



Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

# Annual Report 2022



VISION  
ZERO





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

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# Chairperson's Statement

**2022 was a disappointing year for road safety, not only in Ireland but across Europe. There was an increase in the number of fatalities both at home and among our European neighbours compared with 2021, which brings road safety issues to the fore once again.**

Now is an important time to reflect on the year that was and, critically, to reinforce the Road Safety Strategy launched in 2021, which provides important stepping stones to Vision Zero so that there are zero deaths and zero serious injuries on Irish roads by 2050.

There were 156 fatalities on our roads in 2022. This is not a mere statistic but includes 156 people whose grieving families have been left devastated, struggling to make sense of their needless loss. In addition to this, there were 1442 serious injuries suffered as a result of a road traffic collisions, 1442 people whose lives may be forever changed by a road collision. We must fully recognise the severity of injuries like these and the impact they have on the victims and their families, which can sometimes be just as devastating as a fatality.

In my role as Chairperson, I want to acknowledge that the RSA is extraordinarily supported by our road safety advocates every year, including Elaine Burke and Lauren Cleary this year, both of whom lost a loved one on our roads very recently. Elaine and Lauren worked closely with the RSA during our Christmas Campaign to raise awareness of the real-life impact that a road collision can have on families and loved ones. Their powerful testimony and the devastating stories of all our road safety advocates are imperative to help us showcase the harsh reality of a fatality or serious injury due to a road collision.

Despite a disappointing year, I would like to acknowledge the good work that was done in 2022 towards improving road safety. In particular, I want to commend the renewed commitment to road safety in communities across Ireland. The Leading Lights Awards 2022 showcased the truly impactful work that is being done by schools, colleges, communities, businesses and individuals in the pursuit of road safety.



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

It was inspiring to see so many people, particularly young people, willing to work to change attitudes and behaviours for the better.

Young people are a key audience for the RSA in the delivery of our services. We work with thousands of young people each year to become safe and responsible drivers as they prepare for and sit their driving tests. In 2023, we will establish a road safety Youth Forum, empowering our young advocates to not only be heard but to amplify their voices on road safety issues.

It was a challenging year for our services as they struggled to meet post-COVID demand. We would like to thank people for their patience as service coordinators worked hard to rectify the issues that come with increased demand. We are confident that substantial progress will be made in 2023 to address these issues and return them to normal status.

There were important developments in terms of road safety policies in 2022 which will provide the backbone for reaching Vision Zero. In particular, the Road Traffic and Roads Bill and regulation of E-scooters will be imperative to road safety policies once passed. The Bill advanced considerably in 2022 and is expected to be enacted in 2023.

I believe that the RSA's recommendations to Government in 2022 were formative in ensuring the introduction of this new type of vehicle puts safety outcomes at the heart of the legislation.

Road safety doesn't work in isolation and is linked to other key government policy areas including climate action and sustainable mobility. We will continue to support these policy areas and work closely with Government officials to bring these to fruition.

There was a change in the Minister for International and Road Transport and Logistics at the end of 2022. I would like to thank Minister Naughton for her incredible leadership in road safety. Minister Naughton played an important role in the doubling of fines for a number of traffic offences and was key in the roll-out of Safe Routes to School. I wish her all the best in her new role. I would also like to welcome Minister Chambers to the role and look forward to working with him in 2023 and beyond.

I would like to thank the Assistant Commissioner, Roads Policing & Community Engagement and her colleagues in An Garda Síochána for their hard work and dedication to road safety in what has been a difficult year. Enforcement is essential to keep our roads safe, and the RSA has worked closely with senior gardaí to ensure that road safety remains a top priority for all road users. As we look forward to 2023, our partnership with An Garda Síochána will remain important, particularly when it comes to tackling speed.

As we look to 2023, we will continue to work hard to implement the Road Safety Strategy to make our roads a safer space. Key to this is the Safe Systems approach, which has been recognised as the international best-practice approach to road safety management.

One of the primary intervention areas in 2023 will be Safe Speeds, and speed will be a core focus in 2023. Key to this is the review of speed limits and moving towards the introduction of 30 km/h limits as the default in urban areas.

I would like to thank RSA staff for their efforts and hard work in 2022, which was a busy year on the roads and a busy year in road safety. I would like to thank all road users who changed their attitudes and behaviour in 2022 to make our roads a safer place for all.

On a final note, I would like to remind drivers once again to slow down and remain vigilant while behind the wheel. Together we can achieve Vision Zero.

**Liz O'Donnell**  
Chairperson



# CEO's Statement

**2022 has been a challenging year for road safety globally and particularly in Ireland as 156 people died tragically on our roads, up 15% from the previous year. The RSA is committed to Vision Zero, a future with no road deaths, meaning one fatality is one too many. Sadly, the increase in road deaths in 2022 is a trend in evidence across Europe.**

In spite of this challenge, it is important to acknowledge the work being done to meet the objectives set out in the Road Safety Strategy 2021–2030. This work is being guided by the Road Safety Transformation Partnership Board, comprising 14 different organisations, which met five times in 2022 to monitor progress and provide guidance on strategy implementation.

The RSA is making good progress in delivering its actions in Phase One of the Road Safety Strategy 2021–2024. There are 186 actions within this phase. Currently, the RSA is leading 92 actions and has joint responsibility for a further eight. Good progress is being made by all agencies responsible for delivering the 186 actions outlined in the strategy.

There have been 10 actions outlined in Phase One that were completed in 2022. In October last year, regulations that doubled the fixed charges relating to 16 key road safety offences including speeding, phone use and non-wearing of seat belts were introduced, a key deliverable as per Phase One of the Strategy.

The RSA made strong road safety recommendations to Government in relation to e-scooters in April 2022, and these have been influential in terms of how e-scooters will be used in Ireland, as set out by the forthcoming Road Traffic and Roads Bill (due to be enacted in 2023). We believe this intervention by the RSA will help us to save more lives and prevent more serious injuries in the future.

In December, a new preliminary roadside drug driving testing device, which can test for a greater range of drugs at the roadside, was launched jointly by the Medical Bureau of Road Safety (MBRS), An Garda Síochána and the RSA. This was a key action for delivery in Phase One of the Road Safety Strategy. The MBRS was instrumental to the introduction of this device.



**Sam Waide**  
Chief Executive Officer

The device is transformational in that it is more portable, faster at delivering results and can test for a wider variety of drugs.

Partnership and collaboration are vital in achieving our objectives set out in Phase One and in all our work as we progress towards Vision Zero. With that in mind, I would like to thank the Department of Transport and An Garda Síochána for their continued commitment to road safety in 2022. Without their support and cooperation, the implementation of the Road Safety Strategy would not be possible.

2022 saw the RSA extensively on the road ourselves as an organisation, focusing on regional engagement and education. Three major events during the year were held outside of Dublin: in Cork, Galway and Letterkenny. This engagement is of vital importance to meet key stakeholders and mobilise support for achieving road safety objectives.

The RSA also held a number of events throughout the year. At the relaunch of the European Road Safety Charter in the EU Commission's offices in Dublin in October, the RSA issued a call for individuals and organisations to sign up to the European Road Safety Charter.

The Annual Road Safety Conference, which also took place in October, focused on 'Tackling Speeding: Risk Factors and Interventions'. Event attendees learned from speakers from home and abroad who shared their expertise and experiences in the development of best practice interventions to address speeding.

In 2022, the RSA also launched our award-winning virtual learning portal, offering a 3D road safety experience. The RSA is the first public body in Ireland to pioneer this technology for learning, a secure online space where RSA educators can lead teachers and their pupils through a heightened learning experience.

The RSA collaborated with a number of organisations and events in 2022, including the Rose of Tralee International Festival, Volkswagen Group, Electric Picnic Festival, Gaelic Players Association, Macra Na Feirme, Irish Farmers' Association, Applegreen, Coca-Cola, Irish Translators & Interpreters Association, County and City Management Association, Horse Sport Ireland and Horse Racing Ireland, Cycling Ireland and Cyclist.ie. We also partnered with Age-Friendly Ireland and An Garda Síochána to enhance safety messaging relating to older audiences, and we launched our new campaign to promote the safety of older pedestrians.

It was great to be back at in-person events such as the Ploughing Championships and BT Young Scientist. Our education services went back on the road visiting schools and local communities after a two-year absence.

It was also a very busy year for our services as we emerged from COVID-19. Over 180,000 driving tests were sat, 700,000 full driving licenses issued and 245,000 learner permits granted. 2022 also saw over 2 million NCT tests passed. In addition, RSA staff managed 149,000 queries, 94,000 calls and 55,000 customer emails to support customers through their transport journey.

Of course, this demand did not come without challenges, especially for driving tests and NCT services. We strive to provide a high-quality, efficient, customer-focused service to all customers. However, our ability to meet this commitment was seriously tested in the latter half of 2022 due to a combination of factors, including legacy issues from COVID-19, increased customer demand and resourcing challenges.

The RSA appeared in front of a Joint Oireachtas Committee twice in 2022, in February and October. Here we outlined the key steps being taken to address the backlogs and improve service provision. A key focus for us in 2023 will be to ensure our customer service levels are achieved across all RSA services, demonstrating our commitment to offering first-class services that add value for our customers.

Our new Corporate Plan sets out the strategic ambitions and objectives of the RSA for the period 2022–2025. Its implementation is critical in ensuring the successful delivery of the Road Safety Strategy 2021–2030. The pace of change and innovation across the transport sector requires careful consideration and analysis so that we can understand and plan for any future impacts on road safety and the delivery of our services.

In my role as accounting officer, I take responsibility for the proper use of €96.8 million of funds by the RSA in 2022.

I am pleased to say that following an organisation review, as part of the new corporate plan, we completed the implementation of a new organisational approach within the RSA, which will better identify and predict current and future demands upon the organisation.

On a final note, I would like to express my sincere thanks to RSA staff, stakeholders, road safety advocates and the media for their continued support. Improved road safety outcomes cannot be achieved by any one person or organisation in isolation but must be undertaken together. We can achieve a safer future on our roads for everyone when we work in partnership and collaboration. Our annual report shows we endeavoured to do this in 2022, and we are deeply motivated to continue and enhance this approach in 2023 and onwards.

**Sam Waide**  
Chief Executive Officer

# Our Impact

## Key Achievements of the Year 2022



Full licences issued

**712,687**



Learner permits issued

**244,745**

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

**41%**



Child car seats checked

**4,468**



Total driving tests offered

**180,692**



Total driving test pass rate

**53%**

We dealt with **149,000** queries,

**94,000** calls and responded to

**55,000** customer emails.

Approximately

**40 million**

requests for driver data

Approved Driving Instructors in operation in Ireland

**2,295**

**1,285,796**

Essential driver training lessons completed in 2022

Number of driver theory tests scheduled

**210,743**

High vis distributed

**394,350**

Number of enforcement checkpoints

**1,837**

Vehicles checked

**20,497**

Over **2 million**

NCT tests passed in 2022

**54%**

NCT pass rate

**16**



Fines relating to road safety offences doubled, including speeding and mobile phone use

Review of international approaches to regulation for the use of e-scooters to inform Ireland's policy position

Number of people receiving road safety education  
**127,571**

**2,210**  
road safety presentations delivered





## Customer Care Centre

Across 2022, our Customer Care Centre continued to support our customers by providing access to high quality, timely and responsive query management services in line with the commitments outlined in our Corporate Plan and Customer Charter.

**We dealt with 149,000 queries, 94,000 calls and responded to 55,000 customer emails.** We continued to improve our processes, substantially reducing customer wait times and our call abandon rate over the period.

## Information and Communications Technology (ICT) Achievements

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



More than 58 deployments occurred on RSA ICT hosted systems to make improvements to customer-facing systems such as MyRoadSafety, NDLS Online, CPC and EDT portals and rsa.ie.

A total of 188 ICT and vendor related technical changes were implemented in 2022. This included software deployments as well as routine firewall, network and device / server upgrades.

RSA customer-facing digital platforms and solutions had a system uptime of **99.275%** in 2022.

## Awards



- RSA won gold at the Media Awards in 2022 for 'Best Use of Audiovisual'. Our entry was a case study on our approach to specifically target men, aged 17-35 through audiovisual, and how through using the context of live sport as a messaging effectiveness multiplier we engaged a hard-to-reach audience.



## Lovie Award








### The RSA's Virtual Learning Portal: a 3D Road Safety Adventure won at the Lovie Awards



The RSA and its agency won the People's Choice Award as well as a Bronze Lovie in the Best Experimental (Metaverse) category at the 12th Annual Lovie Awards. These awards are organised by the International Academy of Digital Arts and Sciences (IADAS), and in 2022 over 1,000 entries from 30 different countries took part. The campaign revolved around a learning portal that is available to primary and secondary schools across Ireland, to teach road safety to kids. The portal is a secure online place where RSA educators can lead teachers and their pupils through a heightened learning portal.



## Our Social Media Following as of 31 December 2022

 <b>201,178</b> Facebook likes ▲ 1.3%	 <b>40,830</b> Twitter followers ▲ 6.3%	 <b>12,830</b> YouTube subscribers ▲ 13.3%	 <b>11,561</b> Instagram followers ▲ 15.3%	 <b>7,567</b> LinkedIn followers ▲ 8.5%
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## Phase One of the Road Safety Strategy 2021–2024

There has been good progress made in delivering the 186 actions set out in Phase One of the Road Safety Strategy 2021–2024, with the vast majority of actions on track. Key focus areas include:

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

**Phase 1** incorporates both time-bound and recurrent projects

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

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

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

The RSTP board met five times during 2022, to monitor progress and provide guidance on specific focus areas (speed / speeding, penalty points, etc.)



**2021-2024**  
Phase 1 Action Plan

# Road Safety Strategy 2021-2030

## Progress on Phase 1 Action Plan

### Action #16

1,000 km of segregated walking and cycling facilities have been completed, or are currently or soon to be constructed on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.

Investment of €360 million each year being made in walkways, greenways and cycling facilities.



### Action #7

A task force on speeding to address Action 7 of the Government Road Safety Strategy was established in 2022. Following extensive cross-agency collaboration, a number of recommendations have been proposed by the task force to inform Ireland's approach to improving future speed compliance.



### Action #8

The Average Speed Safety Camera system on the M7 (Tipperary, Junctions 26 and 27 in both directions) was the second such installation operational in the State (after the Dublin Port Tunnel).

Vehicles detected driving in excess of the 120 km/h speed limit (on this section of the M7) are now subject to a Fixed Charge Notice fine, accompanied by three penalty points.



### Action #128

The RSA co-funded and produced a TV series with RTÉ, in which Simon Delaney investigated road safety and climate action issues as he travelled across Ireland and Europe, identifying changes with the potential to make our roads safer and greener.

## Action #113

A new improved drug testing system was procured and introduced by the MBRS and rolled out across the State by An Garda Síochána.

Securetec® Drugwipe 6s enables testing at the roadside for cannabis, cocaine, benzodiazepines and opiates and also enables testing for the presence of amphetamine and methamphetamine.

The RSA ran a national campaign to promote public awareness of this enforcement change, with the aim of reducing instances of drug driving.



## Action #30

Penalties for serious road traffic offences were reviewed by the Department of Transport, informed by RSA research, including a literature review of international practice and in-depth surveys on the subject of speeding and mobile phone usage. Subsequently, in October 2022, fines relating to 16 road safety offences were doubled including fines for speeding, mobile phone use, non-wearing of seat belts, and carrying unrestrained children in a vehicle.



## Action #21

The RSA created and implemented public education/awareness campaigns that target the main causal factors for deaths and serious injuries, including campaigns on speed (Speed Fallacy campaign), seat belts, anti-drink driving (Crashed Lives and Morning After campaigns), anti-drug driving (Consequences campaign) and driver fatigue. The RSA also ran campaigns aimed at improving the safety of high-risk groups like older pedestrian safety and motorcyclists.

The RSA and An Garda Síochána closely integrated their events and campaigns with the enforcement plans, particularly during bank-holiday campaigns and National Slow Down Days.

## Action #6

Establish a working group to examine and review the framework for the setting of speed limits, along with specific consideration of the introduction of a 30 km/h default speed limit in urban areas.

Working group recommendations were made to the Road Safety Transformation Board in February 2023 and the Department of Transport is considering recommendations for future changes.





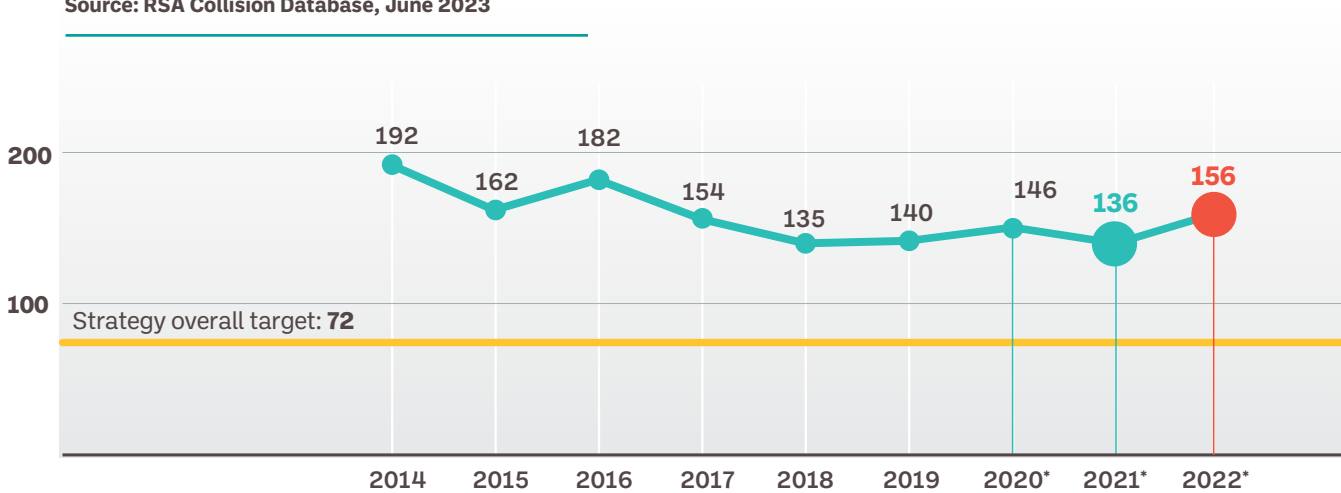
# Road Safety Review 2022

# Road Safety Review 2022

As of 31 December 2022, there have been 150 fatal collisions, which have resulted in 156 fatalities on Irish roads. This represents 26 more fatal collisions and 20 more deaths (+15%) compared to provisional An Garda Síochána data for the full year 2021.\*

## Fatalities by year, 2014–2022\*

Source: RSA Collision Database, June 2023



\*Figures for 2020–2022 are provisional and subject to change.

## Our Journey to Vision Zero

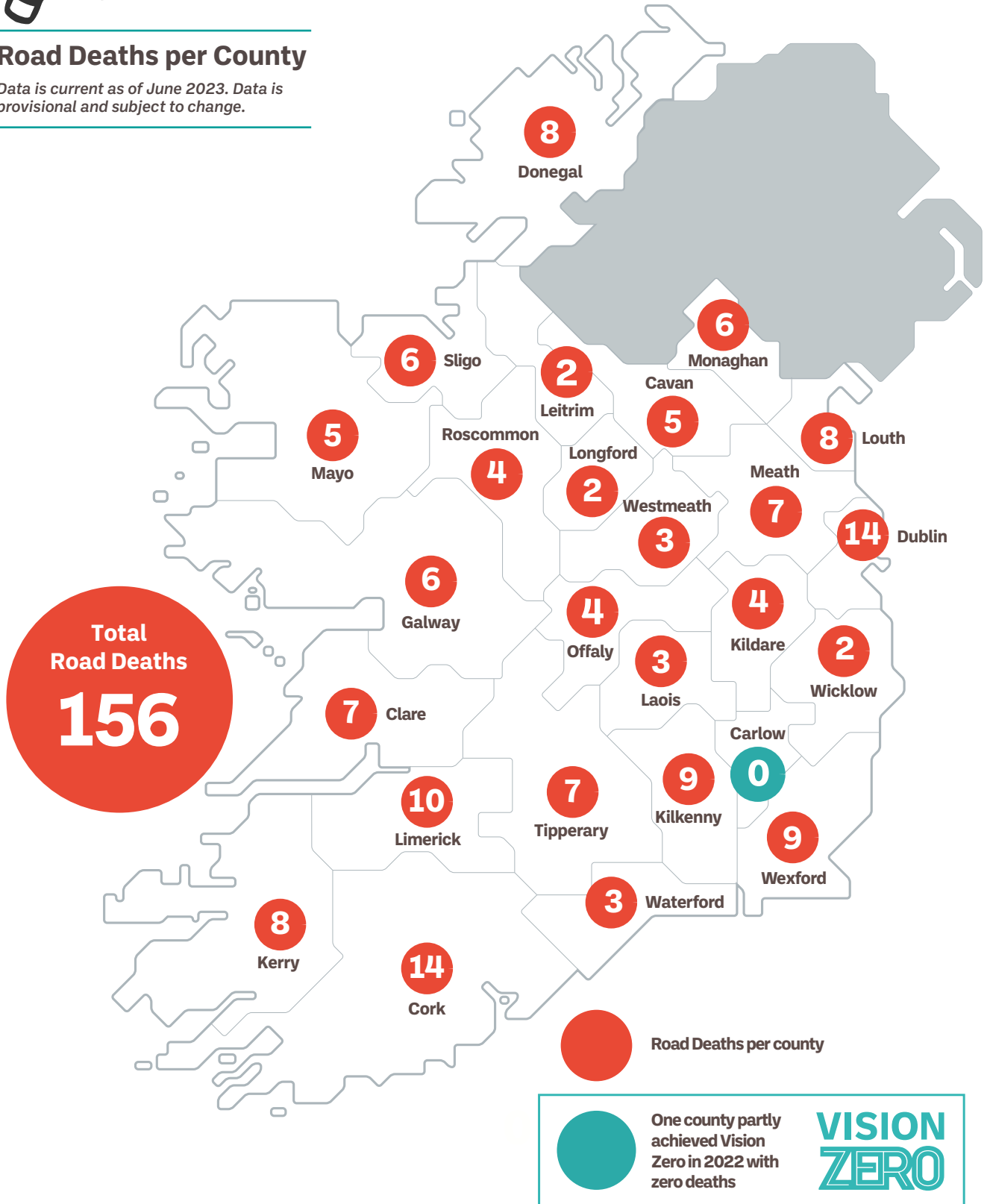


Figures for 2021–2022 are provisional and subject to change.



### Road Deaths per County

Data is current as of June 2023. Data is provisional and subject to change.



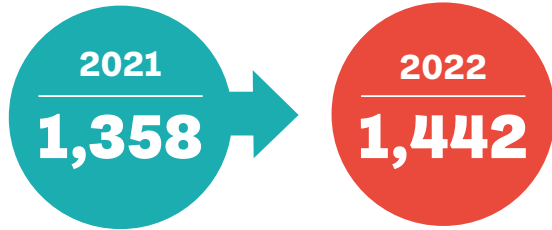
Figures for 2022 are provisional and subject to change.



## Serious Injuries

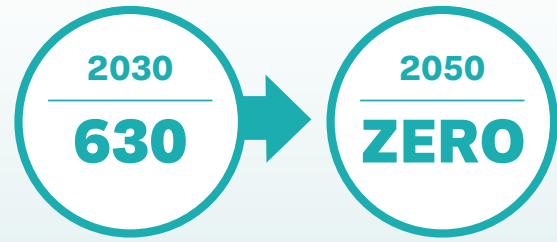
Source: RSA Collision Database, June 2023

In 2022, **1,442** serious injuries were recorded up to 31 December 2022 compared to 1,358 in 2021.\*



\* Figures for 2020–2022 are provisional and subject to change.

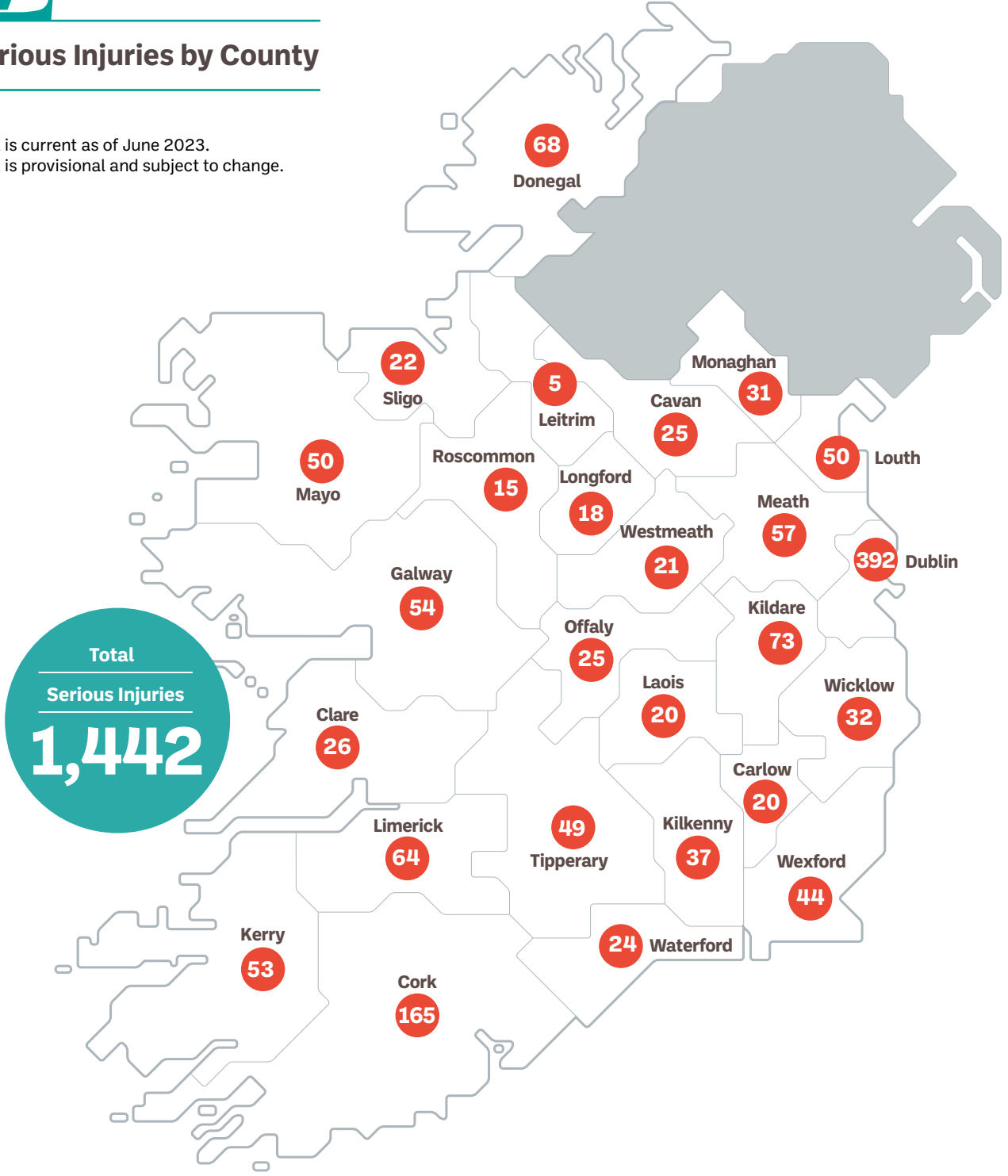
## Targets





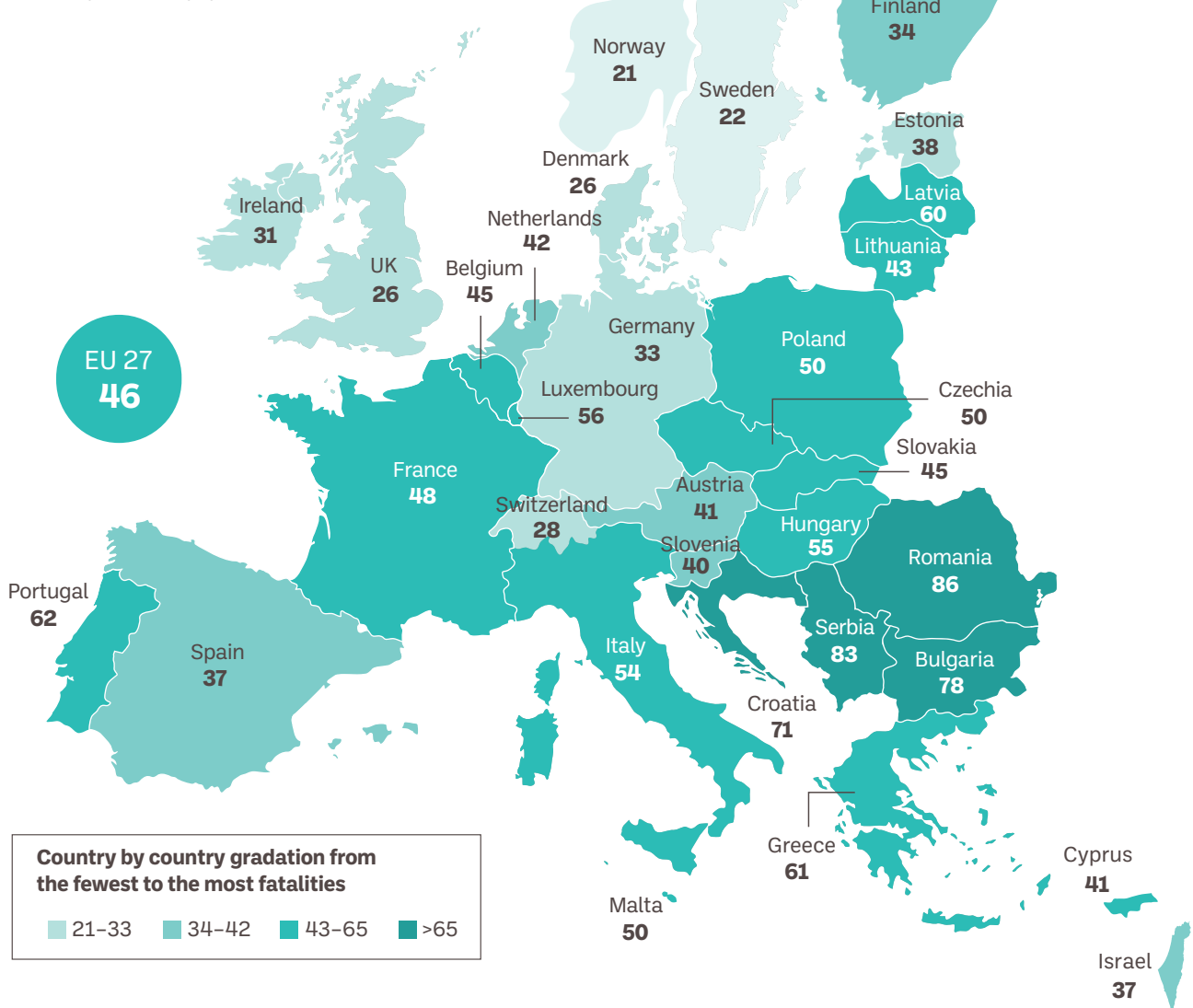
## Serious Injuries by County

Data is current as of June 2023.  
Data is provisional and subject to change.



## What do we know about road deaths internationally in 2022?

Fatalities per million population



Approximately 20,678 people lost their lives on EU roads in 2022 as per figures presented in the ETSC 17th Road Safety PIN report.\* In the EU27, this is a 22% decrease over the period 2012-2022.

Of all PIN countries, Norway remains the leader with 21 road deaths per million inhabitants.

Among the EU27 countries, the fatality rate per million of population was lowest in Sweden (22), Denmark (30) and Ireland (31).

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

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

Figures for 2022 are provisional and subject to change.

\*Ranking EU Progress on Road Safety, 17th Road Safety Performance Index Report, June 2023, <https://etsc.eu/17th-annual-road-safety-performance-index-pin-report/>

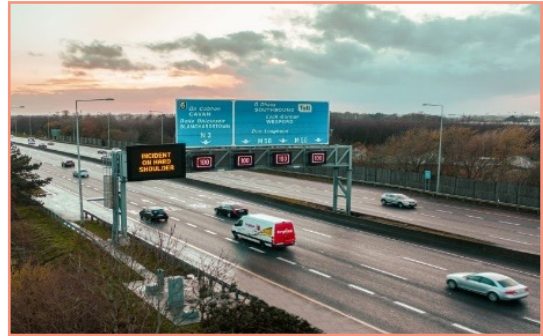
# Calendar Highlights 2022



RSA leads learning on serious injuries at Academic Lecture



RSA launches Drink Driving appeal for St Patrick's Day Bank Holiday with An Garda Síochána



Transport Infrastructure Ireland (TII) announces extension of variable speed limits with RSA - supported campaign

January

February

March

April

May

June

RSA appeared before the Joint Oireachtas Committee on Transport and Communications

RSA launches child car seat code of practice



RSA runs Easter Campaign on Drug Driving

June Bank Holiday Road Safety Appeal launched in Galway





August Bank Holiday Launch: Announcement of Doubling of fines for key road traffic offences



RSA launches new campaign to highlight consequences of a driving disqualification on those planning a J1 student visa programme



RSA runs World Day of Remembrance campaign

July August September October November December

RSA runs major international conference: *Tackling Speeding: Risk Factors and Interventions*



New roadside drug testing system launched with partners at Christmas and New Year road safety appeal



The Rose of Tralee International Festival partners with the RSA to promote Vision Zero



RSA's Leading Lights in Road Safety Awards announced





# Operational Highlights

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

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

## Safe Speeds

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



## Safe Vehicles

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



## Safe Road Use

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



## Safe and Healthy Modes of Travel

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



## Safe Work-Related Road Use

To improve safety management of work-related journeys.



# Safe Speeds



## RSA international conference tackling speed

### The Annual Conference focused on Tackling Speeding: Risk Factors and Interventions.

The RSA hosted its Annual Conference in October 2022. This was the first in-person event in three years with 182 in-person attendees and 67 virtual attendees. Delegates attending the in-person and virtual event heard from experts at home including the RSA, the TII, the Health Service Executive and Ireland's Love 30 Campaign.

International experts also made presentations including Rod King MBE. Rod has played an instrumental role in empowering local communities in the UK to implement 30 km/h speed zones.

Dr Judy Fleiter, Global Manager with the Global Road Safety Partnership discussed the motivations for speed choices on the road.

Guro Ranes, Director of Road Traffic Safety, Norwegian Public Roads Administration, discussed Norway's approach in tackling speeding with a particular focus on graduated speeding.

The World Health Organization has estimated that a 5% reduction in average speed could result in a 30% reduction in fatal collisions.

## National Free-Speed Survey

**Data was collected as part of a study using both temporary (urban 50 km/h) and permanent (TII counters on rural 100 km/h and motorway 120 km/h roads) automatic traffic counters.**

The fieldwork exercise took place over a nine day period in October 2021 and findings from this study were reported over the course of 2022 and 2023.

This resulted in almost 32,000 observations across a range of vehicle types driving in free-flowing traffic conditions.

**77%** of drivers were found to have driven in excess of the posted speed limit of 50 km/h.

**29%** of drivers were found to have driven in excess of the posted speed limit of 100 km/h.

**15%** of drivers were found to have driven in excess of the posted speed limit of 120 km/h.



# Safe Vehicles

## Vehicle Standards

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

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

The Vehicle Standards team contains within it the role of the Automotive Market Surveillance Authority (AMSA). AMSA provides information for safety-related recall notices on motor vehicles categories M, N and O (passenger cars, commercial vehicles and trailers) via the RSA website.



In total, 221 recall campaigns were processed in 2022, which affected 96,179 vehicles on the Irish market. Of these, the largest single recall concerned over 25,000 vehicles with a critical safety issue affecting the driver's airbag. Other notable recalls identified issues with defective exhaust gas recirculation coolers and coolant pumps.

The new Vehicle General Safety Regulation was introduced in July 2022 requiring that vehicles come fitted with advanced driver assistant systems. This regulation will offer enhanced protection for passengers, pedestrians and cyclists. A consultation with industry was carried out in preparation for updates to the national type approval regulations in 2023.

NCT regulations were updated by the Vehicle Standards team to support the introduction of the new European emergency call system (eCall) which can automatically call emergency services to a vehicle and provide them with the vehicle's location.

An awareness campaign was conducted to promote the benefits of these new vehicle technologies to the general public. Six high quality animation videos with voiceovers were produced and published on YouTube, see link below:

<https://www.youtube.com/watch?v=aFgMODWrlxY>

## Enforcement

2022 was another year of significant achievement for the enforcement team. Roadside inspection volumes were up 15% on 2021 figures. We participated in road safety awareness-raising activities such as the *On the Roads with Simon Delaney* programme, a level-crossing awareness day, Farm Safety Week, a national Tyre Safety Day, and the 2022 Driving for Work webinar. We contributed to an *Irish Times* article highlighting our work which revealed that approximately 35% of HGVs targeted for inspection by RSA officers in the period January to November 2022 based on the operators' risk rating had a defect present.

We also invested in upskilling the team via the provision of tachograph training in partnership with An Garda Síochána and opportunities to participate in multilateral exchanges and cross-border inspection activities.

This resulted in RSA enforcement personnel attending events organised by Euro Control Route (ECR) and the European Labour Authority (ELA) in France, Spain and Romania, with the RSA hosting delegations from Georgia and Latvia in Ireland.

We also established a Commercial Vehicle Operator Advisory Panel to review and make recommendations on compliance and enforcement matters. It is attended by Department of Transport colleagues, An Garda Síochána and representatives from both the haulage and passenger transport sectors. We will continue to partner with these stakeholders into 2023 and beyond in developing policy and carrying out roadside checks aimed at removing potentially unsafe commercial vehicles and drivers from our roads.



**1,837**  
enforcement checkpoints



**4,765**  
vehicles with major defects detected



**51%**  
compliance rate



**3,439**  
premises inspections

**20,497** vehicles checked

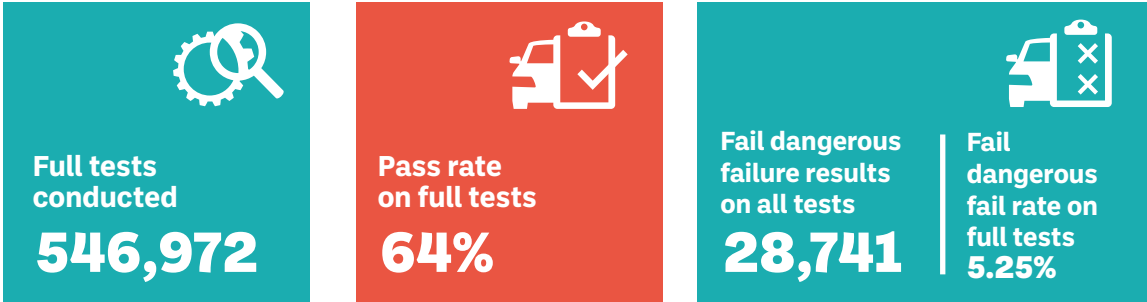


**We carry out  
both roadside  
and premises  
inspections.**

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

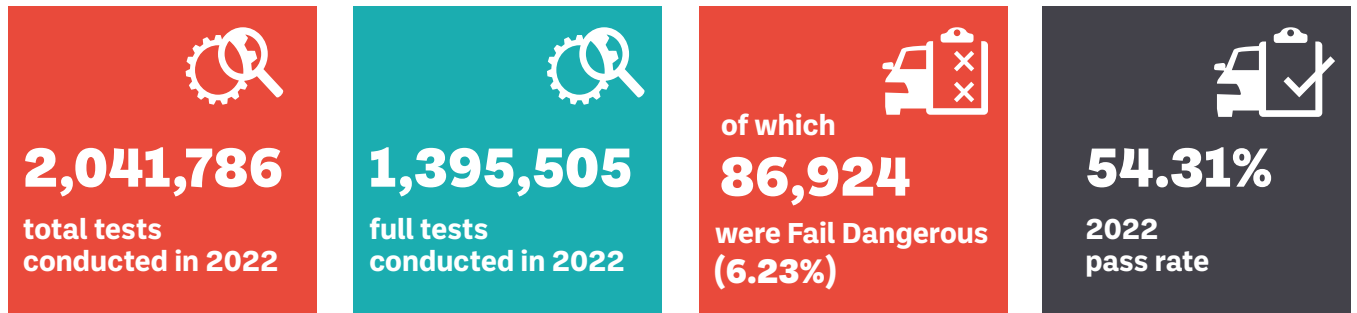
## Commercial Vehicle Roadworthiness Testing (CVRT)

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



## The National Car Testing Service

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



### Top 5 visual defects

Type	Total
Tyres	<b>154,305</b>
Front suspension	<b>135,976</b>
Brake lines/hoses	<b>86,470</b>
Steering linkage	<b>84,316</b>
Bodywork	<b>75,516</b>

NCT satisfaction survey rating   
**85.53%**









# Safe Road Use



## Driver Testing and Licensing

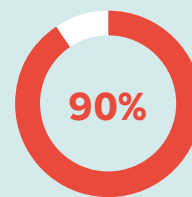
The Driver Testing and Licensing team is responsible for the driver testing system and driver licensing regime.

The work of the team is to ensure that we license drivers so that our roads are safe for all users.

		Applications Received	Total Tests Offered	Pass Rate
	Motorcycles	5,012	3,933	68%
	Cars	194,999	160,080	50%
	C Vehicles + CPC	8,722	9,866	76%
	D Vehicles + CPC	2,853	3,798	79%
	Car and Trailer	3,409	3,010	81%
	Tractor	21	5	60%
<b>Total</b>		<b>215,016</b>	<b>180,692</b>	<b>53%</b>

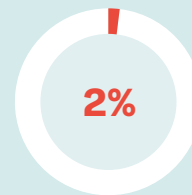


### Tests offered categorised by outcome



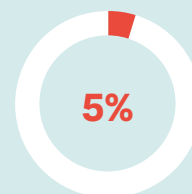
Conducted (pass and fail results)

**162,478**



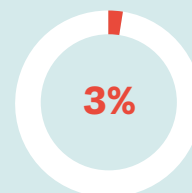
No show (applicant did not attend for appointment)

**4,131**



Non-conducted (candidate document or vehicle issue)

**9,257**



Abandoned (e.g. weather or vehicle breakdown during the test)

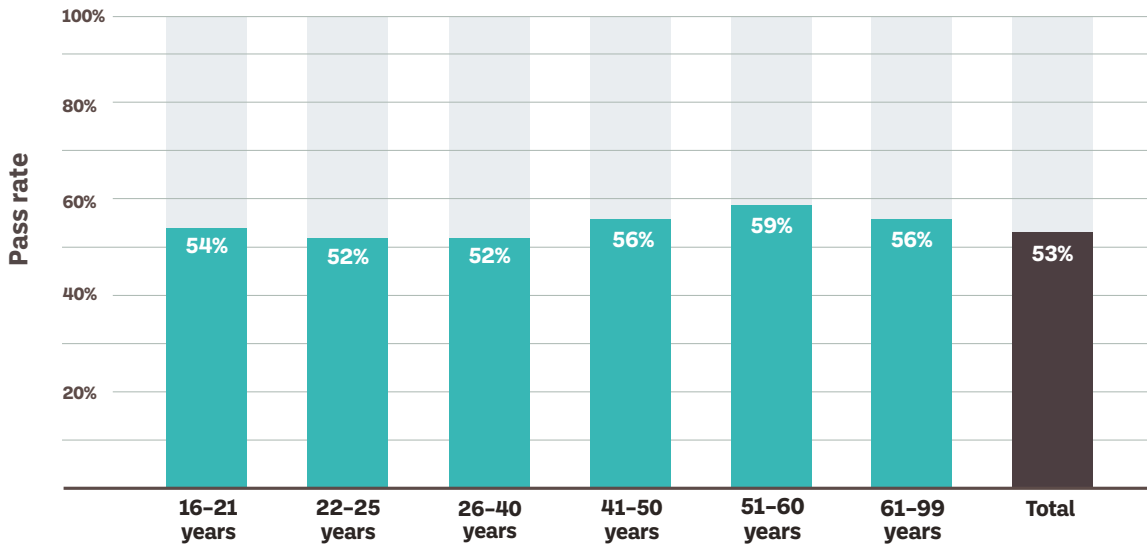
**4,826**



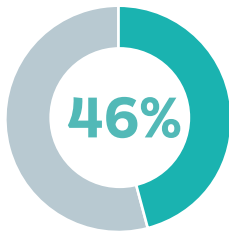
Total tests offered

**180,692**

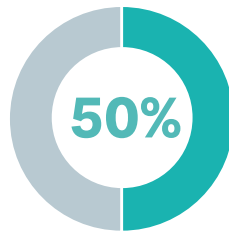
### Pass Rate Analysis by Demographic



### Essential Driver Training (EDT) car tests only

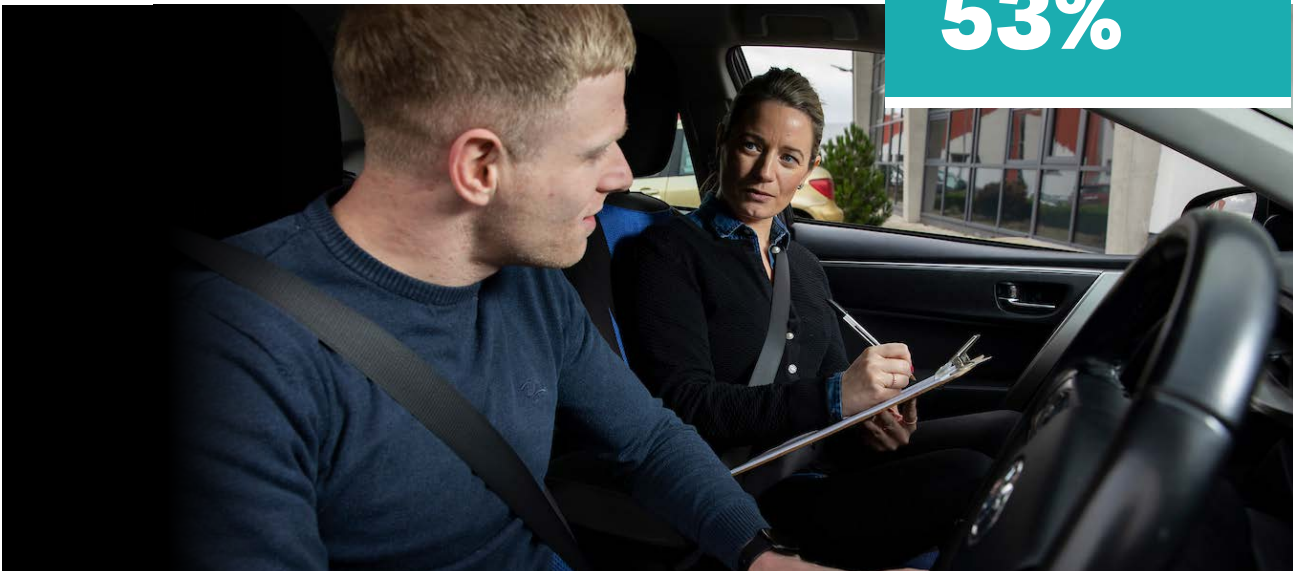


Pass rate for drivers not subject to EDT

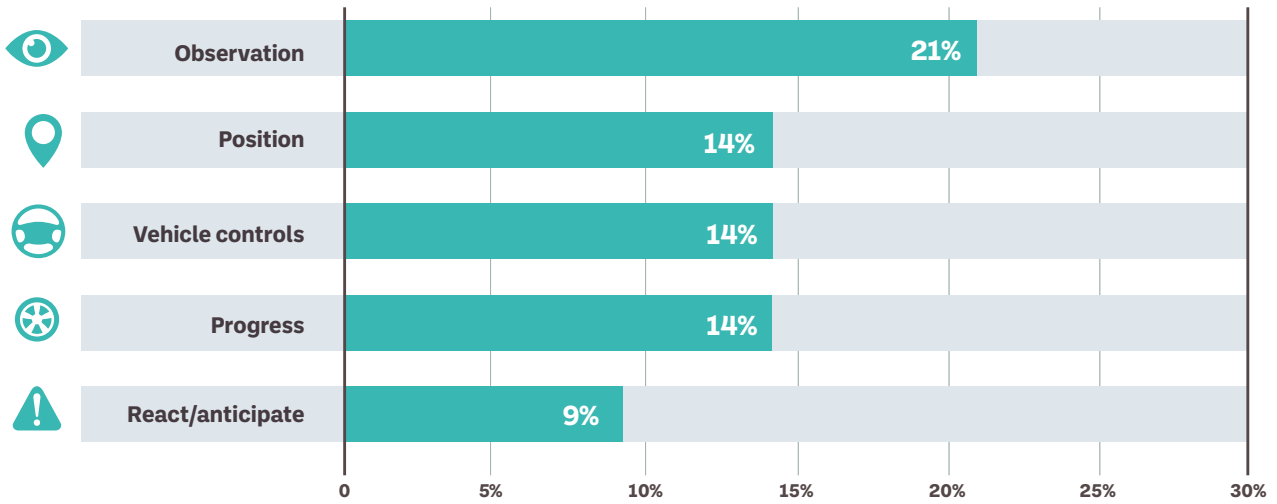


Pass rate for drivers subject to EDT

The total pass rate for all demographics is **53%**

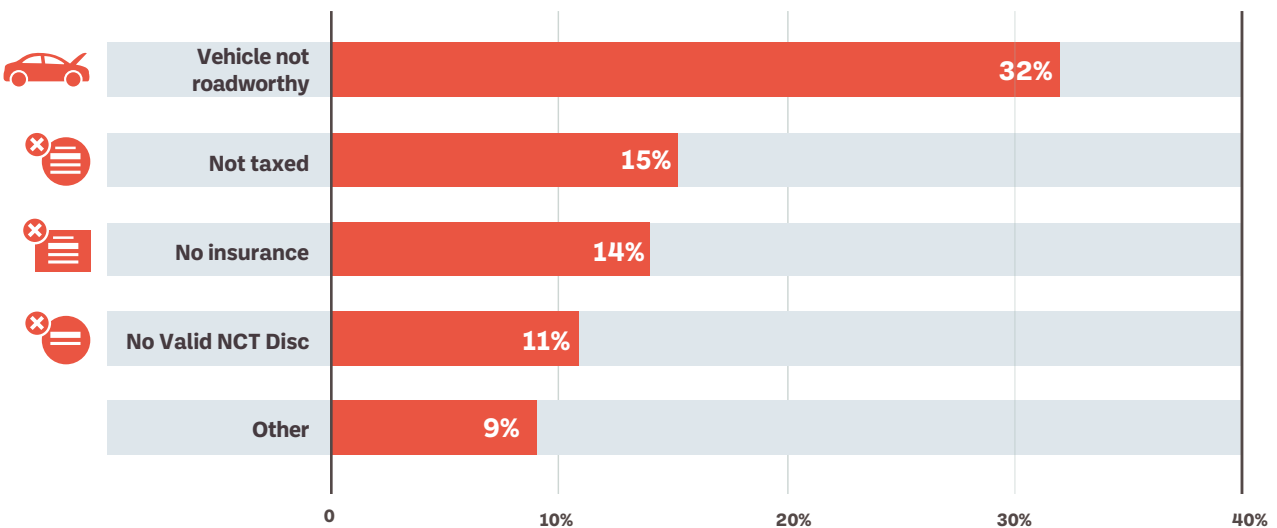


### Most common faults at the test (car tests only)\*



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

### Most common reasons for non-conducted tests



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

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



As of 31 December 2022,

ADIs in operation in Ireland

**2,295**

compared to 1,793 in 2019.

EDT Sessions completed in 2022

**1,285,796**

IBT certs issued

**6,517**

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

**5.5 million**

EDT sessions.





## Case Study

### Ukraine Case Study

Minister for Transport Eamon Ryan signed an order on 22 April 2022 that Ukrainians temporarily resident (under the Temporary Protection Directive) in Ireland because they were fleeing the war could exchange their Ukrainian driving licence for an Irish driving licence. This change was designed to make it easier for them to move around and access work, school or other vital public services. The licence was valid for 12 months and applied to car category only.

The RSA provided detailed information on driving in Ireland for Ukrainian drivers on RSA and NDLS websites in English, Ukrainian and Russian. RSA staff also had a presence at ferry ports to provide information for Ukrainian refugees arriving by car, and arrangements were made to provide information to refugees already in the country.

The NDLS, operated on behalf of the RSA, exchanged over 2,000 Ukrainian licences for Irish driving licences.

European Union Regulation (EU) 2022/1280 then came into force on 27 July 2022. This allowed Ukrainians residing in Ireland under the Temporary Protection Directive to drive on their current national driving licence. The EU Regulation applies to driver documents held by Ukrainians admitted to the EU under the Temporary Protection Directive and for the period of temporary protection only. With the introduction of this EU Regulation, the Order signed on 22 April 2022 was not then necessary and was revoked.

The RSA was proud to manage this important programme to support Ukrainian citizens with this key transport arrangement and also to ensure that Ukrainian drivers were provided with information on how to share Irish roads safely.



## Driver Certificate of Professional Competence (Driver CPC)

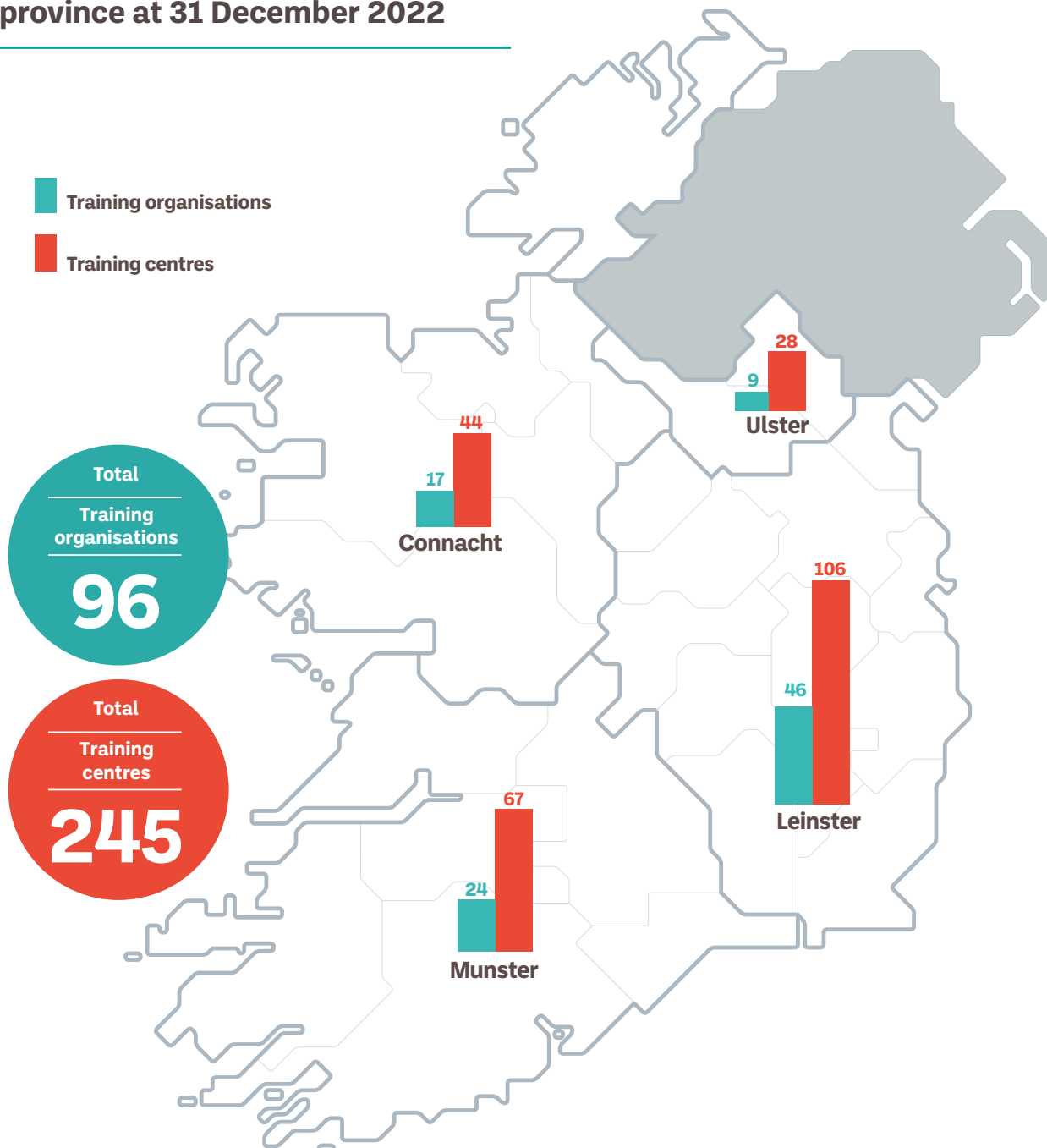
Driver CPC is a certificate of professional competence for professional bus and truck drivers. It sets and maintains high standards of safety and driving among drivers of trucks and buses.

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



Since the initial development of the Driver CPC training syllabus, the Driver Education section have conducted regular reviews on the individual modules on an ongoing basis. In keeping with Action 183 of the Road Safety Strategy, a survey was conducted in quarter 4 of 2022, to identify topics in certain parts of the syllabus that would be suitable for blended and e-learning. The survey was focused on getting feedback from professional bus and truck drivers, CPC trainers and all other stakeholders who are involved in the transport industry with regard to the current Driver CPC training syllabus. This review is ongoing and will be progressed further throughout 2023.

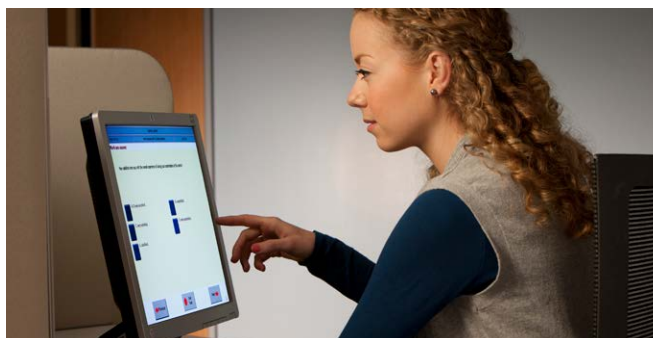
### Driver CPC training centres per province at 31 December 2022



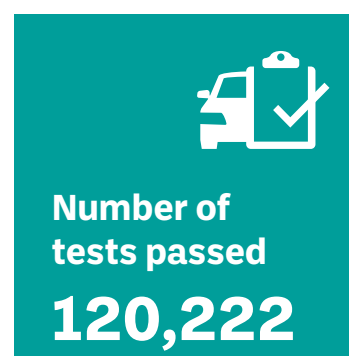
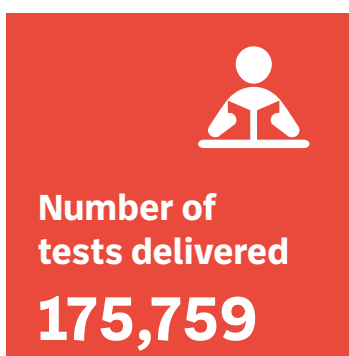
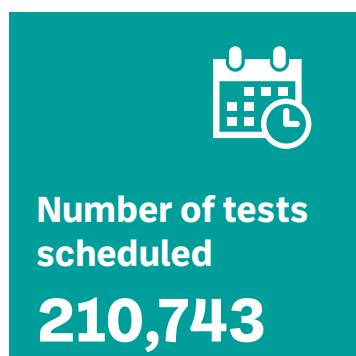
## Driver Theory Test

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

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



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



## Emergency Services Driving Standard

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

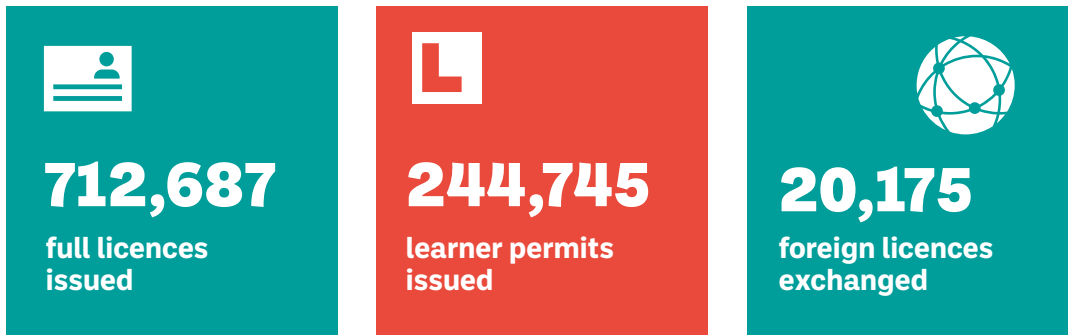


The Emergency Services Driving Standard initiative continues to develop and maintain this professional standard for the drivers of emergency services vehicles, using best practice at all times.



## National Driver Licence Service (NDLS)

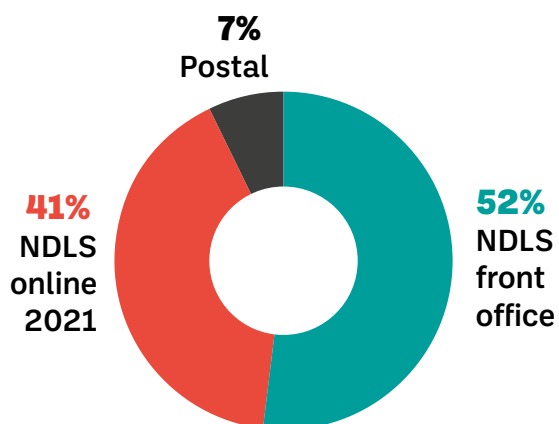
The RSA has responsibility for driver licensing, and the NDLS manages licence applications and renewals.



### Driving licences and learner permits issued 2021

Type	Total
Renewal driving licence	576,836
Renewal learner permit	123,290
First-time learner permit	107,531
First-time driving licence (excluding exchanges)	71,650
Replacement driving licence	44,026
Foreign exchanges	20,175
Replacement learner permit	13,924
<b>Total permits/licenses issued</b>	<b>957,432</b>

### Application channels 2021



### Top 5 Exchange Countries

	United Kingdom and Northern Ireland	25%
	Ukraine	11%
	South Africa	9%
	Poland	7%
	Romania	6%

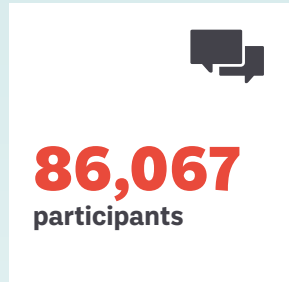
## Education

### Nationwide Road Safety Education Service\*

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

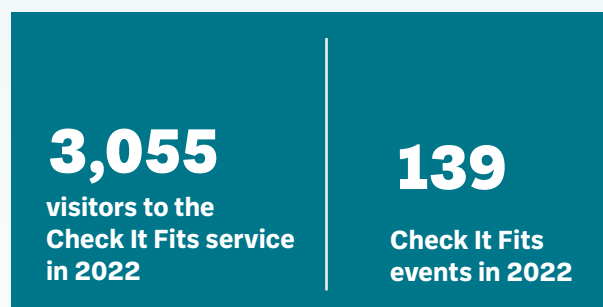
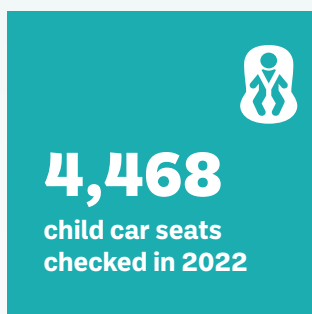
Team members visit locations and present effective programmes that tackle all elements of road safety including:

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



### Check It Fits\*

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



\* went back on the road in May 2022 (remote offering during COVID-19 restrictions)

## The Shuttle

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



Number of visitors

**32,943**

Number of events

**87**

## StreetSmart\*

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



Number of participants

**5,556**

Number of schools visited

**28**

\*went back on the road in May 2022 (remote offering during COVID-19 restrictions)



# 394,350

high vis materials  
distributed (between  
online orders and  
campaigns)

## Seatbelt Sheriff Awards

The Road Safety Authority 18th Annual Seatbelt Sheriff Awards took place in Dublin Castle and 250 first and second-class school children from counties Meath, Laois, Cork, Limerick, Monaghan, Waterford, Louth and Carlow attended to celebrate the winners of the competition which was one of the most lively and energetic road safety events of 2022.



## European Road Safety Charter (ERSC) Launch

The RSA is the National Relay for the European Road Safety Charter (ERSC) in Ireland, a role that includes the promotion of the ERSC and increasing membership and commitments at national level. At a launch event which took place at Europe House in October 2022, the RSA issued a call for individuals and organisations to sign up to the European Road Safety Charter (ERSC).

## Road Safety Campaigns

### Case Study

#### Speed Fallacy Campaign

**In September 2022, we launched a new campaign that demonstrated to drivers that the time they save when going over the speed limit by 10 km/h is minimal and not worth losing their licence or endangering lives.**

Completing an average journey at 90 km/h instead of 80 km/h only saves 1 minute and 8 seconds. This campaign demonstrated to drivers that when they drive 10 km/h over the speed limit they are only saving seconds, and this is not worth losing their licence or worse. It also addressed the consequences of speeding, losing their licence or much worse.

We asked drivers to slow down because is it really worth risking three penalty points, a fine, losing your licence and potential livelihood or worse for miniscule time savings?

The campaign launch featured radio, digital and out-of-home media.

Research tracking results from the campaign's first burst of activity were good, and 37% of motorists are aware of any element of the Speed Fallacy Campaign.



#### Disqualified Drivers Campaign

**In September 2022, we launched a new campaign to help our audience understand what is at stake if they drive after taking alcohol or drugs.**

The J1 social media campaign is a joint campaign between RSA, USIT and An Garda Síochána to highlight the consequences of getting a drink or drug driving conviction.

The aim of the campaign is to help our audience understand what is at stake if they drive after taking alcohol or drugs. For this campaign, we juxtaposed the footage we have of an isolated Irishman left at home with that of his friends, who are away on the adventure of a lifetime in the USA.

The campaign launched on social media, and our research tracking results show an encouraging 18% of the target group are aware of the launch online activity for the J1 Drink Driving Campaign.





## Case Study



### RSA and TII collaboration

**The roll-out of variable speed limits on the M50 commenced on 4 October 2021, starting at Junction 4 Ballymun.**

The TII announced that variable speed limits, first introduced on the M50 in October 2021, would be extended from Junction 4 Ballymun to Junction 9 Red Cow from Thursday, 12 May 2022.

The TII and the RSA rolled out a public awareness campaign to make drivers aware of the new digital signs on the M50, when they would be switched on, and the importance of following the signs to help keep the M50 safe.

Digital signs enhance the safety of road users, emergency responders and vulnerable road workers.

The roll-out of variable speed limits on the M50 forms part of the TII's enhancing Motorway Operation Services (eMOS) programme.

Through the implementation of intelligent transport systems (ITS) technology, eMOS will enable motorway operators to slow traffic in response to collisions, roadworks, adverse weather conditions and congestion. It will also enhance safeguards for emergency responders dealing with incidents on the M50 and keep road users better informed about incidents ahead and how they may affect their journey.

It optimises road safety, enhances the efficiency of the road and improves journey time reliability by reducing the number of stop and starts that take place along the M50 and the need for drivers to brake suddenly in response to standstill traffic.

The eMOS programme is being rolled out on a phased basis to give road users time to familiarise themselves with the new signs and adjust their driving behaviour accordingly before the introduction of regulatory speed limits. The system is expected to be fully deployed on the M50 during 2023.

## June Bank Holiday Campaign

At the launch of the June Bank Holiday Road Safety Appeal and National Slow Down Day at NUI Galway, the RSA and An Garda Síochána urged drivers to slow down and always choose a speed appropriate to the driving conditions. National Slow Down Day, ran for a 24-hour period from 7.00 a.m. on Thursday, 2 June, to 7.00 a.m. on Friday, 3 June.



## August Bank Holiday Campaign

In July 2022, Minister of State at the Department of Transport, Ms. Hildegard Naughton, introduced regulations that doubled the fixed charges relating to key road safety offences including speeding, phone use and non-wearing of seat belts. The announcement was made at the RSA and An Garda Síochána's Midsummer Road Safety Appeal which urged road users to share the roads safely and for drivers to slow down as the peak summer holiday season got into full swing.

The appeal took place at Atlantic Technological University in Letterkenny, Co. Donegal and sought to remind road users that they should expect higher traffic volumes not just over the August Bank Holiday but throughout August, as tourists and holidaymakers took to the road during what was a high-risk period.



## Christmas Road Safety Appeal and Launch of New Roadside Drug Testing System

In December 2022, we launched the new roadside drug testing system which coincided with the annual Christmas Road Safety Appeal, designed to build awareness among drivers, particularly young male drivers, of the impact of drink and drug driving. The primary goal was to reduce the number of people driving while under the influence of alcohol and illegal drugs while also reducing fatalities and serious injuries on the roads over the Christmas and New Year holiday period and beyond.

As Cork had one of the highest numbers of road fatalities in 2022, it was decided that a high-impact communications engagement campaign launched at University College Cork would best target our identified audience.

The new roadside drug testing system (which looks not unlike a COVID-19 antigen test method) can test for cannabis, cocaine, benzodiazepines, opiates and (new to the list of detectable drugs) amphetamine and methamphetamine, at the roadside.

The event involved stakeholder engagement, a media launch and a briefing that allowed us to promote a road safety message to the general public in a high-risk county while building new relationships with key stakeholders in the area.

Two road safety advocates, Lauren Burke and Elaine Cleary, who both lost parents over the Christmas period of 2021, were central to media relations in this campaign and were vital in terms of reaching our audiences in both a meaningful and impactful way.

The Christmas and New Year launch was covered widely across print, broadcast and online with a total of 13,480,412 views. On social, there were 27,695,648 impressions and 147,527 engagements.

The campaign has been nominated for Best Public Information Campaign at the Awards for Excellence in Public Relations in Ireland.



# Safe and Healthy Modes of Travel



## Cycle Safety Training

**In 2022, 15,017 primary school children completed Cycle Right training.** Cycle Right is the national standard for cycle training. It is managed by Cycling Ireland. The Cycle Right programme, which is significantly supported by the RSA, saw almost 30,000 participants take part in 2022, across mainstream primary schools, special schools and 'cycling with disability' groups.



### 15,017

primary school pupils took part in Cycle Right



### 30,000

participants in Cycle Right Programmes in 2022





# Safe Work-Related Road Use

## Driving for Work website

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

A **Driving for Work Webinar** on Light Commercial Vehicles took place on Tuesday, 8 November 2022. There were 273 total number views of the webinar.



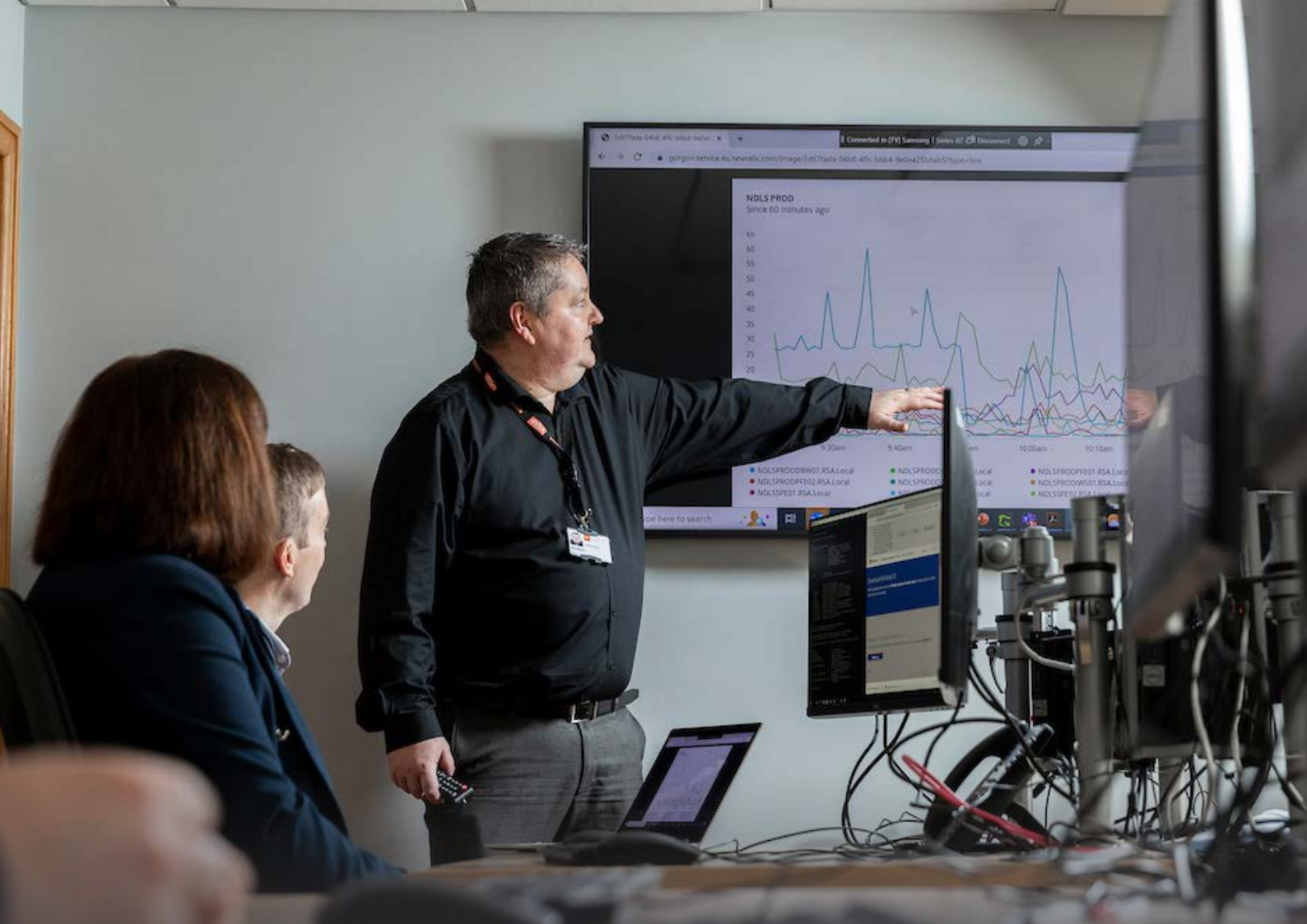
- Number of unique page views over the period is **6,204**
- **35%** of page views for home page
- **15%** of page views for employer resources page
- **12%** of page views for and seminars
- **923** file downloads
- **9.29** sessions per user
- Majority of users from Dublin

## Drivers' Hours Enforcement



## Prosecutions





# Our Operational Excellence

## Corporate Plan

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

# 5

## Themes



### 1 Customer experience

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### 2 Supporting people to drive change

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### 3 Innovation in everything we do

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### 4 Organisational excellence

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### 5 Partnership and collaboration

## Operational Excellence Programme

One of the key ambitions of the 2022-2025 Corporate Plan is to maximise organisational effectiveness and efficiency and free up resources and capacity to work on strategic, value adding activities.

In 2022, the Operational Excellence team continued to provide support to individual business areas, helping them to identify, document and track improvements to business processes, recognise opportunities to digitise, leading to better customer experiences while reducing operational costs.

### Programme Performance 2022

 <p>Supported identification of <b>236</b> Operational Excellence Opportunities</p>	 <p>Supported <b>delivery of 126 Operational Excellence initiatives</b></p>	 <p>Realised <b>savings of 740 days</b> across the organisation</p>
<p>Supported the <b>transition of Ukrainian drivers to EU CPC qualification</b> by developing a solution to allow these customers apply online for a driver CPC card.</p> 	<p>Automated the process for checking data quality on Essential Driver Training records to reduce manual effort updating records and enable greater levels of customer self-service. This initiative resulted in a <b>42% reduction in queries</b> from customers who were having difficulties accessing the portal.</p> 	
<p><b>Optimised query management services</b> – introduced online customer support centre on our website RSA.ie to enable customers to access up-to-date information, 24x7 in relation to most frequently asked questions and provided access to tailored webforms to submit requests in relation to more complex query types. This initiative supported an overall reduction in the volume of routine queries.</p> 	<p>Provided <b>driving test customers with self-service options</b> to check their estimated waiting time for an invitation to book a driving test.</p> 	

## Customer Care Centre

Across 2022, our Customer Care Centre continued to support our customers by providing access to high quality, timely and responsive query management services in line with the commitments outlined in our Corporate Plan and Customer Charter.



**We dealt with 149,000 queries, 94,000 calls and responded to 55,000 customer emails.**

We continued to improve our processes, substantially reducing customer wait times and our call abandon rate over the period.

We worked collaboratively with all areas of the organisation to increase the availability of query self-service options and improve content and customer messaging on our website ([www.rsa.ie](http://www.rsa.ie)) and customer portal MyRoadSafety. This led to a **15% reduction** the volume of routine, non-complex queries received into the CCC and a **customer satisfaction rating of 84%** which is a 4% increase on 2021 satisfaction levels.



**149,000**  
queries

**94,000**  
calls

and responded to  
**55,000**  
emails

## Case Study

### Online Customer Support Centre

As part of our ongoing commitment to increasing customer service options and generating operational efficiencies, we developed an online Customer Support Centre on our website [www.rsa.ie](http://www.rsa.ie). The Support Centre offers customers 24/7 access to information on frequently asked questions (FAQs) and redirects to online content to enable greater levels of customer self-service. Content is presented in a streamlined, user-friendly way, ensuring customers can resolve their queries in an efficient manner.

For more complex queries, we have developed tailored webforms to replace traditional email contact channels. The new webforms deliver an improved customer experience supporting increased first time query resolution rates. In addition, the webforms promote greater efficiency, integrating with our query management systems, to ensure queries are directed to the relevant area for review and response.

Finally, the webforms reduce the incidence of spam and junk mail, creating capacity for query handlers to focus on priority queries and improving performance across query management services.

Since the introduction of the Online Customer Support Centre, we have seen increased customer engagement, with more than 30,000 customers visiting the centre each quarter. We have also seen an increase in customer self-service levels, with a **15% reduction in query volumes across 2022**, despite increased customer demand across RSA services in the same period.





# Our Policy Progress

led by research and evidence



## Road Safety Strategy: Legislative Enabler Group

The Legislative Enabler Group was established in 2022 to support delivery of the Government Road Safety Strategy 2021–2030 and held its inaugural meeting in September 2022. The group is tasked with agreeing a cross-organisational legislative programme to introduce the legislation and regulation required to achieve the actions under the strategy.

The group met three times in the last quarter of 2022. Also in 2022, several Statutory Instruments (SIs) were made in consultation with the RSA across a variety of RSA functions. Significant progress was also made in agreeing policy and commencing the drafting of SIs which are on the regulatory programme for 2023.

## Road Safety Strategy: Policy Updates

### Action 7

A task force on speeding to address Action 7 of the Government Road Safety Strategy was established in 2022. Following extensive cross-agency collaboration, a series of recommendations has been proposed by the task force to inform Ireland's approach to improving speed compliance.

### Action 23

A working group to address Action 23 on alcohol ignition interlocks was set up in 2022. Key activities of this group included significant information-sharing across members and engagement with an international expert in this area. There is considerable support among the group members for the implementation of an alcohol ignition interlock and rehabilitation programme in Ireland, with the specific recommendations in relation to this to be finalised in 2023.

### Serious Injuries

A collaboration between the RSA, HSE and Trinity College Dublin commenced in 2022. This collaboration was established so that Ireland could report on serious injuries using a medical definition per the European Commission's mandate. Through this work, the RSA has been in a position to access hospital data for the first time since 2016. Outputs of this valuable project will inform national policy to reduce serious injuries on Irish roads from 2023.

### Safety Performance Indicators (SPIs)

The use of Safety Performance Indicators (SPIs) to review and understand Ireland's progress in addressing those Killed or Seriously Injured (KSI) was first implemented in 2022. The use of SPIs ensures we are aligned with recommendations from the European Commission and can implement more targeted road safety policies and interventions.

### Increase in Fines

The RSA synthesised the findings of three penalties-related research studies and shared this with the Department of Transport to inform policy. One of the key findings included that Ireland's fines for certain road traffic offences tended to be lower than those in place in other best practice countries (e.g., Norway). This led the Department of Transport to double the fines in place for 16 road traffic offences in Ireland in October 2022.

### Male Risk Review

Dr Kiran Sarma and Dr Colm Doody (University of Galway) completed a literature review for the RSA on male driver risk factors for involvement in road traffic collisions. The results of this study provided the RSA with a strong evidence base and recommendations to address and reduce male driver fatalities and serious injuries on Irish roads.

### Roads and Road Traffic Bill

The RSA contributed significantly to the Roads and Road Traffic Bill, which is now due to be enacted in 2023. The legal team, together with internal and external stakeholders, assisted in the drafting of key provisions, and development of policy in key areas.

## Policy Events: Academic Lecture

The RSA's Annual Academic Lecture was held on 27 January 2022.

This was a virtual event which facilitated high levels of attendance: 182 people logged in including national and international road safety experts, key stakeholders and members of the Irish media.

The theme of the event was 'Serious Injuries' and featured three presentations:

- Ms Velma Burns, Research Manager of the RSA on 'Context in Ireland: Overview of Serious Injuries 2017-2020'.
- Dr Letty Aarts, Department Head at the SWOV Institute for Road Safety Research in the Netherlands, on 'Serious Injuries from an International Perspective'.
- Professor Áine Carroll, Professor of Healthcare Integration and Improvement, UCD, and Consultant in Rehabilitation Medicine, National Rehabilitation Hospital, on 'The Implementation of Road Safety Strategy in Ireland: A Serious Injury and Rehabilitation Perspective'.

## 2022 Research Publications

Key research publications from 2022 included collision profile reports on HGVs and Light Commercial Vehicles (LCVs). The LCV collision profile report was later presented at the 2022 Driving for Work Seminar.

A five-year trend analysis of fatalities and serious injuries (2017-2021) was also published in 2022, as was a motorcyclist spotlight report. This focused on motorcyclist deaths and serious injuries in 2016-2021.

The results of 2021 observational surveys on seat belts, high-visibility clothing, mobile phone usage and helmet wearing were also published.





# Our Partnerships and Collaborations

# Our Partnerships

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

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

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

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



## Age Friendly Ireland

The RSA collaborated with Age Friendly Ireland and the National Network of Older People's Councils in partnership with An Garda Síochána to target actions aimed at promoting road safety for older people. This included hosting an online workshop with older people and practitioners and involving older people in the design and delivery of road safety information campaigns. The RSA will continue to work with these organisations on initiatives such as an age friendly road safety information day, local radio programmes with Older People's Council members, training workshops and events.

### Macra Na Feirme

The RSA and Macra Na Feirme, the voluntary organisation representing young people from rural Ireland, announced a partnership aimed at encouraging better road safety behaviour among young people from rural communities nationwide. The 2022 partnership focused on four key areas: the dangers of mobile phone distraction; the importance of wearing seat belts; Be Safe, Be Seen; and how to prevent driver fatigue. An additional key topic was around farm machinery safety, with a special emphasis on building knowledge of the safe towing of trailers, according to regulations.



### Irish Farmers Association

In June 2022, the RSA and the Irish Farmers Association (IFA) appealed to motorists to take extra care as more tractors, trailers and other farm machinery would be using the roads during the summer season.

The appeal came as farmers and contractors started cutting silage around the country.

Both the RSA and the IFA wanted farming contractors and other drivers to remember to be mindful of other road users and to always be on the lookout for vulnerable road users such as cyclists and pedestrians.

### Applegreen

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



**Friday 29<sup>th</sup> of April and Monday 2<sup>nd</sup> of May between 2pm and 8pm**

Free cups of coffee for drivers. Simply say 'RSA' or 'Driver Reviver' to the till operator to avail of a free coffee.

#stopsipsleep

RSA

applegreen



### Coca-Cola

As the Christmas season returned in full swing in 2022, we worked with Coca-Cola HBC Ireland and Northern Ireland to announce the return of its Designated Driver Campaign for the 18th year.

Designated Driver is Coca-Cola's annual initiative that rewards those unsung heroes of Christmas who ensure their friends and family members get home safely with the simple gift of a lift. Drivers in 2022 were offered two soft drinks from the Coca-Cola range free of charge at over 550 participating venues across Ireland and Northern Ireland, and free parking and a car valet in certain car parks across the country.

### County and City Management Association

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



### Volkswagen Partnership

The RSA and Volkswagen partnered to launch a radio and social campaign to encourage safe driving for work practices. The campaign sought to give workers practical tips on how to avoid collisions while driving for work such as ensuring vans are serviced, exercising caution when driving around bends, staying alert and slowing down.

The research revealed that more than a quarter (28%) of fatal and serious injury work-related collisions involving a light commercial vehicle occur between 4 p.m. and 8 p.m.



### Irish Tyre Industry Association

The Irish Tyre Industry Association (ITIA) and the RSA have a long-standing and very successful partnership. In 2022, the RSA together with An Garda Síochána and the ITIA, used the launch of Tyre Safety Day which took place on Wednesday, 5 October, at the ESB Networks – Fleet & Equipment offices in Dublin, to highlight the fact that roadworthy tyres not only help avoid the human and financial costs of collisions but also save you money on fuel.

### Rose of Tralee International Festival

In 2022, The RSA was the Official Rose Tour Partner for the Rose of Tralee International Festival.

The much-anticipated 2022 Rose Tour, featuring an entourage of 33 Roses and Escorts, ran from 11 to 19 August and visited key destinations nationwide including Counties Wexford, Tipperary, Limerick, Dublin, Kildare and more, concluding in Tralee on 19 August, for the festival extravaganza.



### Gaelic Players Association

The #NotEven1 Campaign aimed to make motorists aware of the importance of maintaining absolute focus behind the wheel. The campaign highlighted that alcohol impairs performance, which can put both the driver and other road users at serious risk. This campaign aired in 2022.

A new campaign also aired in 2022: a county-specific road safety campaign in both Cork and Limerick featuring GPA players. The radio campaign focused on delivering key behaviour change messages in Cork and Limerick to help stop the trend of fatalities in those counties, in partnership with Red FM and Live 95.



## Case Study

### Spanish Road Safety Policies



A delegation from the RSA and An Garda Síochána visited Madrid in May 2022 where they met with the Director General at the Dirección General de Tráfico to discuss road safety policies in Spain, including the 30 km/h speed limit together with training, education and enforcement. Irish road safety policies were also discussed. The team also met with the Deputy-Director of Mobility and Technology and the Deputy-Director of Training and Education. Comparative policy discussions were also undertaken in respect of education and training for e-scooters and cyclists.



On the second day, the delegation met with the Guardia Civil Traffic Unit who are responsible for roads policing in Madrid. Topics of discussion included the organisation, structure, deployment, enforcement, mobility and new technologies used by roads policing in Madrid along with international police cooperation in respect of road safety and road policing. The Irish delegation also had the opportunity to visit a checkpoint and see the Guardia Civil Traffic Unit in operation.



# Our Partners



Rialtas na hÉireann  
Government of Ireland



An Roinn Iompair  
Department of Transport



An Roinn Sláinte  
Department of Health



An Roinn Oideachais  
agus Scileanna  
Department of  
Education and Skills



NOCA National Office of  
Clinical Audit



Macra na Feirme



VISION  
ZERO



# Our Climate Change and Sustainability Progress

# Our Climate Change and Sustainability Progress

**The RSA's climate change and sustainability agenda comprises an ambition to meet our own needs without compromising the well-being of future generations. In recent years, this has been an area of increasing strategic importance for all organisations. It is for this reason that both climate change and sustainability have been identified as key issues across all facets of our new Corporate Plan 2022-2025.**

Sustainability and Climate Action was identified as a Key Strategic Priority in 2022. We continued to implement a programme to address key sustainability and environmental issues. This helped us to support awareness and understanding of sustainability within the organisation, not just in terms of environmental impacts but also with regards to social equity and economic development.

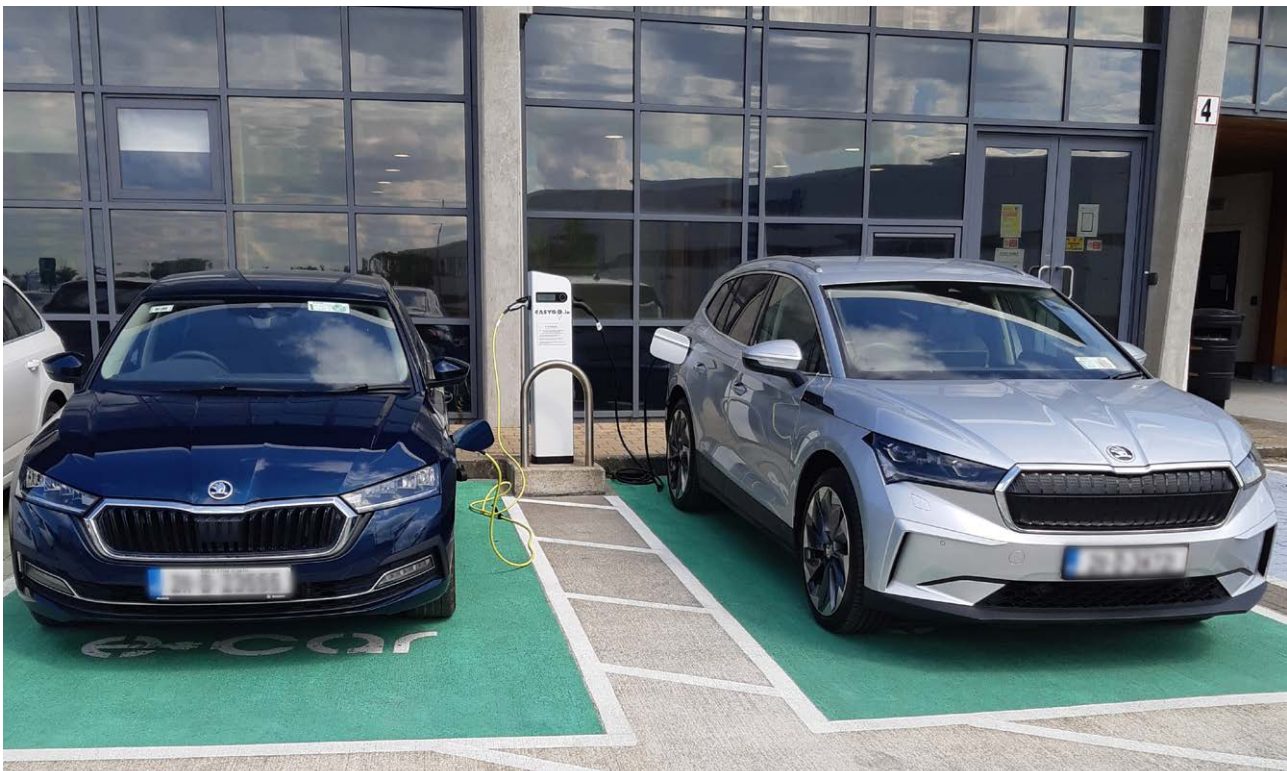
In late 2022, the Government introduced its ambitious Public Sector Climate Action Mandate. The goal of this mandate is to have public bodies show leadership in the reduction of emissions and to encourage the public to follow suit.

The three main goals of this mandate are as follows:

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

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

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



There is increased focus on sustainability at project and operational level within the organisation to incorporate sustainability objectives. In 2022, the RSA has implemented a number of its planned climate actions including:

Action	Steps Delivered to Date
<b>Corporate Social Responsibility in the areas of facility and fleet management</b>	<ul style="list-style-type: none"> <li>■ Trialled fully electric and hybrid vehicles in Ballina HQ to assess their suitability as part of the RSA fleet.</li> <li>■ Opened new efficient administrative office at Main Street, Loughrea which included a double car charger.</li> <li>■ Installed LED lighting internally and externally and sensors in hallways and stairways at Ballina HQ.</li> <li>■ Encouraged staff to reduce waste using signage throughout our buildings.</li> </ul>
<b>Maximise use of digital services</b>	<ul style="list-style-type: none"> <li>■ Continued focus on the digitalisation of RSA services where possible.</li> <li>■ Reduced reliance on paper-based applications in our services currently offered online.</li> </ul>
<b>Organisational approach to meetings/events</b>	<ul style="list-style-type: none"> <li>■ Utilised virtual meeting tools given our dispersed locations and geographical spread.</li> <li>■ Moved some events and meetings to be conducted virtually on a sustainable platform, i.e. townhalls.</li> </ul>
<b>Reduce Your Use Campaign</b>	<ul style="list-style-type: none"> <li>■ The Reduce Your Use Campaign was introduced in October 2022 to encourage public service staff to be more energy efficient both in the workplace and at home. Facilities played an active role in this campaign creating a dedicated page on myRSA together with a poster and information campaign for staff.</li> </ul>
<b>Promoting biodiversity and conservation</b>	<ul style="list-style-type: none"> <li>■ Review of cycle facilities at Ballina HQ and Loughrea commenced in late 2022.</li> <li>■ Green Team investigated flora and fauna conservation areas around our buildings.</li> </ul>
<b>Green Team</b>	<ul style="list-style-type: none"> <li>■ The RSA Green Team was formed in October 2022 and comprises of staff from all areas of the organisation. The group meets on a monthly basis to discuss ideas and proposals in relation to energy efficiency within the RSA.</li> </ul>
<b>Reducing mileage, staff travel for work</b>	<ul style="list-style-type: none"> <li>■ Pilot introduced for blended working, reducing staff's requirement to attend the office space over a five-day week. This approach is to be evaluated in 2023.</li> <li>■ Continued focus on use of fleet and public travel options for attendance at meetings.</li> </ul>



# Our People

# Our Values

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



## Integrity

We behave ethically, honestly and transparently.



## Accountability

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



## Making a Difference

Everything we do is to improve road safety.



## Service Excellence

We deliver innovative, responsive and accessible public services.



## Collaboration and Partnership

We foster inclusive and supportive working with staff and partners.

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

# Organisational Redesign of RSA

**In 2022, the RSA conducted a review of our organisational operating model. It is critical that the RSA has the optimum structures in place to support all staff and business areas to deliver on our services and on our ambitious road safety targets around Vision Zero.**

Having conducted a review of the current structure and capabilities, as well as future demands on our services and expertise, the RSA transitioned to a new operating structure over the course of 2022. Benefits of this change will ensure better outcomes for our customers, more interconnected ways of working across the organisation and with our partners and elimination of duplication of effort resulting in effective and efficient ways of working due to streamlining functionality.

Opportunities to build capability within our organisation, given retirements over 2022 enabled the RSA to recruit for new director roles such as Chief Operations Officer as well as Partnership and External Affairs Director. In addition, we augmented our HR and ICT capability by establishing a new People, Development and Culture Directorate and a new Directorate of Technology, Platforms and Solutions. We reviewed the functions aligned under the remaining directorates with a focus on future capability and aligned the Directorate name to deliver on newly assigned functions.

It is a credit to our organisation that such a transformative change programme was put in place over 2022, and the RSA continues to embed this structure to the benefit of our customers and our people. Please see current list of directors on page 65.



## People, Development and Culture

**In 2022, as part of the new organisational structure, a new People, Development and Culture Directorate was established.**

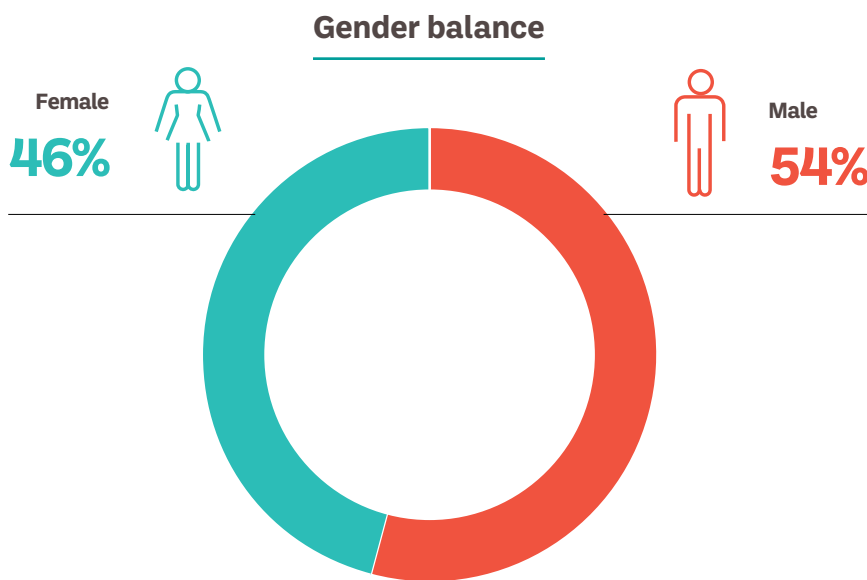
The directorate incorporates the existing HR functions, and a director was appointed to drive a more strategic approach to the organisation’s people related policies, workforce development and workplace culture.

### Our people

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

The Gender Pay Gap Information Act 2021 (and related regulations) set out the statutory basis for Gender Pay Gap reporting in Ireland. The purpose of the legislation is to understand gender representation in the workplace.

The RSA’s Gender Pay Gap results show that, on average, females in the RSA earn 5.44% less than males in our permanent workforce. The median salary for females is 5.05% lower when compared to males for our permanent workforce. This compares to Ireland’s estimated gender pay gap which is 11.3%. On average, part-time female employees in RSA earn 13.21% less than part-time male employees. The RSA has an action plan in place to further close the gap.



### Protected Disclosures

The Protected Disclosures Act 2014, as amended by the Protected Disclosures (Amendment) Act 2022, enables workers to disclose information relating to wrongdoing that has come to their attention in the workplace and ensures that safeguards exist should reprisals be taken against them. Employers are expected to invest more time and resources than ever before in addressing fraud and corruption as well as risks to the environment and to the health and safety of the public.

In 2022, the RSA received no protected disclosure which was assessed and subsequently managed through internal procedures in the reporting period up to 31 December 2022.





## Staff Development and Well-being

We are dedicated to ensuring the professional development of our staff, and we offer meaningful and relevant online and in-person training to all staff. In 2022, we delivered a range of training courses including Dignity at Work, Freedom of Information, Occupational Health and Safety, Regulatory Investigations, Health and Safety, project management, ECDL and presentation skills.

Supporting the well-being of all our employees is of significant importance to the RSA. We host monthly health and well-being seminars and provide staff with resources and links to help look after their mental health and well-being and that of their families.

There is a regular well-being programme of events in place, including National Workplace Well-being Day, health webinars and financial well-being webinars.

### Staff Supports - Employee Assistance Service (EAS)

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



## Staff Engagement

Following on from the RSA Staff Engagement Survey in 2020, we focused on the three key pillars of internal communications, learning and development and staff recognition.

In 2022, an average of 91% of staff opened the RSA monthly staff newsletter, exceeding the industry average of 65%. Each issue had an average of 12 articles ranging from HR and front-line services updates to wellness articles, and profile pieces highlighting new staff or promoting 'a day in the life' of a particular role.

A cross-organisational forum of Change Facilitators met on a monthly basis to hear updates from business areas, which they then cascaded down to their sections.

This helped staff engagement with feedback on initiatives like the roll-out of our organisational values being supported by the Change Facilitator group.

The intranet (myRSA) was redeveloped with a team of cross-organisational content editors to be more intuitively laid out and mobile responsive. The front page was curated to reflect the priority needs and interests of colleagues as well as popular National Shared Services Office links and HR updates.

# Our Board



**Liz O'Donnell**  
Chairperson



**Kevin Goulding**



**Dimitris Karagiorgis**  
Resigned from the Board  
in December 2022



**Donna Price**



**Gillian Treacy**



**Sarah Johnson**



**Ashling Cunningham**



**John Cronin**



**Derek Cawley**

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

# Our CEO and Directors



**Sam Waide**  
Chief Executive Officer



**Denise Barry**  
Director of Strategy,  
Performance and  
Transformation



**Brendan Walsh**  
Chief Operations Officer



**Michael Rowland**  
Director of Research,  
Standards and Assurance



**Kim Colhoun**  
Director of Finance and  
Corporate Services



**Alison Coleman**  
Director of People,  
Development and Culture



**Gerry McGuire**  
Director of Technology,  
Platforms and Solutions



**Sarah O'Connor**  
Director of Partnerships  
and External Affairs

- \* Pearse White left his role in the RSA on 6 April 2022, having held the position of Director of Finance and Commercial Services.
- \* Declan Naughton retired from the RSA on 7 June 2022, having held the position of Director of Driver Testing and Licensing.

# Financial Statements

## For the Year Ended 31 December 2022

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## General Information

<b>Address</b>	Moy Valley Business Park Primrose Hill Ballina Co Mayo
<b>Senior Executive</b>	Mr Sam Waide – Chief Executive Officer
	Ms Kim Colhoun – Director of Finance & Corporate Services (Appointed 20th June 2022)
	Ms Denise Barry – Director of Strategy, Performance and Transformation
	Mr Michael Rowland – Director of Research, Standards and Assurance
	Mr Gerry McGuire – Director of Technology Platforms and Solutions (Appointed 16th May 2022)
	Ms Alison Coleman – Director of People, Development and Culture (Appointed 16th June 2022)
	Mr Brendan Walsh – Chief Operations Officer (Appointed 22nd August 2022)
	Ms. Sarah O'Connor – Director of Partnership and External Affairs (Appointed 7th November 2022)
	Mr Pearse White – Director Finance & Commercial Services (Resigned 1st April 2022)
	Mr. Declan Naughton – Director Driver Testing & Licensing (Resigned 6th June 2022)
<b>Members of the Board</b>	Ms Liz O'Donnell (chairperson)
	Mr Kevin Goulding
	Mr Dimitris Karagiorgis (Resigned 31st December 2022)
	Ms Gillian Treacy
	Ms Donna Price
	Dr Derek Cawley
	Dr John Cronin
	Ms Ashling Cunningham
	Ms Sarah Johnson
<b>Bankers</b>	Bank of Ireland Pearse Street Ballina Co Mayo
<b>Auditors</b>	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



## Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

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

#### Road Safety Authority

#### Opinion on the financial statements

I have audited the financial statements of the Road Safety Authority for the year ended 31 December 2022 as required under the provisions of section 29 of the Road Safety Authority Act 2006. The financial statements comprise

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

In my opinion, the financial statements give a true and fair view of the assets, liabilities and financial position of the Road Safety Authority at 31 December 2022 and of its income and expenditure for 2022 in accordance with Financial Reporting Standard (FRS) 102 — *The Financial Reporting Standard applicable in the UK and the Republic of Ireland*.

#### *Basis of opinion*

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

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

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

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

#### *Non-compliant procurement*

The Road Safety Authority discloses in the statement on internal control that it spent €1.75 million under contracts for goods and services in 2022 that were not in compliance with the relevant procurement rules and guidelines. The statement also sets out the steps being taken by the Road Safety Authority to address the matter.

**Seamus McCarthy**  
Comptroller and Auditor General

26 June 2023

# Report of the Comptroller and Auditor General

continued

## Appendix to the report

### Responsibilities of Board members

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

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

### Responsibilities of the Comptroller and Auditor General

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

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

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

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

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

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

I report by exception if, in my opinion,

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

### Information other than the financial statements

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

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

### Reporting on other matters

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

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

# Governance Statement and Board Members' Report

## Governance

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

## Board Members' Responsibilities

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

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

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

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

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

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

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

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

The Board considers that the financial statements of the RSA give a true and fair view of the financial performance for the year and the financial position of the RSA at 31 December 2022.



# Governance Statement and Board Members' Report

continued

## Board Structure

At 31 December 2022, the Board consisted of a Chairperson and seven ordinary members, all of whom are appointed by the Minister for Transport. The members of the Board met eight times in 2022.

The table below details the appointment period for current members.

Board Member	Role	Appointment Duration	Date Appointed
Ms Liz O'Donnell	Chairperson	5 years	29 October 2019 (Secondary Term)
Mr Kevin Goulding	Ordinary member	3 years	14 August 2020 (Secondary Term)
Ms Gillian Treacy	Ordinary member	3 years	01 January 2021 (Secondary Term)
Ms Donna Price	Ordinary member	3 years	01 January 2021 (Secondary Term)
Dr Derek Cawley	Ordinary member	5 years	04 November 2020
Dr John Cronin	Ordinary member	5 years	04 November 2020
Ms Ashling Cunningham	Ordinary member	5 years	04 November 2020
Ms Sarah Johnson	Ordinary member	5 years	04 November 2020
Mr Dimitris Karagiorgis	Ordinary member	3 years	Resigned 31 December 2022 (Secondary Term)

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

The members of the ARC in 2022 were Mr Kevin Goulding (chairperson), Ms Ashling Cunningham, Dr Derek Cawley, Mr Dimitris Karagiorgis and Mr Michael Flynn, co-opted independent. In July 2022, Mr Michael Flynn resigned as the co-opted member of the RSA ARC and Robert Cashell was appointed on 29 September 2022 as co-opted member to ARC. Mr Dimitris Karagiorgis resigned his position from 31st December 2022. There were four meetings of the ARC in 2022.

# Governance Statement and Board Members' Report

continued

## Schedule of Attendance, Fees and Expenses

A schedule of attendance at the board and committee meetings for 2022 is set out below and includes the fees and expenses received by each member:

	Board	ARC	Board/ Committee Fees 2022 €	Vouched Expenses 2022 €
<b>Number of meetings</b>	<b>8</b>	<b>4</b>		
<b>Current Board members</b>				
Ms Liz O'Donnell (chairperson)	8		11,970	565
Mr Kevin Goulding	5	4	7,695	59
Ms Gillian Treacy	3		7,695	-
Ms Donna Price	6		-	34
Dr Derek Cawley	5	4	7,695	-
Dr John Cronin	6		-	-
Ms Ashling Cunningham	6	1	-	-
Ms Sarah Johnson	7		7,695	-
Mr Dimitris Karagiorgis (resigned from Board and ARC December 2022)	6	2	7,695	-
Mr Michael Flynn (co-opted ARC member) (Resigned July 2022)		3	1,500	-
Mr. Robert Cashell (co-opted ARC Member) (Appointed Sept 2022)		1	500	-
<b>Total</b>			<b>52,445</b>	<b>658</b>

Two board members did not receive board fees in 2022, one in compliance with the 'one person one salary' principle and the other opted to waive the fee.

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

The average attendance at the board meetings in 2022 was 71%.

# Governance Statement and Board Members' Report

continued

## Key Personnel Changes

A number of key executive appointments were made over the course of 2022 following the retirements of two long serving executive team members and resignation of another in late 2021 and the early part of 2022. Our new operating model derived from an organisational review, has resulted in a new executive team with new enterprise/functional responsibilities being put in place. 5 new directors were appointed over the course of 2022.

Ms Kim Colhoun – Director of Finance & Corporate Services (Appointed 20/06/2022)

Mr Gerry McGuire – Director of Technology Platforms & Solutions (Appointed 16/05/2022)

Ms Alison Coleman – Director of People, Development and Culture (Appointed 16/06/2022)

Mr Brendan Walsh – Chief Operations Officer (Appointed 22/08/2022)

Ms. Sarah O'Connor – Director of Partnership and External Affairs (Appointed 07/11/2022)

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

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

### Employee Short-Term Benefits Breakdown

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

### Consultancy Costs

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

	2022	2021
	€	€
Legal Advice	607,208	929,302
Business improvements	2,897,153	1,084,960
Organisation Design & RSTP	1,174,374	277,594
<b>Total Consultancy Costs</b>	<b>4,678,735</b>	<b>2,291,856</b>
Consultancy costs capitalised	2,353,567	596,805
Consultancy costs expensed	2,325,168	1,695,051
<b>Total</b>	<b>4,678,735</b>	<b>2,291,856</b>

**Legal advice** - The reduced spend on external legal advice in 2022 reflects the fact that 2021 saw a requirement for specialist legal advice in relation to the Commercial Vehicle Reform Programme, the CoVis Relet and defence of legal proceedings, which was not repeated in 2022.

# Governance Statement and Board Members' Report

continued

## Consultancy Costs (continued)

**Business Improvements** - A number of areas of consultancy costs have been categorised under Business improvements in 2022 including elements in relation to digital transformation programme and implementation of the RSA data strategy. This necessitated additional investment across a number of key strategic projects.

There was an increase of €1.8m year on year under this classification which relates to the following factors:

- 1 Year one of the RSA three year Data Strategy implementation program began in 2022 and required the support of external consultants in the set-up of specific systems and frameworks to support related data and data management activities. It is expected that external consultant assistance will continue to be required into 2023 with a focus on the continued strengthening and set up of other core data functions.
- 2 Over €1m was spent with a Business Consultancy support provider supporting the digital transformation and onboarding of services to the RSA's BSP and MyRoadSafety.ie portal. The overarching objective of the Programme is about improving RSA service delivery and building foundational capability which can be leveraged across the wider organisation to drive transformation programmes. This is a phased programme of work, Phase 1 (known as the 'baselining phase' was completed in 2022) and Phase 2 is ongoing.

**Organisational Design & Road Safety Transformation Programme (RSTP)** - Just over €1m was invested in consultancy costs in 2022 to finalise the operating model through detailed design activities as well as assisting the newly established People, Development and Culture directorate with preliminary work on workforce planning activity and people strategy formulation. The support and advisory services for the Road Safety Transformation programme of activity over 2022 was also met through this consultancy cost in action plan execution across internal and external partnerships.

## Legal Costs and Settlements

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

	2022 €	2021 €
Legal proceedings costs	350,204	169,332
Legal settlement costs*	-	163,690
<b>Total</b>	<b>350,204</b>	<b>333,002</b>

\*This amount includes statutory entitlements and a contribution to legal costs.

# Governance Statement and Board Members' Report

continued

## Travel and Subsistence Expenditure

Travel and subsistence expenditure are categorised as follows:

	2022 €	2021 €
<b>Domestic</b>		
Board	658	-
Employees	2,606,783	2,144,568
<b>International</b>		
Board	-	-
Employees	29,310	878
<b>Total</b>	<b>2,636,751</b>	<b>2,145,446</b>

## Hospitality Expenditure

The Statement of Income and Expenditure and Retained Revenue Reserves for the Year Ended 31 December 2022 includes the following hospitality expenditure. This represents the amounts paid/accrued by the RSA to the Staff Sports and Social Club.

	2022 €	2021 €
Staff hospitality	5,321	5,652
Client hospitality	-	-
<b>Total</b>	<b>5,321</b>	<b>5,652</b>

## Statement of Compliance

The Board has adopted the Code of Practice for the Governance of State Bodies (2016) and has put procedures in place to ensure compliance with the code. The RSA was in full compliance with the Code of Practice for the Governance of State Bodies for 2022.

# Statement on Internal Control

## Scope of Responsibility

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

## Purpose of the System of Internal Control

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

The system of internal control, which accords with guidance issued by the Department of Public Expenditure and Reform has been in place in the RSA for the year ended 31 December 2022 and up to the date of approval of the financial statements.

## Capacity to Handle Risk

The RSA has an Audit and Risk Committee (ARC) which comprised of four Board members and one external co-opted independent member. The ARC met four times in 2022.

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

The Authority has put in place a new Risk Management Framework comprising of a new policy, process and the roll out of risk management training to all management and risk owners. A new risk reporting platform has been put in place in respect of new risk register templates and the institution of risk as a standing agenda item in the ARC Committee and at the Board. The Authority developed a new risk reporting app and management tool to automate the management and reporting of risk at executive and Board level, which went live in Q2 2022. There has been progress on the reporting provided from risk management framework to the ARC all through 2022.

## Risk and Control Framework

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

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

# Statement on Internal Control

continued

## Ongoing Monitoring and Review

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

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

## Procurement

I confirm that the RSA has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2022 the RSA complied with those procedures, with the exception of five contracts where expenditure of €1.75m occurred in 2022. Three of these contracts were also disclosed in 2021 (2021: €0.5m).

- In respect of the first contract, with €0.13m paid in 2022 (€0.27m in 2021), the RSA strategy is to change the approach to providing this service, which shall reduce the contract scope. The remaining element of the contract will be tendered in Q2 2023 removing the remaining dependency on this supplier.
- The remaining contracts disclosed in 2021 are being managed by the RSA and will be phased out as part of development of a new Business Solutions Platform (BSP).
  - One of these contracts, which had expenditure of €0.001m (€0.03m in 2021), has been replaced by a new contract procured under OGP framework, apart from one remaining service element which is going to cease in 2023.
  - The other legacy contract was planned to cease by 2023 following the migration of its services into the BSP platform. However, it became transparent that it cannot be migrated “as is”, and that the business transformation element needs to precede the technical implementation, at which point this contract will cease. This contract expensed €0.15m (€0.26m in 2021).
- In respect of the fourth contract with €1.44m paid in 2022, the RSA has since awarded a new contract following an open EU level competition and the non-compliance has been resolved.
- In terms of the fifth contract, with €0.04m paid in 2022, the RSA is planning to establish a framework agreement for these services to cater for any future urgent requirements. The framework is expected to be operational in Q2 2024.

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

# Statement on Internal Control

continued

## Review of Effectiveness

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

I confirm that the Board conducted an annual review of the effectiveness of the internal controls for 2022 on 30th March 2023.

## Internal Control Issues

No weaknesses in internal control were identified in relation to 2022 that require disclosure in the financial statements, with the exception of the procurement issues disclosed above.



# Statement of Income and Expenditure and Retained Revenue Reserves

for the Year Ended 31 December 2022

	Notes	2022 €	2021 €
<b>Income</b>			
Oireachtas grant	2	989,000	719,000
Other resources	3	95,843,585	83,336,798
Net deferred pension funding	5(c)	4,915,000	4,716,000
Employee pension contributions remitted	5(a)	(1,215,000)	(1,003,000)
<b>Total Income</b>		<b>100,532,585</b>	<b>87,768,798</b>
<b>Expenditure</b>			
Remuneration and other pay costs	4(a)	(26,849,316)	(24,108,667)
Retirement benefit costs	5(a)	(5,598,337)	(6,142,899)
Technical advice	6	(437,960)	(306,766)
Administration costs	7	(11,313,800)	(8,366,425)
Programme costs	8	(44,549,293)	(38,640,420)
Depreciation	9	(6,296,938)	(7,783,879)
<b>Total Expenditure</b>		<b>(95,045,644)</b>	<b>(85,349,056)</b>
<b>Surplus/ (Deficit) for the year before appropriations</b>		<b>5,486,941</b>	<b>2,419,742</b>
Transfer from/(to) Capital Account	13	(362,026)	2,047,538
<b>Surplus/(Deficit) for the year after appropriations</b>		<b>5,124,915</b>	<b>4,467,280</b>
<b>Balance brought forward at 1 January</b>		<b>10,657,413</b>	<b>6,190,133</b>
<b>Balance carried forward at 31 December</b>		<b>15,782,328</b>	<b>10,657,413</b>

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 2022

	Notes	2022 €	2021 €
<b>Surplus/ (Deficit) for the year</b>		5,124,915	4,467,280
Experience (losses)/gains on retirement benefit obligations		(6,329,000)	3,170,000
Change in demographic assumptions		-	84,000
Change in assumptions underlying the present value of retirement benefit obligations		54,723,000	14,353,000
<b>Total actuarial gain/ (loss) in the year</b>	<b>5(b)</b>	<b>48,394,000</b>	<b>17,607,000</b>
Adjustment to deferred retirement benefits asset		(48,394,000)	(17,607,000)
<b>Other Comprehensive Gain/ (Loss) for the year</b>		<b>5,124,915</b>	<b>4,467,280</b>

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

# Statement of Financial Position

for the Year Ended 31 December 2022

	Notes	2022 €	2021 €
<b>Fixed Assets</b>			
Property, plant and equipment	9	15,257,146	14,895,120
<b>Current Assets</b>			
Receivables	10	2,367,911	2,607,754
Prepayments	11	837,339	818,730
Cash and cash equivalents		38,399,725	27,223,031
		41,604,975	30,649,515
<b>Current Liabilities (amount falling due within one year)</b>			
Payables	12	(25,822,647)	(19,986,458)
Credit Facility	18	-	(5,644)
		15,782,328	10,657,413
<b>Long Term Liabilities (amounts falling due after one year)</b>			
<b>Retirement Benefits</b>			
Deferred retirement benefit funding asset	5(c)	88,206,000	129,761,000
Retirement benefit obligations	5(b)	(88,206,000)	(129,761,000)
		31,039,474	25,552,533
<b>Representing</b>			
Capital Account	13	15,257,146	14,895,120
Retained Revenue Reserves	19	15,782,328	10,657,413
		31,039,474	25,552,533

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 2022

	2022 €	2021 €
<b>Cash Flows from Operating Activities</b>		
Surplus for the year before appropriations	5,486,941	2,419,742
Depreciation of fixed assets	6,296,939	7,783,879
Loss on the disposal of property plant and equipment	-	-
Decrease/ (Increase) in receivables and prepayments	221,233	(732,047)
Increase in payables	5,836,188	646,160
Bank interest paid	123,681	161,840
<b>Net Cash Flows from Operating Activities</b>	<b>17,964,982</b>	<b>10,279,574</b>
<b>Cash Flows from Investing Activities</b>		
Payment to acquire property, plant and equipment	(6,658,962)	(5,736,342)
Proceeds from the sale of property, plant and equipment	-	-
<b>Net Cash Flows from Investing Activities</b>	<b>(6,658,962)</b>	<b>(5,736,342)</b>
<b>Cash Flows from Financing Activities</b>		
Bank interest expense	(123,681)	(173,389)
Credit Facility Drawn down	-	-
Credit Facility repayments	(5,644)	(33,340)
<b>Net Cash Flows from Financing Activities</b>	<b>(129,325)</b>	<b>(206,729)</b>
<b>Net Increase/ (Decrease) in cash and cash equivalents</b>	<b>11,176,695</b>	<b>4,336,503</b>
Cash and cash equivalents at 1 January	27,223,031	22,886,528
<b>Cash and cash equivalents at 31 December</b>	<b>38,399,726</b>	<b>27,223,031</b>

## Analysis of changes in Net Debt

	At 1 Jan 2022	Cashflows	At 31 Dec 2022
<b>Cash and cash equivalents</b>			
Cash and cash equivalents	27,223,031	11,171,050	38,399,726
	<b>27,223,031</b>	<b>11,171,050</b>	<b>38,399,726</b>
<b>Borrowings</b>			
Debt due within one year	(5,644)	5,644	-
	(5,644)	5,644	-
<b>Total net debt</b>	<b>27,223,031</b>	<b>11,176,694</b>	<b>38,399,726</b>

# Notes to the Financial Statements

for the Year Ended 31 December 2022

## 1. Accounting Policies

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

### (a) General Information

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

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

### (b) Statement of Compliance

The financial statements of the RSA for the year ended 31 December 2022 have been prepared in accordance with FRS 102, the financial reporting standard applicable in the UK and Ireland issued by the Financial Reporting Council (FRC). The RSA is operating in compliance with the Code of Practice for the Governance of State Bodies (2016) for 2022.

### (c) Basis of Preparation

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

### (d) Revenue

#### Oireachtas Grant

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

#### Interest Income and Expense

Interest Income and Expense is recognised on an accruals basis..

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 1. Accounting Policies (continued)

### (d) Revenue (continued)

#### Other Revenue

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

### (e) Property, Plant and Equipment

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

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

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

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

### (f) Employee Benefits

#### Short-term Benefits

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

### (g) Retirement Benefits

#### Staff Pensions

##### Civil Service Superannuation Scheme

As at 31 December 2022 there are 35 staff of the RSA who are in the civil service superannuation scheme and the pension liabilities for these staff are not included in the RSA's financial statements. Staff pension contributions in respect of these staff are remitted by the RSA to the Department of Transport and the RSA has no further obligations for those staff who are members of this scheme.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## **(g) Retirement Benefits (continued)**

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

The RSA also operates the Single Public Services Pension Scheme ('Single Scheme'), which is a defined benefit scheme for pensionable public servants appointed on or after 1 January 2013. Single Scheme members' contributions are paid over to the Department of Public Expenditure and Reform. There were 199 active members of this scheme as at 31 December 2022. There are also 27 deferred members and 0 pensioners of the Scheme.

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

### *Road Safety Authority Staff Superannuation Scheme*

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of the RSA Staff Superannuation Scheme (the Scheme) by the RSA. In July 2013, the Scheme was approved by the Minister of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform. Membership of the Scheme was open to staff who joined through external competition and by other means from September 2006. As at 31 December 2022 there were 159 staff of the RSA who are active members of the Scheme. There are also 18 deferred members and 39 pensioners of the Scheme. The Scheme operates on the basis that the RSA deducts staff pension contributions from payroll and remits these contributions to the Department of Transport. The Department of Transport has confirmed following discussions with the Department of Public Expenditure and Reform, that the RSA Staff Superannuation Scheme liabilities will continue to be met by the exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for as long as the Scheme is in operation. The 'pay as you go basis' system is where the Scheme's benefits are paid from current exchequer revenue at the time they fall due.

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

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

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## (h) Critical Accounting Judgements and Estimates

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

### Depreciation and Residual Values

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

### Retirement Benefit Obligation

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

The assumptions can be affected by:

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

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

## 2 Oireachtas Grants

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The Oireachtas grant of €989,000 (2021: €719,000) to the RSA is paid from subhead B4 of the Vote for Transport. In 2022 and 2021, the RSA was allocated the specific Oireachtas grant, of €139,000 each year, to meet the annual pension payments to a number of pensioners that transferred to the RSA on the dissolution of the National Safety Council. The amount paid to the pensioners is included within Note 4. The remaining €850,000 (2021: €580,000) funding was allocated in 2022 to fund costs associated with the Automotive Market Surveillance Authority, following the Department of Transport appointing the RSA in line with EU legislation. The aim of this market surveillance is to ensure that new vehicles and their components meet with type approval requirements under EU Regulation 2018/858.



# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 3. Other Resources

	2022	2021
	€	€
National Car Test Levy	25,911,435	27,515,296
Driver Licence Income	34,541,391	23,188,540
Commercial Vehicle Testing Levy	16,355,837	15,491,383
Driver Testing Fee Income	16,926,981	15,407,073
Digital Tachograph Income	923,880	767,145
Approved Driving Instructor Income	561,399	391,349
Carriage Dangerous Goods Income	337,667	327,367
Sponsorship Income	-	52,939
Miscellaneous	284,995	195,706
	<b>95,843,585</b>	<b>83,336,798</b>

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

Income Type	Source
National Car Test Levy	The RSA receives levy income based on the number of cars tested. The gross fee is collected by the contracted service provider when the test is conducted, and a portion of the test fee is remitted monthly in arrears to the RSA. In 2022, the turnover of the outsourced contractor operating the National Car Testing Service was approximately €72.3m (2021: €75.2m) of which the RSA received €25.9m (2021: €27.5m) in levy income. The levy received in 2022 in relation to the National Card Test has decreased versus 2021 due to a lower number of tests completed and the absorption of the indexation increase of 2.66% due to the Contractor. COVID 19 in Q1 and Q2, together with staffing issues, constrained the capacity of the service during 2022.
Driver Licence Income	The RSA has responsibility for driver licence issue and renewals. This income is derived from fees paid by drivers for obtaining / renewing a driving licence. Driver Licence income increased significantly with higher volumes attributed to the volumes in 2021 being lower than anticipated. There was an increase in applications in 2022 due to COVID Licence extensions in 2021.
Commercial Vehicle Testing Levy	The RSA continues to recognise Commercial Vehicle Testing Levy income in 2022, with the increase year on year, because of higher volumes of commercial vehicles being tested in 2022.
Driver Testing Income	The RSA has responsibility for driver testing. This income is derived from fees paid by drivers for sitting a driving test, recognised as revenue once test has been completed. The increase in revenue for 2022 is due to increased number of driving tests completed in 2022.
Digital Tachograph Income	The RSA has responsibility for the enforcement of drivers' hours' legislation. The RSA receives fee income when it issues an electronic digital tachograph card to hauliers for the recording of drivers' hours. This is demand led and the increase year on year is based on the number of renewals of driver cards.

## Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

### 3. Other Resources (continued)

Income Type	Source
Approved Driving Instructor Income	The RSA has responsibility for the regulation of the Driving Instructor industry. The RSA receives fee income when it registers and tests a driving instructor. There was an increase in applications in 2022.
Carriage Dangerous Goods Income	The RSA has responsibility for the regulation of the carriage of dangerous goods. The RSA receives fee income when it registers a Carriage of Dangerous Goods haulier.

### 4 Remuneration and Other Pay Costs

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

	2022	2021
	€	€
Staff Salaries	21,649,402	19,496,480
Employers' contribution to social welfare	2,012,726	1,898,618
Staff training and development	274,452	315,276
Staff and Board travel and subsistence – Domestic	2,607,441	2,144,568
Staff and Board travel and subsistence – Foreign	29,310	878
Other staff costs	55,266	44,718
Board members' emoluments (including CEO remuneration)	220,719	208,129
<b>Total</b>	<b>26,849,316</b>	<b>24,108,667</b>

The above costs exclude the salary costs relating to internal staff assigned to capital projects whose costs have been capitalised, in accordance with generally accepted accounting principles, amounting to €529,171 (2021: €649,368). Pension related deductions totalling €883,099 have been deducted from salaries and wages and paid over to the Department of Transport, in respect of 2022 (2021: €500,706). The total number of staff employed (WTE) at year end was 392 (2021: 417). A further 3 (2021: 3) staff were seconded to the RSA from the Health Service Executive, Central Statistics Office and Córas Iompair Éireann thereby totalling 395.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 4 Remuneration and Other Pay Costs (continued)

### (i) Aggregate Employee Benefits

	2022	2021
	€	€
Staff short-term benefits	21,870,122	19,704,609
Employer's contribution to social welfare	2,012,726	1,898,618
	<b>23,882,848</b>	<b>21,603,227</b>

### (ii) Staff Short-Term Benefits

	2022	2021
	€	€
Basic pay	20,922,928	18,777,235
Overtime	378,162	367,429
Allowances	569,032	559,945
	<b>21,870,122</b>	<b>19,704,609</b>

### (iii) Termination Benefits

There were no termination benefit costs incurred by the RSA in 2022 or in 2021.

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

Range of total employee benefits		Number of	Number of
From	To	Employees	Employees
		2022	2021
€60,000	- €69,999	55	53
€70,000	- €79,999	21	15
€80,000	- €89,999	13	11
€90,000	- €99,999	4	3
€100,000	- €109,999	1	2
€110,000	- €119,999	1	2
€120,000	- €129,999	-	-
€130,000	- €139,999	-	-
€140,000	- €149,999	-	-
€150,000	- €159,999	-	1
€160,000	- €169,999	-	-
€170,000	- €179,999	1	-

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 4 Remuneration and Other Pay Costs (continued)

### 4(c) Key Management Personnel Compensation

Key management personnel in the RSA consists of the members of the Board, the CEO and seven directors (2021: 5 Directors). The total value of employee benefits for key management personnel is set out below.

	2022 €	2021 €
Salary	1,038,531	826,369
Allowances	-	-
	<b>1,038,531</b>	<b>826,369</b>

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

### Chief Executive Officer Salary and Benefits

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

	2022 €	2021 €
CEO Remuneration	170,275	157,683
	<b>170,275</b>	<b>157,683</b>

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 5 Retirement Benefit Costs

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

	2022	2021
	€	€
Gross current service cost	5,819,000	6,969,000
Less current service and interest cost of Single Public Services Pension Scheme members	(1,924,000)	(1,889,000)
Member contributions (including Additional Superannuation Contribution)	(1,215,000)	(1,003,000)
Employer contributions to Single Public Services Pension Scheme	1,236,337	1,084,899
Interest cost on retirement benefit scheme liabilities	1,682,000	981,000
	<b>5,598,337</b>	<b>6,142,899</b>

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

	2022	2021
	€	€
Net retirement benefit obligation at 1 January	(129,761,000)	(140,763,000)
Current service cost	(5,819,000)	(6,969,000)
Interest cost	(1,682,000)	(981,000)
Actuarial gain/(loss)	48,394,000	17,607,000
Pensions paid in the year	662,000	1,345,000
<b>Net retirement benefit obligation at 31 December</b>	<b>(88,206,000)</b>	<b>(129,761,000)</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 that the liabilities under the Scheme will continue to be met by the exchequer on a 'pay as you go basis' for all members of the Scheme, as they fall due, for so long as the Scheme is in operation.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 5 Retirement Benefit Costs (continued)

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

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

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

	2022 €	2021 €
Funding recoverable in respect of current year retirement benefit costs (less adjustment for SPSPS)	5,577,000	6,061,000
State Grant applied to pay retirement benefits	(662,000)	(1,345,000)
	<b>4,915,000</b>	<b>4,716,000</b>

The deferred funding asset for retirement benefits at 31 December 2022 amounts to €88.206m (2021: €129.76m).

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

	2022 €'000	2021 €'000	2020 €'000	2019 €'000	2018 €'000	2017 €'000
Defined benefit obligation	88,206	129,761	140,763	113,620	93,297	91,263
Experience gains/(losses) on defined benefit scheme liabilities	(6,329)	3,169	(2,180)	1,593	(4,580)	(7,575)
As a percentage of scheme liabilities	(7.2%)	2.4%	(1.5%)	1.4%	(4.9%)	(8.3%)

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

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

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 5 Retirement Benefit Costs (continued)

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

The valuation used for FRS 102 disclosures has been based on a full actuarial valuation performed on 12 April 2023 by a qualified independent actuary, taking account of the requirements of the FRS in order to assess the scheme liabilities at 31 December 2022.

The principal actuarial assumptions were as follows:

	2022	2021
Rate of increase in salaries	3.7% pa	3.4% pa
Rate of increase in retirement benefits in payment	2.2% pa	1.9% pa
Discount rate	3.7% pa	1.3% pa
Inflation rate	2.2% pa	1.9% pa

During 2022 bond yields rose such that the discount rate used at end 2022 was 3.7% per annum, however inflation also increased in 2022. This offset some of the impact of the increase in bond yields. Allowing for the inflation increase the impact of the change in financial assumptions from year end 2021 to year end 2022 was a reduction of €41.5m in the liability value at the end of 2022. Under the accounting standard, the discount rate is required to be based on the yield on high quality (taken as AA-rated) corporate bonds of similar duration to the duration of the liabilities.

### Mortality

The mortality tables used were as follows;

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

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

	2022	2021
Male, now aged 45	25.1 years	25.0 years
Male, now aged 65	23.4 years	23.3 years
Female, now aged 45	27.4 years	27.3 years
Female, now aged 65	25.7 years	25.6 years

## 6 Technical Advice

	2022	2021
	€	€
Technical Advice	437,960	306,766
<b>Total</b>	<b>437,960</b>	<b>306,766</b>

This advice primarily relates to vehicle standards consultancy costs which are higher in 2022, as a result of additional work needed relating to the expiry of CVR Test Centre licences and commencement of work on Action 13 of the Road Safety Strategy.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 7 Administration Costs

	2022	2021
	€	€
Printing and Stationery	311,912	280,319
Postage	116,671	96,586
Facility Management Costs	1,658,213	1,512,559
Energy	408,534	331,492
Telephone and Data Exchange Costs	752,072	636,294
Software, Licensing and Support Costs	2,968,402	1,738,347
Hardware Maintenance	53,474	61,811
Audit Fees	36,000	36,000
Internal Audit Fees	34,653	41,910
Payroll Administration	35,855	34,671
Translation Services	5,001	826
Insurance	73,423	62,240
Website Maintenance	3,674	12,151
Financial Transaction Charges	280,227	226,888
Bank Interest Expense	123,682	173,388
Facility Hire Costs	1,620,230	1,363,914
Fleet Management Costs	417,093	310,344
HR Administration Costs	79,830	47,546
Change Management	513,656	616,010
COVID 19 related PPE	349,570	427,799
Digital Engagement Strategy	167,198	42,349
Transformation/ Organisation design	1,304,430	312,981
<b>Total</b>	<b>11,313,800</b>	<b>8,366,425</b>



# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 8 Programme Costs

	2022 €	2021 €
(a) Driver Theory Testing	84,674	452,394
(b) Road Haulage Enforcement & Communication	2,475,438	2,394,117
(c) National Car Testing Service	641,883	602,774
(d) Road Safety Promotion	5,253,871	4,787,339
(e) Road Safety Education	1,334,505	507,866
(f) Road Safety Awareness	2,680,746	1,747,542
(g) Road Safety Research	485,229	490,790
(h) Driver Education	407,641	370,048
(i) Legal Fees	957,466	1,262,323
(j) Commercial Vehicle Roadworthiness Testing	2,780,046	2,565,833
(k) Driver Testing	294,889	224,458
(l) Driver Licence Policy & Process Improvement	384,288	439,930
(m) Communications	1,325,094	932,348
(n) National Driver Licence Service	24,703,981	21,169,435
(o) Emergency Services Driving Standard	23,682	4,833
(p) Digital Tachograph Programme Costs	603,558	619,481
(q) Other Programme Costs	112,302	68,909
<b>Total</b>	<b>44,549,293</b>	<b>38,640,420</b>

- (a) 2021 costs relate to the costs of ProProctor online driver theory testing, an additional option introduced during 2021 to all candidates to allow them to take the test in the comfort of their own homes. This pilot ceased in January 2022.
- (b) These are the costs associated with the enforcement programme including supervisory, technical inspections and communication costs for CVR.
- (c) This is the cost of the supervision and monitoring of the National Car Testing Service, the movement year on year relates to the costs relating to the AA Portal Upgrade, transition to new contract and increase in supervision services in line with contract.
- (d) Road safety promotion is a programme where the RSA continually promotes road safety using marketing communication tools such as advertising ensuring constant learning for all road users. The increase year on year is on account of the required cost saving measures to address the financial impact of COVID 19 in previous years.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

**continued**

- (e) Road safety education is a programme aimed at delivering road user education up to third level through a range of specially developed educational campaigns. The increase year on year is on account of the programme resuming following the impact of COVID 19 on 2021 events.
- (f) Road safety awareness is a targeted programme aimed at specific road user groups to make them aware of road safety through various methods such as the use shuttle interactive unit and the translation of road safety messages into a number of languages. The increase year on year is on account of increased campaigns following reduction due to the impact of COVID 19 on 2021 events.
- (g) This is the cost of engaging in research programmes in road safety.
- (h) Driver Education is programme expenditure that relates to the regulation of the Approved Driving Instructor industry. It also incorporates the running of the Driver Certificate of Professional Competence programme in respect of professional bus and truck drivers.
- (i) The reduced spend on external legal advice in 2022 reflects the fact that 2021 saw a requirement for specialist legal advice in relation to the Commercial Vehicle Reform Programme, the CoVis Relet and defence of legal proceedings, which was not repeated in 2022.
- (j) This cost relates to the operation of Commercial Vehicle Roadworthiness Testing programme.
- (k) This is the cost of enhancements to the Driver Testing programme in line with increases in tests delivered and captured in revenue.
- (l) This programme relates to expenditure in the development and enhancement of the National Driver Licence Service.
- (m) The RSA incurs cost in relation to its media buying, media creative and public relations activities. It also incorporates the RSA's social media activity. The increase in costs in 2022 is due to cost savings in prior years as a result of COVID-19
- (n) This programme expenditure relates to the operating costs of the National Driver Licence Service and includes the cost of the card production, agent network and back office processing elements of the licence service. The increase year on year is due surge in driver licence applications in 2022 noted in revenue.
- (o) These are the programme costs relating to the Emergency Service Driving Standard. The increase in programme costs in 2022 are attributed to preparation work for a new driving for work standard initiative as part of RSS.
- (p) These are the programme costs relating to the Digital Tachograph Service. The reduction year on year can be attributed to costs in 2021 related to bi-annual security audit and once off costs associated with Brexit.
- (q) Costs under this heading relate to advertising costs of vehicle standards and vehicle testing notices.

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 9 Property, Plant and Equipment

### 9(a) 2022 Property, Plant and Equipment

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

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 9 Property, Plant and Equipment (continued)

### 9(a) 2022 Property, Plant and Equipment

	Leasehold	Fixtures & Fittings	Fleet	Hardware	Application Software	Total
	€	€	€	€	€	€
<b>Cost</b>						
As at 1 January 2021	7,136,946	1,327,684	1,177,555	4,256,732	47,935,816	61,834,733
Additions	223,438	68,111	-	115,394	5,329,398	5,736,341
Disposals	-	-	(304,078)	-	-	(304,078)
<b>As at 31 December 2021</b>	<b>7,360,384</b>	<b>1,395,795</b>	<b>873,477</b>	<b>4,372,126</b>	<b>53,265,214</b>	<b>67,266,996</b>
<b>Depreciation</b>						
As at 1 January 2021	1,046,682	1,115,526	1,157,895	3,752,135	37,819,837	44,892,075
Charge for the year	364,220	74,936	19,660	334,888	6,990,174	7,783,879
Disposals	-	-	(304,078)	-	-	(304,078)
<b>As at 31 December 2021</b>	<b>1,410,902</b>	<b>1,190,462</b>	<b>873,477</b>	<b>4,087,023</b>	<b>44,810,011</b>	<b>52,371,876</b>
<b>Net Book Value</b>						
<b>As at 31 December 2021</b>	<b>5,949,482</b>	<b>205,333</b>	<b>-</b>	<b>285,103</b>	<b>8,455,203</b>	<b>14,895,120</b>
<b>As at 31 December 2020</b>	<b>6,090,264</b>	<b>212,158</b>	<b>19,660</b>	<b>504,597</b>	<b>10,115,979</b>	<b>16,942,658</b>

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 10 Receivables

	2022	2021
	€	€
National Car Test Levy	1,610,916	1,609,056
Driver Theory Test Levy	618,674	896,959
Driver Test Fees	34,445	27,933
Driver Licence Income	70,295	42,575
Other Income	33,581	31,231
<b>Total</b>	<b>2,367,911</b>	<b>2,607,754</b>

## 11 Prepayments

	2022	2021
	€	€
Insurance	53,796	44,930
Software Licenses	702,660	691,077
Other	80,883	82,723
<b>Total</b>	<b>837,339</b>	<b>818,730</b>

## 12 Payables

### Amounts falling due within one year

	2022	2021
	€	€
Trade Creditors	5,320,950	4,637,346
PAYE/PRSI	561,360	541,320
Payroll Deductions	140,042	146,558
VAT	79,680	228,959
Withholding Tax	241,916	283,902
Relevant Contracts Tax	98	98
Accruals	6,384,483	4,123,798
Holiday Pay Accrual	359,341	422,550
Deferred Income Driving Test Fees	11,770,130	8,555,825
Deferred Income Commercial Vehicle Testing Levy	378,187	381,507
Deferred Communications funding	-	50,000
Superannuation due to Department of Transport	586,460	614,595
<b>Total</b>	<b>25,822,647</b>	<b>19,986,458</b>

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 13 Capital Account

	2022 €	2021 €
Opening Balance	14,895,120	16,942,658
<b>Transfer from Statement of Income and Expenditure and Retained Revenue Reserves</b>		
Income used to purchase fixed assets	6,658,962	5,736,341
Disposal of Property Plant and Equipment (NBV > €0)	-	-
Amortisation of fixed assets	(6,296,938)	(7,783,879)
<b>Transfer to Capital Account</b>	<b>362,024</b>	<b>(2,047,538)</b>
<b>Balance at 31 December</b>	<b>15,257,144</b>	<b>14,895,120</b>

## 14 Capital Commitments

The RSA has capital commitments in respect of the production of solutions to facilitate various services of a number of contracts, under the ICT Roadmap programme. Under these contract terms for the period from 1 January 2023 to 30 April 2023, the RSA has contractual capital commitments of €0.564m (2021: € 0.076m). The RSA has further capital commitments in respect of Commercial Vehicle Reform and System Investment (COVIS). Under the contract terms for the period 13th May 2022 to 12th May 2028, the RSA has contractual capital commitments of €11.257m

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

## 15 Contingent Liabilities

There are a number of ongoing legal cases at present, however in all cases either payment is not probable or the amount cannot be measured reliably.

## 16 Related Party Disclosures

The RSA adopted procedures in accordance with guidelines issued by the Department of Public Expenditure and Reform in relation to the disclosure of interests by its members and these procedures have been adhered to in the year. There were no related party transactions in 2022.

## 17 Premises

The RSA occupies its' head office in Ballina and two sub-offices in Loughrea. These premises are owned by the Office of Public Works and no rent is payable by the RSA. The RSA has 65 driver testing centres, including 2 HGV compounds, throughout the country. The OPW provides 41 of these buildings which are located either in shared government offices or are located in other premises solely occupied by the RSA. Finally, 22 buildings are rented directly by the RSA as an interim arrangement. The RSA is charged shared services costs for those centres located in shared government offices.

# Notes to the Financial Statements

for the Year Ended 31 December 2022

continued

## 18 Borrowings

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Section 13 of the Road Safety Authority Act 2006 allows the RSA to borrow money with the consent of the Minister of Transport, with the agreement of the Minister of Finance for the purpose of the performance of its functions. In June 2020, the Authority put in place credit facilities with its bank to ensure it has the appropriate cash and liquidity to operate through the COVID 19 event. In August 2020, a nominal amount of €50,000, was drawn down to activate the facility, this was repaid over an 18 month period, with a balance on the 31st December 2022 of €NIL (2021: €5,644).

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

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At the end of 2022, the RSA had cumulative retained reserves of €15.782m. The RSA was allocated an exchequer allocation for 2022 of €0.989m. Otherwise, the RSA operated on a self-financing basis in 2022. The retained reserves increased by €5.125m in 2022 on account of increased revenue of €12.764m as business services resumed to full capacity and demand for services increased across 2022.

## 20 Subsequent Events

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There have been no reportable subsequent events which impact the financial statements since the year ended 31 December 2022.

## 21 Approval of Financial Statements

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The Financial Statements were approved by the RSA on the 22nd June 2023

**Údarás Um Shábháilteacht Ar Bhóithre**  
**Road Safety Authority**

Páirc Ghnó Ghleann na Muaidhe, Cnoc  
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