

RSA



# Annual Report 2016

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority



In 2016 there were 138 males and 50 females killed on the roads

Compared to 162 in 2015, a 16% increase.

## Road Safety Review 2016

# A total of 188 people have lost their lives in 2016.

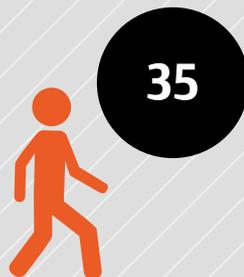
### Vehicle Occupant Fatalities



**15%**  
Increase in driver deaths up from 71 to 82

**41%**  
Increase in passenger deaths up from 27 to 38

### Vulnerable Road User Fatalities



6% increase on 2015

**27%**  
of drivers and passengers killed were NOT wearing a seat belt

**SUN**  
Sunday was the most dangerous day of the week (37 fatalities)



no change from 2015

There were more children\* killed in 2016 than in 2015

up from 3 to 9

\*14 years and under



11% increase on 2015



Between 4pm and 6pm were the most dangerous hours

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## Chairperson's Statement

Over the last thirty years there has been an enormous decrease in road fatalities. For example, in 1980 there were 572 fatalities. However by 2012 this number was down to 162, a reduction of 72%. In 2013, the government set out a clear and ambitious target for reducing fatalities on our roads, with the launch of the Road Safety Strategy 2013–2020. The stated aim of reducing road collision fatalities to 124 or fewer by 2020 is an ambitious goal.

The Road Safety Authority (RSA) welcomed this strategy and the commitment from government to focus on a very serious societal issue: road safety.

However, despite these clear and positive ambitions, road deaths have increased. This means even more families and communities who have been impacted as a result of road trauma. As 2016 represents the mid-point of the strategy it is a good opportunity to take stock and investigate why road fatalities have seen an increase.

We know that the main killer behaviours on the road remain the same. They are: speeding, drink-driving, driver distraction including using a smartphone while driving, driving while tired, failure to wear a seat belt and the careless action by and towards vulnerable road users. Concentrating on these behaviours and the groups most at risk from them has to be the focus of all our attention.

Recent reports of the misrepresentation of the number of roadside breathalyser tests conducted by An Garda Síochána are very worrying. Enforcement of traffic legislation is a key tool in the continued fight to make our roads safer. In fact a visible garda presence on our roads is a key factor in changing the behaviours of road users for the better.

The accurate reporting of statistics is necessary to inform road safety policies and credible enforcement management is an important partner in reducing fatal crashes and minimising criminal behaviour on the roads. In addition the RSA believes there should be an independent method of verifying road safety enforcement statistics.

An Garda Síochána at all levels must prioritise roads policing. During the recession, the traffic corps was reduced significantly from 1,200 in 2009 to 681 in 2016. The RSA recommends that the numbers of Gardai dedicated to roads policing should be increased by 10% year on year to get back to pre-recession levels. This would ensure we have highly visible enforcement which acts as a real deterrent against law breaking on the roads.

Drink-driving continues to be an issue on our roads. Despite a significant decrease in the numbers claiming to drive under the influence of alcohol, according to our attitudinal surveys over the past decade, it is still a major cause of road deaths.

RSA research has shown that alcohol was a contributory factor in 38% of fatal collisions between 2008 and 2012. In numbers this means that alcohol was a contributing factor in the deaths of 366 people in those five years.

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**Liz O'Donnell**  
Chairperson



Further analysis of the figures shows that this behaviour is particularly prevalent among young males aged between 16 and 24 years old.

In 2017, new legislation will be brought before the Oireachtas aimed at stamping out drink-driving through the introduction of penalties that reflect the seriousness of breaking our life-saving drink-driving laws. Successive Houses of the Oireachtas have supported progressively tougher legislation tackling drink-driving offences. Politicians from all parties have shown leadership by facing down narrow vested interests and those who claim stricter drink-driving penalties will damage rural Ireland. Rural Ireland faces many issues, including transport, social inclusion and sustainable communities but the solution is not to be found by being soft on or condoning people who drink and drive.

I hope that our elected representatives will continue to find the courage to enact this legislation which will ultimately save lives and prevent injuries on our roads.

An equally serious issue is that of driver distraction. Smartphones have transformed our lives in recent years, giving us access to email and internet on the move.

However, phone usage while driving is still a problem on our roads. Even a split second distraction can have horrifying consequences. International research has shown that 20–30% of crashes, on average, are caused by driver distraction which includes mobile phone usage. Up to December 2016, a total of 81,067 penalty points notices were issued for mobile phone offences. We need continued enforcement from An Garda Síochána of road traffic legislation in this regard to stamp out this dangerous behaviour.

In 2016, Ireland's standing in Europe on road safety moved from fifth place in 2015 to seventh in 2016. We need to all work together to reverse this worrying trend and ensure that we close the gap with our best-performing European neighbours. This is the stated objective of the current Government Road Safety Strategy. It will save many lives and prevent many injuries.

**Liz O'Donnell**  
Chairperson  
Road Safety Authority

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*In 2016, Ireland's standing in Europe on road safety moved from fifth place in 2015 to seventh in 2016.*

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## Chief Executive's Statement

The year 2016 was not a good year for road safety. During the last year 188 people were tragically killed in 176 fatal crashes. There is no doubt that road safety in Ireland has deteriorated over the last number of years. Despite a record low in 2015, there have been increases in road deaths in three out of the last four years.

The year 2016 marks the mid-point in the Government Road Safety Strategy 2013–2020. It is clear that we are struggling to achieve the main target of reducing road deaths to 124 or fewer by 2020. A mid-term review of the strategy will be completed in 2017. This will identify the reasons why we have not been successful in reducing casualties and propose measures to address them.

The task for the RSA and other stakeholders involved in the implementation of the strategy – for the remaining four years of the strategy – is to halt the regression in road safety that has taken place since its launch in 2013, to recover the ground lost and to achieve the target of 10 or fewer deaths per month by 2020.

Every road user also has a duty of care to ensure their safety and the safety of others, by accepting greater responsibility for their actions.

I fully endorse the comments of the Chairperson in her statement in respect of the need for An Garda Síochána to be given the necessary resources to carry out their life saving work.

The year 2016 saw the publication of four landmark reports by our Research Department. These pre-crash reports looked at garda investigation files between 2008 and 2012. We are unique across Europe in

getting such access. The reports focused on vehicle factors, speed and alcohol as contributory factors in fatal crashes. Another report looked at the factors behind motorcyclist deaths. These reports have given us a greater understanding of the pre-crash factors involved in fatalities and have been used to introduce new measures, from additional questions on alcohol in the Driver Theory Test to new awareness campaigns.

One such campaign was the new anti-drink driving awareness campaign that was fronted by the Treacy family. I would like to pay special tribute to the Treacy family who opened their family home and allowed us to share their heart breaking story of the devastating loss of Ciarán with the nation. I have no doubt that in the months and years to come their efforts will save lives.

One direct consequence of the publication of these reports, specifically the one dealing with vehicle factors in fatal collisions, was the welcome change to the penalty points structure for drivers in April 2016, when a new fixed charge notice (FCN) offence for motorists who drive with defective or worn tyres on their vehicle was introduced. There is no component in your car that is as likely to contribute to a crash as your tyres. Our pre-crash report has told us that on average 14 people die each year where defective tyres are a contributory factor in

the crash. The RSA will continue to remind people through our awareness campaigns of the importance of regularly checking their tyres.

More pre-crash reports are due for publication in 2017.

It's recognised that rules around the management of penalty points have been strengthened in recent times. There are still some outstanding issues and the RSA will continue to engage with various stakeholders to ensure that licences are produced in Court to enable penalty points to be assigned in all cases.

The rise in road deaths must certainly be linked to an increase in road users' exposure to risk, driven by an improving economy which is resulting in an increase in the number of vehicles, kilometres travelled and drivers on the roads.

According to figures from the Society of the Irish Motor Industry, 146,672 new cars were sold across 2016, the highest number since 2008. New car registrations increased by 17% last year when compared with 2015. An increase in those using our roads, while a welcome sign of the ongoing economic recovery, means higher volumes of traffic competing for the same amount of road space. We need to be mindful of the impact this could have on road safety.

**Moyagh Murdock**  
Chief Executive



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And we are certainly seeing its effects first hand through an increase in demand for the RSA's commercial services: the Driver Theory Test, the driving test, the National Driver Licence Service, the National Car Testing Service and digital tachograph applications.

In 2016, the RSA launched a 5-year Corporate Plan. Since its establishment, the remit of the RSA has grown significantly and the Corporate Plan works to ensure that the organisational strategy is fit to meet this remit.

To ensure the RSA is structured to best deliver its services a new Directorate of Corporate Strategy, Policy and Technology has been established at the end of 2016. This new directorate will be responsible for legal and ICT services to the organisation.

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 changes in attitudes and behaviours in road users and collaborating with key stakeholders, to save lives.' This vision cannot be delivered without the ongoing commitment of our staff and stakeholders and I would like to recognise their work in both developing the Corporate Plan and working to ensure that we meet the strategic vision for the future.

I would like to take the opportunity to thank the various agencies, groups and individuals who have supported the work of the RSA throughout the year.

I also wish to acknowledge the hard work and dedication of the staff within the RSA and recognise the work being done by the staff in our support organisations. The media too need to be acknowledged for their role in helping to keep road safety at the top of the social agenda in this county.

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 2016 accounts set out in the RSA's financial position. The financial accounts of the RSA for 2016 are detailed at the end of this report.

**Moyagh Murdock**  
Chief Executive  
Road Safety Authority

## 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.

Ms 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.



**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.



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

Dr Aine Carroll is 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, Dr. Carroll was the Clinical Lead of the Rehabilitation Medicine Programme. She is a Consultant in Rehabilitation Medicine, Associate Clinical Professor at University College Dublin School of Medicine, past Chair of the Medical Board of the National Rehabilitation Hospital and past President of the Irish Association of Rehabilitation Medicine.



**Mr John Mulvihill**

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

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



**Ms. Aideen Carberry**

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

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



**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.

He is a member of the RSA Board's Audit and Risk Committee.



**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.

**Term ended  
14 September 2016**



**Mr Sean Finan**



**Mr Ronan Melvin**

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## 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, Vehicle Standards  
and Enforcement



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

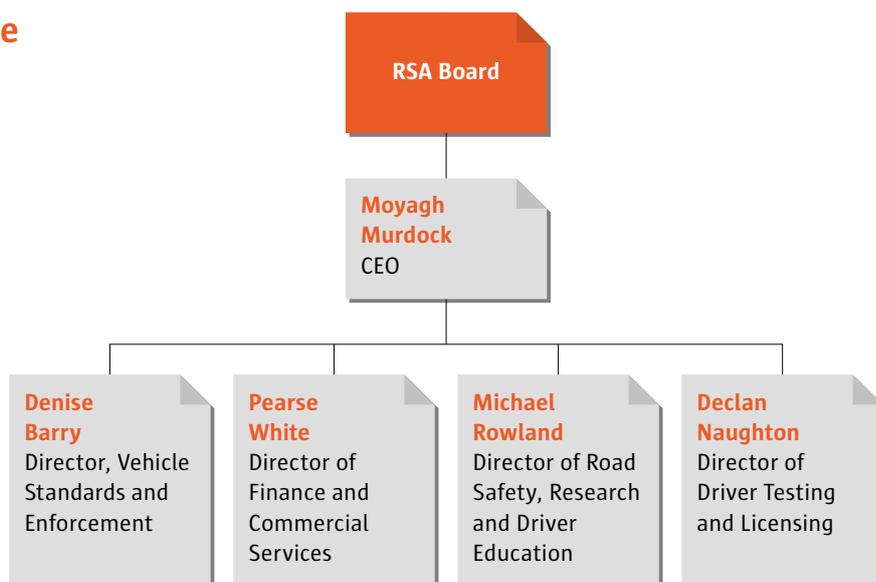
# The RSA's mission is simple: to make roads safer for everyone.

*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 Road Safety Strategy

## Introduction (continued)

### 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 a Finance and Commercial Services directorate.

#### **Driver Testing and Licensing**

The Driver Testing and Licensing directorate is responsible for the driver testing system and driver licensing regime.

▶ find out more on page 28

#### **Road Safety, Research and Driver Education**

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

The directorate works with all stakeholders signed up to the Government Road Safety Strategy to ensure that road safety initiatives are achieved.

▶ find out more on page 18

#### **Vehicle Standards and Enforcement**

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.

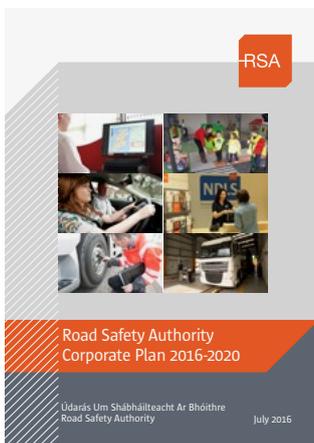
▶ find out more on page 34

#### **Finance and Commercial Services**

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

▶ find out more on page 39

**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.’**



In 2016, the RSA Corporate Plan 2016–2020 was completed with the input of staff and stakeholders to inform strategies which are fact based, future focused, realistic, sustainable and value adding for customers. The resultant RSA Corporate Plan is framed around five key strategic propositions. It sets ambitious targets for the RSA as an organisation which will ensure that the combined efforts and contribution of all employees within the RSA delivers on the mission to save lives and prevent injuries by reducing the number and severity of collisions. It provides a clear roadmap for how this will be achieved and is supported by each area of the organisation. At the end of 2016, a new directorate was in the process of being established to drive the achievement of the RSA Corporate Vision and Plan 2016–2020.

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## Corporate Plan 2016–2020 (continued)

### 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 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 (KPI).
4. Targeted action and collaboration to drive change	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. Effective platform for the future of RSA	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, 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

The RSA is responsible for overseeing the implementation of the Government Road Safety Strategy 'Closing the Gap 2013–2020'. 'Closing the Gap' means making Ireland's roads as safe as the best-performing countries in the world, in particular the United Kingdom, Netherlands and Sweden. In order to achieve this, Ireland must reduce deaths to 124 per annum and reduce serious injuries to 330 or fewer by 2020.

There are 144 actions in the strategy under the four main areas of intervention: Education, Engineering, Evaluation and Enforcement.



### Monitoring

The Ministerial Committee on Road Safety oversees the implementation of the Government Road Safety Strategy. This committee meets biannually to review progress on the strategy and representatives include, the Minister for Justice, Attorney General, and representatives from other Government Departments and Agencies including the Health and Safety Authority (HSA), County and City Management Association (CCMA), Transport Infrastructure Ireland (TII) and the Medical Bureau of Road Safety (MBRS.)

### Mid-term Evaluation of the Government's Road Safety Strategy

In November 2016, the RSA commenced a Mid-Term Evaluation of the Strategy, in line with the requirements set out in the context of Action 112.

All stakeholders were invited to a full day workshop, hosted by the RSA, in Dublin Castle on 14 November 2016, to formally review Ireland's progress. The Minister for Transport Tourism and Sport also participated at the workshop.

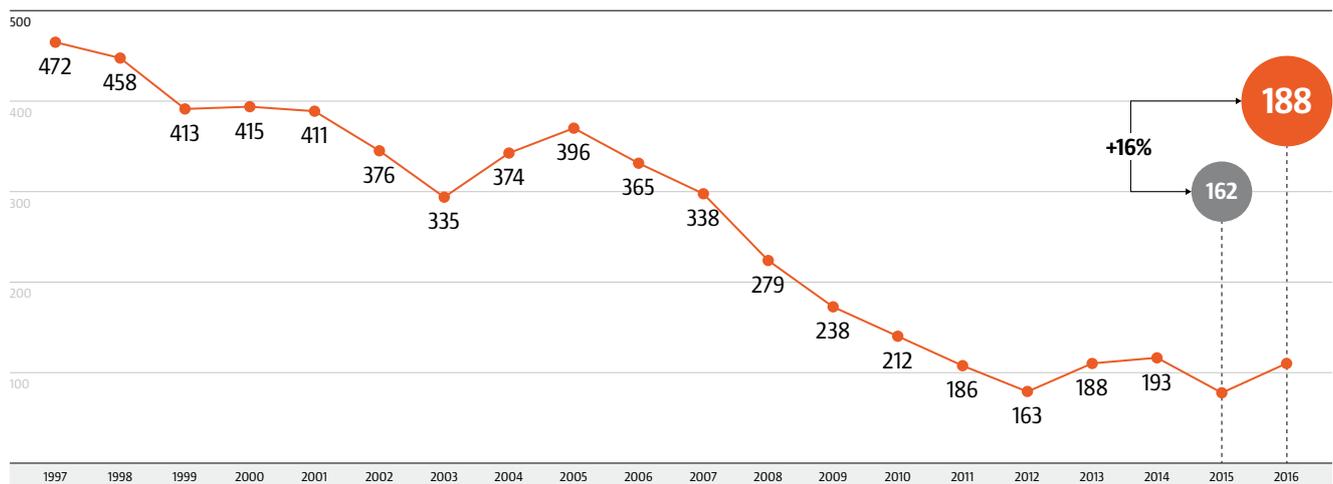
The evaluation incorporated two core elements:

- ▶ A retrospective analysis looking back over Ireland's performance from 1 January 2013 to 31 December 2016 in achieving the targets and actions set out in the Government Road Safety Strategy 2013–2020.
- ▶ A prospective analysis, looking forward to what action needs to be taken by 2020 to meet Ireland's targets on fatalities and serious injuries, thus enabling Ireland to close the gap on countries with a better road safety record than Ireland.

Following the workshop, the RSA engaged in the process of synthesising the information gathered on the day, and identified a number of new actions to be implemented by the end of 2020. A final report on the evaluation will be submitted to the Minister for Transport, Tourism and Sport in 2017.

**As of 31 December 2016, there were 176 fatal collisions, which resulted in 188 fatalities on Irish roads. This represents 21 (+14%) more collisions and 26 (+16%) more deaths compared to garda data for the same period in 2015\*.**

This is an unwelcome increase in numbers particularly in the context of the decrease in fatalities seen in 2015 (162) compared to 2014 (193).



Fatalities by year, 1997 to 2016

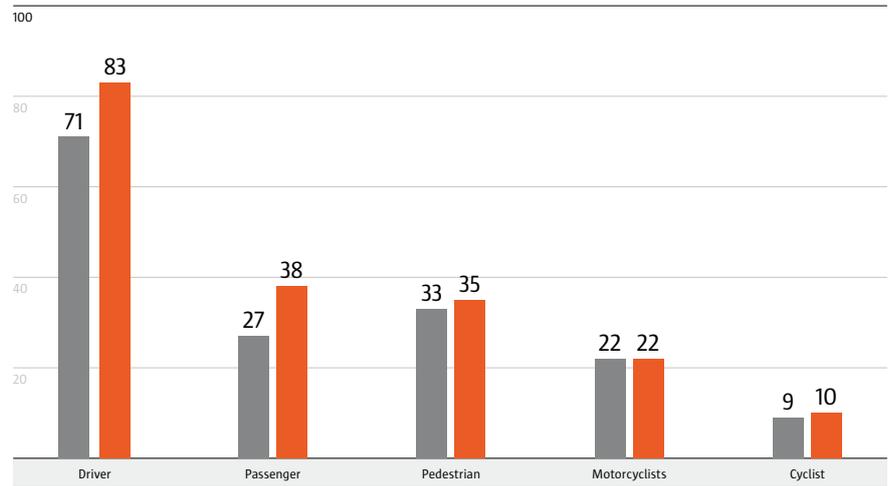
Source: RSA Collision Facts, December 2016

\* Figures are provisional and subject to change

## Road Fatalities by Road User Type, 2015 vs 2016

In 2016 there were increases in fatalities among drivers, passengers, pedestrians and cyclists compared to 2015.

Drivers and passengers represent two-thirds of fatalities (64%) in 2016 and vulnerable road users (pedestrians, motorcyclists and pedal cyclists) represent just over one third (36%). Driver (+12) and passenger (+11) fatalities have increased in 2016 representing a net increase in vehicle occupant fatalities from 98 in 2015 to 121 in 2016 (+22%).



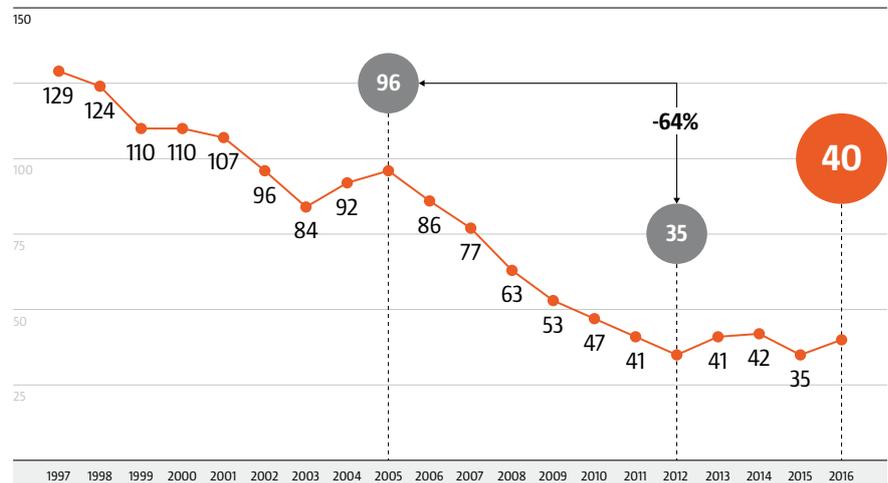
Road Fatalities by Road User Type, 2015 vs 2016

Source: Provisional Review of Road Fatalities, 2016

● 2015 ● 2016

## Fatalities per Million of Population

Ireland reduced the number of fatalities per million of population consistently between 2005 and 2012. In 2005 there were 96 deaths per million of population which fell to 35 deaths per million of population in 2012 (-64%). Between 2012 and 2016, however, Ireland's fatality rate increased from 35 deaths per million to 40 deaths per million in 2016.



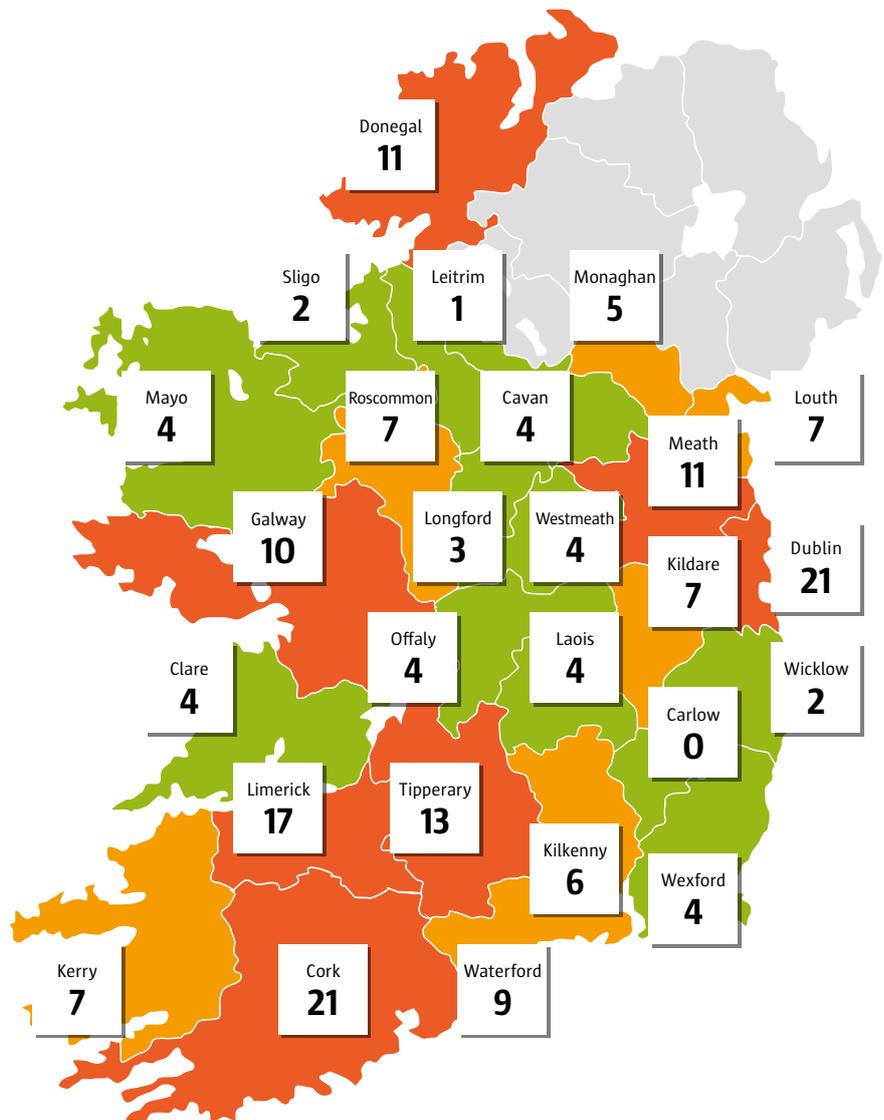
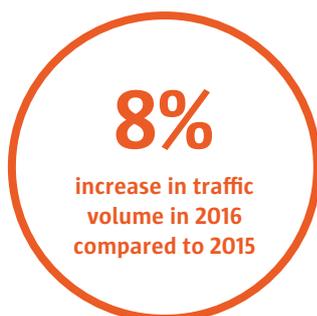
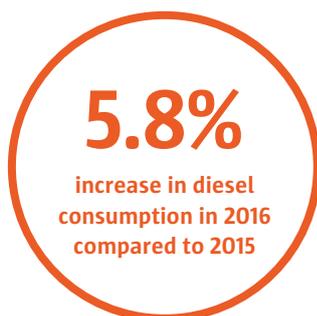
Ireland fatalities per million of population 1997-2016

Source: RSA Collision Facts, December 2016

# Road Safety Review 2016 (continued)

## Road Safety Context in 2015/2016

The economy continued to improve in both 2015 and 2016. The number of new private cars licensed for the first time increased by 17% to 141,931 in 2016 compared to 2015<sup>1</sup>. The annual unemployment rate for 2016 was 7.9%, down from 9.5% in 2015<sup>2</sup>. The most recent figures show that diesel consumption grew by 5.8% during 2015<sup>3</sup>. The latest figures show that overall traffic volume (vehicle kilometres travelled) increased by 8% in 2015. Irish licensed vehicles travelled a total of 46 billion kilometres, with each vehicle travelling an average of 17,852 kilometres in 2015<sup>4</sup>.



### Road fatalities in Ireland up to 31 December 2016

Provisional figures

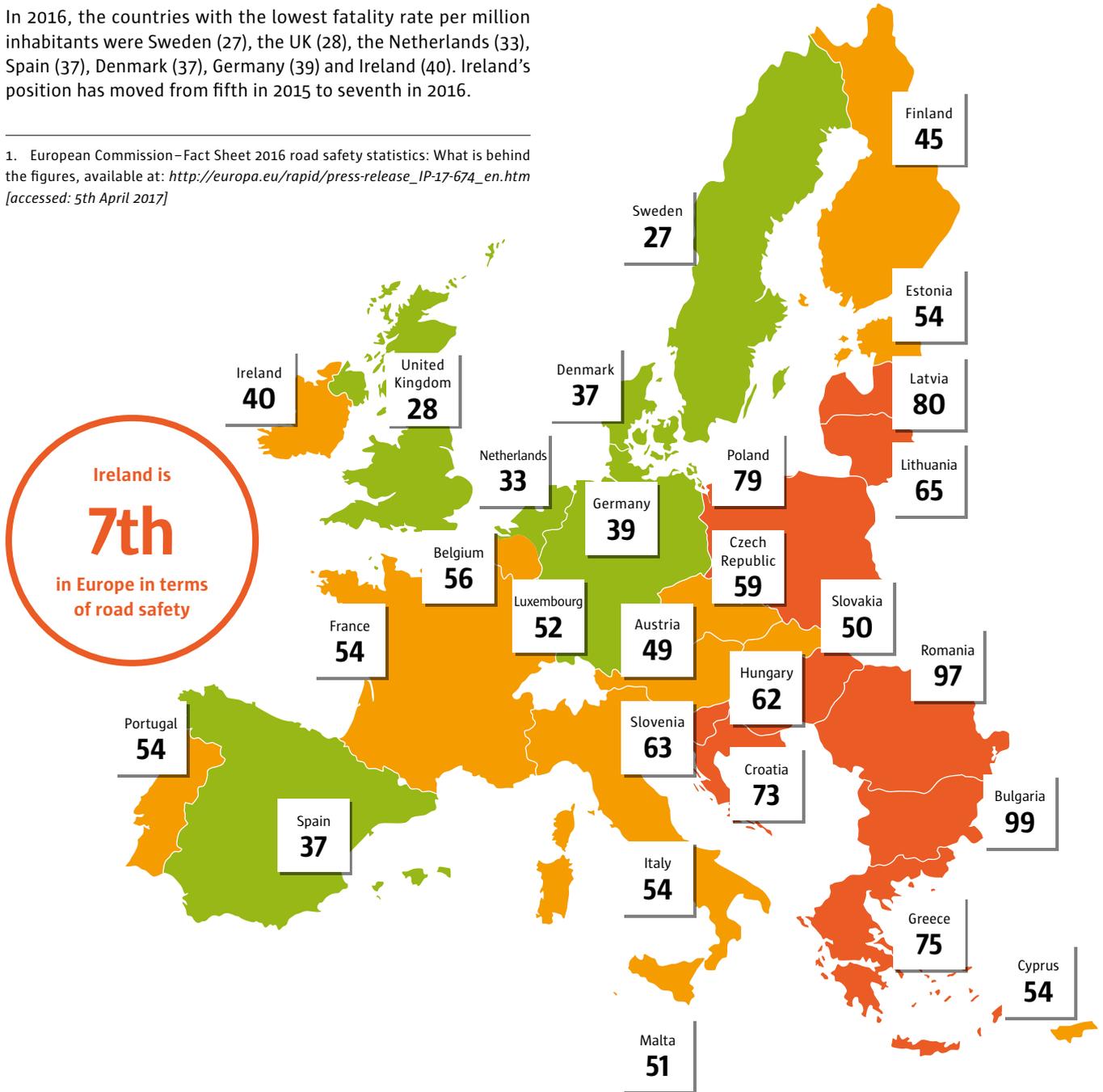
1. Vehicles licensed for the first time, Central Statistics Office (2016) [http://www.cso.ie/multiquicktables/quickTables.aspx?id=tea02\\_2](http://www.cso.ie/multiquicktables/quickTables.aspx?id=tea02_2)
2. Unemployment Seasonally Adjusted Unemployment Figures, Central Statistics Office (2016) <http://www.cso.ie/multiquicktables/quickTables.aspx?id=mum01>
3. Energy in Ireland 1990–2015, SEAI (2016). [http://www.seai.ie/Publications/Statistics\\_Publications/Energy\\_in\\_Ireland/Energy-in-Ireland-1990-2015.pdf](http://www.seai.ie/Publications/Statistics_Publications/Energy_in_Ireland/Energy-in-Ireland-1990-2015.pdf) pp.52
4. Transport Omnibus 2015, Central Statistics Office, (2017). <http://www.cso.ie/en/releasesandpublications/ep/p-tranom/to2015/rt/rt/>

**Road Safety in the EU: Fatalities per million population across the EU**

Across the EU, 25,500 people were killed in 2016, representing 50 fatalities per million population. This represents a 2% decline in fatalities compared to 2015. However, reaching the strategic target of halving the number of road deaths between 2010 and 2020 continues to be a challenge<sup>1</sup>.

In 2016, the countries with the lowest fatality rate per million inhabitants were Sweden (27), the UK (28), the Netherlands (33), Spain (37), Denmark (37), Germany (39) and Ireland (40). Ireland's position has moved from fifth in 2015 to seventh in 2016.

1. European Commission – Fact Sheet 2016 road safety statistics: What is behind the figures, available at: [http://europa.eu/rapid/press-release\\_IP-17-674\\_en.htm](http://europa.eu/rapid/press-release_IP-17-674_en.htm) [accessed: 5th April 2017]



**Road deaths per million inhabitants – Preliminary country by country statistics for 2016**

Source: European Commission – Press release 28th March 2017. Available at: [http://europa.eu/rapid/press-release\\_IP-17-674\\_en.htm](http://europa.eu/rapid/press-release_IP-17-674_en.htm)

# Road Safety Awareness Campaigns

The RSA commissioned three new TV-led mass media campaigns in 2016 that were informed by the findings of the RSA's Pre-Crash Reports on Vehicle Factors, Alcohol and Speeding.



## Anti-Drink-Driving Crashed Lives Campaign

Four-year-old Ciarán Treacy was killed in a head-on collision with a drunk driver on 17 April 2014. His mother Gillian, her husband Ronan, the emergency services who attended the collision and the medical team who fought to save Ciarán's life are all featured in the latest 'Crashed Lives' ad campaign. The ad was launched as part of the RSA and An Garda Síochána Annual Christmas and New Year Road Safety campaign for 2016.

The new 90 seconds 'Crashed Lives' TV advert shows exactly how drink-driving can smash so many lives to pieces. It focuses on a crash in which Ciarán Treacy was killed and the other people who were affected as a result of Ciarán's death. It shows the immediate family, learning to cope with physical and emotional trauma, the emergency service workers, people who arrived at the scene, nurses the wider family and community. It reminds us that a crash is never just one person – it sends shockwaves throughout lives, families and communities.

The message is simple – stop and think of Ciarán the next time you consider drink-driving, find another way home and never ever drink and drive.



## Tyre Safety Campaign

To highlight the dangers of driving with defective tyres, (a contributory factor in 8% of fatal crashes) the RSA launched a powerful new TV, radio, cinema and online advertising campaign entitled 'Grip' in 2016. The purpose of the ad is to make people aware that tyres are the one point of contact their car has with the road. The TV ad shows a man losing his grip with everyone close to him, in a frame that spins, as tyres do – or as a car that has been flipped in a crash does. It shows just what the man has lost, providing a stark reminder that we all need to check our tyres to make sure we don't lose grip with everything that matters to us.



## Severe Weather Campaign

A new radio and online video campaign featuring RTE's Teresa Mannion was launched to promote safe road user behaviour during severe weather.



## Anti-Speeding Campaign

The Anti-Speeding campaign, which was launched in October 2016, shows the danger of speeding, even at low levels. The kind of speeding some drivers do without even realising. The 5 kmph you go over in a daze that doubles your chance of being involved in a casualty collision. For the new campaign, the RSA commissioned an original song by Irish recording artist Cathy Davey. It's a beautiful, wistful piece, which seems to detail the things our driver sees on his journey in the TV ad. However, as our driver nudges the speed up. Moving from 50 kmph to 60, it's harder and harder for the singer to keep up with the things that appear on the road.

Roadside objects appear thicker and faster – it starts to become frenetic and breaks down in chaos until our final moment. Where the driver hits a young girl.

'When you're going too fast, you can't keep up with the road', we read. 'Slow down.'

## Social Media

The RSA has a strong social media presence on five different social media platforms. There is an established presence on Facebook, Twitter and YouTube with accounts for both the RSA and the driving test. The RSA joined Instagram and Snapchat in 2016 in a bid to reach younger audiences more effectively. The RSA uses social media to provide timely road safety messages to our multiple audiences, to answer public queries efficiently and to receive their feedback on our services and campaigns.

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

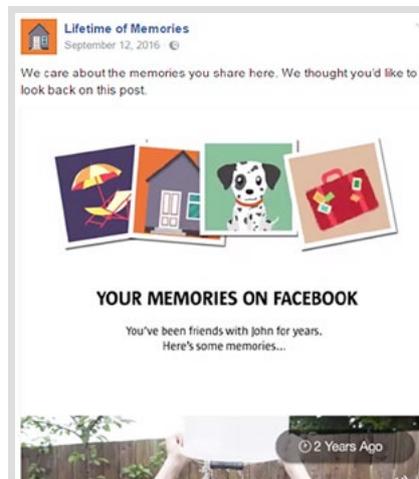
New features introduced into social media content in 2016 included live video and 360-degree video. Live video was utilised for events and launches in a bid to extend the opportunity for the general public to engage in real time with our events. An example of this was the live streaming of Christy Moore's performance to commemorate World Day of Remembrance for Road Traffic Victims, in Smock Alley, Dublin in November 2016.



*The live-streaming of our World Day of Remembrance event reached 27,000 people*

Other social media highlights in 2016 include the promotion of our driver fatigue coffee giveaway with Applegreen over bank holiday weekends, weekly Check It Fits posts, and the launch of our 'Crashed Lives: #ForCiarán' campaign.

Another social media success in 2016 was the 'Facebook Memories' campaign which aimed to educate younger drivers on the dangers of using a mobile phone while driving.



*Our Facebook memories video received excellent feedback and over 605,000 views*

### Co.Cork

<p><b>Wednesday 5 April</b> 10.00am - 5.30pm</p> <p><b>Thursday 6 April</b> 10.00am - 5.30pm</p> <p><b>Friday 7 April</b> 10.00am - 5.30pm</p>	<p><b>Blackrock</b> SuperValu, Skeehard Road, Blackrock</p> <p><b>Mallow</b> SuperValu, Bellevue S.C, Bellevue</p> <p><b>Kanturk</b> Toyota, O'Callaghan Motors, Earl Street, Greenane.</p>	
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Get your child car seat checked for FREE

40% of Check It Fits event attendees hear about the event on social media



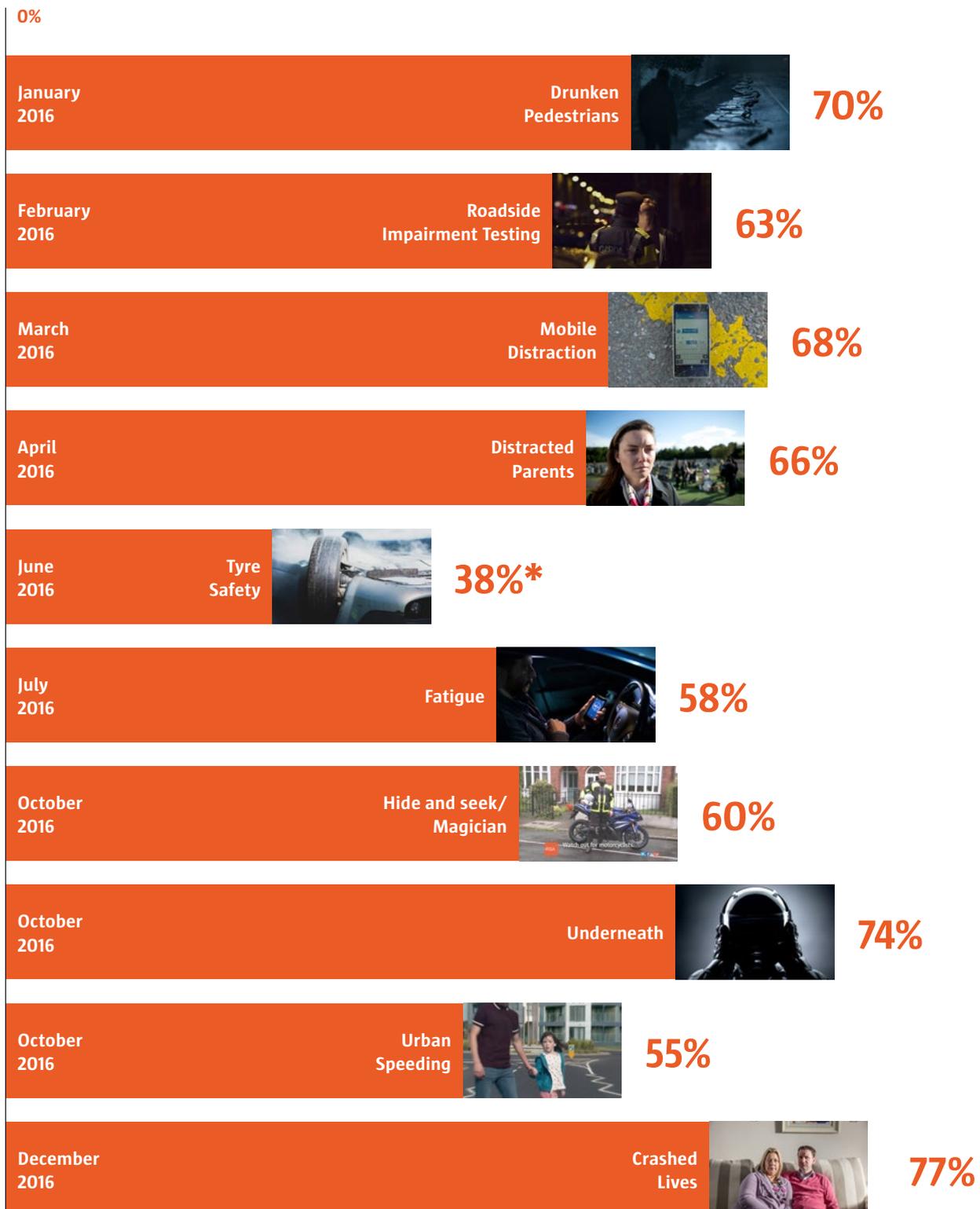
*The Crashed Lives '#ForCiarán' advert received 41% organic engagement for the month of December 2016, reaching 843,000 views on Facebook alone*

# Road Safety Awareness Campaigns (continued)

## RSA TV Campaigns: Prompted Awareness 2016

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, 2016

\* Low TVR deployment

## Crashed Lives 2016 Campaign: Advertising Impact/Behaviour Change

Base: All Motorists n=751

The Crashed Lives 2017 campaign is evaluated very positively by motorists; agreement with the campaign's behaviour change measures exceeds the RSA Benchmark Average by 10–15% on each criteria. 98% of motorists consider the campaign to be effective in communicating *'In addition to the people directly involved, the consequences of any road crash can be devastating for a huge range of people.'*

	I am now more likely to think about...		RSA Average 2011–2017
	Agree Strongly %	Agree slightly %	Agree Strongly %
The consequences of a road crash on myself	75	20	64
The consequences of a road crash on others	79	16	64
Those who drink and drive are putting themselves and others in danger	80	16	64
It is unacceptable to drink and drive in any circumstance	78	16	64

### After seeing this advert...

I will take more care when driving on the road	75	19	64
I am less likely to take a chance by having one or two drinks before driving	75	12	64
I will not drink any amount of alcohol before driving	76	12	64
I will encourage friends and family not to drink any alcohol before driving	78	15	64

## Awards won for campaigns in 2016

The RSA picked up four awards at the 2017 Institute of Creative Advertising and Design (ICAD) awards for three of its 2016 campaigns: Crashed Lives, Never Let Go, and Urban Speeding. The ICAD awards is one of the leading Irish advertising award schemes set up to acknowledge creative excellence in Irish advertising and design.

The RSA Crashed Lives campaign, 'For Ciarán', won a rare Gold Bell, with the jury saying: 'This work is so good, you can't bear to look at it.'

The RSA also took a Silver for use of music in Urban Speeding, and a Bronze for the Tyre Safety commercial: 'Never Let Go.'

The RSA also won the highly prestigious accolade of 'Client of the Year', with ICAD describing the body of RSA work as 'genre-defining and life-saving.'



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# Road Safety Research

## Pre-crash Study: contributory factors in fatal collisions

In 2016 the RSA published a series of reports based on an in-depth analysis of 867 garda investigation files for fatal collisions between 2008 and 2012.

These reports can be accessed at <http://www.rsa.ie/en/RSA/Road-Safety/Our-Research/Collision-Statistics/>.

### Findings from these studies indicated that:

Excessive speed was a contributory factor in 32% of fatal collisions within the study period.

29% of all 867 collisions involved at least one driver or motorcyclist with a presence of alcohol prior to the collision.

9% involved a pedestrian who had consumed alcohol.

The condition of the tyres was cited in 8% of collisions involving a motorised vehicle as having contributed in full or part to the collision.

Of the 93 motorcyclist collisions in the study, 49% cited speed and 29% cited alcohol as contributory factors.

## Health Research Board/ National Drug-Related Deaths Index study

The year 2016 saw the continuation of the successful collaboration between the RSA and the Health Research Board (HRB) in the form of a study on contributory factors to collisions based on an analysis of closed coroner's files. This work is an extension to the National Drug-Related Deaths Index (NDRDI). In 2016, data was collected from closed coroner's files which were available for fatalities that occurred in 2015.

Furthermore, the RSA published a summary report of 2014 fatalities from this study. The total number of fatalities that occurred in 2014, as per RSA official records, is 193 and information was available in this study on 136 fatalities (71%). The results of toxicology tests revealed that almost a third (31%) of the 136 fatalities in 2014 involved alcohol.

Source: The Health Research Board National Drug-Related Death Index (NDRDI) on behalf of the RSA, 2016.

Sources: RSA Pre-Crash Report on Fatal collisions 2008–2012 Excessive speed as a factor, April 2016; SA Pre-Crash report on Fatal Collisions 2008–2012 Vehicle Factors, April 2016; RSA Pre-Crash Report on Fatal Collisions 2008–2012 Alcohol as a factor, June 2016; RSA Pre-Crash Report on Fatal Collisions 2008–2012 Motorcyclists, October 2016.

### The Irish Longitudinal Study on Ageing (TILDA), Trinity College Dublin

The Irish Longitudinal Study on Ageing (TILDA) is a large-scale, nationally representative, longitudinal study on ageing in Ireland. The Research Department of the RSA and TILDA collaborated on a study into the effects of ageing and possible implications for road user behaviour.

### European Survey of Road Users Attitudes (ESRA)

The ESRA project is a joint initiative of research organisations and road safety institutes in 17 European countries. The lead organisation is the Belgian Road Safety Institute and the RSA is one of the partner organisations in this study. The aim is to collect comparable (inter)national data on road users' opinions, attitudes and behaviour with respect to road traffic risks. Results from the first ESRA study were released in 2016. In total, data from more than 17,000 road users was collected, including 1,000 Irish road users and results are available at: [www.esranet.eu](http://www.esranet.eu).

### Observation Studies

The Research Department carries out a series of regular observation studies to monitor trends in road user behaviour. The following were national studies conducted in 2016:

- ▶ Free-speed of vehicles
- ▶ Seat belt use by drivers and passengers
- ▶ Mobile phone use by drivers
- ▶ Defective lights on vehicles
- ▶ Fog light misuse by vehicles
- ▶ High-visibility and helmet wearing rates of cyclists and motorcyclists
- ▶ Cyclist compliance with traffic lights

### International Liaison

The Research Department of the RSA 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 OECD – International Transport Forum; International Road Traffic and Accident Database (IRTAD); and the European Transport Safety Council (ETSC). Also in 2016, two presentations were made to the European Traffic Police Network (TISPOL) by the Research Department.

### International Conference on 'iSafer' Technology

The RSA hosted its 2016 International Road Safety Conference entitled 'iSafer' at Dublin Castle on Thursday 28 April, the theme of which was Intelligent Speed Adaption. It featured speakers from Sweden, Germany, the UK and Ireland.

### Academic Lecture

As part of Road Safety Week 2016, the RSA hosted an academic lecture on 3 October, the theme of which was motorcycling safety. Two presentations were given based on recently published reports. One on the pre-crash behaviours contributing to motorcyclist fatal collisions presented by Maggie Martin, RSA, and an evaluation of advanced training courses for motorcyclists presented by Dr Saskia de Craen, SWOV in Sweden. In addition, board member Dr Áine Carroll presented on the topic of motorcycle collisions and the consequences – a medical perspective.

## Summary of Key Findings of Observation Studies

Road User	Observation Study	2016
 <b>Motorcyclists</b>	High-visibility wearing (any)	<b>45%</b>
	Helmet wearing	<b>99.9%</b>
 <b>All Pedal Cyclists (both public &amp; private)</b>	High-visibility wearing (any)	<b>32%</b>
	Helmet wearing	<b>38%</b>
	Mobile phone use	<b>0.3%</b>
	Earphone use	<b>8%</b>
	Traffic light compliance	<b>13%</b>
 <b>Motorised Vehicles/Drivers &amp; Passengers</b>	Defective lights	<b>6%</b>
	Fog light misuse	<b>11%</b>
	Mobile phone use	<b>6%</b>
	Seat belt use (all adults i.e., drivers and passengers)	<b>91%</b>
	Seat belt (children only)	<b>88%</b>

# Road Safety Education

## Check it Fits – the RSA’s nationwide child car seat checking service



**7,137**  
checks

**154**  
locations

## StreetSmart – the RSA’s interactive primary school resource



**12,875**  
visitors

**116**  
schools

## Shuttle – the RSA’s mobile interactive road safety unit



**69,369**  
visitors

**90**  
events

## Roll over simulator seat belt wearing convincer



**25,843**  
participants

**113**  
events

## High-Vis Distribution



**193,436**  
adult high-vis vests

**199,374**  
high-vis armbands

**37,017**  
rusk sack covers

**20,724**  
bike lights

**210,035**  
children high-vis vests

**49,015**  
drawstring bags

**13,425**  
running bibs

**16,587**  
Sam Browne belts

## Road safety leaflet and brochure merchandising and distribution



**421,355**  
brochures distributed

**10,766**  
merchandising visits

## National Road Safety Education Service



**9,300**  
education programmes delivered

**6,202**  
contact hours delivered

### Merchandising of RSA Materials

- ▶ Merchandising stands are located in 536 public buildings including RSA offices, Motor Tax offices, garda stations, libraries, NCT, NDLS, CVRT and Driving Test centres, pharmacies, Advance Pitstop Centres, SIMI garages, Bus Éireann stations and the Applegreen service station on the N4 westbound.
- ▶ The top five most popular brochures – Motorway Driving, Child Safety in Cars, Cycle Safety, Tyre Safety, Emergency Vehicles.

### Cycle Training

The RSA provides a subvention to local authorities for cycle training. In 2016, 374 schools received training which included 16,174 children going through the programme.

### Junior School Warden

The RSA gave a contribution to local authorities for the 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 smaller cities. Twenty schools took part in the Junior School Warden scheme with 461 students trained.

# Road Safety Driver Education



## Approved Driving Instructors (ADIs)

Since 30 April 2009 driving instruction in Ireland has been a regulated industry. The regulations cover standard of instruction, examinations to be passed as well as penalties for breaches of the 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 Approved Driving Instructor (ADIs) permit. Each instructor is assessed by the RSA to ensure they have the necessary:

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

As of 31 December 2016, there was 1,741 Approved Driving Instructors (ADIs) in total, of which 1,597 are eligible to provide Essential Driver Training (EDT) to learner drivers.

## Initial Basic Training (IBT) For Motorcyclists

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

The number of approved IBT training centres has increased to 86 and the number of approved Motorcycle Instructors now stands at 128 of which 98 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 1,597 ADIs providing EDT lessons to learners nationwide.

The number of EDT lessons completed during 2016 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 103 approved CPC training organisations with 289 approved training centres and 929 approved CPC trainers throughout the country.

In excess of 516,000 training days (up to the end of December 2016) have been completed since the introduction of Driver CPC, with 53,327 training days completed in 2016.

During 2016 there were a total of 4,653 Driver CPC theory case study tests conducted.

Some 39,010 individual professional drivers completed their annual periodic training and maintained their CPC qualification during 2016.

Approved Driving  
Instructors at 31  
December 2016

1,741

over  
650,000

EDT lessons  
completed during  
2016

Approved CPC  
trainers in  
Ireland

929

# Highlights from 2016



BT Young Scientist Exhibition

Launch of drive way safety information videos



Launch Pre-Crash Report on Alcohol

January

February

March

April

May

June



Launch of Pre-Crash Report on Vehicle Factors & tyre safety campaign

Launch of information video on level crossing safety

Launch cycling safety blind spot information video

Launch of Pre-Crash Report on Speed



Seat Belt Sheriff and Hi Glo Silver awards

June Bank Holiday campaign RSA / Applegreen coffee giveaway

International Conference on Speed



May Bank Holiday campaign RSA / Applegreen coffee giveaway



Back to school campaign with ESB networks

European Project Edward in association with TISPOL and An Garda Síochána

Irish Road Safety Week



July

August

September

October

November

December

Launch of summer time road safety campaign

August Bank Holiday campaign RSA / Applegreen coffee giveaway

Beep beep day

Launch of anti-speeding campaign



Launch of 'Crashed Lives' campaign featuring the Treacy family



Ploughing Championships

October Bank Holiday campaign RSA / Applegreen coffee giveaway

World Day of Remembrance for Road Traffic Victims



Leading Lights Awards in Road Safety



Academic Lecture – Launch of Pre-Crash Report on motorcycle fatal collisions

Launch of severe weather campaign with Teresa Mannion



National High-Vis Day 21 December

## Driver Testing and Licensing

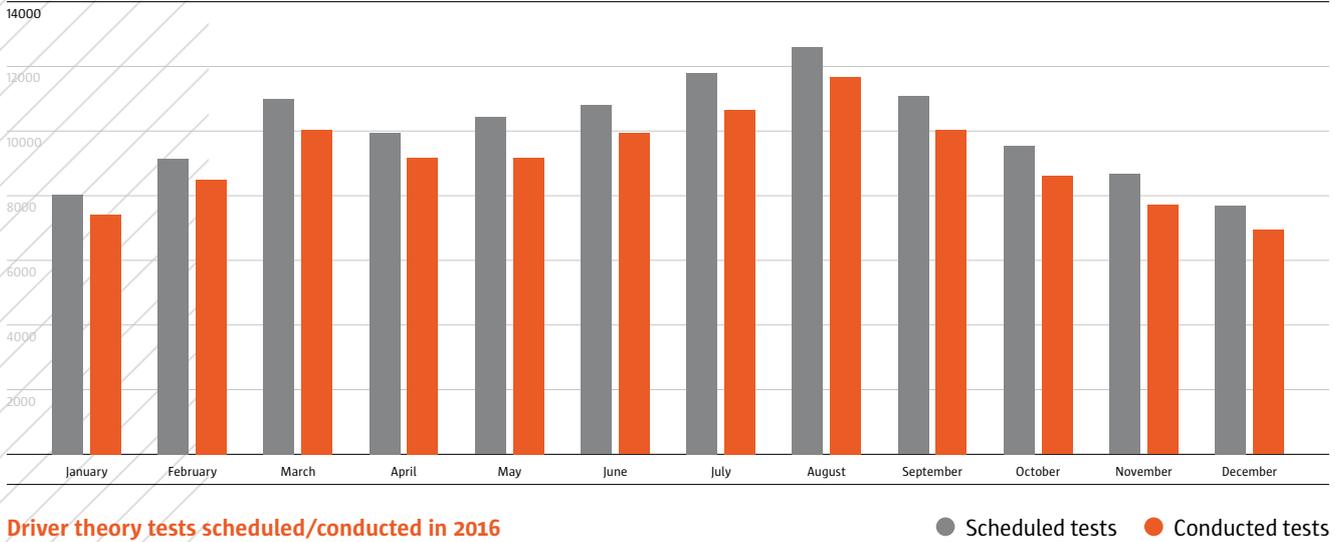


### Driver Theory Test 2016

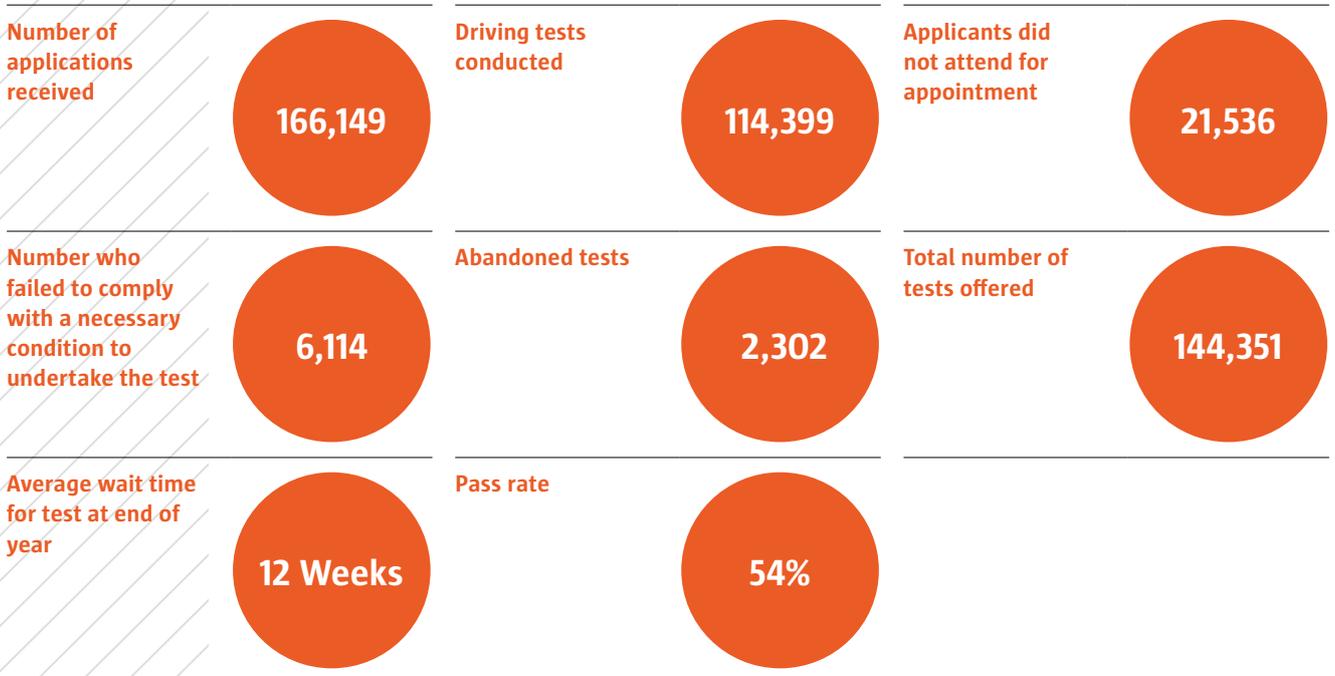
The table below provides the numbers of driver theory tests carried out in 2016 and the associated test outcomes.

	2016
 % Booked Online	85.23
 Tests Scheduled	122,448
 Tests Conducted	110,055
 Tests Passed	80,811
 Tests Failed	29,244

In 2016 just over 110,000 driver theory tests were conducted.



### Driver Testing – Summary of Activity January to December 2016



# Driver Testing and Licensing (continued)

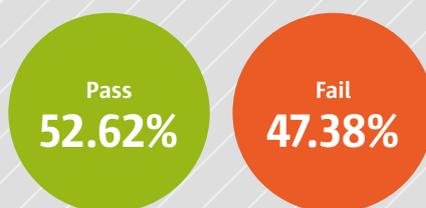
## Driver Testing – Summary of Activity January to December 2016 (continued)

Essential Driver Training (EDT) is a programme of 12 driving lessons which is compulsory for new learner permit holders to undertake. EDT relates to car drivers only.

### Outcome of driving tests undertaken by candidates where EDT was not applicable



### Outcome of driving tests undertaken by candidates who completed EDT lessons



<b>Total Number of Tests</b>	<b>47661</b>	<b>100%</b>
<b>Tests Completed (pass and fail)</b>	26969	56.58%
<b>No Shows</b>	17362	36.43%
<b>Non-conducted</b>	2416	5.07%
<b>Abandoned</b>	914	1.92%

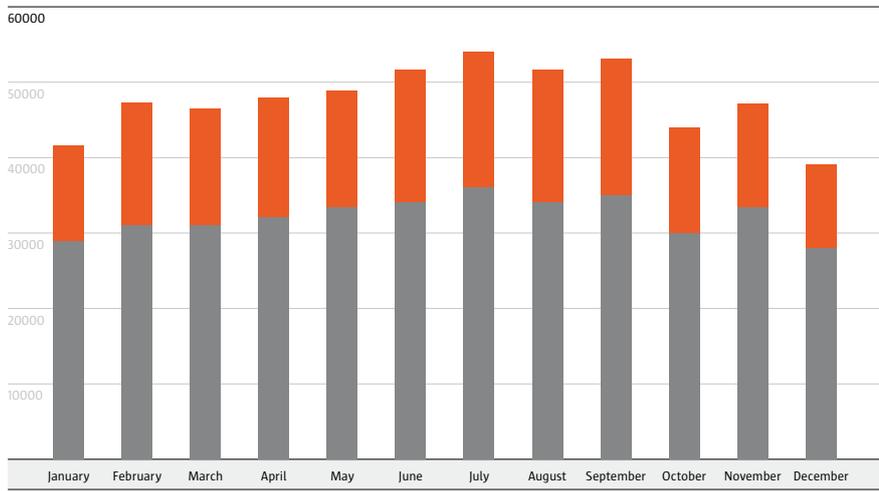
<b>Total Number of Tests</b>	<b>78860</b>	<b>100%</b>
<b>Tests Completed (pass and fail)</b>	71669	90.88%
<b>No Shows</b>	3007	3.81%
<b>Non-conducted</b>	3112	3.95%
<b>Abandoned</b>	1072	1.36%

Test Centre	Average Car (B category) Waiting time as at the end of December 2016	Test Centre	Average Car (B category) Waiting time as at the end of December 2016	Test Centre	Average Car (B category) Waiting time as at the end of December 2016
Athlone	11.6	Ennis	16.1	Newcastle West	15.4
Ballina	12.7	Finglas	9.5	Portlaoise	12.9
Birr	13.9	Galway	15.1	Raheny	8.0
Buncrana	13.0	Gorey	14.8	Rathgar (centre closed since 16/01/2016)	
Carlow	14.7	Kilkenny	15.2	Roscommon	13.3
Carrick-On-Shannon	15.4	Killarney	8.6	Shannon	11.2
Castlebar	11.1	Kilrush	12.6	Skibbereen	13.4
Cavan	11.8	Letterkenny	14.0	Sligo	16.1
Churchtown	9.6	Limerick	12.5	Tallaght	12.6
Clifden	11.8	Longford	13.7	Thurles	12.9
Clonmel	14.7	Loughrea	15.6	Tipperary	9.6
Cork	12.7	Mallow	14.0	Tralee	12.6
Donegal	12.3	Monaghan	12.4	Tuam	11.8
Dun Laoghaire (centre closed since 11/06/2016)		Mullingar	11.2	Tullamore	12.1
Dundalk	10.1	Naas	12.8	Waterford	12.6
Dungarvan	12.5	Navan	10.7	Wexford	11.2
		Nenagh	17.0	Wicklow	13.2
				<b>Total</b>	<b>12.0</b>

## National Driver Licence Service (NDLS)



In 2016, 556,439 applications were received and 574,199 licences were issued; this included both full licences and learner permits.



Number of licences issued in 2016 ● Driver Licences ● Learner Permit



# Driver Testing and Licensing (continued)

## National Driver Licence Service (NDLS) (continued)

### Driving Licences Current on 31 December, 2016 by Type in each County

Licensing Authority – The Road Safety Authority	Learner Permit	Annual Licences	Triennial Licences	10 Year Licences	Total Number (Licences and Permits)
Carlow	3,704	183	3,247	31,043	<b>38,177</b>
Cavan	4,313	164	4,321	37,828	<b>46,626</b>
Clare	5,819	317	7,802	64,507	<b>78,445</b>
Cork	27,805	1,288	31,903	271,308	<b>332,304</b>
Donegal	7,281	482	9,994	81,284	<b>99,041</b>
Dublin	71,083	2,968	64,912	562,276	<b>701,239</b>
Galway	12,204	525	14,519	131,223	<b>158,471</b>
Kerry	7,271	330	10,220	78,166	<b>95,987</b>
Kildare	12,531	370	9,473	109,510	<b>131,884</b>
Kilkenny	5,559	355	5,717	48,298	<b>59,929</b>
Laois	4,604	265	3,871	37,909	<b>46,649</b>
Leitrim	1,587	120	2,231	17,480	<b>21,418</b>
Limerick	9,502	581	11,442	97,801	<b>119,326</b>
Longford	2,274	75	2,545	19,776	<b>24,670</b>
Louth	6,754	291	6,372	59,199	<b>72,616</b>
Mayo	6,473	360	9,081	70,066	<b>85,980</b>
Meath	10,074	342	9,257	97,886	<b>117,559</b>
Monaghan	2,925	185	3,622	33,462	<b>40,194</b>
Offaly	4,302	273	4,232	39,090	<b>47,897</b>
Roscommon	3,041	183	4,699	34,403	<b>42,326</b>
Sligo	2,899	263	4,485	34,769	<b>42,416</b>
Tipperary	9,436	528	10,960	83,514	<b>104,438</b>
Waterford	6,347	239	7,388	58,687	<b>72,661</b>
Westmeath	5,087	215	4,904	44,955	<b>55,161</b>
Wexford	8,762	766	9,643	76,663	<b>95,834</b>
Wicklow	8,020	420	8,354	72,486	<b>89,280</b>
<b>Total</b>	<b>249,657</b>	<b>12,088</b>	<b>265,194</b>	<b>2,293,589</b>	<b>2,820,528</b>
Increased from 31 December 2015	9,215	859	11,539	34,846	56,459

## Emergency Services Driving Standard



Emergency Services Driving Standard (ESDS) is a driving standard which has been developed for emergency service drivers in Ireland.

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

Following on from the formation and establishment of ESDS Phase 1, the RSA has introduced ESDS Phase 2, which allows interested private and voluntary emergency service organisations to participate and engage in ESDS.

## ESDS Working Panel

A working panel was set up with members drawn from:



Óglaigh na hÉireann  
DEFENCE FORCES IRELAND



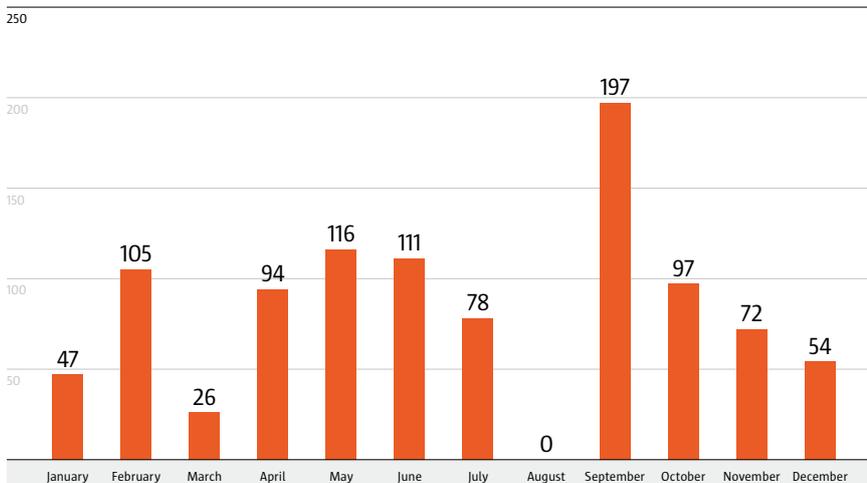
An Stúirtheireacht Náisiúnta um Dóiteáin agus Bainistíocht Éigeandála  
National Directorate for Fire & Emergency Management



Pre-Hospital  
Emergency Care  
Council



Seirbhís Phríosúin na hÉireann  
IRISH PRISON SERVICE



Number of ESDS Driver certifications issued in 2016

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## Vehicle Standards and Testing



### Vehicle Standards–2016 Overview

During 2016, significant progress was made across the vehicle standards and testing front contributing to the RSA's efforts to improve the condition and safety standards of vehicles in Ireland.

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

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## Vehicle Standards–2016 Overview (continued)

In 2016, VS finalised its strategy for the coming years which will see the function prioritise effective implementation of EU legislation, enhancement of vehicle testing standards and continuous monitoring of advances in vehicle technologies to improve road safety.

A key priority area for 2016 was promoting consumer awareness of what to consider when purchasing a used vehicle. An extensive radio and social media campaign was delivered in addition to the RSA's involvement in TV3's hard hitting documentary on clocked cars.

In line with the Road Safety Strategy, we completed a review of the standards and quality of work being undertaken by the vehicle maintenance and repair industry in Ireland. This included extensive stakeholder consultation and working closely with industry bodies to identify potential areas for improvement. We also reviewed the heavy and light commercial vehicle testing manuals and provided expertise and oversight to the CVRT training of testers.

### EU/National Legislation and Policy

In 2016, VS continued to work closely with the Department of Transport, Tourism and Sport on the development of national legislation and policy. Projects completed and progressed included:

- ▶ National legislation to provide a statutory obligation on insurance companies to notify the National Vehicle and Driver File (NVDF) that a vehicle has been written off.
- ▶ Revised technical standards for agricultural vehicles.
- ▶ Work on transposition of the European Roadworthiness Directive was initiated. This will see high speed agricultural tractors used for commercial purposes brought within the scope of testing in May 2018. Proposals for the introduction of a national weight limit for five (or more) axle non-articulated heavy commercial vehicles.
- ▶ Updates to the National Type Approval Schemes (NSSTA and IVA) governing technical elements such as advanced emergency braking systems, lane departure warning systems and stricter emission levels for heavy commercial vehicles.

Throughout the year, VS provided technical support to An Garda Síochána (AGS), the public and industry.

It also represented Ireland at a number of international fora including the general assembly CITA conference and the European Commission Technical Committee Motor Vehicles & Council Working Group in the development of European vehicle standard road safety regulations.

### Customer Service

- ▶ 2,900 ADR licences (carriage of dangerous goods) were processed last year through our online 24/7 service with an average turnaround time of 3 days.
- ▶ 85 special permits for public service vehicles were processed to enable their operation on Irish roads (e.g. land train permits).
- ▶ 9,368 end-of-series derogations were issued.
- ▶ Over 2,000 technical queries were dealt with, and 98% of those were within the 10 day turnaround performance metric.

VS commenced work on a project to provide more user-friendly guidance and accessible information on the technical and legal standards of vehicles.

### Cutting edge technology

In 2016, VS commenced a project to trial sensor technologies for installation on HCVs. The technologies can detect and provide a warning to the driver of the HCV when vulnerable road users such as pedestrians and cyclists are present.

# Vehicle Standards and Testing (continued)

## Vehicle Testing – 2016 Overview

Supervision and implementing improvements to the CVR and NCTS testing regimes continued to be priorities for 2016 to ensure high quality testing and customer service is maintained across all test centres and by all vehicle inspectors.

	National Car Testing Service (NCT)	Commercial Vehicle Roadworthiness Test (CVRT)
 Total vehicles tested	1,465,702	473,079
 Pass rate on full tests	47.9%	52%
 Fail Dangerous results	6,845	9,044
 Most common Fail Components	<ul style="list-style-type: none"> <li>▶ Lamps</li> <li>▶ Suspension and Steering</li> <li>▶ Brakes</li> <li>▶ Tyres</li> <li>▶ Bodywork</li> </ul>	<ul style="list-style-type: none"> <li>▶ Steering and Suspension</li> <li>▶ Brakes</li> <li>▶ Lamps</li> <li>▶ Tyres</li> </ul>

## 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 2016 – after 3 months this rises to more than 89%.
- ▶ CVRT – On-time testing compliance continues to improve although slower increases in compliance were noted for light commercial vehicles (less than 3,500 kg) and vehicles with a design gross vehicle weight between 3,500 and 7,500 kg. Large bus vehicles were most compliant in terms of on-time testing.

### Increased NCT capacity

- ▶ During 2016, NCT capacity increased with new test lanes provided at Deansgrange, Ballina, Enniscorthy and Skibbereen to meet demand and improve customer service. There were 47 NCT centres at year end with 590 inspectors.

### NCT pass/fail rates

- ▶ There was a slight reduction in first time pass rate during 2016 (down to 47.9%) over 2015 mainly due to an ageing fleet with the average vehicle age now being 8.7 years

### Increased CVRT capacity

- ▶ Two new testing centres came on stream in 2016 giving a total of 150 testing centres at year end. There were 51 new testers authorised during 2016 giving a total of 507 authorised testers for the CVR testing system.
- ▶ Five CVRT testing centres increased their capacity in 2016 – three relating to ADR (carriage of hazardous goods) services and two relating to additional test lanes.

### Intensive NCT monitoring

- ▶ The RSA monitors 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 7.5 days in 2015 to 4.7 days in 2016 further enhancing customer service.
- ▶ Overall customer service performance measures for the NCT show that the NCT contractor exceeded minimum standards.

### Focused CVRT performance monitoring

- ▶ RSA Technical Outsource provider completed 1,694 inspections as part of an intensive monitoring and supervision of CVR testing centres during 2016.

## Enforcement and Compliance



Promoting compliance and enforcing EU and national road transport legislation on tachographs, drivers' hours rules, Road Transport Working Time Directive, Driver CPC and road transport operator licensing, commercial vehicle maintenance, as well as assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles are core activities for the RSA in driving forward the road safety agenda.

### Roadside checks – roadworthiness

	2016	2015
No. of checkpoints	<b>1,980</b>	1,967
Vehicles checked	<b>15,926</b>	17,319
Dangerously defective vehicles detected	<b>326</b>	276
Vehicles with major defects detected	<b>2,964</b>	3,283
Compliance rate	<b>57%</b>	57%

Some 50% of the 1,207 buses inspected in 2016 were found to have defects with 33% of those defects classified as major or dangerous and found in 21% (260) of buses inspected.

RSA has been deliberately focusing on the school bus sector and this will be continuing into 2017.

### Operator premises inspections – roadworthiness

	2016	2015
No. of inspections	<b>4,885</b>	3,502
No. of vehicles checked	<b>3,548</b>	2,653
Directions issued	<b>551</b>	93
Compliance rate 1st visit	<b>30%</b>	24%
Compliance rate 2nd visit	<b>61%</b>	75%

Roadworthiness premises inspections in 2016 increased by nearly 40% over 2015. During 2016, a risk based approach towards operator premises inspections was put in place.

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

	2016	2015
No. of drivers checked	<b>2,627</b>	2,911
Total records checked	<b>65,044</b>	72,805
Breaches detected	<b>2,364</b>	1,947
Prosecutions initiated	<b>164</b>	212
Compliance rate	<b>64%</b>	70%

# Vehicle Standards and Testing (continued)

## Enforcement and Compliance (continued)

### Premises inspections – drivers’ hours, tachograph and operator licensing checks

	2016	2015
 No. of inspections	<b>319</b>	423
 No. of driver’s records checked	<b>3,398</b>	4,884
 No. of working days analysed	<b>538,392</b>	692,338
 No. of infringements detected	<b>8,528</b>	10,184
 Prosecutions initiated	<b>60</b>	71
 Compliance rate	<b>43%</b>	44%

There were 319 operator premises inspections in 2016 compared with 423 in 2015. The decline in premises inspections since 2014 continued in 2016 and is largely attributable to reduced manpower resources arising from the public service staffing embargo. Recruitment of additional transport officers was approved in 2016 and these will come on stream during 2017.

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

During 2016 compliance with the HCV operator self-declaration obligation rose substantially from 5% to 52% with a monthly average of 770 new CVRT.ie online registrations

### Improving RSA enforcement capability

RSA implemented a number of initiatives to increase effectiveness and enforcement capacity including additional training and equipment being provided to enforcement officers to assist with the detection of fraudulent tachograph devices.

An initial pilot of the RSA risk rating system was carried out with 20 HCV operators during 2016. The new risk system will be introduced on a phased basis during in 2017.

### RSA successes in court 2016

A total of 141 prosecution cases were completed successfully by the RSA in 2016 (this compares with 169 cases in 2015). The majority of cases prosecuted at court related to breaches of drivers’ hours.

### Administration of digital tachograph

Some 17,858 applications for digital tachograph cards were processed during 2016 which represents an increase of 15% over 2015 and a total of 86% of applications were received via the RSA online digital card system.

monthly average  
of new CVRT.ie  
online registrations

**770**

applications for  
digital tachograph  
cards in 2016

**17,858**

**15%**  
increase over  
2015

# Governance and Support

## Finance and Commercial Services

In 2016, there was significant enhancement in the services delivered by this directorate in the areas of finance, procurement, contract management, facility management, fleet management, environment health and safety, freedom of information and data protection administration.

The RSA recruited new finance and procurement managers in 2016 and this greatly improved the in-house skill and competency mix of the management team. Arising from a reorganisation in this directorate in 2015, new procurement processes yielded new enhanced facility and fleet management contracts in 2016.

The significant achievements in this directorate in 2016 were as follows

- ▶ Clean audit opinion with minimal management comments
- ▶ New procurement training, templates and process instituted in the RSA resulting in 52 staff trained on public procurement processes
- ▶ Nineteen procurement competitions administered in 2016
- ▶ New facility management contract put in place across 25 service lines resulting in better and more efficient service provision
- ▶ New fleet management contract put in place reducing the internal administrative burden in-house on fleet management
- ▶ Improved engagement with the Office of Public Works resulting in enhanced estate management and issue resolution
- ▶ New health and safety management structure put in place in 2016 with a new committee and regional teams working on the specific business related issues for the health and safety of staff and public service users
- ▶ New freedom of information administration process in place resulting in 49 FOI requests being responded to in 2016

The team in Finance and Commercial Services will continue to develop and enhance their service offering in 2017 and major projects planned for delivery include the upgrading of the current financial management system and the delivery of an RSA-wide data protection and records management process.

## Human Resources

The human resource division delivers services in the areas of resource, performance and absence management. In addition support is provided in the areas of training, development and industrial relations. Human resource administration is being managed by the public service function, PeoplePoint, since 2014.

### Staffing

The RSA has in its employment both civil and public servants. The level of staffing at the end of December 2016 was 325 (312.56 whole time equivalents). The RSA is compliant with the Delegated Payroll Sanction and the Employment Control Framework mechanisms and engages with the Department of Transport, Tourism and Sport and the Department of Public Expenditure and Reform in respect of its staffing levels.

### Employee Well-Being Programme

The RSA ran an employee well-being programme in 2016 that included diabetes monitoring of employees in Ballina, Loughrea and a number of Driving Test Centres in Dublin. In November, the RSA ran a cancer awareness programme in conjunction with the Marie Keating Foundation that afforded employees the opportunity of one to one consultation with cancer specialists as well as a general awareness session with employees.

### Industrial Relations

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

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## Governance and Support (continued)

### ICT

The RSA ICT Section is a key enabler in delivering our services to our customers.

In 2016, there was a significant focus on upgrading infrastructure and ICT security with technology initiatives, process development, training and awareness completed. No security breaches were registered during 2016 and service availability in excess of 99% was delivered.

#### ICT projects delivered in 2016 included:

- ▶ RSA Shuttle
- ▶ Enhancements to the RISC system that provides analysis capability for serious and fatal road collisions
- ▶ New digital tachograph card management system
- ▶ Enhancements to the Emergency Services Driving Standard training system
- ▶ Driving testers' Android-tablet application
- ▶ Projects initiated included upgrades to the Financial Control and Access Control systems, which were completed early in 2017



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## Customer Care Centre

The RSA Customer Care Centre (CCC) received 440,527 calls in 2016.

This was a 22% increase on the volume of calls received in 2015.

In 2016, the RSA future vision for customer service was reviewed and addressed in the Corporate Plan. In the period 2016–2020, the CCC will be transformed into a centre of excellence for customer service, and alternative digital solutions will be rolled out to provide an enhanced customer service for the vast majority of high volume customer enquiries.



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**Road Safety Authority**

Financial Statements  
For the Year Ended  
31 December 2016

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## General Information

<b>Authority Address</b>	Moy Valley Business Park Primrose Hill Ballina Co Mayo
<b>Senior Executive</b>	Ms Moyagh Murdock – Chief Executive Mr Pearse White – Director Finance & Commercial Services Ms Denise Barry – Director Standards & Enforcement Mr Declan Naughton – Director Driver Testing & Licensing Mr Michael Rowland – Director Road Safety, Research & Driver Education
<b>Chairperson</b>	Ms Liz O'Donnell
<b>Members of the Board</b>	Mr Eddie Rock Dr Áine Carroll Ms Aideen Carberry Mr John Mulvihill Mr John Lumsden Ms Aileen O'Toole Mr Ronan Melvin (term expired 13 September 2016) Mr Sean Finan (term expired 13 September 2016)
<b>Bankers</b>	Bank of Ireland Pearse Street Ballina Co Mayo
<b>Auditors</b>	The Office of the Comptroller and Auditor General 3A Mayor Street Upper Dublin 1
<b>Website</b>	<a href="http://www.rsa.ie">www.rsa.ie</a>

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



**Comptroller and Auditor General**

**Report for presentation to the Houses of the Oireachtas**

## Road Safety Authority

I have audited the financial statements of the Road Safety Authority for the year ended 31 December 2016 under the Road Safety Authority Act 2006. The financial statements comprise the statement of income and expenditure and retained revenue reserves, the statement of comprehensive income, the statement of financial position, the statement of cash flows and the related notes. The financial statements have been prepared in the form prescribed under Section 29 of the Act, and in accordance with generally accepted accounting practice.

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

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

### Responsibilities of the Comptroller and Auditor General

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

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

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

### Scope of audit of the financial statements

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

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

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

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

### Opinion on the financial statements

In my opinion, the financial statements:

- give a true and fair view of the assets, liabilities and financial position of the Authority as at 31 December 2016 and of its income and expenditure for 2016; and
- have been properly prepared in accordance with generally accepted accounting practice.

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

### Matters on which I report by exception

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

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

### Non compliance with procurement rules

Audit testing identified non-competitive procurement of goods and services in 2016 to the value of €1.1 million. The statement on internal financial control sets out the steps being taken by the Authority to address the matter.

**Seamus McCarthy**  
**Comptroller and Auditor General**  
31 May 2017

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# Board Members' Report

## Board Members' Responsibilities

### Financial Statements

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

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

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

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

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

### Governance

In 2016, there were eleven Board meetings and four Internal Audit Committee meetings.

The members of the Internal Audit Committee were:

- Mr Ronan Melvin (Chairperson until term expired on 13th September 2016)
- Mr John Lumsden (Acting Chairperson)
- Mr Eddie Rock

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

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# Statement on Internal Financial Control

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

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

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

- i. The annual review of effectiveness of internal financial control was conducted by the Authority's internal auditors and was reported to the internal audit committee in December 2016.
- ii. No significant breaches in control were noted in 2016.
- iii. No material losses or fraud were identified in 2016.
- iv. The system of internal financial controls was reviewed by our external auditors and is consistent with the information of which they are aware from their audit work on the financial statements.
- v. Creation of an annual budget and the comparison of actual results with this budget during the year.
- vi. Established formal procedures for monitoring the activities and safeguarding of assets.
- vii. Procedures for the management of business and financial risk including the use of authorisation limits, segregation of duties and controls for the prevention and detection of fraud.

In respect of 2016, the Authority and the Department of Transport, Tourism and Sport agreed a Service Level Agreement with regard to the provision of services by the Authority. The Authority operated on a self-financing basis in 2016 with the exception of a €139,000 drawdown of exchequer funding for pension payments.

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

In 2016, the following internal audits took place and were reported to the internal audit committee of the Authority:

- Internal Audit on the Statement of Internal Financial Control
- Security Audit of the Irish Digital Tachograph System
- Internal Audit of the Financial Management of National Driver Licensing Service

In 2017, the Authority plans to ensure an appropriate control environment by strengthening the internal control framework and enhancing its risk management process in line with the Authority's strategic goals, as well as clearly defining management responsibilities and developing a culture of accountability across all levels of the organisation.

The audit of the 2016 financial statements identified that competitive procurement processes had not been conducted in relation to payments totalling €1.1 million. These contracts were identified in the 2015 audit and the Authority is seeking to address the re-procurement of these contracts in 2017.

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2016.

# Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2016

	Notes	2016 €	2015 €
<b>Income</b>			
Oireachtas grant	2	139,000	139,000
Other resources	3	73,682,017	76,744,127
Net deferred pension funding	5(c)	3,709,000	4,065,000
Employee pension contributions remitted to the Department of Transport, Tourism and Sport	5(a)	(279,000)	(275,000)
<b>Total Income</b>		<b>77,251,017</b>	<b>80,673,127</b>
<b>Expenditure</b>			
Remuneration and other pay costs	4(a)	(20,050,166)	(20,177,049)
Retirement benefit costs	5(a)	(3,739,000)	(4,018,000)
Technical advice	6	(153,761)	(193,719)
Administration costs	7	(5,393,019)	(5,334,866)
Programme costs	8	(40,006,767)	(38,175,784)
Depreciation		(4,390,227)	(3,772,638)
<b>Total Expenditure</b>		<b>(73,732,940)</b>	<b>(71,672,056)</b>
<b>Surplus/(Deficit) for the year before appropriations</b>		<b>3,518,077</b>	<b>9,001,071</b>
Transfer to capital account	13	(662,697)	(1,278,149)
<b>Surplus/(Deficit) for the Year after appropriations</b>		<b>2,855,380</b>	<b>7,722,922</b>
<b>Balance brought forward at 1 January</b>		<b>26,355,246</b>	<b>18,632,324</b>
<b>Balance carried forward at 31 December</b>		<b>29,210,626</b>	<b>26,355,246</b>

All income and expenditure for the year relates to continuing activities at the Statement of Financial Position date.

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

# Statement of Comprehensive Income for the Year Ended 31 December 2016

	Notes	2016 €	2015 €
<b>Surplus/(Deficit) for the year</b>		<u>2,855,380</u>	<u>7,722,922</u>
Experience gains on retirement benefit obligations		(2,915,000)	1,826,000
Change in assumptions underlying the present value of retirement benefit obligations		<u>(13,158,000)</u>	5,269,000
<b>Total actuarial gain/(loss) in the year</b>	<b>5(b)</b>	<b>(16,073,000)</b>	<b>7,095,000</b>
Adjustment to deferred retirement benefits funding		16,073,000	(7,095,000)
<b>Other Comprehensive Income for the year</b>		<u><b>2,855,380</b></u>	<u><b>7,722,922</b></u>

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

# Statement of Financial Position as at 31 December 2016

	Notes	2016 €	2015 €
<b>Fixed Assets</b>			
Property, plant & equipment	9	8,706,339	8,043,642
<b>Current Assets</b>			
Receivables	10	1,813,493	4,957,639
Prepayments	11	430,262	202,532
Cash and cash equivalents		40,624,075	33,061,350
		<u>42,867,830</u>	<u>38,221,521</u>
<b>Current Liabilities (amount falling due within one year)</b>			
Payables	12	(13,657,204)	(11,866,275)
		<u>29,210,626</u>	<u>26,355,246</u>
<b>Net Current Assets</b>			
<b>Long Term Liabilities (amounts falling due after one year)</b>			
<b>Retirement Benefits</b>			
Deferred retirement benefit funding asset	5(c)	74,303,000	54,521,000
Retirement benefit obligations	5(b)	(74,303,000)	(54,521,000)
		<u>37,916,965</u>	<u>34,398,888</u>
<b>Total Assets less Current Liabilities</b>			
<b>Representing</b>			
Capital Account	13	8,706,339	8,043,642
Retained Revenue Reserves	19	29,210,626	26,355,246
		<u>37,916,965</u>	<u>34,398,888</u>

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

# Statement of Cash Flows

## for the Year Ended 31 December 2016

	2016	2015
	€	€
<b>Cash Flows from Operating Activities</b>		
Surplus/(Deficit) for the year before appropriations	3,518,077	9,001,071
Depreciation of fixed assets	4,390,227	3,772,638
(Increase)/Decrease in receivables	2,904,539	(3,417,875)
Increase/(Decrease) in payables	1,790,929	513,256
Bank interest income	(12,681)	(69,203)
<b>Net Cash Flows from Operating Activities</b>	<b>12,591,091</b>	<b>9,799,887</b>
<b>Cash Flows from Investing Activities</b>		
Payment to acquire property, plant & equipment	(5,052,924)	(5,050,787)
<b>Net Cash Flows from Investing Activities</b>	<b>(5,052,924)</b>	<b>(5,050,787)</b>
<b>Cash Flows from Financing Activities</b>		
Bank interest received	24,558	69,203
<b>Net Cash Flows from Financing Activities</b>	<b>24,558</b>	<b>69,203</b>
<b>Net Increase/(Decrease) in cash and cash equivalents</b>	<b>7,562,725</b>	<b>4,818,303</b>
Cash and cash equivalents at 1 January	33,061,350	28,243,047
<b>Cash and cash equivalents at 31 December</b>	<b>40,624,075</b>	<b>33,061,350</b>

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# Notes to the Financial Statements For the Year Ended 31 December 2016

## 1. Accounting Policies

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

### *(a) General information*

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

The Road Safety Authority is a Public Benefit Entity which is an entity that provides services for the general public, community and for social benefit. The Road Safety Authority 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 instructions (ADI) and driver certificate of professional competence (Driver CPC). The Road Safety Authority shares responsibility for the Road Safety Strategy 2013–2020 together with a number of state departments and public authorities who must all work together, and with the road using public, to deliver the targets and outcomes set out in this strategy.

### *(b) Statement of compliance*

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The financial statements of the Road Safety Authority for the year ended 31 December 2016 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC), as promulgated by Chartered Accountants Ireland. The Authority has favoured to continue to apply the 2009 version of the Code of Practice for Governance of State Bodies; work is ongoing for adoption of the 2016 version of the Code of Practice for Governance of State Bodies in the 2017 Financial Statements.

### *(c) Basis of preparation*

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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 Road Safety Authority's financial statements.

### *(d) Revenue*

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#### **Oireachtas Grant**

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

#### **Interest income**

Interest Income is recognised on an accruals basis.

#### **Other revenue**

Other revenue is recognised on an accrual basis for revenue streams, including fees for driving tests, national car test levy and the commercial vehicle test levy, as the revenue point of recognition is when the test is completed. The revenue from fees for digital tachograph cards, driving licences and approved driving instructor registrations are recognised on a cash receipts basis on account of the systematic limitations preventing recognition on an accrual basis. The Authority 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.

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## 1. Accounting Policies (continued)

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### *(e) Property, plant and equipment*

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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 were already of an age and in the condition expected at the end of its useful life. If there is objective evidence of impairment of the value of an asset, an impairment loss is recognised in the Statement of Income and Expenditure and Retained Revenue Reserves in the year.

### *(f) Employee benefits*

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#### **Short-term benefits**

Short term benefits such as holiday pay are recognised as an expense in the year, and benefits that are accrued at year-end are included in the payables figure in the statement of financial position.

### *(g) Retirement benefits*

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#### **Staff pensions**

##### **Civil Service Superannuation Scheme**

As at 31 December 2016 there are 131 staff of the Authority who are in the civil service superannuation scheme, and the pension liabilities for these staff are not included in the Authority's financial statements. Staff pension contributions in respect of these 131 staff are remitted by the Authority to the Department of Transport, Tourism and Sport and the Authority has no further obligations for those who are members of this scheme.

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

The Road Safety Authority also operates the Single Public Services Pension Scheme ("Single Scheme"), which is a defined benefit scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure and Reform. There were 15 members of this scheme as at 31 December 2016.

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

The financial statements reflect, at fair value, the assets and liabilities arising from the Road Safety Authority Staff Superannuation Scheme and 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. The Authority has not accounted for its costs and liabilities under the single public services pension scheme as these are not material on an actuarial basis. The Authority intends to account for the costs and liabilities from 2017 onwards.

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# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 1. Accounting Policies (continued)

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#### *(g) Retirement benefits (continued)*

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##### **Staff pensions (continued)**

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

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the Road Safety Authority Staff Superannuation Scheme (the Scheme) by the Authority. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme is open to staff who joined through external competition and by other means since September 2006. As at 31 December 2016 there were 163 staff of the Authority who are active members of the Scheme. There are also 12 deferred members and 17 pensioners of the Scheme. The Scheme operates on the basis that the Authority deducts staff pension contributions from payroll and remits these contributions to the Department of Transport, Tourism and Sport. The Department of Transport, Tourism and Sport has confirmed following discussions with the Department of Public Expenditure and Reform, that the Road Safety Authority Staff Superannuation Scheme liabilities will continue to be met by the Exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current Exchequer revenue at the time they fall due.

###### **National Safety Council Superannuation Scheme 1991 to 2000**

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

#### *(h) Critical accounting judgements and estimates*

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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 Road Safety Authority from the Department of Transport, Tourism and Sport as shown in the financial statements consist of:

	Sub-head	2016 €	2015 €
Grant for current expenditure	B.4	139,000	139,000
		<b>139,000</b>	<b>139,000</b>

In 2016 and 2015, the Authority was allocated the specific Oireachtas Grant noted above to meet the annual pension payments to a number of pensioners that transferred to the Authority 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 Authority 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.

## 3. Other Resources

	2016 €	2015 €
Driver Testing Fee Income	13,580,960	14,537,867
National Car Test Levy	23,561,819	26,175,827
Driver Licence Income	20,487,137	20,115,033
Commercial Vehicle Testing Levy	14,408,731	14,228,823
Digital Tachograph Income	742,194	626,536
Approved Driving Instructor Income	275,814	398,580
Sponsorship Income	82,050	74,153
Bank Interest	12,681	69,203
Carriage Dangerous Goods Income	274,786	267,958
Miscellaneous	255,845	250,147
	<b>73,682,017</b>	<b>76,744,127</b>

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

Income Type	Source
Driver Testing Income and Driver Licence Income	The Authority has responsibility for driver testing and licence issue and renewals. This income is derived from fees paid by drivers for sitting a driving test or obtaining/renewing a driving licence.
National Car Test Levy and Commercial Vehicle Testing Levy	The Authority receives levy income based on the number of cars and commercial vehicles tested. The gross fee is collected by the contracted service provider when the test is conducted and a portion of the test fee is remitted monthly in arrears to the Authority. The levy received in relation to the National Car Test continues to increase on account of improved compliance with the requirement to have a valid NCT certificate. As a result, a greater number of cars undergo a National Car Test.

# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 3. Other Resources (continued)

Income Type	Source
National Car Test Levy and Commercial Vehicle Testing Levy (continued)	<p>In 2016, the turnover of the outsourced contractor operating the National Car Testing service is approximately € 78m of which the Authority received € 23.5m (2015- € 22.8m) in levy income.</p> <p>In 2015, a further €3.333m was recognised as income due in respect of a performance adjustment and profit share in accordance with the provisions of the contract; this was received in July 2016.</p> <p>The Authority continues to recognise Commercial Vehicle Testing Levy income in 2016.</p>
Digital Tachograph Income	The Authority has responsibility for the enforcement of drivers' hours' legislation. The Authority receives fee income when it issues an electronic digital tachograph card to hauliers for the recording of drivers' hours.
Approved Driving Instructor Income	The Authority has responsibility for the regulation of the driving instruction industry. The Authority receives fee income when it registers and tests a driving instructor.
Carriage Dangerous Goods Income	The Authority has responsibility for the regulation of the carriage of dangerous goods. The Authority receives fee income when it registers a carriage of dangerous goods haulier.

### 4. Remuneration and Other Pay Costs

#### 4(a) Remuneration and other pay costs

	Notes	2016 €	2015 €
Staff salaries		16,240,268	16,609,253
Employers' contribution to social welfare		1,160,412	1,099,528
Staff training and development		268,903	166,942
Staff travel and subsistence – domestic		2,136,608	1,999,796
Staff travel and subsistence – foreign		46,766	37,043
Other staff costs		11,261	63,119
Board members' emoluments (including CEO remuneration)	4(c)	185,948	201,368
<b>Total</b>		<b>20,050,166</b>	<b>20,177,049</b>

Pension related deductions totalling €673,800 have been deducted from salaries and wages and paid over to the Department of Transport, Tourism and Sport in respect of 2016 (2015 – €871,989).

The average number of staff employed by the Authority in the year was 329 (318 in 2015). A further 3 (2015 – 6) staff were seconded to the Authority by the Department of Agriculture, The Health Service Executive and CIE.

## 4. Remuneration and Other Pay Costs (continued)

### 4(b) Employee benefits breakdown for the year

Range of total employee benefits		Number of Employees 2016	Number of Employees 2015*
From	To		
€ 60,000	– € 69,999	34	27
€ 70,000	– € 79,999	9	13
€ 80,000	– € 89,999	6	3
€ 90,000	– € 99,999	1	1
€ 100,000	– € 109,999	–	–
€ 110,000	– € 119,999	–	–
€ 120,000	– € 129,999	–	–
€ 130,000	– € 139,999	1	1

\*The 2015 comparative has been amended to include employees seconded to the RSA to be consistent with the 2016 disclosure.

### 4(c) Key management personnel compensation

Board Members' Emoluments	Board Fees 2016 €	Vouched Expenses 2016 €	Meetings Attended
<b>Current Board Members</b>			<b>(potential: 11)</b>
Ms Liz O'Donnell (chairperson)	11,970	–	10
Mr Eddie Rock	7,695	656	9
Ms Áine Carroll	–	–	8
Ms Aideen Carberry	–	45	8
Mr John Mulvihill	7,695	4,087	9
Mr John Lumsden	7,695	216	10
Ms Aileen O'Toole	7,695	500	10
<b>Members whose terms expired in 2016</b>			<b>(potential: 7)</b>
Mr Ronan Melvin	5,416	417	7
Mr Sean Finan	5,416	216	6
<b>Total</b>	<b>53,582</b>	<b>6,137</b>	

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# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 4. Remuneration and Other Pay Costs (continued)

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#### 4(c) Key management personnel compensation (continued)

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There are two board members who have not received board fees in 2016 on account of the following reasons:

- an individual's option to waive the board fee
- in compliance with the 'one person one salary' rule

The average attendance of meetings in 2016 was 85%.

In 2016, Ronan Melvin's and Sean Finan's term on the board expired on 13 September.

The remuneration of the chief executive officer for 2016 was as follows:

- annual basic salary €132,366 (2015: €137,457\*)
- standard public sector pension arrangements
- employer's contribution to social welfare €20,082 (2015: €21,539\*)

The cumulative remuneration of the key management personnel for 2016 was as follows:

- annual basic salary €356,034 (2015: €365,956\*)
- standard public sector pension arrangements
- employer's contribution to social welfare €37,870 (2015: €39,070\*)

\* Annual basic salary and employer's contribution to social welfare was based on 27 fortnightly payments in 2015, as opposed to the standard 26 fortnightly payments in 2016.

### 5. Retirement Benefit Costs

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

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	2016	2015
	€	€
Gross current service cost	2,523,000	2,973,000
Member contributions	(279,000)	(275,000)
Interest cost on retirement benefit scheme liabilities	1,495,000	1,320,000
	<b>3,739,000</b>	<b>4,018,000</b>

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## 5. Retirement Benefit Costs (continued)

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

	2016	2015
	€	€
Net retirement benefit obligation at 1 January	(54,521,000)	(57,551,000)
Current service cost	(2,523,000)	(2,973,000)
Interest cost	(1,495,000)	(1,320,000)
Actuarial gain/(loss)	(16,073,000)	7,095,000
Pensions paid in the year	309,000	228,000
<b>Net retirement benefit obligation at 31 December</b>	<b>(74,303,000)</b>	<b>(54,521,000)</b>

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

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

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

	2016	2015
	€	€
Funding recoverable in respect of current year retirement benefit costs	4,018,000	4,293,000
State Grant applied to pay retirement benefits	(309,000)	(228,000)
	<b>3,709,000</b>	<b>4,065,000</b>

The deferred funding asset for retirement benefits at 31 December 2016 amounts to €74.303m (2015 € 54.521m).

### 5(d) History of defined benefit obligations

	2016	2015	2014	2013
	€	€	€	€
Defined benefit obligation	74,303,000	54,521,000	57,551,000	36,457,000
Experience (losses)/gains on defined benefit scheme liabilities	(2,915,000)	1,826,000	324,000	(4,152,000)
As a percentage of scheme liabilities	(3.9%)	3.3%	0.56%	(11.39%)

# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 5. Retirement Benefit Costs (continued)

#### 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 9 February 2017 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31 December 2016.

The principal actuarial assumptions were as follows:

	2016	2015
Rate of increase in salaries	3.3% pa	3.4% pa
Rate of increase in retirement benefits in payment	1.8% pa	1.9% pa
Discount rate	1.9% pa	2.75% pa
Inflation rate	1.8% pa	1.9% 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:

	2016	2015
Male	22 years	22 years
Female	25 years	25 years

### 6. Technical Advice

	2016	2015
	€	€
Technical advice	153,761	193,719
<b>Total</b>	<b>153,761</b>	<b>193,719</b>

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## 7. Administration Costs

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	2016	2015
	€	€
Printing and stationery	433,037	295,803
Postage	190,839	226,078
Facility management costs	618,334	483,159
Energy	161,022	230,053
Telephone and data exchange costs	483,517	390,141
Software, licensing and support costs	2,315,598	2,231,008
Hardware maintenance	109,216	301,862
Audit fees	20,000	20,000
Internal audit fees	12,144	33,276
Payroll administration	41,599	41,630
Translation services	37,247	40,954
Insurance	45,176	36,072
Website maintenance	17,221	16,806
Financial transaction charges	238,219	269,672
Facility hire costs	443,120	516,683
Fleet management costs	131,100	131,725
HR administration costs	95,630	69,944
<b>Total</b>	<b>5,393,019</b>	<b>5,334,866</b>

# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 8. Programme Costs

	2016	2015
	€	€
(a) Driver Theory Testing	215,156	183,316
(b) Road Haulage Enforcement & Communication	1,546,646	749,694
(c) National Car Testing Service	1,274,705	1,056,284
(d) Road Safety Promotion	5,200,561	5,237,544
(e) Road Safety Education	1,272,833	1,330,382
(f) Road Safety Awareness	2,755,463	2,857,703
(g) Road Safety Research	465,629	332,165
(h) Driver Education	769,035	541,811
(i) Legal Fees	762,913	662,284
(j) Commercial Vehicle Testing Service	2,676,422	2,853,218
(k) Driver Testing	287,649	122,876
(l) Driver Licence Policy & Process Improvement	470,832	522,451
(m) Communications	1,333,152	1,253,512
(n) National Driver Licence Service	20,587,551	20,228,872
(o) Emergency Service Driver Standard	25,164	22,824
(p) Other programme costs	363,056	220,848
<b>Total</b>	<b>40,006,767</b>	<b>38,175,784</b>

- (a) This is the cost of lamination of driver theory test certificates.
- (b) These are the costs associated with the enforcement programme including communication costs. The increase year on year relates to the introduction of contract supervisory costs and an increase in technical inspections costs in 2016.
- (c) This is the cost of the supervision and monitoring of the national car testing service.
- (d) Road Safety Promotion is a programme where the Authority continually promotes road safety using marketing communication tools, such as advertising, ensuring constant learning to all road users.
- (e) Road Safety Education is a programme aimed at delivering road user education up to third level through a range of specially developed educational campaigns.
- (f) Road Safety Awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods, such as the use of the shuttle and the translation of road safety messages into a number of languages.
- (g) This is the cost of engaging in research programmes in road safety.
- (h) Driver Education is programme expenditure that relates to the regulation of the Approved Driving Instruction industry and it also incorporates the running of the Certificate of Professional Competency programme in respect of professional bus and truck drivers.
- (i) There are legal fees incurred in relation to the Authority's programmes, including the Commercial Vehicle Testing programme, the National Driver Licence Service programme and all other programmes.
- (j) This relates to the operation of the commercial vehicle roadworthiness testing programme.
- (k) This is the cost of enhancements to the Driver Testing programme relating to the theory and practical driving tests, in particular the development of syllabus material.
- (l) This programme relates to expenditure in the development and enhancement of the National Driver Licence Service.
- (m) The Authority incurs costs in relation to its media buying, media creative and public relations activities. It also incorporates the Authority's social media activity.
- (n) This programme expenditure relates to the operating costs of the National Driver Licence Service and includes the cost of the card production, agent network and back office processing elements of the licence service.
- (o) These are the programme costs relating to the Emergency Service Driving Standard.
- (p) Costs under this heading relate to advertising costs of vehicle standards and vehicle testing notices.

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

## 9. Property, Plant and Equipment

### 9(a) 2016 property, plant and equipment

	Leasehold €	Fixtures & Fittings €	Fleet €	Specialist/ Telecom Equipment €	Hardware €	Computer Software €	Total €
<b>Cost</b>							
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
<b>As at 31 December 2016</b>	<b>1,279,798</b>	<b>989,763</b>	<b>1,656,014</b>	<b>561,757</b>	<b>2,878,242</b>	<b>21,281,425</b>	<b>28,646,999</b>
<b>Depreciation</b>							
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
<b>As at 31 December 2016</b>	<b>241,072</b>	<b>915,618</b>	<b>913,165</b>	<b>561,757</b>	<b>2,468,587</b>	<b>14,840,461</b>	<b>19,940,660</b>
<b>Net Book Value</b>							
<b>As at 31 December 2016</b>	<b>1,038,726</b>	<b>74,145</b>	<b>742,849</b>	<b>–</b>	<b>409,655</b>	<b>6,440,964</b>	<b>8,706,339</b>
<b>As at 31 December 2015</b>	<b>962,596</b>	<b>94,741</b>	<b>651,546</b>	<b>–</b>	<b>330,489</b>	<b>6,004,270</b>	<b>8,043,642</b>

### 9(b) 2015 property, plant and equipment

	Leasehold €	Fixtures & Fittings €	Fleet €	Specialist/ Telecom Equipment €	Hardware €	Computer Software €	Total €
<b>Cost</b>							
As at 1 January 2015	1,003,390	943,300	823,372	561,757	2,319,174	12,892,295	18,543,288
Additions	139,389	17,354	504,530	–	293,124	4,096,390	5,050,787
<b>As at 31 December 2015</b>	<b>1,142,779</b>	<b>960,654</b>	<b>1,327,902</b>	<b>561,757</b>	<b>2,612,298</b>	<b>16,988,685</b>	<b>23,594,075</b>
<b>Depreciation</b>							
As at 1 January 2015	127,591	799,941	526,931	561,581	2,029,889	7,731,862	11,777,795
Charge for the Year	52,592	65,972	149,425	176	251,920	3,252,553	3,772,638
<b>As at 31 December 2015</b>	<b>180,183</b>	<b>865,913</b>	<b>676,356</b>	<b>561,757</b>	<b>2,281,809</b>	<b>10,984,415</b>	<b>15,550,433</b>
<b>Net Book Value</b>							
<b>As at 31 December 2015</b>	<b>962,596</b>	<b>94,741</b>	<b>651,546</b>	<b>–</b>	<b>330,489</b>	<b>6,004,270</b>	<b>8,043,642</b>
<b>As at 31 December 2014</b>	<b>875,799</b>	<b>143,359</b>	<b>296,441</b>	<b>176</b>	<b>289,285</b>	<b>5,160,433</b>	<b>6,765,493</b>

# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 10. Receivables

	2016	2015
	€	€
National car test levy	1,343,448	4,739,355
Bank interest	–	11,876
Driver theory test levy	305,474	165,725
Driver test fees	23,991	21,063
Driver licence income	70,580	19,620
Sponsorship income	70,000	–
<b>Total</b>	<b>1,813,493</b>	<b>4,957,639</b>

### 11. Prepayments

	2016	2015
	€	€
Insurance	30,773	25,252
Software licences	322,386	177,280
Other	77,103	–
<b>Total</b>	<b>430,262</b>	<b>202,532</b>

### 12. Payables

#### Amounts falling due within one year

	2016	2015
	€	€
Trade creditors	1,614,210	1,308,099
PAYE/PRSI	489,019	481,640
Payroll deductions	218,748	163,964
VAT	443,945	671,155
Withholding tax	306,834	233,619
Relevant contracts tax	–	505
Accruals	3,924,611	3,919,809
Holiday pay accrual	302,539	353,610
Deferred income driving test fees	5,512,919	3,889,129
Deferred income commercial vehicle test levy	392,293	370,492
Superannuation due to Department of Transport, Tourism and Sport	452,086	474,253
<b>Total</b>	<b>13,657,204</b>	<b>11,866,275</b>

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## 13. Capital Account

	2016	2015
	€	€
Opening balance	8,043,642	6,765,493
<b>Transfer from Statement of Income and Expenditure and Retained Revenue Reserves</b>		
Income used to purchase fixed assets	5,052,924	5,050,787
Amortisation of fixed assets	(4,390,227)	(3,772,638)
<b>Transfer to Capital Account</b>	<b>662,697</b>	<b>1,278,149</b>
<b>Balance at 31 December</b>	<b>8,706,339</b>	<b>8,043,642</b>

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## 14. Capital Commitments

The Authority has capital commitments in respect of its contract for the commercial vehicle information system under the commercial vehicle roadworthiness reform programme. Under the contract term for the period from 1 January 2017 to 28 February 2019, the Authority has contractual capital commitments of €3.3m relating to the capital element of monthly service charge payments. The Authority will meet these commitments from its reserves and from future income from the commercial vehicle testing levy.

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## 15. Contingent Liabilities

There are no contingent liabilities at 31 December 2016.

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## 16. Related Party Disclosures

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

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## 17. Borrowings

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

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# Notes to the Financial Statements

## For the Year Ended 31 December 2016

### 18. Premises

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The Authority occupies its head office in Ballina and sub office in Loughrea. These premises are owned by the Office of Public Works and no rent is payable by the Authority. The Authority has 56 driver testing centres throughout the country, 23 of these are located in shared government offices, 27 are located in other premises provided by the Office of Public Works and 6 are rented directly by the Authority as an interim arrangement. The Authority is charged shared services costs for those centres located in shared government offices.

### 19. Statement of Income and Expenditure and Retained Revenue Reserves

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At the end of 2016, the Authority had cumulative retained reserves of € 29.2m. The Authority was allocated an exchequer allocation for 2016 of € 0.139m specifically to meet pension payments for pensioners on its books. Otherwise, the Authority operated on a self-financing basis in 2016.

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

The board of the Authority has approved the corporate plan and the Authority has engaged and consulted with the Department of Transport, Tourism and Sport in the plan. The board is currently creating a revised capital investment programme for the years 2017 to 2020 that will further address utilisation of the retained reserves.

### 20. Subsequent Events

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There have been no subsequent events since the year ended 31 December 2016.

### 21. Approval of Financial Statements

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The financial statements were approved by the Authority on 29 May 2017.

# 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 2016:

AA	Dublin City Council	National Office of Traffic Medicine
A-CEART	Dublin Castle	National Radio Stations and National Press
An Garda Síochána	ESB Networks	National Rehabilitation Hospital, Dun Laoghaire
Approved Driving Instructors (ADIs)	European Transport Safety Council (ETSC)	National Standards Authority of Ireland (NSAI)
Automobile Association	Fleet Magazine	National Transport Authority (NTA)
Brí	Green Schools	No Name! Clubs
Bus Éireann	Health and Safety Authority (HSA)	Ordnance Survey Ireland (OSI)
Christy Moore	Health Service Executive (HSE)	PARC
Coach Tourism and Transport Council (CTTC)	IDA	Responsible Young Drivers (RTD)
Commission for Railway Regulation	Irish Farmers' Association (IFA)	Road Safety Officers and Local Authorities
Cork University Hospital (CUH)	Irish Farmers Journal (IFJ)	Road Safety Together Working Groups
County Childcare Committees	Irish Pharmacies Union	Rose of Tralee
Cycling Ireland	Irish Rail	Royal College of Physicians in Ireland
Cycling.ie	Irish Road Haulage Association (IRHA)	Society for the Irish Motor Industry (SIMI)
Department of Education and Skills (TY Programme)	Irish Tyre Industry Association (ITIA)	The Policing Authority
Department of the Environment, Community and Local Government	IRVA	The Treacy Family
Department of the Environment (NI)	Local Government Computer Science Board	Transport Infrastructure Ireland
Department of Foreign Affairs and Trade	Local Radio Stations and Local Press	Third Level Colleges
Department of Transport, Tourism and Sport	Medical Bureau of Road Safety (MBRS)	Ulster GAA
Department of Justice	Met Éireann	Union of Students of Ireland (USI)
Dublin Bus	Muintir na Tíre	
	National Community Fora	

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**29%**

of all 867 collisions involved **at least one driver or motorcyclist** with a record of alcohol consumption prior to the collision.



**9%**

of the 867 fatal collisions involved a pedestrian who had consumed alcohol.

## Alcohol as a factor in fatal collisions 2008-2012



**38%** alcohol-related collisions.

Half of all drivers and motorcyclists were over **four times above the current drink-driving limit**. A quarter of drivers were over **five times above the current legal limit** and a fifth of motorcyclists were over **five times above the current legal limit**.



Almost half (47%) of the drivers aged between 16 and 24 years had a BAC of 201-251+.



Over half (52%) of the pedestrians were on the road with a BAC in excess of 201mg.



Overall, over half (58%) of the 330 alcohol-related collisions occurred between 9pm and 5am with a peak between 2 and 3am.



Almost 1/3 of the alcohol-related collisions occurred on a Sunday. Almost 2/3 occurred on the weekend days Friday, Saturday and Sunday.



Overall, the speed limits would suggest 19% of alcohol-related collisions occurred in an urban area and 81% in a more rural environment.



The majority of drivers who had consumed alcohol were male. Almost half (43%) of the drivers who had consumed alcohol were aged between 16 and 24 years.



# Working to Save Lives

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

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