



# ANNUAL REPORT

## 2009

An tÚdarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority





RSA

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Ireland is now ranked in 7th place out of 27 EU countries.

However there is no space for self praise. There is still a big gap between Ireland and the safest countries such as Sweden, United Kingdom and the Netherlands.

The RSA logo is an orange square with the letters "RSA" in white. The square has a slight 3D effect with a darker orange shadow on the right side.

RSA

*Gay Byrne Chairman RSA*



# Chairman's Statement

241 people died in road collisions in 2009. That's 241 families shattered, 241 unnecessary funerals. Despite this terrible loss of life, it represents a 14% decrease on 2008 when a total of 279 people lost their lives.



When viewed in a broader context, it seems that we are starting to get it right when it comes to road safety in this country. I say this because for the fourth year in a row, we have managed to reduce year on year the numbers being killed on our roads. The last two years alone have been the safest since records began in 1959.

In 2009, the core target of the Government Road Safety Strategy 2007-2012 of achieving no more than 252 deaths per annum by the end of 2012 was also achieved, three years ahead of schedule.

When you consider our starting point just four short years ago when we killed almost 400 people on the roads, it's a remarkable achievement. Well done and thank you. This is your success.

It just shows you what can be achieved when we all take responsibility for our actions and make small changes in our behaviour on the road, and when this is backed up by robust enforcement at the roadside and in the courts.

Ireland is now considered one of the best performing EU countries in terms of road safety. Ireland is now ranked in 7th place out of 27 EU Countries. However there is no space for self praise. There is still a big gap between Ireland and the safest countries such as Sweden, United Kingdom and the Netherlands.

We know what must be done. The remaining measures contained in the Government's Road Safety Strategy must be implemented in full.

This means rolling out the network of safety cameras to tackle our chronic speed culture. If you don't believe me when I say we have a lust for speed, then visit any hospital in this country and ask the consultants working in Emergency Medicine. Some that have practiced in other countries have told me that only in Ireland have they seen cars, motorcycles, vans and trucks being catapulted at such high velocity into ditches, walls, fields and other road users because we drive too fast to cope with the circumstances.

Despite progress in tackling drink driving we mustn't be deceived into thinking that this problem has been solved. It hasn't. We need to push ahead with legislation to lower the drink drive limit and introduce measures to tackle drug driving.

While the number of young people being killed on our roads is dropping, they still continue to be the most at risk group. That's why we need to implement the much-needed reform of the way we teach our young people to drive.

There is a subset of drivers, a very small number, who treat the public roads as their playground. They are recidivist offenders, death drivers. They care neither for their own lives nor the lives of others. Little can be done to change their behaviour. The only solution is to remove their right to drive on the public roads and force them to earn it back.

We need to give both An Garda Síochána and the Courts the provisions to deal with these drivers.

If we continue, as we have done over the past four years, to show honesty and leadership in tackling road safety at a personal and agency level, we can save more lives, maybe even yours.

**Gay Byrne** *Chairman RSA*

There will be those who say we have enough done and there is no need to introduce new road safety measures.

I have said before, and it's worth repeating again, the challenge now is to sustain the drop on road deaths, and try to reduce it further. It can be done, other countries have done so.

*Noel Brett Chief Executive Officer RSA*



*RSA Head Office, Ballina, Co. Mayo.*



# Chief Executive's Statement

This is the third annual report of the Road Safety Authority.



The work of the RSA for the calendar year 2009 is outlined along with details of its stewardship of the funding and resources which have been provided by Government.

2009 was a very busy year for the RSA across all the main sections of the organisation.

In Driver Testing & Licensing we maintained a national average waiting time of 10 weeks for a driving test and in many locations this was exceeded. A national consultation process was launched around our plans to reform the way our learner drives are taught to drive.

In the Vehicle Standards & Enforcement section we increased the amount of enforcement, particularly in relation to drivers' hours, to its highest ever levels. We also embarked on a major campaign to educate operators and drivers of their legal and safety obligations on the roads.

Despite cuts in funding the Road Safety, Driver Education and Research Directorate put in place a series of mass media campaigns to ensure that the public were road safety conscious every time they embarked on a journey. In addition we launched a number of new road safety educational programmes and resources that will now be delivered in schools, colleges and within the community.

Most importantly of all the biggest success in 2009 was the reduction in road deaths and the achievement of the Government Road Safety target three years ahead of schedule.

There will be those who say we have done enough and there is no need to introduce new road safety measures.

I have said it before, and it's worth repeating again, the challenge now is to sustain the drop in road deaths, and try to reduce it further. It can be done, other countries have done so.

As such the RSA will forge ahead with the other measures that have yet to be implemented in the road safety strategy.

I take this opportunity of expressing to the Chairman and Board my thanks for their leadership and guidance throughout the year. In particular I would like to thank the dedication of the staff in the RSA who have worked through a difficult year but never once lost focus of our task, our organisational motto of – 'working to save lives'.

I would also like to thank each and every road user. What has happened on our roads in the last decade is remarkable and this is down to your willingness to change. To change attitudes and behaviour for the better. For this I thank you.

Special thanks must go to the media, the length and breath of the country. Without your support we simply would not be able to deliver our life saving messages.

Thanks must also go to our partners who have joined with us, or contributed financially to our many campaigns in 2009. Your support is greatly appreciated, and more importantly it has been effective.

In my role as accounting officer I take responsibility for the proper use of € 32.834 million of Exchequer funds provided to the Authority. The financial accounts of the RSA are detailed at the end of this report.

**Noel Brett** *Chief Executive Officer RSA*

# Introduction...

## ESTABLISHMENT

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

## OUR MISSION

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

## FUNCTIONS

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

These functions are assigned under the following directorates:

- Driver Testing and Licensing
- Road Safety, Research and Driver Education
- Enforcement and Vehicle Standards
- Each is supported by Corporate Services.



## BOARD MEMBERS

The following are the members of the board appointed by the then Minister for Transport, Mr Martin Cullen TD, for a five year period to 1st September 2011.



Mr. Gay Byrne  
Chairperson



Ms. Áine Cornally



Ms. Myra Garrett



Mr. Paul Haran  
*Chairman of the  
Remuneration Committee*



Mr. Thomas Kelly



Mr. Aaron MacHale



Ms. Ann McGuinness



Mr. Tony McNamara  
*Chairman of the  
Internal Audit Committee*



Mr. John O'Gorman

## EXECUTIVE MANAGEMENT TEAM

The RSA has an approved staff complement of 309 whole time equivalent posts organised into four service delivery units:

1. Enforcement and Vehicle Standards
2. Corporate Services
3. Road Safety, Research and Driver Education
4. Driver Testing and Licensing



Mr Noel Brett  
Chief Executive



Ms. Denise Barry  
*Director, Enforcement  
and Vehicle Standards*



Mr. Peter Dennehy  
*Director,  
Corporate Services*



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



Mr. Michael Rowland  
*Director, Road Safety,  
Research and Driver Education*

**241 people** died in road collisions in 2009, a decrease of 38 or 14% on 2008 when a total of 279 people lost their lives.



## ROAD SAFETY REVIEW 2009

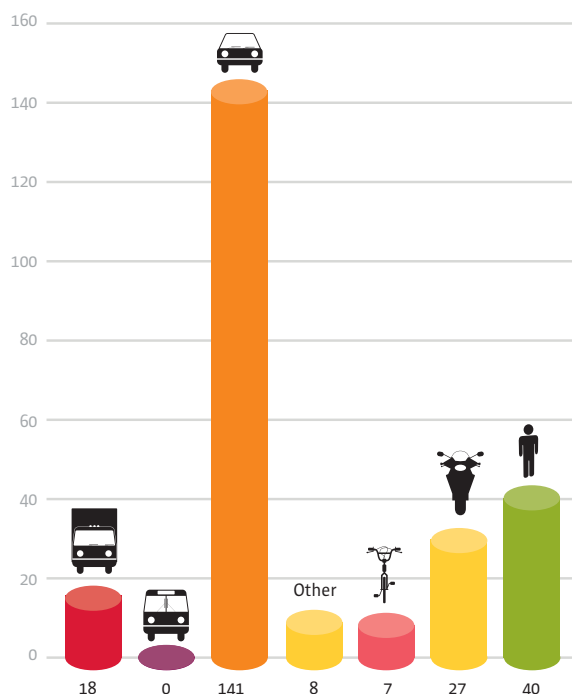
**241 people died in road collisions in 2009, a decrease of 38 or 14% on 2008 when a total of 279 people lost their lives.**

This represents a 49% drop in road deaths compared to 1997 when 472 people lost their lives on Irish roads.

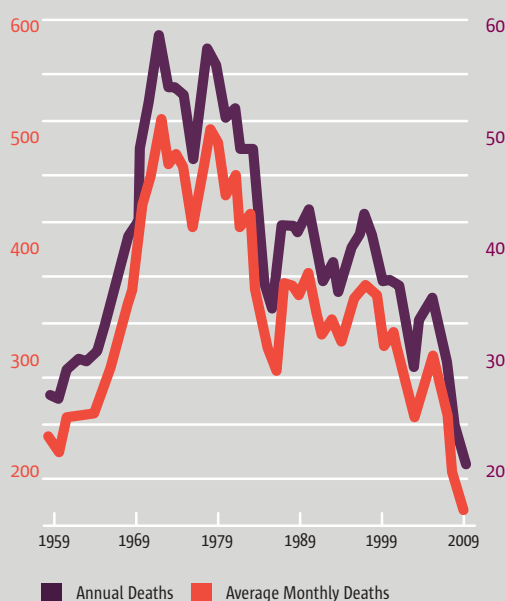
2009 was the safest year on Irish roads since records began in 1959. Expressed as a monthly average the number of fatalities in 2009 was 20 per month. In 2005, it was 33, in 2006 it was 30 in 2007 it was 28 and in 2008 it was 23.

The core objective of the Government Road Safety Strategy 2007-2012 is to reduce road deaths to no greater than 60 fatalities per million population by the end of 2012. This equates to an average of 21 road deaths per month or 252 deaths per annum.

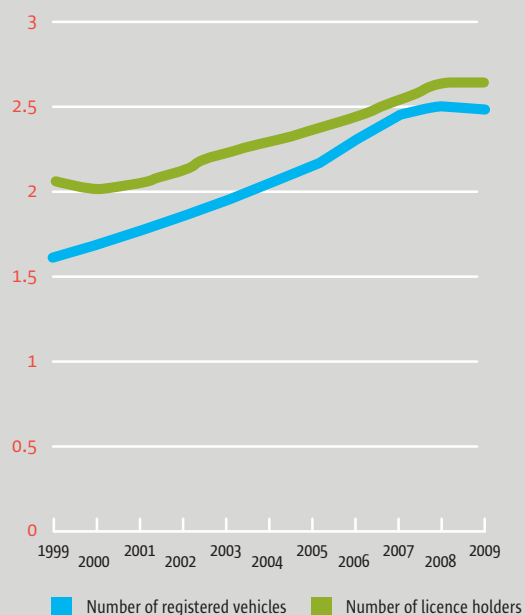
*Provisional breakdown of road user fatalities in 2009*



*Irish Road Safety in Context – 1959 to 2009*



*Irish Road Safety in Context – 1959 to 2009*

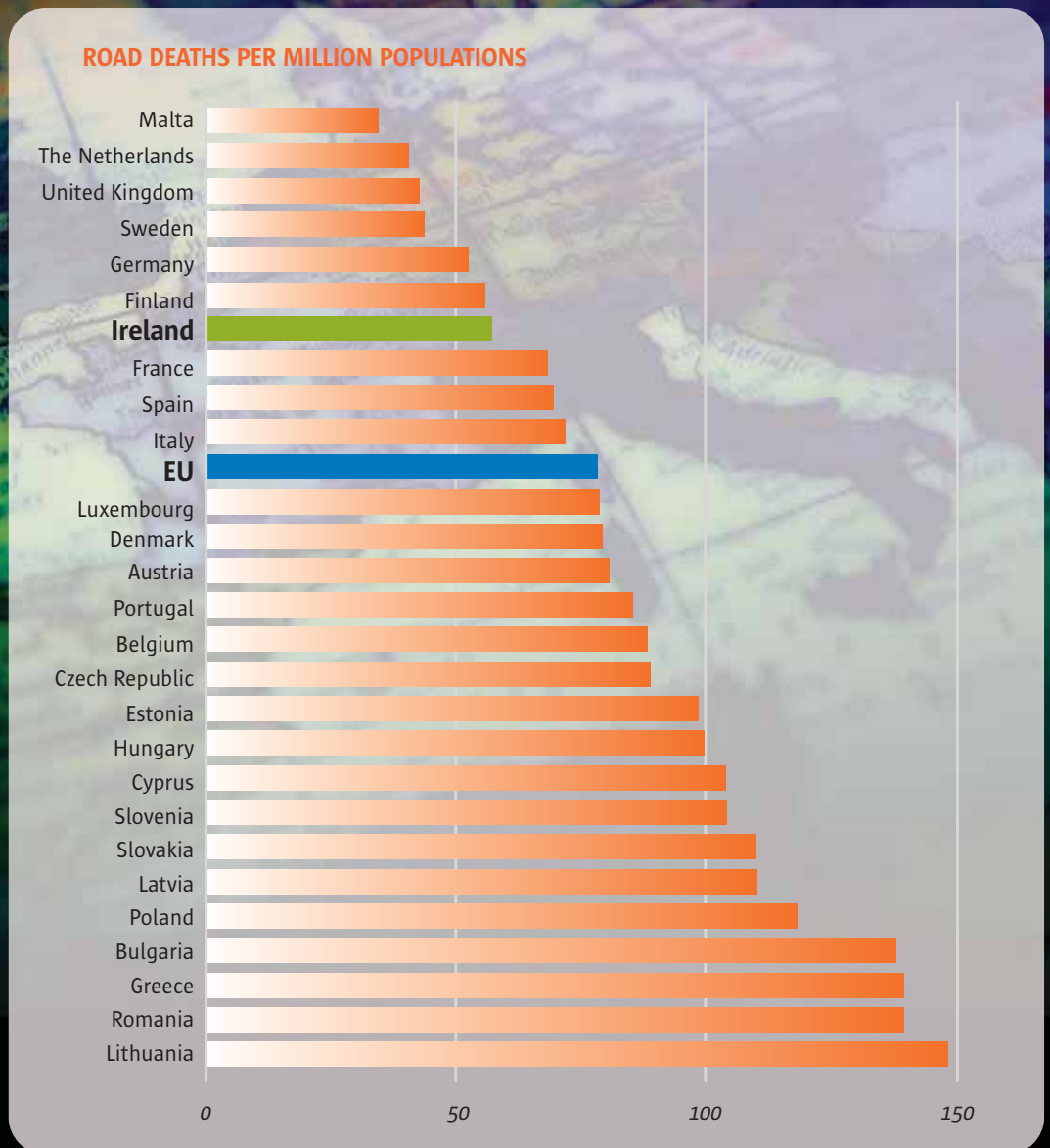


### IRELAND'S POSITION ON ROAD SAFETY RELATIVE TO OTHER COUNTRIES

According to provisional figures released by the EU<sup>1</sup>, Ireland is one of the best performing EU countries in terms of road safety. Ireland is now ranked in 7th place out of 27 EU Countries.

Ireland was one of the most improved European countries in terms of the reduction in road deaths between 2008 and 2009.

Despite Ireland performing well at an EU level in 2009, there is still a large gap between Ireland and best practice countries such as Sweden, United Kingdom and the Netherlands. Ireland recorded 54 road deaths per million of population in 2009 compared to the UK, Sweden and the Netherlands who recorded less than 50 deaths per million of population.



1. [http://ec.europa.eu/transport/road\\_safety/consultations/2009\\_06\\_22\\_training\\_education\\_en.htm](http://ec.europa.eu/transport/road_safety/consultations/2009_06_22_training_education_en.htm)

## ROAD SAFETY STRATEGY 2007-2012

**The Road Safety Authority has responsibility, in accordance with the Road Safety Authority Act 2006, for producing and formally reporting on the implementation of the third Government Road Safety Strategy 2007 – 2012.**

The Strategy was launched by An Taoiseach, the Minister for Transport and the Minister for Justice in October 2007.



The primary aim of the Road Safety Strategy 2007 - 2012 is to reduce collisions, deaths and injuries on Irish roads by 30%. It aims to bring Ireland in line with countries that are considered to have the safest roads in the world, such as the Netherlands, Sweden and the United Kingdom.

The four elements - Education, Enforcement, Engineering and Evaluation - are the policy framework of the Strategy.

The Strategy provides for 126 specific actions over a six year period:

- to save lives and prevent serious injuries by reducing the number and severity of collisions on the road;
- to bring Ireland in line with best practice countries on road safety;
- to reduce the number of fatalities to no greater than 60 fatalities per million population by the end of 2012 with demonstrable downward reductions in each year of the strategy. This equates to an average of 21 road deaths per month or 252 deaths per annum.
- to reduce injuries by at least 25%.

Actions which were achieved in 2009 include;

- the agreement by Government to include in the Road Traffic Bill the reduction of the blood alcohol limit from 80mg to 50 mg
- 2009 has seen the lowest recorded number of deaths on Irish Roads since records began in 1959. In 2009 the Government's Road Safety Target of achieving no more than 252 deaths per annum by the end of 2012 was also achieved, three years ahead of schedule. The average monthly fatality rate was 20 in 2009 compared to 23 in 2008 and 28 in 2007.

### Policy Advisory Panel to the Road Safety Authority

An Advisory Panel made up of a number of experts on road safety has been established to support the work of the RSA in the development, implementation and evaluation of integrated policy measures relating to the strategy.

This Advisory Group will:

- facilitate communication and consultation between stakeholders;
- provide access to information and research;
- assist the Road Safety Authority in the development, implementation and evaluation of its policies.





# Driver Testing and Licensing

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

The particular tasks for which the Directorate is responsible are:

- delivery of the driver testing service;
- regulation of driving instruction;
- oversight of the driver licensing regime;
- oversight of the delivery of the Driver Theory Test Service;
- management of the penalty points system.





## DRIVER TESTING SERVICE

The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directive and national legislation. Tests are delivered from 49 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2009. At the end of 2009, the

national average wait time was 9 weeks and of the 42,404 persons waiting for a test, 19,261 were scheduled for an appointment, 7,178 persons were not available for a test appointment and 15,965 were waiting for an appointment date. The table below sets out waiting times as at 31st December 2009.

### AVERAGE WAITING TIME - ALL DRIVING TESTS AT 31st DECEMBER 2009

Region/Test Centre	Average Waiting Time in Weeks
<b>WEST</b>	
Athlone	10
Birr	9
Castlebar	10
Clifden	9
Ennis	9
Galway	9
Loughrea	10
Roscommon	12
Tuam	9
<b>NORTH WEST</b>	
Ballina	10
Buncrana	13
Carrick-On-Shannon	11
Cavan	10
Donegal	9
Letterkenny	12
Longford	12
Monaghan	10
Sligo	12
<b>SOUTH WEST</b>	
Cork	11
Killarney	10
Kilrush	11
Limerick	10
Mallow	10
Newcastle West	7
Shannon	8
Skibbereen	9
Tralee	8

Region/Test Centre	Average Waiting Time in Weeks
<b>SOUTH EAST</b>	
Carlow	10
Clonmel	9
Dungarvan	10
Kilkenny	9
Nenagh	11
Portlaoise	9
Thurles	10
Tipperary	9
Waterford	9
Wexford	10
<b>NORTH LEINSTER</b>	
Dundalk	13
Finglas	9
Mullingar	10
Navan	10
Raheny	10
<b>SOUTH LEINSTER</b>	
Churchtown	12
Gorey	11
Naas	10
Rathgar	11
Tallaght	13
Tullamore	12
Wicklow	12
<b>National Average</b>	<b>9</b>

### DRIVING TEST RESULTS BY VEHICLE CATEGORY 2009

CATEGORY DESCRIPTION	Category	Pass	Fail	Total	% Pass
Motorcycle (exceeding 125cc)	A	2,636	1,169	3,805	69%
Motorcycle (51 - 125cc)	A1	134	213	347	39%
Motorcycle (not exceeding 50cc and/or 45km/h)	M	5	9	14	36%
Car	B	50,589	60,105	110,694	46%
Truck (G.V.W. exceeding 7500 kg)	C	3,776	2,198	5,974	63%
Truck (G.V.W. exceeding 3501 - 7500 kg)	C1	181	97	278	65%
CPC Practical Knowledge – Trucks	CPC	33	1	34	97%
Bus	D	617	300	917	67%
Minibus (9 - 16 passenger seats)	D1	336	165	501	67%
CPC Practical Knowledge - Bus		434	28	462	94%
Car + Trailer	EB	221	125	346	64%
Truck + Trailer	EC	1,748	679	2,427	72%
C1 Truck + Trailer	EC1	7	4	11	63%
Bus + Trailer	ED	0	0	0	0%
Minibus + Trailer	ED1	3	0	3	100%
Work Vehicle/Tractor	W	6	4	10	60%
<b>Total</b>	<b>Total</b>	<b>60,726</b>	<b>65,097</b>	<b>125,823</b>	<b>48%</b>

### DRIVING TEST RESULTS BY GENDER 2009

CATEGORY	MALE				FEMALE			
	Pass	Fail	Total	% Pass	Pass	Fail	Total	% Pass
<b>TOTAL</b>	35,214	34,796	70,010	50.3	25,512	30,301	55,813	45.7



## DRIVING TEST RESULTS, 2009

AGE CATEGORY	Pass	Fail	Total	%Pass
16 - 21 yrs	17,622	17,421	35,043	50%
22 - 25 yrs	13,340	12,132	25,472	52%
26 or over	29,764	35,544	65,308	46%
Totals	60,726	65,097	125,823	48%

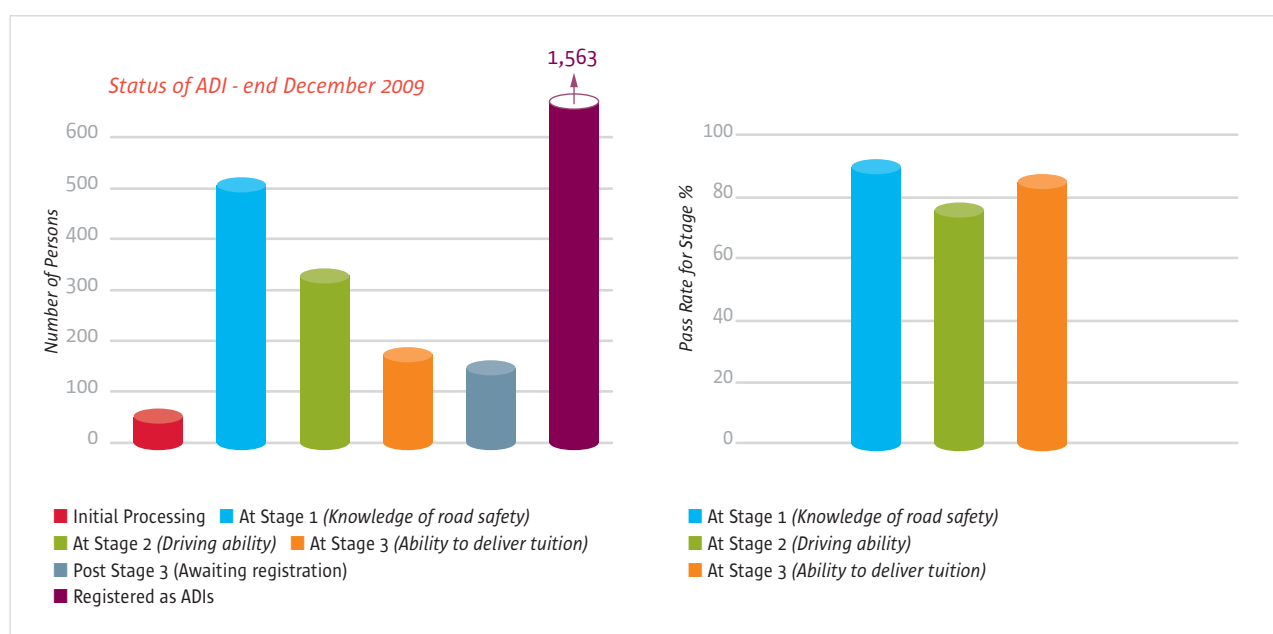


## Approved Driving Instructor

## REGULATION OF DRIVING INSTRUCTION

To continue to reduce death and injuries on our roads, it is important that new drivers learn to drive safely. The habits and behaviour picked up during the learning phase often stay with us for the rest of our driving life. It is vital that there is a professional corps of driving instructors. During the last few years, the RSA has been working to regulate the driving instruction industry. Since 1st May 2009, all driving

instructors giving instruction to learner drivers for reward must be an Approved Driving Instructor (ADI). To become an ADI, a person must pass (or qualify for an exemption to) the three stage examination process covering knowledge of road safety, driving ability and ability to deliver tuition. Details of ADIs and their locations can be found on [www.rsa.ie](http://www.rsa.ie). The table below gives information on ADI regulation activity in 2009.



## DRIVER LICENSING

There is a common licensing system across EU Member States. This means that an Irish driving licence is valid in each Member State. The RSA is responsible for overseeing the operation of the driver licensing system including negotiations on driver licensing matters at EU level. Responsibility for the issuing of learner permits and driving licences rests with local authorities through the network of Motor Taxation Offices (MTOs).

The role of the RSA is to prepare and issue guidelines to MTOs and offer advice to the Minister for Transport on licensing issues as required. Table 7 below gives details on the number of current driving licences.

Table 7: Driving Licences Current on 31st December 2009 by Type in Each Licensing Authority

Licensing Authority	Learner Permit Licences	Annual Licences	Triennial Licences	10 Year Licences	Total Number of Driving Licences
<b>COUNTY COUNCILS</b>					
CARLOW	4,451	126	2,459	29,692	36,728
CAVAN	4,554	94	3,266	33,492	41,406
CLARE	6,928	246	5,620	60,371	73,165
*CORK	30,982	835	24,154	258,430	314,401
DONEGAL	8,364	278	7,223	80,482	96,347
*GALWAY	15,441	361	10,819	123,852	150,473
KERRY	8,606	232	7,637	75,543	92,018
KILDARE	12,931	230	6,384	101,336	120,881
KILKENNY	6,243	263	4,081	44,802	55,389
LAOIS	4,760	196	2,979	33,389	41,324
LEITRIM	1,777	54	1,701	15,981	19,513
LIMERICK	7,964	225	6,301	71,428	85,918
LONGFORD	2,601	47	1,833	18,017	22,498
LOUTH	7,651	225	4,660	53,764	66,300
MAYO	7,609	227	6,298	66,176	80,310
MEATH	10,310	246	6,419	85,170	102,145
MONAGHAN	3,533	98	2,912	30,877	37,420
OFFALY	4,809	125	3,172	35,409	43,515
ROSCOMMON	3,753	121	3,556	31,897	39,327
SLIGO	3,884	139	3,398	32,549	39,970
TIPPERARY NORTH	4,440	154	3,708	35,781	44,083
TIPPERARY SOUTH	6,303	203	4,467	43,446	54,419
WATERFORD	3,673	118	3,251	31,896	38,938
WESTMEATH	5,533	173	3,695	40,450	49,851
WEXFORD	9,405	757	6,522	70,188	86,872
WICKLOW	8,768	337	5,761	66,779	81,645
<b>CITY COUNCILS</b>					
*Dublin	83,178	1,962	51,801	538,840	675,781
Limerick	3,910	86	2,484	22,594	29,074
Waterford	3,754	68	2,098	22,776	28,696
<b>TOTAL</b>	<b>286,115</b>	<b>8,226</b>	<b>198,659</b>	<b>2,155,407</b>	<b>2,648,407</b>
<b>Change from 31st December 2008 return</b>	<b>-33,712</b>	<b>480</b>	<b>9,065</b>	<b>40,438</b>	<b>16,271</b>

\* City and County





## Driver Theory Test

A person seeking a first time learner permit in a licence category must first pass a theory test. Among the topics examined are: knowledge of road safety, technical aspects of vehicles, environmental driving and legal aspects of driving. There are separate tests for buses, trucks, motorcycles, cars and work vehicles. In September 2008, a separate theory test for buses and in September 2009 a similar test for trucks was introduced as part of the Certificate of Professional Competence (CPC) for professional bus and truck drivers.

## Reform of the Driver Licensing System

In December 2008, on foot of responses from various interested parties and in tandem with research carried out into the effectiveness of GDL systems in other countries, a number of recommendations have been made to the Minister for Transport for consideration. It focused on learner drivers and how we can expose them to more difficult driving situations without compromising their safety. On foot of responses from various interested parties and in tandem with research carried out into the effectiveness of GDL systems in other countries, a number of recommendations have been made to the Minister for Transport for consideration.



## Penalty Points

# GET THE POINT! NOT THE POINTS!

Penalty points were introduced in Ireland in 2002. At the end of 2009, there were 46 offences in the penalty point system. The range of penalty point offences was extended on 1st May 2009, with five additional offences. Holding a mobile phone while driving was included as a penalty point offence in September 2006. From 1st May 2009, five additional traffic offences related to NCT and driving dangerously defective vehicles became penalty point offences. The additional offences are:

1. Using a vehicle (car) without an NCT certificate;
2. Driving a vehicle before remedying dangerous defect;
3. Driving a dangerously defective vehicle;
4. Using a vehicle without a certificate of roadworthiness;
5. Bridge strikes, etc.



NUMBER OF PENALTY POINTS (CURRENT) ISSUED TO DRIVERS AS AT 31ST DECEMBER 2009 - (CUMULATIVE FIGURE FROM INTRODUCTION)

**COUNTY	1 PP	2 PP	3 PP	4 PP	5 PP	6 PP	7 PP	8 PP	9 PP	10 PP	11 PP	12 PP*	TOTAL
CARLOW	143	4,824	56	1,289	30	335	7	94	5	30	2	5	6,820
CAVAN	123	4,644	71	930	25	243	8	41	1	9	1		6,096
CLARE	180	9,107	87	1,920	53	460	12	103	4	23	2	6	11,957
CORK	2,022	34,456	807	7,416	480	1,871	158	548	70	145	33	26	48,032
DONEGAL	261	8,850	111	1,663	63	378	16	99	5	27	4		11,477
GALWAY	359	14,832	122	2,780	82	638	25	168	5	33	2	2	19,048
KERRY	153	9,100	65	1,734	41	401	16	127	5	28	1	5	11,676
KILDARE	502	19,537	288	5,140	175	1,446	56	443	27	100	7	6	27,727
KILKENNY	274	8,079	111	1,936	48	541	17	159	10	45	2	8	11,230
LAOIS	108	6,355	55	1,689	33	480	16	129	9	34	1	7	8,916
LEITRIM	41	2,200	27	471	13	93	3	18	2				2,868
LIMERICK COUNTY COUNCIL	435	9,784	151	1,960	63	404	21	126	6	27	5	1	12,983
LONGFORD	48	2,875	16	623	17	130	4	38	4	9			3,764
LOUTH	244	8,225	110	1,672	47	354	23	69	6	23	1	1	10,775
MAYO	126	7,626	58	1,380	38	299	14	71	3	28	2	1	9,646
MEATH	563	15,371	313	3,605	148	905	46	227	20	66	6	4	21,274
MONAGHAN	88	3,698	47	673	29	139	6	25	6				4,711
OFFALY	97	6,136	38	1,478	31	370	8	92	6	28	2		8,286
ROSCOMMON	99	4,661	36	911	14	234	5	44	3	9	1	1	6,018
SLIGO	147	5,206	63	1,164	34	277	22	69	6	9	1	5	7,003
NORTH TIPPERARY	87	5,609	46	1,262	40	317	6	79	18	3			7,467
SOUTH TIPPERARY	163	6,358	50	1,351	31	367	22	73	5	21	4	3	8,448
WATERFORD COUNTY COUNCIL	99	5,109	50	1,092	22	324	7	87	4	16	1	1	6,812
WESTMEATH	146	5,688	73	1,120	30	268	12	81	6	24	1	6	7,455
WEXFORD	272	10,872	134	2,722	96	757	39	240	12	82	4	15	15,245
WICKLOW	495	10,935	200	2,424	102	623	34	160	11	57	1	10	15,052
DUBLIN CITY COUNCIL	8,064	85,958	3,377	19,618	1,509	4,797	489	1,307	204	316	49	46	125,734
LIMERICK CITY COUNCIL	223	2,961	81	599	32	154	10	44	10	7			4,121
WATERFORD CITY COUNCIL	59	3,830	23	945	21	232	8	64	1	24	1	5	5,213
NO Driver Number	4,272	161,932	1,005	37,774	19,333	16	3	1	1				224,337
GRAND TOTAL	19,893	484,818	7,671	109,341	22,680	17,853	1,113	4,826	449	1,246	128	173	670,191

\* Receipt of 12 points results in disqualification for six months.

\*\* County refers to county where driving licence was issued

BREAKDOWN OF DRIVERS BY LICENCE TYPE	FULL	LEARNER PERMITS	NO LICENCE
	417,837	28,017	224,337

**\*ANALYSIS OF PENALTY POINTS ISSUED BY OFFENCE TYPE TO 31ST DECEMBER 2009**

OFFENCE TYPES		Carlow	Cavan	Clare	Cork	Donegal	Galway	Kerry	Kildare	Kilkenny	Laois	Leitrim	Limerick	Longford	Louth	Mayo	Meath	Monaghan	Offaly	Roscommon	Sligo	Tipperary North	Tipperary South	Waterford	Westmeath	Wexford	Dublin City Council	Limerick City Council	Waterford City Council	No Driver	TOTAL	
		1	1	1	8	2	5	2	2	13	16	2	8	1	42	1	30	6	7	1	4	11	1	7	15	23	111	2		881	917	
Breach of duties on occurrence of an accident		8	3	29	4	5	6	41	3	1	3	1	3	1			30	30	6	7	1	4	11	1	7	15	23	111	2		479	913
Breach of motorway outside lane driving rule		1	1	2	50	2	15	3	3	1	3	1	3	1			3	4	2	1	3		2			5	4	35	1	3,742	3,888	
Careless Driving		1	3		3			4					1				2	5	1	2	2			1		1	3	46	1	6	82	
Contravention of requirements at junctions		1	1		2	1	1	1	4	1	1		1	1	1	1	2									1	1	21	1	20	63	
Contravention of requirements for reversing		311	216	447	1,583	706	596	646	638	527	295	89	444	127	135	409	428	150	331	169	237	243	363	289	241	467	251	1,624	119	153	3,132	15,366
Cross continuous white line/broken white line													5	1			1	1	1			1	1					6	1,475	1,510		
Dangerous Driving		1	1	2	4	6	3	2	1		1		1				2							2	1	14		1	26	57		
Reduced to Careless Driving																																
Drive against flow of traffic on motorway		7	9	2	12	10	11	4	122	3	10	3	4	3	29	9	114	8	10	8	2	3	1	4	26	16	70	650	1	4	332	1,487
Drive on hardshoulder/non carriageway - motorway																																
Driving a vehicle when unfit																																
Driving a vehicle while holding a mobile phone		1,538	1,081	1,784	9,520	1,186	3,526	2,029	4,270	2,356	1,941	359	2,072	507	1,300	1,180	3,393	615	1,465	907	954	1,085	1,101	1,062	1,543	2,750	2,200	18,076	673	736	14,703	85,912
Driving a vehicle without wearing a seat belt		10	18	19	94	15	38	21	24	15	18	3	49	8	22	11	38	5	21	14	11	10	19	10	22	26	13	168	11	6	178	917
Driving along/across median strip																																
Driving dangerously defective vehicle																																
Driving on/across cycle track		1			1	2		1									5								1		1	43	1	8	64	
Driving on/across footway		1	2	3	2	8	1	6	1	2	2		1	1	3	2	7		1		1		1		3	2	69	2	1	44	164	
Driving without reasonable consideration		132	102	172	952	170	753	147	403	253	247	46	156	132	227	225	437	59	242	122	67	134	131	120	200	264	308	2,870	56	70	3,076	12,273
Entry to hatched marked area		105	57	40	529	281	256	114	214	101	48	23	89	13	72	81	135	59	38	45	46	47	113	78	57	225	185	1,208	27	52	1,154	5,492
Exceed road works speed limit		9	32	15	39	16	27	9	58	7	9	5	7	7	19	11	206	7	9	16	8	7	9	2	19	28	32	1,321	3	5	248	2,190
Fail to act in accordance with Garda signal																	1	1			1	1	2	2	1	2	17		6	39		
Fail to drive on the left hand side		2	1	4	14	2	2	1	4	2	1		1	1	1	1	1	1	1	2	3		1		2	3	3	40	1	20	113	
Fail to obey rules at railway level crossing																																
Fail to obey traffic lights		155	163	305	3,001	239	867	221	954	272	191	48	355	82	422	243	949	144	163	102	203	164	161	220	240	382	622	10,990	239	281	4,541	26,919
Fail to stop before stop sign/stop line		36	28	36	91	46	23	26	49	31	16	1	28	14	37	16	85	13	27	11	12	16	39	43	6	65	21	259	30	30	241	1,376
Fail to stop for Garda																																
Fail to stop for school warden sign		5				1					1			1			11									2	1	12		282	427	
Fail to stop for speed limit sign																																
Fail to turn left onto a roundabout		1	2	22	1	11				1	2		14	1	3		3		2	2	2	2	3		2	4	2	18	5	14	117	
Fail to yield right of way		10	6	10	57	33	23	26	25	9	5	1	14	3	18	8	18	3	5	1	6	5	10	8	15	18	16	154	7	6	149	669
Fail to yield right of way at sign/line		5	5	9	57	6	12	16	14	9	10	7	12	6	13	9	10	3	7	4	4	4	5	9	3	22	16	103	3	3	101	487
General speed obligation - stop visible distance		3		1	3	6	3	4	1	5	2	1	1	1	1	1	1			1	1	4	2	1	2	3	9		1	24	80	
No cert of road worthiness user																																
No child restraint front seat - child		10	8	31	66	14	45	31	17	20	25	4	29	20	9	19	20	7	51	14	5	13	16	8	22	60	20	113	13	7	242	959
No child restraint rear seat - child		17	9	33	123	30	65	54	39	28	45	9	32	17	22	33	42	11	49	22	7	15	18	19	34	92	39	400	18	31	692	2,045
No insurance - (user)		2	5	21	81	18	38	13	25	6	7	4	9	12	9	12	29	13	7	1	3	7	8	5	3	35	15	119	13	4	12,455	12,979
No safety belt - driver		835	530	1,047	5,883	1,329	1,162	1,271	1,533	1,381	1,053	241	1,472	370	688	816	1,081	392	843	563	510	709	1,095	690	717	1,974	1,304	6,269	478	541	17,596	54,373
No safety belt front seat - child		19	14	42	111	32	43	53	26	32	30	3	37	14	17	40	19	6	26	16	7	20	19	16	28	78	33	136	14	12	439	1,382
No safety belt rear seat - child		22	20	51	211	41	85	91	49	57	35	9	42	38	40	33	46	13	31	39	22	25	26	35	51	129	49	454	35	35	1,151	2,965
Offence relating to Overtaking		39	50	62	545	212	246	122	91	60	36	28	79	24	38	111	117	35	41	36	48	37	52	46	36	105	94	737	22	27	1,175	4,351
Parking a vehicle in a dangerous position																																
Reduced to Driving without reasonable consideration																																
Speeding		5,855	5,262	10,907	36,784	9,927	15,735	9,694	28,808	9,555	8,079	2,698	10,905	3,375	10,231	8,645	20,287	4,205	7,472	5,423	6,736	7,045	7,602	6,224	6,215	13,714	13,917	109,024	3,147	4,903	155,799	548,173
Use vehicle without nct certificate		1			2				2	1	1		1																			
TOTAL		9,254	7,767	15,308	62,834	14,483	23,936	14,744	38,122	15,097	12,263	3,637	16,405	4,836	13,667	12,054	28,328	5,843	10,954	7,623	9,116	9,710	10,953	8,984	9,559	20,763	19,868	167,759	5,227	6,966	228,019	814,079

\*Cumulative figure from date of Introduction of Penalty Point System



# Ionad Trialacha Tiomána Driving Test Centre Entrance

## DRIVER THEORY TEST

A person seeking a first time learner permit in a licence category must first pass a theory test. Among the topics examined are: knowledge of road safety, technical aspects of vehicles, environmental driving and legal aspects of driving. There are separate tests for buses, trucks, motorcycles, and for motorcars and work vehicles. In September 2008, a separate theory test for Buses was introduced as part of the Certificate of Professional Competence (CPC) for professional bus drivers. A similar test for professional truck drivers was introduced in September 2009.

## DRIVER THEORY TEST ACTIVITY IN 2009



Licence Code: AM (Motorcycles)	Total
Number of Tests Scheduled	9,483
Number of Tests Conducted	8,521
Number of Passed Tests	5,835
Number of Failed Tests	2,686
Number of No-Shows	961
Number of Tests Conducted Pending	1
Percentage of Passed Tests	68.48%



Licence Code: BW (Cars and Work Vehicles)	Total
Number of Tests Scheduled	122,345
Number of Tests Conducted	111,669
Number of Passed Tests	76,724
Number of Failed Tests	34,945
Number of No-Shows	10,662
Number of Tests Conducted Pending	18
Percentage of Passed Tests	68.70%



Licence Code: C (Trucks)	Total
Number of Tests Scheduled	10,357
Number of Tests Conducted	9,265
Number of Passed Tests	7,158
Number of Failed Tests	2,107
Number of No-Shows	1,090
Number of Tests Conducted Pending	2
Percentage of Passed Tests	77.26%



Licence Code: D (Buses)	Total
Number of Tests Scheduled	3,809
Number of Tests Conducted	3,434
Number of Passed Tests	2,628
Number of Failed Tests	806
Number of No-Shows	373
Number of Tests Conducted Pending	2
Percentage of Passed Tests	76.53%



# Road Safety, Research and Driver Education

The Road Safety, Research and Driver Education Directorate combines the key roles of raising awareness, education and research to inform and impart knowledge and appropriate skills to road users as they move through life. The Directorate assists and works with all stakeholders signed up to the Road Safety Strategy 2007 to 2012 to ensure that actions in the strategy can be achieved.



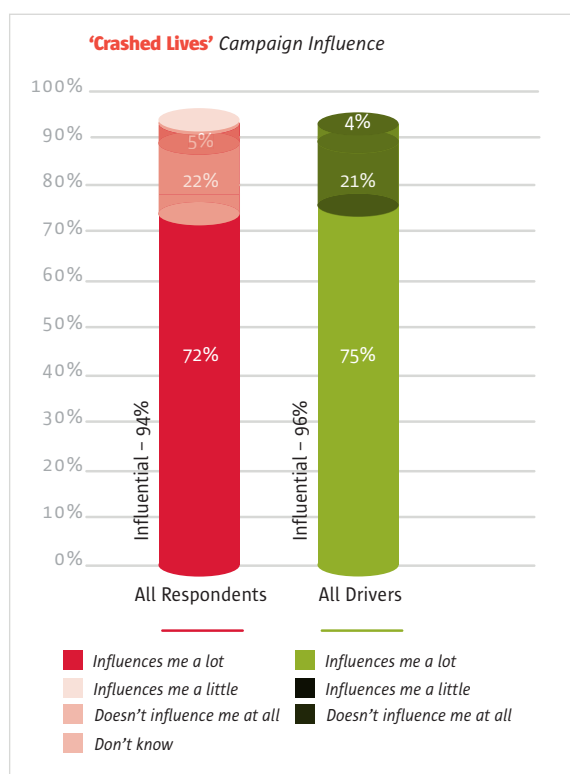
# Advertising

The main awareness campaigns that ran in 2009 included the anti-speeding TV campaign 'Mess' and the 'Crashed Lives' TV campaign which features true-life accounts of road crashes, as told by victims or their families.

## ANTI-SPEEDING:

### 'Mess' TV Advert and 'Crash' Cinema Advert

The anti-speeding TV and cinema adverts aired throughout the year. The RSA is grateful to Hibernian Aviva for their support of these commercials.



## THE FASTER THE SPEED THE BIGGER THE MESS



## MOTORCYCLE SAFETY CAMPAIGN



### 'Underneath' TV

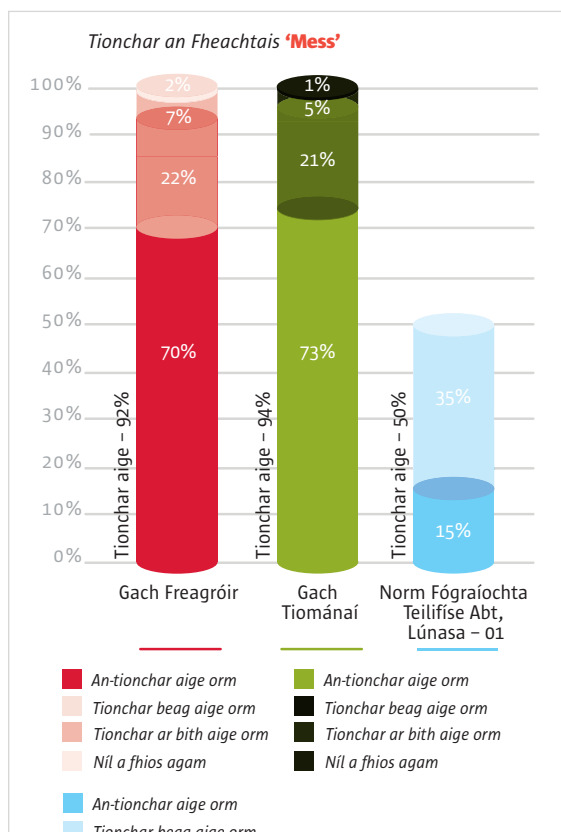
In 2009, the RSA purchased the rights to screen the motorcycle safety TV ad 'Underneath' from the Department of the Environment in Northern Ireland.

Motorcyclists are vulnerable road users and road collision data points to the fact that half of all motorcycle deaths and injuries are due to other drivers. 'Underneath' aims to raise awareness of the need for all drivers to always be on the lookout for motorcyclists when driving. 'Underneath' aired on TV in July 2009.

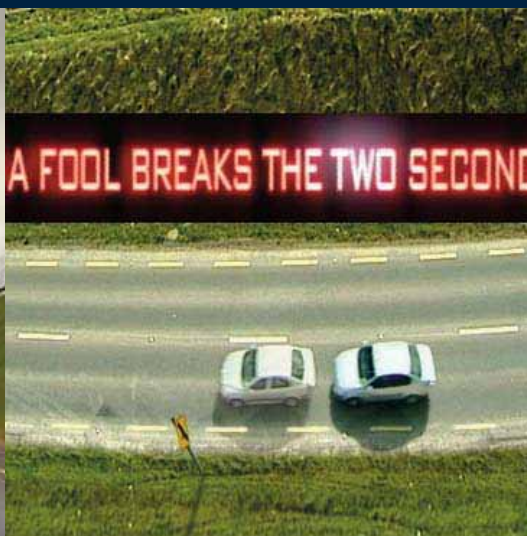
## CRASHED LIVES

This series of 50 second TV adverts aired in November and December 2009. They feature three true-life road tragedies - 'James', 'Sarah' and 'Conor' - as told by bereaved families. Each speaks about the loss of a loved one in a road collision and how it has changed their lives forever. In addition there are two eye-witness accounts - 'Breaking the News' and 'Seatbelts' - by Dr Gerry Lane, Consultant in Emergency Medicine at Letterkenny General Hospital.

The RSA sold the rights to air the two consultant 'Crashed Lives' TV adverts to the Department of the Environment, Northern Ireland in 2009.







## RULES OF THE ROAD: 'ROUNDAABOUT' TV ADVERT 'BETTER SAFER DRIVER' CAMPAIGN

### EXPECT THE UNEXPECTED



The RSA's 'Better Safer Driver' Campaign of TV adverts are designed to generate awareness of some important manoeuvres that are commonly linked to fatal or serious road collisions.

The campaign now includes six 30 second TV ads that are designed to improve driver skills when performing the most dangerous manoeuvres on our roads. They also focus on the roads where most collisions take place – rural, national and secondary roads.

1. Safe Overtaking
2. Driving on Bends
3. Making a Right Turn
4. Keeping Your Distance
5. Motorway Driving
6. Driving on a Roundabout

The 'Roundabout' TV advert was aired for the first time in 2009 and also includes a 70 second online version of 'Roundabouts' which can be viewed, along with the other ads in the series, on [www.rulesoftheroad.ie](http://www.rulesoftheroad.ie)

## RADIO CAMPAIGNS 'HE DRIVES – SHE DIES' CAMPAIGN

2009 was the second year that the RSA ran its 'He drives- She dies' campaign".

The 30 second advert is aimed at young females who are passengers in cars driven dangerously by young males and was aired on local 'youth' orientated stations in July 2009. Tragically, research shows that 67% of female passengers killed from 1998 to 2007 were killed in crashes where the driver was male. Sadly the evidence also tells us that not only do male drivers account for the vast majority of driver deaths in this country but that they are also responsible for the majority of deaths, through speeding, drink driving and other dangerous behaviour.

This campaign is designed to make women aware of the increased dangers and the risks they face if they take a lift from a male driver who drives dangerously.



*Ms. Aoife Kelly Rose of Tralee and Noel Brett, CEO, RSA with representatives from An Garda Síochána and the Dublin Fire Ambulance Services Launch the 'He Drives She Dies' Campaign.*

This message was supported by the then Rose of Tralee, Aoife Kelly, who has first hand experience of the horrific consequences of road trauma. Aoife is an Occupational Therapist in the National Rehabilitation Hospital in Dun Laoghaire which deals with patients who have spinal and serious brain injuries, mostly as a result of car crashes.

### Other road safety radio campaigns that aired in 2009 include:

1. The 30 second 'Mobile Phones & Driving' radio advert aired in bursts of two weeks during May and September 2009;
2. To promote 'Irish Road Safety Week', a radio advertising campaign ran on both national and local radio in the run up to and during Irish Road Safety Week, 12th to Sunday 18th October 2009;
3. The RSA produced and aired a 30 second radio advertising campaign on national and local radio in November 2009 to promote and encourage the use of Daytime Running Lights by drivers;
4. A 30 second radio advertising campaign on national and local radio aired in December 2009 to promote and encourage the purchase of road safety items as Christmas gifts.





## DRINKDRIVING.IE

The RSA launched a new website in 2009 aimed at dispelling the myths surrounding drink driving. The site was set up to provide members of the public with factual information on the effects of drinking and driving and its role in road deaths and serious injuries.

## EUROPE NAMES IRISH SEATBELTS CAMPAIGN TOP SOCIAL MARKETING WINNER

In 2009, judges from the European Parliament chose Ireland's Seatbelts campaign as a top Social Marketing Winner in Brussels out of 67 entries from 21 countries.

The joint cross-border campaign, for the Road Safety Authority and Department of Environment, Northern Ireland and sponsored by AXA Insurance, was one of only four winners at the European CARE Awards, presented in the European Parliament on 16th April 2009.

Ireland's entry, "The Longer Term Effects of Seatbelts Advertising 2001-2008", is based on case study evidence proving that the Irish campaign changed behaviour, saved lives and resulted in a huge economic payback of €492 million, isolating an advertising payback of €15.75 for every €1 invested in the campaign.

# NEVER **EVER** DRINK & DRIVE

## IRELAND: Drink Driving Facts



00:00 06:26

Drink Driving Ireland

### NEVER EVER DRINK AND DRIVE

Welcome to the Drink Driving Ireland Website.

You can learn more about Drink Driving in Ireland by exploring this site:

1. Drink Driving - Fast Facts
2. Drink Driving - The Myths and the Facts
3. How big a factor is alcohol in road crashes in Ireland and the EU?
4. Blood Alcohol Concentration (BAC) and some facts on alcohol
5. Public Attitudes, Current Limits, Penalties, Recommended Change and Proposed Penalties
6. What's the situation in other EU countries?

On this site, you may download the RSA Document:  Ireland - Drink Driving Facts (5mb PDF). This document requires **Adobe Acrobat Reader** for viewing.

**Drink driving is a male problem.**

**Alcohol is estimated to be a contributory factor in 1 in 3 fatal**

#### Explore This Site

- Drink Driving - Homepage
- Drink Driving Facts
- Drunk Driving: Myths & Facts
  - Drunk Driving: More Myths & Facts
- Alcohol Driving & Road Crashes
  - Drink Driving in Ireland
  - Drink Driving in Ireland - Part 2
- Blood Alcohol Concentration (BAC)
  - Impaired Driving
  - Some Facts On Alcohol
- Attitudes towards Drink Driving
- Drink Driving Limits & Recommendations
- Drink Driving Penalties
- Drinking and Driving in the EU
- Drink Driving Research: Bibliography
  - Drink Driving Resources



ECT THE UNEXPECTED



# Education

The RSA's policy is to deliver road user education in a cumulative approach up to third level in the education system and in local communities. Road safety education ensures that all road users develop appropriate attitudes and safe behaviours. In 2009, the RSA developed and distributed to schools the following education programmes:

## 'Be Safe'



'Be Safe' is an activity based resource pack on road safety, fire safety and water safety which was developed for primary schools. With materials aimed at children from infants to sixth class, it was developed specifically as part of the SPHE (Social, Personal and Health Education) curriculum and is relevant to the SPHE Strand, 'Myself', which addresses Safety and Protection, Personal Safety, Safety Issues and Making Decisions.

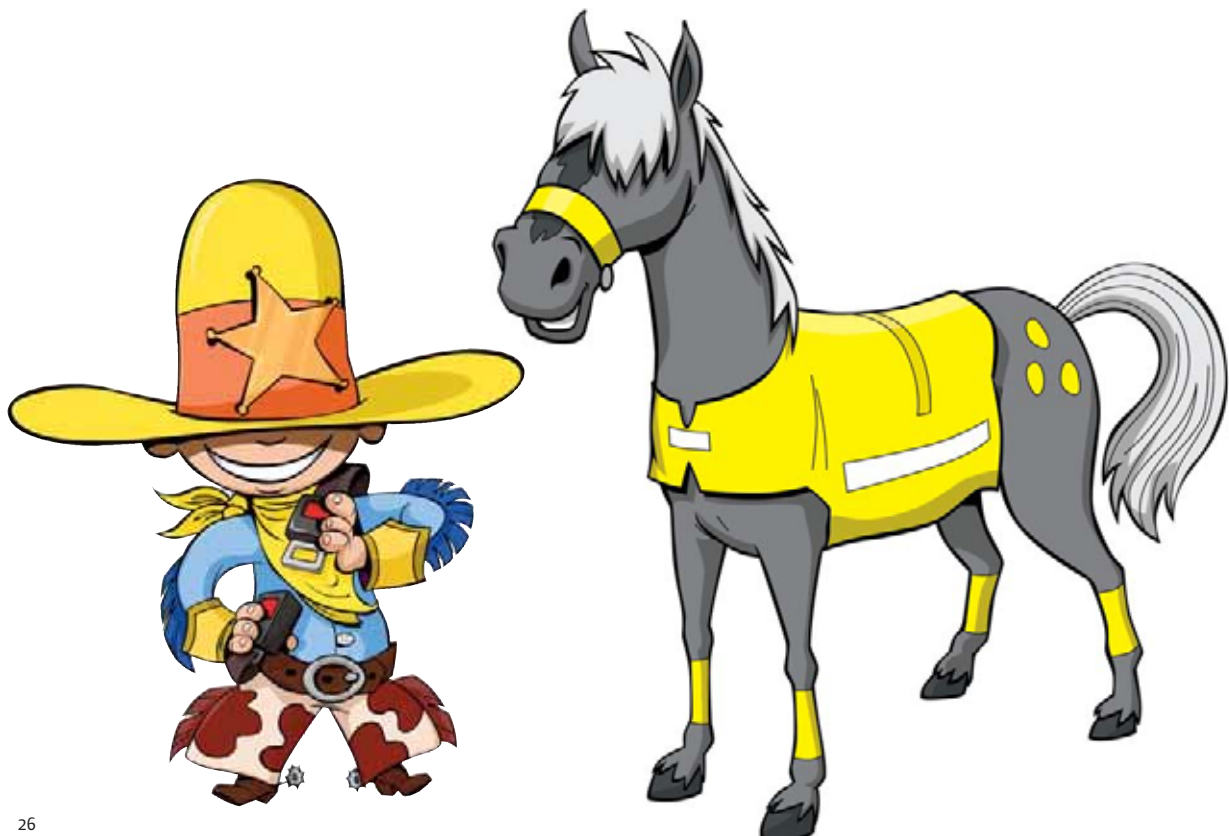
'Be Safe' was developed in association with practising teachers. The lesson plans are immediately accessible to both teachers and children. Each topic is first introduced with age-appropriate information which is then explored and developed through class discussion, activities and worksheets.

## 'Seatbelt Sheriff and Hi-Glo'

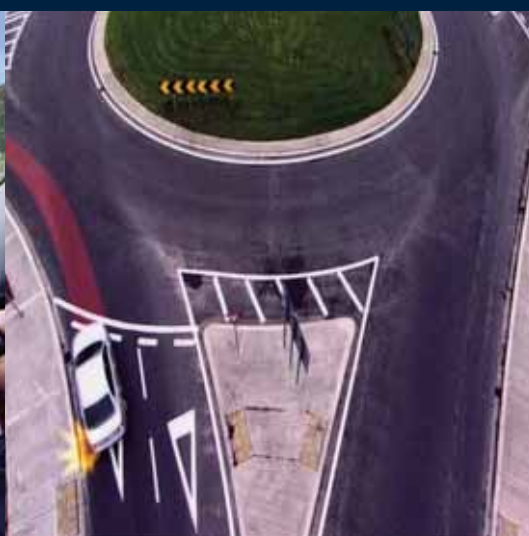
'Seatbelt Sheriff' is a fun way to get children, in first class involved in saving lives. Children become Seatbelt Sheriffs by taking a pledge to always buckle up and also make sure that everyone else in the car is buckled up. They are given a sheriff's badge plus a certificate which shows that they are authorised to instruct all passengers and drivers to 'Buckle Up' in any vehicle that they are travelling in.

'Hi-Glo Silver' is the Seatbelt Sheriff's horse and his message is one of visibility. He encourages children to remind their parents that they should wear high-visibility jackets or belts when out walking. Hi-Glo Silver was sent to children in 2nd class, who received the Seatbelt Sheriff's message the previous year. Through this element of the campaign, the RSA has delivered 60,000 child arm bands free of charge to school children.

A website was developed for schools and teachers:  
[www.seatbeltsheriff.ie](http://www.seatbeltsheriff.ie)









## Back to School Campaign

In 2009, the RSA distributed 3,282 'Back to School Road Safety Packs' to primary schools which contained:

- The Safe Cross Code song on CD;
- Laminated A2 poster of the Safe Cross Code song lyrics;
- Copies of our 'Going to School' leaflet;
- 'Be Safe', 2nd Edition;
- The road safety school newsletter 'Schoolnews';
- Hi visibility armbands for every school child starting school.

## Cycling Proficiency Training

In 2009, 6,156 students received cycle proficiency training in schools. The aim of this training is to formally train children to ride a bicycle safely and to encourage positive and responsible attitudes towards personal safety. A subsidy of €5.00 per student is paid by the RSA to local authorities to assist with the cost of national school students who participate in the scheme.

## Streetwise

'Streetwise' is an activity based interactive road safety educational resource for the Junior Certificate Programme (12-15 year olds) under the curriculum subject CSPE (Civic, Social and Political Education).



The module can be run over 12 weeks. The following lessons are covered:

- Lesson 1 Pedestrians**
- Lesson 2 Cyclists**
- Lesson 3 Motorcyclists**
- Lesson 4 Seatbelts**
- Lesson 5 Speed and speeding**
- Lesson 6 Hazard perception**
- Lesson 7 Driver fatigue**
- Lesson 8 Drink driving**
- Lesson 9 Road safety engineering**

All students must complete an action project as part of their Junior Certificate examination. With each of the above topics, we have provided suggestions for these action-based projects.



Mr. Gay Byrne, Chairman, RSA and Brendan Grace re launch the 'Safe Cross Code' song with the help of the students from Derrywash National School, Castlebar, Co. Mayo at St. Stephen's Green.

## 'Your Road to Safety'- a Transition Year Programme



The RSA worked collaboratively with the Department of Education and Science and the National Council for Curriculum and Assessment to develop a road safety programme for schools as part of Transition Year (TY). This programme encourages active learning and the development of awareness, knowledge, skills and values which will create a foundation for the development of safe road users now and into the future.

The programme is available in 20 hour and 45 hour formats and builds on the active learning approaches of the Transition Year Programme. Both programmes feature inputs from other agencies such as the ambulance service, fire service and An Garda Síochána as well as providing for visiting speakers, trips out of school, projects and case studies.

It is supported by digital resources including access to international websites on road safety issues from the Road Safety Authority website [www.rsa.ie](http://www.rsa.ie). The programme provides for an introduction to road safety for pedestrians, cyclists, motorcyclists and motorists, and covers such issues as seat belts and airbags, driver fatigue, drink/drug driving, road safety engineering and enforcement, basic first aid at road crashes, emergency services and rehabilitation, licensing and insurance issues, the NCT, purchasing a car and driving abroad. Relevant Driver Theory Test learning is included at the end of each module.

In 2009, a total of 45 teachers participated in an in-service training programme on the resource pack. To date, 254 teachers have participated in an in-service training programme.





## Safe Grads' – Road Safety Guidelines for Third Level Colleges

In 2009, the Road Safety Authority (RSA) coordinated the development of comprehensive integrated road safety guidelines aimed at third level colleges.

The guidelines provide third level colleges with a structure on which to build a successful and informative road safety week. Components of the programme include:

- The Road Safety Interactive Shuttle
- A Fire Service and Ambulance rescue extrication
- An Garda Síochána Roadshow – It Won't Happen to Me
- Road safety campaigns
- Road safety questions and answers session
- Road safety table quiz
- Road safety photography competition
- Road safety music challenge
- Other alternative road safety promotions

The 'Safe Grads' programme has been put into operation in a number of colleges in 2009 including Trinity College Dublin, Letterkenny Institute of Technology (I.T.), Dublin City University, Cork I.T., Tralee I.T., Institute of Technology, Tallaght, University College Dublin, Galway Mayo I.T., Sligo I.T. and University College Cork.



*The RSA launched its Interactive Road Safety Exhibition shuttle at the 50th Anniversary of the Rose of Tralee. Joe Reynolds of Reynolds Logistics who sponsored the trailer unit and Joe Crann of West Ward Scania who sponsored the tractor unit were also in attendance.*

## Launch of 'Road Safety Interactive Shuttle'

On Monday 24th August 2009, at the 50 year celebrations of the Rose of Tralee International Festival, Mr Gay Byrne, Chairman of the Road Safety Authority launched the RSA's 'Road Safety Interactive Shuttle' assisted by a selection of Roses and their escorts. The 'Shuttle' is a 21st century road safety experience which is aimed at taking road safety directly to the heart of local communities nationwide.

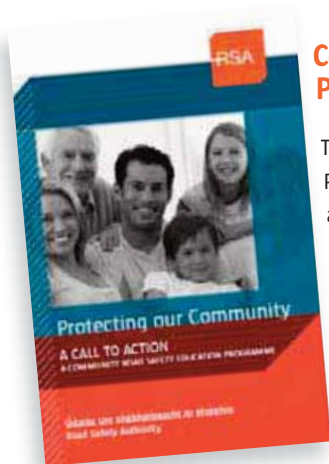
The Shuttle has:

- Reaction timers;
- Computers equipped with the Driver Theory Test, questionnaires, interactive games and access to the RSA website;
- Exhibition areas to promote road safety;
- Plasma screen showing a series of road safety advertisements and road safety programming;
- Motorbike simulator;
- Car simulator;
- Bicycle simulator.

The Shuttle attended 34 events in 2009 ranging from third level and secondary road safety events to national events such as Galway Race Week and the World Fleadh Music Event. It is estimated that there were approximately 135,000 visitors to the Shuttle in 2009.







## Community Road Safety Programme

The Community Road Safety Programme was developed by a multi-agency working group which included representation from the RSA, Muintir na Tíre, National Community Fora, Health Service Executive, the Garda National Traffic Bureau, Local Authority Road Safety Officers and the Fire Service. The Community Road Safety Programme focuses on

changing people's attitudes and behaviour towards road safety. The RSA will train community leaders to deliver this training to community groups. This resource pack is based on the Rules of the Road and will focus on changing the attitudes and behaviour of drivers, pedestrians, motorcyclists and cyclists.

It focuses on four main topics:

- Speed and speeding;
- Use of seatbelts, airbags and correct child restraints;
- Impairment (alcohol, illegal and legal drug use, driver fatigue and mobile phone use);
- Unsafe behaviour towards / by vulnerable road users (pedestrians, motorcyclists, cyclists, young children and older people).

It also features optional information such as:

- Road tax
- Tyres
- Insurance
- Purchasing a car (including environmental issues and Euro NCAP)
- Fuel
- Good driving practice
- Hazard perception

A number of subject areas within the Community Road Safety Programme are being taught with the aid of DVD. The resource pack has been approved by the National Adult Literacy Association (NALA).



## Driver CPC

RSA is responsible for implementing the Driver Certificate of Professional Competence (Driver CPC) in Ireland.

All professional drivers must maintain their Driver CPC qualification by completing one day of training per year (a total of five training modules every five years). The RSA has approved training providers who will facilitate the training and an updated list of all qualified training providers is available on the RSA website.

The training providers will record the driver's details and update the RSA as each training module is completed. The CPC Unit will maintain the driver's record and after five years, on completion of five training modules, a CPC driver qualification card will be issued. The CPC card is valid for five years and will be renewed after every five year cycle on completion of the required training modules.



## Play it Safe– Road Safety Guidelines for Sporting Organisations

The RSA developed road safety guidelines for sporting organisations in conjunction with the IRFU, GAA, FAI and Cycling Ireland. The guidelines provide sporting organisations with information on how to be road safety aware when organising or travelling to and from sporting events. The guidelines are available for download on the RSA website.



# Promotions/Events

## 'Take One for the Road!'

In a joint initiative with the Vintners' Federation of Ireland (VFI) and FBD Insurance, the RSA distributed 30,000 free high visibility reflective vests among 4,200 rural pubs. The safety drive was part of a major road safety blitz aimed at protecting pedestrians and cyclists travelling to and from the local pub.



Val Hanley, President of the Vintners Federation of Ireland, Noel Brett, Chief Executive Officer of the Road Safety Authority, and Walter Moran, Technical Sales Manager of FBD Insurance launch the rural high visibility campaign.

## 'Keep the Race in its Place'

The RSA and Rally Ireland, organisers of the World Rally Championship (WRC), teamed up to issue a joint safety message to fans attending the sporting event which was staged from the 29th January to the 1st February 2009.

## The Motorbike and Scooter Show

The RSA invited motorcyclists and those thinking of getting on two-powered wheels to visit its interactive road safety stand at the 2009 Motorbike and Scooter Show which took place in the RDS from Friday 27th February to Sunday 1st March 2009.

## St. Patrick's Day

The RSA and An Garda Síochána joined forces in the run up to the St. Patrick's Day period to issue a joint appeal warning of the dangers of drinking and driving.



## RSA & Topaz Driver Fatigue Campaign

The RSA and Topaz teamed up to run a campaign on all Bank Holiday weekends in 2009 to highlight the dangers of driver fatigue. Topaz provided free coffee to drivers on Bank Holiday Fridays at participating stations all over the country.

## Older Pedestrian Campaign



On Tuesday 26th May 2009, the RSA launched a joint initiative with Age Action Ireland and the Irish Pharmacy Union. The campaign distributed 200,000 free high visibility vests with the aid of United Drug and chemists nationwide to promote road safety among older people in Ireland.

## RSA & IFA Road Safety Appeal

The RSA and the Irish Farmers' Association (IFA) issued a joint statement on Wednesday 3rd June 2009 urging road users to take extra care as the number of tractors, trailers and other farm machinery using the roads increases over the summer months.



## Road Safety Advice for Drivers Towing Caravans or Trailers

The RSA issued practical advice for any holiday makers at home or visiting Ireland from abroad on the safe towing of caravans or trailers. It coincided with the publication of a new leaflet which provides advice for drivers towing a caravan or maybe a boat trailer.

## International Conference on 'Road Safety at Work'



*Mr. Martin O'Halloran, CEO, HAS and Mr. Noel Brett, CEO, RSA at the International Conference on 'Driving for Work'.*

On Monday 15th June 2009, the Road Safety Authority (RSA) and the Health and Safety Authority (HSA) jointly hosted an International Conference on 'Road Safety at Work'.

The purpose of the conference, which featured national and international speakers, was to inform employers of their responsibilities within the area of road safety, provide research and statistics on the incidence of work-related road trauma, present successful employer case studies, and launch the RSA and HSA's new 'Driving for Work Guidelines'. Up to one third of all road collisions involve drivers who are using their vehicle for work.



*Mr. Noel Brett, CEO, RSA and Luke Shinnors, CEO, ESB form a strategic alliance.*

## ESB & RSA Strategic Alliance

In 2009, the ESB and the RSA signed a three year Strategic Alliance to advance their goals for safer driving. The partnership will see the development of a three year plan, 'Achieving Safe Driving Excellence', to provide a best practice model for developing procedures governing road safety in the workplace.

## Commission for Taxi Regulation

Taxi Regulator  
An Rialálaí Tacsaithe



The RSA continued its joint campaign with the Commission for Taxi Regulation in 2009. The TV and radio campaign titled 'Friends' served to remind people to plan ahead when going out for a drink over the holiday period.

The key message was for people to enjoy themselves when socialising but not to mix drinking and driving. The campaign ran during the summer and again at Christmas to complement the Road Safety Authority's ongoing anti-drink drive initiatives.

## The Ploughing Championships

The RSA brought its Road Safety Interactive Shuttle to the 2009 Ploughing Championships which was attended by over 150,000 people. As part of its drive to promote road safety at the event, the RSA offered 40,000 free high visibility vests in association with FBD Insurance and the Irish Farmers' Journal to promote safety on the roads and on the farm.

## High Visibility Giveaways



*Mr. Gay Byrne and Beth Nunan, Age Action member launch the high visibility campaign to cut older pedestrian deaths by half.*

In 2009, the RSA teamed up with a number of organisations to distribute high visibility material free of charge. This included:

- 250,000 high visibility jackets to elderly road users in conjunction with Age Action Ireland and United Drug;
- 25,000 high visibility biker jackets in conjunction with the Bike Buyers' Guide;
- 25,000 high visibility jackets in conjunction with FBD Insurance and the Vintners' Federation of Ireland;
- 40,000 high visibility jackets in conjunction with FBD Insurance and the Irish Farmers' Journal.

- 8,000 high visibility jackets given away through Advanced Pitstop;
- 20,000 high visibility jackets through the Society of Irish Motorists in Ireland (SIMI);
- Over 30,000 through An Garda Síochána at various road safety events and school talks.

Over 65,000 children's armbands were distributed through the Department of Education and Science as part of the 'Back to School Campaign' in September 2009 and over 20,000 adult armbands were given to the public from our interactive shuttle at various events around the country and through An Garda Síochána.



*Michael Brosnan, Research Manager, RSA presenting the Road safety award to Jonathan Murphy, Michael Breen and Paul Fahey at the Young Scientist Exhibition.*

## BT Young Scientist & Technology Exhibition 2009

The Road Safety Authority (RSA) invited students to visit their fun-filled Road Safety Interactive Shuttle at the 2009 BT Young Scientist & Technology Exhibition which took place at the RDS from 6th to 10th January 2009.

Members of the RSA staff were on hand to offer advice and information on any road safety issues and as part of its drive to promote road safety to students at the event, the RSA offered:

- NCT Demonstrations – these were carried out by experts on a used car in order for students to see a faulty vehicle first hand and to recognise the potential dangers. This took place on the hour every hour.
- Screening of RSA TV ads – the “Better, Safer, Driver” and new campaign “Crashed Lives” were run on a continual basis.
- XBOX Competition - Students were in with a chance to win an XBOX 360 each day by taking part in a quiz which related to all activities on stand.
- RSA Material – high visibility back packs, reflective armbands and strips were distributed to students

## Check it Fits Roadshow



The RSA 'Check it Fits' roadshow visited ten locations around the country in 2008.

At each 'Check it Fits' roadshow venue, the public were invited to get their child car seats checked for free by child car seat installation experts to see if they were compatible with the child / car and that they were correctly installed. Ensuring a child is properly restrained in a child car seat can reduce injuries by a factor of 90-95% for rear-facing seats and 60% for forward-facing seats.

SPRING 2009 27th – 31st MAY	AUTUMN 2009 8th – 12th SEPTEMBER
Leixlip, Co. Kildare	Waterford City
Kilkenny	Cork City
Carlow Town	Galway City
Drogheda, Co. Louth	Longford Town
Swords, Co. Dublin	

## Sir Alex Ferguson Lends His Support to Child Safety in Cars Campaign



*Mr. Noel Brett, CEO, RSA and Sir Alex Ferguson, manager of the Manchester United Football team at the 'Child Safety in Cars' launch*

In November 2009, Sir Alex Ferguson, manager of the Manchester United football team, whose grandson was injured in a car crash in May 2009 when he slipped the seatbelt under his arm, personally backed the RSA's efforts to promote child safety in cars.





### ‘World Remembrance Day’

On Sunday 15th November 2009, RSA invited people nationwide to remember the victims of road crashes on ‘World Remembrance Day for Road Traffic Victims’.

The RSA joined forces with Road Safety Officers, Emergency Services and members of An Garda Síochána to mark the day and remember those who died on our roads.

A special service took place in Drogheda on World Remembrance Day in the Augustinian Church. The Anglican religious order were invited to attend and share in the service on World Remembrance Day.

In addition, Louth County Council organised for prayers to be offered at Catholic and Anglican services in County Louth and a candle was lit during these church services in remembrance of road traffic victims.

### Irish Road Safety Week - 12th to 19th October 2009



### European Transport Safety Council Road Safety Lecture

Over 30 road safety experts from the EU joined Irish delegates at a European Transport Safety Council (ETSC) Lecture, ‘Alcohol and Driving’, hosted by the Road Safety Authority (RSA), in Dublin Castle on Monday 12th October. The road safety lecture marked the first day of ‘Irish Road Safety Week’.

Research at the lecture revealed that driving under the influence of alcohol contributes to as many as 10,000 deaths on EU roads every year. Furthermore, alcohol may have been a contributory factor in over 1,000 fatal collisions in Ireland in the 10 year period, 1999 to 2008.



*Gay Byrne, Chairman Road Safety Authority with Paddy and Mary Matthews from Matthews Coach pictured at the Road Safety Authority (RSA) Leading Lights Road Safety Awards 2009 in Farmleigh. The ‘Organisation’ and ‘Supreme’ Leading Lights Road Safety Awards were presented to Matthews Coach for implementing a series of road safety measures to improve the safety of their fleet, in particular the fitting of Alcolock 500 breathalysers.*

### ‘Leading Lights in Road Safety’ Awards Ceremony

Hosted in Farmleigh, the awards honoured the efforts of individuals and groups to promote road safety at national and community level.

The ‘Supreme Award’ was won by Matthews Coach Hire. Based in Inniskeen, Co. Monaghan, Matthews Coach is a family run business set up by Dundalk man, Paddy Matthews and his wife Mary in 1995. The firm provides a commuter service to people working in Dublin and was awarded both the Supreme Award and “Organisation” category award for implementing a series of road safety measures to improve the safety of their fleet, in particular the fitting of Alcolock 500 breathalysers.

### ‘European Night Without Accident’



The RSA hosted the third ‘European Night Without Accident’ on Saturday 17th October 2009 as part of ‘Irish Road Safety Week’. The initiative aimed to promote responsible behaviour behind the wheel among young adults.

The initiative was run by young adult volunteers who encourage groups of youngsters entering night-clubs to appoint a ‘designated driver’ for the night. The ‘designated driver’ was given a wrist-band to show their intention to stay alcohol-free for the night. When leaving the night-club, the ‘designated driver’ was invited to be voluntarily breathalysed by the volunteers to see if the commitment was honoured.

Results showed that a high number of young people acted as designated drivers and chose to abstain from drinking and driving on the night. It took place in 11 nightclubs in 9 different towns and cities throughout the country.



## Daytime Running Lights

Studies have shown that using Daytime Running Lights is an effective way of reducing collisions by improving visibility on the roads. During the October Bank Holiday weekend, the RSA ran a campaign encouraging all road-users to use dipped headlights, even when driving during the daytime, in an effort to prevent collisions. The RSA distributed a leaflet advising motorists of the 'bright thinking' behind the 'Lights on to Save Lives' message. The leaflet, available online at [www.rsa.ie](http://www.rsa.ie), outlines how the use of dipped headlights can help to reduce the number of deaths and serious injuries on our roads and encourages all motorists to turn their lights on, not just when driving at night-time. The RSA targeted a number of organisations who assisted the campaign by promoting the DRL campaign to their employees. Such employers included third level educational institutions, Government departments, Local Authorities, Health Service Executive, Dublin Bus and the Irish Road Haulage Association.



Mr. John O'Gara, CEO, Parkrite & Mr. Noel Brett, CEO, RSA get drivers off to a good start by advising drivers to wear their seatbelts and turn on dipped lights in the daytime.

## A road safety awareness campaign was launched in 2009 by the RSA and Park Rite, targeting major car parks around the country

The campaign involves the installation of posters which display seat belt wearing and Daytime Running Lights (DRL) messages at highly visible locations, at the entry and exit point and pay station areas, in Park Rite car parks throughout the country. Park Rite has provided all the poster sites in their car parks free of charge to the RSA.

## Local Authority Road Safety Officers

The RSA hosted four seminars with Local Authority Road Safety Officers in 2009. The aim of the seminars was to facilitate a more integrated approach to road safety throughout the country.

The RSA developed an information portal for Road Safety Officers (RSOs). Road Safety Officers are informed of all road safety activities through this medium which includes weekly road safety statistics provided by An Garda Síochána, press releases, details of all road safety educational programmes which include pre-primary, primary, secondary, third level and community level.



President Mary McAleese with motorcycle crash patient Derek Doorley and Mr. Gay Byrne, Chairman, RSA at the Christmas & New Year Anti-Drink Driving Campaign in the National Rehabilitation Hospital, Dun Laoghaire, Co. Dublin.

## Christmas Anti Drink Driving

Christmas & New Year Road Safety Campaign 2009. On Wednesday 25th November 2009, the President of Ireland, Mary McAleese launched the Road Safety Authority (RSA) and An Garda Síochána Christmas and New Year Road Safety Campaign at the National Rehabilitation Hospital, Dun Laoghaire, Dublin. The RSA joined forces with the Commission for Taxi Regulation and MEAS for the second time in 2009 to launch Christmas anti-drink driving campaigns. The campaign, in association with the Commission for Taxi Regulation, included a TV and radio advert aimed at encouraging people to get home safely during the festive season by using taxis or hackneys. The second campaign, in association with MEAS, included two radio ads and highlighted the danger of drink driving the morning after a night of socialising.

## Road Safety Weather Alert

In 2009, the RSA continued its weather alert service with Met Éireann. The RSA is included as a notice party on all severe weather warnings issued by Met Éireann. The RSA issued a number of road safety alerts to the public following such warning from Met Éireann in 2009.

## Concerts / Festivals

The RSA delivered road safety advertising interventions at all the major summer music festivals, in particular, the Oxegen Music Festival which is the biggest outdoor music festival of the year. The RSA also had a presence at Electric Picnic and Modified Motors events.

## Publicity

Publicity support was provided by the RSA Communications Department for all the advertising and promotional campaigns launched in 2009 and considerable media coverage was achieved contributing to public awareness, understanding and debate surrounding those issues. In addition, a steady stream of media releases were issued during 2009 covering many diverse topics which were extensively covered by the television, radio, press and electronic media and additionally resulted in interviews with RSA spokespeople.

# Road Safety Research

The Research Department of the Road Safety Authority carries out a programme of work specified in the Road Safety Strategy 2007-2012. The department covers the following key areas:

- Maintenance of the road collision database and data system;
- In-depth analysis of collision data;
- Production of statistical reports on road collisions in Ireland;
- Survey of speed and seatbelt wearing on Irish roads;
- Systematic identification of high collision locations on national road network;
- Conducting multi-disciplinary research to understand how road collisions and resulting injuries are caused;
- Proposing and evaluating ways to prevent collisions and injuries;
- Participation in national and international research projects in the field of road safety;
- Participation in EU research programmes such as SARTRE, CARE, IRTAD and EURORAP;
- Provision of information to the public, national and international bodies.

The department also liaises with the Garda National Traffic Bureau, the National Roads Authority, the Local Government Computer Science Board and other organisations on aspects of road safety research activities.

## RESEARCH ACTIVITY 2009

### Road Collision Database

Collision data generated by members of An Garda Síochána is forwarded to the Research Department in the Road Safety Authority (RSA) for analysis and publication. The collision data is mapped and analysed by the RSA Research Department. The results of the analysis are published by the RSA in its annual Road Collision Fact Book. The collision data contains general information, vehicle information and other information such as possible collision causes. The results are used to monitor trends, target safety initiatives and to inform the ongoing review of public policy in relation to road safety. In 2009, the 2008 Road Collision Fact Book was published and reported that of the 28,464 Garda-reported motor vehicle traffic collisions, 279 people were killed, 9,758 people were injured, and 21,728 collisions involved property or material damage only.



### Free Speed Survey

The Annual Free Speed Survey for 2008 was published on the Road Safety Authority website in 2009. A total of 11,935 cars, 1,296 articulated vehicles, 3,108 rigid vehicles and 360 single deck buses were observed. The survey found the percentage of drivers exceeding the speed limit ranged from 16% to 86% depending on the road type and posted speed limit. Furthermore, the percentage of drivers found breaking the speed limit by 10km/h or more ranged between 3% and 47%, depending on the road type. The survey found a significant improvement in the percentage of vehicles complying with speed limits on national and urban residential roads. However, overall driver compliance with speed limits on urban roads is still poor. On average, 3 out of 5 motorists exceeded the posted speed limit in urban areas.



### Seat Belt Wearing Survey

In 2008, RSA conducted a national seatbelt observational survey on Irish roads which was published in 2009. Seatbelt usage and gender were recorded from motorists travelling along a selected sample of roads. Data was recorded from all car drivers, light goods vehicle drivers and adult front and rear passengers. Separate surveys for primary school and secondary school children travelling in the front or rear seat were also conducted.



The survey was conducted among 16,413 adults occupying the front seats of vehicles, of which 13,521 (82%) were drivers. In addition, 586 adults occupying rear seats were observed. In 2008, 89% of adults (drivers, front and rear passengers) were recorded wearing a seatbelt – the highest rate recorded to date. 90% of drivers observed were wearing a seatbelt, a 2% improvement on 2007 wearing rates. Seatbelt surveys conducted in previous years revealed the following wearing rates for drivers:

- 2006 and 2005 - 86 %
- 2003 - 85 %
- 2002 - 71 %
- 1999 - 55 %
- 1991 - 52 %

At 74%, rear seatbelt wearing rates for primary school pupils saw an increase of 4% on wearing rates in 2007 (70%). Secondary school pupils showed a more dramatic increase with a 72% wearing rate recorded for rear seatbelts, up 9% on 2007 (63%).

### Observational Study of the use of Mobile Phones by Drivers 2009

The RSA commissioned roadside observational surveys of the use of mobile phones by drivers. The roadside observational surveys were undertaken of drivers in cars at 45 sites in seven areas of Ireland. These areas were:



- Athlone and Surrounds
- Cork
- Dublin
- Dundalk / Drogheda
- Galway
- Limerick
- Maynooth and Surrounds, Co Kildare

The survey recorded whether or not a hand-held mobile phone was observed to be in use by the driver of all moving vehicles passing the survey location. In total, there were 33,949 observations made in which 1,964 drivers were observed to be using a hand-held mobile phone. This represents an overall non-compliance rate of 6%.

	TOTAL OBSERVATIONS	USE OF MOBILE PHONE	% USING MOBILE PHONE
ATHLONE & SURROUNDS	4059	71	2%
CORK	4664	576	12%
DUBLIN	6817	248	4%
DUNDALK / DROGHEDA	3797	132	3%
GALWAY	5036	184	4%
LIMERICK	5038	333	7%
MAYNOOTH & SURROUNDS	4538	425	9%
<b>TOTAL</b>	<b>33,949</b>	<b>1,969</b>	<b>6%</b>

### Observational Study of the Inappropriate Use of Fog Lights by Drivers 2009

The RSA commissioned roadside observational surveys of the inappropriate use of fog lights by drivers. The roadside observational surveys were undertaken of drivers in cars at 75 sites in 20 areas across Ireland. These areas are shown below. The survey recorded whether or not fog lights were on at that specific time. At each time, the weather was also recorded. In total, there were 58,008 observations made. Times where fog or mist occurred were excluded from the count, leaving a total of 53,881 (this excludes five sites from the total). The average number of fog lights being left on when not needed is 7,108 (13%).

	TOTAL OBSERVATIONS	USE OF FOG LIGHTS	% USING FOG LIGHTS WHEN NOT REQUIRED
ATHLONE & SURROUNDS	4608	811	18%
CORK	5739	1237	22%
DUBLIN	8102	902	11%
DUNDALK / DROGHEDA	3408	460	13%
GALWAY	6529	740	11%
LIMERICK	7410	369	5%
MAYNOOTH & SURROUNDS	4186	608	15%
KILDARE	3128	418	13%
CAVAN	463	107	23%
CLARE	717	110	15%
KILKENNY	571	65	11%
LAOIS	1167	129	11%
LOUTH	648	91	14%
MAYO	1434	236	16%
MEATH	2532	416	16%
MONAGHAN	1080	185	17%
OFFALY	575	109	19%
SLIGO	1368	78	6%
TIPPERARY	216	33	15%
<b>TOTAL</b>	<b>53,881</b>	<b>7,104</b>	<b>13%</b>

### Library

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

## Attitudinal Surveys

The research department has commissioned attitudinal research on Irish road users on the following issues:

- vehicle ownership
- driving licenses
- vehicle usage
- journey times
- speeding behaviours
- involvement in collisions
- car safety
- child restraint usage
- protective clothing
- helmet usage
- drink driving
- mobile phone usage
- drug driving and driving behavior.

The field work and analysis was completed in 2009 and the research will be disseminated during the first quarter of 2010.

## International Liaison

The RSA is committed to participation in European research and to develop within the authority a road safety research capability that is of the highest standard. The research department represented the RSA at the annual meeting of the Board of Forum of European Road Safety Research Institutes (FERSI); the annual meeting of the OECD – International Transport Forum; International Road Traffic and Accident Database (IRTAD), the annual conference of the European Road Safety Observatory (ERSO-SafetyNet) and the annual PIN meeting of the European Transport Safety Council (ETSC).



## ETSC (European Transport Safety Council) Annual Lecture

The 11th ETSC lecture was held in Dublin on 12th October 2009 as part of Irish Road Safety Week and was hosted by the RSA, a member organisation of the ETSC.

The main speaker was Professor Denis Cusack, Director of the Medical Bureau of Road Safety and Professor of Forensic Medicine and Legal Medicine at University College Dublin. The theme of Professor Cusack's paper was "Intoxicated Driving – Justified optimism with the need for joined up thinking and action across professions, agencies and States". The lecture was preceded by an opening address by the Minister for Transport, Mr. Noel Dempsey T.D., Noel Brett CEO, Road Safety Authority and Professor Richard Allsop, Board Director of the ETSC, also made opening comments.

Professor Cusack stated that consumption of alcohol at any level causes impairment. Professor Cusack stated that the level of cases involving drugs and driving was increasing and that the Medical Bureau was testing more samples and finding more positive results for drugs every year. In 2008, the MBRS tested 1,842 samples and found a confirmed presence of drugs in 1,411 cases.

In response to Professor Cusack's lecture, Stefan Siegrist, Deputy Director and Head of Research and Training at the Swiss Council for Accident Prevention detailed the changes in Switzerland after the introduction of a 0.05g/dL level in 2005. Eva-Maria Erenli, project leader and legal expert at the Austrian Road Safety Board gave a similar paper on the situation in Austria after the reduction of the BAC level in 1975. In both instances, the results of the reduction have had positive effects on collision rates and offending rates. Over a hundred delegates attended the lecture.



The Road Safety Authority is committed to the development of a long-term road safety research programme.

# Vehicle Standards & Enforcement

The Standards and Enforcement Directorate is headquartered in Loughrea where the enforcement and commercial vehicle testing functions are based. The Vehicle Standards function is based in the RSA's Headquarters in Ballina.

The Standards and Enforcement Directorate encompasses the following key areas and functions:

- type approval and regulation of the entry into service of new vehicles and the regulation of vehicles in use on our roads;
- enforcing EU and national road transport legislation on tachographs, driver's rules, Working Time Directive and licensing of road haulage and passenger operations;
- overseeing the Commercial Vehicle Roadworthiness scheme to ensure the quality and integrity of the scheme and assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles;
- administering the National Car Testing Service and monitoring the performance of the contractor on behalf of the State;
- administering the Digital Tachograph Card issuing scheme on behalf of the State.

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



## Vehicle Standards

Vehicle standards are continuously changing and improving with safety, environmental and technological developments. There is also a robust legal obligation to regulate vehicle standards resulting from Ireland's Road Traffic Acts and EC Directives.

The RSA represents Ireland at EC and international forums and is responsible for inputting to and implementing EC policy relating to the type approval and entry into service of new vehicles. The RSA is also responsible for proposing new Road Traffic legislation for vehicles in use on our roads.

The RSA works closely with a number of other State bodies in relation to vehicle standards, including the Department of Transport, the Revenue Commissioners, the National Standards Authority of Ireland and the Department of the Environment, Heritage and Local Government.

## EC Whole Vehicle Type Approval

European Communities Whole Vehicle Type Approval (ECWVTA) and its related National Schemes were introduced in Ireland in April 2009. The objective of the type approval system is to remove barriers to the sale of road vehicles between Member States of the European Union while ensuring that vehicles meet common safety and environmental requirements.



Ireland now has, for the first time, a system of national type approval which will ensure a minimum consistent standard of vehicles converted or modified in Ireland. Since April 2009, all M1 vehicles (cars with less than 8 passenger seats) must have type approval before they can be registered. At various dates between October 2010 and October 2014, vans, trucks, buses and trailers will also be required to meet whole vehicle type approval requirements in order to be registered in Ireland.

The National Standards Authority of Ireland (NSAI) is the designated type approval authority (see [www.nsai.ie](http://www.nsai.ie)). The RSA works closely with the NSAI to ensure the type approval system is working effectively.

## Public Consultations

During 2009, the RSA carried out the following public consultations in relation to Vehicle Standards:

- Daytime Running Lights

Daytime Running Lights (DRL) make motor vehicles more noticeable and research shows that DRL reduces the likelihood of multi-party daytime collisions. The RSA consultation document contained two options for implementing DRL in Ireland:

Option 1 - All new and existing vehicles to use DRL.

Option 2 - The minimum European requirements to be implemented in Ireland, thus only affecting new vehicles from the dates set out in EC Directive 2008/89/EC.

The RSA received a large number of responses to the consultation which are currently being evaluated. The RSA will then finalise its recommendation to the Minister for Transport.

- Braking

This Consultation proposed bringing the braking standards of all new vehicles into line with best practice in the EC. It also proposed strengthening the current law by requiring braking devices to be maintained throughout the lifetime of the vehicle.

There was widespread support for the proposals. At the end of 2009, the RSA analysis of the responses to the consultation was close to completion with a view to submitting proposals to the Minister for Transport in early 2010.

- Spray Suppression

Spray suppression systems on heavy goods vehicles contribute to road safety by significantly reducing the volume of spray thrown up by the wheels of such vehicles while travelling on wet roads. In our consultation document, the RSA proposed that spray suppression systems are made compulsory on both new and existing goods vehicles exceeding 7.5 tonnes Gross Vehicle Weight (GVW) and trailers exceeding 3.5 tonnes GVW. Evaluation of the responses received was close to completion by the year end.

## Review of the Weight Limits for Motor Vehicles and Trailers in Ireland

At the end of 2009, the temporary exemption for vehicles over 42 tonnes had been extended until 30th September 2010, while consideration of the RSA review of weight limits continued in the Department of Transport. The RSA submitted an addendum to the review relating to coaches to the Department of Transport in 2009.

## Review of the Use of Agricultural and Works Vehicles on Irish Roads

In March 2009, the RSA produced a report and recommendations resulting from its review of the use of agricultural and works vehicles on Irish roads. This was submitted to the Minister for Transport for consideration. There was considerable interest in the review and the public consultation. The RSA analysed and considered the responses received in formulating its recommendations to the Minister for Transport.



## Technical Advisory Forum

During 2009, the Technical Advisory Forum continued to advise the RSA on the future technical standards and contents of the national car and commercial vehicle roadworthiness tests. The Forum is comprised of representatives of the DIT, NCT, SIMI, RSA Vehicle Inspectorate, Local Authority Authorised Officers, An Garda Síochána, the Taxi Regulator's office, VTN Testers Committee, AA, Irish Tyre Industry Association and NSAI. By the end of 2009, work was well advanced on new NCT and Heavy Goods Vehicle (HGV) test manuals.

## Vehicle Testing



In accordance with Directive 2009/40 EC, Member States of the European Union are required to have arrangements in place for the compulsory periodic roadworthiness testing of motor vehicles and trailers registered by them. Since 13th September 2006, the RSA has had responsibility for vehicle testing, including the operation of the national car testing contract.



### NCTS

The NCTS in Ireland was provided by the National Car Testing Service Ltd from January 2000 to December 2009. The operator was under contract to the RSA to meet a range of performance standards for the NCT including customer service, premises, test equipment, staff, test arrangements, facilities management and management information technology. The performance standards are designed to ensure test integrity and a high level of customer service. The RSA is assisted by a Supervision Services Contractor (SSC) in supervising and monitoring the performance of the NCTS to ensure that it is providing the car testing service in accordance with the terms of the contract between the Company and the RSA.

In 2009, there were 44 NCT test centres with at least one centre in each county. The centres are located so that at least 90% of motorists are within 30 miles of their nearest centre.

## NCTS contract 2010 to 2019

Following a tender procurement process in 2008, the RSA awarded the contract for the provision of the National Car Testing Service from 2010 to 2019 to Applus+ Servicios Tecnológicos (Applus+). Applus+ is a leading company in testing, certification and technological services. The RSA worked with the existing and new contractor throughout 2009 to ensure a smooth transition to the new contractor in January 2010 and to minimise any disruption to the service. The key issues managed during 2009 were the transfer of the 44 test centres and more than 500 staff as well as ensuring systems were in place for testing and booking. The new contractor was also required to provide two new test centres at Carndonagh, Co. Donegal and Greenhills, Tallaght, Co. Dublin.

Applus+ took over the NCTS on 4th January 2010.

## NCT test

Following public consultation in 2009, the RSA proposed that a number of new test items be added to the NCT from 1st April 2010. The new items, which were signed into law by the Minister in December 2009, include:

- Opacity of windscreen and front side windows;
- Rear fog lamp;
- Reverse lamp;
- Tyres – E or e mark required;
- Malfunction indicators for Airbags, Electronic Stability Control (ESC) systems and Electronic Braking Systems (EBS) / Anti-Lock Brake system (ABS);
- Rear registration plate lamp;
- Vehicle exhaust noise.

## Number of Tests conducted by NCTS

On 13th April 2009, the Minister for Transport announced that a conviction for the non display of a valid NCT Certificate would attract up to five penalty points. The announcement created unprecedented demand and a record 864,499 full tests were undertaken in 2009. It is estimated that approximately 80,000 vehicles booked after April 2009 should have been tested in 2008. A further 5,500 should have been tested in 2007. The announcement was hugely effective in bringing large numbers of vehicles, which had expired roadworthiness certificates, back into the testing system.



Currently cars are due a roadworthiness test once they are four years old and every two years thereafter. Annual testing is to be introduced in June 2011 for cars over 10 years old.

- In 2007, 686,705 full tests were conducted with a pass rate of 51.8% while 330,997 retests were conducted with a pass rate of 86.3%.
- In 2008, 835,802 full tests were conducted with a pass rate of 51.9% while 402,125 retests were conducted with a pass rate of 86.8%.
- In 2009 864,499 full tests were conducted with a pass rate of 51.5% while 367,467 retests were conducted with a pass rate of 90.7%

## Commercial Vehicle Testing

The annual testing of commercial vehicles in Ireland is carried out by over 147 privately operated test centres which are appointed and supervised by the Local Authorities. According to returns made to the RSA by test centres, some 119,278 Heavy Goods Vehicle tests (an increase of 10% over 2008) and 382,751 Light Goods Vehicle tests (an increase of 21% over 2008) were completed in 2009.

In 2009, RSA Vehicle Inspectors made 257 Vehicle Testing Network test centre visits to review compliance with commercial vehicle test centre standards and consistency of testing. Issues identified were followed up with the Local Authorities who are responsible for licensing and supervising commercial vehicle test centres.



## Reports from other EU Member States on Irish commercial vehicles

During 2009, the RSA received reports from the UK Vehicle Operator Standards Agency (VOSA) that 5,338 Irish commercial vehicles had been stopped in the UK with vehicle defects and that 29% of these defects were classed as serious. Over 57% of the defective vehicles reported by VOSA were trailers and 28% of trailer defects were serious defects. In 2009, the RSA recorded and reviewed all reports received. In the case of serious vehicle defects, operators were contacted by letter and requested to forward details of all rectification work carried out.

## Operator Maintenance Programme

In 2009, the RSA commenced a pilot operator maintenance programme with the aim of heightening the importance and benefits for an operator in having an effective preventative vehicle maintenance system. RSA Vehicle Inspectors visited a number of operators to assess their maintenance systems and advise on improvements. Many elements of an effective preventative maintenance system are simple low cost, common sense solutions that can be easily implemented by all operators. There are also many benefits in having an effective vehicle maintenance system in place including increased customer satisfaction, fewer vehicle breakdowns, reduced maintenance costs and increased road safety for all road users. The majority of defects found at the roadside could have been noticed by a simple driver walk around check and could have been easily rectified before the vehicle was taken on to the road. At the end of 2009, the RSA was developing a guide to keeping commercial vehicles roadworthy which will be available in 2010.

## Roadside checks on commercial vehicle roadworthiness

The Gardaí are responsible for enforcing the roadworthiness of commercial vehicles on the roadside. They are supported by the RSA in this function. RSA Vehicle Inspectors participated in 299 roadside checkpoints in 2009 which represents an increase of over 30% from 2008. Roadworthiness checks were completed on 2,585 trucks and buses and these checks revealed that 1,147 vehicles had defects. Of the vehicles inspected by RSA Vehicle Inspectors, 21% had lighting / marking defects, 17% had braking defects and 12% had defective wheels / tyres.





## PASS & FAIL RATES, CENTRE BY CENTRE 2007

Total Number	Test Centre (Initial Test)	Pass (Initial Test)	Fail (Following Re-Test)	Pass (Following Re-Test)	Fail or No Show of Passes	Total Number of Cars Tested
Abbeyfeale	5,265	4,311	3,906	405	9,171	9,576
Arklow	6,468	7,395	6,427	968	12,895	13,863
Athlone	6,855	6,245	5,347	898	12,202	13,100
Ballina	4,652	5,016	4,435	581	9,087	9,668
Blarney	14,099	11,415	9,850	1,565	23,949	25,514
Derrybeg	1,506	1,568	1,475	93	2,981	3,074
Deansgrange	38,664	31,165	27,608	3,557	66,272	69,829
Cahir	8,825	7,515	6,522	993	15,347	16,340
Cahirciveen	1,118	776	718	58	1,836	1,894
Carlow	8,726	8,867	7,532	1,335	16,258	17,593
Carrick-on-Shannon	4,322	4,443	3,974	469	8,296	8,765
Castlerea	4,673	4,237	3,597	640	8,270	8,910
Cavan	4,240	4,680	4,018	662	8,258	8,920
Charleville	5,988	4,388	3,928	460	9,916	10,376
Clifden	1,078	1,294	1,069	225	2,147	2,372
Cork	22,562	18,719	16,676	2,043	39,238	41,281
Northpoint	48,787	48,690	41,918	6,772	90,705	97,477
Fonthill	36,840	36,900	32,000	4,900	68,840	73,740
Donegal	4,305	2,837	2,593	244	6,898	7,142
Drogheda	10,300	8,530	7,339	1,191	17,639	18,830
Dundalk	6,064	5,306	4,671	635	10,735	11,370
Ennis	9,142	9,751	8,382	1,369	17,524	18,893
Enniscorthy	10,450	10,816	9,187	1,629	19,637	21,266
Galway	18,791	19,333	16,728	2,605	35,519	38,124
Kilkenny	9,016	6,286	5,298	988	14,314	15,302
Killarney	6,237	5,096	4,502	594	10,739	11,333
Letterkenny	8,884	8,771	7,784	987	16,668	17,655
Limerick	18,298	16,189	14,352	1,837	32,650	34,487
Longford	4,431	4,334	3,606	728	8,037	8,765
Macroom	5,583	4,650	4,189	461	9,772	10,233
Monaghan	3,890	4,011	3,582	429	7,472	7,901
Mullingar	5,327	5,229	4,215	1,014	9,542	10,556
Kells	9,598	9,425	7,940	1,485	17,538	19,023
Nenagh	8,692	7,608	6,791	817	15,483	16,300
Naas	13,518	13,923	11,654	2,269	25,172	27,441
Portlaoise	6,669	6,592	5,462	1,130	12,131	13,261
Skibereen	5,703	4,863	4,363	500	10,066	10,566
Sligo	5,004	6,587	5,580	1,007	10,584	11,591
Tralee	8,075	6,336	5,656	680	13,731	14,411
Tullamore	5,474	5,802	4,851	951	10,325	11,276
Waterford	12,498	10,947	9,558	1,389	22,056	23,445
Westport	7,806	6,854	5,958	896	13,764	14,660
Youghal	5,254	4,425	3,984	441	9,238	9,679
<b>Total</b>	<b>433,677</b>	<b>402,125</b>	<b>349,225</b>	<b>52,900</b>	<b>782,902</b>	<b>835,802</b>
	<b>51.89%</b>	<b>48.11%</b>	<b>90.81%</b>	<b>6.33%</b>	<b>93.67%</b>	<b>100%</b>

## Permits for the movement of Wide/Long Loads

Any operator who wishes to transport a vehicle or load which falls outside of the limits allowed by the Road Traffic (Construction Equipment & Use) Regulations 2003, S.I. No. 5 of 2003 must apply for a permit to move the load.

A new streamlined system for issuing special permits in respect of the movement of long wide loads on specified routes was introduced on 4th May 2009. The new system is administered by An Garda Síochána and applies to the movement of wide and long vehicles (including loads) not exceeding 27.4 metres in length and 4.3 metres in width on the major interurban routes and to Cork, Ringaskiddy and Rosslare ports.

Additional routes are constantly being considered for inclusion in the scheme. All national primary routes must be surveyed by the National Roads Authority before they may be added to the designated routes list. These surveys consider aspects such as bridges, traffic calming, town layouts and other local community conditions.

An up to date list of the routes may be viewed on the RSA and An Garda Síochána websites at [www.rsa.ie](http://www.rsa.ie) and [www.garda.ie](http://www.garda.ie)

Local Authorities continue to be responsible for special permits applications in respect of national routes not covered by the Regulation as well as non national routes and other irregular loads.

## Road Haulage Enforcement and Digital Tachograph

The role of the Enforcement and Digital Tachograph Section is to:

- enforce EU and national road transport legislation on tachographs, EU driver hours rules, Road Transport Working Time Directive and the licensing of road haulage and passenger operators to engage in hire and reward operations;
- administer the Digital Tachograph Card issuing scheme on behalf of the State.



## Activity in 2009

2009 was another busy and challenging year for the Enforcement and Digital Tachograph Section against the backdrop of adverse economic conditions for the national economy and the road transport industry.

Significant developments during 2009 included:

- Legal representation services were put in place across the State in the final quarter to enable the RSA to take prosecutions for breaches of legislation dealing with driving times, breaks and rest periods, tachographs, Working Time and operator licensing;
- An increasingly target-led approach to enforcement focusing on non-compliant operators supported by the introduction of a risk register;
- Publication of a 2010 Wall-planner for Commercial Vehicle Operators;
- Consultation on Commission proposals to amend the Road Transport Working Time Directive and report submitted to the Department of Transport;
- Continuing focus on improved operational effectiveness;
- 9,036 digital tachograph cards issued during the year;
- RSA personnel participated in EU and international meetings on the development and implementation of policy regarding drivers' hours and tachographs, as well as a number of EU Exchange Programmes on digital tachograph manipulation and frauds.

During 2009, the RSA increased its range of educational and advisory services to the industry, helping them to become and remain compliant. However, there are still bus and truck operators and drivers who pose a significant risk to road safety by choosing to remain non-compliant.

There was also a significant increase in enforcement activity during 2009, building on the progress achieved in 2008.

RSA Transport Officers participated in 318 roadside checks in 2009 with An Garda Síochána. This compares with 254 roadside checks carried out during 2008.

There were 1,146 premises checks conducted by Transport Officers during 2009, a 31% increase on 2008 checks.

In 2009, the RSA participated in coordinated checkpoints at Dublin Port and border crossings involving liaison with the UK Authorities. Excessive driving and insufficient daily breaks and rests accounted for a significant proportion of the offences detected.



The co-ordinated enforcement effort is designed to:

- Enforce key road safety legislation requirements at strategic points of the road transport network near ports and border crossings;
- Track the road safety performance of the road transport industry involved in cross border journeys;
- Monitor the effectiveness of enforcement activities;
- Increase awareness of the rules on driving times, breaks and rest periods, as well as tachograph requirements;
- Remove unsafe drivers from the roads through prohibitions.
- Enhance use of resources and increase deterrence.

## Strategic aspects

The aim of the RSA enforcement strategy is to improve operators' compliance with EU and national road transport legislation concerned with road safety and therefore contributing to the RSA's mission of saving lives on the roads. This strategy is kept under ongoing review. The enforcement approach is intended to increase road safety by improving operator and driver compliance with the rules on driving times, breaks and rest periods, and tachograph requirements. Drivers' work and rest hours are regulated to avoid driver fatigue. Driver fatigue impairs a driver's cognitive and motor performance by slowing reaction times, reducing attention to the external driving environment and disrupting driving skills.

Enforcing the legislation on operator licensing is also a key component of the range of legislation being enforced by the RSA. Training of enforcement personnel on new legal requirements and best practice in relation to enforcement is a priority for the RSA.

During 2009, the RSA strengthened its strong working relationship with An Garda Síochána in relation to road transport enforcement activities. The overall strategy put in place in relation to checks targets enforcement efforts on non-compliant operators while minimising inconvenience to law-abiding operators.

The EU Directive 2006/22/EC deals with the enforcement of tachograph and drivers' hours' rules and obliges Member States to carry out a minimum number of roadside and premises checks per annum. Provisional data indicates that the State will exceed the overall target for 2009. It also requires Member States to develop a risk rating system for transport undertakings based on the relative number and severity of any infringements of the drivers' hours and tachograph regulations that an individual undertaking has committed. Rated operators are classified according to a colour coded system – Red, Amber, Green - respectively representing "Very Serious" "Serious" and "Minor" risk - on the basis of their relative compliance performance. Operators with a high risk rating will be subject to more frequent and intensive checks both at premises and at roadside checks. The RSA has developed such a risk system and it will be further developed in 2010.

The various enforcement, educational and advisory measures being implemented by the RSA are designed to meet the Road Safety Strategy goals 2007 - 2012.

## Legislative Developments

Work on updating the European Communities Working Conditions and Road Safety Regulation 2008 began in 2009 and is still underway. The RSA also initiated the drafting of new legal provisions to give effect to EU Directives 4 and 5 of 2009 concerning the conduct of enforcement activities in relation to the regulation of drivers' hours and tachographs. In addition, the RSA, in consultation with An Garda Síochána, prepared new legal provisions to establish a single report form to be used by members of An Garda Síochána to record enforcement activities relating to tachographs, drivers' hours and technical roadside checks. The RSA also submitted proposals for new legal provisions to provide for the mutual recognition of tachograph exemptions that apply in Ireland, UK and Northern Ireland. In addition, the RSA liaised with the Department of Transport on the development of a fixed penalty charge system in relation to road transport-related offences and the associated complex legal issues which must be addressed prior to the introduction of any such system.



## Reports from Other Member States

Reports were received from other Member States concerning infringements by drivers in relation to tachograph and drivers' hours' rules while operating in those States. This information is recorded and used to target operators. Reports were received in respect of 2,541 drivers – this compares with 2,309 drivers in 2008. The bulk of these reports were received from the UK Vehicle Operator Standards Agency (VOSA). This information is used for risk rating purposes.

## Digital Tachograph Scheme

During 2009, 9,036 digital tachograph cards were issued to applicants, compared with 12,799 in 2008.



## Review of Digital Tachograph Scheme

In 2009, the RSA initiated a review of options for the administration of the digital tachograph scheme including the development of an online application system and the outsourcing of the administration to a third party.



# Corporate Services

The Corporate Services Directorate provides the systems and structures that enables the RSA to effectively deliver the functions assigned by the Minister for Transport, under the Road Safety Authority Act 2006. Corporate Services' functions, outlined in detail below, include:

- Finance
- Human Resources
- Information Technology
- Quality Customer Care
- Estate Management
- Communications

Corporate Services is also responsible for business and organisational planning and corporate governance, including internal audits.

## **CORPORATE GOVERNANCE**

The RSA is committed to maintaining the highest standards of corporate governance as part of the ongoing implementation of the Code of Practice for the Governance of State Bodies. In 2009, the Board of the RSA held 10 meetings and the Internal Audit Committee held 5 meetings. The Internal Audit Plan, covering the period 2009, was agreed by the Internal Audit Committee and the RSA Board. The plan was implemented and reported on by the RSA's Internal Auditors (Mazars).



## Human Resources

The RSA is committed to open, honest and productive relationships with its employees. A staff handbook has been developed, which outlines the RSA's support of, and approach to, its people. Human Resources policies have been circulated to unions and these, along with Human Resources management procedures define the RSA's approach to staff communication, involvement at all levels, leadership and expected standards.

It is important that HR encourages and maintains effective communication and consultation between employees and management. HR continues to support and encourage the primary relationship and accountability for this, through the relationship of the employee and their direct supervisor or team leader. IRC Meetings, Partnership and other means provide an effective way to brief employees on important issues, such as the Road Safety Strategy, performance, Health and Safety and other operating environmental matters.

The 2009 goals were in place to ensure that the RSA met its statutory and audit requirements to monitor organisational and individual performance, through regular evaluation and review against best practice standards.

The work of the Human Resources Department is designed to support those responsible for day-to-day management throughout the rest of the RSA. In 2009, the focus was on performance management, attendance management and the upskilling of staff to meet the challenges facing the organisation.

During 2009, HR adopted a renewed focus on attendance and sick leave management. Training was provided to all managers to ensure a consistent approach and to encourage a positive attendance culture at all levels and areas of the organisation.

The number of staff employed as of 31st December 2009 was 314, representing a Whole Time Equivalent (WTE) of 300.

## Employment Equality

The RSA is compliant with The Employment Equality Acts 1998-2004 and all other applicable employment legislation. RSA procedures are in place to ensure no unlawful discrimination, either direct or indirect.

All HR policies have been reviewed and 18 main policies were discussed with the IRC. HR procedural documents have been completed and implemented.

## Partnership

The RSA Partnership group plays an important role in the decision making process within the organisation.

The RSA / Trade Union Alliance Partnership is firmly grounded within the context of the National Pay Agreements among the social partners (Government, ICTU and IBEC).

Partnership brings Management and the Alliance of Trade Unions together to build an understanding of their respective interests and jointly develop solutions to any problems. Everyone is considered equal at the table and participation and interaction is encouraged. An independent facilitator chairs all Partnership meetings.

Since its inception, Partnership has grown in effectiveness and efficiency. The meetings take place each month, at which Senior Managers report on a wide range of issues. A Director also attends to provide business updates.

Issues have been successfully resolved through Partnership, thus avoiding the need to involve the Industrial Relations Council (IRC).

Partnership uses sub-committee structures when required to investigate issues that arise and to communicate with RSA employees.

Participants have received training in the necessary skills for Partnership, such as:

- Communication
- Dialogue
- Decision-making
- Managing conflict
- Interest-based problem solving
- Group development
- Managing change and transition

Some of the topics dealt with successfully by Partnership during 2009 include:

### RSA Business Plan

The RSA Business Plan was presented to Partnership for discussion.

### Staff Accommodation

A Partnership sub-committee liaised with Management on all aspects of accommodation.

### Health & Safety

Health & Safety reports were regularly presented to Partnership. Internal Communications

Partnership continued to be involved in the RSA's quarterly staff newsletter and Suggestion Scheme in 2009.

### Information Technology (IT)

Topics relating to IT were discussed throughout the year, including the introduction of various phases of the new Driver Testing Application System.



### Sports and Social Club

In 2009, the RSA Sports and Social club (a sub-committee of Partnership) was very active in sports and social activities.

### Budgetary Issues

Reports regarding the financing of the RSA were presented to the Partnership committee at regular intervals.

### The Partnership Process

The relevance of Partnership to the RSA and its impact on the running of the organisation was regularly discussed.

## Industrial Relations

The Human Resources Department works with Unions and staff representatives to achieve good working relationships and is committed to the promotion of a good Industrial Relations environment through the Industrial Relation Council (IRC). The IRC met twice in 2009 and had a number of joint meetings with individual unions. The RSA also has a high level of ongoing interaction with the staff representatives at local levels.

## Disability Act 2005, Part 5 Reporting

As of 31st December 2009, the number of people with disabilities employed by the RSA amounted to 2.6% of its staff.

A census, carried out in line with the National Disability Authority (NDA) guidelines, indicated that the RSA fell just short of the 3% requirement for employing people with disabilities, as set out in Part 5 of the Disability Act 2005.

Subsequent actions included a review of practice, procedures and compliance with the appropriate Code of Practice (*Code of Practice for the Employment of People with a Disability in the Irish Civil Service*).

#### Results indicated:

Total Employees	314 (head count)
Returned surveys	246
People with Disabilities	8
Percentage of RSA staff with a disability as described in census is:	2.6% of total employees

## Training and Development

The RSA seeks to:

- Be the best public body in Ireland;
- Continually reduce road deaths and serious injuries;
- Be the best employer and to offer the best value for money;
- Be respected as a leader in its field, demonstrating integrity, trust and credibility in all its operations.

A staff handbook has been finalised with the aim of informing staff of the RSA ways of working. The handbook sets out the expectations on each employee, as well as rules and regulations.

Management training carried out during the year was designed to achieve this, with a training unit on the RSA and Public Administration added to the FETAC core Units. 26 people from administration and Driver Testing supervisors undertook this training, which commenced in 2008. The training was successfully completed in 2009.

Customer care training, business writing skills and other training contributed to the RSA's overall objectives.

## Plain English Policy

The OECD's International Adult Literacy Survey found that one in four - approximately half a million -, Irish adults, aged between 16-64, have problems with even the simplest literacy tasks.

In response, the Road Safety Authority has introduced a 'Plain English' policy for all its public road safety information leaflets and booklets.

The RSA consults with the National Adult Literacy Agency (NALA) to secure the 'Plain English' stamp of approval on such publications.

NALA only provides its logo for use in documents once it approves that the language and layout are sufficiently clear for the intended reader.







## Finance

The main function of the Finance Division is to ensure that the Authority has strong financial administration in accordance with a strong internal control environment.

The principal functions that the RSA Finance division performs are as follows:

- Budgeting
- Financial reporting
- Management of audits – internal and external
- General ledger maintenance
- Payroll
- Travel and subsistence
- Payments
- Purchasing
- Cash and treasury management
- Maintenance of internal financial controls
- Income recognition of Authority income sources
- Management of exchequer funding
- Management of all tax compliance on behalf of the Authority.

2009 was a year of consolidation for the Finance Division of the Authority and the following are the highlights of the year:

- Full implementation of the automated purchasing system in the Authority;
- Continual refinement and updating of all internal financial controls;
- Completion of the Internal Audit Programme for 2009;
- Completion of the Comptroller and Auditor General Audit of the 2008 Financial Statement for the year to the 31st December 2008 with the expression of a clean audit opinion;
- The Finance Division continued to take a lead role in public procurement in the Authority and participated in all public procurement tenders to ensure compliance with all public procurement rules and regulations.

## Information Communications Technology (ICT)

During 2008, the Information Communications Technology section has been focusing on consolidating and improving on the existing service provided to RSA customers both inside and outside the organisation. Delivering technical solutions through effective review and analysis of existing processes has allowed the RSA to improve its service.

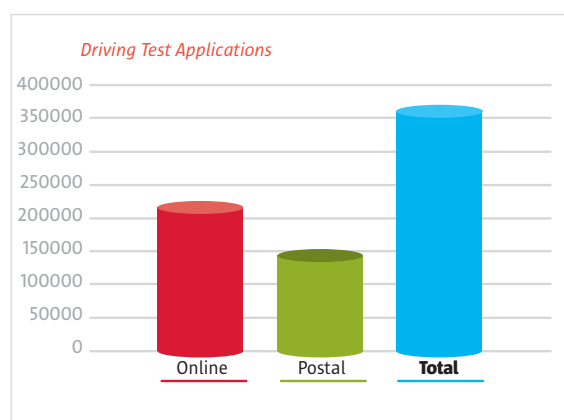
A prime example of this can be seen in the new Driver Testing and Application System to support the driving test. This new web-based system has been developed through a fully inclusive consultation process. The improvements with this new system include the ability to allow self scheduling by online applicants that should reduce the cancellation and rescheduling rate among candidates for the driving test.

The ICT section has also adapted the organisation's information technology to meet changes in legislation, for example the introduction of Driver CPC. This has enabled the RSA to issue Driver CPC permits, a service that will continue to expand throughout 2009.


The RSA web presence is the front window for all RSA external customers and the [www.rulesoftheroad.ie](http://www.rulesoftheroad.ie) website was shortlisted for an e-government award in 2008.

The RSA ICT team have developed policies and procedures in an effort to drive a "best in class" culture to enable the organisation to deliver on the key goals and objectives.

## Statistics



The Online applications now represent 60% of all applications.



The RSA ICT team have developed policies and procedures in an effort to drive a “best in class” culture to enable the organisation to deliver on the key goals and objectives.

## Estate Management

### Corporate Headquarters



The RSA has a presence in over 50 locations throughout the country. This includes headquarters in Ballina, a sub-office in Loughrea and driving test centres in various locations throughout the country. The RSA uses the services of the Office of Public Works (OPW) who, through their Property Management and Property Maintenance Services, manage the procurement and maintenance of office accommodation for Government Departments, Offices and Agencies.

The condition and continued suitability of driving test centres is under constant review and the RSA is in ongoing discussions with the OPW regarding maintenance and replacement, if appropriate, of driving test centres. During 2009, two new Driving Test Centres were opened – one in

Killarney, Co. Kerry in the Racecourse grounds in July and one in Killeens in Wexford in December. Also during 2009, refurbishment works were carried out at Carrick-on-Shannon Driving Test Centre to bring that centre up to standard and finance was put in place to allow OPW conduct major refurbishment works at Roscommon Driving Test Centre during 2010. In August 2009, the Driving Test Centre in Ballina moved from its location in Government Offices to the RSA Headquarters at Primrose Hill.



## Freedom of Information (FOI)

The RSA is not covered by the provisions of the Freedom of Information Acts as enabling legislation is required to extend the provisions to the organisation. According to the Department of Finance, who has responsibility for the Acts, the process of extending the FOI Acts to the RSA is now underway. Pending such extension, the RSA has decided to conduct its business in as open and transparent a manner as possible and operates as if the FOI Acts do apply.

During 2009, eight Freedom of Information requests were handled by the RSA under this arrangement.

In June 2009, the RSA completed its registration process with the Office of the Data Protection Commissioner, thereby fulfilling its obligations under the Data Protection legislation. During 2009, no access requests under the Data Protection Acts were received.

## Plain English Policy

The OECD's International Adult Literacy Survey found that one in four, that is, about half a million - Irish adults aged between 16-64 have problems with even the simplest literacy tasks.

In response, the Road Safety Authority has introduced a 'plain English' policy on all its public road safety information leaflets and booklets.

The RSA consults with the National Adult Literacy Agency (NALA) to secure the 'plain English' stamp of approval on such publications.

NALA only provide the logo on one document at a time when it approves that the language and layout are clear enough for the intended reader.

## Communications Department

The Communications Department supported the various Directorates with a press office function both in and out of office hours throughout 2009. Approximately 80 press releases were issued ranging from road safety campaign announcements, publication of reports / research studies and road safety alerts. In addition the Department responded to hundreds of media queries from the national and local media.

The Communications Department provides the RSA Directorates with the following communications support:

- Advertising
- Sponsorship
- Promotions
- Event management
- New media / digital marketing
- Press relations
- Public relations





## Health and Safety

Managing risk in the area of health and safety is recognised within the RSA as key to ensuring the safety of all employees, contractors, customers and members of the public who may be affected by the authority's activities. Effective management of risk within the RSA will help to maximise the well-being and productivity of all employees and will also help to prevent people from getting injured. Effective management of risk also offers positive assurance to the RSA's reputation in the eyes of its customers, suppliers, other stakeholders and the wider community. It will also assist in encouraging better relationships with contractors and more effective contracted activities.

The RSA had set as a key goal the certification of the organisation to OHSAS: 18001:2007 standard by end of 2008. This goal was achieved in November 2008. Immediately the goal set for 2009 was to maintain the certification. This was achieved during 2009 following an audit conducted by NSAI.

The RSA develops and implements its health and safety policies through a framework of partnership. The Health and Safety Committee, established from staff representatives and management, continued its work throughout the year. During 2009, following a review and advice from the HSA, all driver testers received training as fire wardens. In addition, in late 2009, the RSA began a project in conjunction with the

State Claims Agency to review the life and safety system in all RSA occupied buildings. Also Transport Officers and Vehicle Inspectors received full training on Signing, Lighting and Guarding to ensure their safety while performing their duties on the nation's roads, thereby fulfilling the RSA obligations under the Health, Safety and Welfare at Work Act.

The second phase of the Integrated Management System started in May 2008, initially concentrating on Customer Complaints procedures and processes, but work did not progress substantially on this due to concentration of effort on certification.

Certification to OHSAS 18001 standard is only one part of an Integrated Management System that the RSA intends putting in place. The purpose is to build a sustainable system that can be certified to the relevant internationally recognised standards.

The areas can be broadly broken down into:

- Health & Safety Compliance (OHSAS 18001)
- Quality Assurance (ISO 9001)
- Impact on the Environment (ISO 14001)
- Accreditation for bodies operating the certification of persons ISO 17024 for Driver Testing

Work on advancing each of these area continued throughout 2009.



# Appendix

## EXTRACT OF RSA FINANCIAL STATEMENTS

### Road Safety Authority Un-audited Financial Statements For the Year Ended 31st December 2009

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# Road Safety Authority

## GENERAL INFORMATION

<b>Authority Address</b>	Moy Valley Business Park Primrose Hill Dublin Road Ballina Co. Mayo
<b>Senior Executive</b>	Mr Noel Brett - Chief Executive Mr Peter Dennehy – Director Corporate Services Ms Denise Barry – Director Enforcement Mr Declan Naughton – Director Driver Testing Mr Michael Rowland – Director Road Safety
<b>Members of the Board</b>	Mr Gay Byrne – Chairperson Ms Aine Cornally Ms Myra Garrett Mr Paul Haran Mr Thomas Kelly Mr Aaron MacHale Ms Ann McGuinness Mr Tony McNamara Mr John O’Gorman
<b>Bankers</b>	Bank of Ireland Pearse Street Ballina Co. Mayo
<b>Auditors</b>	The Comptroller and Auditor General Dublin Castle Dublin 2
<b>Web Site</b>	<a href="http://www.rsa.ie">www.rsa.ie</a>

# Road Safety Authority

## STATEMENT OF RESPONSIBILITIES OF THE AUTHORITY

Section 29 of the Road Safety Authority Act, 2006 requires the Chief Executive to prepare accounts and submit these to the Comptroller and Auditor General for audit.

In preparing those accounts, the Authority is required to:

- select suitable accounting policies and apply them consistently.
- make judgements and estimates that are reasonable and prudent.
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the Authority will continue in operation.
- disclose and explain any material departures from applicable accounting standards.

The Authority is responsible for keeping of proper books of account, which disclose with reasonable accuracy at any time its financial position and which enable it to ensure that the accounts comply with Statutory Requirements. The Authority is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud and other irregularities.



# Road Safety Authority

## STATEMENT ON INTERNAL FINANCIAL CONTROL

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

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

The Authority has taken steps to ensure that an appropriate control environment is in place by;

- clearly defining management responsibilities, authority and accountability;
- establishing formal procedures for monitoring the activities and safeguarding of assets;
- developing a culture of accountability across all levels of the organisation.

The system of internal financial control is based on a framework of management reporting, administration procedures including segregation of duties and a system of delegation and accountability which includes a

- financial reporting system used extensively throughout the public sector
- formal annual budgeting and business planning framework
- review by the Board of the Authority's management accounts on a quarterly basis.

During 2009 the Authority drew €32,834,000 from the Department of Transport representing the full amount of the funding provided for the RSA in the Vote of that Department. The RSA increased its Non Exchequer income by €1,128,122 in excess of the amount originally budgeted for, achieved efficiencies in service delivery and saw reductions in overtime activity in the driver testing service. In addition a third party contract was terminated due to inability of the provider to deliver, leading to a reduction in expenditure of €3,376,478 against the original budget. Its surplus for the year was €12,874,460. The Authority, as agreed with the Department of Transport, had planned a surplus of €4,200,000 to fund the Commercial Vehicle Roadworthiness Testing project. Its accumulated surplus at year end was €8,952,903 after taking account of an opening deficit of €3,921,557. The Authority's bank balance at year end was €12,214,733.

Before deciding to draw the full amount of Exchequer funding for the year, the Authority engaged in a series of correspondence with the Department outlining its financial position and funding required for the Commercial Vehicle Roadworthiness Testing Programme. €4,200,000 of the surplus in 2009 was allocated as a contribution towards the overall capital cost of this programme which is estimated to cost €10,313,000 over the period 2010-2012. The draw-down of funding in 2009 was executed in accordance with the agreed profile with the Department.

The draw-down of funding which is not needed to meet current requirements is not in accordance with the rules set out in Public Financial Procedures and based on this advice from the C&AG the Authority will engage with the Department in 2010 to strengthen drawdown procedures and will also seek to strengthen procedures to manage fluctuations in Non Exchequer income.

# Road Safety Authority

## STATEMENT ON INTERNAL FINANCIAL CONTROL

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

The Authority has continued its work to establish the extent and likelihood of business risk in 2009. This work will be added to in 2010 in order to develop a Risk Register that will achieve the following;

- identify the nature, extent and financial implication of all risks facing the Authority
- assess the likelihood of identified risks occurring
- assess the Authority's ability to manage and mitigate the risks that do occur

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2009.

# Road Safety Authority

## STATEMENT OF ACCOUNTING POLICIES

The significant accounting policies adopted in these financial statements are as follows:

### Basis of Accounting

The financial statements are prepared under the accrual method of accounting, except as indicated below, and in accordance with generally accepted accounting principles under the historical cost convention. Financial reporting standards recommended by the recognised accountancy bodies are adopted as they become applicable. The Authority will present the financial statements and the report of the Comptroller and Auditor General to the Minister of Transport in accordance with Section 29 of the Road Safety Authority Act, 2006.

### State Grant

State Grant shown in the Income and Expenditure Account reflect the amounts received from the Department of Transport in the period.

### Other Income

Other Income represents income generated by the Authority. In accordance with the Road Safety Authority Act 2006 and the Road Safety Authority Act 2006 (Conferral of Functions) Order 2006 – Statutory Instrument 477 of 2006, the main elements are Driving Test Fees, National Car Test Levy, Digital Tacho-Graph receipts and other amounts that arise through the Authority's campaigns and programmes.

Fees for Driving Tests, Digital Tacho-Graph Testing and Approved Driving Instructor Tests are recognised on a cash receipts basis.

All other income is recognised under the accrual method of accounting.

### Tangible Assets

Tangible Assets are stated at their historical cost less accumulated depreciation. Depreciation is charged to the Income & Expenditure Account on a straight line basis, at the rates set out below, so as to write off the assets, adjusted for residual value, over their useful economic lives as follows;

Fixtures & Fittings	5 years
Motor Vehicles	5 years
Specialist & Telecom Equipment	3 years
Hardware	3 years
Application Software	3 years

# Road Safety Authority

## STATEMENT OF ACCOUNTING POLICIES

### Capital Account

The Capital Account balance represents the unamortised value of income applied for capital expenditure purposes.

### Foreign Currencies

Transactions denominated in foreign currencies are converted into euro during the period at the rate on the day of the transaction and are included in the Income and Expenditure Account for the period. Monetary assets and liabilities denominated in foreign currencies are converted into euro at exchange rates ruling at the balance sheet date and resulting gains and losses are included in the Income and Expenditure Account for the period.

### Pensions of Transferred Staff

The Department of Transport agreed, in consultation with the Department of Finance that for a transitional period of three years from vesting day of the Authority, staff transferred to the Authority on 1st January 2007 would retain rights of access to departmental and interdepartmental competitions on the same basis as before and that administration staff transferred could apply for redeployment into the civil service. Therefore, it is not considered appropriate to include the pension liabilities for these civil servants in the Authority's financial statements. Staff pension contributions are refundable to the Department of Transport. As at 31 December 2009, there are 161 staff with this status.

There is a second pension scheme, the Road Safety Authority Superannuation Scheme, in operation in respect of all other staff who joined the Authority through external competitions and by other means. As at 31 December 2009, there are 142 staff with this status.



# Road Safety Authority

## STATEMENT OF ACCOUNTING POLICIES

### Road Safety Authority Superannuation Scheme

Section 20 of the Road Safety Authority Act, 2006 provides for the establishment of a Superannuation Scheme by the Authority. The scheme is being operated by the Authority on an administrative basis pending its approval by the Minister for Transport, with the consent of the Minister for Finance.

The scheme is a defined benefit scheme which is funded annually on a pay as you go basis from monies available to it including monies provided by the Department of Transport.

Pension Scheme liabilities are measured on an actuarial basis using the projected unit method.

Pension costs reflect pension benefits earned by employees in the period and are shown net of staff pension contributions which are refundable to the Department. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable and offset by grants received in the year to discharge pension payments.

Actuarial gains or losses arising on scheme liabilities are reflected in the Statement of Recognised Gains and Losses and a corresponding adjustment is recognised in the amount recoverable from the Department of Transport.

Pension liabilities represent the present value of future pension payments earned by staff to date. Deferred pension funding represents the corresponding asset which is to be recovered in a future period from the Department of Transport.

### Stock

Stocks of licence material are valued at the lower of cost and net realisable value.

# Road Safety Authority

## INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2009

	2009 €	2008 €
State Grant	32,641,000	40,421,757
Transfer from/(to) Capital Account	1,283,725	(2,378,688)
Net Deferred Funding for Pensions	1,566,000	1,500,000
Other Income	15,182,731	19,155,387
	<b>50,673,456</b>	<b>58,698,456</b>
Staff Costs	(19,262,806)	(24,019,459)
Technical Advice	(863,240)	(2,045,551)
Administration Costs	(4,660,888)	(4,107,085)
Programme Costs	(9,899,657)	(30,715,261)
Pension Costs	(1,539,000)	(1,478,000)
Depreciation	(1,573,405)	(893,288)
	<b>(37,798,996)</b>	<b>(63,258,644)</b>
Surplus/(Deficit) for the year	<b>12,874,460</b>	<b>(4,560,188)</b>
<b>Balance at 1st January</b>	<b>(3,921,557)</b>	<b>638,631</b>
<b>Balance at 31st December</b>	<b>8,952,903</b>	<b>(3,921,557)</b>

# Road Safety Authority

## BALANCE SHEET AS AT 31 DECEMBER 2009

	2009 €	2008 €
<b>Fixed Assets</b>		
Tangible Assets	2,536,424	3,820,149
<b>Current Assets</b>		
Cash at bank and in hand	12,214,733	242,130
Accrued Income	459,896	982,802
Stock	111,325	272,516
Prepayments	216,022	207,154
	<b>13,001,976</b>	<b>1,704,602</b>
<b>CREDITORS</b> <b>(Amounts falling due within one year)</b>		
Creditors and Accruals	(4,049,073)	(5,626,159)
	<b>(4,049,073)</b>	<b>(5,626,159)</b>
<b>Net Current Assets/(Liabilities)</b>	<b>8,952,903</b>	<b>(3,921,557)</b>
<b>CREDITORS</b> <b>(Amounts falling due after more than one year)</b>		
Pension Liabilities	(18,057,000)	(14,703,000)
Deferred Pension Funding	18,057,000	14,703,000
<b>Total Net Assets/(Liabilities)</b>	<b>11,489,327</b>	<b>(101,408)</b>
<b>Represented By</b>		
<b>Capital Account</b>	2,536,424	3,820,149
<b>Income &amp; Expenditure Account</b>	8,952,903	(3,921,557)
	<b>11,489,327</b>	<b>(101,408)</b>





# Road Safety Authority Working to Save Lives

**The RSA would like to thank the following organisations for their support in 2009:**

Advance Pitstop	Local Authorities
An Garda Síochána	MEAS
An Post	Met Éireann
Automobile Association	Medical Bureau of Road Safety (MBRS)
Britax	Muintir na Tíre
Bus Éireann	Mid West Radio
Commission for Taxi Regulation	National Community for a National Rehabilitation Hospital
Coach Tourism and Transport Council	National Standards Authority of Ireland (NSAI)
Cork University Hospital	National Roads Authority
County Childcare Committees	Office for the Minister for Children
Department of Education & Science (TY Programme)	Ordnance Survey Ireland
Department of the Environment, Heritage & Local Government	PARC
Department of Transport	Pharmaceutical Society of Ireland
Derrywash National School	Responsible Young Drivers (YTD)
Department of the Environment Northern Ireland	Reynolds Logistics Ltd
Dublin Bus	Road Safety Together
Dublin Transportation Office	Working Groups
European Transport	Westward Scania
Safety Council	Society for the Irish Motor
Fleet Magazine	Industry (SIMI)
Health & Safety Authority	Third Level Colleges
Health Service Executive	Tony Kealy's Baby Store
Hibernian Aviva	Topaz
Highland Radio	Trinity College
Irish Banking Federation (IBF)	TSB Agri Finance
Irish Farmers Association (IFA)	Union of Students Ireland
Irish Farmers Journal (IFJ)	University College Cork (UCC)
Irish Road Haulage Association (IRHA)	Volvo

# Working To Save Lives

## Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo  
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo  
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