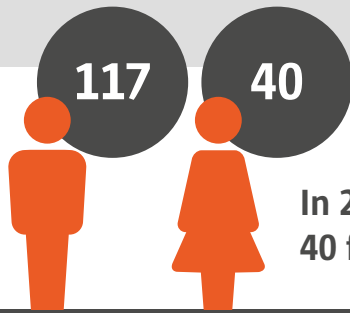


RSA



Annual Report 2017

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



In 2017 there were 117 males and 40 females killed on the roads

Compared to 186 in 2016,
a 16% decrease

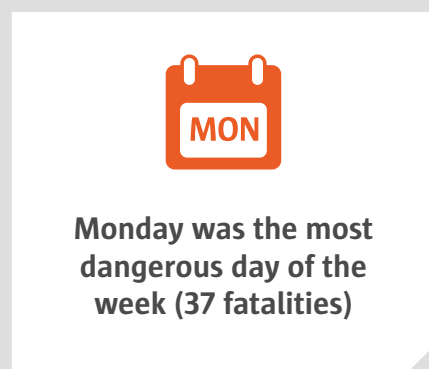
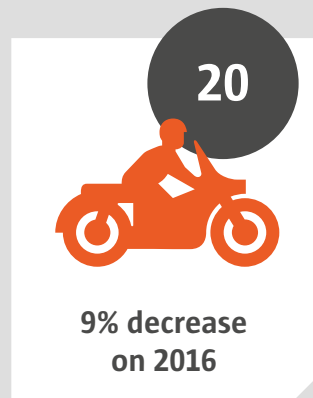
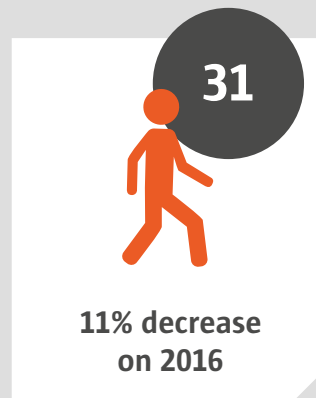
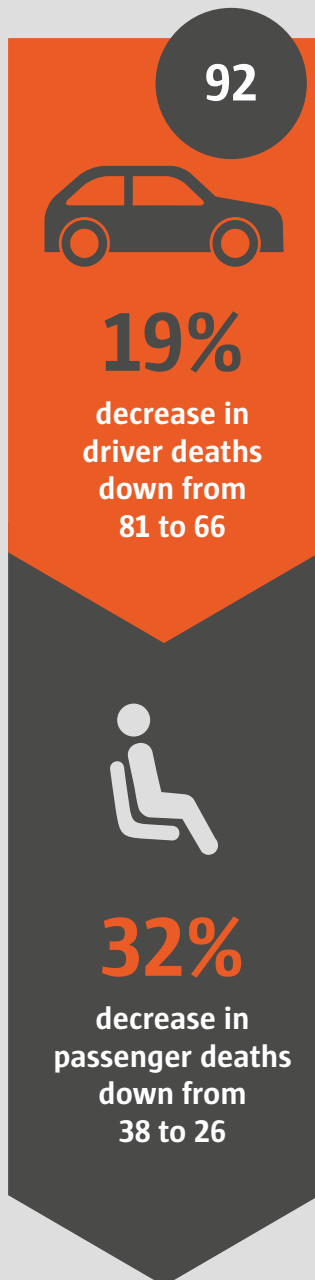
Road Safety Review 2017*

A total of 157 people lost their lives in 2017.

Vehicle Occupant Fatalities

Vulnerable Road User Fatalities

*2017 figures are provisional and subject to change.
Valid as of 6 July 2018.



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Chairperson's Statement

The year 2017 was the safest on our roads since we first began recording road deaths in 1959. In that first year 306 people died on the roads. In 2006 when the Road Safety Authority (RSA) was set up the number of fatalities was 365. In 2017 that figure was 157. While one death is one too many, it is a significant achievement to reduce road deaths on our roads to such an extent.



Liz O'Donnell
Chairperson

This has not happened by chance. It is as a result of a vast array of cross-cutting measures and interventions to make our roads safer. Tougher laws, better enforcement, safer cars, road safety advocacy, better roads infrastructure. But our citizens by changing their driving behaviour have made a huge difference.

Acknowledging progress in road safety is vital. The public needs to know that their efforts are making a difference, saving lives, keeping their communities safe. So I want to take this opportunity to thank everyone for helping to make 2017 the safest year on record.

But as I write these words I'm very mindful of the 157 people that didn't make it home last year. I'm conscious too of the grief that is being felt by their families, friends and work colleagues. To them we extend our deepest and heartfelt sympathies and a

pledge that we in the RSA will continue to work tirelessly to make the roads a safer place for all.

And making the roads safer is something that must be addressed collectively by everyone, from policymakers to road users. Collaborative efforts across all areas of intervention, education, engineering, enforcement and evaluation must be pooled to achieve the target in the government's *Road Safety Strategy 2013–2020*, of reducing deaths to 124 or fewer.

The role of our legislators was at the fore of road safety last year as the government published the Road Traffic (Amendment) Act 2018, which sought to increase the penalties for drink-driving at lower levels of consumption and to introduce tougher laws to protect vulnerable learner drivers. The RSA welcomed this legislation and has vocally supported the minister for transport,



Collaborative efforts across all areas of intervention, education, engineering, enforcement and evaluation must be pooled to achieve the target in the government's Road Safety Strategy 2013–2020, of reducing deaths to 125 annually or fewer.

tourism and sport in demonstrating to our policymakers and the wider public the importance of this legislation in changing behaviour among the small cohort of people who continue to engage in risk behaviour.

The Act has had a very difficult passage. In fact, I don't think any previous Road Traffic Act has been subjected to such a high level of positive engagement on the one hand, but resolute obstruction on the other from some elected representatives, who delayed passage of the legislation.

The RSA's mission is to reduce the number of deaths and injuries on Irish roads and make them safer for all users. That is our only mandate and is the lens through which we view every activity and initiative. To achieve this mission, we draw on the data, basing all decisions on professional, scientific and independently analysed evidence. All we ask is that our public representatives do the same and work in the overall public interest in saving lives. Local constituency sentiment must be set aside. While acknowledging the inadequacies of rural public transport and social isolation, the answer to these challenges does not lie in allowing people to drink and drive.

At the time of writing, common sense has thankfully prevailed and the national interest has been served with the successful passage of this Act. I look forward to its introduction. It will save lives.

If the drop in road deaths is the high point of last year, the controversy surrounding An Garda Síochána and the falsification of the number of people breathalysed for alcohol is surely the low point. It damaged public trust, and coming on top of the penalty points scandal, such maladministration brought the force and the drink-driving laws into disrepute.

The RSA welcomed the publication of the Crowe Horwath report, which examined the breathalyser issue. Indeed in our submission to the authors of the report, we advised that

the over-reporting of breath tests and the low detections of intoxicated drivers may have determined or influenced the allocation of garda resourcing away from road safety policing. Also of huge concern to us is that this could have negatively impacted on the numbers of people killed and seriously injured on Irish roads. This is the most important fact that must not be lost in this whole sorry affair.

At a minimum the RSA is of the view that all the recommendations in the Crowe Horwath report should be implemented in full, especially the recommendation that a minimum of 20% of the population be breath-tested annually.

Critically, however, a mechanism to independently audit the road safety activity of the gardaí, specifically the recording of all positive and negative breath tests administered, must also be put in place to guarantee their veracity.

There is, without doubt, a strong and proven direct link between the levels of drink-driving enforcement conducted and compliance with drink-driving laws by motorists. We need credible and reliable enforcement metrics, such as the number of drivers being breath-tested, to evaluate and measure the effectiveness of road safety interventions.

The RSA has also called for a greater commitment on behalf of the gardaí for continued investment in technology and prioritisation of training and continuous professional development for the gardaí on the front line of road safety enforcement.

The government's *Road Safety Strategy 2013–2020* has now passed the mid-point of its term. Action 112 of the strategy required that the RSA conduct 'a mid-term evaluation of the *Road Safety Strategy 2013–2020* in 2016 incorporating a review of the strategy targets and actions'.

The purpose of conducting an evaluation of the strategy at the mid-point of its term is to

assess Ireland's performance in delivering on the 144 actions across education, enforcement, engineering and evaluation set out in the strategy. It is an important opportunity to measure Ireland's performance relative to the strategy's targets to reduce fatalities to 124 or fewer by 2020. This evaluation was undertaken in 2016 and completed in 2017. While it is very encouraging to see that most actions either have been completed or are on schedule, the mid-term evaluation did identify a number of critical success factors which remain relevant.

Some of these factors include the introduction of necessary legislation, the provision of required funding, mass media support, maintenance of our roads network, as well as high-level, visible roads policing. Reaching the target of 124 fatalities or fewer by 2020 will be challenging; therefore it is imperative to restate our commitment to this target.

I would like to again acknowledge and thank individual road users as well as the dedicated staff of the RSA for their commitment and support in achieving a reduction in road deaths last year. I would ask that we all continue to make the same commitment in the years ahead.

Lastly I would like to acknowledge the addition of two new members of the board, Donna Price and Gillian Treacy both of whom have lived through the real life consequences of tragedy on the road. Their input will ensure that the concerns and perspectives of victims of road crashes and their families inform the work that we do.

Chief Executive's Statement

Following the very worrying increase in the number of fatalities in 2016, our focus in the RSA in 2017 was to get back to basics to reverse that hugely unwelcome outcome. Sadly, it's still the same killer behaviours that are the primary cause of death and serious injury on our roads. I very much welcome the 16% reduction in road fatalities in 2017, which has seen deaths drop to 157, the lowest on record. However, I am greatly concerned that if the pattern from previous years is followed, the improvement will not be sustained in 2018.



Moyagh Murdock
Chief Executive

The greatest threat we face now on the road is complacency. We still have some way to go if we are to achieve the target of reducing road deaths to 124 or fewer by 2020, the target set out in the *Road Safety Strategy 2013–2020*.

In 2017 the publication of the mid-term review of the road safety strategy was an important step we took to ensure we achieve this target. Following a detailed period of engagement with stakeholders, 22 new road safety actions have been identified for implementation by 2020. Twelve of these are classed as high impact actions due to their life-saving potential.

Looking at the casualty figures for 2017, of grave concern is the increase in cyclist deaths: a 40% increase on 2016. In 2017 we supported the promotion of cycling safety by airing our 'Sharing the roads with cyclists' and 'Low level speeding' TV

campaigns. We hosted an academic lecture on the roll-out of 30 km/h speed limits and invited Mr Rod King MBE to be the keynote speaker. We facilitated his appearance at a conference for city and county councillors. We also provided €150,000 in financial support to train primary school children in safe cycling.

We have planned measures for 2018 to address cyclist vulnerability, specifically the release of a new educational campaign on a minimum passing distance (MPD) of 1.5 metres for drivers when overtaking cyclists. This campaign will continue into the future but we recognise the need for further investment by the relevant authorities to improve the physical infrastructural environment to protect cyclists by separating them from the main vehicular traffic. Education alone will not reduce deaths and injuries in this vulnerable road user category.

Collision statistics and our own observational studies have highlighted that there is a continuing problem around the non-wearing of seat belts, particularly in the back seat. We will target this issue in 2018 as part of a new awareness campaign.

I have outlined previously that as an organisation we need to reorient ourselves to better reflect the fact that we provide many commercial services to the public. Work on this progressed in 2017 under the new *Corporate Plan 2016–2020*. Already we have restructured to include a new directorate called Corporate Strategy, Policy and Technology, which is driving reform and efficiencies in our organisation. We are paying special attention in our efforts to better connect the services we deliver to the public and to create what we are calling a seamless integrated customer journey. You can find a report on our progress in implementing the Corporate Plan on page 12.



The greatest threat we face now on the road is complacency. We still have some way to go if we are to achieve the target of reducing road deaths to 124 or fewer by 2020.

In terms of driving test waiting times 2017 was a challenging year. By year end the national average waiting time for a driving test was 13.5 weeks. However, the waiting time varied across the regions and we recognise that the long waiting times in some parts of the country are not acceptable. Our commitment is to have a national average waiting time of no more than 10 weeks. We focused considerable resources in 2017 to bringing it down. This included the recruitment of 23 extra testers, following the lifting of the embargo on public sector recruitment, to replace those lost through retirement and natural attrition. Our efforts have also included a targeted campaign aimed at reducing the number of driving test candidates who simply don't show up for their driving test. A total of 19,183 learner drivers didn't attend for their test last year. This results in approximately six weeks of lost productivity.

Due to the time needed to recruit and train a new driver tester, we have completed a robust recruitment programme to see us through the expected demand over the next five years. We are creating a panel of potential candidates which we can draw from over the short to medium term and we plan to use this to maximum benefit. The recruitment campaign resulted in over 4,000 applications in December 2017. This will assist in managing any extra demand for driving tests created by the expected enactment in 2018 of the Road Traffic Bill. This legislation will provide gardai with powers to detain vehicles driven by unaccompanied learner drivers and to prosecute those who knowingly supply a vehicle to such drivers. I want to thank the media for your support of road safety throughout 2017. Quite simply we would not be able to raise awareness of road safety, particularly at key times of the year such as Christmas and bank holidays, without your help.

Thank you too to our partners who have helped us deliver our comprehensive programme of road safety initiatives. Special mention must go to those organisations who

have contributed financially to campaigns in 2017. We greatly appreciate your support, and more importantly it has been effective.

Finally I would like to thank all the RSA staff. Without your selfless dedication to the life-saving work you do, it simply would not have been possible to deliver on the ambitious programme of work identified for 2017. Thank you and I look forward to working with you all in 2018.

Finally, my role as accounting officer for the RSA is to oversee the correct use of budgets and to ensure probity and compliance with legislation, government policy and corporate governance requirements. I take responsibility for the financial stewardship of the RSA and the 2017 accounts set out in the RSA's financial position. You can find the 2017 financial accounts of the RSA at the end of this report.

Moyagh Murdock
Chief Executive Officer

Board Members



Ms Liz O'Donnell

Chairperson

Liz O'Donnell is director of policy, government affairs and communications of pharmaceutical and healthcare company MSD Ireland.

Liz O'Donnell was a Progressive Democrat TD for Dublin South for 15 years from 1992 to 2007 and served as minister of state at the Department of Foreign Affairs from 1997 to 2002. She was part of the Irish negotiating team who participated in the multi-party negotiations leading to the

Good Friday Agreement in 1998. Ms O'Donnell was a member of the Commission of the Houses of the Oireachtas from 2002 to 2007.

When she retired from politics in 2007, Ms O'Donnell worked as a public affairs consultant, and had a political column in the *Irish Independent* for five years. She was appointed chairperson of the RSA in 2014. She is a native of Dublin and a graduate of Trinity College Law School.



Professor Áine Carroll MB, BCh, MD, FRCP, FRCPI, DLQ

Professor Áine Carroll is the HSE's national director for Clinical Strategy and Programmes Division since November 2012, a division encompassing the National Clinical Programmes, Integrated Care Programmes and the Office of Nursing & Midwifery Services. The Division aims to promote and improve integrated care and team work across services and specialties to ensure that care is provided effectively and seamlessly to patients as they move through the health system.

Prior to her appointment as national director, Professor 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.



Ms Aileen O'Toole

Aileen O'Toole is a chartered director and digital strategist who runs her own digital consulting business. A former business editor, she co-founded *The Sunday Business Post* newspaper.

Aileen is a director of Business in the Community, the not-for-profit which promotes corporate social responsibility (CSR). She is a former director of Chambers Ireland, the country's largest business network, and of ASH Ireland.

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 female 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. She is a member of the RSA Board's audit and risk committee.



Mr 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.

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 cooperation with a view to identifying the 'stretches' of our road network with the greatest propensity for 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.



Mr 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 RSA 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.



Mr Kevin Goulding

Kevin Goulding leads the audit function at Dublin Airport Authority, providing independent assurance to the audit and risk committee, group board and executive management with regard to the group's global airport management, travel retailing, and aviation consultancy activities.

His experience encompasses internal audit, financial management, and systems implementations. His previous roles include being group head of audit and risk at Kingspan Group, as well

as holding international positions at Smurfit Kappa Group, and Logitech SA. He has presented at a number of international conferences on the areas of governance risk and compliance and how businesses can use IT systems more efficiently to manage these areas.

He is a fellow of the Chartered Institute of Certified Accountants, and an associate of the Chartered Institute of Internal Auditors. He also holds a master's of business administration from UCC.

Board Members

(continued)



Dimitris Karagiorgis

Dimitris Karagiorgis is associate director in treasury accounting and banking services of the global biotech company Shire Pharmaceuticals. He has led the establishment of the treasury back office team within the corporate services arm of the company's expansion in Ireland. This includes responsibility over the effective processing of treasury payments, delivery of robust financial reporting, corporate bank administration and coordination of multiple stakeholders to improve operations with a cooperative spirit. He has had previous treasury finance positions with Coca-Cola HBC, Vodafone and CRH plc.

Mr Karagiorgis was a non-executive director with the semi-state Wicklow Port Authority between 2012 and 2016, where he was also chair of the internal audit committee. Between 2010 and 2013, he actively participated with the boards of the charities HOPE and Access Ireland, as well as with the Leinster panel of the ACCA.

He is a fellow of the ACCA, as well as a postgraduate in business administration at the University of Surrey and in social policy at the University of Bath. His first degree was in sociology at the Panteion University of Athens.

Term ended in 2017

Mr John Mulvihill



Term ended in 2017

Ms Aideen Carberry



Management Team



**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, Corporate
Strategy, Policy and
Technology



**Mr Declan
Naughton**
Director, Driver
Testing and
Licensing



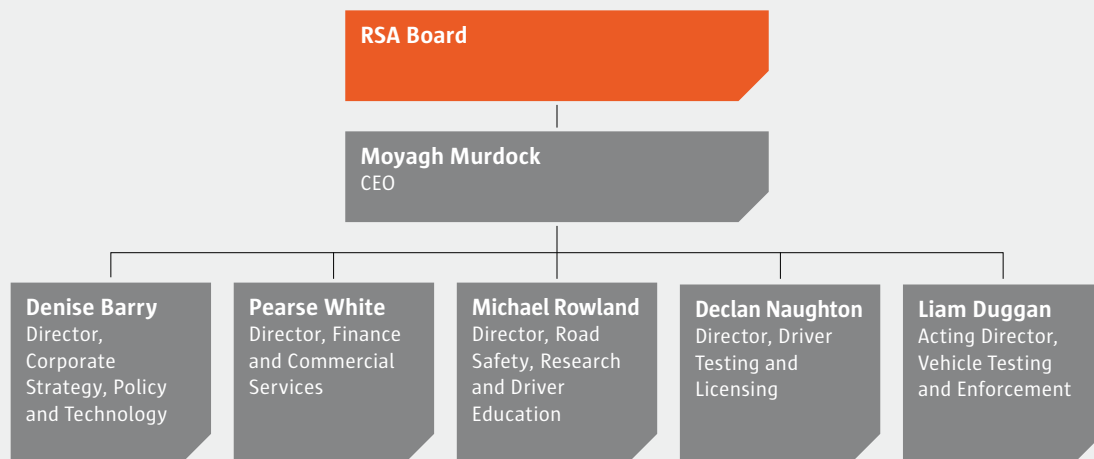
Mr Liam Duggan
Director, Vehicle
Testing and
Enforcement

Introduction

The RSA's Mission is simple: to save lives and prevent injuries by reducing the number and severity of collisions on the road. This is reflected in our maxim, *Working to Save Lives*.

The RSA works to improve road safety in Ireland by:

- ▶ developing and implementing information and education campaigns to increase awareness of road safety and promote safer driving
- ▶ improving vehicle standards
- ▶ establishing and monitoring a standard for driver instruction
- ▶ overseeing the system of driver licensing and undertaking certain enforcement activities
- ▶ working with stakeholders to ensure a coordinated response and ensure our collective resources are used wisely and efficiently
- ▶ undertaking collision and road safety research in order to develop measures and recommendations to improve road safety
- ▶ advising the minister for transport, tourism and sport on road safety policy
- ▶ producing and reporting on the progress of the government's *Road Safety Strategy 2013–2020*.



RSA organisational structure

The RSA is organised into three front line directorates as follows:

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

The front line directorates are supported by Human Resources, a Finance and Commercial Services directorate and a Corporate Strategy, Policy and Technology directorate.

Driver Testing and Licensing

find out more on page 30

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

Road Safety, Research and Driver Education

find out more on page 18

The role of the Road Safety, Research and Driver Education Directorate is to raise awareness of road safety, educate road users and conduct research into road safety issues. The directorate is also responsible for the regulation of the driver instructor industry and Driver Certificate of Professional Competency.

The directorate works with all stakeholders signed up to the government's *Road Safety Strategy 2013–2020* to ensure that road safety initiatives are achieved.

Vehicle Testing and Enforcement

find out more on page 36

The RSA's Vehicle Standards and Enforcement Directorate has responsibility for a number of functions concerned with vehicle safety and testing as well as improving compliance in order to ensure effective and safe management of vehicles on our roads. The directorate is also responsible for enforcement of particular road safety legislation in respect of commercial vehicles and their drivers.

Corporate Strategy, Policy and Technology

find out more on page 44

Our role is to oversee and support the delivery of the *Corporate Plan 2016–2020* and support the business through a range of functions including successful change and project management, business design, ICT, operational excellence initiatives, customer care and legal services.

Finance and Commercial Services

find out more on page 42

The support functions provided to the organisation include finance and corporate governance, procurement, health and safety, freedom of information, data protection, and estate, facility and fleet management.

Our vision is ... ‘to be recognised as the leading voice for road safety nationally and a leading voice internationally, driving change in attitudes and behaviours in road users, collaborating with key stakeholders, to save lives and prevent injuries’.

In 2016, the RSA Corporate Plan 2016–2020 was completed with input from both staff and stakeholders. The stated vision in the Corporate Plan is that the RSA is ‘recognised as the leading voice for road safety nationally and a leading voice internationally, driving change in attitudes and behaviours in road users, collaborating with key stakeholders to save lives’.

In order to deliver on our vision and our stated mission we must translate high-level strategic objectives into meaningful actions and set out in detail the individual projects we need to undertake over the lifetime of the strategy. We then need to coordinate the delivery of these projects by putting in place a plan to achieve the steady and sustainable change required in the Corporate Plan.

In response to this we established the Strategy, Policy and Technology Directorate in February 2017. This directorate has responsibility for coordinating and assisting with the delivery of our Corporate Plan

through RSA-wide strategic alignment by ensuring that everyone is working to the same goals and that our business plans and measures are aligned. Our role is also to support the business across our range of functions, including successful change and project management, business design, ICT enablement, business intelligence and operational excellence initiatives.



The RSA commits to deliver five strategic propositions:

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

Government's Road Safety Strategy 2013–2020

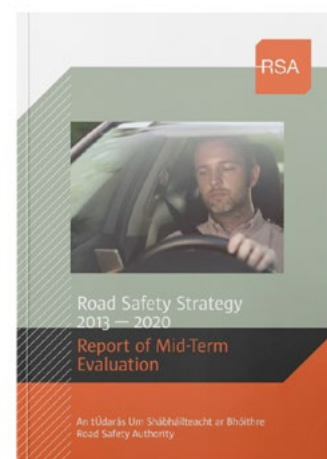
Action 112 of the *Road Safety Strategy 2013–2020* required that a mid-term evaluation of the Strategy be conducted incorporating a review of the Strategy's targets and actions. Facilitated by the RSA a key element of the completion of this evaluation signed off by Minister for Transport, Tourism and Sport Shane Ross in 2017 was identifying a programme of work to support the delivery of all actions within the Road Safety Strategy by 2020. This included the discussion to identify and remove impediments to the completion of the 30 behind schedule actions and to identify new actions which would support and strengthen the life-saving impact of the strategy overall.

The main focus for 2017 was on:

- ▶ ensuring that all 30 behind schedule actions are implemented by 2020
- ▶ working to implement the 22 new actions in the strategy by 2020.

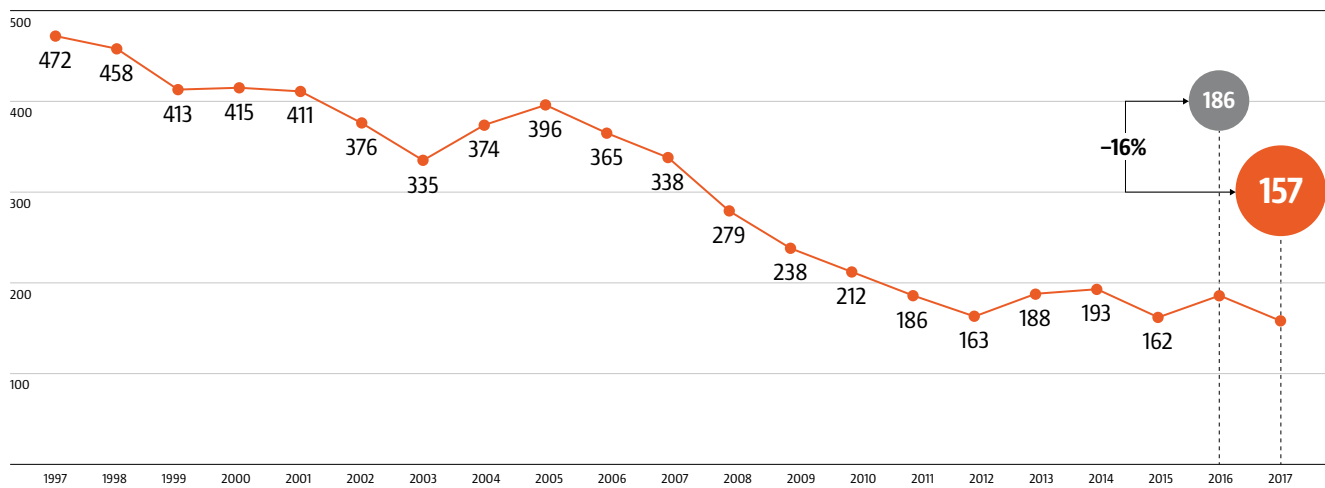
As agreed the first priority is that the 30 behind schedule actions must be progressed as a matter of urgency. In 2017 the RSA facilitated discussions with stakeholders to identify and remove impediments to completion and to ensure delivery of the actions.

Following on from the collation of the expert views of stakeholders in the context of the mid-term evaluation, 22 new actions were identified, of which 12 are high impact actions because of their life-saving potential. In summary, these include first and foremost the introduction of specific measures to tackle the killer behaviours by increasing targeted and visible enforcement by An Garda Síochána, and by enacting legislation to introduce severe penalties for road traffic offences. They also include the formalisation of more regular stakeholder meetings to increase collaboration and progress in our work, and the introduction of measures to address the engineering deficits on the road network.



Road Safety Review 2017

As of 31 December 2017, there were 142 fatal collisions, which resulted in 157 fatalities on Irish roads. This represents 29 (-16%) fewer fatalities and 32 (-18%) fewer collisions compared to garda data for the same period in 2016. This was the safest year on record for Ireland.



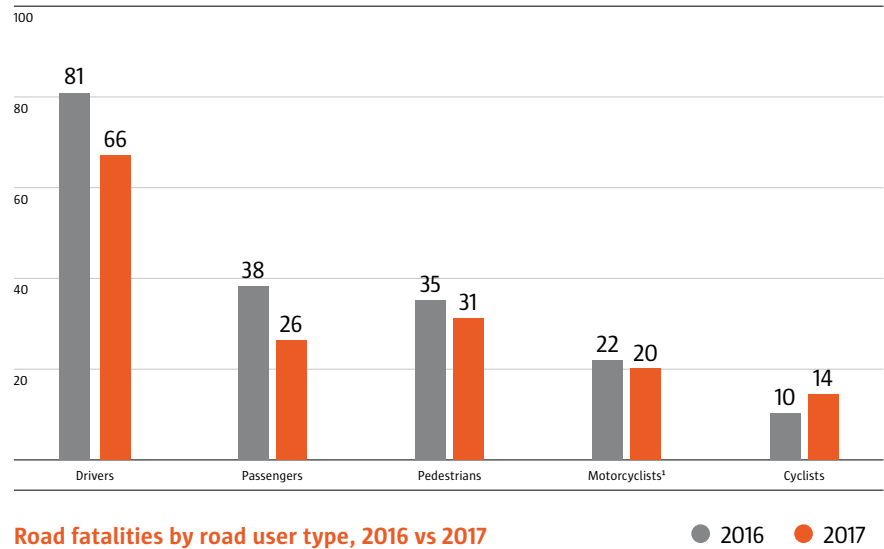
Fatalities by year, 1997 to 2017

Source: RSA Collision Database, June 2018

Road fatalities by road user type, 2016 vs 2017

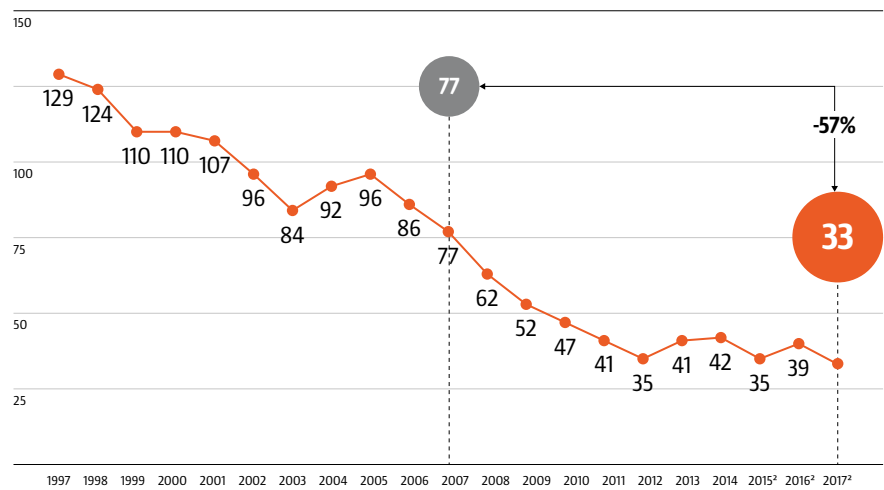
There have been declines in fatalities across all road user groups, except pedal cyclists killed (+4 fatalities) in 2017 when compared to the same period in 2016. Drivers and pedestrians were the two road user categories that recorded the highest number of deaths in 2017.

Driver and passenger fatalities represent almost three in every five fatalities (59%) in 2017 and vulnerable road users (pedestrians, motorcyclists and pedal cyclists) represent two-fifths of all road fatalities (41%). Driver (-15) and passenger (-12) fatalities represent the largest decrease in 2017. Overall vehicle occupant fatalities fell from 119 in 2016 to 92 in 2017 (-23%).



Fatalities per million of population²

The fatality rate in 2017 was 33 deaths per million of population, the safest year on record for Ireland, with 157 deaths. Previously, 2015 was the safest year with 162 deaths (35 per million of population). Between 1997 and 2017 the number of deaths has fallen from 129 deaths per million of population to 33 deaths per million of population (-74%).



1. Motorcyclist figures include pillion passengers.
 2. The figures for 2015–2017 are provisional and are subject to change.
 3. The source of the population figures used is the most recent estimates issued by the Central Statistics Office (April 2018).

Road Safety Review 2017

(continued)

Road Safety Context in 2016/2017

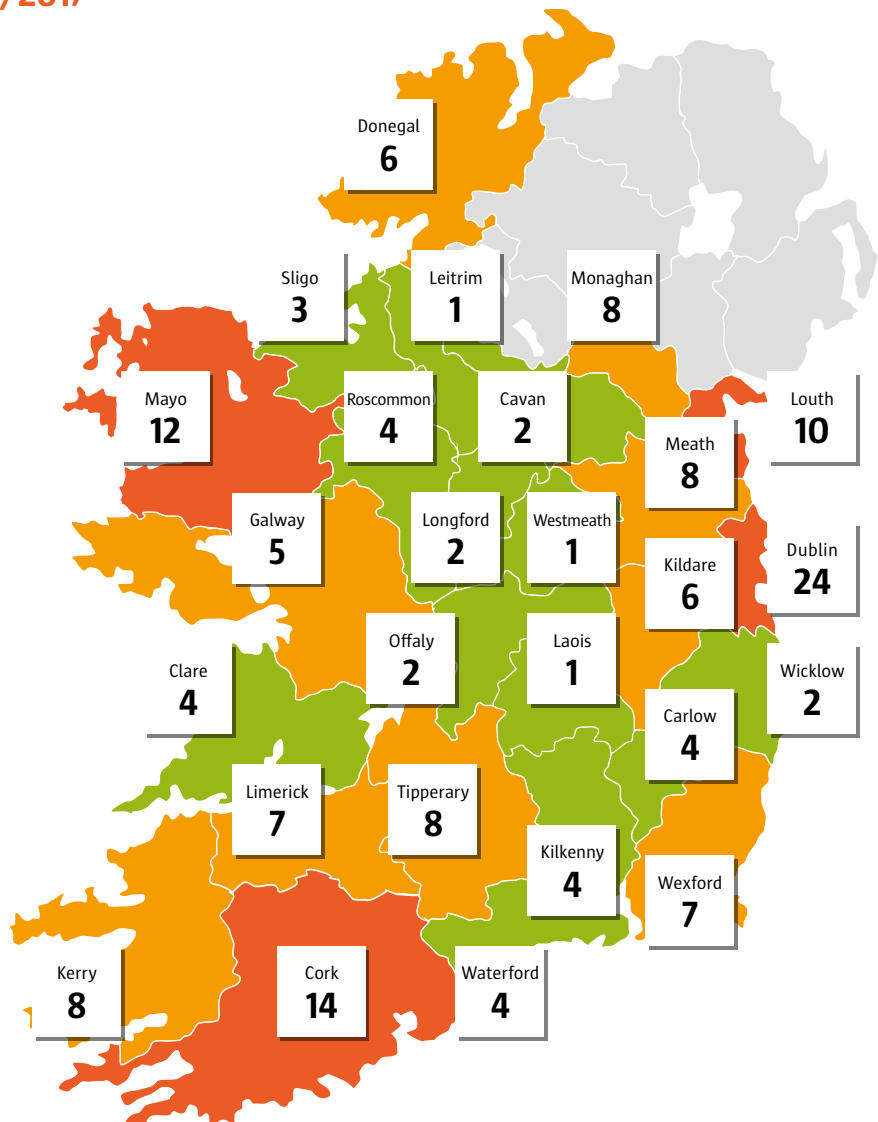
- ▶ The average kilometres travelled by each vehicle in 2016 were 18,441 kilometres³.
- ▶ A total of 48.5 billion kilometres were travelled by Irish vehicles in 2016, which is a 5.6% increase compared to 2015.
- ▶ Diesel consumption grew by 8.2% in 2016, being the most common fuel used in transport (60%)⁴.
- ▶ There was a reduction in the number of new private cars licensed for the first time in 2017 (127,045 vehicles) when compared to 2016 (141,931 vehicles), representing a decrease of 10.5%⁵.
- ▶ In 2017, the annual average unemployment rate was 6.7%, which has decreased compared to 2016 (8.4%)⁶.

10.5%

decrease in private cars licensed for the first time in 2017 compared to 2016

8.2%

increase in diesel consumption in 2017 compared to 2016



Road fatalities in Ireland up to 31 December 2017⁷

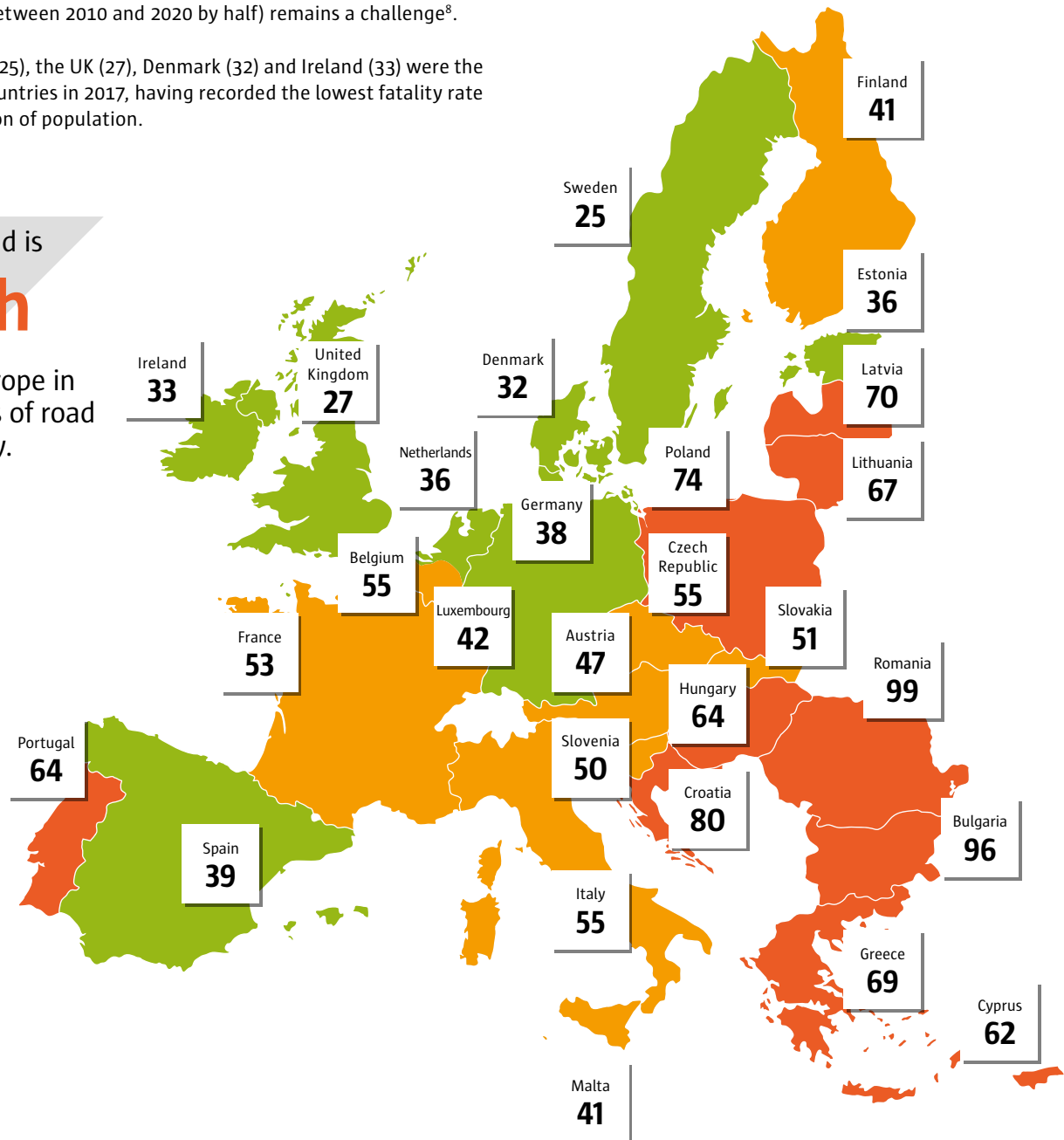
3. *Transport Omnibus 2016*, Central Statistics Office (2018).
<http://www.cso.ie/en/releasesandpublications/ep/p-tranom/to2016/rtv/>
4. *Energy in Ireland 1990–2016*, SEAI (2017).
<https://www.seai.ie/resources/publications/Energy-in-Ireland-1990-2016-Full-report.pdf>
5. Vehicles licensed for the first time, Central Statistics Office (2017).
<http://www.cso.ie/en/releasesandpublications/er/vlftm/vehicleslicensedforthefirsttimedecemberandyear2017/>
6. This figure refers to the most recent (updated) figures for the Annual Average of the Seasonally Adjusted Unemployment Rate for 15–74 year olds, Central Statistics Office.
http://pdf.cso.ie/www/pdf/20180116090237_Monthly_Unemployment_December_2017_full.pdf
7. Figures are provisional and subject to change.

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

Approximately 25,300 people were killed on EU roads in 2017. This represents an average of 50 deaths per million of population. This is the second year in a row there has been a decrease in the number of fatalities of around 2%. While this reduction is encouraging, reaching the EU objective for 2020 (reducing the number of road deaths between 2010 and 2020 by half) remains a challenge⁸.

Sweden (25), the UK (27), Denmark (32) and Ireland (33) were the safest countries in 2017, having recorded the lowest fatality rate per million of population.

Ireland is **4th** in Europe in terms of road safety.



Road deaths per million inhabitants: preliminary country by country statistics for 2017

8. ETSC 12th Road Safety Performance Index Report, June 2018. Please note this map includes the EU 28 countries only. This report is available at: https://etsc.eu/wp-content/uploads/PIN_ANNUAL_REPORT_2018_final.pdf

Road Safety Awareness Campaigns

The RSA commissioned two new TV-led mass media campaigns in 2017: Motorcycle Safety and Driving for Work. The Motorcycle Safety campaign was informed by the findings of the RSA's pre-crash reports on motorcyclists. We also commissioned two digital campaigns.



Driving For Work Campaign

Road crashes are a leading cause of worker fatalities. If an employee is driving for work, it is the legal responsibility of the employer to ensure that they are fully qualified and experienced enough to do so. It is estimated that driving for work accounts for involvement in one to three road collisions every year.

It is because of this that in association with An Garda Síochána and the Health and Safety Authority we recreated a Canadian TV advertisement to highlight to employers their responsibilities to their employees' safety.

The campaign shows employees from various professions: a chief, a mechanic, a construction worker and an office worker. 'If your employees drive for work, you're responsible. If they're driving for work, they're at work.'



Motorcycle Safety

We developed a new TV-led campaign following the results of the RSA's pre-crash report which found that motorcyclists' speeding was a contributory factor in 49% of motorcyclist deaths.

In this new campaign we wanted motorcyclists to recognise their vulnerability and that they have a responsibility to themselves and their families to ride safely. Speeding is lethal because if something goes wrong, there is no margin of error and the consequences can be catastrophic.

This campaign is targeting a very specific kind of motorcyclist: one who loves speed, and who doesn't think the rules apply to them.

The TV edit looks at a series of signs telling people what to do, annoying signs that we tend not to heed. Then we see an 80 km/h sign that the motorcyclist ignores and then we hear a crash and we see a mother holding her daughter after her partner dies.

It ends reminding this audience of a simple fact: that when you think that motorcyclists' speeding is a factor in half of motorcyclist deaths, sometimes you have to listen. 'Ease off the throttle and keep within the speed limit.'

Killer Look

We also created a digital campaign focusing on the misuse of seat belts by women. The campaign entitled 'Get This Season's Killer Look' is aimed at discouraging women from wearing their seat belts under their arm, which can cause horrific injuries in the event of a collision.

In a bid to reach young women, the campaign featured primarily online, where the majority spend their free time. It was fronted by a 30-second advert that will be deployed on video-on-demand (VOD) platforms.

The model puts on her seat belt and places the belt under her arm. Suddenly, the model is thrown violently forward and the scene switches to an eerie X-ray world where we see clearly the devastating injuries sustained in a collision. When we switch back to reality, we see the model is wearing a neck and body brace and has scarring on her face. Lifelong injuries now replace her glamorous look.

The campaign message is that if you don't wear your seat belt correctly, it could result in serious injuries which include severe facial scarring, and in some cases blindness, brain injury, neck and spinal injuries and damage to teeth.

This campaign was supported by *Stellar* magazine and number of social media bloggers.



Severe Weather Campaign

A new radio edit and online video on sun glare were added to the ongoing campaign to promote safe driving during severe weather and feature RTÉ's Teresa Mannion.



Chemical Roadside Testing

To support the introduction of Preliminary Drug Testing we ran a comprehensive online media campaign to raise awareness of the new drug-testing powers given to An Garda Síochána. The campaign was developed in association with the Medical Bureau of Road Safety in UCD was supported by the Department of Transport, Tourism and Sport. It primarily featured short videos which demonstrated how the drug tests are administered on the roadside and the consequences should a driver be caught driving under the influence of drugs. The awareness campaign ran on social media, radio and digital platforms.

The main video entitled 'Uvula' shows that even if you think you can hide it, your saliva can't. We demonstrate this by bringing a drug-driver's mouth to life, giving it a voice that tells the gardaí the truth. And we show that there's no hiding drug-driving.

We also targeted a campaign allaying the concerns of those taking medicines and driving (over the counter and prescription drugs). Specifically, we placed information leaflets into pharmacies and GP surgeries nationwide. We developed a short video with Professor Denis Cusack from the Medical Bureau of Road Safety to explain this further.

Road Safety Awareness Campaigns

(continued)

Social Media






We have a strong presence on social media with seven social media accounts over five platforms. We have RSA Facebook, Twitter, YouTube, Instagram and Snapchat accounts. 'RSA Driving Test' also has its own Facebook page and Twitter account. Through social media to provide timely road safety messages to our audience, to respond to queries and to gather feedback. The RSA Driving Test social media pages provide a way for candidates to receive timely information and answers to any queries they may have on the learning to drive process.

In 2017, we continued to use new forms of media on our social media pages including images, GIFs, live videos, live tweeting, and Snapchat and Instagram stories. These engaging media forms have proven to be a useful tool to help us educate the public on road safety.

Live tweeting also proved effective in 2017. During our Annual International Road Safety Conference, activity on our own Twitter account, together with social media postings by conference attendees, were successful in getting the hashtag #DrinkDriving trending nationally on Twitter, amplifying the conversation on drink-driving.



#DrinkDriving trended during the RSA annual conference on drink-driving.

	Facebook RSA Ireland RSA Driving Test	<i>December 2017</i> 117,515 likes
	Twitter RSA Ireland RSA Driving Test	<i>December 2017</i> 15,683 followers
	YouTube RSA Ireland	<i>Joined</i> February 2011
	Instagram RSA Ireland	<i>Joined</i> June 2016
	Snapchat RSA Ireland	<i>Joined</i> December 2016

Our social media channels have become one of the key methods we use to communicate messages to the general public in recent years. In 2017, our channels were used to communicate regular road safety news, education and awareness around campaigns and events. Our strategy is centred around providing the right message to the right person at the right time. This ethos permeates throughout our campaigns such as our drink-driving, winter ready and check it fits messages. One recent application of this can be seen through our response to Storm Ophelia. Social media proved to be a very useful tool in this instance as it allowed us to reach members of the public directly with key safety messages in a timely fashion.

Other social media highlights in 2017 include the launch of chemical roadside testing, the misuse of seat belts, and motorcycle safety campaigns, in addition to the continued promotion of our driver fatigue coffee giveaway with Applegreen, weekly check it fits posts, and our 'Crashed Lives: #ForCiarán' campaign.



The RSA Instagram 'Get This Season's Killer Look' campaign garnered much attention online and was featured on the RTÉ news.



The RSA drug-driving video campaign garnered almost 4 million views during the campaign period.



During Storm Ophelia, the RSA tweets were viewed by 209,806 people.



The RSA won the 'Best Use of Social Media by a State Body' award at the Social Media Awards in May 2017.



The RSA live video of the rollover simulator reached 150,026 people.

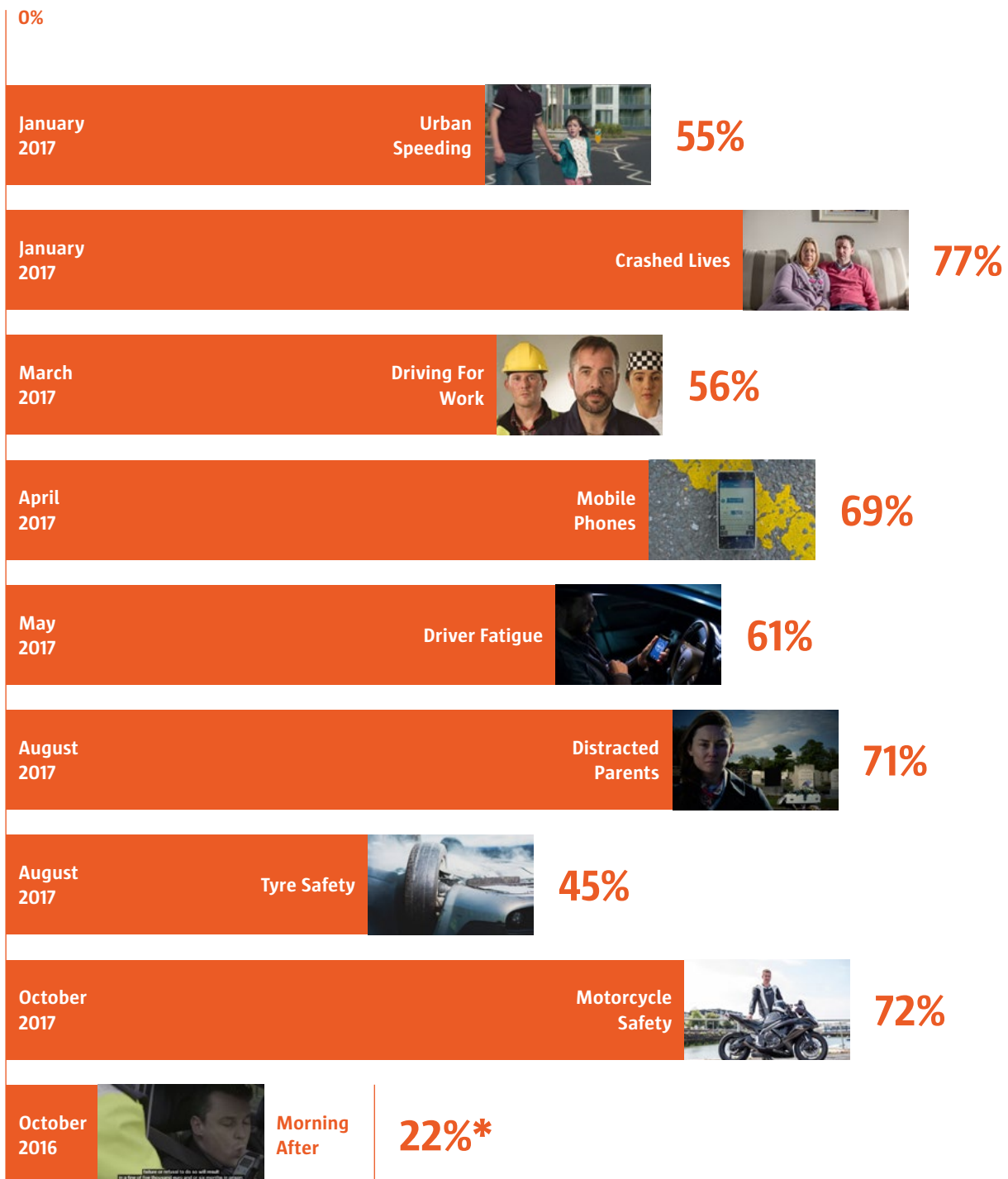
Road Safety Awareness Campaigns

(continued)

RSA TV Campaigns: Prompted Awareness 2017

Base: All motorists

The percentage of respondents who claim to have seen the adverts after having been shown some form of stimulus material.



Source: Behaviour and Attitudes, 2017

*Low TV rating deployment as this was a tactical campaign at Christmas.

Distracted Parents 2017 Campaign: Advertising Impact/Behaviour Change

Base: All Motorists n=316

The Distracted Parents 2017 campaign was evaluated very positively by motorists, as it continues to deliver strong awareness levels and extremely high perceived effectiveness and efficiency scores which strengthen year on year. Some 80% of motorists consider the campaign to be effective in communicating *'The risk children pose as a distraction in the car.'*

In your view, how effective is this advertisement in demonstrating the following?

	2017		2016		2015	
	Very effective %	Fairly effective %	Very effective %	Fairly effective %	Very effective %	Fairly effective %
The risks that children pose as a distraction in the car	80	13	71	13	74	13
Never let a child take your focus off the road	81	13	71	13	74	13
If children in the car need attention while driving, we should find a safe place to pull over	77	15	72	15	72	15

Extent to which you agree or disagree with ...

	2017		2016		2015	
	Agree strongly %	Agree slightly %	Agree strongly %	Agree slightly %	Agree strongly %	Agree slightly %
I think this advertisement is effective in providing information on how to cope with children in the car more safely	73	13	68	13	62	13
As a driver, I am now more likely to take extra care to focus on the road when children are in the car	75	16	73	16	63	16
After seeing this advertisement I feel confident that I can focus on driving when children are in the car	72	19	68	19	62	19
After seeing this advertisement, I now know more about how to manage my driving when children in the car need attention	71	16	68	16	58	16

Source: Behaviour and Attitudes, 2017

Awards won for campaigns in 2017

Our Crashed Lives campaign 'For Ciarán' won four silver awards and our Motorcycle Safety campaign won a bronze award in the Kinsale Shark Awards. The Kinsale Shark is awarded to outstanding work in the fields of Advertising and Advertising Craft, Design, Social, Short Films and Music Videos.

We won the Best Use of Social Media by a State Body award at the Social Media Awards, with our Killer Look campaign which focused on the misuse of seat belts targeting females. 'The Sockies' celebrate excellence in Irish digital marketing and in particular social media.

We won a silver award for Best Use of Public Service for our Killer Look campaign in the Digital Media Awards. The awards recognise work by those in the Irish media and advertising industry.

Road Safety Research

RSA Motorcyclist Rider Behaviour Study 2017

In 2017, we conducted a survey of motorcyclists' behaviours and attitudes. The survey was conducted online and at The Carole Nash Irish Motorbike and Scooter Show 2017 in the RDS in Dublin. Fieldwork was carried out from 3 March to 3 April 2017. In total, 790 motorcyclists took part in the survey.

Findings from this survey indicate that:

- ▶ in the past 2 years, 11% have been involved in a road collision and more than 2 in 3 (69%) had a near miss
- ▶ motorcycle checks are carried out regularly, with two-thirds checking tyres, lights and electrics before every journey
- ▶ the majority said they wear protective jackets and gloves at all times (95%)
- ▶ 9 in 10 (89%) say they wear some form of helmet all the time, most wearing a full face/flip helmet
- ▶ incidence of alcohol usage is reported at 7% in the last 12 months, with three-quarters (75%) agreeing that they have never ridden their motorcycle after drinking alcohol
- ▶ when asked for suggestions to help improve road safety for motorcyclists, education of all road users was mentioned by a third of respondents.

Health Research Board/National Drug-Related Deaths Index Research

The collaboration (established in 2014) between the RSA and the Health Research Board continued throughout 2017. This work is an extension of the National Drug-Related Deaths Index (NDRDI).

The findings of preliminary analyses using coroner data for 2013 and 2014 were presented at the RSA International Road Safety Conference on 'Alcohol – Tackling the Risk on Our Roads'. These provisional results indicated that alcohol was present in 30% of road traffic collision fatalities occurring in 2013 and 2014, and that 55% of all fatalities with a positive toxicology for alcohol during this time were male driver/motorcyclist deaths. Of those fatalities with a positive toxicology for alcohol, 44% also tested positive for at least one other drug.

In 2017, data was collected from closed coroner's files available for road traffic collision fatalities that occurred in 2015.

Source: The Health Research Board National Drug-Related Death Index (NDRDI) on behalf of the RSA, 2017.

11%

of motorcyclists have been involved in a road collision in the past 2 years

69%

of motorcyclists had a near miss in the past 2 years

International Road Safety Conference

We hosted our 2017 International Road Safety Conference in Dublin Castle on 1 June. The theme of the conference was 'Alcohol – Tackling the Crisis on Our Roads'. Delegates were addressed by Shane Ross TD, the minister for transport, tourism and sport, and Ms Liz O' Donnell, chairperson of the RSA. Presentations were delivered by leading international and national experts on road safety from Australia, the USA, Sweden, Spain, Brussels, Northern Ireland and the Republic of Ireland. Over 200 road safety stakeholders were in attendance on the day.

Academic Lecture

As part of Road Safety Week 2017, we hosted an academic lecture on 2 October. The theme of the lecture was '30 km/h speed limits'. Speakers included Antonio Avenoso (Director, European Transport Safety Council), who provided an update on the implementation of 30 km/h limits across Europe. Rod King, MBE, founder of the '20's Plenty' initiative in the UK, presented on the progress of this campaign, which calls for the roll-out of 20 mph (30 km/h) speed limits in both urban and residential UK streets. Dublin City Council's Dermot Stevenson updated attendees on the introduction of 30 km/h speed limits in the city, and the Council's future plans to expand this.

The RSA PhD Bursary Programme

In 2017, our Research Department awarded PhD bursaries to three students, who commenced their postgraduate studies that year. Maggie Martin is completing her PhD research on an 'Evaluation of Irish Primary School Road Safety Education: Programme Content and Delivery and Impact on Children's Road Safety Knowledge, Attitudes and Behaviour' at Trinity College Dublin. Also at Trinity College Dublin, Kevin Gildea is undertaking his PhD study of 'Minor, Serious and Fatal Cycling Collisions in Ireland: An Engineering Assessment to Prioritise Injury/Fatality Prevention Strategies'. Niamh O'Reilly is conducting 'An Evaluation into the Safety of Cycling in Dublin City and Measures to Reduce Risk to Cyclists' as her PhD research at the Dublin Institute of Technology.

International Liaison

Our Research Department collaborates with a number of international road safety bodies by participating in research studies, attending meetings and exchanging information. These groups include the Directorate-General of Mobility and Transport (DG MOVE) of the European Commission; Forum of European Road Safety Research Institutes (FERSI); the International Transport Forum (ITF) at the OECD and the permanent working group on road safety – International Traffic Safety Data and Analysis Group (IRTAD)); and the European Transport Safety Council (ETSC). In April 2017, two presentations were made at the IRTAD sub-group and plenary meetings in Paris, by Dr Aoife Kervick of the RSA Research Department. One presentation related to our work to date with stakeholders on measuring risk exposure data and the other was on our alcohol-related road safety research.

2017 Observation Studies

Seat Belt Survey 2017

The Seat Belt Survey observed 19,357 adults and 3,861 students across all road classes for passenger cars only.

Seat belt use	2017	2016
Driver	96%	92%
Adult front passenger	96%	94%
Adult rear passenger	83%	74%
Overall (adults i.e. drivers and passengers)	94%	91%
Children front passenger	96%	92%
Children rear passenger	89%	83%
Overall (children only)	93%	88%

Mobile Phone Survey 2017

The mobile phone survey observed 2,781 drivers in vehicles classed as cars, goods vehicles and buses across all road classes.

Of the drivers observed 4.5% were recorded as using their mobile phone while driving. Mobile phone use to the ear was more common (71%) than use in the hand (29%).



Road Safety Education



Check it fits – the RSA's nationwide child car seat checking service

9,516 checks

150 locations



StreetSmart – the RSA's interactive primary school resource service

12,329 visitors

80 schools



Shuttle – the RSA's mobile interactive road safety unit

120,206 visitors

149 events



Rollover simulator seat belt wearing convincer

37,603 participants

158 events



Road safety leaflet and brochure merchandising and distribution

344,713 brochures distributed

11,328 merchandising visits



National Road Safety Education Service

5,609 education programmes delivered

6,549 contact hours delivered



High-visibility distribution

261,628 adult high-visibility vests

25,429 bike lights

53,543 drawstring bags

40,435 rucksack covers

202,568 children high-visibility vests

6,587 Sam Browne belts

130,850 high-visibility armbands

46,233 running bibs

Merchandising of RSA materials

Merchandising stands are located in 543 public buildings including RSA offices; motor tax offices; garda stations; libraries; National Car Test (NCT), National Driver Licence Service (NDLS), Commercial Vehicle Roadworthiness Testing (CVRT) and Driving Test centres; pharmacies, Advance Pitstop centres; The Society of Irish Motor Industry (SIMI) garages; Bus Éireann stations; Intreo offices; Revenue offices; doctors' surgeries; the Garda Training College; and larger Applegreen service stations.

The top five most popular brochures in 2017 were roundabouts, motorway driving, medicines and driving, drug-driving and correct use of lights.

Cycle training

Cycle Right, the national standard for cycle training, commenced roll-out at Stage 1 (novice) level in primary schools across the country in January 2017. By the end of the year, 15,245 participants had taken part across 22 counties, with uniformly positive feedback on the programme from schools and trainers alike. In 2017 we contributed €170,000 to the programme.

Junior School Warden Scheme

The group warden service is designed to provide safe crossing facilities in the vicinity of primary schools in provincial towns and villages and in smaller cities. In 2017 we gave a contribution of €13,598 to local authorities for the Junior School Warden Scheme. In total 23 schools and 584 wardens participated in the scheme.

Road Safety Driver Education



Approved Driving Instructors (ADIs)

Since 30 April 2009 driving instruction in Ireland is a regulated industry. The regulations cover the standard of instruction and examinations to be passed, including penalties for breaches of the laws.

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 ADI permit. We assess each instructor to ensure they have the necessary:

- ▶ knowledge of the rules of the road and road safety
- ▶ driving ability
- ▶ ability to teach a learner driver

As of 31 December 2017 there were 1,706 ADIs, of which 1,581 were providing Essential Driver Training (EDT) to learner drivers.

Initial Basic Training (IBT) for motorcyclists

IBT is the mandatory training course that in its basic form teaches riding skills to learner motorcyclists. It is part of our graduated driver licensing (GDL) programme and is intended to improve road safety. Basic IBT is a 16-hour course broken into four separate modules to be completed in sequence.

There are 59 approved IBT training centres and 102 approved motorcycle instructors, of which 79 are IBT trainers.

Essential Driver Training (EDT)

Since its introduction almost 2.6 million EDT lessons have been provided to over 210,000 learner drivers. Currently there are 1,581 ADIs providing EDT lessons to learner drivers nationwide.

The number of EDT lessons completed during 2017 was over 650,000.

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 (seven hours) of Driver CPC refresher training each year.

There are 99 approved CPC training organisations with 249 approved training centres and 962 approved CPC trainers throughout the country.

In excess of 580,101 training days (up to the end of December 2017) have been completed since the introduction of Driver CPC, with 64,101 training days completed in 2017.

During 2017 there were a total of 4,185 Driver CPC theory case study tests conducted.

Some 46,921 individual professional drivers completed their annual periodic training and maintained their CPC qualification during 2017.

1,706

Approved Driving Instructors at 31 December 2017

650,000+

EDT lessons completed during 2017

962

Approved CPC trainers in Ireland

Highlights from 2017



New campaign highlights employer responsibility to employees who drive for work

RSA Road Safety Promotional Officer Sarah O'Connell with the winner of the RSA road safety award for Journalism Relating to Road Safety Cailean Coffey from UCD at the Student Media Awards



Slow Down Day ahead of the May bank holiday weekend

January



BT Young Scientist Exhibition

February

New road safety campaign warns don't 'Get This Season's Killer Look' – wear your seat belt correctly



March

Moyagh Murdock, RSA chief executive, and Michael Finn, assistant commissioner for roads policing, An Garda Síochána, at the launch of the RSA Toxicology Report ahead of St Patrick's weekend



April



Launch of the Preliminary Drug Testing campaign

Annual Seat Belt Sheriff and Hi-Glo Silver Awards



May

New partnership between the RSA and Toyota for the Check It Fits campaign



June



Annual International Road Safety Conference on Alcohol

National Bike Week



Yellow warning for snow and strong winds



Launch of new information leaflets to provide helpful advice on driving with epilepsy, obstructive sleep apnoea syndrome (OSAS) and driving after an injury

Safe Cross Code Dance Competition for primary schools





Launch of Toyota Ireland and RSA mobile app 'Face it down'



National Ploughing Championships



Launch of the Christmas and New Year campaign focusing on drink-driving

July

August

September

October

November

December

Six month review of road safety



European Project Edward in association with TISPOL and An Garda Síochána

World Day of Remembrance for Road Traffic Victims



Leading Lights in Road Safety Awards



Annual Academic Lecture – 30 km/h speed limits in cities and towns



August bank holiday weekend

Slow Down Day ahead of the October bank holiday weekend



National Be Safe, Be Seen Day



Launch of the Back to School campaign with ESB Networks



Launch of the Designated Driver campaign with Coca-Cola









Driver Testing and Licensing

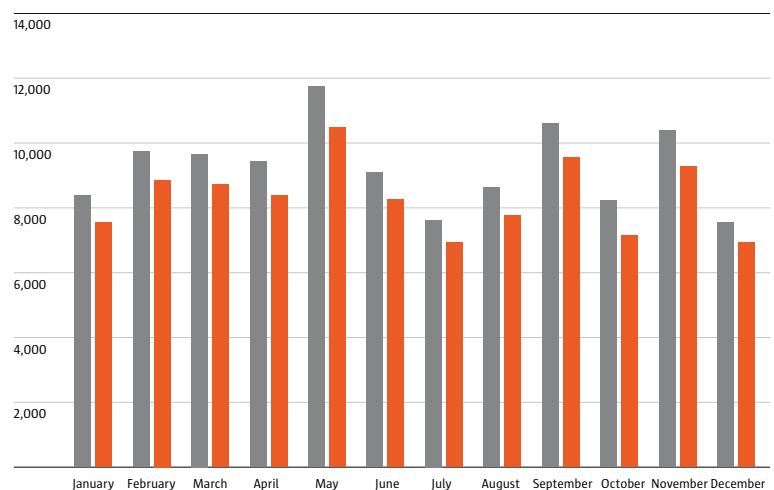


Driver Theory Test 2017

The table below provides the numbers of driver theory tests carried out in 2017 and the associated test outcomes.

In 2017 nearly 100,000 driver theory tests were conducted.

	2017
 % Booked online	81.47
 Tests scheduled	111,578
 Tests conducted	99,986
 Tests passed	69,486
 Tests failed	30,500
 Pass rate	69.5%



Driver Theory Tests scheduled/conducted in 2017 ● Tests Scheduled ● Tests Conducted

National Driver Licence Service (NDLS)

411,583

Full licences issued

184,384

Learner permits issued

98.57%*

Applications processed within 3 days of receipt

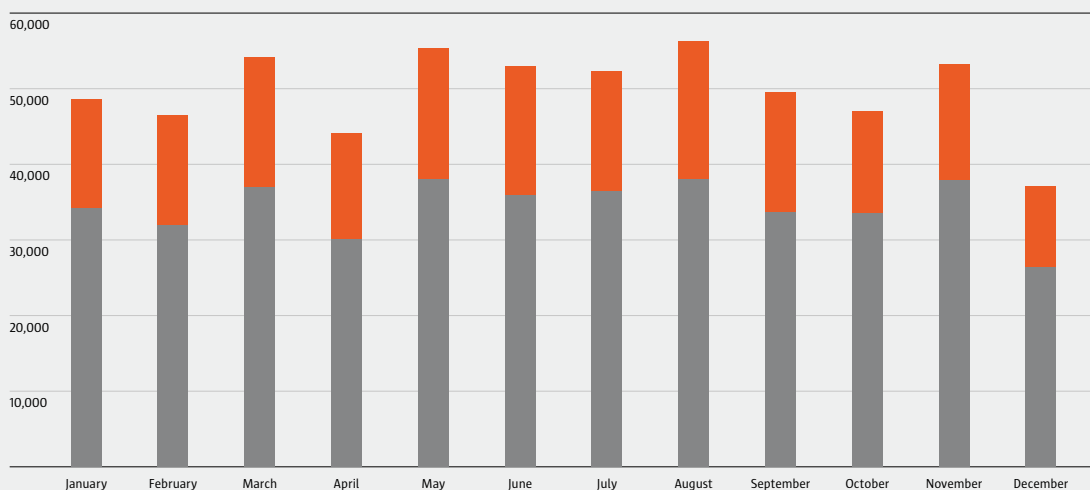
Breakdown of licences issued by application type in 2017

Application type	Number of applications
Driver licence exchange	28,142
First time learner permit	56,721
First time driver licence	49,745
Renewal learner permit	118,864
Renewal driver licence	281,431
Replacement learner permit	8,799
Replacement driver licence	52,265
Total	595,967

Top five licence exchange countries in 2017 (exchange foreign licence for Irish licence)

Country of exchange	% of overall exchanges
Poland	22%
United Kingdom	18%
Lithuania	10%
Australia	5%
Romania	4%

* Where all required information was supplied with the application.



Number of licences issued in 2017

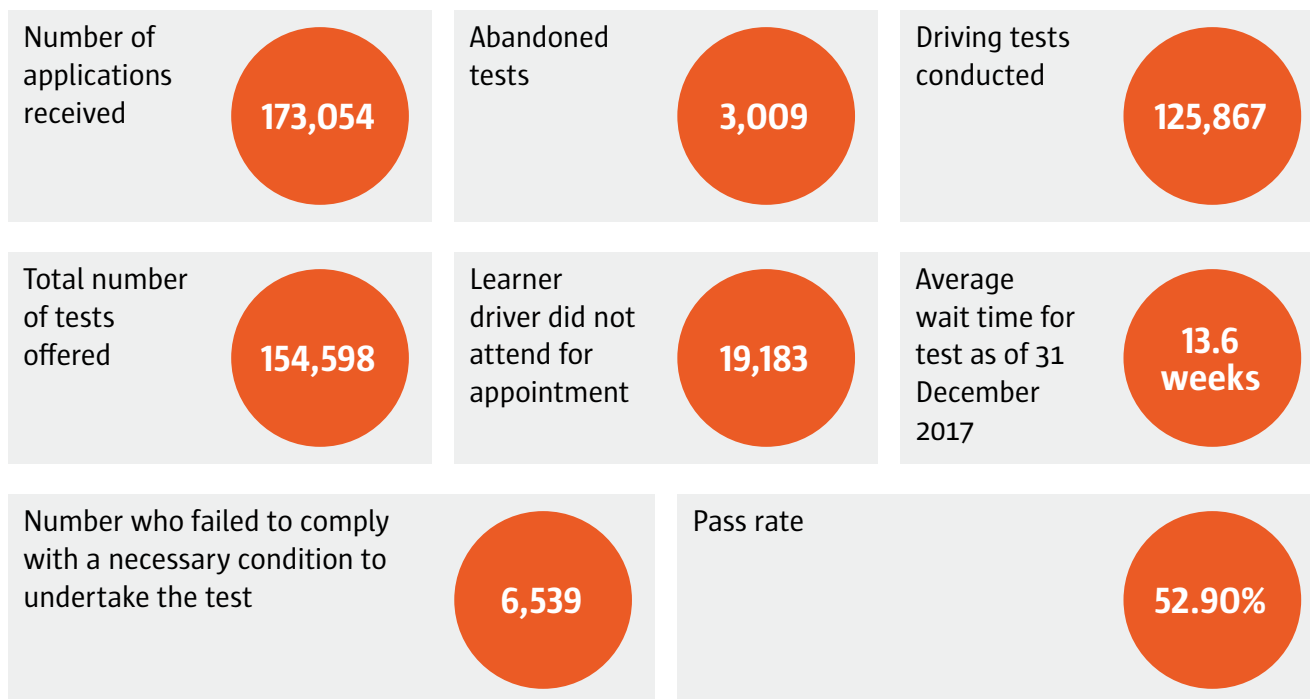
● Driver Licences ● Learner Permit

Driver Testing and Licensing

(continued)

Driver Testing

Driver Testing – summary of activity 2017



Essential Driver Training (EDT)

EDT is a series of 12 driving lessons that must be completed by new car learner permit holders. This requirement has been in place since 2011. The tables below set out the test outcomes for those drivers who undertook EDT and for those to whom it did not apply.

Outcome of driving tests for drivers where EDT was not required

	Pass	Fail
	42.98%	57.02%
Total number of tests	40,951	100%
Tests completed (pass and fail)	23,806	58.13%
Non-conducted	2,135	5.21%
Abandoned	901	2.20%
Learner drivers who didn't attend for test	14,109	34.45%

Outcome of driving tests for drivers who are required to complete EDT

	Pass	Fail
	51.33%	48.67%
Total number of tests	94,482	100%
Tests completed (pass and fail)	85,137	90.11%
Non-conducted	3,741	3.96%
Abandoned	1,762	1.86%
Learner drivers who didn't attend for test	3,842	4.07%

Test centre	Average weekly waiting time for car (category B) tests at the end of December 2017	Test centre	Average weekly waiting time for car (category B) tests at the end of December 2017	Test centre	Average weekly waiting time for car (category B) tests at the end of December 2017
Athlone	13.0	Galway	12.2	Raheny	11.9
Ballina	8.7	Gorey	12.8	Roscommon	16.6
Birr	19.0	Kilkenny	14.5	Shannon	14.5
Buncrana	18.9	Killarney	11.8	Skibbereen	15.6
Carlow	16.2	Kilrush	9.6	Sligo	12.0
Carrick-on-Shannon	13.0	Letterkenny	18.5	Tallaght	10.2
Castlebar	13.0	Limerick	12.9	Thurles	19.8
Cavan	17.5	Longford	13.8	Tipperary	22.7
Churchtown	10.8	Loughrea	17.2	Tralee	13.9
Clifden	17.5	Mallow	13.2	Tuam	11.0
Clonmel	14.5	Monaghan	16.3	Tullamore	13.6
Cork	14.5	Mullingar	14.3	Waterford	18.0
Donegal	18.9	Naas	11.9	Wexford	19.4
Dundalk	14.6	Navan	16.2	Wicklow	13.3
Dungarvan	17.5	Nenagh	18.1	Total	13.6
Ennis	13.5	Newcastle West	14.8		
Finglas	12.2	Portlaoise	16.3		

Driving test results by gender for 2017

	Male			Female			Total
	Pass	Fail	% Pass	Pass	Fail	% Pass	
Total	39,476	31,076	56%	27,111	28,204	49%	55,315

Driving test results by age category 2017

Age group	Fail	Pass	Total	% Pass
16-21 yrs	18,622	23,373	41,995	56%
22-25 yrs	10,036	12,222	22,258	55%
26-30 yrs	8,527	9,773	18,300	53%
31-35 yrs	8,013	7,988	16,001	50%
36-40 yrs	5,733	5,411	11,144	49%
41-50 yrs	5,409	5,428	10,837	50%
51-60 yrs	1,953	1,840	3,793	49%
61 and over	987	552	1,539	36%
Total	59,280	66,587	125,867	53%

Licence holders by county at the end of 2017

Licensing authority - RSA	Learner permits	Annual licences	Three year licences	Ten year licences	Total number (licences and permits)
Carlow	3,671	169	3,481	31,357	38,678
Cavan	4,428	215	4,506	38,630	47,779
Clare	5,604	366	8,326	65,128	79,424
Cork	27,017	1,406	33,618	275,167	337,208
Donegal	7,305	533	10,545	81,404	99,787
Dublin	70,330	3,243	67,980	571,549	713,102
Galway	11,994	608	15,392	132,592	160,586
Kerry	7,287	362	10,901	79,085	97,635
Kildare	12,270	414	10,286	111,899	134,869
Kilkenny	5,499	347	6,082	48,867	60,795
Laois	4,595	309	3,994	38,716	47,614
Leitrim	1,595	126	2,359	17,716	21,796
Limerick	9,181	653	12,011	98,735	120,580
Longford	2,259	94	2,726	20,060	25,139
Louth	6,571	299	6,861	60,227	73,958
Mayo	6,235	422	9,634	71,013	87,304
Meath	9,905	383	9,935	99,738	119,961
Monaghan	2,905	236	3,834	33,723	40,698
Offaly	4,270	319	4,476	39,653	48,718
Roscommon	3,006	194	5,006	34,799	43,005
Sligo	2,975	276	4,781	35,041	43,073
Tipperary	9,354	570	11,559	84,413	105,896
Waterford	6,327	278	7,788	59,342	73,735
Westmeath	5,147	222	5,214	45,849	56,432
Wexford	8,588	861	10,122	78,181	97,752
Wicklow	7,830	439	8,952	73,417	90,638
Total	246,148	13,344	280,369	2,326,301	2,866,162
Change from 31 December 2016	-3,509	1,256	15,175	32,712	45,634

Emergency Services Driving Standard

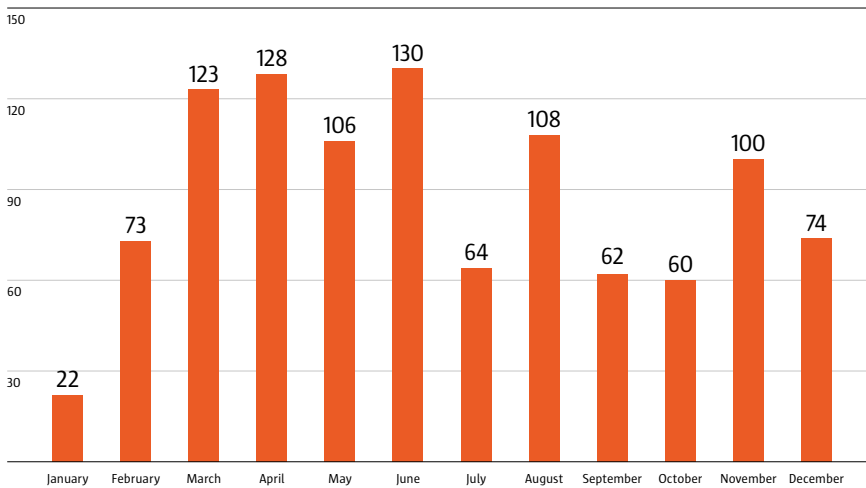


The Emergency Services Driving Standard (ESDS) is a driving standard that has been developed for emergency service drivers in Ireland. ESDS was developed in collaboration with the main emergency services following the creation of an ESDS working panel led by the RSA.

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

Certification to the ESDS standard is becoming an integral feature of accreditation for emergency services drivers in Ireland.

The following are some of the organisations that are training drivers to the ESDS standard: An Garda Síochána, fire services, private ambulance services, Irish Prison Service and the Order of Malta.



Number of ESDS Driver Certifications issued in 2017

ESDS Working Panel

A working panel was set up with members drawn from:



An Stúiríreacht Náisiúnta um Dáilín agus Bainistíocht Eigeandála
National Directorate for Fire & Emergency Management



Pre-Hospital
Emergency Care
Council



Seirbhís Phríosúin na hÉireann
IRISH PRISON SERVICE



Vehicle Testing and Enforcement

The year 2017 was an important one for RSA enforcement with the successful roll-out of a new data-led and targeted approach towards enforcement. Maintaining a strong focus on improving vehicle standards remains a priority in order to support our efforts to improve the condition of vehicles and safety standards in Ireland. In addition, we initiated the planning work on the next re-let of the NCT contract, which expires in 2020.

The RSA Vehicle Standards team is tasked with the development of national vehicle standards and technical roadworthiness policies. We provide expert technical information to industry and the general public.

During 2017, Vehicle Standards continued to dedicate our resources toward the delivery of our strategy. This included the successful transposition of numerous European regulations into national legislation, reviewing and enhancing technical processes involved in the current CVRT and ascertaining the future testing requirements for the NCT. The Vehicle Standards team implemented a number of vehicle safety initiatives, while continuing to monitor the global advances in vehicle technologies that can bring real benefits to road safety.

A key priority area for 2017 was to enhance public awareness with respect to a driver's obligations to maintain their vehicle in a roadworthy condition at all times. We developed a user-friendly booklet outlining 12 basic checks that can be carried out before a driver takes their vehicle out on the public roadways. The booklets were inserted into two Sunday newspapers. The booklet was also made available to customers using Applegreen filling stations across the country. Demonstration videos were also developed in which motoring journalist Geraldine Herbert brought the advice in the booklets to life. These videos are available on the RSA YouTube page.

An extensive radio and social media campaign was delivered again in 2017 to advise people on what to consider when buying a used vehicle. We also contributed to the RSA's involvement in RTÉ's eye-opening *How's Your Driving* television series, hosted by Simon Delaney. One of the programme episodes focused on defective tyres and cars.

EU/national legislation and policy

Vehicle Standards delivered a number of key projects in the area of EU and national legislation and policy in conjunction with the Department of Transport, Tourism and Sport. Key projects included:

- ▶ Preparation of national legislation to transpose Directive (EU) No. 2015/719 on maximum vehicle dimensions and weights in national and international traffic.
- ▶ Revision of the NCT and CVRT regimes to effectively transpose the testing requirements of Directive (EU) 2014/45 on the periodic roadworthiness tests for motor vehicles, including the new scope of vehicle categories.
- ▶ Developing a roadworthiness test for tractors in line with EU legislative obligations.
- ▶ The introduction of national legislation to introduce the requirement for Euro VI emissions standards for national type approval schemes relating to heavy commercial vehicles (HCV). Along with this, new requirements for better safety systems (e.g. lane departure systems) were legally introduced, aligning our national legislation with the European standards for new vehicles.
- ▶ The preparation of national legislation to introduce a weight limit for 5-axle rigid trucks. The setting of a weight limit for this category of vehicle brings about obvious road safety improvements, while also assisting Transport Infrastructure Ireland in combating pavement wear on our national infrastructure.
- ▶ The introduction of regulations to ensure that appropriate standards are being applied to the modification process of axle retrofits on HCVs.
- ▶ Amendments were made to the Large Public Service Vehicle Regulations to allow more efficient licensing of the vehicle by An Garda Síochána.

Vehicle Testing and Enforcement

(continued)



Technical roadworthiness policy

A redesign of the CVRT testers' manuals commenced in 2017. The purpose of the redesign was to primarily align the testing methods and reasons for failures with those set out in the new EU Roadworthiness Directive that comes into effect in May 2018. The redesigned manuals will also introduce improvements that were identified during feedback sessions held with SIMI and a selection of vehicle testers. The new manuals will be easier to read and provide greater clarity on the testing methods and ensure wider consistency in the testing approach.

During 2017, we hosted and chaired monthly Technical Advisory Forums that were attended by a number of key stakeholders from the motor and vehicle testing industries along with international experts. The forums discussed various technical developments in both vehicle design and vehicle testing processes with the aim of ensuring the NCT testing process evolves in the best way and is kept up to date with emerging proven technologies over the coming decade. The output from the forums will assist us when considering the appropriate technical specification that will be used in the RSA NCT re-let project.

Technical advances





Vehicle Standards represented Ireland at a number of international forums including the general assembly CITA conference, the European Commission Technical Committee Motor Vehicles, and other key events both nationally and internationally in the development of European vehicle standard road safety regulations.

Customer operations

- ▶ 3,091 Carriage of dangerous good (ADR) licences were processed last year through our online 24/7 service.
- ▶ 68 special permits for public service vehicles were processed to enable their operation on Irish roads (e.g. land train permits).
- ▶ 22 manufacturers were issued with end-of-series derogations.
- ▶ Over 14,000 technical queries were dealt with.

Vehicle Testing

Maintaining effective oversight of the CVR and NCTS testing regimes continued to be priorities for 2017 to ensure high quality testing and customer service are maintained across all test centres and by all vehicle inspectors.

	National Car Testing Service (NCT)	Commercial Vehicle Roadworthiness Test (CVRT)
 Full Tests Conducted	1,355,546	474,600
 Pass rate on full tests	49.2%	56%
 Fail Dangerous results	5,187	9,407
 Most common fail components	<ul style="list-style-type: none"> ▶ Lamps ▶ Suspension and steering ▶ Brakes ▶ Tyres 	<ul style="list-style-type: none"> ▶ Steering and suspension ▶ Brakes ▶ Lamps ▶ Cab and bodywork

Highlights

Improving trend on-time testing performance

NCT – On-time testing in the ‘month due’ continued to improve: up from 38% in January 2014 to 67% in December 2017 – after 3 months this rises to more than 90.7%.

CVRT – On-time testing compliance continued to improve during 2017 with 66% of all commercial vehicles presenting for test within one month of their test due date compared to 62% in 2016. On-time testing for light commercial vehicles (less than 3,500 kg) in 2017 was 62.33% compared with 59.% in 2016. Vehicles with a design gross vehicle weight between 3,500 kg and 7,500 kg were also showing improved on-time testing performance, up to 63.5% in 2017 compared with 59.08% in 2016. Large bus vehicles at 89.5% were most compliant in terms of on-time testing.

NCT capacity

There were 47 NCT centres at year end, with 590 inspectors.

NCT pass/fail rates

There was a slight increase in the first time pass rate during 2017 to 49.2% compared to 2016, mainly due to newer vehicles entering the fleet. The average vehicle age at the end of 2017 was 8.7 years.

Increased Commercial Vehicle Roadworthiness Testing (CVRT) capacity

Two new testing centres came on stream in 2017, giving a total of 151 testing centres at year end. There were 41 new testers authorised during 2017, giving a total of 509 authorised testers for the CVRT system.

One CVRT centre increased its capacity in 2017 by adding an additional test lane.

Intensive NCT monitoring

We monitor NCT performance using a number of key performance indicators including average waiting time for tests and overall customer service.

Average waiting time for NCT tests reduced from 4.7 days in 2016 to 2.9 days in 2017, further enhancing customer service.

Overall customer service performance measures for the NCT show that the NCT contractor exceeded minimum standards during 2017.

CVRT performance monitoring

RSA technical outsource provider completed 1,712 inspections as part of an intensive monitoring and supervision of CVRT centres during 2017.

Vehicle Testing and Enforcement

(continued)



Enforcement and Compliance

Improving compliance with rules relating to EU driving periods and resting times, tachographs, Driver CPC and road transport operator licensing, targeting of operators with poor compliance histories, as well as collaborating with An Garda Síochána in roadside roadworthiness checks of commercial vehicles are core activities for us in driving forward the road safety agenda.

Roadside checks – roadworthiness

	2017	2016
No. of checkpoints	1,844	1,980
Vehicles Checks	15,238	15,926
Dangerously defective vehicles detected	393	326
Vehicles with major defects detected	3,285	2,964
Compliance rate	48%	57%

Reduced compliance rate for 2017 is attributable to a more targeted risk-based approach to enforcement and therefore the outcome is not believed to mirror actual compliance. Some 52% of the 1,086 buses inspected in 2017 were found to have defects, with 29 buses found with dangerous defects and 301 found to have major defects.

We have been focusing on the school bus sector during inspections and this will continue into 2018.

Operator premises inspections – roadworthiness

	2017	2016
No. of inspections	5,434	4,885
No. of vehicles checked	2,352	3,548
Directions issued	1,051	551
Compliance rate first visit	42%	30%
Compliance rate second visit	58%	61%

In 2017 there was a further increase in the number of roadworthiness premises inspections conducted. These continue to be targeted using a risk-based approach.

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

	2017	2016
No. of drivers checked	1,849	2,627
Total records checked	47,638	65,044
Breaches detected	1,834	2,364
Prosecutions initiated	164	164
Compliance rate	72%*	64%

* The calculation for compliance rate was amended in 2017 and now represents a truer picture of compliance by counting inspections with Serious, Very Serious or Most Serious Infringements as being non-compliant.

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

	2017	2016
No. of inspections	233	319
No. of drivers' records checked	2,964	3,398
No. of working days analysed	427,488	538,392
No. of infringements detected	7,506	8,528
Prosecutions initiated	23	60
Compliance rate	23%*	43%

* The calculation for compliance rate was amended in 2017 and now represents a truer picture of compliance by counting inspections with Serious, Very Serious or Most Serious Infringements as being non-compliant. Previous calculation was based on whether or not a follow-up inspection was required. The reduced compliance rate in 2017 is directly related to heavy targeting of non-compliant operators using a new risk targeting system and is therefore not indicative of overall compliance.

Improving performance in respect of operator self-declaration concerning vehicle maintenance

During 2017 compliance with the HCV operator self-declaration obligation rose from 52% to 58%, with a monthly average of 256 new CVRT.ie online registrations. At the end of 2017, 77% of all heavy commercial vehicles were on a valid self-declaration.

Commercial Vehicle Operator Risk Indicator (CVORI)

The RSA risk rating system (CVORI) was rolled out to all HCV operators in 2017. Over 10,000 HCV operators can now view their own risk rating online at CVRT.ie. The Enforcement team use CVORI as a tool to assist in deciding which operators and vehicles to inspect at the roadside and premises.

Data-driven enforcement

During 2017 we carried out several data-driven initiatives to support operator-targeted enforcement, which is a core part of the RSA's *Corporate Plan 2016–2020*.

Upgrading of roadside inspection facilities

During 2017, in conjunction with Cork County Council, we successfully completed upgrade works to an existing weighbridge site on the N20 Mallow to Cork Road which will enable safer, off-road vehicle and driver inspections to take place.

RSA successes in court 2017

We successfully completed a total of 117 prosecution cases in 2017, compared to 141 cases in 2016. The majority of cases prosecuted at court related to breaches of drivers' hours.

Administration of digital tachograph

A total of 21,077 applications for digital tachograph cards were processed during 2017, which represents an increase of 18% over 2016. A total of 89% of applications were received via the RSA online digital card system.

256

monthly average of new CVRT.ie online registrations

21,077

applications for digital tachograph cards in 2017

which is an

18%

increase over 2016

Finance and Commercial Services



In 2017, the Finance and Commercial Services team built on the work that was undertaken in 2015 and 2016 in the areas of finance, procurement, facility and fleet management, data governance, and health and safety.

The following are the significant achievements in service delivery:

- ▶ New Data Governance Framework put in place with new policies, procedures, record catalogues and artefacts created from project work undertaken.
- ▶ In facility management, there was a reconfiguration of Ballina HQ to accommodate new teams in ICT and Project Management.
- ▶ New fleet provided to the Enforcement team.
- ▶ With regard to estate provision, in cooperation with the Office of Public Works a number of high priority multi-annual estate projects started in Dundalk and other locations.
- ▶ The annual Controller and Auditor General (C&AG) audit was completed with a clean audit opinion and minimal management comments.
- ▶ In compliance with the new Code of Practice for the Governance of State Bodies 2016, a new board governance structure has been put in place with a new terms of reference and work programme.

- ▶ The new audit and risk committee has agreed and started a multi-annual internal audit programme up to the year 2020.
- ▶ Additional resources provided in Procurement to address the increasing demand for procurement and contract management services where new processes and templates have been provided.
- ▶ New Fee Recognition and Revenue Reserves policies have been developed and agreed by the board.
- ▶ The new business planning and budgeting process was instituted in 2017 leading to a robust business plan and budget in place for 2018.
- ▶ Health and safety initiatives have taken place with regard to lone working and well-being management to provide support to RSA staff.

The team in Finance and Commercial Services will continue to develop and enhance our service offering in 2018, and each team has its own definitive business plan agreed to deliver services more effectively in 2018.

Human Resources

Human Resources (HR) is a support function to all divisions and we provide advice on employment matters and issues, identification, sourcing and placement of resources, leave management, and learning and development to name but a few functions. HR has a small team. We work closely with the National Shared Service Organisation (NSSO) formerly PeoplePoint in delivering a HR service to our 330 whole time equivalent (WTE) employees.

Staffing

The RSA remains compliant with our Delegated Payroll Sanction and the Employment Control Framework mechanisms. We engage with the Department of Transport, Tourism and Sport and the Department of Public Expenditure and Reform in respect of our staffing levels. In 2017, we undertook an extensive review of our staffing requirements and provided this to the Department of Transport, Tourism and Sport as part of our 2018 workforce plan request. This provides us with a clear workforce and resource requirement across all divisions.

Employee well-being programme

We continued to support the occupational health of our staff in 2017. Colleagues were reimbursed the cost associated with the administration of the flu vaccination. While uptake was a little lower than expected, we hope that more of our colleagues will avail of this initiative in late 2018. In addition to this, the cycle to work scheme is available to all our permanent staff and is operated through NSSO.

Industrial relations

An Industrial Relations Council is in operation in the RSA and this forum assists in the promotion of a good industrial relations environment. A number of meetings were held in 2017 in our Ballina office which provided both sides with opportunities to engage on issues and matters of importance. These meetings are chaired by our chief executive and are attended by a member of the leadership

team, the HR manager, and Driving Test management, with regular input from our Strategy Unit.

Operational excellence

HR's proposition in the Corporate plan is 'Our people- at the centre of everything we do'. We need to ensure that we are fit for purpose and are working to achieve our mission for 2020, which includes increasing our capacity and capability to deliver on the areas identified below.

In 2017, we were fortunately to partake in an operational excellence and process review. A number of areas were analysed, specifically query management, recruitment, policy development, e vetting, flexitime and interaction with NSSO.

It also provided us with actions to improve existing processes and mechanism to ensure we are strategically focused.

Protected Disclosures Act 2014

The Protected Disclosures Act 2014 enables workers to disclose information relating to wrongdoing that has come to their attention in the workplace and ensures that safeguards exist, should reprisals be taken against them. Employers are expected to invest more time and resources than ever before in addressing fraud and corruption as well as risks to the environment and to the health and safety of the public. The Road Safety Authority has signed up as members of the Integrity at Work programme (IAW) as well as undertaking the IAW pledge. The Integrity at Work programme is aimed at promoting supportive working environments for anyone reporting concerns about wrongdoing. The programme is facilitated by the Irish chapter of Transparency Ireland International (TII). As members of this programme the Road Safety Authority's staff can avail of free legal advice on protected disclosures via TII's legal centre and a helpline service. A policy and procedure has been developed on Protected Disclosures and will be available on MyRSA.

Year	Disclosures received
2017	0



Corporate Strategy, Policy and Technology



Corporate Strategy, Policy and Technology

The Strategy Unit was set up in February 2017 with the goal of supporting and coordinating the implementation of the *Corporate Plan 2016–2020*. To achieve the strategic goals outlined in the plan by 2020, the RSA needs to make changes to how we deliver our services. The Strategy Unit is here to drive the delivery of these changes, supporting the business and implementing process improvement.

Some examples of work undertaken in 2017 include a new organisational business planning approach ensuring that we are all working to the same goals. In addition to strategic alignment, the new approach provides for monitoring the delivery of the Corporate Plan through quarterly reporting and, where required, working with individual business areas to develop action and mitigations to address risk issues identified for the successful delivery of the plan.

We have worked with business areas to formulate an Operational Improvement Plan focused on embedding a culture of continuous improvement and operational excellence in the RSA. The aim of this is to make best use of organisational resources while delivering best in-call customer services.

Successfully delivering new and enhanced business capabilities and outcomes is one of the key ways that we will implement our Corporate Plan. This is achieved by implementing our planned business transformation projects. These projects are owned by the relevant business units and are supported by the PMO, ICT and other delivery capabilities such as the design authority, services, infrastructure and procurement. Additionally, in order to improve our project delivery capacity we introduced better governance, a more defined delivery process, outlined all of the roles and responsibilities and defined the interdependencies needed to deliver.

ICT

The ICT 2017/2018 goal was and continues to be a key enabler in helping the RSA business achieve its vision. We continue to lead and support the technology strategies as identified in the RSA Corporate Plan. We are very conscious of the fact that we need to work closely with the business to ensure new systems are optimised to support targeted road safety activity, operational activity and customer service.

ICT is on a journey of continuous improvements as a strategic partner to the business. To help achieve that, ICT is subdivided into smaller focused groups to cover the different technology domains.

Service Management – ICT Infrastructure – ICT Software Development Life Cycle (SDLC) – This team supports the major ICT technology projects that we initiated in 2017 and which will be progressed throughout 2018 including:

- ▶ NDLS Online
- ▶ New Driver Tester System (BPS)
- ▶ CPC enhancements
- ▶ TACHOnet
- ▶ Driver Theory Test (DTT) Emergency Service Driving Standard (ESDS) enhancements
- ▶ ESDS enhancements

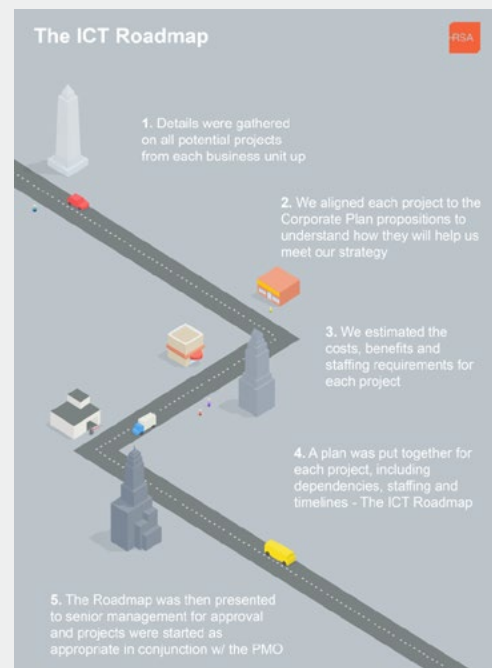
Customer Care

- ▶ Our Customer Care Centre (CCC) received over 418,840 calls in 2017. This is a reduction of 21,160 compared to 2016. The reduction was due to a number of improvement initiatives, which commenced in 2017, and the development of a longer term organisational query management strategy aimed at enabling our customers to self-serve and get the information they need more easily. This strategy is in line with the goals outlined under proposition one of our Corporate Plan, to deliver greater digital options and seamless services to our customers.
- ▶ Over the course of the year, these changes resulted in reduced calls, reduced abandon rates and better call answering times as well as delivering better customer experience. Our objective is for every customer to receive a higher quality, cost effective, timely service from the RSA with best in class associated customer service improvement by 2020. Delivery of this vision is underpinned by the centralisation of the query management function in the CCC, the procurement of improved technology and a corresponding business transformation programme which is ongoing in 2018.
- ▶ The RSA is committed to delivering a seamless experience to the customer as they move through the various services delivered by the RSA. In 2017 we commenced documenting what our customer services look like from the customer's perspective so we can understand what it is like to be our customer and to start to build better ways to support them on their journey. From 2018 onwards, we will be offering more online services and working to simplify the process for our customers, easing the burden with reduced times and steps in their journey.

In 2017 the RSA set up three new internal functions to enhance our capacity and capability to deliver:

- ▶ **Legal Centre of Excellence** to advise on legal issues and to support the business in drafting RSA proposals for primary and secondary legislation.
- ▶ **Design Authority** to help define our target business and technical architecture and to ensure that current and future requirements are considered holistically across the RSA and in our project design. The Design Authority also helps identify opportunities to remove repeated processes across sections and recommends new approaches to solving problems. On the technical architecture, we are working to ensure that software solutions within the RSA meet the needs of the organisation and are integrated, scalable and reliable.
- ▶ **PMO** The Project Management Office was established in May 2017 with the mission of enabling the RSA to successfully achieve business outcomes and deliver on the RSA's Corporate Plan.

Here's how we gathered the data to identify what we needed to deliver:



Project Management Office (PMO) projects



Road Safety Authority
Financial Statements
For the Year Ended
31 December 2017

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General Information

Address

Moy Valley Business Park
Primrose Hill
Ballina
Co Mayo

Senior Executive

Ms Moyagh Murdock – Chief Executive Officer

Mr Pearse White – Director Finance & Commercial Services

Ms Denise Barry – Director Strategy, Policy & Technology

Mr Liam Duggan – Director Vehicle Testing & Enforcement

Mr Declan Naughton – Director Driver Testing & Licensing

Mr Michael Rowland – Director Road Safety, Research & Driver Education

Chairperson

Ms Liz O'Donnell

Members of the Board

Mr Eddie Rock

Professor Áine Carroll

Mr John Lumsden

Ms Aileen O'Toole

Mr Kevin Goulding (appointed 14 August 2017)

Mr Dimitris Karagiorgis (appointed 27 September 2017)

Ms Aideen Carberry (term expired 8 September 2017)

Mr John Mulvihill (term expired 13 October 2017)

Bankers

Bank of Ireland
Pearse Street
Ballina
Co Mayo

Auditors

The Office of the Comptroller and Auditor General
3A Mayor Street Upper
Dublin 1

Website

www.rsa.ie



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Road Safety Authority

Opinion on financial statements

I have audited the financial statements of the Road Safety Authority for the year ending 31 December 2017 as required under the provisions of section 29 of the Road Safety Authority Act 2006. The financial statements comprise

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

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Road Safety Authority at 31 December 2017 and of its income and expenditure for 2017 in accordance with Financial Reporting Standard (FRS) 102 — *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

Basis of opinion

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

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

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

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

Non compliance with procurement rules

I draw attention to the statement on internal control in which the Authority discloses that, during 2017, it incurred expenditure of €873,000 on five contracts where the procurement procedures employed did not comply with public procurement guidelines. The statement sets out the steps taken or planned by the Authority to address the matter.

Seamus McCarthy
Comptroller and Auditor General

30 July 2018

Responsibilities of Authority members

The governance statement and Authority members' report sets out the Board members' responsibilities. The Board members are responsible for

- the preparation of financial statements in the form prescribed under section 29 of the Road Safety Authority Act 2006.
- ensuring that the financial statements give a true and fair view in accordance with FRS102
- ensuring the regularity of transactions
- assessing whether the use of the going concern basis of accounting is appropriate, and
- such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Responsibilities of the Comptroller and Auditor General

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

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

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

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

significant doubt on the Road Safety Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my report. However, future events or conditions may cause the Road Safety Authority to cease to continue as a going concern.

- I evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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

Information other than the financial statements

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

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

Reporting on other matters

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

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

I also report by exception if, in my opinion,

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

Governance Statement and Board Members' Report

Governance

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

Board Members' Responsibilities

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

- ▶ declaration of interests
- ▶ reports from committees, including the Audit and Risk Committee (ARC).

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

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

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

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

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

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

The Board considers that the financial statements of the RSA give a true and fair view of the financial performance and the financial position of the RSA at 31 December 2017.

Board Structure

At 31 December 2017, the Board consisted of a Chairperson and six ordinary members, all of whom are appointed by the Minister for Transport, Tourism and Sport. The members of the Board meet ten times per year. The table below details the appointment period for current members.

Board Member	Role	Appointment Duration	Date Appointed
Ms Liz O'Donnell	Chairperson	5 years	29 October 2014
Mr Eddie Rock	Ordinary member	3 years	14 September 2016
Professor Áine Carroll	Ordinary member	3 years	14 September 2016
Mr John Lumsden	Ordinary member	5 years	31 October 2014
Ms Aileen O'Toole	Ordinary member	5 years	31 October 2014
Mr Kevin Goulding	Ordinary member	3 years	14 August 2017
Mr Dimitris Karagiorgis	Ordinary member	3 years	21 September 2017

In 2017, the term of the following Board members expired:

Board Member	Role	Appointment Duration	Date Appointed
Ms Aileen Carberry	Ordinary member	4 years	9 September 2013
Mr John Mulvihill	Ordinary member	4 years	14 October 2013

The Board commenced an external Board Effectiveness and Evaluation Review in November 2016, which was completed in April 2017.

The Board has established three committees, as follows:

- 1. Audit and Risk Committee (ARC):** comprises two Board members and one independent co-opted member. The role of the ARC is to support the Board in relation to its responsibilities for issues of risk, control and governance and associated assurance. The ARC is independent from the financial management of the organisation. In particular the committee ensures that the internal control systems including audit activities are monitored actively and independently. The ARC reports to the Board after each meeting. The members of the ARC are: Mr John Lumsden (chairperson), Ms Aileen O'Toole, and Mr Michael Flynn, co-opted independent. There were seven meetings of the ARC in 2017. The membership of the ARC was reconstituted at the end of 2017.
- 2. Remuneration Committee (RC):** comprises three Board members. The members of this committee are: Ms Liz O'Donnell (chairperson), Mr John Lumsden and Professor Áine Carroll. There was one meeting of the RC in 2017.
- 3. Governance Committee (GC):** comprises three Board members. The role of the GC is to support the Board in meeting legal and statutory requirements, as well as adopting good practice. The members of this committee are: Ms Aileen O'Toole (chairperson), Mr John Lumsden and Professor Áine Carroll. There were two meetings of the GC in 2017.

Governance Statement and Board Members' Report

(continued)

Schedule of Attendance, Fees and Expenses

A schedule of attendance at the board and committee meetings for 2017 is set out below and includes the fees and expenses received by each member:

	Board	ARC	RC	GC	Board Fees 2017 €	Vouched Expenses 2017 €
Number of meetings	10	7	1	2		
Current Board members						
Ms Liz O'Donnell (chairperson)	9		1		11,970	639
Mr Eddie Rock	10	1			7,695	691
Professor Áine Carroll	9			2	-	-
Mr John Lumsden	10	7	1	2	7,695	550
Ms Aileen O'Toole (ARC-potential 6)	10	6	1	2	7,695	688
Mr Kevin Goulding (potential 3)	2				2,927	-
Mr Dimitris Karagiorgis (potential 2)	2				920	212
Mr Michael Flynn (potential 6)		6			-	-
Members whose terms expired in 2017						
Ms Aideen Carberry (potential 7)	5				-	289
Mr John Mulvihill (potential 8)	6				6,043	4,010
Total					44,945	7,079

There are two board members who have not received board fees in 2017 for the following reasons:

- (a) An individuals' option to waive the board fee.
- (b) In compliance with the 'one person one salary' principle.

The average attendance at the board meetings in 2017 was 88%.

Key Personnel Changes

Board

Two members of the board's terms expired during the year. In accordance with the Road Safety Authority Act, 2006, the Minister appointed two new members.

Executive

In 2017, Ms Denise Barry was appointed director of the new Strategy, Policy and Technology Directorate. Mr Liam Duggan replaced Ms Denise Barry as director of Vehicle Testing and Enforcement.

Audit and Risk Committee

The ARC was reconstituted in May 2017, the second meeting of the year. Eddie Rock was replaced by Aileen O'Toole and Michael Flynn, a co-opted independent, joined the ARC.

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

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

Employee Short-Term Benefits Breakdown

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

Consultancy Costs

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

	2017 €	2016 €
Legal Advice	538,316	512,316
Business improvements	2,516,547	-
Other	611,184	-
Total Consultancy Costs	3,666,047	512,316
Consultancy costs capitalised	774,923	-
Consultancy costs charged to the Income and Expenditure and Retained Revenue Reserves	2,891,124	512,316
Total	3,666,047	512,316

In 2017 the new Strategy, Policy and Technology Directorate was established to deliver its Corporate Plan implementation. As a result of this, an ICT Roadmap, Project Management Office and Change Management team has been established. The external advice costs associated with this have been classified under business improvements. All costs directly associated to a capital project have been capitalised.

In preparation of the introduction of the General Data Protection Regulation (GDPR), the RSA obtained external advice to complete a substantial amount of work, ensuring that compliance is met by the enforcement date of 25 May 2018. These costs have been classified under 'other' in the table above.

Please refer to Note 7 for further detail.

Governance Statement and Board Members' Report

(continued)

Legal Costs and Settlements

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

	2017 €	2016 €
Legal fees – legal proceedings	170,051	250,597
Total	170,051	250,597

Travel and Subsistence Expenditure

Travel and subsistence expenditure is categorised as follows:

	2017 €	2016 €
Domestic		
Board	7,079	6,137
Employees	2,189,854	2,130,471
International		
Board	-	-
Employees	48,257	46,766
Total	2,245,190	2,183,374

Hospitality Expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2017 includes the following hospitality expenditure. This represents the amounts paid by the RSA to the Staff Sports and Social Club for both 2016 and 2017 as no cost was incurred in 2016:

	2017 €	2016 €
Staff hospitality	10,091	-
Total	10,091	-

Statement of Compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with the code. The RSA was in full compliance with the Code of Practice for the Governance of State Bodies for 2017.

Statement on Internal Control

Scope of Responsibility

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

Purpose of the System of Internal Control

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

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in the RSA for the year ended 31 December 2017 and up to the date of approval of the financial statements.

Capacity to Handle Risk

The RSA has an Audit and Risk Committee (ARC) comprising two Board members and one external co-opted independent member. The ARC met seven times in 2017.

The RSA has also established an internal audit function which is adequately resourced and conducts a programme of work agreed with the ARC.

The RSA is currently developing its risk management framework and this will develop further with the ARC in 2018. Risk Reporting is now a permanent agenda item at both the Board and Executive leadership meetings.

Risk and Control Framework

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

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

In preparation for the introduction of the GDPR in 2018, the RSA has put in place a Data Governance Framework and has started to implement a number of key activities in an agreed project plan to ensure that the RSA is compliant by the 25 May 2018 deadline.

Ongoing Monitoring and Review

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

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

Procurement

I confirm that the RSA has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2017 the RSA complied with those procedures, with the exception of five contracts which were rolled over, at a cost of €0.873m. One of these contracts has ceased since June 2017 and another of these contracts is currently undergoing a re-procurement process. The remaining three contracts are being managed by the RSA and will be phased out as part of the implementation of the RSA's ICT Roadmap in respect of development of a new customer relationship management system. The RSA is resolute to resolve this area of non-compliance with regard to public procurement by taking steps to remove its dependence on legacy contracts.

Review of Effectiveness

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

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2017.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2017 that require disclosure in the financial statements.

Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2017

	Notes	2017 €	2016 (Restated) €
Income			
Oireachtas Grant	2	139,000	139,000
Other resources	3	74,402,486	73,682,017
Net deferred pension funding	5(c)	4,483,000	3,709,000
Employee pension contributions remitted to the Department of Transport, Tourism and Sport	5(a)	(318,000)	(279,000)
Employee pension contributions remitted to the Department of Public Expenditure and Reform		(46,000)	-
Gain from disposal of property, plant and equipment		23,177	-
Total Income		78,683,663	77,251,017
Expenditure			
Remuneration and other pay costs	4(a)	(20,445,008)	(20,050,166)
Retirement benefit costs	5(a)	(4,825,188)	(3,739,000)
Technical advice	6	(375,858)	(153,761)
Administration costs	7	(8,056,910)	(4,748,195)
Programme costs	8	(42,994,324)	(40,651,591)
Depreciation	9	(4,537,165)	(4,390,227)
Total Expenditure		(81,234,453)	(73,732,940)
(Deficit)/ Surplus for the year before appropriations		(2,550,790)	3,518,077
Transfer to Capital Account	13	(1,568,302)	(662,697)
(Deficit)/ Surplus for the year after appropriations		(4,119,092)	2,855,380
Balance brought forward at 1 January		29,210,626	26,355,246
Balance carried forward at 31 December		25,091,534	29,210,626

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 2017

	Notes	2017 €	2016 €
(Deficit)/ Surplus for the year		(4,119,092)	2,855,380
Experience losses on retirement benefit obligations		(7,575,000)	(2,915,000)
Change in assumptions underlying the present value of retirement benefit obligations		(4,435,000)	(13,158,000)
Total actuarial loss in the year	5(b)	(12,010,000)	(16,073,000)
Adjustment to deferred retirement benefits funding		12,010,000	16,073,000
Other Comprehensive (Loss)/ Income for the year		(4,119,092)	2,855,380

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

Statement of Financial Position as at 31 December 2017

	Notes	2017 €	2016 €
Fixed Assets			
Property, plant and equipment	9	10,274,641	8,706,339
Current Assets			
Receivables	10	1,677,029	1,813,493
Prepayments	11	368,954	430,262
Cash and cash equivalents		38,439,076	40,624,075
		<u>40,485,059</u>	<u>42,867,830</u>
Current Liabilities (amount falling due within one year)			
Payables	12	(15,393,525)	(13,657,204)
Net Current Assets		<u>25,091,534</u>	<u>29,210,626</u>
Long Term Liabilities (amounts falling due after one year)			
Retirement Benefits			
Deferred retirement benefit funding asset	5(c)	91,263,000	74,303,000
Retirement benefit obligations	5(b)	(91,263,000)	(74,303,000)
Total Assets less Liabilities		<u><u>35,366,175</u></u>	<u><u>37,916,965</u></u>
Representing			
Capital Account	13	10,274,641	8,706,339
Retained Revenue Reserves	19	25,091,534	29,210,626
		<u><u>35,366,175</u></u>	<u><u>37,916,965</u></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 2017

	2017 €	2016 €
Cash Flows from Operating Activities		
(Deficit)/ Surplus for the year before appropriations	(2,550,790)	3,518,077
Depreciation of fixed assets	4,537,165	4,390,227
Profit on the disposal of property, plant and equipment	(23,177)	-
Decrease/ (Increase) in receivables	196,326	2,904,539
Increase/ (Decrease) in payables	1,738,555	1,790,929
Bank interest received	(696)	(12,681)
Bank interest paid	14,819	-
Net Cash Flows from Operating Activities	3,912,202	12,591,091
Cash Flows from Investing Activities		
Payment to acquire property, plant and equipment	(6,137,490)	(5,052,924)
Proceeds from the sale of property, plant and equipment	55,200	-
Net Cash Flows from Investing Activities	(6,082,290)	(5,052,924)
Cash Flows from Financing Activities		
Bank interest income	2,142	24,558
Bank interest expense	(17,053)	-
Net Cash Flows from Financing Activities	(14,911)	24,558
Net (Decrease)/ Increase in cash and cash equivalents	(2,184,999)	7,562,725
Cash and cash equivalents at 1 January	40,624,075	33,061,350
Cash and cash equivalents at 31 December	38,439,076	40,624,075

Notes to the Financial Statements for the Year Ended 31 December 2017

1. Accounting Policies

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

a) General Information

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

The RSA is a Public Benefit Entity which is an entity that provides services for the general public, community and for social benefit. The RSA was established to take the lead role in the area of road safety and is responsible for the following: raising awareness of and promoting road safety through mass media campaigns and education programmes; road safety research and its primary public services including driver testing, driver licensing, vehicle standards, vehicle testing (both national car testing and commercial vehicle testing), road haulage enforcement, registration of driver instructors (ADI) and Driver Certificate of Professional Competence (Driver CPC). The RSA shares responsibility for the Road Safety Strategy 2013 – 2020 together with a number of state departments and public authorities who must all work together, with the road-using public, to deliver the targets and outcomes set out in this strategy.

b) Statement of Compliance

The financial statements of the RSA for the year ended 31 December 2017 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC). The RSA is operating in compliance with the Code of Practice for the Governance of State Bodies (2016) for 2017.

c) Basis of Preparation

The financial statements have been prepared under the historical cost convention. The financial statements are, in the form, approved by the Minister for Transport, Tourism and Sport 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 RSA's financial statements.

d) Revenue

Oireachtas Grant

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

Interest Income and Expense

Interest Income and Expense is recognised on an accruals basis.

1. Accounting Policies (continued)

d) Revenue (continued)

Other Revenue

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

e) Property, Plant and Equipment

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

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

Residual value represents the estimated amount which would currently be obtained from disposal of an asset, after deducting estimated costs of disposal, if the asset was already of an age and in the condition expected at the end of its useful life.

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

f) Employee Benefits

Short-term Benefits

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

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

1. Accounting Policies (continued)

g) Retirement Benefits

Staff Pensions

Civil Service Superannuation Scheme

As at 31 December 2017 there are 91 staff of the RSA who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the RSA's financial statements. Staff pension contributions in respect of these 91 staff are remitted by the RSA to the Department of Transport, Tourism and Sport and the RSA has no further obligations for those who are members of this scheme.

Single Public Services Pension Scheme ('Single Scheme')

The RSA also operates the Single Public Services Pension Scheme ('Single Scheme'), which is a defined benefit scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure and Reform. There were 23 members of this scheme as at 31 December 2017.

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 RSA Staff Superannuation Scheme 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.

In 2017, the RSA has accounted for its costs and liabilities under the Single Public Services Pension Scheme for the first time, as the amounts were not material in 2016 with only two members having vested in the scheme for more than two years.

The RSA was advised, by the Department of Public Expenditure and Reform, that the RSA is considered to be a Relevant Authority as set out in Circular 28 of 2016. This was determined as the RSA is considered to be self-financing with respect to employer contributions for the members of the Single Public Services Pension Scheme, as per this Circular. The RSA has therefore accounted for the retrospective employer contributions, in respect of the members of this scheme, for the years 2013, 2014, 2015, 2016 and 2017 in the financial statements for the year ended 31 December 2017.

Road Safety Authority Staff Superannuation Scheme

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the RSA Staff Superannuation Scheme (the Scheme) by the RSA. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme is open to staff who joined through external competition and by other means since September 2006. As at 31 December 2017 there were 174 staff of the RSA who are active members of the Scheme. There are also 12 deferred members and 22 pensioners of the Scheme. The Scheme operates on the basis that the RSA deducts staff pension contributions from payroll and remits these contributions to the Department of Transport, Tourism and Sport. The Department of Transport, Tourism and Sport has confirmed following discussions with the Department of Public Expenditure and Reform, that the RSA Staff Superannuation Scheme liabilities will continue to be met by the exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current exchequer revenue at the time they fall due.

National Safety Council Superannuation Scheme 1991 to 2000

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

1. Accounting Policies (continued)

h) Critical Accounting Judgements and Estimates

The preparation of the financial statements requires management to make judgements, estimates and assumptions that affect the amounts reported for assets and liabilities as at the 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.

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:

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

2. Oireachtas Grants

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

	Sub-head	2017	2016
Grant for current expenditure	B.4	139,000	139,000
		139,000	139,000

In 2017 and 2016, the RSA was allocated the specific Oireachtas Grant noted above to meet the annual pension payments to a number of pensioners that transferred to the RSA on the dissolution of the National Safety Council. The amount paid to the pensioners (€139,000) is included within Note 4 – Remuneration and Other Pay Costs. The RSA has been delegated the responsibility of payment of the pension benefits. However, no accrual for liabilities has occurred, as the Department of Transport, Tourism and Sport will ultimately meet the obligations as they fall due.

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

3. Other Resources

	2017 €	2016 €
National Car Test Levy	21,709,292	23,561,819
Driver Licence Income	21,243,841	20,487,137
Commercial Vehicle Testing Levy	14,772,500	14,408,731
Driver Testing Fee Income	14,692,754	13,580,960
Digital Tachograph Income	899,055	742,194
Approved Driving Instructor Income	400,307	275,814
Carriage Dangerous Goods Income	287,033	274,786
Sponsorship Income	82,000	82,050
Bank Interest Income	2,141	12,681
Miscellaneous	313,563	255,845
	74,402,486	73,682,017

The RSA is a statutory body that earns revenue from services provided to the public. The main sources of revenue are set out below.

Income Type	Source
Driver Testing Income and Driver Licence Income	The RSA 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	The RSA 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 RSA. The levy received in relation to the National Car Test has decreased on account of a reduction in the age of the national fleet. In 2017, the turnover of the outsourced contractor operating the National Car Testing Service is approximately €71.8m of which the RSA received €21.7m (2016- €23.6m) in levy income. The RSA continues to recognise Commercial Vehicle Testing Levy income in 2017.
Digital Tachograph Income	The RSA has responsibility for the enforcement of drivers' hours legislation. The RSA receives fee income when it issues an electronic digital tachograph card to hauliers for the recording of drivers' hours.
Approved Driving Instructor Income	The RSA has responsibility for the regulation of the Driving Instructor industry. The RSA receives fee income when it registers and tests a driving instructor.
Carriage Dangerous Goods Income	The RSA has responsibility for the regulation of the carriage of dangerous goods. The RSA receives fee income when it registers a Carriage of Dangerous Goods haulier.

4. Remuneration and Other Pay Costs

4(a) Remuneration and Other Pay Costs

	2017 €	2016 €
Staff Salaries	16,415,459	16,240,268
Employers' contribution to social welfare	1,255,572	1,160,412
Staff training and development	238,957	268,903
Staff travel and subsistence – Domestic	2,196,933	2,136,608
Staff travel and subsistence – Foreign	48,257	46,766
Other staff costs	112,519	11,261
Board members' emoluments (including CEO remuneration)	177,311	185,948
Total	20,445,008	20,050,166

Pension related deductions totalling €666,740 have been deducted from salaries and wages and paid over to the Department of Transport, Tourism and Sport in respect of 2017 (2016 – €673,800). The total number of staff employed (WTE) at year end was 328 (2016 – 313). A further 3 (2016 – 3) staff were seconded to the RSA by the Department of Agriculture, Food and the Marine, the Health Service Executive and CIÉ.

(i) Aggregate Employee Benefits

	2017 €	2016 €
Staff short-term benefits	16,592,770	16,426,216
Employer's contribution to social welfare	1,255,572	1,160,412
	17,848,342	17,586,628

(ii) Staff Short-Term Benefits

	2017 €	2016 €
Basic pay	15,242,796	15,266,226
Overtime	968,706	796,609
Allowances	381,268	363,381
	16,592,770	16,426,216

(iii) Termination Benefits

There were no termination benefit costs incurred by the RSA in 2017.

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

4. Remuneration and Other Pay Costs (continued)

4(b) Employee benefits breakdown for the year

Range of total employee benefits		Number of Employees 2017	Number of Employees 2016
From	To		
€60,000	– €69,999	46	34
€70,000	– €79,999	16	9
€80,000	– €89,999	7	6
€90,000	– €99,999	4	1
€100,000	– €109,999	-	-
€110,000	– €119,999	-	-
€120,000	– €129,999	-	-
€130,000	– €139,999	1	1

4(c) Key Management Personnel Compensation

Key management personnel in the RSA consists of the members of the Board, the CEO and the five directors of the RSA. The total value of employee benefits for key management personnel is set out below.

	2017 €	2016 €
Salary	616,405	614,278
Allowances	3,555	-
	619,960	614,278

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

Board Members Emoluments

Please refer to the Schedule of Attendance, Fees and Expenses included in the Governance Statement and Board Members' Report for details of the Board Members Emoluments.

4. Remuneration and Other Pay Costs (continued)

4(c) Key Management Personnel Compensation (continued)

Chief Executive Officer Salary and Benefits

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

	2017 €	2016 €
Salary	132,366	132,366
	132,366	132,366

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

5. Retirement Benefit Costs

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

	2017 €	2016 €
Gross current service cost	3,556,000	2,523,000
Less current service cost of SPSPS members	(200,000)	-
Member contributions	(364,000)	(279,000)
Employer contributions to Single Public Services Pension Scheme	419,188	-
Interest cost on retirement benefit scheme liabilities	1,414,000	1,495,000
	4,825,188	3,739,000

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

5. Retirement Benefit Costs (continued)

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

	2017 €	2016 €
Net retirement benefit obligation at 1 January	(74,570,000)	(54,521,000)
Current service cost	(3,556,000)	(2,523,000)
Interest cost	(1,414,000)	(1,495,000)
Actuarial loss	(12,010,000)	(16,073,000)
Pensions paid in the year	287,000	309,000
Net retirement benefit obligation at 31 December	(91,263,000)	(74,303,000)

5(c) Deferred funding for retirement benefits

The Board recognises these amounts as an asset corresponding to the unfunded deferred liability for retirement benefits on the basis of the set of assumptions described below at 5(e) and a number of past events. These events include the statutory basis for the establishment of the retirement benefit schemes, and the policy and practice currently in place in relation to funding public service pensions including contributions by employees and the annual estimates process. The Board has confirmation from the Department of Transport, 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:

	2017 €	2016 €
Funding recoverable in respect of current year retirement benefit costs (less adjustment for SPSPS)	4,770,000	4,018,000
State Grant applied to pay retirement benefits	(287,000)	(309,000)
	4,483,000	3,709,000

The deferred funding asset for retirement benefits at 31 December 2017 amounts to €91.263m (2016 – €74.303m).

5. Retirement Benefit Costs (continued)

5(d) History of defined benefit obligations

	2017 €	2016 €	2015 €	2014 €
Defined benefit obligation	91,263,000	74,303,000	54,521,000	57,551,000
Experience (losses)/gains on defined benefit scheme liabilities	(7,575,000)	(2,915,000)	1,826,000	324,000
As a percentage of scheme liabilities	(8.3%)	(3.9%)	3.3%	0.56%

5(e) General description of the scheme

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

The valuation used for FRS 102 disclosures has been based on a full actuarial valuation performed on 31 January 2018 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31 December 2017.

The principal actuarial assumptions were as follows:

	2017	2016
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	1.8% pa	1.9% pa
Inflation rate	1.9% pa	1.8% pa

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:

	2017	2016
Male	22 years	22 years
Female	25 years	25 years

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

6. Technical Advice

	2017 €	2016 €
Technical Advice	375,858	153,761
Total	375,858	153,761

7. Administration Costs

	2017 €	2016 (Restated) €
Printing and Stationery	519,075	433,037
Postage	260,531	190,839
Facility Management Costs	1,019,400	618,334
Energy	182,764	161,022
Telephone and Data Exchange Costs	564,088	483,517
Software, Licensing and Support Costs	1,781,489	1,670,774
Hardware Maintenance	285,105	109,216
Audit Fees	30,000	20,000
Internal Audit Fees	42,959	12,144
Payroll Administration	43,331	41,599
Translation Services	42,572	37,247
Insurance	45,270	45,176
Website Maintenance	16,962	17,221
Financial Transaction Charges	186,318	238,219
Bank Interest Expense	17,053	-
Facility Hire Costs	510,512	443,120
Fleet Management Costs	179,203	131,100
HR Administration Costs	82,764	95,630
Data Records Information Management Costs	611,645	-
ICT Roadmap	164,897	-
Project Management Office	568,020	-
Change Management	902,952	-
Total	8,056,910	4,748,195

7. Administration Costs (continued)

In 2017, administration costs include a number new costs as a result of work undertaken in two areas:

- ▶ The new Strategy, Policy and Technology Directorate was established in 2017 to deliver corporate strategy alignment. As a result of this, an ICT Roadmap, Project Management Office and Change Management team has been established with initial set up costs being included in administration costs in 2017.

The Project Management Office costs will continue to be incurred in 2018 and 2019 to support the successful delivery of the projects, with a large portion of this cost being capitalised due to its nature. It is expected that the Change Management team costs will also be incurred again in 2018 and to a lesser extent in 2019 to deliver on the strategic propositions in the Corporate Plan. In 2018 as change initiatives are embedded across the RSA, the executive is commencing a programme of upskilling internal staff in the areas where new skills will be required going forward. These will include business analysis to embed operational excellence and continuous improvement, strategic alignment and reporting, and data analytics thus reducing reliance on external consultants.

- ▶ In preparation of the introduction of the GDPR, the RSA has completed a substantial amount of work to ensure that compliance is met by the enforcement date of 25 May 2018. On account of early preparation of this project, the majority of this cost has occurred in 2017.

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

8. Programme Costs

	2017 €	2016 (Restated) €
(a) Driver Theory Testing	213,968	215,156
(b) Road Haulage Enforcement & Communication	1,317,472	1,546,646
(c) National Car Testing Service	1,462,446	1,274,705
(d) Road Safety Promotion	6,161,322	5,200,561
(e) Road Safety Education	1,741,081	1,272,833
(f) Road Safety Awareness	3,589,489	2,755,463
(g) Road Safety Research	648,218	465,629
(h) Driver Education	641,541	769,035
(i) Legal Fees	708,367	762,913
(j) Commercial Vehicle Roadworthiness Testing	2,641,169	2,676,422
(k) Driver Testing	143,217	287,649
(l) Driver Licence Policy & Process Improvement	439,182	470,832
(m) Communications	1,317,237	1,333,152
(n) National Driver Licence Service	20,983,474	20,587,551
(o) Emergency Services Driving Standard	28,394	25,164
(p) Digital Tachograph Programme Costs	548,667	644,824
(q) Other Programme Costs	409,080	363,056
Total	42,994,324	40,651,591

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 supervisory, technical inspections and 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 RSA continually promotes road safety using marketing communication tools such as advertising ensuring constant learning for 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 Instructor industry. It also incorporates the running of the Driver Certificate of Professional Competence programme in respect of professional bus and truck drivers.
- (i) These are legal fees incurred in relation to the RSA's programmes including the Commercial Vehicle Roadworthiness Testing programme, the National Driver License Service programme and all other programmes.
- (j) This cost 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 License Service.
- (m) The RSA incurs cost in relation to its media buying, media creative and public relations activities. It also incorporates the RSA's social media activity.
- (n) This programme expenditure relates to the operating costs of the National Driver License 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) These are the programme costs relating to the digital tachograph service. In 2016, these costs were misclassified to administration costs, a retrospective adjustment was required in 2017.
- (q) Costs under this heading relate to advertising costs of vehicle standards and vehicle testing notices.

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

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

9. Property, Plant and Equipment

9(a) 2017 Property, Plant and Equipment

	Leasehold €	Fixtures & Fittings €	Fleet €	Specialist/ Telecom Equipment €	Hardware €	Computer Software €	Total €
Cost							
As at 1 January 2017	1,279,798	989,763	1,656,014	561,757	2,878,242	21,281,425	28,646,999
Additions	628,688	51,513	-	-	367,857	5,089,432	6,137,490
Disposals	-	-	(162,599)	-	-	-	(162,599)
As at 31 December 2017	1,908,486	1,041,276	1,493,415	561,757	3,246,099	26,370,857	34,621,890
Depreciation							
As at 1 January 2017	241,072	915,618	913,165	561,757	2,468,587	14,840,461	19,940,660
Charge for the year	83,757	44,143	208,236	-	261,700	3,939,329	4,537,165
Disposals	-	-	(130,576)	-	-	-	(130,576)
As at 31 December 2017	324,829	959,761	990,825	561,757	2,730,287	18,779,790	24,347,249
Net Book Value							
As at 31 December 2017	1,583,657	81,515	502,590	-	515,812	7,591,067	10,274,641
As at 31 December 2016	1,038,726	74,145	742,849	-	409,655	6,440,964	8,706,339

9. Property, Plant and Equipment (continued)

9(b) 2016 Property, Plant and Equipment

	Leasehold €	Fixtures & Fittings €	Fleet €	Specialist/ Telecom Equipment €	Hardware €	Computer Software €	Total €
Cost							
As at 1 January 2016	1,142,779	960,654	1,327,902	561,757	2,612,298	16,988,685	23,594,075
Additions	137,019	29,109	328,112	-	265,944	4,292,740	5,052,924
As at 31 December 2016	1,279,798	989,763	1,656,014	561,757	2,878,242	21,281,425	28,646,999
Depreciation							
As at 1 January 2016	180,183	865,913	676,356	561,757	2,281,809	10,984,415	15,550,433
Charge for the year	60,889	49,705	236,809	-	186,778	3,856,046	4,390,227
As at 31 December 2016	241,072	915,618	913,165	561,757	2,468,587	14,840,461	19,940,660
Net Book Value							
As at 31 December 2016	1,038,726	74,145	742,849	-	409,655	6,440,964	8,706,339
As at 31 December 2015	962,596	94,741	651,546	-	330,489	6,004,270	8,043,642

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

10. Receivables

	2017 €	2016 €
National Car Test Levy	1,155,141	1,343,448
Bank Interest	1,445	-
Driver Theory Test Levy	322,098	305,474
Driver Test Fees	39,605	23,991
Driver Licence Income	76,740	70,580
Sponsorship Income	82,000	70,000
Total	1,677,029	1,813,493

11. Prepayments

	2017 €	2016 €
Insurance	27,074	30,773
Software Licenses	216,514	322,386
Other	125,366	77,103
Total	368,954	430,262

12. Payables

Amounts falling due within one year

	2017 €	2016 €
Trade Creditors	2,813,716	1,614,210
PAYE/PRSI	372,967	489,019
Payroll Deductions	175,350	218,748
VAT	394,399	443,945
Withholding Tax	535,775	306,834
Accruals	3,228,375	3,924,611
Holiday Pay Accrual	151,369	302,539
Deferred Income Driving Test Fees	6,461,244	5,512,919
Deferred Income Commercial Vehicle Testing Levy	373,952	392,293
Superannuation due to Department of Transport, Tourism and Sport	886,378	452,086
Total	15,393,525	13,657,204

13. Capital Account

	2017 €	2016 €
Opening Balance	8,706,339	8,043,642
Transfer from Statement of Income and Expenditure and Retained Revenue Reserves		
Income used to purchase fixed assets	6,137,490	5,052,924
Disposal of Property Plant and Equipment	(32,023)	-
Amortisation of fixed assets	(4,537,165)	(4,390,227)
Transfer to Capital Account	1,568,302	662,697
Balance at 31 December	10,274,641	8,706,339

Notes to the Financial Statements for the Year Ended 31 December 2017

(continued)

14. Capital Commitments

The RSA 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 1 January 2018 to 28 February 2019, the RSA has contractual capital commitments of €1.78m relating to the capital element of monthly service charge payments. The RSA 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 2017.

16. Related Party Disclosures

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

17. Premises

The RSA occupies its' head office in Ballina and a sub-office in Loughrea. These premises are owned by the Office of Public Works and no rent is payable by the RSA. The RSA has 60 driver testing centres throughout the country, 20 of these are located in shared government offices, 27 are located in other premises provided by the Office of Public Works and 13 are rented directly by the RSA as an interim arrangement. The RSA is charged shared services costs for those centres located in shared government offices.

18. Borrowings

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

19. Statement of Income and Expenditure and Retained Revenue Reserves

At the end of 2017, the RSA had cumulative retained reserves of €25m. The RSA was allocated an exchequer allocation for 2017 of €0.139m specifically to meet pension payments for pensioners on its books. Otherwise, the RSA operated on a self-financing basis in 2017.

The RSA has prepared a Corporate Plan for the period 2016 to 2020, in which the RSA 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 RSA's reserves to a sustainable level. The Board of the RSA has approved the Corporate Plan and the RSA has engaged and consulted with the Department of Transport Tourism and Sport in the plan. In 2017, the RSA established a Strategy, Policy & Technology Directorate, with responsibility to deliver corporate strategy alignment through the following:

- ▶ Assessing and prioritising all the various initiatives and projects that are underway or being considered
- ▶ Supporting the planning, management and delivery of various business and ICT change projects
- ▶ Building the capability and capacity within the Strategy, Policy and Technology Directorate to align and deliver the change

The focus of this directorate, in 2017, has been in the creation of the ICT Roadmap and Project Management Office and producing a Project Lifecycle model which will ensure a consistent approach to the identification, approval, prioritisation and delivery of all ICT projects. The directorate has established a business architecture function to deliver an enterprise-wide approach to project delivery with the objective being to procure / develop system requirements once and reuse holistically across the organisation. The approach and governance structures in place will ensure that projects are aligned to the propositions outlined in the Corporate Plan. In addition, the directorate has supported organisation-wide strategic alignment to the Corporate Plan through revised business planning and reporting initiatives as well as commencing work on change management including communications and operational excellence.

20. Subsequent Events

There have been no reportable subsequent events which impact the financial statements since the year ended 31 December 2017.

21. Comparative Amounts

Administration costs and programme costs comparatives have been restated to conform to current period presentation of Digital Tachograph Programme costs (€644,824 in 2016) which has been reclassified from administration costs to programme costs in 2017.

There was no impact on the comparative Operating Surplus as a result of the adjustments.

22. Approval of Financial Statements

The Financial Statements were approved by the RSA on 25 July 2018.

Organisations and Individuals to Thank

Road Safety Authority – Working To Save Lives

The RSA would like to thank the following organisations and individuals for their support in 2017:

AA	ESB Networks	National Standards Authority of Ireland (NSAI)
A-CEART	European Transport Safety Council (ETSC)	National Transport Authority (NTA)
An Garda Síochána	<i>Fleet Transport</i> magazine	No Name! Clubs
Approved Driving Instructors (ADIs)	Green Schools	Ordnance Survey Ireland (OSI)
Brí	Health and Safety Authority (HSA)	PARC Road Safety Group
Bus Éireann	Health Service Executive (HSE)	Phil Skelton
Coca-Cola	IDA	Responsible Young Drivers (RTD)
Coach Tourism and Transport Council (CTTC)	Irish Farmers' Association (IFA)	Road Safety Officers and Local Authorities
Commission for Railway Regulation	Irish Farmers Journal (IFI)	Road Safety Together Working Groups
Cork University Hospital (CUH)	Irish Pharmacy Union	Rose of Tralee
County Childcare Committees	Irish Rail	Royal College of Physicians of Ireland
Cycling Ireland	Irish Road Victims Association (IRVA)	Society of the Irish Motor Industry (SIMI)
Cycling.ie	Irish Road Haulage Association (IRHA)	Sustainable Energy Authority of Ireland (SEAI)
Department of Education and Skills (TY Programme)	Irish Logistics and Transport Awards (ILTA)	The Policing Authority
Department of Housing, Planning and Local Government	Irish Tyre Industry Association (ITIA)	The Treacy Family
Department of the Environment (NI)	Local Radio Stations and Local Press	Transport Infrastructure Ireland
Department of Foreign Affairs and Trade	Medical Bureau of Road Safety (MBRS)	Third Level Colleges
Department of Transport, Tourism and Sport	Met Éireann	Ulster GAA
Department of Justice and Equality	Muintir na Tíre	Union of Students in Ireland (USI)
Dublin Bus	National Community Forums	Vintners Federation of Ireland (VFI)
Dublin City Council	National Programme Office for Traffic Medicine	
Dublin Castle	National Radio Stations and National Press	
	National Rehabilitation Hospital, Dun Laoghaire	
Sponsors		
Applegreen	Mercedes	
Advance Pitstop	Reynolds Logistics Ltd	
Electric Ireland	Toyota	

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.
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