

**Marine Casualty Investigation Board
Financial Statements 2022
Reporting Period 1st January to 31st December 2022**

Marine Casualty Investigation Board

**BOARD MEMBERS AND GENERAL INFORMATION
FOR THE YEAR ENDED 31 DECEMBER 2022**



Ms Claire Callanan,
Chairperson, Solicitor



Dr Dorothea Dowling,
Deputy Chairperson,
Chartered Insurer and Accredited
Mediator



Mr Frank Cronin,
Marine Engineer Class 1
combined, FCII,
Chartered Insurer



Keith Patterson
CEng, CMarEng,
Marine Engineer Class 1

Secretary: Ms. Margaret Bell

Secretariat: Mr. Paul Hallissey
Ms. Diptiben Bhatt

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Marine Casualty Investigation Board
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FOR THE YEAR ENDED 31 DECEMBER 2022

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Marine Casualty Investigation Board

GOVERNANCE STATEMENT AND BOARD MEMBERS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

Principal activities

The principal activity of the organisation continued to be the carrying out of investigations into marine casualties that take place to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

Governance

The Board of Marine Casualty Investigation Board (MCIB) was established under Section 7(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The functions of the Board are set out in the Act of 2000 and the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011 and the European Communities Act 1972, European Communities (Merchant Shipping)(Investigation of Accidents) (Amendment) Regulations 2020 and the Merchant Shipping (Investigation of Marine Casualties)(Amendment) Act 2022. The Board is accountable to the Minister for Transport and is responsible for ensuring good governance and 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 MCIB are the responsibility of the Board Members and the Secretary to the Board.

Board Responsibilities

The work and responsibilities of the Board are set out in The Code of Conduct, which also contains the matters specifically reserved for Board decision. Standing items considered by the Board include:

- declaration of interests,
- risk register,
- financial reports/management accounts,
- investigation reports.

Section 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, requires the Board to keep, in such form as may be approved by the Minister for Transport with the consent of the Minister for Public Expenditure and Reform, all proper and usual accounts of money received and expended by it.

In preparing these financial statements, the Board of the MCIB 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, and
- 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 20(1) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The maintenance and integrity of the corporate and financial information on the MCIB website is the responsibility of the Board.

The Department of Transport (DoT) is responsible for allocating the annual budget. The MCIB profiles its spending at the beginning of the year to the DoT. Due to the nature of the work undertaken by the MCIB, the Board is not in a position to plan and budget with certainty for the year ahead. As a result, the Board did not use a budget as a comparison for their review of the MCIB's performance in 2022.

Marine Casualty Investigation Board

GOVERNANCE STATEMENT AND BOARD MEMBERS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

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 MCIB give a true and fair view of the financial performance and the financial position of MCIB at 31 December 2022.

Implementation

Paragraph 1.19 of *Code of Practice for the Governance of State Bodies* ('the Code') requires the implementation of strategy by the management of each State body to be supported through an annual planning and budgeting cycle. Boards of State bodies are required to approve an annual plan and/or budget and to formally evaluate the actual performance by reference to the plan and/or budget on an annual basis. Due to the nature of work the MCIB undertakes, i.e. investigating marine casualties that take place to, or on board Irish registered vessels worldwide, and other vessels in Irish territorial waters and inland waterways it is not possible for the Board of the MCIB to plan with certainty for the year ahead.

Board Structure

The Board consists of not fewer than 5 members and not more than 7 members, who are appointed by the Minister.

Board Member	Role	Date Appointed / Term Completed
Claire Callanan	Chairperson	Appointed January 2019
Dorothea Dowling	Deputy Chairperson	Appointed April 2017
Frank Cronin	Ordinary Member	Appointed April 2017
Keith Patterson	Ordinary Member	Appointed July 2022

On 9 July 2020 the Court of Justice of the European Union ruled that Ireland had not correctly implemented Article 8(1) of Directive 2009/18/EC. The finding, made against Ireland (not the MCIB) in relation to its implementation of Directive 2009/18/EC of 23 April 2009, identified a possible conflict and that there had to be a guarantee of structural independence. The judgement is summarised as follows; The presence within [the MCIB] of two civil servants who are respectively responsible for the DTTS and the Marine Survey Office, public authorities whose interests could conflict with the task entrusted to the MCIB, has the consequence that independence in that body's organisation and decision making is not guaranteed. There was no evidence advanced whatsoever of any actual conflicts having arisen within the MCIB and expressly no complaint about the independence of its legal structure.

Following a review of the decision, the Board has implemented additional measures and procedures to better ensure the continued effective operation and compliance with the Directive as now interpreted by the CJEU.

The State addressed the Court findings through the making of amended regulations under the European Communities Act 1972 (S.I. No. 444 of 2020) to confirm that persons who fill either of the two positions can no longer be appointed as Board members for the purpose of investigations that fall within the scope of the Directive.

Schedule of Attendance, Fees and Expenses

A schedule of attendance at the Board meetings for 2022 is set out at Note 5 to the financial statements and outlines details of the fees and expenses received by each member during the year.

Performance Review

The Board has engaged with an external accountant to assist in the reviewing of the system of internal control. The review was finalised and the report approved by the Board in May 2023.

Key Personnel Changes

Keith Patterson was appointed as a Board Member in July 2022. There were no other key personnel changes in the year ended 31 December 2022.

Marine Casualty Investigation Board

GOVERNANCE STATEMENT AND BOARD MEMBERS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

Committees

There are no committees in place. The MCIB was awarded a continued derogation regarding the Audit and Risk Committee based on the current structures and procedures in place within MCIB for financial oversight and risk management.

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

The Board is responsible for ensuring that the MCIB has complied with the requirements of The Code, as published by the Department of Public Expenditure and Reform in August 2016. The following disclosures are required by the Code:

Travel and Subsistence Expenditure

There were €676 of travel and subsistence costs incurred by staff and board members during the year ended 31 December 2022 (2021: nil).

Consultancy Costs

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

	2022	2021
	€	€
Consultative advice on the legislative process and related	62,662	3,690
Total	<u>62,662</u>	<u>3,690</u>

Legal and professional fees of €24,300 (2021: €77,121) relate to expenditure on processes that have been outsourced under 'business as usual'. The MCIB was awarded 80% of their legal costs relating to judicial review proceedings which were successfully defended.

Hospitality Expenditure

Hospitality expenditure during the year was €933 (2021: €273). Hospitality expenditure relates to costs incurred for a Board meeting.

Additional Disclosures

Employee' short-term benefits breakdown disclosure is included in Note 4 to the financial statements.

Other disclosures required by The Code in relation to legal costs and settlements, hospitality, and termination/severance payments and agreements are not disclosed as no expenditure was incurred in relation to these categories in the year ended 31 December 2022.

Marine Casualty Investigation Board

GOVERNANCE STATEMENT AND BOARD MEMBERS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

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 MCIB was awarded a continued derogation regarding the Audit and Risk Committee based on the current structures and procedures in place within MCIB for financial oversight and risk management.

The derogations from certain provisions of The Code given to the MCIB due to its small size and nature of its activities are listed below:

- Internal Audit, and Audit and Risk Committee¹
- Property Acquisition and Disposal of Surplus Property
- Acquisition of Land, Buildings or other Material Assets
- Capital Investment Appraisal
- Diversification, Establishment of Subsidiaries and Acquisitions by State Bodies
- Disposal of State Assets
- Compliance with use of Auction or Tendering Requirements²
- Risk Appetite Statement

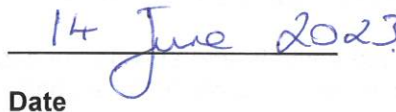
The MCIB engages a firm of accountants who prepare the Financial Statements each year and assist MCIB during the audit process. A separate team from the accounting firm is also engaged to conduct an annual review of MCIB's internal financial controls.

The MCIB maintains a risk register which is reviewed as a standing item at every Board meeting.

The MCIB oversight agreement was finalised on 6th May 2022 after discussions and review with DTTAS.



Claire Callanan
Chairperson



Date

¹ The MCIB maintains a risk register and a Risk Policy.

² This derogation refers to 8.36 – 8.43 of the Code of Practice and does not extend to tendering for ongoing MCIB programme matters.

Marine Casualty Investigation Board

STATEMENT ON INTERNAL CONTROL FOR THE YEAR ENDED 31 DECEMBER 2022

Scope of Responsibility

On behalf of MCIB, 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.

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 MCIB for the year ended 31 December 2022 and up to the date of approval of the financial statements.

Capacity to Handle Risk

Due to its small size the MCIB has received a derogation from the Department of Transport in respect of the Internal Audit function. The MCIB currently engages with its outsourced accountants to conduct an internal control review.

Risk and Control Framework

The MCIB has implemented a risk management system via a Risk Policy which identifies and reports key risks and the management actions being taken to address and, to the extent possible, to mitigate those risks.

A risk register is in place which identifies the key risks facing MCIB and these have been identified, evaluated and graded according to their significance. The register is reviewed on a quarterly basis, it is a standing item on the Board agenda should adjustments be required between reviews. The outcome of these assessments is used to plan and allocate resources to ensure risks are managed to an acceptable level.

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,
- an annual non-pay budget of €598,000 is provided by DoT to the MCIB for investigations and other business expenditure. The budget is drawn down as the MCIB bank balance reaches approximately €50,000. If there is a sufficient bank balance at the year end and the MCIB can confirm that further funds will not be required, the remainder of the grant not drawn down is retained by the Department.
- there are systems in place to safeguard the assets.

Ongoing Monitoring and Review

Formal procedures have been established for monitoring control processes and 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:

- business operational reporting can be used to derive assurance in relation to how risks are being managed,
- management activity is monitored and reviewed to determine that quality arrangements are being met in line with expectations for specific areas of risk, and
- internal control reviews are carried out by independent accountants on an annual basis.

Marine Casualty Investigation Board

**STATEMENT ON INTERNAL CONTROL
FOR THE YEAR ENDED 31 DECEMBER 2022**

Procurement

I confirm that the MCIB has procedures in place to ensure compliance with current procurement rules and guidelines and that during 2022 the MCIB complied with those procedures.

Review of Effectiveness

I confirm that the MCIB has procedures to monitor the effectiveness of its risk management and control procedures. All Board members have knowledge of all expenditure entered into by the MCIB in the discharge of its statutory role and are updated by the Secretary to the Board, on an ongoing basis and at each monthly Board meeting, of all payments made and any issues likely to impact on the finances of the MCIB. All payments made require the approval of and authorisation by two members of the Board on the online AIB banking system.

The MCIB's monitoring and review of the effectiveness of the systems of internal control is further informed by the work of the external auditors, the external accountants who review the internal control function, and the senior management within the MCIB 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 informed by the MCIB procedures in place to monitor and control ongoing Board business and expenditure, and the report of the accountants engaged in February 2023 to undertake an external review of internal controls. The Internal Control Review report was considered and approved by the Board at the Board meeting on the 9th May 2023. The Board is satisfied that the controls in place are robust and effective.

Internal Control Issues

No weaknesses in internal control were identified in relation to 2022 that require disclosure in the financial statements.

Signed on behalf of the Board



**Claire Callanan
Chairperson**



Date signed



Ard Reachtaire Cuntas agus Ciste Comptroller and Auditor General

Report for presentation to the Houses of the Oireachtas

Marine Casualty Investigation Board

Opinion on the financial statements

I have audited the financial statements of the Marine Casualty Investigation Board for the year ended 31 December 2022 as required under the provisions of section 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000. The financial statements comprise

- the statement of income and expenditure and retained revenue reserves
- 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 Marine Casualty Investigation Board 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 Marine Casualty Investigation Board 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 Marine Casualty Investigation Board has presented certain other information together with the financial statements. This comprises the annual report, the governance statement and Board members' report and the statement on internal control. My responsibilities to report in relation to such information, and on certain other matters upon which I report by exception, are described in the appendix to this report.

I have nothing to report in that regard.

Georgina O Mahony
For and on behalf of the
Comptroller and Auditor General

15 June 2023

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 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000
- 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 20 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000 to audit the financial statements of the Marine Casualty Investigation Board 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 Marine Casualty Investigation Board'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 Marine Casualty Investigation Board 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.

Marine Casualty Investigation Board

**STATEMENT OF INCOME & EXPENDITURE & RETAINED REVENUE RESERVES
FOR THE YEAR ENDED 31 DECEMBER 2022**

Income	Notes	31 Dec 2022	31 Dec 2021
		€	€
Oireachtas Grants (Vote 31, subhead C3)		370,575	318,404
		<u>370,575</u>	<u>318,404</u>
 Expenditure			
Staff Salaries	4	132,190	136,480
Temporary Staff	4	22,398	7,828
Board Members Fees	5	24,617	20,948
Printing, Postage and Stationery		14,403	17,618
Website Design		1,722	1,775
Accident Investigation Expenses	3	63,061	82,373
Advertisement		2,162	2,074
Translation		2,815	1,522
Maps/Charts		1,107	823
Legal & Professional Fees		24,300	77,121
Consultative advice on the legislative process and related		62,662	3,690
Accountancy		5,233	8,342
Audit Fees		8,700	7,900
Bank Charges		381	318
Training		23,881	-
Sundry Expenses		136	1,391
		<u>389,768</u>	<u>370,203</u>
 Surplus/(Deficit) for the Year		(19,193)	(51,799)
Accumulated Deficit 1 January		<u>(107,518)</u>	<u>(55,719)</u>
 Accumulated Deficit 31 December		<u>(126,711)</u>	<u>(107,518)</u>

The Statement of Cash Flows and notes 1 to 10 form part of these Financial Statements.


Claire Callanan
Chairperson


Margaret Bell
Secretary


14 June 2023
Date signed

14 June 2023
Date signed

Marine Casualty Investigation Board
STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2022

		31 Dec 2022	31 Dec 2021
Current Assets	Notes	€	€
Prepayments		492	492
Cash and cash equivalents		<u>11,753</u>	<u>24,203</u>
		12,245	24,695
Creditors – amounts falling due within one year			
Payables	2	<u>(138,956)</u>	<u>(132,213)</u>
Net Current (Liabilities)		<u>(126,711)</u>	<u>(107,518)</u>
Representing			
Accumulated Deficit brought forward		(107,518)	(55,719)
Surplus/(Deficit) for the period		<u>(19,193)</u>	<u>(51,799)</u>
Retained Revenue Reserves		<u>(126,711)</u>	<u>(107,518)</u>

The Statement of Cash Flows and notes 1 to 10 form part of these Financial Statements.


 Claire Callanan
 Chairperson


 Margaret Bell
 Secretary

14 June 2023
 Date signed

14 June 2023
 Date signed

Marine Casualty Investigation Board

**STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	31 Dec 2022	31 Dec 2021
	€	€
Cash flows from operating activities		
Cash (absorbed by) operations	(19,193)	(51,799)
Increase / (decrease) in receivables	-	914
Increase / (decrease) in payables	6,743	30,290
Net cash inflow/(outflow) from operating activities	<u>(12,450)</u>	<u>(20,595)</u>
Net cash used in investing activities	-	-
Net cash used in financing activities	<u>-</u>	<u>-</u>
Net increase/(decrease) in cash and cash equivalents	(12,450)	(20,595)
Cash and cash equivalents at beginning of year	<u>24,203</u>	<u>44,798</u>
Cash and cash equivalents at end of year	<u><u>11,753</u></u>	<u><u>24,203</u></u>

Marine Casualty Investigation Board

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

Note 1. Accounting Policies

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

a) General Information

The Marine Casualty Investigation Board was established under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The Board commenced operations on 5 June 2002. It was formally established on 25 March 2003. The Board undertakes the independent investigation of marine casualties in Ireland and publishes the resulting reports.

b) Statement of Compliance

The financial statements of the Marine Casualty Investigation Board 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 Board of the entity who held office at the date of approval of these Financial Statements is responsible for securing the entity's compliance with its relevant obligations and we confirm the entity's compliance with the Code of Practice for Governance of State Bodies (August) 2016.

c) Going concern

The financial statements are prepared on a going concern basis.

On 9 July 2020, the Court of Justice of the European Union (CJEU) ruled against Ireland in respect of one aspect of its implementation of Directive 2009/18/EC. Following legal analysis of that decision, two of the Board Members (the Chief Surveyor and the Secretary General's nominee) resigned from the Board in July 2020.

In that regard, in 2021, the Department of Transport (DoT) conducted a review of the current organisational structures underpinning marine casualty investigation in Ireland in the context of national, EU and international obligations. The key objective of the review was to assess the current organisational structures for marine casualty investigation in Ireland and set out in a report to the Minister for Transport any recommendations, including in relation to change, to achieve the most appropriate and effective marine casualty investigation structures for Ireland, taking into account national, EU and international obligations. One of the recommendations set out in the review was the establishment of a Marine Accident Investigation Unit (MAIU).

In December 2022 Government approved the drafting of a Merchant Shipping (Investigation of Marine Accidents) Bill, to provide for the establishment of the MAIU within the Department of Transport. The General Scheme provides for the establishment of the Marine Accident Investigation Unit (MAIU) within the Department of Transport. The MAIU will replace the Marine Casualty Investigation Board as the permanent body responsible for marine accident investigation. The main focus of the Bill is to provide the MAIU with the necessary framework to ensure it can operate independently in its organisation, legal structure and decision-making of any party whose interests could conflict with the task entrusted to it. The General Scheme also provides rule making power for the Minister for Transport to make the necessary secondary legislation for the regulation of offshore service vessels and industrial personnel.

Marine Casualty Investigation Board

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

Drafting of the Bill has commenced in conjunction with the Office of the Attorney General and the General Scheme has been sent to the Joint Oireachtas Committee on Transport and Communications for pre-legislative scrutiny. The MCIB will be dissolved once that Unit has been established.

d) Basis of preparation

The financial statements have been prepared under the historical cost convention, except for certain assets and liabilities that are measured at fair values as explained in the accounting policies below. The financial statements are in the form approved by the Minister for Transport with the concurrence of the Minister for Public Expenditure and Reform under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the Marine Casualty Investigation Board's financial statements.

e) Period of Financial Statements

The financial statements cover the 12 month period to 31 December 2022.

f) Currency

The financial statements have been presented in Euro (€) which is also the functional currency of the board.

g) Oireachtas Grants

Income from Oireachtas Grants represent the cash and seconded staff salary costs received in the year from the Department of Transport and payments made in the year by the Department of Transport on behalf of the Marine Casualty Investigation Board's staff*.

*Note: The MCIB Secretariat comprised three permanent staff assigned from the Department of Transport in 2022.

h) Recognition of Costs of Investigations

Costs relating to ongoing investigations are accrued for at the year end, based on estimated costs per investigation. Investigators invoice the MCIB on completion of investigations and the publication of the report. Interim expenses and travel expenses are paid as they are incurred.

i) Superannuation

Department staff assigned to act as the Secretariat to MCIB are covered by the relevant Department's pension arrangements. Accordingly the Board has no liability for Pensions.

j) Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

Marine Casualty Investigation Board

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

Note 2. Creditors – amounts falling due within one year

	2022	2021
	€	€
Accruals	131,192	126,515
Payables	2,460	-
PSWT	5,304	5,698
Included in accrued expenses are amounts relating to: PAYE control account	-	7,212

Note 3. Accident Investigation Expenses

During year ended 31st December 2022, the Board completed 7 investigations and published reports on each investigation. The total cost of the investigations completed in 2022 was €63,061. 3 interim reports of ongoing investigations were published in 2022. As at 31st December 2022, 13 investigations were in progress and not finalised. The potential cost of this work is €94,750 and this has been included in the accrued expenses figure in note 2. Investigation costs are accrued in the year of occurrence of the incident.

Also included in investigation expenses are travel and subsistence costs incurred by investigators of €5,830 (2021: €5,040) - due to a decision taken by the Board in December 2020 that investigators will be reimbursed for agreed vouched T&S expenditure at Civil Service rates.

Note 4. Employees and Superannuation

Key management personnel

Key management personnel in MCIB consists of the members of the Board and the senior management team. The total value of employee benefits for key management personnel is set out at Note 5 to the Financial Statements.

A permanent Secretariat of three whole time staff was provided by the Department of Transport. Staff costs were recouped by the Department from the Board's grant allocation. The Board had 3 staff members assigned by DoT at the end of 2022 and 2 staff members assigned at the end of 2021.

During the year a temporary member was required and this individual fee of €22,398 was paid out of the funds available to the Marine Casualty Investigation Board.

The number of staff at each pay-band is detailed in the below table.

Short-term employee benefits**	2022	2021
€	No. of employees in band	No. of employees in band
0 – 59,999	2	3
60,000 – 69,999	-	-
70,000 – 79,999	1	-
> 80,000	-	-

**Note: For the purposes of this disclosure, short term employee benefits in relation to services rendered during the reporting period include salary overtime allowances and other payments made on behalf of the employee but exclude employers PRSI

Marine Casualty Investigation Board
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Note 5. Board Members

The Board meets on a regular basis to review its operation and held 11 ordinary meetings in 2022.

As at 31st December 2022 the Board had a total of 4 members.

The fees payable to the Chairperson and the Board members for 2022 were at rates sanctioned and approved by the Minister for Public Expenditure and Reform. The Chairperson and the Board members received a pro rata fee.

A schedule of 2022 Attendance and Fees is set out below:

Board member	Meetings Attended	2022 €	2021 €
Claire Callanan	11/11	8,978	8,978
Frank Cronin	11/11	5,985	5,985
Dorothea Dowling	11/11	5,985	5,985
Keith Patterson	5/5	2,993	-
Total Fees		23,941	20,948

Board members are paid an annual rate, on a one off basis, not per attendance at meetings. The amounts disclosed above reflect the gross amounts payable to members.

€676 of travel expenses were paid to members of the Board in 2022 in respect of attendance at the Board Meetings during 2022.

Note 6. Going concern

In the financial year ending 31 December 2022, the Board recorded an operating deficit of €19,193 and an accumulated deficit for 2002 – 2021 of €107,518. Funding has been received in 2022 and is expected to continue to be received to ensure that all liabilities can be met by the Board.

Note 7. Operating costs

The Department of Transport provides accommodation, including the use of fixed assets, to the Board free of charge in the Department's premises in Leeson Lane, Dublin 2.

The Board funds its own operating costs with the exception of the following services which are provided by the Department of Transport free of charge:

- IT & Telephone
- Postage, stationary & internal printing costs (excluding costs relating to investigations)
- Cleaning
- Other office expenses including light and heating.

Note 8. Taxation

In accordance with Section 227 of the Taxes Consolidation Act, 1997 no taxation was paid or has to be provided for in the financial statements.

Marine Casualty Investigation Board

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

Note 9. Board Members: Disclosure of Interests

All Board members have adopted procedures in accordance with Section 17 and 18 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

The Board conducts its business in a manner which is both impartial and is seen to be impartial in accordance with the MCIB Code of Business Conduct (see www.mcib.ie). The Code is intended to establish an agreed set of ethical principles for the conduct of the Board's business; promote and maintain confidence and trust in the Board; and prevent the development or acceptance of unethical practices in the Board. Board members advise the Secretary to the Board of potential conflicts of interest and will absent themselves from a Board meeting where a conflict of interest arises.

In complying with the requirements of the Ethics in Public Office Acts 1995 and 2001 – Annual Statements of Interests, each Board member furnishes to the Secretary on an annual basis, no later than the 31 January, a completed Statement of Interests form. Nil responses are also submitted.

Note 10. Approval of Financial Statements

The financial statements were approved by the Board on 14 June 2023.

