contract by Applus on behalf of the State, to support the contractor and when issues arise, to be in a position to deal with them.

# 1,492,176

**FULL TESTS COMPLETED –  
THE HIGHEST NUMBER IN THE  
HISTORY OF NCT.**

**THE NCTS IS  
PROVIDED AT  
47 TEST  
CENTRES**

**AROUND THE COUNTRY AND  
EMPLOYED MORE THAN 880  
STAFF AT THE END  
OF 2015.**

## DEMAND IN 2015

Demand is not spread evenly across the year with 50% of cars due to be tested in the first 3 months and up to 80% in the first 6 months of any year. This is because the test date is linked to the registration date and the vast majority of vehicles are purchased and registered in the first half of the year.

Over recent years several strategies have been put in place to assist in spreading demand. The introduction, on 8 December 2014, of a fixed charge and three penalty points for using a car without an NCT proved to be highly effective in bringing non-compliant motorists into the NCT system. Unprecedented improvements in compliance were experienced with in-month compliance in January 2014 being 38% compared to 63.35% in December 2015.

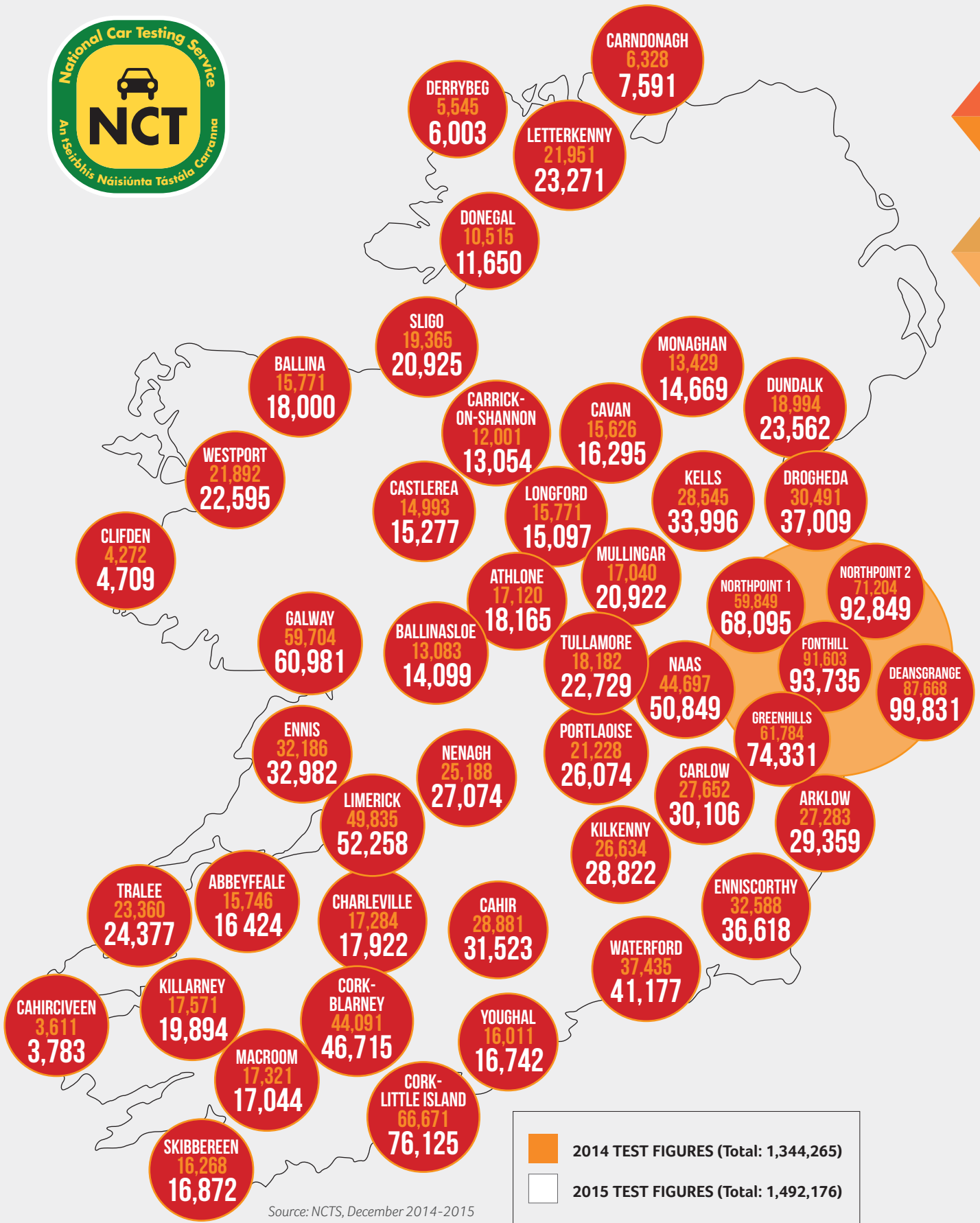
The improvement in compliance has significant benefits for road safety, but, at the time, it led to unprecedented demand for early tests which was exacerbated by the number of cars overdue the test. The NCT contractor put several customer service enhancements in place to manage the demand. New test lanes were added at Naas, Portlaoise, Mullingar, Blarney and Enniscorthy. Additional Vehicle Inspectors were recruited bringing the number to 614 at the end of 2015 compared to 538 at the end of 2014. Additional capacity was put in place through third shifts in a number of centres providing testing from 7 a.m. to 11.30 p.m. 24 hour testing was made available in Cork and Dublin, as required. 30 new telephone lines were installed in the call centre and its footprint was extended by 10 places. A new mobile-friendly website was launched and availability of test slots online was greatly improved. Advertising campaigns targeting particular audiences were carried out over multiple weeks and proved very successful.

In addition, those overdue the test received several notifications about the obligation to be tested and to ensure they were aware of the easy availability of tests during the course of the year.

By the end of 2015 the average waiting time for a test had reduced to 7.5 days from 31 days in January.

*Source: NCTS, December 2015*





Source: NCTS, December 2014-2015

The pass rates across the majority of test centres are within 6% of the national average. A minority of test centres will be outside this range and this is because there are many factors that influence the pass/fail rate and account for differing fail rates and this is because:

- The age mix of vehicles tested in one location compared with another (for example, 4-year-old vehicles have an average pass rate of 77%, whereas 10+ -year-old vehicles have an average pass rate of 38%). The age mix therefore affects the overall pass rate
- The mileage that a car has undergone also has a marked effect on pass rates, with larger mileage vehicles more prone to failure. This particularly affects some rural locations. For example, in 2013, 2014 and 2015 the NCT centre at Clifden had the highest fail rate in the country. Odometer readings on cars in Clifden were between 15,000 and 25,000 higher than the centres with the lowest fail rate in those years
- The prevalence of particular makes and models of vehicles tested makes a marked difference to pass rates. For example the pass rate for some makes is as high as 59% nationally. This is very different to the pass rate for another leading brand at 39%. Local differences in vehicle types will affect the pass rate
- Differing profiles of use of vehicles and impacts of the different environments, e.g. rural, coastal, urban
- Differences in the condition of the roads in a particular locality, which can lead to the prevalence of particular failure items such as brakes or suspension components, for example.

The focus at the NCTS is not on getting common pass rate/fail items, but on ensuring that each test is done correctly and the NCT contractor reviews test results on an ongoing basis to ensure quality and standards are maintained consistently across test centres and testers. The RSA also undertakes regular independent observations of vehicle testers, data analyses focused on a range of 'risk factors', test equipment consistency programmes and mystery shopper programmes to monitor quality and integrity of testing.

## FULL TEST V RE-TEST PASS RATES (2008-2015)

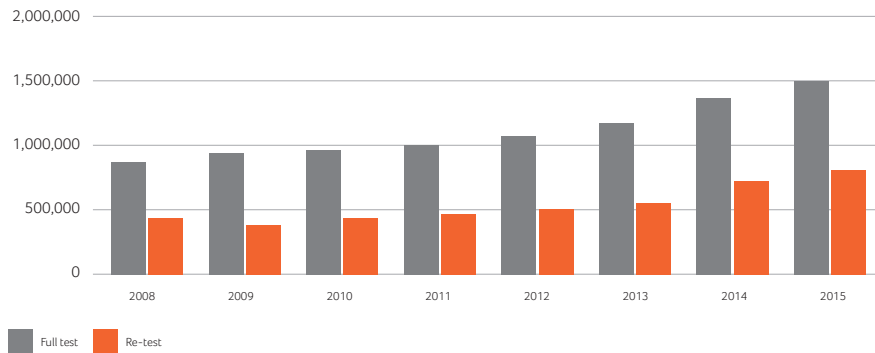
### Full test v re-test pass rates (2008-2015)

	Full Test	Full Test % Pass Rate	Re-Test	Re-Test % Pass Rate
2008	835,802	51.90%	402,125	86.80%
2009	864,499	51.50%	367,467	90.70%
2010	893,664	51.70%	419,077	90.60%
2011	984,968	50.50%	464,337	90.50%
2012	1,067,985	48.30%	532,586	90.50%
2013	1,170,899	46.60%	614,035	90.50%
2014	1,344,265	48.40%	682,365	90.90%
2015	1,492,176	48.90%	767,675	90.90%

Source: NCTS, December 2015



### NCT tests and retests 2008-2015



Source: RSA, December 2015

### ISO 17020 CERTIFICATION

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

### MONITORING OF NCTS

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

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

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

Source: NCTS, December 2015

### CONSISTENCY CHECKS

Consistency tests are undertaken four times per year and are conducted by testing a single vehicle on all 103 test lanes in the 47 NCT test centres. This ensures that equipment results are consistent and within acceptable tolerances so that the RSA and the public can have confidence that test equipment standards are the same in all centres. The TEC observes at least one set of consistency checks annually.

**80%**  
 OF OWNERS MUST BE NOTIFIED TO HAVE THEIR CAR TESTED 4-6 WEEKS PRIOR TO THE TEST DUE DATE.

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

**80%**

**99%**  
 OF TEST OUTCOMES MUST BE CONFIRMED AS ACCURATE ON CHECK TESTING.

## NCT CUSTOMER SERVICE

The NCTS offers a responsive and flexible service which facilitates customers 7 days a week and outside the normal nine-to-five model. Tests may be booked online at any time, the call centre is available from 8 a.m. to 8 p.m. Monday to Thursday and from 8 a.m. to 6 p.m. on Friday with more than 90% of calls answered within 15 seconds. The majority of centres are open 7 days a week with at least 3 late openings each week until 10 p.m. Longer opening hours are available where the need arises and some centres provide testing from 7 a.m. until 11.30 p.m. To facilitate motorists, tests may be booked up to 90 days in advance of the test due date without affecting the expiry date of the certificate issued. This flexibility affords people the opportunity to meet this statutory requirement without having to take time off work to do so.

*Source: NCTS, December 2015*

## COMPLAINTS AND APPEALS

Where issues arise there is a transparent process in place including mechanisms for reporting them to NCTS and/or having them independently investigated. Any customer has the right to lodge a complaint with NCTS or make an appeal to the Independent Appeals Board run by the AA and these will be fully investigated. The NCTS also has a confidential whistleblower phone line, (01) 6309319, and email, [integrity@ncts.ie](mailto:integrity@ncts.ie). Full details are available on the RSA and NCTS websites.

*Source: NCTS, December 2015*

## WHAT THE NCT TEST EXAMINES

The NCT is a periodic check test that the vehicle meets basic requirements without any dismantling of the vehicle. It checks, at a point in time, that the components required to be tested, where visible and accessible, meet a basic standard. It is not a warranty, nor is it a diagnostic service and car owners need to have their vehicle maintained and repaired on an ongoing basis.

All the items tested at an NCT are set down in the NCT Manual which may be viewed at [rsa.ie](http://rsa.ie).

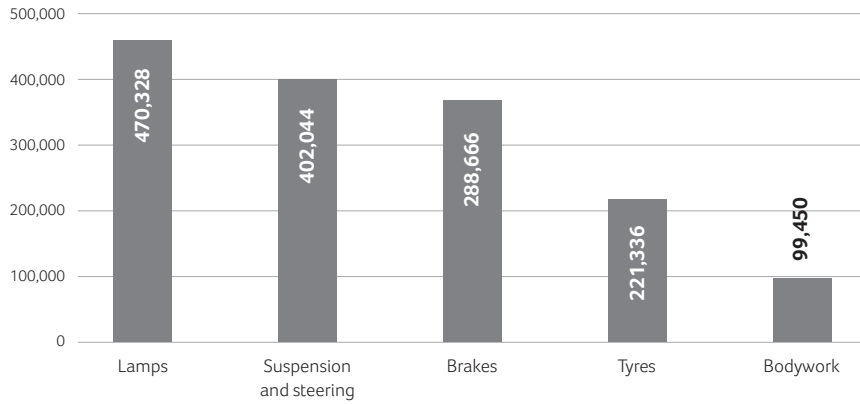
The items tested include:

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



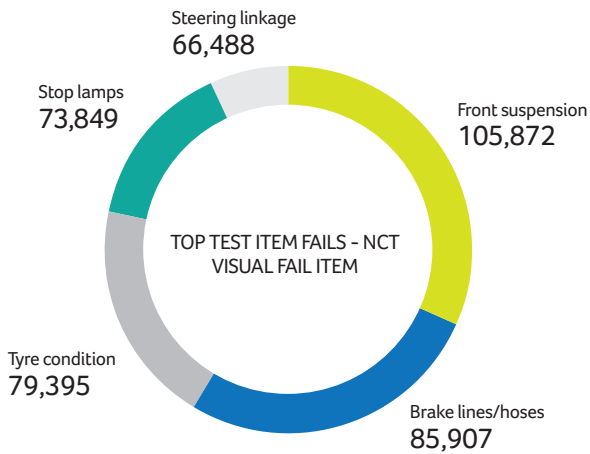
### Top component/area fails - NCT

These are the top five reasons for failure at the National Car Testing Service.



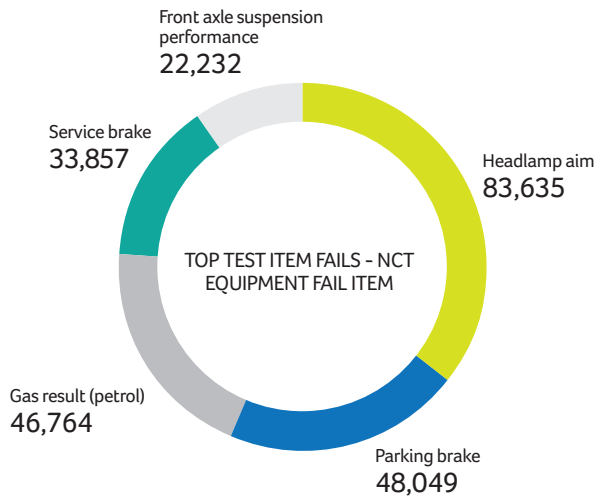
Source: RSA, December 2015

### Top test item fails - NCT visual fail item



Source: RSA, December 2015

### Top test item fails - NCT equipment fail item



## VEHICLE STANDARDS

In 2015, the RSA Vehicle Standards Section progressed the vehicle safety agenda as follows:

### EUROPEAN COMMUNITIES WHOLE VEHICLE TYPE APPROVAL (ECWVTA) 4+ WHEELED MOTOR VEHICLES

On the 4 December a public consultation was carried out on proposed updates to SI No. 158 of 2009 (Type Approval Regulations). Technical amendments to NSSTA (National Small Series Type Approval) and IVA (Individual Vehicle Approval) schemes were put forward. These included the introduction of more stringent (Euro VI) emissions levels for heavy duty vehicles, Advanced Emergency Braking System (AEBS) and Lane Departure Warning System (LDWS) to relevant vehicles.

### EC WHOLE VEHICLE TYPE APPROVAL (ECWVTA) 2 & 3 WHEELED MOTOR VEHICLES

A new type approval regulation, EU Regulation No. 168/2013 becomes effective from 1 January 2016 and applies to all of the above two and three wheel motor vehicles, i.e. mopeds, motorcycles, motorcycles with side cars and motor tricycles, and also to quadricycles, i.e. quad bikes, buggies and micro cars. This Regulation was transposed into Irish law by SI 614 of 2015 and signed by the Minister for Transport, Tourism and Sport on 22 December 2015.

### SERVICE AND REPAIR INDUSTRY STANDARDS

Action Items 66 and 99 of the Road Safety Strategy 2013–2020 were consolidated together and a review of the standards employed and quality of work carried out by vehicle maintenance and repair services in Ireland commenced in 2015. Through an extensive stakeholder consultation process, the RSA worked with industry bodies to identify the potential areas of improvements to the standards used in the service and repair industry. In 2016, the RSA will provide a suite of recommendations to deliver benefits to the key areas identified.





## PROMOTING CONSUMER AWARENESS OF THE NEED TO INDEPENDENTLY CHECK SECOND-HAND CARS BEFORE PURCHASE

The RSA launched a communications campaign in Q4 2015 to heighten public awareness regarding the importance of getting second-hand cars independently checked by a mechanic before purchasing. The media campaign provided for local/national radio advertisements complete with a substantive 4 week digital media campaign launched on all main second-hand car websites. Key messaging advised the public that the NCT is not a warrantee and to seek independent advice from a mechanic to certify the vehicle is in good mechanical condition.

## SPECIAL PERMITS FOR CERTAIN VEHICLES

In 2015, the RSA processed applications for 82 (down from 85 in 2014) special permits allowing vehicles which do not fully comply with the 'in-use' vehicle regulations to operate on the public road.

## ADR LICENSING

The RSA granted 2,578 ADR licences in 2015. In Q4 of 2014, the RSA had developed a system to enable operators to apply for ADR certificates online. By 1 December 2015, 100% of ADR operators were registered and successfully applying online. The system is designed in a very user friendly manner, facilitating online payment and allows for all supporting documents to be uploaded when operators apply for their certificates.

## REVISED REGULATIONS FOR AGRICULTURAL VEHICLES

The Vehicle Standards Section prepared four Statutory Instruments in the following areas; braking, lighting, visibility, weights and dimensions, coupling, plating and speed rating which were signed into law by the Minister for Transport, Tourism and Sport in June 2014 and will apply from 1 Jan 2016. The Authority has been very proactive in 2015 in publicising the changes for the manufacturers, owners and operators of agricultural equipment through various forums such as presentations to key stakeholder groups, media activity, attendance at trade shows/events and development of information material (videos, booklets, website information, etc.)



RSA Team at the 2015 National Ploughing Championships

VIEW OUR AGRICULTURAL  
VEHICLES SAFETY VIDEOS  
ON [YOUTUBE](#)

OR DOWNLOAD THE  
BOOKLET [HERE](#)

## VINTAGE VEHICLES

In accordance with Action 59 of the 2013–2020 Road Safety Strategy, in 2014 the RSA reviewed the roadworthiness testing requirements for vintage vehicles to determine the safety case and costs benefits, if any, for inclusion in compulsory roadworthiness testing. Following a public consultation, a report containing RSA recommendations on future policy was submitted to the Minister for Transport, Tourism and Sport for consideration.

## RIGID VEHICLE WEIGHT LIMIT & AXLE RETROFITS

There is no regulated weight limits in place for rigid vehicles equipped with more than four axles. This was reviewed by Transport Infrastructure Ireland (TII), formerly the National Roads Authority, who advised the RSA of appropriate weight limits for such vehicles to minimise damage to the national road infrastructure. The applicable weight limits were subsequently reviewed by the Authority from a road safety perspective and recommendations were submitted to the Minister for Transport, Tourism and Sport for consideration.

## PERIODIC INSPECTION TESTING – EXEMPTION FOR RALLY CARS

Motorsport Ireland (MI) requested that consideration be given to granting an exemption from the requirement to undergo compulsory roadworthiness testing for approximately 1,500 ‘competition vehicles’ or ‘rally cars’ on their official register. The RSA assessed the request in terms of the suitability of applying the existing NCT regime to rally cars, collision statistics pertaining to rally cars and reviewing the inspection regimes being deployed in other European countries for rally cars. Recommendations were submitted to the Minister for Transport, Tourism and Sport for consideration.



# 37

## FINANCE AND COMMERCIAL SERVICES

**The purpose of Finance and Commercial Services is to provide an enablement function to support the business directorates of the Authority.**

**Its purpose is to ensure the Authority is compliant with its full range of statutory, legal, regulatory and public service obligations.**

In particular:

- To ensure that the Authority is adequately funded to deliver its road safety mandate and its suite of public services
- To deliver valuable services to the Authority in the areas of procurement and contract/commercial management
- To provide a safe and healthy workplace, proper facility and equipment and fleet provision
- To ensure that the Authority has fit-for-purpose data protection, information security and risk management processes in place.

Its primary focus is the delivery of efficient, timely, added value services to remove the administrative burden from the business directorates.

## AREAS OF RESPONSIBILITY

- Corporate governance
- Funding provision
- Risk management
- Procurement
- Contract management
- Fleet and facility management
- Financial management
- Health and safety

## WHERE ARE WE NOW

- In 2015, we have a defined organisational structure which clearly outlines ownership and responsibility for key identified areas of central services
- In 2015, we filled critical management roles in the directorate in procurement and finance. In addition, we have reallocated staff to better match skills to the needs of management roles
- The team is improving its visibility, reporting and communication across the Authority driving better turnaround times, performance and overall behaviour.

## FINANCE AND COMMERCIAL SERVICES IS ORGANISED INTO FIVE DISTINCT DIVISIONS

- Finance
- Procurement
- Facility Management
- Health Safety, Environment and Wellbeing
- FOI, Data Protection, Information Security and Risk Management

In 2015, the following were the metrics of the five divisions in Finance & Commercial Services:

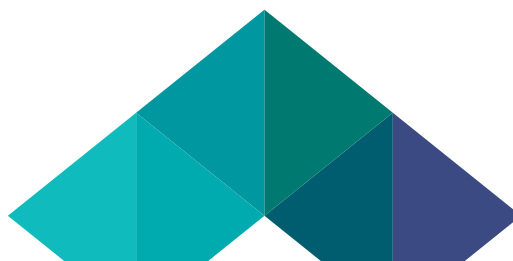
### FINANCE

Finance (the financial performance and position of the Authority in 2015 is outlined in the Appendix to this Annual Report where the full set of statutory financial statements are presented).

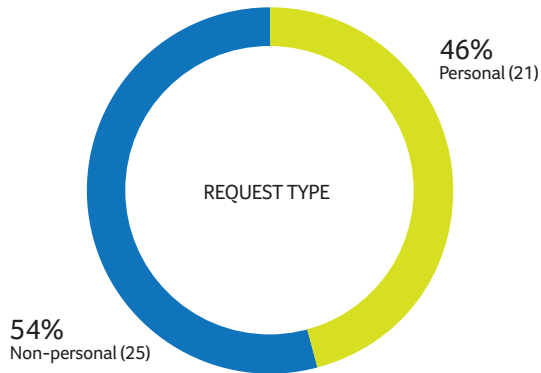
### FREEDOM OF INFORMATION

The Freedom of Information Act, 2014 came into force on 14 October 2014 and the RSA became subject to its provisions with effect from 14 April 2015.

Between 14 April 2015 and 31 December 2015, the RSA received 46 FOI requests. The breakdown and status of the requests received in 2015 are outlined in the following schedules.

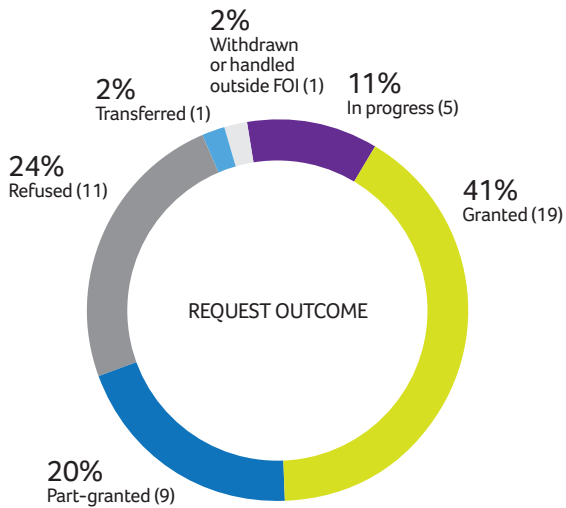


**FOI Cases 2015**



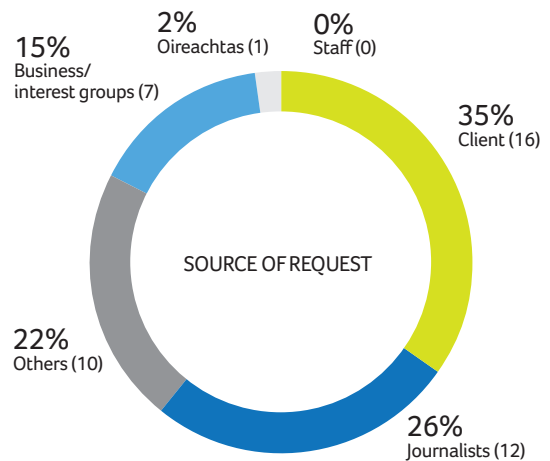
Source: RSA, December 2015

**Status of FOI requests 2015**



Source: RSA, December 2015

**Source of FOI requests 2015**



### DATA PROTECTION

During 2015, the Authority received and dealt with seven Data Subject Access Requests under the Data Protection Acts.

### OMBUDSMAN

During 2015, the Authority received and dealt with six complaints that were referred to the Ombudsman.

### ACCESS TO INFORMATION ON ENVIRONMENT REGULATIONS

During 2015, the Authority received and dealt with two requests under the Access to Information on the Environment Regulations.

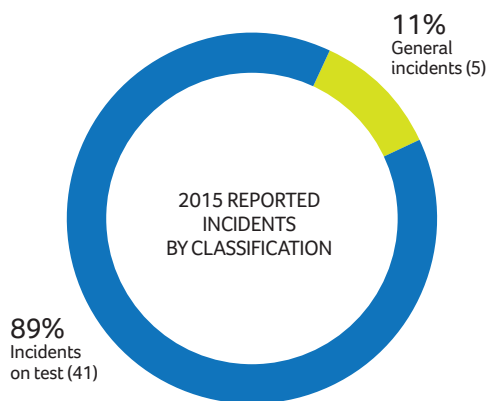
### HEALTH, SAFETY ENVIRONMENT AND WELLBEING

#### SAFETY PERFORMANCE REPORTING 2015

#### INCIDENT REPORTING

The Health and Safety Unit received a total of 46 incidents reports in 2015. Incidents on Driving Tests accounted for 89% of the incidents reported.

#### 2015 reported incidents by classification



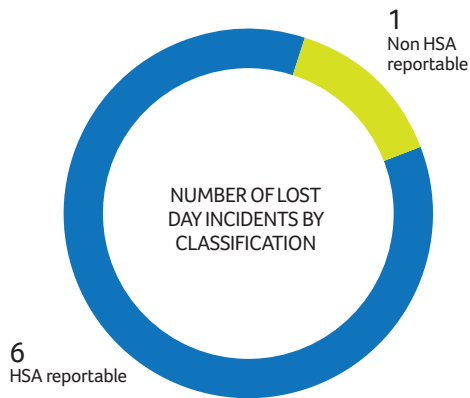
Source: RSA, December 2015

#### 2015 statistics on reported incidents

Incident Classification	No of Incidents	Days Lost
General Workplace Incidents	5	0
Incidents on Driving Test	41	108.5
<b>Total</b>	<b>46</b>	<b>108.5</b>



**Classification of Lost Day incidents, HSA/Non HSA**



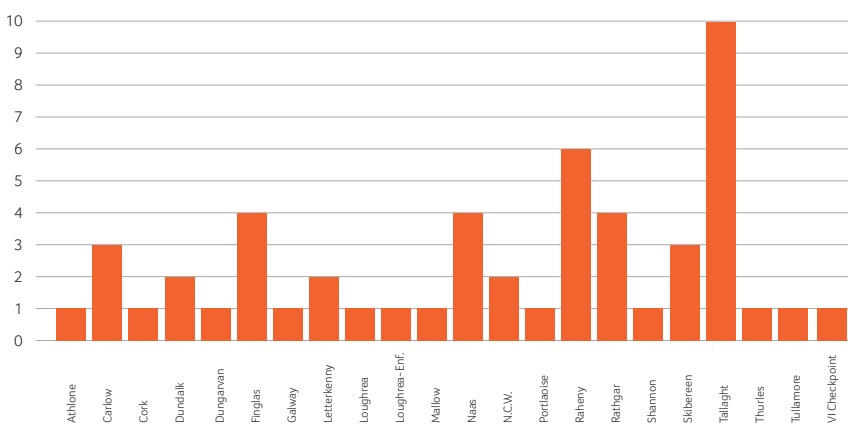
Source: RSA, December 2015

**2015 performance reporting on compliance with health and safety objectives to reduce incidents in the workplace**

- Despite an increase in the number of driving tests conducted in 2015, the accident rate remains the same as 2014 at 0.03% per number of tests conducted
- The number of lost day incidents on driving tests reported was 7. This figure has remained stable since 2014
- The number of days lost from general workplace incidents has decreased to zero for the first time since the Authority began recording its safety performance figures in 2007
- 85% of lost day incidents reported in 2016 were HSA reportable. This is an increase on 2014 figures of 67%.

Source: RSA, December 2015

**2015 Violence and aggression reports by location**



Source: RSA, December 2015

**2015 Statistics on reported violence and aggression**

Functional Area	Workplace Environment	No of Incidents
Enforcement Technical	Roadside Checkpoint	1
Enforcement Technical	Premises Inspection	1
Driver Testing	Driving Test	50
<b>Total violence and aggression incidents</b>		<b>52</b>

Source: RSA, December 2015

**Risk assessment**

The health and safety unit achieved full compliance of the 2015 work environment risk assessment programme objectives. In addition to the existing programme of review of all work process risk assessments, a number of risk assessments were conducted for new projects being introduced into the Authority.

**RISK ASSESSMENTS 2015**

- Risk Assessment Review of all 50 RSA buildings
- Check it Fits marquee
- Use of ANPR Camera Pilot Project on roadside checkpoints
- ADI accompaniment on Driving Test Pilot Project
- Video on new standards for tractors and trailers
- RSA event and National Ploughing Championships





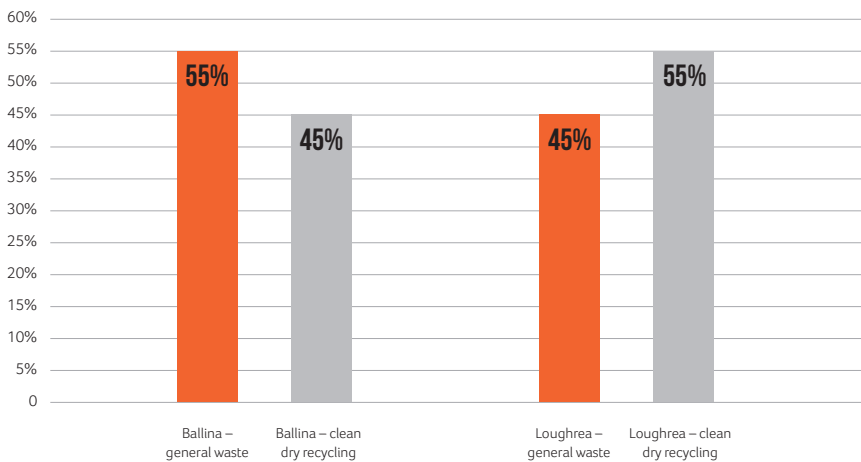
## STAFF TRAINING

71 staff members attended health and safety training courses in 2015.

## ENVIRONMENT

The RSA remains committed to reducing our carbon footprint and the 'Green Team' actively encourages staff to engage in good environmental practices in their daily work.

The following graphical data represents the RSA's environmental performance reporting for 2015.



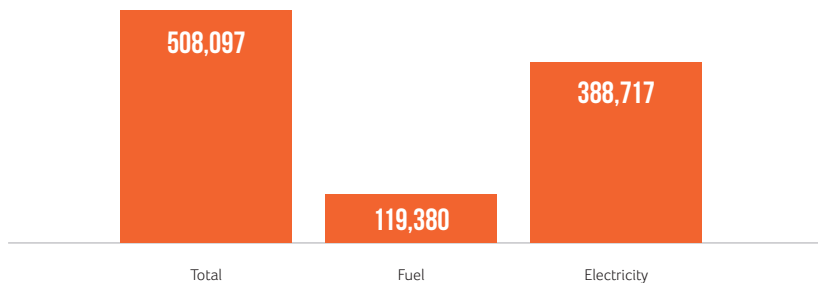
Source: RSA, December 2015

## ENERGY

The RSA introduced energy consumption reporting in 2015. Performance in this area will be further analysed in 2016 as comparative data becomes available.

Limited figures were recorded by OPW for 2014 and were made available to the Authority. The figures from 2014 show that the Authority has performed well and that energy consumption has decreased by 2.2% since 2014.

### 2015 annual energy consumption per kWh – RSA Ballina



Source: RSA, December 2015

## HUMAN RESOURCES

The Human Resource (HR) Department supports all Directorates on a number of different issues including resource management, performance management, absence management, training and industrial relations.

### STAFFING

The RSA has in its employment both civil and public servants. The level of staffing at the end of December 2015 was 324 (312.34 whole time equivalents). A number of important appointments were made in 2015 including Principal Engineer and Procurement Manager as well as Senior Transport Manager and an ADI Examiner. In addition to this, a number of internal opportunities presented to staff across all Directorates. Six staff retired from service in 2015.

The HR Department provides the Department of Transport, Tourism and Sport with quarterly staffing figures outlining our headcount and whole time equivalent in order to comply with our Employment Control Framework. Regular meetings with the Department are scheduled for this detail to be reviewed.

### ABSENCE MANAGEMENT

The HR Department continues to focus on the issue of absence management.

We continue to refer all long term sick leave cases to the Chief Medical Officer after a duration of four weeks and we work very closely with them on receipt of reports.

As detailed below in the comparison data from 2014 to 2015, there has been a reduction in the total number of certified and uncertified absences.

Year	2014	2015
Certified days total	3616	2931
Uncertified days total	220	201

### INDUSTRIAL RELATIONS

The HR Department works collaboratively and positively with a number of unions in the industrial relations forum including IMPACT, PSEU, CPSU and AHCPS. An Industrial Relations Council is in operation in the RSA and this forum assists in the promotion of a good industrial relations environment.

### STRATEGY

The HR Department participated in the RSA Corporate Plan 2016-2020 and looks forward to working with all stakeholders on this.

## INFORMATION & COMMUNICATIONS TECHNOLOGY (ICT)

### ICT GOVERNANCE AND SECURITY

An ICT Steering Group was formed to provide executive leadership in the deployment of information technology in the RSA and to ensure that the ongoing IT initiatives and projects support the business objectives and strategies of the company. Given the increase in cyber-crime, the ICT Steering Group also plays a key role in monitoring and managing ICT security threats and incidents.

### INFRASTRUCTURE

A significant programme of work was begun in 2015 to upgrade the RSA's technology base, much of which was approaching end of life. Significant changes were implemented to firewalls, data storage, Wide Area Network and networking equipment and a major upgrade to the server room environment is planned for 2016.

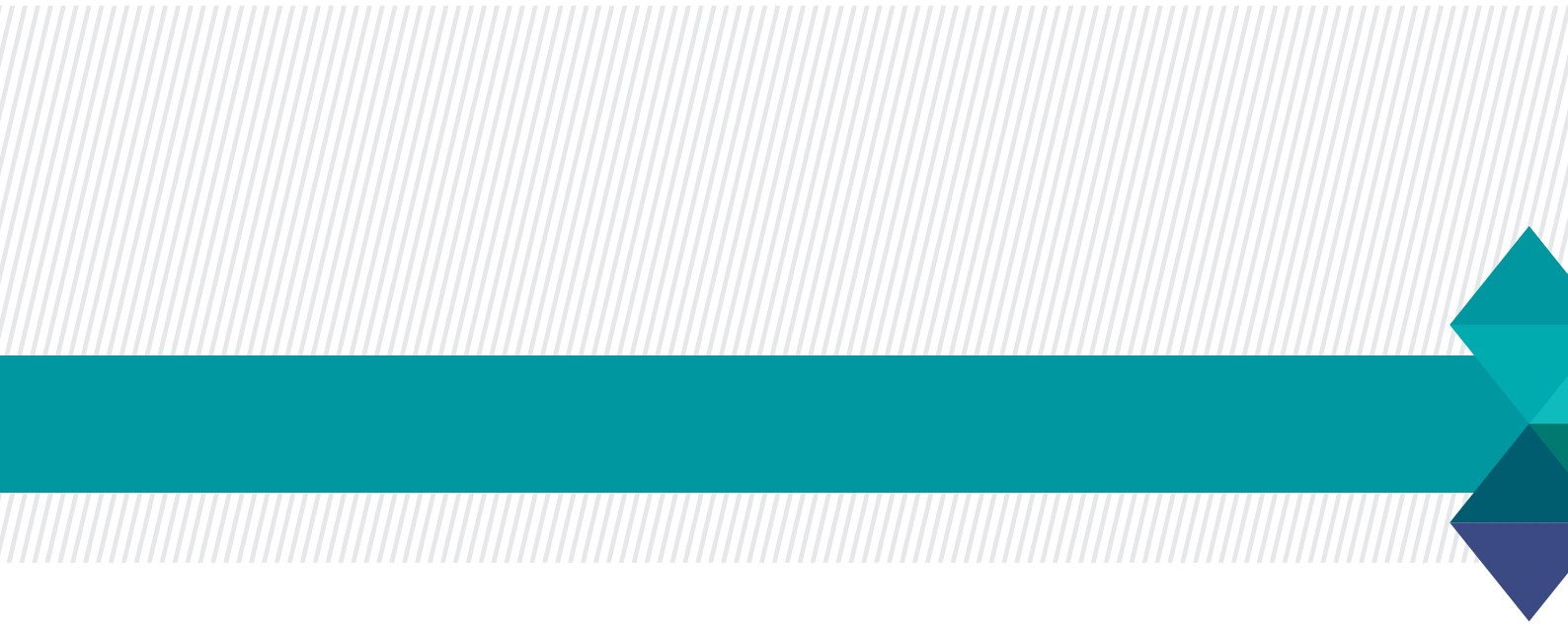
### PROJECTS

A number of key projects were undertaken including;

- Managed Print Service implementation
- Enhancements to the Driver Education System (ADI and CPC)
- Re-development of the Digital Tachograph card management system
- Emergency Service Driver Services (ESDS) Administration System

### PROCESS IMPROVEMENT

An ICT Service Desk was implemented, providing first level support to RSA business units, self-service facilities (e.g. password changes) and a number of self-help guides. Significant cost improvements were delivered in 2015 by consolidating and rationalising ICT suppliers and this is continuing in 2016.



# APPENDIX A

## ROAD SAFETY AUTHORITY FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 2015

Contents .....	91
General Information .....	92
Report of the Comptroller and Auditor General .....	93
Board Members' Report .....	94
Statement on Internal Financial Control .....	95
Statement of Income and Expenditure and Retained Revenue Reserves .....	97
Statement of Comprehensive Income .....	98
Statement of Financial Position .....	99
Statement of Cash Flows .....	100
Notes to the Financial Statements .....	101





## GENERAL INFORMATION

<b>Authority Address</b>	Moy Valley Business Park Dublin Road Ballina Co. Mayo
<b>Senior Executive</b>	Ms Moyagh Murdock – Chief Executive Mr Pearse White – Director Finance & Commercial Services Ms Denise Barry – Director Enforcement Mr Declan Naughton – Director Driver Testing Mr Michael Rowland – Director Road Safety
<b>Chairperson</b>	Ms Liz O'Donnell
<b>Members of the Board</b>	Mr Eddie Rock Mr Ronan Melvin Ms Aine Carroll Mr Sean Finan Ms Aideen Carberry Mr John Mulvihill Mr John Lumsden Ms Aileen O'Toole
<b>Bankers</b>	Bank of Ireland Pearse Street Ballina Co. Mayo
<b>Auditors</b>	The Office of the Comptroller and Auditor General 3A Mayor Street Upper Dublin 1 D01 WP44
<b>Web Site</b>	<a href="http://www.rsa.ie">www.rsa.ie</a>

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



## Comptroller and Auditor General Report for presentation to the Houses of the Oireachtas

### Road Safety Authority

I have audited the financial statements of the Road Safety Authority for the year ended 31 December 2015 under 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. The financial statements have been prepared in the form prescribed under Section 29 of the Act, and in accordance with generally accepted accounting practice.

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

The Chief Executive Officer is responsible for the preparation of the financial statements. The Board of the Authority is responsible for ensuring that they give a true and fair view and for ensuring the regularity of transactions.

#### Responsibilities of the Comptroller and Auditor General

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

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

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

#### Scope of audit of the financial statements

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

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

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

#### Non compliance with procurement rules

Audit testing identified non-competitive procurement of goods and services in 2015 to the value of €700,000, representing 2.6% of the value of procurements examined. This was down from the identified level of non-competitive procurement identified in 2014 of €1.4 million. The statement on internal financial control sets out the steps being taken by the Authority to address the matter.

In addition, I read the Authority's annual report to identify material inconsistencies with the audited financial statements and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by me in the course of performing the audit. If I become aware of any apparent material misstatements or inconsistencies, I consider the implications for my report.

#### Opinion on the financial statements

In my opinion, the financial statements

- give a true and fair view of the assets, liabilities and financial position of the Authority as at 31 December 2015 and of its income and expenditure for 2015, and
- have been properly prepared in accordance with generally accepted accounting practice.

In my opinion, the accounting records of the Authority were sufficient to permit the financial statements to be readily and properly audited. The financial statements are in agreement with the accounting records.

#### Matters on which I report by exception

I report by exception if I have not received all the information and explanations I required for my audit, or if I find:

- any material instance where money has not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Authority's annual report is not consistent with the related financial statements or with the knowledge acquired by me in the course of performing the audit, or
- the statement on internal financial control does not reflect the Authority's compliance with the Code of Practice for the Governance of State Bodies, or
- there are other material matters relating to the manner in which public business has been conducted.

#### Severance payments

Note 4(a) to the financial statements discloses expenditure of €145,000 in relation to severance payments made to staff during 2015. Associated legal costs amounted to €66,400. The Authority did not obtain sanction for the severance payments from the Department of Public Expenditure and

Seamus McCarthy  
Comptroller and Auditor General  
31 May 2016



## BOARD MEMBER'S REPORT

### Board Members' Responsibilities

#### Financial Statements

Section 29 of the Road Safety Authority Act, 2006 requires the Road Safety Authority to keep, in such form as may be approved by the Minister for Transport Tourism and Sport with consent of the Minister for Public Expenditure and Reform, all proper and usual accounts of money received and expended by it.

In preparing those accounts, the Road Safety Authority is required to:

- Select suitable accounting policies and apply them consistently
- Make judgements and estimates that are reasonable and prudent
- Prepare the accounts on the going concern basis unless it is inappropriate to presume that it will continue in operation
- State whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in 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 also responsible for safeguarding its assets and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.



## STATEMENT ON INTERNAL FINANCIAL CONTROL

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

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

The Authority has taken steps to ensure that an appropriate control environment is in place and the following key procedures have been put in place by the Board, designed to provide effective internal financial control including;

- i. Clearly defined management responsibilities, authority and accountability
- ii. Established formal procedures for monitoring the activities and safeguarding of assets
- iii. Development a culture of accountability across all levels of the organisation
- iv. Creation of an annual budget and the comparison of actual results with budgets during the year
- v. Procedures for the management of business and financial risk including the use of authorisation limits, segregation of duties and controls for the prevention and detection of fraud
- vi. An Internal Audit Committee and an outsourced Internal Audit function that creates an annual Internal Audit Plan and reviews the internal audit reports.

In respect of 2015, the Authority and the Department of Transport, Tourism and Sport agreed a Service Level Agreement with regard to the provision of services by the Authority. The Authority operated on a self-financing basis in 2015 with the exception of a € 139,000 drawdown of exchequer funding for pension payments.

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

In 2015, the following Internal Audits took place and were reported to the Internal Audit Committee of the Authority:

- Internal Review on the Review of the Authority's Strategic Outsourced Contractors;
- Internal Audit on the Statement of Internal Financial Control



## STATEMENT ON INTERNAL FINANCIAL CONTROL

The audit of the 2014 financial statements identified that competitive procurement processes had not been conducted in relation to payments totalling € 1.4 m representing 34% of the sample examined (by value). The audit of the 2015 financial statements identified that competitive procurement processes had not been conducted in relation to payments totalling € 0.7 m representing 2.6% of the sample examined (by value). On 19th October 2015 the Authority appointed a procurement manager to centrally control all procurement and contract management in the Authority to ensure strict adherence to procurement guidelines. A number of tenders were conducted during 2015. However, the Authority experienced difficulties in conducting competitive tendering in relation to one contract due to contractual obligations. It is planned to proceed with tendering in this case during 2016.

The Authority continues to focus on procurement in order to ensure full compliance with relevant procurement rules.

An internal audit report on a Review of the Authority's Strategic Outsourced Contractors identified a number of improvements required to its contract management procedures. The Authority has commenced implementation of the report's recommendations.

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2015.

## STATEMENT OF INCOME AND EXPENDITURE AND RETAINED REVENUE RESERVES FOR THE YEAR ENDED 31 DECEMBER 2015



	Notes	2015 €	2014 Re-stated €
<b>Income</b>			
Oireachtas Grant	2	139,000	-
Other Resources	3	76,744,127	68,613,817
Net Deferred Pension Funding	5(c)	4,065,000	3,179,000
Employee pension contributions remitted to the Department of Transport, Tourism and Sport	5(a)	(275,000)	(278,000)
<b>Total Income</b>		<b>80,673,127</b>	<b>71,514,817</b>
<b>Expenditure</b>			
Remuneration and other pay costs	4(a)	(20,177,049)	(19,387,505)
Retirement benefit costs	5(a)	(4,018,000)	(3,127,000)
Technical advice	6	(193,719)	(23,007)
Administration costs	7	(5,334,866)	(6,320,923)
Programme costs	8	(38,175,784)	(39,721,117)
Reduction in Value of Fixed Assets		(3,772,638)	(3,244,312)
<b>Total Expenditure</b>		<b>(71,672,056)</b>	<b>(71,823,864)</b>
<b>Surplus/ (Deficit) for the year before Appropriations</b>		<b>9,001,071</b>	<b>(309,047)</b>
Transfer to Capital Account	13	(1,278,149)	(215,650)
<b>Surplus/(Deficit) for the Year after Appropriations</b>		<b>7,722,922</b>	<b>(524,697)</b>
<b>Balance Brought Forward at 1 January</b>		<b>18,632,324</b>	<b>19,157,021</b>
<b>Balance Carried Forward at 31 December</b>		<b>26,355,246</b>	<b>18,632,324</b>

All income and expenditure for the year relates to continuing activities at the balance sheet date. The Statement of Cash Flows and notes 1 to 22 form part of these financial statements.

## STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 31 DECEMBER 2015

	Notes	2015 €	2014 Re-stated €
Surplus/(Deficit) for the year		7,722,922	(524,697)
Experience gains on retirement benefit obligations		1,826,000	324,000
Change in assumptions underlying the present value of retirement benefit obligations		5,269,000	(18,239,000)
<b>Total actuarial gain/ (loss) in the year</b>	5 (b)	<b>7,095,000</b>	<b>(17,915,000)</b>
Adjustment to deferred retirement benefits funding		(7,095,000)	17,915,000
<b>Other Comprehensive Income for the year</b>		<b>7,722,922</b>	<b>(524,697)</b>

The Statement of Cash Flows and notes 1 to 22 form part of these financial statements.

## STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2015



	Notes	2015 €	2014 Re-stated €
<b>Fixed Assets</b>			
Property, plant & equipment	9	8,043,642	6,765,493
<b>Current Assets</b>			
Receivables	10	4,957,639	1,547,183
Prepayments	11	202,532	195,113
Cash and cash equivalents		33,061,350	28,243,047
		<u>38,221,521</u>	<u>29,985,343</u>
<b>Current Liabilities (amount falling due within one year)</b>			
Payables	12	(11,866,275)	(11,353,019)
		<u>26,355,246</u>	<u>18,632,324</u>
<b>Net Current Assets</b>			
<b>Long Term Liabilities (amounts falling due after one year)</b>			
<b>Retirement Benefits</b>			
Deferred retirement benefit funding asset	5(c)	54,521,000	57,551,000
Retirement benefit obligations	5(b)	(54,521,000)	(57,551,000)
		<u>34,398,888</u>	<u>25,397,817</u>
<b>Total Assets less Current Liabilities</b>			
<b>Representing</b>			
Capital Account	13	8,043,642	6,765,493
Retained Revenue Reserves	19	26,355,246	18,632,324
		<u>34,398,888</u>	<u>25,397,817</u>

The Statement of Cash Flows and notes 1 to 22 form part of these financial statements.

## STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 31 DECEMBER 2015

	2015	2014
	€	Re-stated €
<b>Cash Flows from Operating Activities</b>		
Surplus/ (Deficit) for the year before appropriations	9,001,071	(309,047)
Depreciation of Fixed Assets	3,772,638	3,244,312
(Increase)/ Decrease in Receivables	(3,417,875)	(230,046)
Increase/ (Decrease) in Payables	513,256	(2,600,546)
Bank Interest received	(69,203)	(167,305)
<b>Net Cash Flows from Operating Activities</b>	<b>9,799,887</b>	<b>(62,632)</b>
<b>Cash Flows from Investing Activities</b>		
Payment to acquire Property, Plant & Equipment	(5,050,787)	(3,459,962)
<b>Net Cash Flows from Investing Activities</b>	<b>(5,050,787)</b>	<b>(3,459,962)</b>
<b>Cash Flows from Financing Activities</b>		
Bank interest received	69,203	167,305
<b>Net Cash Flows from Financing Activities</b>	<b>69,203</b>	<b>167,305</b>
<b>Net Increase/(Decrease) in Cash and Cash Equivalents</b>	<b>4,818,303</b>	<b>(3,355,289)</b>
Cash and cash equivalents at 1 January	28,243,047	31,598,336
<b>Cash and cash equivalents at 31 December</b>	<b>33,061,350</b>	<b>28,243,047</b>

# NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



## 1. ACCOUNTING POLICIES

---

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

### (a) General Information

The Road Safety Authority was set up under the Road Safety Authority Act 2006, with a head office at Moy Business Park, Dublin Road, Ballina, Co Mayo.

The Road Safety Authority's primary objectives was established under the Road Safety Authority Act 2006 on the 1 September 2006. The Authority 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, Tourism and Sport.

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

The Authority is the lead public agency in the promotion, education, awareness and research of road safety and its primary public services are in driver testing, driver licencing and vehicle testing.

The Road Safety Authority is a Public Benefit Entity which is an entity that provides services for the general public, community and for social benefit.

### (b) Statement of Compliance

The financial statements of the Road Safety Authority for the year ended 31 December 2015 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. These are the Road Safety Authority's first set of financial statements prepared in accordance with FRS 102. The date of transition to FRS 102 is 1st January 2014. The prior year financial statements were re-stated for material adjustments on adoption of FRS 102 in the current year. The result of this adoption can be seen in Note 21.

# NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

## 1. ACCOUNTING POLICIES (CONTINUED)

### (c) Basis of Preparation

The financial statements have been prepared under the historical cost convention, except for certain assets and liabilities that are measured at fair values as explained in the accounting policies below. The financial statements are in the form approved by the Minister for Transport Tourism and Sport with the concurrence of the Minister for Finance 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 Road Safety Authority'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

Interest Income is recognised on an accruals basis.

#### • Other Revenue

Other revenue is recognised on an accrual basis except for revenue from fees for digital tachograph cards, driving licences and approved driving instructor registrations are recognised on a cash receipts basis. All other revenue including fees for driving tests, national car test levy and the commercial vehicle test levy are recognised on an accrual basis.

### (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) Motor Vehicles	20%	per annum
(ii) Leasehold Improvements	5%	per annum
(iii) Fixtures and Fittings	20%	per annum
(iv) ICT Hardware	33%	per annum
(v) Application Software	33%	per annum



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



### 1. ACCOUNTING POLICIES (CONTINUED)

---

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 were 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 2015 there are 149 staff of the Authority who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the Authority's financial statements. Staff pension contributions in respect of these 149 staff are remitted by the Authority to the Department of Transport, Tourism and Sport and the Authority has no further obligations for those who are members of this scheme.

##### Single Public Services Pension Scheme ('Single Scheme')

The Road Safety Authority 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 (DPER). There were 5 members of this scheme as at 31st December 2015.



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 1. ACCOUNTING POLICIES (CONTINUED)

---

#### **Pension Accounting for the Road Safety Authority Staff Superannuation Scheme and the Single Public Services Pension Scheme ('Single Scheme')**

The financial statements reflect, at fair value, the assets and liabilities arising from the Road Safety Authority Staff Superannuation Scheme and the Single Public Services Pension Scheme's pension obligations and any related funding, 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.

#### **Road Safety Authority Staff Superannuation Scheme**

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the Road Safety Authority Staff Superannuation Scheme 'the Scheme' by the Authority. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme is open to staff who joined through external competition and by other means since September 2006. As at 31 December 2015 there were 164 staff of the Authority who are active members of the Scheme. There are also 13 deferred members and 15 pensioners of the Scheme. The Scheme operates on the basis that the Authority deducts staff pension contributions from payroll and remits these contributions to the Department of Transport, Tourism and Sport. The Department of Transport, Tourism and Sport has confirmed following discussions with the Department of Public Expenditure and Reform, that the Road Safety Authority Staff Superannuation Scheme liabilities will continue to be met by the Exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current Exchequer revenue at the time they fall due.

#### **(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 balance sheet 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.

# NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



## 1. ACCOUNTING POLICIES (CONTINUED)

### Depreciation and Residual Values

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

### Retirement Benefit Obligation

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

The assumptions can be affected by:

- (i) the discount rate, changes in the rate of return on high-quality corporate bonds
- (ii) future compensation levels, future labour market conditions
- (iii) health care cost trend rates, the rate of medical cost inflation in the relevant regions.

## 2. OIREACTHAS GRANTS

The Oireachtas Grant voted to the Road Safety Authority from Department of Transport, Tourism and Sport as shown in the financial statements consist of:

	<b>Sub-head</b>	<b>2015</b>	<b>2014</b>
		<b>€</b>	<b>€</b>
Grant for current expenditure	B.4	139,000	-
		<b>139,000</b>	<b>-</b>

The Authority did not draw down any of its Oireachtas Grant in 2014. In 2015, the Authority was allocated a specific Oireachtas Grant to meet the annual pension payments to a number of pensioners on its books.

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 3. OTHER RESOURCES

	2015	2014
	€	€
Driver Testing Fee Income	14,537,867	13,014,403
National Car Test Levy	26,175,827	21,305,486
Driver Licence Income	20,115,033	19,797,251
Commercial Vehicle Testing Levy	14,228,823	12,766,755
Digital Tacho-Graph Income	626,536	726,675
Approved Driving Instructor Income	398,580	224,281
Sponsorship Income	74,153	95,012
Bank Interest	69,203	167,305
Carriage Dangerous Goods Income	267,958	252,655
Miscellaneous	250,147	263,994
	<b>76,744,127</b>	<b>68,613,817</b>

The Authority 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 Testing Income and Driver Licence Income	The Authority has responsibility for driver testing and licence issue and renewals. This income is derived from fees paid by drivers for sitting a driving test or obtaining/renewing a driving licence.
National Car Test Levy and Commercial Vehicle Testing Levy	<p>The Authority receives levy income based on the number of cars and commercial vehicles tested. The gross fee is collected by the contracted service provider when the test is conducted and a portion of the test fee is remitted monthly in arrears to the Authority.</p> <p>The levy received in relation to the National Car Test continues to increase on account of improved compliance with the requirement to have a valid NCT certificate. As a result, a greater number of cars undergo a National Car Test. In 2015, the turnover of the outsourced contractor operating the National Car Testing Service is approximately € 75m of which the Authority received € 26.2m in levy income and profit share as outlined in this note.</p> <p>In 2015, € 1.1m of levy income was foregone by the Authority as a result of customers obtaining free tests. Customers are entitled to a free test where they are required to wait more than 4 weeks for a test.</p>

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 3. OTHER RESOURCES (CONTINUED)

Income Type	Source
National Car Test Levy and Commercial Vehicle Testing Levy	<p>The delays arose as applications for tests increased significantly on account of improved compliance due to the introduction of penalty points in relation to the National Car Testing Service. The Authority has taken steps to better meet this demand.</p> <p>In accordance with the provisions of the contract, the Authority is entitled to a share of the profits of the National Car Testing Service for the period 2010-2015. The total amount due to the Authority in respect of performance adjustment and profit share is € 3.333m. The financial statements include income due of € 3.333m in this regard. This is due to be received in 2016.</p> <p>The Authority continues to recognise Commercial Vehicle Testing Levy income in 2015.</p>
Digital Tacho-Graph Income	The Authority has responsibility for the enforcement of drivers' hours' legislation. The Authority receives fee income when it issues an electronic digital tacho graph card to hauliers for the recording of driver's hours.
Approved Driving Instructor Income	The Authority has responsibility for the regulation of the Driving Instruction industry. The Authority receives fee income when it registers and tests a Driving Instructor.
Carriage Dangerous Goods Income	The Authority has responsibility for the regulation of the carriage of dangerous goods. The Authority receives fee income when it registers a Carriage of Dangerous Goods haulier.

### 4. REMUNERATION AND OTHER PAY COSTS

#### 4(A) REMUNERATION AND OTHER PAY COSTS

	Note	2015 €	2014 Re-stated €
Staff Salaries		16,609,253	16,088,022
Employer's contribution to social welfare		1,099,528	1,003,434
Staff training & development		166,942	144,771
Staff travel & subsistence costs		2,036,839	1,938,795
Other staff costs		63,119	47,272
Board members' emoluments (including CEO remuneration)	4 (c)	201,368	165,211
<b>Total</b>		<b>20,177,049</b>	<b>19,387,505</b>

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 4(A) REMUNERATION AND OTHER PAY COSTS (CONTINUED)

Pension related deductions totalling € 871,989 have been deducted from salaries and wages and paid over to the Department of Transport, Tourism and Sport in respect of 2015 (2014 - € 860,754).

Staff Salaries include amounts of € 144,968 relating to the termination payments for three staff. Associated legal costs of € 66,370 are included in Programme Costs. The Authority did not obtain formal written sanction for these payments from Department of Public Expenditure and Reform, as required. However, it is noted that the Authority notified the Department of Transport, Tourism and Sport and the payments were made in accordance with public service guidelines and the relevant statutory and tax law for termination payments.

Staff Salaries also include € 9,171 in relation to one staff member that has attained a contract of indefinite duration during 2015.

Included in the Other Staff Costs is a charge of € 5,082 (2014 - € 4,702) in respect of amounts paid by the Authority to the Staff Sports and Social Club.

The average number of staff employed by the Authority in the year was 318 (316 in 2014). A further 6 (2014 – 7) staff were seconded to the Authority by the Department of Agriculture, The Health Service Executive, CIE and Mayo County Council.

### 4(B) EMPLOYEE BENEFITS BREAKDOWN FOR THE YEAR

Range of total employee benefits		Number of Employees 2015	Number of Employees 2014
From	To		
€ 60,000 -	€ 69,999	27	18
€ 70,000 -	€ 79,999	13	9
€ 80,000 -	€ 89,999	3	3
€ 90,000 -	€ 99,999	-	1
€ 100,000 -	€ 109,999	-	-
€ 110,000 -	€ 119,999	-	-
€ 120,000 -	€ 129,999	-	-
€ 130,000 -	€ 139,999	1	1

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 4(C) BOARD MEMBER'S EMOLUMENTS

	Board Fees	Vouched Expenses 2015 €	Meetings Attended €
<b>Board Member</b>			
Ms Liz O'Donnell (Chairperson)	11,970	751	10
Mr Eddie Rock	7,695	307	8
Mr Ronan Melvin	7,695	577	10
Mr Sean Finan	7,695	307	8
Ms Aine Carroll	-	39	9
Ms Aideen Carberry	5,771	-	7
Mr John Mulvihill	7,695	2,324	6
Mr John Lumsden	7,695	307	10
Ms Aileen O'Toole	7,695	39	10
<b>Total</b>	<b>63,911</b>	<b>4,651</b>	

The remuneration of the Chief Executive Officer for 2015 was as follows: annual basic salary € 137,457, standard public sector pension arrangements and employer's contribution to social welfare (value € 21,539). The remuneration of the Chief Executive Officer for 2014 (appointed on 17th February 2014) was as follows: annual basic salary € 111,493 standard public sector pension arrangements and employer's contribution to social welfare (value € 18,395).

During 2015, ten Board meetings were held.

There were no appointments to or retirements/resignations from the Board in 2015.

### 5. RETIREMENT BENEFIT COSTS

#### 5 (A) ANALYSIS OF TOTAL RETIREMENT BENEFIT COSTS CHARGED TO THE STATEMENT OF INCOME AND EXPENDITURE AND RETAINED REVENUE RESERVES

	2015 €	2014 Re-stated €
Gross current service cost	2,973,000	1,951,000
Member Contributions	(275,000)	(278,000)
Interest cost on retirement benefit scheme liabilities	1,320,000	1,454,000
<b>Total</b>	<b>4,018,000</b>	<b>3,127,000</b>

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 5 (B) MOVEMENT IN NET RETIREMENT BENEFIT OBLIGATIONS DURING THE FINANCIAL YEAR

	2015	2014
	€	Re-stated €
Net retirement benefit obligation at 1 January	(57,551,000)	(36,457,000)
Current service cost	(2,973,000)	(1,951,000)
Interest cost	(1,320,000)	(1,454,000)
Actuarial gain/(loss)	7,095,000	(17,915,000)
Pensions paid in the year	228,000	226,000
<b>Net retirement benefit obligation at 31 December</b>	<b>(54,521,000)</b>	<b>(57,551,000)</b>

### 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, Tourism and Sport that the liabilities under the Scheme will continue to be met by the Exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for so long as the Scheme is in operation.

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

	2015	2014
	€	€
Funding recoverable in respect of current year retirement benefit costs	4,293,000	3,405,000
State Grant applied to pay retirement benefits	(228,000)	(226,000)
<b>Net retirement benefit obligation at 31 December</b>	<b>4,065,000</b>	<b>3,179,000</b>

The deferred funding asset for retirement benefits at 31st December 2015 amounts to € 54.521m (2014 € 57.551m).



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 5(D) HISTORY OF DEFINED BENEFIT OBLIGATIONS

	2015 €	2014 €	2013 €	2012 €
Defined benefit obligation	54,521,000	57,551,000	36,457,000	30,496,000
Experience (losses)/gains on defined benefit scheme liabilities	1,826,000	324,000	(4,152,000)	(2,982,000)
As a percentage of scheme liabilities	3.4%	0.56%	(11.39%)	(9.78%)

### 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 spouse's and children's pensions. Normal Retirement Age is a member's 65th birthday, and pre 2004 members have an entitlement to retire without actuarial reduction from age 60. Pensions in payment (and deferment) normally increase in line with general public sector salary inflation.

The valuation used for FRS 102 disclosures has been based on a full actuarial valuation performed on the 5th February 2016 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31st December 2015.

The principal actuarial assumptions were as follows:

	2015	2014
Rate of increase in salaries	3.4% pa	3.3% pa
Rate of increase in retirement benefits in payment	1.9%pa	1.8% pa
Discount Rate	2.75%	2.3%
Inflation rate	1.9%	1.8%

#### Mortality

The mortality tables used were as follows;

	Male	Female
Pre-Retirement Mortality	PMA 92 c 2020	PMA 92 c 2020
Post-Retirement Mortality	PMA 92 c 2025 > 1 yr	PMA 92 c 2025 > 1 yr

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

	2015	2014
Male	22 years	22 years
Female	25 years	25 years

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 6. TECHNICAL ADVICE

	2015	2014
	€	Re-stated €
Technical Advice	193,719	23,007
<b>Total</b>	<b>193,719</b>	<b>23,007</b>

### 7. ADMINISTRATION COSTS

	2015	2014
	€	€
Printing & Stationery	295,803	663,030
Postage	226,078	274,637
Facility Management Costs	483,159	453,299
Energy	230,053	212,150
Telephone & Data Exchange Costs	390,141	524,045
Software, Licencing & Support Costs	2,231,008	2,919,535
Hardware Maintenance	301,862	456,353
Audit Fees	20,000	16,900
Internal Audit Fees	33,276	61,390
Payroll Administration	41,630	40,652
Translation Services	40,954	11,830
Insurance	36,072	45,270
Website Maintenance	16,806	21,038
Financial Transaction Charges	269,672	255,246
Facility Hire Costs	516,683	237,113
Fleet Management Costs	131,725	147,935
HR Administration Costs	69,944	-
Gain on Disposal of Fixed Assets	-	(19,500)
<b>Total</b>	<b>5,334,866</b>	<b>6,320,923</b>

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



### 8. PROGRAMME COSTS

	2015	2014
	€	Re-stated €
(a) Driver Theory Testing	183,316	167,948
(b) Road Haulage Enforcement & Communication	749,694	705,062
(c) National Car Testing Service	1,056,284	1,083,673
(d) Road Safety Promotion	5,237,544	4,393,656
(e) Road Safety Education	1,330,382	1,337,070
(f) Road Safety Awareness	2,857,703	2,130,199
(g) Road Safety Research	332,165	486,015
(h) Driver Education	541,811	1,305,011
(i) Legal Fees	662,284	644,625
(j) Commercial Vehicle Testing Service	2,853,218	3,657,289
(k) Driver Testing	122,876	341,720
(l) Driver Licence Policy & Process Improvement	522,451	458,361
(m) Communications	1,253,512	1,164,752
(n) National Driver Licence Service	20,228,872	21,513,633
(o) Emergency Service Driver Standard	22,824	145,306
(p) Other Programme Costs	220,848	186,797
<b>Total</b>	<b>38,175,784</b>	<b>39,721,117</b>



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 8. PROGRAMME COSTS (CONTINUED)

---

- (a) This is the cost of lamination of driver theory test certificates.
- (b) These are the costs associated with the enforcement programme including communication costs.
- (c) This is the cost of the supervision and monitoring of the National Car Testing Service.
- (d) Road Safety Promotion is a programme where the Authority continually promotes road safety using marketing communication tools such as advertising ensuring constant learning to all road users.
- (e) Road Safety Education is a programme aimed at delivering road user education up to third level through a range of specially developed educational campaigns.
- (f) Road Safety Awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods such as the use of the shuttle and the translation of road safety messages into a number of languages.
- (g) This is the cost of engaging in research programmes in road safety.
- (h) Driver Education is programme expenditure that relates to the regulation of the Approved Driving Instruction industry and it also incorporate the running of the Certificate of Professional Competency programme in respect of professional bus and truck drivers.
- (i) There are legal fees incurred in relation to the Authority's programmes including the Commercial Vehicle Testing programme, the National Driver Licence Service programme and all other programmes.
- (j) This programme relates to the operation of Commercial Vehicle Roadworthiness Testing programme.
- (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 Authority incurs cost in relation to its media buying, media creative and public relations activities. It also incorporates the Authority's social media activity.
- (n) This programme expenditure relates to the operating costs of the National Driver Licence Service and includes the cost of the card production, agent network and back office processing elements of the licence service.
- (o) These are the programme costs relating to the Emergency Service Driving Standard.
- (p) Costs under this heading relate to advertising costs of Vehicle Standards and Vehicle Testing notices.

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

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 9. PROPERTY, PLANT AND EQUIPMENT

	Leasehold	Fixtures & Fittings	Fleet	Specialist/ Telecom Equipment	Hardware	Computer Software	Total
	€	€	€	€	€	€	€
<b>Cost</b>							
As at 1st January 2015	1,003,390	943,300	823,372	561,757	2,319,174	12,892,295	18,543,288
Additions	139,389	17,354	504,530	-	293,124	4,096,390	5,050,787
<b>As at December 2015</b>	<b>1,142,779</b>	<b>960,654</b>	<b>1,327,902</b>	<b>561,757</b>	<b>2,612,298</b>	<b>16,988,685</b>	<b>23,594,075</b>
<b>Depreciation</b>							
As at 1st January 2015	127,591	799,941	526,931	561,581	2,029,889	7,731,862	11,777,795
Charge for the Year	52,592	65,972	149,425	176	251,920	3,252,553	3,772,638
<b>As at December 2015</b>	<b>180,183</b>	<b>865,913</b>	<b>676,356</b>	<b>561,757</b>	<b>2,281,809</b>	<b>10,984,415</b>	<b>15,550,433</b>
<b>Net Book Value</b>							
As at December 2014	962,596	94,741	651,546	-	330,489	6,004,270	8,043,642
As at December 2013	875,799	143,359	296,441	176	289,285	5,160,433	6,765,493

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### 10. RECEIVABLES

	2015	2014
	€	€
National Car Test Levy	4,739,355	1,302,680
Bank Interest	11,876	49,289
Driver Theory Test Levy	165,725	148,807
Driver Test Fees	21,063	15,972
Driver Licence Income	19,620	30,435
<b>Total</b>	<b>4,957,639</b>	<b>1,547,183</b>

### 11. PREPAYMENTS

	2015	2014
	€	€
Insurance	25,252	23,329
Software Licences	177,280	171,784
<b>Total</b>	<b>202,532</b>	<b>195,113</b>

### 12. PAYABLES

(a) Amounts falling due within one year	2015	2014
	€	Re-stated €
Trade Creditors	1,308,099	2,196,337
PAYE/PRSI	481,640	336,157
Payroll Deductions	163,964	(89,217)
VAT	671,155	455,081
Withholding Tax	233,619	299,908
Relevant Contracts Tax	505	108
Accruals	3,919,809	3,324,183
Holiday Pay Accrual	353,610	400,657
Deferred Income Driving Test Fees	3,889,129	3,577,738
Deferred Income Commercial Vehicle Test Levy	370,492	347,338
Superannuation due to Department of Transport, Tourism and Sport	474,253	504,729
<b>Total</b>	<b>11,866,275</b>	<b>11,353,019</b>

## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



### 13. CAPITAL ACCOUNT

	2015	2014
	€	€
Opening Balance	6,765,493	6,549,843
<b>Transfer from Statement of Income and Expenditure and Retained Revenue Reserves</b>		
Income used to purchase Fixed Assets	5,050,787	3,459,962
Amortisation of Fixed Assets	(3,772,638)	(3,244,312)
	1,278,149	215,650
<b>Balance at 31 December</b>	<b>8,043,642</b>	<b>6,765,493</b>

### 14. CAPITAL COMMITMENTS

The Authority has capital commitments in respect of its contract for the Commercial Vehicle Information System under the Commercial Vehicle Roadworthiness Reform programme. Under the contract term for the period from the 1st January 2016 to the 28th February 2019, the Authority has contractual capital commitments of € 5m relating to the capital element of monthly service charge payments. The Authority will meet these commitments from its reserves and from future income from the Commercial Vehicle Testing levy.

### 15. CONTINGENT LIABILITIES

There are no contingent liabilities at 31 December 2015.

### 16. RELATED PARTY DISCLOSURES

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

### 17. BORROWINGS

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

### 18. PREMISES

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



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015

### **19. STATEMENT OF INCOME AND EXPENDITURE AND RETAINED REVENUE RESERVES**

---

At the end of 2015, the Authority had a cumulative retained surplus of € 26.4m. The Authority was allocated an Exchequer Allocation for 2016 of € 0.139m specifically to meet pension payments for pensioners on its books. Otherwise, the Authority operated on a self-financing basis in 2015.

The Authority has prepared a Corporate Plan for the period 2016 to 2020 where the Authority has outlined how it will utilise its current level of reserves to invest in its public service infrastructure over the five year period to 2020 that will reduce the Authority's reserves to a sustainable level.

The Board of the Authority has approved the Corporate Plan and the Authority has engaged and consulted with the Department of Transport Tourism and Sport in the plan.

### **20. COMPARATIVE FIGURES FRS 102**

---

The financial statements have been prepared in accordance with Financial Reporting Standard 102 and this has required the restatement of some of the comparative figures.



## NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2015



### 21. TRANSITION TO FRS 102

	Note	As at 1 Jan 2014 €	As at 31 Dec 2014 €
<b>Reconciliation of Capital and Reserves</b>			
<b>Capital and reserves (as previously stated)</b>		<b>26,065,410</b>	<b>25,798,474</b>
Holiday Pay Accrual	21(a)	(358,546)	(400,657)
<b>Capital and reserves (as re-stated)</b>		<b>25,706,864</b>	<b>25,397,817</b>

		As at 31 Dec 2014 €
<b>Reconciliation of Deficit for the year</b>		
<b>Deficit for the year (as previously stated)</b>		<b>(482,586)</b>
Holiday Pay Accrual	21(a)	(42,111)
<b>Deficit for the year (as re-stated)</b>		<b>(524,697)</b>

#### (a) Holiday Pay Accrual

The Road Safety Authority had previously not accrued for holiday pay earned by employees but not availed of at the reporting date. Under FRS 102, the financial statements must recognise such accruals.

The impact of this change is an increase of € 358,546 in payables at the transition date and € 400,657 at 31 December 2014. The surplus is reduced by € 358,546 in the year ended 31 December 2013 and by € 42,111 in the year-ended 31 December 2014.

### 22. APPROVAL OF FINANCIAL STATEMENTS

The Financial Statements were approved by the Authority on the 25th May 2016

## ORGANISATIONS

### ROAD SAFETY AUTHORITY – WORKING TO SAVE LIVES

#### The RSA would like to thank the following organisations for their support in 2015:

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

#### Sponsors:

Applegreen  
 Advance Pitstop  
 Electric Ireland  
 Mercedes  
 Reynolds Logistics Ltd



# Working to Save Lives

## 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.

local: 1890 50 60 80 fax: (096) 25 252  
email: [info@rsa.ie](mailto:info@rsa.ie) website: [www.rsa.ie](http://www.rsa.ie)