



ANNUAL REPORT

2010

An tÚdarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority





ANNUAL REPORT

2010

“212 people died in road collisions in 2010, a decrease of 26 or 11% on 2009 when a total of 238 people lost their lives.”



RSA Driving Test Centre, Waterford City

Contents

| | |
|--|----|
| Chairman's Statement | 1 |
| Chief Executive's Statement | 3 |
| Introduction | 6 |
| Driver Testing and Licensing | 12 |
| Road Safety, Research and Driver Education | 22 |
| Vehicle Standards and Enforcement | 46 |
| Corporate Services | 55 |
| Appendix | 64 |



Out of respect to the families of those who have lost loved ones and those who have died and been injured on our roads, let's accept this new challenge for the future. A 'Vision Zero'.



Gay Byrne Chairman RSA

Chairman's Statement

In 2010, 212 people died on our roads. If this number of people were killed in a single incident, say a plane crash, it would be headline news around the world.



There is no doubt that we are making progress, road deaths have been steadily dropping each year for the past five years. In fact, over the last three years alone, deaths have dropped to record levels year on year.

But lives are still lost. People are still killed and injured on our roads every week and we, as a society, continue to tolerate this unnecessary loss.

Why is there not a bigger outcry when so many die and are maimed in road crashes? Very simply, it's because it's one death here, one there. It's a drip effect. It's a tolerable level for society. Only where a crash results in multiple fatalities, such as the horrific crash in Donegal during the summer, when eight young people lost their lives, or when we have a particularly bad weekend, do people sit up and demand action.

But that's not how the Board, staff of the RSA or I see it. Nor indeed those other agencies and advocacy groups who work tirelessly to save lives and prevent injury on the roads.

For us, one death is sufficient to demand action.

In the knowledge that most deaths and injuries are preventable, we must change our thinking. Ireland has made great progress in the last five years. When I took up the position of Chairman of the RSA back in 2006, I realised we had a tough job to do in that we were trying to undo 30 years of neglect in relation to road safety. But now, it is heartening to know that the majority of people in Ireland have embraced the culture of road safety. Thanks to you, hundreds of deaths and thousands of injuries have been prevented.

So where do we go from here?

The current Government Road Safety Strategy comes to an end in 2012 and we need to set new priorities and challenges for the next five years.

There has been a seismic shift in our attitudes and behaviour, but I'm asking you to make another. We must change our thinking and move away from the notion that there is an acceptable level of death and injury that will be tolerated by society. One death is sufficient reason to demand action.

So I'm asking everyone to embrace a new vision. In Sweden, they call it 'Vision Zero' and it is partly the reason why they have the safest roads in Europe. Everyone in society works together, as a community, to do all in their power to prevent road deaths.

Out of respect to the families of those who have lost loved ones and those who have died and been injured on our roads, let's accept this new challenge for the future. A 'Vision Zero'.

Gay Byrne *Chairman RSA*

Young drivers are vulnerable road users due to their inexperience. That's why, in September 2010, the RSA announced its plans to enhance the way in which drivers are trained, tested and licensed in Ireland.

Noel Brett Chief Executive Officer RSA



RSA Head Office, Ballina, Co. Mayo.

Chief Executive's Statement

2010 was a challenging, busy and fruitful year for the RSA.

Ireland recorded the lowest number of deaths on our roads since records began in 1959. This is a very significant milestone in the national effort to eliminate road deaths and injuries. A significant achievement, yet 212 people died needlessly on our roads.



There was a cause for each collision - road user behaviour, road factors, vehicle defects, impairment or some combination of these factors. Tackling the causal factors is paying dividends but at the end of 2010, there was still 212 deaths that simply did not need to happen.

The summer of 2010 will also be remembered for the series of crashes that involved groups of young people. During one fateful weekend in the middle of July, ten lives were lost on Irish roads, eight alone in a single horrific incident in Donegal. It was the worst road crash in the history of the state. Tragically, two months later, four teenagers aged between 15 and 19 years old were killed in a car crash outside Killarney, Co Kerry.

Young drivers are vulnerable road users due to their inexperience. That's why, in September 2010, the RSA announced its plans to enhance the way in which drivers are trained, tested and licenced in Ireland.

On the 6th December, the first of these measures, the requirement for motorcyclists to undertake mandatory Initial Basic Training (IBT) with an Approved Driving Instructor (ADI), came into effect. A programme for those learning to drive a car - Essential Driver Training (EDT) - will come into effect on 4th April 2011.

Other measures will include lowering the drink drive limit for novice drivers and those in their first two years of a full driving licence to 20mg/100ml. This legislation has been passed by the Oireachtas and will come into effect in the Autumn of 2011. Penalty points for specified offences will be increased for learner and novice drivers. A standard Hazard Perception Test will be developed and carried out during the novice driver phase. Newly qualified drivers will be required to display an 'R' (restricted) plate during the first two years of their full driving licence.

Not only are these measures necessary to ensure that the drivers of tomorrow get off to the right start, they are long overdue.

The implementation of these remaining measures will be a top priority for the RSA.

Without doubt, one of the main road safety stories to dominate the headlines in 2010 was the severe winter conditions that gripped the country towards the end of the year. During the crisis the RSA reported to the National Emergency Response Committee which had been established to manage the crisis. We received tremendous assistance from both Broadcast and Print Media nationally and locally for which we were indebted.

Special thanks must also go to the road-using public. Despite the dreadful arctic conditions, road deaths dropped dramatically during the cold snap. Whether it was because you took greater care or took the sensible option and decided to postpone your journey, it made a difference, so well done.

On a positive note, for the fifth consecutive year, Ireland managed to reduce the number of people being killed on the roads and for the third year in a row, to reduce the death toll to record levels. Another highlight was the awarding of the "2010 Road Safety PIN Award" to Ireland by the European Transport Safety Council (ETSC) in Brussels in recognition of our rapid improvement in road safety. Ireland is now 6th out of 27 EU Member States for its road safety record.

But as I said, despite these successes we continue to pay far too high a price on our roads.

The roll-out of the Safety Camera Network in November 2010 has to be one of the most significant developments in road safety since the introduction of Mandatory Alcohol Testing.

The effect of the new system has been dramatic and has certainly contributed to the creation of safer roads and safer drivers in this country. I'm particularly delighted that the scheme enjoys the support of the overwhelming majority of people in this country.

The RSA delivered a challenging business plan in 2010 and further reduced its requirement for Exchequer Funding. The number of staff employed by the Authority reduced further in keeping with the government recruitment embargo. In short, the RSA managed to increase productivity, take on new functions and enhance the quality of its services. This could not have been delivered without the skill, flexibility, hard work and determination of the staff in the RSA.

As accounting officer, I am pleased to report the RSA had a budget surplus in 2010 and moved closer to becoming self funding. The annual accounts and C&AG audit outline the approach of the RSA Board and Executive towards the delivery of best value, probity and stewardship of public monies. In my role as accounting officer, I take responsibility for the proper use of €23,825,000 of Exchequer funds provided to the Authority. The financial accounts of the RSA are detailed at the end of this report.

Looking ahead to 2011, the priorities for the RSA will include preparing for the introduction of mandatory alcohol testing at collision scenes, reductions in the drink driving limits and the arrival of the new 'Preliminary Impairment Testing' or PIT system of testing at the roadside for drugged drivers.

We will also seek to speed up the reform of the Commercial Vehicle Testing system and prepare for the introduction of the new Plastic Card Driving Licence.

I would like to also acknowledge the vital work of the media in spreading the road safety message. For all your support of our road safety initiatives in 2010, I am very grateful.

I specifically acknowledge the efforts and achievements of the RSA staff during what was a very challenging year as we grappled with staffing reductions and the recruitment embargo whilst simultaneously furthering our service enhancements and efficiency projects under the Croke Park Agreement.

Thanks must also go to our partners who have joined with us or contributed to our many campaigns in 2010. Your support is greatly appreciated. The assistance of Local Authorities, the NRA and in particular An Garda Síochána has once again added significant value to our task.

And finally to you, the road-user - thank you for your support and commitment in 2010 which has contributed to the reduction in the number of lives lost and injuries sustained on our roads. The challenge for us in 2011 is to maintain this life-saving behaviour and I look forward to working with you all to make this happen.

Noel Brett *Chief Executive Officer RSA*



Mr. Gay Byrne, Chairman, RSA with the children of the Sophia Housing Association crèche at the launch of 'Simon and Friends', Pre-Primary School Resource.

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 compliment 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. Simon Buckley
*Acting Director,
Corporate Services*



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



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

Ireland is one of the best performing EU countries in terms of road safety. Ireland is now ranked in 6th place out of 27 EU countries.

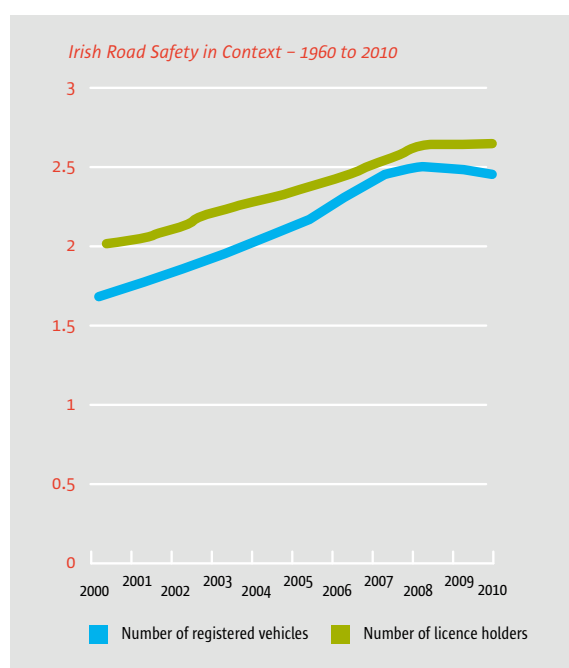
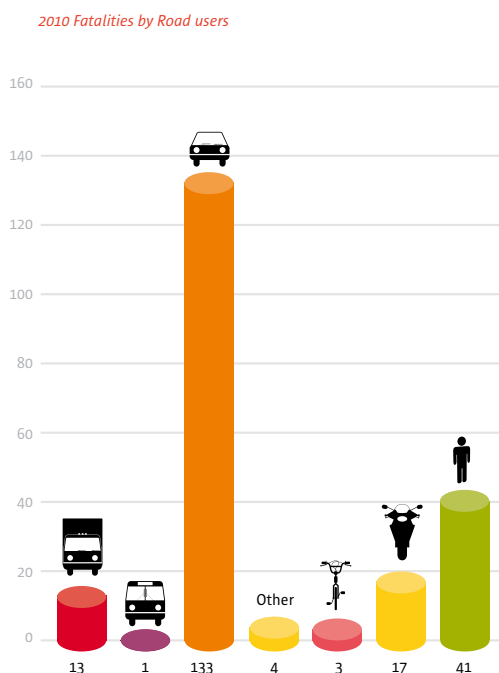
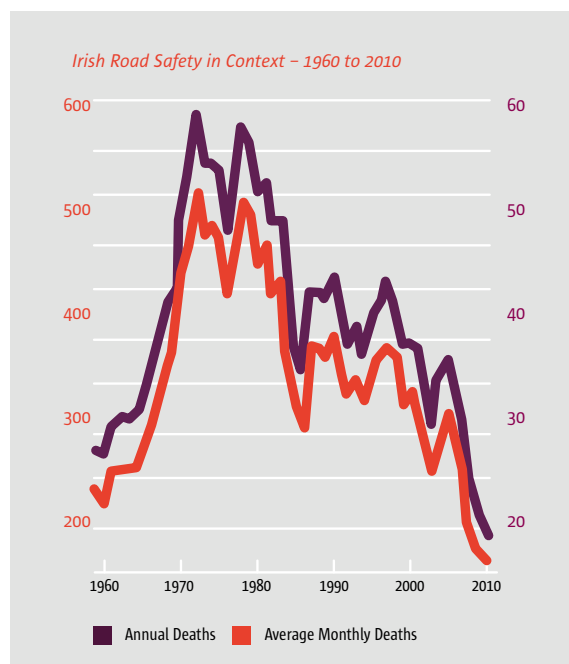
Road Safety Review 2010

212 people died in road collisions in 2010, a decrease of 26 or 11% on 2009 when a total of 238 people lost their lives.

This represents a 55% drop in road deaths compared to 1997 when 472 people lost their lives on Irish roads.

2010 was the safest year on Irish roads since records began in 1959. Expressed as a monthly average the number of fatalities in 2010 was 18 per month. In 2006, it was 30, in 2007 it was 28, in 2008 it was 23 and in 2009 it was 20.

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.



Road fatalities by transport mode, 2000-2010

| Road User Type | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Pedestrians | 85 | 89 | 86 | 64 | 70 | 74 | 73 | 81 | 49 | 40 | 41 |
| Pedal Cyclists | 10 | 12 | 18 | 11 | 11 | 10 | 9 | 15 | 13 | 7 | 3 |
| Motor Cyclists | 39 | 50 | 44 | 55 | 50 | 56 | 29 | 33 | 29 | 25 | 17 |
| Car Users | 260 | 230 | 200 | 172 | 208 | 222 | 226 | 171 | 160 | 146 | 133 |
| PSV Users | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 1 | 0 | 1 | 1 |
| Goods Vehicle | 17 | 26 | 20 | 27 | 25 | 22 | 18 | 32 | 20 | 17 | 13 |
| Other or Unknown | 4 | 4 | 7 | 6 | 10 | 6 | 7 | 5 | 8 | 2 | 4 |
| TOTAL | 415 | 411 | 376 | 335 | 374 | 396 | 365 | 338 | 279 | 238 | 212 |

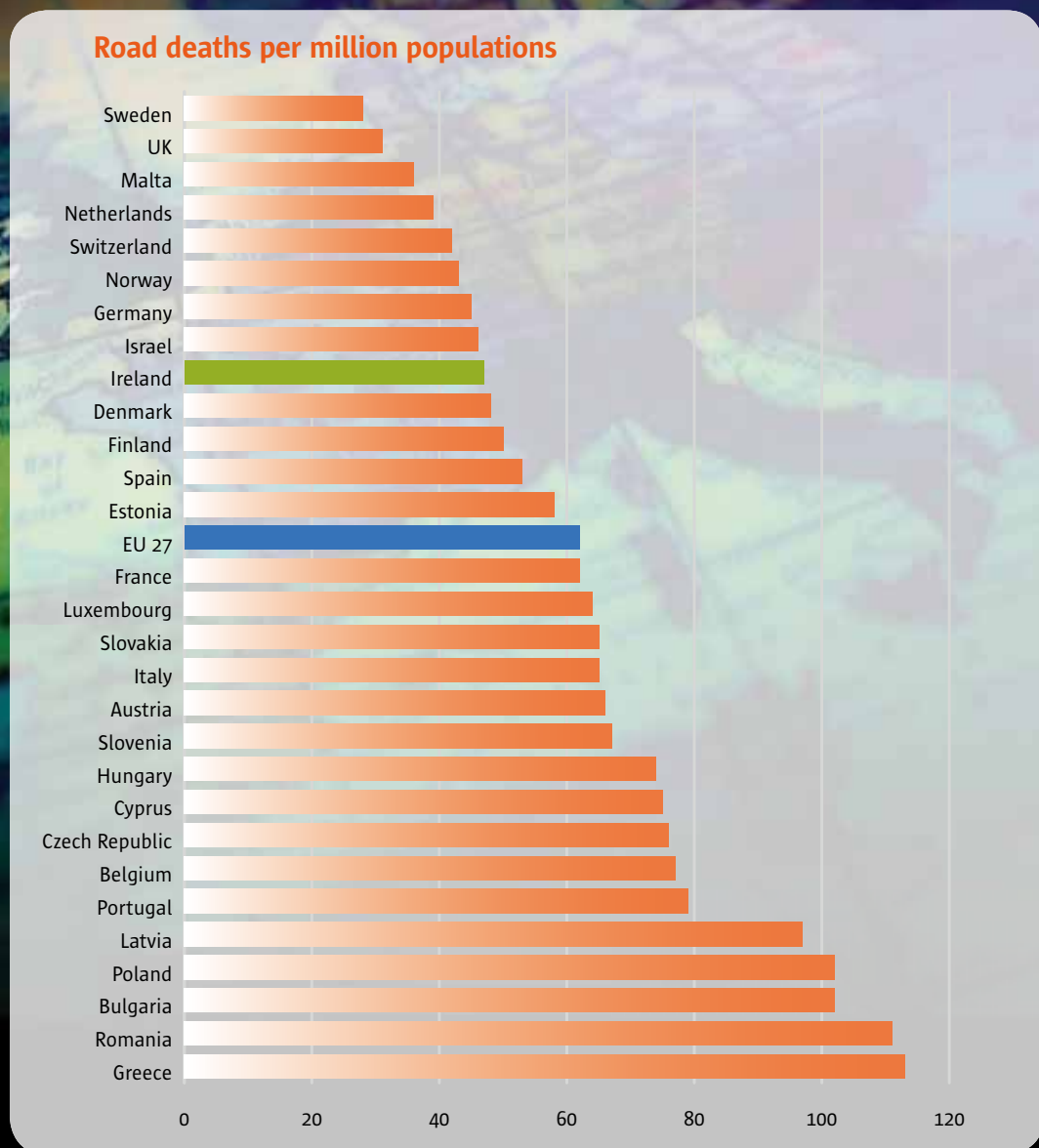
Ireland's Position on Road Safety Relative to Other Countries

According to provisional figures, Ireland is one of the best performing EU countries in terms of road safety. Ireland is now ranked in 6th place out of 27 EU Countries.

Ireland was one of the most improved European countries in terms of the reduction in road deaths between 2001 and 2010.

On the 22nd June 2010 Ireland was recognised with the "2010 Road Safety PIN Award" at the 4th European Transport Safety Council (ETSC) Road Safety PIN Conference in Brussels for its sustained efforts in reducing road deaths.

Despite Ireland performing well at an EU level in 2010, there is still a large gap between Ireland and best practice countries such as Sweden, United Kingdom and the Netherlands. Ireland recorded 47 road deaths per million of population in 2010 compared to the UK, Sweden and the Netherlands who recorded less than 40 deaths per million of population.



* Provisional figures or national estimates for 2010 as final figures for 2010 were not available at the time of going to print

** UK 2010: ETSC estimate for the whole UK based on EC Care Quick indicator. The final count for GB will be available on the 24 June 2011 on www.dft.gov.uk/pgr/statistics.

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 injuries by at least 25%.

Policy Advisory Panel to the Road Safety Authority

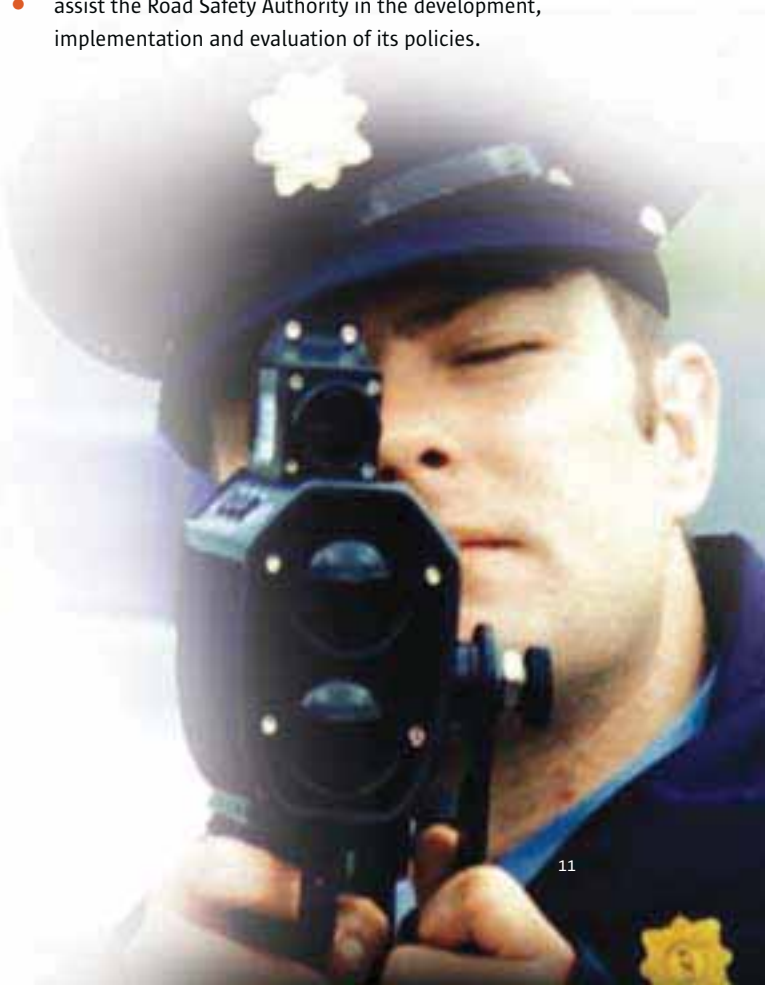
An Advisory Panel made up of a number of experts on road safety has been established to support the work of the RSA in the development, implementation and evaluation of integrated policy measures relating to the strategy.

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.



Gay Byrne and Minister Dempsey with the ETSC PIN Award 2010



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;
- 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 51 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2010. During 2010 154,167

applications were received. At the end of 2010, the national average wait time was 9.5 weeks and of the 46,419 persons waiting for a test, 20,937 were scheduled for an appointment, 7,577 persons were not available for a test appointment and 17,905 were waiting for an appointment date. The table below sets out waiting times as at 31st December 2010.

Average Waiting Time for Cars at 31 December 2010

| Region/Test Centre | Average Waiting Time in Weeks | Region/Test Centre | Average Waiting Time in Weeks |
|--------------------|-------------------------------|--------------------|-------------------------------|
| Athlone | 11 | Loughrea | 10 |
| Ballina | 8 | Mallow | 9 |
| Birr | 10 | Monaghan | 9 |
| Buncrana | 9 | Mullingar | 10 |
| Carlow | 10 | Naas | 12 |
| Carrick-On-Shannon | 8 | Navan | 11 |
| Castlebar | 11 | Nenagh | 11 |
| Cavan | 8 | Newcastle West | 8 |
| Churchtown | 10 | Portlaoise | 9 |
| Clifden | 9 | Raheny | 9 |
| Clonmel | 10 | Rathgar | 10 |
| Cork | 11 | Roscommon | 9 |
| Donegal | 10 | Shannon | 7 |
| Dundalk | 11 | Skibbereen | 8 |
| Dungarvan | 9 | Sligo | 8 |
| Ennis | 10 | Tallaght | 11 |
| Finglas | 10 | Thurles | 10 |
| Galway | 10 | Tipperary | 9 |
| Gorey | 12 | Tralee | 8 |
| Kilkenny | 9 | Tuam | 10 |
| Killarney | 9 | Tullamore | 10 |
| Kilrush | 11 | Waterford | 10 |
| Letterkenny | 9 | Wexford | 9 |
| Limerick | 9 | Wicklow | 10 |
| Longford | 8 | Total | 9.5 |

Outcomes By Test Category January To December 2010

| Test Type | Total Tests | Pass | % | Fail | % | No Show | % | Not Conducted* | % | Abandoned | % |
|---|---------------|--------------|------------|--------------|------------|--------------|------------|----------------|-----------|--------------|-----------|
| A – MOTORCYCLE | 4510 | 2266 | 69% | 1030 | 31% | 621 | 14% | 224 | 5% | 369 | 8% |
| A1 - SMALL MOTORCYCLE | 467 | 99 | 39% | 154 | 61% | 118 | 25% | 49 | 10% | 47 | 10% |
| B - MOTOR CAR/ LIGHT VAN | 132339 | 49127 | 48% | 53491 | 52% | 13805 | 10% | 5419 | 4% | 10497 | 8% |
| C – TRUCK | 4371 | 2525 | 69% | 1146 | 31% | 201 | 5% | 69 | 2% | 430 | 10% |
| C1 - LIGHT TRUCK / LARGE VAN | 228 | 116 | 68% | 55 | 32% | 21 | 9% | 14 | 6% | 22 | 10% |
| CPC PRACTICAL TEST (BUS) | 1099 | 927 | 95% | 52 | 5% | 38 | 3% | 18 | 2% | 64 | 6% |
| CPC PRACTICAL TEST (TRUCK/ ARCTIC) | 1670 | 1447 | 95% | 80 | 5% | 34 | 2% | 12 | 1% | 97 | 6% |
| D – BUS | 1740 | 945 | 67% | 465 | 33% | 171 | 10% | 23 | 1% | 136 | 8% |
| D1 – MINIBUS | 895 | 458 | 64% | 254 | 36% | 72 | 8% | 30 | 3% | 81 | 9% |
| EB - MOTORCAR/ LIGHT VAN AND TRAILER | 649 | 305 | 65% | 166 | 35% | 72 | 11% | 57 | 9% | 49 | 8% |
| EC - ARTICULATED TRUCK | 1975 | 1194 | 71% | 491 | 29% | 113 | 6% | 37 | 2% | 140 | 7% |
| EC1 - LIGHTTRUCK/ LARGE VAN and TRAILER | 16 | 9 | 82% | 2 | 18% | 1 | 6% | 4 | 25% | 0 | 0% |
| ED1 - MINIBUS AND TRAILER | 1 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 100% |
| M - MOPED | 43 | 4 | 31% | 9 | 69% | 11 | 26% | 14 | 33% | 5 | 12% |
| W - WORK VEHICLE/TRACTOR | 28 | 6 | 67% | 3 | 33% | 10 | 36% | 3 | 11% | 6 | 21% |
| Total | 150031 | 59428 | 51% | 57398 | 49% | 15288 | 10% | 5973 | 4% | 11944 | 8% |

*This arises when the test candidate fails to meet a condition of the test e.g. learner permit out of date



Driving Test Results by Gender For 2010

| Category | Male | | | | Female | | | |
|--------------|-------|-------|--------|-------|--------|-------|--------|-------|
| | Pass | Fail | % Pass | Total | Pass | Fail | % Pass | Total |
| Total | 34993 | 30734 | 53.24% | 65727 | 24435 | 26664 | 47.82% | 51099 |

Driving Test Results by Age Category 2010

| Age Group | Fail | Pass | Total | %Pass |
|--------------------|--------------|--------------|---------------|------------|
| 16-21yrs | 16522 | 20841 | 37363 | 56% |
| 22-25yrs | 10009 | 11319 | 21328 | 53% |
| 26 and Over | 30867 | 27268 | 58135 | 47% |
| Total | 57398 | 59428 | 116826 | 51% |

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 (licensing 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. In September 2010 the RSA announced a range of Graduated Driving Licence (GDL) measures to be implemented over a period of time. The measures announced were-

- compulsory lessons for learner motorcyclists,
- compulsory lessons for car learner drivers,
- lower alcohol levels for learner and for novice drivers,
- a revision of the driver theory test,

- the introduction of enhancements to the driving test,
- consideration to the introduction of a Hazard Perception Test,
- providing additional sentencing options for the Courts in dealing with driving offences,
- introduction of R Plates for Novice drivers,
- faster accumulation of penalty points for specified driving offences, and
- enhance the role of the accompanying driver (Sponsor) in the learning to drive phase.

In December 2010 Initial Basic Training (IBT) for motorcyclists was introduced and in April 2011 Essential Driver Training (EDT) for car learner drivers was introduced. The necessary legislation is also in place for the lower alcohol levels to be introduced and this will be implemented in the second half of 2011. Work on other measures is progressing.

Driving Licences Current on 31 December 2010 by Type in Each Licensing Authority

| Licensing Authority | Learner Permits | Annual Licences | Triennial Licences | 10 Year Licences | Total Number of Driving Licences |
|-------------------------------------|-----------------|-----------------|--------------------|------------------|----------------------------------|
| County Councils | | | | | |
| CARLOW | 4,323 | 118 | 2,809 | 29,281 | 36,531 |
| CAVAN | 4,639 | 88 | 3,649 | 33,577 | 41,953 |
| CLARE | 6,586 | 238 | 6,479 | 59,919 | 73,222 |
| *CORK | 30,313 | 785 | 27,579 | 255,375 | 314,052 |
| DONEGAL | 8,424 | 282 | 8,249 | 80,004 | 96,959 |
| *GALWAY | 14,789 | 337 | 12,204 | 124,127 | 151,457 |
| KERRY | 8,421 | 206 | 8,678 | 74,438 | 91,743 |
| KILDARE | 12,771 | 220 | 7,347 | 101,138 | 121,476 |
| KILKENNY | 6,057 | 258 | 4,704 | 44,637 | 55,656 |
| LAOIS | 4,778 | 208 | 3,438 | 33,653 | 42,077 |
| LEITRIM | 1,795 | 76 | 1,873 | 15,998 | 19,742 |
| LIMERICK | 7,561 | 226 | 7,087 | 70,493 | 85,367 |
| LONGFORD | 2,460 | 39 | 2,085 | 18,055 | 22,639 |
| LOUTH | 7,568 | 197 | 5,291 | 53,591 | 66,647 |
| MAYO | 7,341 | 281 | 7,164 | 65,665 | 80,451 |
| MEATH | 10,350 | 237 | 7,344 | 86,105 | 104,036 |
| MONAGHAN | 3,426 | 80 | 3,276 | 31,024 | 37,806 |
| OFFALY | 4,801 | 134 | 3,577 | 35,579 | 44,091 |
| ROSCOMMON | 3,538 | 123 | 4,080 | 31,659 | 39,400 |
| SLIGO | 3,618 | 145 | 3,832 | 33,142 | 40,737 |
| TIPPERARY NORTH | 4,476 | 163 | 4,270 | 35,925 | 44,834 |
| TIPPERARY SOUTH | 6,257 | 185 | 5,060 | 43,210 | 54,712 |
| | | | | | |
| WATERFORD | 3,619 | 105 | 3,655 | 32,100 | 39,479 |
| WESTMEATH | 5,452 | 178 | 4,115 | 40,545 | 50,290 |
| WEXFORD | 9,434 | 770 | 7,440 | 69,641 | 87,285 |
| WICKLOW | 8,460 | 304 | 6,585 | 66,596 | 81,945 |
| | | | | | |
| City Councils | | | | | |
| *DUBLIN | 81,313 | 1,989 | 57,082 | 532,471 | 672,855 |
| LIMERICK | 3,683 | 76 | 2,877 | 22,312 | 28,948 |
| WATERFORD | 3,624 | 63 | 2,443 | 22,528 | 28,658 |
| TOTAL | 279,877 | 8,111 | 224,272 | 2,142,788 | 2,655,048 |
| Change from 31 December 2009 | -6,238 | -115 | 25,613 | -12,619 | 6,641 |



European Convention on Driving Disqualifications

From 28 January 2010 Ireland and the UK operate the European Convention on Driving Disqualifications. This means that a driving disqualification for a traffic offence committed on or after this date, by a licence holder in the UK, who lives in Ireland can be recognised here and the person will not be able to drive in Ireland. Disqualifications imposed in Ireland to licence holders resident in the UK will similarly be capable of being given effect in the UK.

Notifications on Mutual Disqualifications between Ireland and the U.K. 2010

- | | |
|---|----|
| • notification to GB of disqualification in Ireland | 12 |
| • notification to Ireland of disqualification in GB | 4 |
| • notification to Ireland of disqualification in NI | 43 |
| • notification to NI of disqualification in Ireland | 35 |

Penalty Points

Penalty points were introduced in Ireland in 2002. The purpose of the system is to improve driver behaviour and, to improve safety on our roads.

At the end of 2010, there were 42 offences in the penalty point system which are all safety related offences.

Most penalty point offences attract a fixed charge (fine) but a small number result in automatic summons to court without the option of paying a fine. When a person is alleged to have committed an offence, on receiving a Fixed Charge Notice from the Gardaí they are given 56 days to pay the fine. The fine increases by 50% if payment is not made in the first 28 days. If no payment has been received within the 56 days then court proceedings are instigated.

Penalty points are applied to the driving licence records of those who pay the fixed charge, and to those who are convicted of the penalty point offences in court. Increased penalty points apply following a court conviction i.e. a person convicted in court of a speeding offence receives 4 points while 2 points apply on payment of a fixed charge.

Where penalty points are recorded on a driving licence record, a notice issues 28 days in advance of when the points will take effect. The dates of the offence, the issuing of the fixed charge notice, the payment of the fine or the court date have no bearing on when penalty points are applied to a licence record.

The points may only be applied to a current driving licence. If the person does not have a licence or the licence is out of date the points will apply from the first date of holding/ renewing the licence. The points remain on a current licence for a period of three years. If 12 points accumulate on a licence then the holder is disqualified from driving for a period of 6 months after which those points are removed from the record.

**GET THE POINT!
NOT THE POINTS!**



| OFFENCES INCURRING PENALTY POINTS | Penalty points on payment | Penalty points on conviction | Fixed Charge € | |
|---|---------------------------|------------------------------|------------------------|-----------------------------|
| | | | Amount paid in 28 days | Amount paid in next 28 days |
| Using vehicle (car) without test certificate | m* | 5 | Court Fine | |
| Driving vehicle before remedying dangerous defect | m* | 3 | Court Fine | |
| Driving dangerously defective vehicle | m* | 5 | Court Fine | |
| Using vehicle without certificate of roadworthiness | m* | 5 | Court Fine | |
| Bridge strikes, etc. | m* | 3 | Court Fine | |
| Holding a mobile phone while driving | 2 | 4 | 60 | 90 |
| Dangerous overtaking | 2 | 5 | 80 | 120 |
| Failure to act in accordance with a Garda signal | 1 | 3 | 80 | 120 |
| Failure to stop a vehicle before stop sign/stop line | 2 | 4 | 80 | 120 |
| Failure to yield right of way at a yield sign/yield line | 2 | 4 | 80 | 120 |
| Crossing continuous white line | 2 | 4 | 80 | 120 |
| Entry by driver into hatched marked area of roadway, e.g. Carriageway reduction lane | 1 | 3 | 80 | 120 |
| Failure to obey traffic lights | 2 | 5 | 80 | 120 |
| Failure to obey traffic rules at railway level crossing | 2 | 5 | 80 | 120 |
| Driving a vehicle on a motorway against the flow of traffic | 2 | 4 | 80 | 120 |
| Driving on the hard shoulder on a motorway | 1 | 3 | 80 | 120 |
| Driving a HGV (subject to an ordinary speed limit of 80 kms per hour or less) on the outside lane on a motorway or dual carriageway | 1 | 3 | 80 | 120 |
| Failure to drive on the left hand side of the road | 1 | 3 | 60 | 90 |
| Failure to obey requirements at junctions, e.g. Not being in the correct lane when turning onto another road | 1 | 3 | 60 | 90 |
| Failure to obey requirements regarding reversing of vehicles, e.g. Reversing from minor road onto main road | 1 | 3 | 60 | 90 |
| Driving on a footpath | 1 | 3 | 60 | 90 |
| Driving on a cycle track | 1 | 3 | 60 | 90 |
| Failure to turn left when entering a roundabout | 1 | 3 | 60 | 90 |
| Driving on a median strip, e.g. Boundary between two carriageways | 1 | 3 | 60 | 90 |
| Failure to stop for school warden sign | 1 | 4 | 80 | 120 |
| Failure to stop when so required by a member of the Garda Síochána | 2 | 5 | 80 | 120 |
| Failure to leave appropriate distance between you and the vehicle in front | 2 | 4 | 80 | 120 |
| Failure to yield | 2 | 4 | 80 | 120 |
| Driving without reasonable consideration | 2 | 4 | 80 | 120 |
| Failure to comply with mandatory traffic signs at junctions | 1 | 3 | 60 | 90 |
| Failure to comply with prohibitory traffic signs | 1 | 3 | 60 | 90 |
| Failure to comply with keep left/keep right signs | 1 | 3 | 60 | 90 |
| Failure to comply with traffic lane markings | 1 | 3 | 60 | 90 |
| Illegal entry onto a one-way street | 1 | 3 | 60 | 90 |
| Driving a vehicle when unfit | m* | 3 | Court Fine | |
| Parking a vehicle in a dangerous position | m* | 5 | Court Fine | |
| Breach of duties at an accident | m* | 5 | Court Fine | |
| Speeding | 2 | 4 | 80 | 120 |
| Driving without insurance | m* | 5 | Court Fine | |
| Failure by Driver to comply with front seat belt requirements | 2 | 4 | 60 | 90 |
| Failure by Driver to comply with rear seat belt requirements for passengers under 17 years | 2 | 4 | 60 | 90 |
| Driver found to be driving carelessly | m* | 5 | Court Fine | |

12 Penalty Points = Automatic Disqualification!

* Mandatory Court Appearance

Table 1 - Breakdown of Drivers by No. of Penalty Points Received & County as at 31st December 2010

| ***County | Number of Drivers | | | | | | | | | | | | TOTAL |
|--------------------------|-------------------|----------------|--------------|----------------|---------------|---------------|------------|--------------|------------|------------|------------|------------|----------------|
| | 1 P.P. | 2 P.P. | 3 P.P. | 4 P.P. | 5 P.P. | 6 P.P. | 7 P.P. | 8 P.P. | 9 P.P. | 10 P.P. | 11 P.P. | 12 P.P. * | |
| CARLOW | 121 | 4,453 | 33 | 1,110 | 18 | 271 | 6 | 69 | 4 | 27 | 1 | 5 | 6,118 |
| CAVAN | 106 | 4,970 | 54 | 888 | 26 | 194 | 4 | 49 | 1 | 8 | 3 | 1 | 6,304 |
| CLARE | 151 | 9,181 | 61 | 1,750 | 47 | 382 | 15 | 91 | 7 | 16 | 3 | 2 | 11,706 |
| CORK | 1,879 | 32,346 | 706 | 6,666 | 421 | 1,461 | 139 | 392 | 45 | 100 | 18 | 29 | 44,202 |
| DONEGAL | 163 | 8,670 | 80 | 1,444 | 44 | 280 | 7 | 64 | 7 | 12 | 1 | 1 | 10,773 |
| GALWAY | 315 | 14,243 | 94 | 2,586 | 109 | 518 | 17 | 106 | 6 | 19 | 1 | 11 | 18,025 |
| KERRY | 131 | 8,397 | 42 | 1,464 | 31 | 314 | 8 | 78 | 2 | 20 | 1 | 5 | 10,493 |
| KILDARE | 365 | 18,972 | 195 | 4,761 | 109 | 1,215 | 39 | 301 | 15 | 60 | 2 | 5 | 26,039 |
| KILKENNY | 166 | 8,321 | 70 | 1,970 | 35 | 496 | 20 | 140 | 2 | 30 | | 3 | 11,253 |
| LAOIS | 79 | 5,979 | 43 | 1,359 | 33 | 330 | 12 | 94 | 9 | 22 | | 7 | 7,967 |
| LEITRIM | 33 | 2,401 | 14 | 443 | 7 | 100 | 4 | 17 | 2 | 2 | | | 3,023 |
| LIMERICK COUNTY COUNCIL | 297 | 9,724 | 95 | 1,825 | 65 | 378 | 16 | 89 | 9 | 21 | 3 | 5 | 12,527 |
| LONGFORD | 42 | 2,592 | 10 | 485 | 26 | 94 | 4 | 33 | 2 | 3 | 1 | 4 | 3,296 |
| LOUTH | 171 | 7,842 | 73 | 1,449 | 46 | 294 | 11 | 64 | | 17 | 3 | 1 | 9,971 |
| MAYO | 104 | 7,434 | 47 | 1,264 | 38 | 266 | 8 | 53 | 3 | 17 | 1 | | 9,235 |
| MEATH | 421 | 14,564 | 223 | 3,176 | 125 | 695 | 26 | 181 | 17 | 49 | 3 | 3 | 19,483 |
| MONAGHAN | 81 | 3,854 | 29 | 627 | 25 | 123 | 2 | 23 | 1 | 2 | | | 4,767 |
| OFFALY | 77 | 5,621 | 16 | 1,248 | 29 | 275 | 7 | 68 | 4 | 21 | 2 | 1 | 7,369 |
| ROSCOMMON | 76 | 4,696 | 33 | 891 | 12 | 164 | 4 | 46 | 2 | 9 | 1 | | 5,934 |
| SLIGO | 139 | 5,442 | 55 | 1,187 | 29 | 244 | 11 | 68 | 4 | 7 | | 2 | 7,188 |
| NORTH TIPPERARY | 74 | 5,574 | 35 | 1,143 | 34 | 270 | 4 | 58 | 2 | 17 | | 1 | 7,212 |
| SOUTH TIPPERARY | 128 | 6,108 | 48 | 1,271 | 40 | 282 | 12 | 67 | 6 | 9 | 1 | 2 | 7,974 |
| WATERFORD COUNTY COUNCIL | 80 | 5,180 | 32 | 1,059 | 12 | 244 | 8 | 68 | 2 | 14 | 2 | 2 | 6,703 |
| WESTMEATH | 109 | 5,569 | 52 | 1,071 | 30 | 250 | 9 | 70 | 2 | 15 | 2 | 5 | 7,184 |
| WEXFORD | 166 | 12,400 | 74 | 2,980 | 63 | 741 | 33 | 224 | 8 | 66 | 2 | 17 | 16,774 |
| WICKLOW | 341 | 11,757 | 157 | 2,612 | 86 | 631 | 28 | 146 | 7 | 39 | 2 | 4 | 15,810 |
| DUBLIN CITY COUNCIL | 5,939 | 82,227 | 2,408 | 17,917 | 1,197 | 4,147 | 360 | 1,093 | 140 | 248 | 44 | 54 | 115,774 |
| LIMERICK CITY COUNCIL | 150 | 3,012 | 56 | 641 | 41 | 119 | 10 | 35 | 8 | 7 | 3 | 3 | 4,085 |
| WATERFORD CITY COUNCIL | 37 | 3,718 | 23 | 873 | 15 | 227 | 7 | 53 | 2 | 9 | | 4 | 4,968 |
| No Driver Number | 4,863 | 185,116 | 1,194 | 44,609 | 25,442 | 14 | 2 | 3 | 1 | 1 | | | 261,245 |
| Grand Total | 16,804 | 500,363 | 6,052 | 110,769 | 28,235 | 15,019 | 833 | 3,843 | 320 | 887 | 100 | 177 | 683,402 |

* 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 LICENCES | | LEARNER PERMITS | | NO LICENCE | |
|--------------------------------------|--|--|--|---------------|--------|-----------------|--|------------|--|
| | | | | 394,589 | 27,568 | 261,245 | | | |

Penalty Point Offences breakdown by Type & County - December 2010

| Offences Type | | Cavan | Clare | Cork | Donegal | Galway | Kerry | Kildare | Kilkenny | Laois | Limerick County Council | Longford | Louth | Mayo | Meath | Monaghan | Offaly | Roscommon | Sligo | North Tipperary | South Tipperary | Waterford County Council | Westmeath | Wexford | Wicklow | Dublin City Council | Limerick City Council | Waterford City Council | No Driver Number | TOTAL | |
|---|-------|-------|--------|--------|---------|--------|--------|---------|----------|--------|-------------------------|----------|-------|--------|--------|----------|--------|-----------|-------|-----------------|-----------------|--------------------------|-----------|---------|---------|---------------------|-----------------------|------------------------|------------------|---------|---------|
| Breach of duties on occurrence of an accident | 1 | 2 | 1 | 5 | | 5 | 5 | 3 | 1 | 1 | 4 | 1 | 2 | 2 | 2 | | 3 | | | | | | 1 | 1 | 1 | 11 | | | 1,132 | 1,180 | |
| Breach of motorway outside lane driving rule | 3 | 6 | 1 | 18 | 5 | 2 | 2 | 22 | 10 | 14 | 6 | 3 | 27 | 19 | 2 | 19 | 2 | 5 | 1 | 4 | 7 | 1 | 3 | 7 | 10 | 68 | 1 | | 534 | 802 | |
| Careless Driving | 1 | 3 | 2 | 48 | 2 | 18 | 4 | 5 | 1 | 4 | 1 | 2 | 2 | 4 | 3 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 42 | 1 | | 4,309 | 4,464 | |
| Contravention of requirements at junctions | 1 | 3 | | 3 | | | | 2 | | | | | | 2 | 1 | 1 | 1 | | | | | 1 | 2 | | 30 | | | 9 | 56 | | |
| Contravention of requirements for reversing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cross continuous white line/broken white line | 248 | 176 | 315 | 1,220 | 442 | 466 | 527 | 422 | 454 | 217 | 57 | 309 | 96 | 106 | 299 | 357 | 121 | 229 | 135 | 145 | 200 | 273 | 209 | 324 | 202 | 1,223 | 90 | 110 | 3,577 | 12,743 | |
| Dangerous Driving Reduced to Careless Driving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drive against flow of traffic on motorway | 1 | | 3 | | | | | 2 | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 5 | | 1 | 1 | 2 | 1 | 1 | 1 | 6 | 1 | 1 | 1,916 | 1,967 | | |
| Drive on hardshoulder/non carriageway - motorway | 6 | 4 | 3 | 31 | 4 | 6 | 2 | 61 | 5 | 6 | 2 | 2 | 1 | 12 | 4 | 32 | 2 | 8 | 4 | 2 | 3 | 1 | 16 | 2 | 28 | 166 | 345 | 761 | 4 | 4 | |
| Driving a vehicle when unfit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Driving a vehicle while holding a mobile phone | 1,575 | 1,169 | 1,862 | 9,729 | 1,175 | 3,811 | 2,092 | 4,403 | 2,604 | 1,812 | 356 | 2,240 | 554 | 1,396 | 1,279 | 3,797 | 712 | 1,526 | 912 | 983 | 1,157 | 1,035 | 1,108 | 1,972 | 2,953 | 2,561 | 19,477 | 768 | 820 | 19,355 | 95,193 |
| Driving along/across median strip | 10 | 12 | 13 | 67 | 19 | 22 | 17 | 17 | 15 | 15 | 1 | 42 | 8 | 23 | 12 | 27 | 8 | 16 | 9 | 9 | 10 | 17 | 11 | 16 | 13 | 11 | 157 | 13 | 10 | 214 | 834 |
| Driving dangerously defective vehicle | | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 25 | 29 | |
| Driving MPB before remedying a defect | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | 1 | |
| Driving on/across cycle track | | | | | | 2 | | | 2 | | | | | | 3 | | | | | | | | 1 | | | 41 | 1 | 9 | 60 | | |
| Driving on/across footway | | | | | | | | | | | | | | 1 | 3 | 1 | 7 | | 1 | 1 | | | | | 2 | 63 | 3 | 52 | 158 | | |
| Driving without reasonable consideration | 124 | 114 | 200 | 1,114 | 218 | 668 | 1,098 | 427 | 299 | 233 | 40 | 209 | 134 | 216 | 244 | 387 | 81 | 199 | 107 | 84 | 122 | 124 | 170 | 224 | 310 | 335 | 2,907 | 71 | 94 | 3,970 | 13,623 |
| Entry to hatched marked area | 54 | 56 | 31 | 432 | 175 | 201 | 83 | 117 | 64 | 34 | 15 | 72 | 9 | 55 | 62 | 101 | 55 | 25 | 39 | 36 | 33 | 81 | 61 | 42 | 125 | 153 | 859 | 24 | 37 | 1,277 | 4,408 |
| Exceed ordinary speed limit (class of vehicle) | | | | 2 | | | | | | | | | | | | | | | | | | | | 1 | | | | 5 | 8 | | |
| Exceed road works speed limit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fail to act in accordance with Garda signal | 1 | 5 | 4 | 104 | 2 | 6 | 2 | 8 | 2 | | 3 | 1 | 3 | 1 | 29 | | 1 | 1 | 1 | 2 | 2 | 8 | 1 | 4 | 5 | 162 | 2 | 1 | 251 | 610 | |
| Fail to comply with Keep to Right/Left signs | 2 | 3 | 13 | 1 | 2 | 1 | 2 | 1 | 2 | | 1 | 1 | 1 | 1 | 1 | | | | | 1 | | 1 | | 2 | 2 | 17 | 7 | 40 | 7 | 40 | |
| Fail to comply with mandatory traffic signs | 8 | 4 | 12 | 131 | 3 | 17 | 4 | 28 | 9 | 5 | 7 | 18 | 10 | 5 | 27 | 3 | 1 | 6 | 20 | 2 | 4 | 2 | 3 | 11 | 37 | 480 | 13 | | 25 | 102 | |
| Fail to comply with No Entry traffic sign | 3 | 5 | 18 | 112 | 9 | 56 | 16 | 25 | 7 | 8 | 4 | 54 | 9 | 24 | 15 | 34 | 1 | 7 | 4 | 21 | 6 | 8 | 3 | 8 | 12 | 14 | 375 | 27 | 4 | 226 | 1,115 |
| Fail to comply with prohibitory traffic signs | 82 | 63 | 113 | 1,299 | 57 | 97 | 48 | 367 | 162 | 73 | 19 | 171 | 30 | 127 | 67 | 490 | 35 | 48 | 46 | 118 | 46 | 69 | 34 | 89 | 109 | 341 | 7,620 | 124 | 21 | 2,763 | 14,728 |
| Fail to comply with traffic lane markings | 8 | 12 | 41 | 920 | 9 | 27 | 18 | 34 | 19 | 7 | 86 | 5 | 14 | 9 | 50 | 3 | 5 | 7 | 25 | 23 | 21 | 14 | 8 | 31 | 18 | 552 | 32 | 7 | 599 | 2,611 | |
| Fail to drive on the left hand side | 1 | 14 | 5 | 144 | 1 | 5 | 8 | 15 | 3 | 1 | 1 | 5 | 4 | 8 | 4 | 29 | 1 | 3 | 2 | 3 | 6 | 7 | 6 | 7 | 13 | 152 | 1 | 1 | 119 | 571 | |
| Fail to obey rules at railway level crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | 13 | | |
| Fail to obey traffic lights | 138 | 133 | 277 | 2,654 | 189 | 754 | 205 | 750 | 227 | 147 | 32 | 317 | 64 | 349 | 235 | 854 | 142 | 125 | 89 | 178 | 155 | 154 | 185 | 205 | 347 | 612 | 9,608 | 227 | 266 | 5,524 | 25,142 |
| Fail to stop before stop sign/stop line | 31 | 21 | 25 | 70 | 26 | 25 | 24 | 30 | 32 | 13 | 1 | 20 | 14 | 36 | 22 | 99 | 14 | 19 | 14 | 11 | 14 | 23 | 36 | 14 | 57 | 19 | 187 | 27 | 23 | 301 | 1,248 |
| Fail to stop for Garda | 1 | 2 | 6 | 17 | 3 | 8 | 1 | 4 | 3 | 1 | 3 | 3 | 3 | 2 | 6 | | | 4 | 2 | | 2 | 1 | 4 | 1 | | 55 | | 388 | 517 | | |
| Fail to stop for school warden sign | | 1 | | 1 | | | | | | | | | | | 3 | | | | | | | | | | | 6 | | 7 | 18 | | |
| Fail to turn left onto a roundabout | 1 | 4 | 29 | 1 | 16 | | | 1 | 1 | 3 | 18 | 1 | 3 | | 2 | 1 | 2 | 3 | 4 | 3 | 4 | 3 | 1 | 4 | 3 | 12 | 5 | 21 | 138 | | |
| Fail to yield right of way | 10 | 5 | 5 | 32 | 19 | 18 | 16 | 23 | 10 | 4 | 1 | 13 | 3 | 13 | 6 | 19 | 3 | 8 | 1 | 3 | 6 | 5 | 10 | 11 | 20 | 14 | 115 | 9 | 6 | 180 | 588 |
| Fail to yield right of way at sign/line | 5 | 7 | 9 | 59 | 4 | 8 | 18 | 15 | 11 | 6 | 6 | 13 | 5 | 9 | 9 | 6 | 2 | 4 | 6 | 2 | 4 | 3 | 10 | 3 | 22 | 13 | 82 | 2 | 4 | 114 | 461 |
| General speed obligation - stop visible distance | 3 | 1 | 1 | 2 | 2 | 5 | | | 5 | 2 | | | | | | | 1 | | 1 | | 2 | 2 | 1 | 3 | 2 | 3 | 1 | 24 | 58 | | |
| No cert of road worthiness user | 1 | | | | | | | | | | 1 | | 2 | | 5 | | 1 | | | | | | | 2 | 1 | 4 | 1 | 2 | 268 | 289 | |
| No child restraint front seat - child | 10 | 9 | 28 | 82 | 8 | 49 | 34 | 19 | 20 | 23 | 4 | 28 | 17 | 11 | 16 | 20 | 4 | 44 | 12 | 9 | 11 | 16 | 9 | 29 | 47 | 18 | 104 | 17 | 7 | 321 | 1,026 |
| No child restraint rear seat - child | 20 | 8 | 31 | 109 | 21 | 87 | 61 | 50 | 27 | 34 | 7 | 35 | 19 | 19 | 26 | 37 | 6 | 53 | 24 | 8 | 18 | 16 | 14 | 38 | 81 | 34 | 341 | 19 | 27 | 856 | 2,126 |
| No insurance - (user) | 5 | 9 | 26 | 85 | 21 | 56 | 11 | 32 | 9 | 8 | 4 | 13 | 14 | 9 | 12 | 30 | 12 | 10 | 4 | 16 | 11 | 4 | 6 | 30 | 17 | 138 | 18 | 5 | 15,206 | 15,821 | |
| No safety belt - driver | 713 | 450 | 820 | 4,417 | 851 | 1,022 | 1,057 | 1,091 | 1,324 | 867 | 178 | 1,201 | 271 | 612 | 605 | 939 | 379 | 708 | 459 | 399 | 632 | 886 | 539 | 743 | 1,763 | 1,134 | 5,219 | 430 | 449 | 19,936 | 50,094 |
| No safety belt front seat - child | 15 | 12 | 37 | 96 | 23 | 38 | 47 | 25 | 23 | 30 | 5 | 37 | 12 | 17 | 31 | 21 | 8 | 22 | 14 | 6 | 15 | 17 | 13 | 23 | 62 | 27 | 123 | 16 | 13 | 511 | 1,339 |
| No safety belt rear seat - child | 16 | 20 | 47 | 198 | 29 | 101 | 81 | 43 | 46 | 37 | 9 | 43 | 26 | 36 | 34 | 44 | 9 | 42 | 39 | 22 | 31 | 28 | 25 | 55 | 122 | 48 | 28 | 29 | 1,340 | 3,056 | |
| Offence relating to Overtaking | 28 | 39 | 50 | 283 | 129 | 161 | 87 | 71 | 40 | 30 | 12 | 43 | 23 | 28 | 86 | 89 | 23 | 31 | 20 | 35 | 25 | 35 | 34 | 30 | 67 | 80 | 593 | 9 | 19 | 1,320 | 3,520 |
| Parking a vehicle in a dangerous position | | | | | | | | | | | | | | | | | | | | | | | | | | | | 33 | 33 | | |
| Reduced to Driving without reasonable consideration | | | 1 | | | | | | | | | | 1 | | 1 | | | | | 1 | | 1 | 1 | 4 | | 2 | | 265 | 278 | | |
| Speeding | 4,948 | 5,455 | 10,576 | 32,559 | 9,578 | 14,275 | 8,130 | 26,448 | 9,382 | 6,815 | 2,977 | 10,499 | 2,791 | 9,182 | 8,711 | 17,623 | 4,105 | 6,295 | 5,379 | 7,007 | 6,550 | 7,224 | 6,014 | 5,374 | 15,580 | 14,729 | 99,481 | 3,105 | 4,534 | 176,340 | 541,126 |
| Speeding Buses no standing passengers | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| Use vehicle without NCT certificate | 4 | | 6 | 10 | 3 | 2 | 2 | 5 | | 3 | | 6 | 2 | 1 | 1 | 1 | | 1 | | 3 | 1 | 2 | 3 | 3 | 1 | 2 | 57 | 11 | 2 | 1,835 | 1,967 |
| TOTAL | 8,976 | 7,824 | 14,577 | 56,123 | 13,036 | 22,048 | 12,809 | 34,578 | 14,822 | 10,460 | 3,747 | 15,518 | 4,121 | 12,361 | 11,271 | 25,200 | 5,755 | 9,406 | 7,344 | 9,144 | 9,096 | 10,079 | 8,531 | 9,131 | 22,143 | 20,492 | 151,035 | 5,096 | 6,494 | 265,756 | 806,113 |

* Cumulative Figure from date of Introduction of Penalty Point System

**** Counties listed represent Local Authority where driving licence was issued from.**

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, motorcars and work vehicles. Professional bus and truck drivers undergo separate theory tests as part of the Driver Certificate of Professional Competence (Driver CPC)

Driver Theory Test Activity in 2010

| Activity | Licence Category | | | |
|-------------------------|------------------|-------------------|-------|-------|
| | Motorcycle | Car/Works Vehicle | Truck | Bus |
| Tests Scheduled | 9,460 | 119,957 | 8,362 | 3,165 |
| Tests Conducted | 8,655 | 110,993 | 7,856 | 2,925 |
| Tests Passed | 5,889 | 75,974 | 5,816 | 2,258 |
| Tests Failed | 2,628 | 33,954 | 1,669 | 636 |
| No Shows | 805 | 8,964 | 776 | 240 |
| Tests Conducted Pending | 138 | 1,065 | 101 | 31 |
| Tests Cancelled | 413 | 1,533 | 138 | 81 |
| Pass rate | 68% | 68.4% | 76.7% | 77.2% |

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

Four new Road Safety awareness campaigns were launched in 2010. They included:

1. A new Anti-Drug Driving TV Campaign
2. Safe Cross Code TV campaign,
3. A joint TV campaign with An Garda Síochána to raise awareness of the new Safety Camera project
4. A new series of 'Crashed Lives' TV adverts which feature true-life accounts of road crashes, as told by victims or their families.

To raise awareness of the serious risk that drug driving poses to road safety, research was commissioned by the Road Safety Authority (RSA) among 17 to 34 year olds into the use of illegal drugs while driving. The results highlighted alarming behaviour with as many as 1 in 5 people (22%) admitting they were a passenger in a car driven by someone under the influence of drugs.

Anti Drug Driving

The RSA broadcast a new public service anti-drug driving TV and Cinema campaign in July 2010. The Campaign included a new 60 second TV advert called 'Cell', which was acquired from Victoria in Australia and adapted for use here in the Republic of Ireland. This advert depicts the tragic consequences of a driver's decision to take drugs and then drive after leaving a nightclub.

A second advert entitled 'Dead Girl Talking' has been adapted from the UK and was aired on TV and in cinemas.



This 50 second advert shows a young woman describe how she and her friends were involved in a collision after taking drugs, the consequences of that decision were fatal, something which is revealed in a dramatic twist at the end of the advert.



Safe Cross Code



A new Safe Cross Code TV Campaign aimed at teaching children how to cross the road safely went live in November 2010. The campaign revives the old Safe Cross Code song that was so popular in the 1970's. It has been given a major update for the 21st Century and now includes two 20 second animated TV adverts called 'Jack' and 'Annie'. The key message in the campaign is, - 'You need the code to cross the road'. It also includes a new Safe Cross Code website. The website, which is found on rsa.ie, contains a newly developed 'Safe Cross Code' game, plus an animated 'X Factor' style safe cross code song and dance which is performed by the Safe Cross Code animated characters.

Safety Camera Awareness Campaign

The RSA and An Garda Síochána joined forces to develop a major public information campaign ahead of the deployment of the network of safety cameras on the county's roads. The campaign includes a 40 second TV advert entitled 'Lifebuoy'; a 30 second radio advert; a press campaign plus an online campaign. The campaign went live on 17th November and ran up to the end of December.

Results of Campaign Effectiveness research indicates that:

- spontaneous awareness of safety camera related advertising is now at an impressive 75% (all motorists).
- 89% of motorists support the use of safety cameras on the roads, a 17% increase in support compared to pre-campaign rollout attitudes
- 84% of motorists said the use of safety cameras will make roads safer
- 85% said the use of safety cameras will save lives



'Crashed Lives'

The RSA also launched a new series of 'Crashed Lives' TV and radio advertisements.

'Crashed Lives' is a road safety campaign featuring true life case studies in which people speak about the consequences of a crash or about the loss of loved ones in road collisions and how it has changed their lives forever - and robbed everyone of their dreams.

The first 'Crashed Lives' ads were launched in December 2007 and a second series followed in December 2008. The new series of ads includes three true life accounts and features Siobhán O'Brien, Marjorie Flood and Dr Áine Carroll who share their story of how the consequences of road crashes have affected their lives.

Mark Flood

Mark Flood was killed after a night out in Dunshaughlin. His tragic death left a family and a much wider community devastated. Marjorie, his mother, tells the story of how her family's world was shaken to its core early one morning, when she found out that her son had been needlessly killed on the road. Marjorie reminds us that until you're affected, you don't realise how many people die in preventable crashes on our roads.



Siobhán O'Brien

Siobhán, a young woman, was due to graduate the very next day, when suddenly her whole world was turned upside down following a collision with an articulated truck. Siobhán now has an acquired brain injury, and in her ad, she explains how it only takes a split second for an entire lifetime to change forever.



CRASHED LIVES

Dr. Áine Carroll

Dr. Áine Carroll, Consultant in Rehabilitation Medicine at the National Rehabilitation Hospital has seen the full spectrum of the catastrophic consequences of collisions on the road. From individuals whose whole lives have been made unrecognisable by a single moment on the road, to families who must devote everything to support a survivor of a road crash, often for the rest of their lives. As a patient's mother once said to Dr Carroll, there are sometimes worse things than dying.



The RSA's second series of 'Crashed lives' TV adverts aired over the summer of 2010. It included the following edits, 'James', 'Conor', 'Sarah' and 'Consultant'.

Results of Campaign Effectiveness research indicates that:

- 88% of motorists reported that they had changed some aspect of their behavior on the roads
- 90% of drivers said that the campaign had influenced their behavior
- 94% of drivers said that the campaign made them think a lot about their behavior



‘Better Safer Driver’ Campaign

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.

During 2010 the RSA aired its two ‘Better Safer Driver’ adverts ‘Roundabouts’ and ‘Motorway Driving’.

The 30 second TV advert ‘Roundabouts’ was aired on TV for four weeks throughout April and again in September/October. The RSA 30 second TV advert on ‘Motorway Driving’ aired throughout June.

‘Underneath’

The RSA Motorcycle Safety TV advert ‘Underneath’, which was produced jointly with the DOE in Northern Ireland, aired on TV screens throughout July and August 2010.

Bank Holiday 2010 TV Campaign

As part of its 2010 strategy of targeting Bank Holiday Weekends with re-runs of old road safety adverts the RSA broadcast the following ads;

- ‘Shame’ Anti Drink Driving Advert over the St Patrick’s Weekend
- ‘Damage’ Seatbelt Advert over the May Bank Holiday Weekend
- ‘Texting’ the Pedestrian safety TV advert over the August Bank Holiday Weekend.

RADIO CAMPAIGNS 2010

‘ADI’

The RSA ran its 30 second Approved Driving Instructor (ADI) radio advert which reminds novice drivers that they should only use RSA approved ADI’s when taking lessons.

‘Local is Lethal’

The RSA activated its 30 second radio advertising campaign ‘Local is Lethal’ over the summer 2010. The ad states that the biggest risk of being killed or injured is on local roads.

‘Driver CPC’

The RSA ran a new 30 second radio advert in mid July to remind bus and truck drivers of the need to maintain their Driver CPC entitlements by completing their one days training for 2010 by the 10th September deadline.

‘He Drives, She Dies’

The RSA radio advertising campaign ‘He Drives, She Dies’ ran on local radio stations nationwide for a two week period during July.

‘Driving For Work’

The RSA and the Health and Safety Authority joined forces to re-launch the driving for work road safety guidelines for employers in 2010. The campaign was backed by a national and local radio advert, asking employers to use the RSA’s and HSA’s ‘Driving for Work Guidelines’ to assist in implementing safe driving policies in the workplace. The advert aired during March.

‘Harvest’

The RSA and the Irish Farmers Association re-broadcast the 30sec radio advert aimed at highlighting the dangers associated with an increase in agricultural vehicles on the roads over the summer period. The ad aired on national and local radio stations over the summer months.

Mobile Phones and Driving Campaign

The RSA’s Mobile Phones and Driving radio advert aired on national and local radio during May and September.

Driver Fatigue Radio Campaign

The RSA’s 30 second radio advert highlighting the dangers of driver fatigue aired on national and local radio over the Easter Bank Holiday period.

Vulnerable Road Users Campaign

Three new radio adverts, promoting vulnerable road users safety, were produced in 2010. One targeted pedestrians a second targeted drivers and focus on the need to be on the lookout for vulnerable road users. The third was aimed at cyclists. The ads aired in October / November 2010.

‘Is Your Vehicle Ready for Winter?’

A new 30 second radio advert aired throughout November urging motorists to ensure their vehicle was serviced for winter and that they perform regular safety checks.

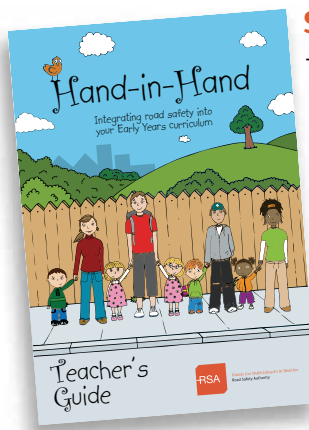
Severe Weather Campaign

In response to the unprecedented nature of the severe weather event, which occurred in late 2010 the RSA commissioned twenty one ‘15 second’ radio messages providing basic safety tips for road users in severe weather scenarios. These ‘stings’ covered both snow and icy conditions as well as the hazards posed during a thaw. The RSA deployed these messages repeatedly on national and local radio and often within a matter of hours after receiving a ‘Severe Weather Warning’ from Met Eireann. In addition many of the stations added additional bonus ‘airings’ to the schedule, free of charge. The RSA is extremely grateful to these stations for their help and commitment to road safety during this challenging time.



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 2010, the RSA distributed the following education programmes:



Simon and Friends

The RSA developed a road safety pack called 'Simon and Friends' which can be used in pre schools throughout the country. The series centres on four characters who promote age appropriate road safety messages to children- holding hands, stopping, looking and listening and setting a good example. At the end of each story there are a number of extension activities which pre-

school providers can use to prompt other learning experiences with the children. Stories are also recorded onto a CD Rom which can be played to children in their early year's environment. The CD contains a number of road safety songs. The pack contains an accompanying teacher's guide called 'Hand in Hand' which includes information about integrating road safety into the pre-school sector and contains suggested activities, games and songs which support the 'Simon and Friends' stories. In 2010 a total of 25 County and City Childcare Committees committed to roll out the programme to a network of 4,169 childcare providers such as crèches and pre-schools throughout the country. County and City Childcare Committees organised local training sessions for providers on the 'Simon and Friends' storybooks and also organized a 'Beep Beep Day!' or a road safety awareness day in their county. Pre-school providers use the 'Simon and Friends' resources and games to promote road safety during their 'Beep Beep Day!'.

to the SPHE Strand, 'Myself', which addresses Safety and Protection, Personal Safety, Safety Issues and Making Decisions.

'Be Safe' was developed in association with practicing 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.

Back to School Campaign

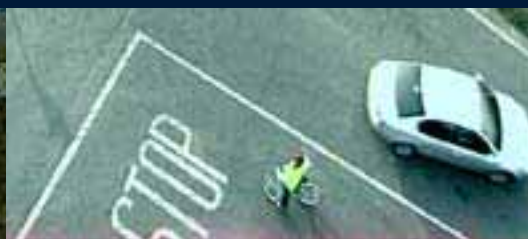
In 2010, the RSA distributed 3,196 'Back to School Road Safety Packs' to primary schools which contained:

- a high visibility vest which was co-sponsored by the ESB for each new entrant to primary school. A total of 120,000 high vis vests were circulated.
- a copy of the 2nd edition of the School Newsletter.
- a copy of the 'Let's Go' school guidelines. These guidelines provide school authorities with information on how to be road safety aware when organising or travelling to school events. One copy was sent to each Primary School.
- a 'Going to School' leaflet for new entrants to the school.
- a copy of the Safe Cross Code CD and Poster.

'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





ECT THE UNEXPECTED





‘Seatbelt Sheriff and Hi-Glo Silver’

‘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.

Seatbelt Sheriff and Hi-Glo Silver were distributed to each school in Ireland in 2010. A total of 496 schools entered the Seatbelt Sheriff and Hi-Glo Silver competition in 2010. A website was developed for schools and teachers: www.seatbeltsheriff.ie

Cycling Proficiency Training

In 2010, 4,662 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. Each school in Ireland received a copy of Streetwise in 2008. Streetwise was promoted to all schools in 2010.



‘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. 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 2010, a total of 43 new teachers participated in an in-service training programme on the resource pack. To date, 297 teachers have participated in an in-service training programme.

Wrecked.ie



The RSA developed a pilot programme entitled ‘Wrecked.ie’ which is targeted at the high risk 17-24 year old age group in 2010. The programme was developed with a multi-agency editorial committee which included representation from An Garda Síochána, the Health Service Executive, the Fire Service, Local Authority Road Safety Officers, Youthreach, FÁS, and a Behavioural Psychologist from Trinity College Dublin. The programme is presented as both an online and offline computer based resource. ‘Wrecked.ie’ features a series of vodcasts recorded by Irish actors who recount experiences of reckless driving – without showing their faces. The vodcasts are illustrated with high tech animation which demonstrates the key points in each speaker’s testimony. ‘Wrecked.ie’ is accompanied by a ‘leaders guide’ which includes additional exercises on each of the topics, providing them with an opportunity to look at themselves and their behavior in relation to road safety .

In 2010 ‘Wrecked.ie’ was piloted with Youthreach, FÁS and Garda Diversion Programmes throughout the country and is due to be rolled out throughout the country in 2011.

‘Safe Grads’ – Road Safety Guidelines for Third Level Colleges

The RSA developed road safety guidelines aimed at 3rd level colleges to enable them to host an informative and successful road safety week. Sixteen colleges throughout the country participated in the Safe Grad programme which included Carlow

I.T, Blanchardstown I.T, Letterkenny I.T, Athlone I.T, Dublin City University, Dublin Institute of Technology, Galway Mayo Institute of Technology, Cavan Institute of Technology, Tallaght I.T., Waterford I.T., University College Cork, University of Limerick, the Institute of Art and Design Dun Laoghaire, NUI Galway and University College Dublin.





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).

In 2010 the Road Safety Authority trained 130 people who work with community groups on a voluntary or a professional basis on how to deliver 'Protecting Our Community- A Call to Action!' in their community.

Mobility Matters

In 2010, the Road Safety Authority (RSA) in association with An Garda Síochána, HSE, the Association of Optometrists in Ireland, the Association of Physiotherapy in Ireland, Age Action and Active Retirement Ireland developed this toolkit for people working directly with older adults. The aim of Mobility Matters is to equip older adults with the road safety knowledge and skills required to remain mobile and independent road users. The programme deals with the following topics of information: pedestrian safety, cycle safety, safety on buses, driving safely, impaired driving, buying a car including safety features and driver comfort, car maintenance, planning for change and staying mobile. Sessions are highly interactive. A purpose built DVD has been designed to accompany the programme. The programme will be piloted in 2011 and following the pilot it will be rolled out nationally.

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. Play it Safe was distributed to all clubs associated with the GAA, IRFU, FAI and Cycling Ireland.



'Leading Lights in Road Safety' Awards Ceremony

The awards ceremony took place on Wednesday 13th October 2010 in Dublin Castle, where the Supreme Award was presented to an individual for the most innovative and outstanding road safety initiative, and for their leadership and exemplary dedication to the area of road safety. National school teacher Tommy Duffy, Holy Family National School in Swords Co. Dublin who established a Cycling Safety Training Club in his school to promote safe cycling among the pupils, won the Road Safety Authority (RSA) 'Supreme Award' for road safety.

Leading Lights in Road Safety were awarded in twelve categories including Education (Primary, Secondary and Third Level), Community, Open, Road Safety Officer, Public Sector, Local Print Media, Local Broadcast Media, National Media, Business and Approved Driving Instructor.



Leading Lights winner Tommy Duffy with Gay Byrne

‘European Night Without Accident’

The RSA hosted the third ‘European Night Without Accident’ on Saturday 16th October 2010 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 8 nightclubs in 6 different towns and cities throughout the country.

Local Authority Road Safety Officers

The RSA hosted three seminars with Local Authority Road Safety Officers in 2010. 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.

‘Road Safety Interactive Shuttle’

In 2010 the Shuttle attended 62 events ranging from third level and secondary school road safety events including national events such as the Young Scientist Exhibition, and the Ploughing Championships. In 2010 approximately 150,000 people have visited the Shuttle.

The “Shuttle” is a 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 simulators



Mr. Reggie Corrigan, former Irish International and Leinster rugby player, Mr. Criostóir O' Cuana, President of the GAA, Ms Orla Hendron, Vice-President of Cycling Ireland, Mr. Noel Dempsey, Minister for Transport, Mr. George Hook, Rugby legend, radio presenter and rugby commentator and Mr John Delaney, CEO of the FAI

Streetsmart

In 2010 ‘Streetsmart’ was piloted in 6 primary schools around the country. ‘Streetsmart’ is a road safety intervention aimed at bringing road safety to life in a fun way for young school children. The central prop is a ‘Streetscape’ map (measuring 9 metres x 10 metres – see images below), which is a typical street scene designed for children aged between 4 and 8. Children are given ‘walking cars’ and ‘stand up bikes’ and taught how to use the road safely. The Streetscape can be set up in the school hall. RSA staff liaised with teachers beforehand to determine the best activities to offer to students. Streetsmart is supported by ‘Shuttle’ which includes a dedicated area for children. Children can participate in a range of activities such as storytelling, road safety games and an interactive road safety question and answer session. Activities are facilitated by RSA staff and teachers.



Promotions/Events

The Ploughing Championships

The RSA brought its Road Safety Interactive Shuttle to the 2010 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

In 2010, the RSA teamed up with a number of organisations to distribute high visibility material free of charge. This included:

- 25,000 high visibility biker jackets in conjunction with the Bike Buyers' Guide;
- 2,500 high visibility vests distributed through the Roscommon Herald in September
- over 100,000 children's high visibility vests were distributed as part of the 'Back to School Campaign' in September 2010 to all children starting school. This campaign was run in conjunction with the ESB Cars.
- 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;
- over 100,000 vests distributed through An Garda Síochána at various road safety events and school talks.
- 340,000 adult armbands distributed through the Sunday Independent in October

Other initiatives:

- 100,000 armbands distributed as part of the Seatbelt Sheriff/Hi Glo Silver campaign.
- 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.
- high visibility materials distributed through the Road Safety Interactive Shuttle at 62 locations nationwide. This included the distribution of vests, armbands, bags, ruck sack covers.
- high visibility materials distributed to scouts, girl guides, youth clubs, crèches, hospitals and various organizations on request.

BT Young Scientist and Technology Exhibition 2010

The Road Safety Authority (RSA) invited students to visit their fun-filled Road Safety Interactive Shuttle at the 2010 BT Young Scientist and Technology Exhibition which took place at the RDS from 12th – 16th January 2010. 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:

- screening of RSA TV ads ran 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 the stand.
- RSA Material – high visibility back packs, reflective armbands and bags were distributed to students



Seatbelt sheriff

Seatbelt Sheriff and Hi-Glo Silver Awards

The annual Seatbelt Sheriff and Hi-Glo Silver Awards took place on Tuesday 2nd February in Dublin Castle. The event was attended by 300 primary school children, their teachers and the Minister for Transport Mr. Noel Dempsey.

Online Road Safety Video for Goods Vehicle Drivers and Cyclists

The RSA, in association with Smarter Travel (Department of Transport), the Irish Road Haulage Association, Cyclist.ie and Dublin City Council, launched an online road safety video to promote safety among cyclists and Heavy Goods Vehicle (HGV) drivers. In particular the video highlights the dangers posed by the blind spots on goods vehicles.

Ordnance Survey Ireland Launch

The RSA, the Health Service Executive (HSE) and Ordnance Survey Ireland (OSi) collaborated to produce a web-based road safety application, which displays the pattern and locations of road collisions in recent years in Ireland where death and personal injury was involved, showing collision data on OSi maps at national, county and local levels by severity, year and type. The service was launched on Tuesday 30th March 2010.

The system allows people to see collision statistics and information throughout the Republic of Ireland and could be used by the public to plan 'safe routes' for a journey.

Check it Fits Road Show

The 'Check it Fits' child car seats campaign visited a total of ten locations around the country in May and October 2010.

Third International Conference on Road Safety

The RSA's third international conference on road safety was held in Dublin Castle on Monday 31st May.



Gay Byrne, Minister Dempsey and Assistant Commissioner Ludlow at Speeding Conference

Experts from Ireland, the UK, Sweden and Belgium joined almost 200 delegates at the conference which focused on the topic of speeding.

Driving Abroad Road Safety Campaign

The RSA issued a media statement in 2010 urging people who were considering travelling abroad not to leave road safety in the airport. The appeal was made as figures from the Department of Foreign Affairs indicated that up to 240 Irish citizens died while abroad in 2009, an increase of 20% on 2008 figures. A number of these were as a result of road collisions. Further research indicated that 12 Irish people alone died in road crashes in Australia since 2007.

RSA and HSA 'Driving for Work' Seminars

A series of 'Driving for Work' half day seminars were hosted by the RSA and the Health and Safety Authority (HSA) in Kilkenny, Cork, Athlone, Sligo and Dublin in June 2010. The aim of the seminars was to highlight the importance of safe driving for work among local businesses. Speakers at the seminars included the RSA, the HSA, An Garda Síochána and the ESB.

Irish Road Safety Week, Oct 11th to Oct 17th

The RSA urged the public to get involved in the 2010 Irish Road Safety Week by announcing details of activity that would be taking place around the country. A 20 second advert promoting Irish Road Safety Week was broadcast on national and local radio.



Dr Doug Beirness, Speaking at the RSA Annual Academic Lecture Oct 2010 on DRUG DRIVING

Annual RSA Road Safety Lecture

The RSA hosted its second Annual Lecture on Road Safety on Monday 11th October. The theme was drug driving and at the lecture it was revealed that, in Ireland, drug driving could be as serious a problem as drink driving. Guest speaker Dr Doug Beirness, the main author of the OECD/ITF report on 'Drugs and Driving', revealed that drugs were a contributory factor in as many as 1 in 3 driver deaths in Canada in the period 2000 to 2007.

Speed Enforcement Zone Alert

TomTom, a provider of location and navigation solutions launched new content for its 'sat nav' devices in conjunction with the Road Safety Authority in November 2010. The new software alerts drivers when they are entering or exiting one of the new speed enforcement zones in Ireland. The objective is to help drivers to drive safer and more responsibly with the new Speed Enforcement Zone Alert

World Remembers Victims of Road Crashes

The RSA, An Garda Síochána and road safety group PARC joined up to mark World Remembrance Day for Road Traffic Victims' on Sunday 21st November 2010.



Catherine Hastings and Donna Price mark World Remembrance Day

Christmas and New Year Road Safety Campaign 2010

President of Ireland, Mary McAleese launched the RSA and An Garda Síochána Christmas and New Year Road Safety Campaign on Thursday 16th December 2010 at the National Rehabilitation Hospital, Dun Laoghaire, Co. Dublin. The RSA also launched the new series of 'Crashed Lives' TV and radio advertisements at the event.



President McAleese meets Marjorie Flood at the 2010 Christmas Campaign Launch

Driver Certificate of Professional Competence (Driver CPC)



All professional bus and truck drivers (those who drive for a living) are obliged to maintain their Driver CPC qualification by completing one day of periodic training each year. EU Directive 2003/59/EC introduced Driver CPC in 2008 for all professional bus drivers and in 2009 for all professional truck drivers.

The RSA has developed a training syllabus in line with the EU directive and this has been circulated to all approved training providers for use when facilitating Driver CPC training, there are 103 approved training providers established throughout the country for this purpose.

Training is all class-room based and there are six individual training modules, four of which are generic with one bus and one truck specific. Professional drivers must complete a different module each year, with five days training to be completed in each five year period. In excess of 100,000 training modules have been completed since the introduction of Driver CPC. The RSA is responsible for ensuring that training material is up to date.



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 2010

Road Collision Database

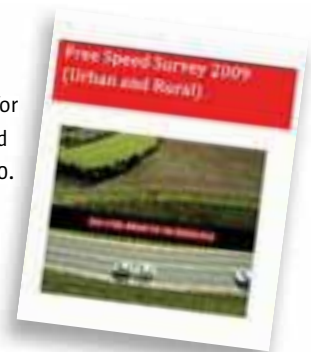
Collision data generated by members of An Garda Síochána is forwarded to the Research Department in the Road Safety Authority (RSA) for analysis and publication. The collision data is mapped and analysed by the department. The results of the analysis are published by the Road Safety Authority in its 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 2010, the 2009 Road Collision Fact Book was published and reported that of the 26,495 Garda-reported motor vehicle traffic collisions, 238 people were killed, 9,742 people were injured, and 19,880 collisions involved property or material damage only.



Free Speed Survey

The Annual Free Speed Survey for 2009 was published on the Road Safety Authority website in 2010. A total of 12,490 cars, 1,291 articulated vehicles, 3,813 rigid vehicles and 373 single deck buses were observed. The survey found the percentage of drivers exceeding the speed limit ranged from 8% to 83% 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 2% and 61%, 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, 5 out of 9 motorists exceeded the posted speed limit in urban areas.



Seat Belt Wearing Survey

In 2009, the Road Safety Authority research department conducted a national seatbelt observational survey on Irish roads which was analysed in 2010. 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 17,130 adults occupying the front seats of vehicles, of which 13,925 (81%) were drivers. In addition, 1,396 adults occupying rear seats were observed. In 2009, 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, no% improvement on 2008 wearing rates. Seatbelt surveys conducted in previous years revealed the following wearing rates for drivers:



- 2007 – 88%
- 2006 and 2005 - 86 %
- 2003 - 85 %
- 2002 - 71 %
- 1999 - 55 %
- 1991 - 52 %

At 80%, rear seatbelt wearing rates for primary school pupils saw an increase of 6% on wearing rates in 2008 (74%). Secondary school pupils showed a more dramatic increase with an 83% wearing rate recorded for rear seatbelts, up 11% on 2008 (72%).

Review of “Safe Systems Road Safety Strategies”

Until the turn of the last decade, Ireland’s road safety record compared poorly with many leading European countries. Since the year 2000, concerted efforts to improve road safety, including the establishment of the Road Safety Authority (RSA) in 2006, have resulted in a 48% reduction in the number of road deaths. The challenge facing the Road Safety Authority and other road safety stakeholders is to maintain this momentum by continuing to reduce the number of fatalities and injuries on Irish Roads.

The Research Department in the Road Safety Authority therefore carried out a review, looking at the approaches taken by other countries with good road safety records and in particular, is considering the potential impact that the “Safe Systems” approach to road safety could have in Ireland. This treats the road infrastructure, vehicles and road users as a single system and takes as its basis, the premise that road deaths or serious injuries are not acceptable and constitute evidence that the road transport system is “broken”. It also works on the basis that a broad range of measures, many of which will be from outside the narrow focus of traditional road safety programmes, is required to work towards a safe road transport system.

The holistic approach also applies to the “implementation” of measures derived from a Safe Systems approach where responsibility is placed on any person involved in the design, implementation, operation, maintenance or management to contribute to achieving the vision of an acceptable road transport system. This means engagement with a much broader group of stakeholders than is usual in establishing a traditional road safety programme.

Literature Review on Best Practice in the use of Motorcycle Protective Clothing

The Research Department, as part of an action in the Motor Cycle Safety Action Plan 2010 -2014, carried out a Literature Review on Best Practice in the use of Motorcycle Protective Clothing. In summary, it can be concluded that a significant number of motorcyclist injuries could be avoided if the usage of appropriate protective clothing was increased. Although usage rates of helmets are high, given their proven protective capacity, it is surprising that this rate cannot approach 100%. Relaxation of mandatory helmet wearing laws as has been introduced in some states in the US should not be considered in Ireland.

The usage rate of protective clothing apart from helmets is much lower. Although jackets, gloves, boots and impact protectors for the joints can generally only prevent or reduce injury in mild to moderate severity cases, these cases represent a large majority of motorcycle accidents, and therefore the injury reducing potential of such clothing is large. Considering the preponderance of leg injuries in motorcycle accidents, increasing the usage rate of protective clothing for the legs is a high priority. Encouraging higher usage rates probably requires an additional media campaign, but would be assisted by legislation and by reducing VAT levels on protective clothing. Furthermore, the success of the EuroNCAP star rating system for passenger cars provides a potential blueprint for a similar means of scoring the protective capabilities of motorcycle protective clothing. There is a wide range in quality of protective clothing, and vigilance is required to ensure that all manufacturers who advertise a protective feature to their clothing have complied with the relevant voluntary EU standards that have recently been developed in this field.

Literature Review on the Impact of Daylight Running Lights (DRLs) on Motorcycles on Motorcyclist Safety

The Research Department, as part of an action in the Motor Cycle Safety Action Plan 2010 -2014, carried out a literature review on the impact of daylight running lights on Motorcycles. This review of the literature on DRLs for motorcycles has shown that this has been a topic of research for decades. Despite this, due to technical difficulties with establishing clear cause-and-effect relationships, it has not yet been possible to categorically demonstrate a significant reduction in road casualties as a result of DRLs for motorcyclists. Nonetheless, on balance the available evidence does indicate that road safety improvements (of the order of a few percent) could be made through the standard provision of motorcycle DRLs, particularly if modern

high efficiency, low glare technology is employed in place of simply using dipped headlights. This approach is also environmentally more appropriate. A compromise may be in the replacement of existing turn signal lights with higher intensity lights and the use of these as DRLs. Although there is a significant body of literature criticizing the evidence in favour of mandatory DRLs for motorcycles, this literature is itself significantly lacking in evidence.

Vehicle Kilometres of Travel (VKT) in Ireland 2010

This report provides estimates of vehicle kilometres travelled on the public road network in Ireland for the year 2010. The purpose of the surveys is to provide central and local government with information for:

- national planning – measurements of the volume and types of vehicle using the road network, and estimates of the volume of kilometres travelled;
- EC Directive 1384 79 – travel monitoring information required by the EC;
- road safety: information on road traffic flows for road safety research; and
- general statistical use: information required by others for other application, such as economic and taxation studies.

The results of the study are shown below;

| | National Primary | Error Range | National Secondary | Error Range | Totals | Error Range |
|----------------------|------------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| Pedal Cycle | 32.25 | ± 1.42 | 20.34 | ± 0.89 | 52.59 | ± 2.31 |
| Motor Cycle | 69.85 | ± 3.07 | 21.32 | ± 0.94 | 91.17 | ± 4.01 |
| Motor Car | 9460.6 | ± 416.27 | 3631.25 | ± 159.78 | 13091.85 | ± 576.04 |
| Light Goods | 1210.48 | ± 53.26 | 520.96 | ± 22.92 | 1731.44 | ± 76.18 |
| Agricultural Tractor | 29.67 | ± 1.31 | 23.66 | ± 1.04 | 53.33 | ± 2.35 |
| Bus | 117.15 | ± 5.15 | 43.02 | ± 1.89 | 160.17 | ± 7.05 |
| Rigid Truck | 548.64 | ± 24.14 | 205.71 | ± 9.05 | 754.35 | ± 33.19 |
| Articulated Truck | 486.49 | ± 21.41 | 132.69 | ± 5.84 | 619.18 | ± 27.24 |
| Truck and Trailer | 30.43 | ± 1.34 | 9.52 | ± 0.42 | 39.95 | ± 1.76 |
| | | | | | | |
| Totals | 11985.56 | ± 527.36 | 4608.47 | ± 202.77 | 16594.03 | ± 730.14 |

Daylight running lights – Traffic Survey Report Summer and Winter 2010

The Research Department in the Road Safety Authority undertook a 'Daylight Running Lights' vehicle observation study at ninety two sites around Ireland.

Manual enumerators were located at each site to observe the voluntary usage of vehicle lights during daylight hours.



Surveys were undertaken on a weekday (Monday to Friday) between the hours of 08:30 and 18:30 during the summer period (September 2010) and repeated again between the hours of 09:30 to 15:30 during the winter period (November / December 2010). All major commuter routes were undertaken during non-peak hours to ensure that those vehicles which may have begun their journey prior to daylight hours were not included in the results. Care was also taken to ensure no recording took place when the weather conditions (i.e. heavy rain, overcast, fog) on-site may have influenced the results.

The number of vehicles observed during both the summer and winter periods are shown below:

| Vehicle Class | Vehicles Observed (All Sites) – Summer | Vehicles Observed (All Sites) – Winter | Vehicles Observed (All Sites) – Summer and Winter |
|--------------------|--|--|---|
| Cars | 25,518 | 25,924 | 51,442 |
| LGV | 4,324 | 4,345 | 8,669 |
| Rigid Trucks | 1,616 | 1,561 | 3,177 |
| Articulated Trucks | 919 | 943 | 1,862 |
| Buses | 549 | 455 | 1,004 |
| Motorcycles | 333 | 108 | 441 |
| Total | 33,259 | 33,336 | 66,595 |

Daylight Running Lights (by Vehicle Class)

| Vehicle Class | Running Lights - Summer | Running Lights - Winter | Running Lights - Summer and Winter |
|--------------------------|-------------------------|-------------------------|------------------------------------|
| Cars | 19% | 39% | 29% |
| LGV | 20% | 40% | 30% |
| Rigid Trucks | 23% | 46% | 35% |
| Articulated Trucks | 26% | 54% | 40% |
| Buses | 44% | 68% | 55% |
| Motorcycles | 49% | 65% | 53% |
| All Vehicle Types | 20% | 40% | 30% |

Modified Motors Events – Survey of Attendees June 2010

The Research Department carried out an attitudinal survey of a sample of attendees at two Modified Motor events in 2010 (Dublin and Cavan). The study was to gain an insight into the views of these car enthusiasts about road safety and their own behaviour. Some of the headline findings from the survey were;

- The vast majority (97%) were car drivers; just 5% were motorbike riders.
- Almost 9 in 10 held a full licence – 4 in 10 for 3 years or less, 4 in 10 for 4-10 years and 2 in 10 for over 10 years.
- Most drove cars 1000-2000cc, though 22% drove a car over 2000cc.
- 83% described themselves as “very interested” in cars and driving.
- Multiple modifications had been made to cars, the most popular being bigger tyres, suspension tuning and exhaust modification.
- 1 in 4 had penalty points – highest among 25-30 year olds – and speeding was the main cause.
- 98% describe themselves as good or very good drivers, but only 65% rate young motorists’ driving skills as good or very good.
- 6 in 10 feel young motorists are treated badly by the general public and more than 6 in 10 feel young motorists are treated badly by the Gardaí. Those aged 18-21 are particularly aggrieved

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.

Bursaries

The research department on behalf of the Road Safety Authority funded two new PhD studies in 2010 as well as monitoring the two studies funded in 2009.

| | Topic | Institution | Supervisor |
|-------------------|---|---|--|
| Commenced in 2009 | Learning about Driving Dangers: from hazard detection to hazard handling | Department of Applied Psychology, University College Cork. | Professor John A Groeger |
| | Evaluating road safety interventions: The role of proximal and distal factors in differential assimilation of safety oriented knowledge, skills and attitudes in adolescents. | School of Psychology, Trinity College, Dublin. | Dr Michael Gormley and Dr Kevin Thomas |
| Commenced in 2010 | Fitness to drive following neurological disorder: integrating off-road, simulated and on-road driver assessment. | School of Applied Psychology, University College Cork. | Professor John A Groeger |
| | Analysis and reconstruction of two-wheel vehicle accidents involving head injury. | School of Electrical, Electronic and Mechanical Engineering College of Engineering, Mathematical and Physical Sciences, University College Dublin | Professor Michael D. Gilchrist |
| | Determining the psychological profile of young male drivers resilient to Road Safety Campaigns and identifying the types of messages that moderate intentions to take driving risks in this audience. | School of Psychology, NUI, Galway. | Dr Kiran Sarma |
| | Proposal for the development of a National Statistical Centre for Traumatic Brain and Spinal Cord Injury | National Rehabilitation Hospital. | Dr Aine Carroll |

International Liaison

The Road Safety Authority 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 bi-annual conference of the International Conference on Alcohol and Drugs in Transport Safety (ICADTS) and the annual PIN meeting of the European Transport Safety Council (ETSC).

ETSC (European Transport Safety Council) PIN Conference and Panel

The Research Department of the Road Safety Authority are representative on the ETSC's Road Safety Performance Index PIN panel. PIN is a policy

instrument to help EU Member States in improving road safety. By comparing Member States' performance, it serves to identify and promote Best Practice in Europe and bring about the kind of political leadership that is needed to create what citizens deserve - a road transport system that offers a maximum of safety.

Cross-country comparisons are published three times a year in the series of Road Safety PIN Flashes. Over the three initial years, 13 cross country comparisons on ten different areas of road safety have been presented. In June each year a PIN Report is launched at the PIN Annual Conference. The Research Department reviewed and provided data and information for the following publications in 2010;

- Tackling the three main killers on the roads A priority for the forthcoming EU Road Safety Action Programme
<http://www.etsc.eu/documents/05.05%20-%20PIN%20Flash%2016.pdf>
- Road Safety Target in Sight: Making up for lost time
<http://www.etsc.eu/documents/ETSC%20PIN%20Report%202010.pdf>
- Reducing deaths on rural roads - A priority for the next "Decade of action"
http://www.etsc.eu/documents/PIN_Flash_18.pdf



BESTPOINT

The research department of the Road Safety Authority is a partner in an EU Commission funded project BESTPOINT. Other partners are road safety institutes such as; SWOV (Netherlands), KfT (Austria), CDV (Czech Republic), BAST (Germany) and the ETSC (Belgium). The objective of BESTPOINT is to collect, analyse, summarize and disseminate best practice criteria for penalty point systems as well as to develop a tool towards harmonisation on European level. To achieve this goal a comprehensive literature analysis will be carried out which will be the foundation for evaluation tools. With the help of those tools and an EU-wide data collection regarding DPS a best practice criteria list will be derived which will be further discussed on the national and the European level. Final outcome will be best practice guidelines (handbook) for the implementation of an effective penalty point system. The project will conclude in 2012.

SARTRE4 (Social Attitudes to Road Traffic Risk in Europe)

The research department of the Road Safety Authority is a partner in an EU Commission funded project SARTRE4. Other partners are road safety institutes such as; SWOV (Netherlands), KVT (Austria), BAST (Germany), AVT (Slovenia), IFSTARR (France), ITS (Poland), VTI (Sweden) and the ETSC (Belgium). The project in the form of a survey, will address issues such as mobility experiences, perception of safety needs by different types of road users; opinions and experiences about speeding, impaired driving; attitudes towards motorcycle riders, pedestrians and other road users. It is based on a common representative survey to be conducted in each participating member state, and a shared analysis of the large database. The information will be useful for comparing the relative standing of member states on the issues examined. It will also aid assessing citizens' acceptance of EU (and national) road safety policies, the limitations or successes of existing road safety measures, or support for new measures and policies. The project will conclude in 2012.

Approved Driving Instruction (ADI)

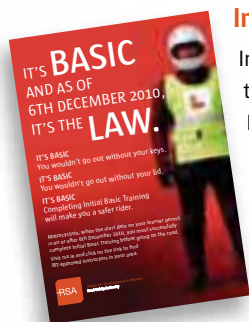
Nationally there are 1,814 approved driving instructors working in the industry.

Number of ADI Tests carried out in 2010

| | |
|-------------|------|
| Stage 1 | 618 |
| Stage 2 | 519 |
| Stage 3 | 322 |
| Check tests | 1504 |



Approved Driving Instructor

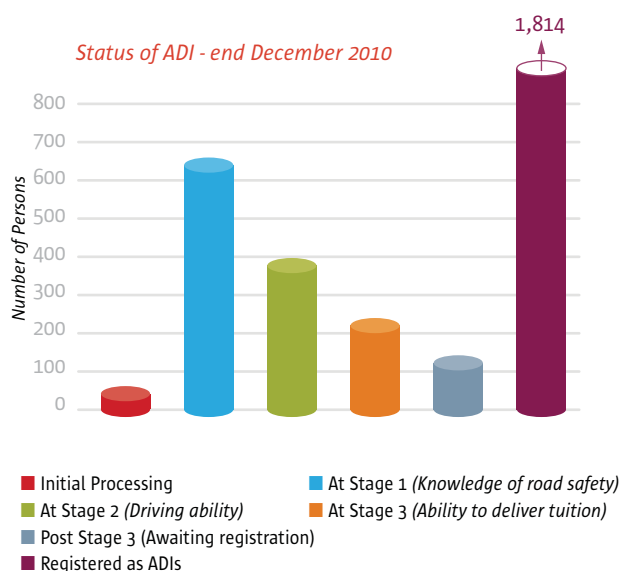


Initial Basic Training (IBT) – Motorcycles

Initial Basic Training (IBT) is a mandatory training course that teaches basic riding skills to learner motorcyclists. It is part of the RSA's Graduated Driver Licensing (GDL) scheme and is intended to improve road safety.

IBT is a 16 hour course broken into four separate modules to be completed in sequence. These modules are a mixture of theory and practical riding skills.

When a learner has completed their IBT course, their instructor will record the details of training in the learners logbook and issue them with a Certificate of Satisfactory Completion. The certificate must then be carried by the learner whenever they are riding their motorcycle under their learner permit entitlement.



The Course provides for motorcyclists to progress from a small to a larger motorcycle or an automatic one to a manual type motorcycle without having to repeat the entire course again, this is done through a Conversion module

IBT courses are only available at RSA approved IBT training centres and may only be delivered by RSA approved IBT instructors. Before a learner begins training, they should check that both centre and instructor have been issued with an RSA certificate of approval.

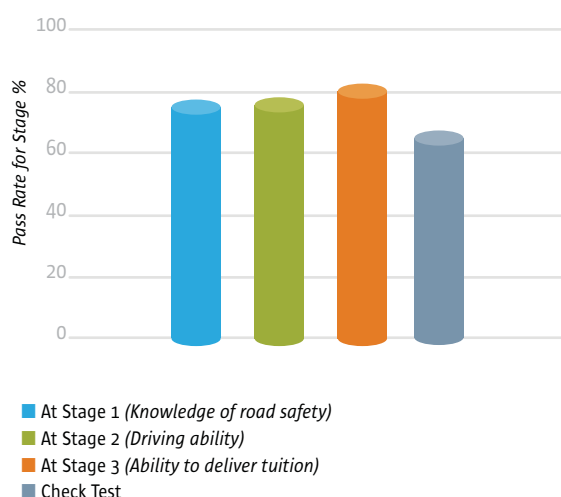
Currently there are 89 Motorcycle Instructors Nationwide of which 41 are approved to provide IBT training courses.

RSA systems have been developed to ensure each learner has taken the mandatory training prior to being tested for a certificate of competency (Practical driving test)

Essential Driver Training (EDT) – Car and Light van drivers

Studies show that young drivers and inexperienced drivers are more likely to die or be seriously injured in collisions, and EDT is one of several measures to be introduced by the RSA to help improve critical driving knowledge, skills and behaviors of new drivers. Work is underway to prepare for the introduction of EDT which is planned to be introduced in April 2011.

From that date every first time learner permit holder in Category 'B' (Cars and Light vans) will be required to complete the EDT course of driver training. Part of the process involves updating the RSA systems to ensure each learner has taken the mandatory EDT training prior to being tested for a certificate of competency (Practical driving test).



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

Vehicle Standards and 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 aim 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. Currently all cars and certain buses must have type approval. At various dates up until 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. In 2010 type approval and entry into service regulations were updated and signed into law by the Minister in order to transpose recently published EC Directives updates.



The National Standards Authority of Ireland (NSAI) is the designated type approval authority (www.nsai.ie). The RSA works closely with the NSAI to ensure the type approval system is working effectively. In 2010 numerous Irish type approvals were granted and there was a significant increase in support provided to Irish vehicle manufacturers and converters who are preparing to meet the requirements of ECWVTA.

Public Consultations

During 2010, the RSA carried out the following public consultations in relation to Vehicle Standards:

Motor Caravans – The recommendations arising from the consultation and review of roadworthiness testing for motor caravans are to be implemented. These vehicles will be tested in the VTN and at the same frequency as the NCT test for cars, and we expect draft regulations to be signed into law in 2011.

Mobile Machines – Our recommendations regarding roadworthiness testing of mobile machines such as well drillers, concrete pumps etc were accepted. They will be tested annually at the VTN. Regulations will be signed into law in 2011 along with the Motor Caravan regulations.

Daytime Running Lights – Feedback from the public consultation supported the use of DRL (Day Time Running Lights) and this important safety enhancing feature will be implemented throughout the fleet through natural renewal as all new vehicles will have DRL as fitted as standard.

Written Off Vehicles - consultation was launched in December 2010, to seek stakeholder opinions and views on the future scheme for regulating Written Off Vehicles in Ireland. Policy and supporting legislation on this important vehicle standards improvement initiative will be implemented in 2011.

Spray Suppression - the report and recommendations arising from the consultation have been progressed and regulations will be in place in early 2011 so that all new trucks over 7.5 t and trailers over 3.5 t are fitted with spray suppression from September 1st 2011.

Safety Belts on Buses

By September 2011 it will be a legal requirement that all buses carrying children have safety belts. An extensive consultation was completed to help prepare for this requirement and it included a RSA Guidelines document to assist in identifying correct safety belt installations. A safety belt verification test is now included in the annual roadworthiness test to check that the safety belts fitted to the bus are of an acceptable standard. All Bus owners have received a comprehensive Information Note on the new requirements and it included RSA Guidelines to assist in identifying correct safety belt installations. A dedicated helpline dealt with queries and CPD course was prepared for Authorised Testers explaining the safety belt verification procedure.

NCT Noise Testing

To address public concerns regarding loud exhaust noise, testing was introduced in the NCT. In addition Gardaí are now equipped with noise measurement meters to assist in enforcing the 99db limit thereby discouraging drivers fitting these loud exhausts after their car has passed the NCT.

Braking

Following a public consultation carried out in 2009, regulations are now in place that require new passenger vehicles, goods vehicles and their trailers to be fitted with brakes which comply with the latest regulations including ABS, all wheel braking etc.

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

The RSA report resulting from the Weights Review is with the Department which is currently conducting a review to assess the impact of any weight increase on road infrastructure. This is to be completed in April/May 2011. The 42 tonne derogation for a 5 axle articulated vehicle is still in place.

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

In mid 2010 the Minister approved the RSA report and recommendations on the Use of Agricultural Vehicles. Publication of the report is expected by mid 2011. Implementation of the recommendations will commence thereafter.

Technical Advisory Forum

During 2010, the Technical Advisory Forum continued to provide valuable input to the future technical standards and contents of roadworthiness testing in Ireland. A review of the LGV (Light Goods Vehicle) test was completed and included updates to accommodate advances in vehicle design and engineering. 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.

EU Representation

Vehicle Standards represented Ireland at numerous commission meetings throughout 2010 including the Technical Committee on Motor Vehicles and working group meetings on vehicle masses and dimensions and revisions to the type approval framework Directive.

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 contract 2010 to 2019

The RSA contract with A+ Car Testing Service requires the contractor to meet a number of specific performance standards in a wide range of operational areas including: customer waiting times, customer satisfaction and test integrity. The contract provides for performance adjustments which can be imposed by the RSA in the event that the contractor fails to meet the performance requirements. The RSA monitors the performance of the NCT continuously.



2010 was a challenging year for Applus, both because it was its first year in operation and also because of the high level of demand in 2010. In 2010, Applus met the performance requirements in respect of customer service with a score of 84% in the Customer Satisfaction Survey. From August 2010 it also met the requirement to issue advance notifications.

After the first quarter, Applus made significant progress in addressing capacity and demand issues. Between May and December 2010, 78,692 more vehicles were tested than in the same period during 2009. Service levels in the call centre for 2010 were 87% of calls answered within 15 seconds compared with 75% for 2009. Despite having dealt with 33% more calls.

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.

Changes to the NCT with effect from June 2011

Annual testing of cars over 10 years old commences on June 1, 2011 i.e. cars over 10 years old tested on or after June 1 will receive a certificate valid for one year only.

Older vehicles are also more likely to be involved in a collision. The Road Traffic Collisions 2009 statistics show that 41.5% of fatal collisions that occurred in 2009 involved vehicles that were 10 years old or more. Almost half (46%) of serious injuries from collisions that occurred in 2009 involved vehicles that were 10 years old or more.

Number of Tests conducted by NCTS

- 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%
- in 2010, 893,713 full tests were conducted with a pass rate of 51.7% while 379,622 retests were conducted with a pass rate of 90.6%

Commercial Vehicle Testing

The annual testing of commercial vehicles in Ireland is carried out by over 147 privately operated test centres which are currently appointed and supervised by the Local Authorities. According to returns made to the RSA by test centres, some 118,838 Heavy Goods Vehicle tests (a decrease of less than 0.5% on 2009) and 386,692 Light Goods Vehicle tests (an increase of just over 1% on 2009) were completed in 2010.



In 2010, RSA Vehicle Inspectors made 173 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.

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 440 roadside checkpoints in 2010 which represents an increase of over 47% from 2009. Roadworthiness checks were completed on 3,612 HGV's and these checks revealed that 1,706 or 47% of vehicles had defects with 40% of these vehicles having defects serious enough to warrant immediate action, such as impoundment, repair on site or a new test. Of these, 2,610 or 72% of vehicles were on an operator licence and of these, 45% had defects.

Reports from other EU Member States on Irish commercial vehicles

During 2010, the RSA received reports from the UK Vehicle Operator Standards Agency (VOSA) that 4,904 Irish commercial vehicles had been stopped in the UK with vehicle defects and that 27% of these defects were classed as serious. Over 55% of the defective vehicles reported by VOSA were trailers and 29% of trailer defects were serious defects. In 2010, the RSA recorded and reviewed all reports received and issued 974 letters to operators in relation to reported serious defects.

Commercial Vehicle Maintenance

In 2010, the RSA launched a “Guide to keeping commercial vehicles roadworthy”. This guide was developed following a pilot operator maintenance programme conducted in 2009 with the aim of heightening the importance and benefits for an operator in having an effective preventative vehicle maintenance system. The guide includes details on how an operator can implement an effective preventative maintenance system with many of the elements being 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 – the guide includes walk around check posters for different vehicles giving details of what a driver should check.

Commercial Vehicle Roadworthiness Reform

In 2006, at the request of the Minister for Transport the RSA commissioned a fundamental review and evaluation of commercial vehicle roadworthiness testing policy, delivery and monitoring effectiveness.

The findings of the review were accepted by the Minister for Transport. The RSA published the report and presented its findings to the transport industry, test centre managers, local authorities and other stakeholders.

The review recommended a reform programme which will see the RSA taking overall responsibility for commercial vehicle roadworthiness regime from the Local Authorities. The review identified 3 key strands of activity that, if carried out effectively, would ensure a much higher standard of commercial vehicle roadworthiness. These are roadside enforcement, periodic checks and operator’s checks. The review has recommended circa 20 improvements in a number of areas, including test centre operations, IT and management information systems (“MIS”), supervisory arrangements, enforcement, operator compliance, and transport of dangerous goods (“ADR”).

The Minister approved the recommendations and charged the RSA with overseeing the implementation of the reforms. A reform implementation group, chaired by the RSA, with representatives from key stakeholders such as the Department of Transport, An Garda Síochána and Local Authorities was formed to oversee the implementation. The programme is scheduled for completion in the first quarter of 2013.



Number of Tests by Centre in 2010

| Station name | Pass (Initial Test) | Fail (Initial Test) | Pass (Following Re-Test) | Fail (Re-Test) or No Show | Total Passes | Total Tests (Periodic) |
|--------------------|------------------------|------------------------|--------------------------------|---------------------------------|-----------------|---------------------------|
| Abbeyfeale | 6230 | 4905 | 4238 | 667 | 10468 | 11135 |
| Arklow | 6583 | 7470 | 5971 | 1499 | 12554 | 14053 |
| Athlone | 7620 | 7177 | 5878 | 1299 | 13498 | 14797 |
| Ballina | 5329 | 5636 | 4593 | 1043 | 9922 | 10965 |
| Cahir | 9814 | 9321 | 7620 | 1701 | 17434 | 19135 |
| Cahirciveen | 1427 | 752 | 632 | 120 | 2059 | 2179 |
| Carlow | 9088 | 10048 | 7919 | 2129 | 17007 | 19136 |
| Carndonagh | 1754 | 1738 | 1680 | 58 | 3434 | 3492 |
| Carrick-on-shannon | 5311 | 4825 | 4274 | 551 | 9585 | 10136 |
| Castlerea | 4964 | 4392 | 3643 | 749 | 8607 | 9356 |
| Cavan | 4295 | 5376 | 4625 | 751 | 8920 | 9671 |
| Charleville | 6669 | 4230 | 3671 | 559 | 10340 | 10899 |
| Clifden | 1186 | 1633 | 1320 | 313 | 2506 | 2819 |
| Cork-Blarney | 14734 | 13418 | 10755 | 2663 | 25489 | 28152 |
| Cork-Little Island | 25727 | 21872 | 18485 | 3387 | 44212 | 47599 |
| Deansgrange | 36098 | 35466 | 27988 | 7478 | 64086 | 71564 |
| Derrybeg | 1876 | 1818 | 1611 | 207 | 3487 | 3694 |
| Donegal | 5281 | 3346 | 2730 | 616 | 8011 | 8627 |
| Drogheda | 13502 | 10104 | 8162 | 1942 | 21664 | 23606 |
| Dundalk | 5755 | 7778 | 5950 | 1828 | 11705 | 13533 |
| Ennis | 10689 | 12326 | 9219 | 3107 | 19908 | 23015 |
| Enniscorthy | 12408 | 12019 | 9825 | 2194 | 22233 | 24427 |
| Fonthill | 35761 | 40746 | 31389 | 9357 | 67150 | 76507 |
| Galway | 19637 | 21795 | 17336 | 4459 | 36973 | 41432 |
| Greenhills | 12903 | 13317 | 11446 | 1871 | 24349 | 26220 |
| Kells | 10285 | 10115 | 8147 | 1968 | 18432 | 20400 |
| Kilkenny | 9626 | 8547 | 7177 | 1370 | 16803 | 18173 |
| Killarney | 6855 | 5702 | 4904 | 798 | 11759 | 12557 |
| Letterkenny | 8045 | 8276 | 6942 | 1334 | 14987 | 16321 |
| Limerick | 18572 | 17866 | 14956 | 2910 | 33528 | 36438 |
| Longford | 4540 | 5164 | 4076 | 1088 | 8616 | 9704 |
| Macroon | 6264 | 4806 | 4122 | 684 | 10386 | 11070 |
| Monaghan | 4149 | 5261 | 4268 | 993 | 8417 | 9410 |
| Mullingar | 6234 | 6945 | 5584 | 1361 | 11818 | 13179 |
| Naas | 16283 | 18134 | 13042 | 5092 | 29325 | 34417 |
| Nenagh | 9715 | 8509 | 7049 | 1460 | 16764 | 18224 |
| Northpoint 1 | 21207 | 22474 | 17980 | 4494 | 39187 | 43681 |
| Northpoint 2 | 29238 | 32434 | 25651 | 6783 | 54889 | 61672 |
| Portlaoise | 7180 | 7260 | 6080 | 1180 | 13260 | 14440 |
| Skibbereen | 5932 | 4944 | 4118 | 826 | 10050 | 10876 |
| Sligo | 5549 | 6659 | 5352 | 1307 | 10901 | 12208 |
| Tralee | 8970 | 6833 | 5565 | 1268 | 14535 | 15803 |
| Tullamore | 5790 | 7978 | 5892 | 2086 | 11682 | 13768 |
| Waterford | 14099 | 13098 | 10147 | 2951 | 24246 | 27197 |
| Westport | 8125 | 6824 | 5694 | 1130 | 13819 | 14949 |
| Youghal | 5412 | 5089 | 4205 | 884 | 9617 | 10501 |
| Total | 476711 | 474426 | 381911 | 92515 | 858622 | 951137 |

Reform Programme

Overall the programme is targeted at improving the roadworthiness of vehicles using Irish roads. By a mixture of increased, intelligence-led enforcement activity, improved consistency of annual testing and greater focus on encouraging operators to maintain and operate their vehicles properly. The RSA anticipates that there will be a positive impact on road safety and congestion both through the improved condition of Irish registered vehicles and also through increased focus on international vehicles in Ireland and on the international reputation of Irish vehicles operating in other countries.

The purpose of implementing the reform programme is to make a step change in the quality of commercial vehicles (HGVs, PSVs and LGVs) using Irish roads and thereby help improve road safety, reduce congestion and improve the culture of safety within the transport industry.

The proposed reform of commercial vehicle roadworthiness is not just about testing of commercial vehicles; it also embraces roadside enforcement and operator compliance checks that are aimed at developing a much greater awareness of road safety issues amongst commercial vehicle operators and drivers. The proposed enforcement regime incorporates a methodical and consistent approach to not only meet EU regulations and to minimise the risk to the reputation of Ireland but more importantly, to minimise the risk to the safety of all Irish road users.

A key aspect of the reform programme is expected to be the introduction of an integrated IT system that will assist RSA in ensuring that vehicle testing is carried out to a common standard and that will support intelligence-based enforcement through targeting of non-compliant operators. The IT system will support the full integration of all RSA enforcement activities in respect of commercial vehicles. In addition to vehicle roadworthiness, it will record enforcement activity on drivers hours (including prosecutions under the European Communities (Road Transport) (Working Conditions and Road Safety) Regulations 2008), and unlicensed haulage. The intention is to create a single user interface containing a profile of each operator and vehicle which can be used to target non-compliant operators. Other features include.

- improved Roadside enforcement processes and procedures, including facility to immobilise non compliant vehicles and improved deployment and coordination of enforcement agencies.

- enhanced quality of commercial vehicle testing and stream lined management of the testing system by transferring licensing of test centres to the RSA.
- targeted improvement of commercial vehicle operators through a combination of education and risk based enforcement.
- legislative changes to enable the above deliverables.
- strategic deployment of roadside enforcement technology including remote access and data collection devices, ANPR and WIMS

The reform programme is a complex programme which will be delivered over 18 months to two years.

Special Permits

Permits were issued to 30 vehicles which breached the Construction, Equipment and Use, Construction and Use and Lighting Regulations, thereby allowing there use on public roads.

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 2010

2010 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 innovations were implemented during 2010 designed to enhance efficiency and operational effectiveness in promoting compliance and the administration of digital tachographs.

Significant developments during 2010 included:

- 74 cases were successfully prosecuted by the Road Safety Authority in the District Courts
- an increasingly target-led approach to enforcement was implemented focusing on non-compliant operators supported by the introduction of a risk register;
- RSA Transport Officers participated in 510 roadside checks during 2010 and inspected 3,143 drivers (This compares with 318 roadside checks and 2,527 driver inspections carried out in 2009)
- there were 831 premises checks conducted by Transport Officers during 2010.
- roll-out of remote access facilities for Transport Officers and Vehicle Inspectors
- acquisition of enforcement vehicles for Transport Officers and Vehicle Inspectors
- in 2010, the RSA strengthened its participation with the UK and NI Authorities through coordinated checkpoints at Dublin Port, Rosslare 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.
- publication of a 2011 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;
- 8,691 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 2010, 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.

Strategic aspects

Prosecution is an essential component of the RSA enforcement toolkit and central to achieving compliance with legislation and improving road safety. The RSA enforcement strategy agreed with An Garda Síochána is intended to enhance 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.

During 2010, the RSA strengthened its strong working relationship with An Garda Síochána in relation to road transport enforcement activities. The overall enforcement strategy put in place in relation to roadside and premises checks is to target 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 2010. The various enforcement, educational and advisory measures being implemented by the RSA are designed to meet the Road Safety Strategy goals 2007 - 2012.

RSA liaised with the Department of Transport on the drafting of proposals for new legislation relating to the reform of the operator licensing system in the State and specifically the withdrawal, suspension of operator licenses where there is evidence of persistent offending in relation to driver's hours, tachograph and roadworthiness offences

The public service embargo will adversely impact on the level of enforcement activity that can be implemented by the RSA. The Authority will concentrate the scarce enforcement resources that are available to it on the targeting of the highest risk operators while at the same time maintaining high visibility enforcement at roadside checks and working with operators who demonstrate a commitment to improving their compliance levels.

Legislative Developments

The European Communities (Road Transport) (Working Conditions and Road Safety) Regulations 2008 (SI 62 of 2008) was updated through the adoption of SI 431 of 2010 to take on board the adoption of a number of new EU Regulations as well as changes required in the light of enforcement experience

The European Communities (Road Transport Activities Checks) Regulations 2007 (SI 545 of 2007) were also amended during 2010 to take on board the adoption of EU Directives 4 and 5 of 2009.

RSA proposals for mutual recognition of tachograph exemptions between Ireland and the UK/NI were also followed up with the Department of Transport during 2010.

The Road Traffic Act 2010 included provisions for the establishment of a fixed penalty scheme for road transport related offences. RSA is pursuing the implementation of the scheme with the Department of Transport and the Garda Síochána.

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 2010, 8,691 digital tachograph cards were issued to applicants, compared with 9,036 in 2009 and 12,799 in 2008. Turnaround times for the processing of valid applications was achieved despite reductions in staffing in the digital tachograph section.



Review of Digital Tachograph Scheme

A review was initiated by the RSA in 2009 of the digital tachograph scheme and this was concluded in early 2010. Following this review the RSA has decided to implement an on-line digital tachograph card application system. A tender for the required system was published in October 2010. The on-line system is expected to be available in the Autumn 2011.



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
- Estate Management, Quality and Customer Care

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 2010, the Board of the RSA held 10 meetings and the Internal Audit Committee held 4 meetings. The Internal Audit Plan, covering the period 2010, 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).



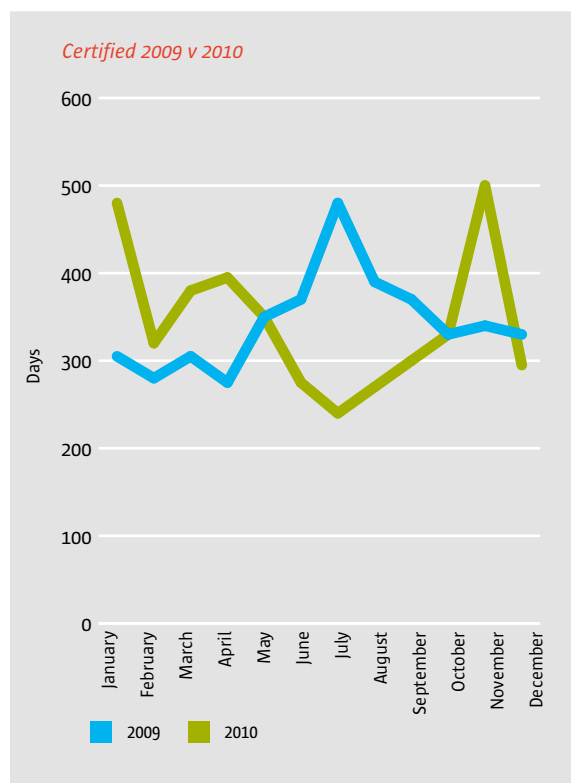
Human Resources

The HR Department continues to support all Directorates in relation to staffing issues, performance development, absence management, training, health and safety, and developing relationships between staff, management, and trade unions.

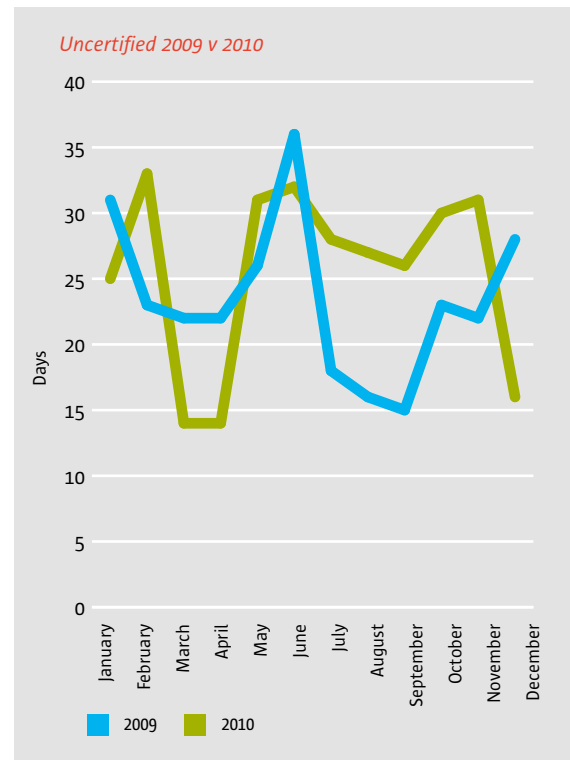
Absence management

The Human Resources Department of the Road Safety Authority focused on the subject of absence management with renewed vigour in 2010. The area of sick leave was largely to the fore, with workshops on managing sick leave being completed with line managers throughout the organisation. HR also introduced new processes in managing sick leave, with line managers asked to complete “back to work” discussions with any employee who was on sick leave, and HR issued “notes of concern” to line managers when an employee’s sick leave reached certain levels. A more robust reporting system to senior management on sick leave in their Directorates was also implemented. All of these measures assisted in improving the RSA’s sick leave rate.

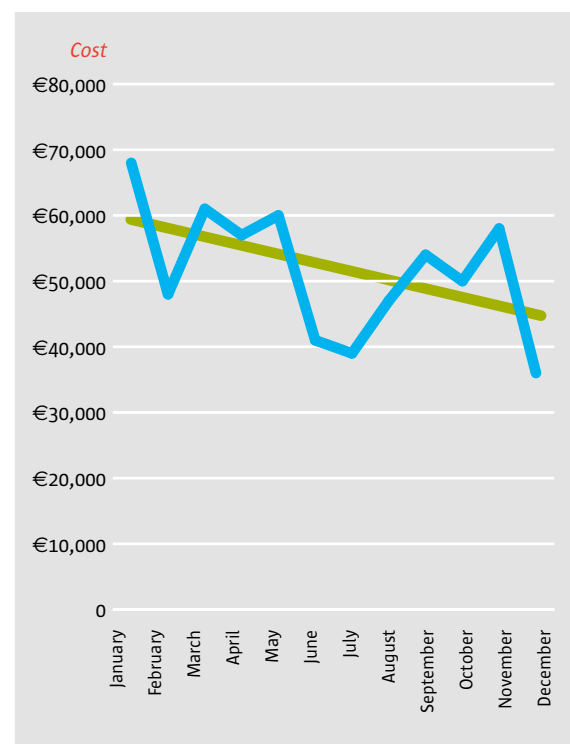
The following graph displays the Certified sick leave levels in 2010 compared to 2009 levels:



The following graph displays the Uncertified sick leave levels in 2010 compared to 2009 levels:



The cost of sick leave in the Road Safety Authority for 2010 amounted to €619,510 for the year, and the distribution of this cost is displayed in the following chart:



Individual cases of sick leave were referred to the Chief Medical Officer when an employee was on long term sick leave (over a period of 4 weeks).

Health and Safety

The RSA Health and Safety Unit, under the remit of HR achieved the following objectives during 2010.

OHSAS 18001

The ongoing Surveillance Audit by NSAI for OHSAS 18001 Accreditation was successfully completed in June 2010. The RSA did not receive any non conformances and a number of positive observations were noted by the NSAI Auditor in the Audit Report.

Health and Safety Training

The Irish Heart Foundation (IHF) Heartsafe CPR and AED Training programme has been implemented in the RSA in 2010. As a best practice measure four staff members have been trained as IHF certified AED/CPR Instructors. IHF CPR/AED training will be available to all RSA employees. Over 90% of Driver Testers completed the training programme in 2010 and the training will be provided on an ongoing basis across all divisions of the RSA during 2011 and in the future.

Fire Safety Management

The RSA took part in the State Claims Agency Fire Safety Management Audit in late 2009 and the Report was circulated in 2010. The RSA were found to have 100% regulatory compliancy in management of Fire Safety training, performance of Fire Drills and PPM scheduling.

A Life Safety systems audit was carried out in all RSA buildings by the H and S unit in 2010. Responsibility for these systems is under the remit of the OPW and Estate Management are liaising with OPW on necessary improvements required. All Driving Test Centres now have instruction and information available regarding Life Safety systems in their buildings.

Fire safety Mapping was carried out on all RSA buildings and Maps are now displayed in all buildings in compliance with legislative requirements.

First Aid

18 AED units were procured and issued to RSA offices in Ballina, Loughrea, Bow St., and the ten busiest driving test centres. In addition, AED units were positioned in the RSA vans and RSA Shuttle in 2010. Also, IHF CPR/AED training programmes for all RSA personnel introduced in 2010.

Universal Accessibility

A Universal Accessibility review was carried out on all RSA buildings in 2010. Findings of the review have been forwarded to Estate Management for further action.

RSA Vans

A Health and Safety and Ergonomic assessment was carried out on the RSA Vans which were procured for the Vehicle Standards and Enforcement personnel in 2010 and necessary design modifications were made. Vans were also equipped with relevant equipment for traffic management at roadside checkpoints.

Recruitment

There were no new entrants to the RSA in 2010 due to the staffing moratorium. However, the RSA was tasked with the Commercial Vehicle Testing reform project, and the HR Department was sanctioned to conduct interviews with staff from the Local Authorities. 17 people were successful at interview, and will be joining the RSA shortly.



Redeployment

Under Department of Finance guidelines, the RSA adhered to the Employment Control Framework laid down, and commenced facilitating the redeployment of staff out of the organisation under this agreement.

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 RSA also has a high level of on-going interaction with the staff representatives at local levels.

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.

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.

Training and Development

Training was sourced and carried out under the PMDS system for all Directorates of the RSA, and included HGV training for Driving Testers, Customer Service/Presentation skills, pension administration, management training, finance training, and a host of other specialised training courses as agreed under PMDS.

The Public Service Agreement

The terms of the Public Service (Croke Park) agreement was reached in 2010, and the RSA put forward 12 projects which would contribute towards the RSA action plan under the agreement. HR was involved heavily in discussions with Trade Unions on the projects, which spanned over each of the four Directorates of the RSA. Progress made is reported by HR to the Department of Transport quarterly. HR also took part in the steering group committee set up by the Department of Transport to progress the action plans.

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.

In 2010 the Finance Division of the Authority achieved the following:

- continual refinement and updating of all internal financial controls;
- completion of the Internal Audit Programme for 2010;
- completion of the Comptroller and Auditor General Audit of the 2009 Financial Statement for the year to the 31st December 2009 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 material public procurement tenders to ensure compliance with all public procurement rules and regulations.

Information Communications Technology (ICT)

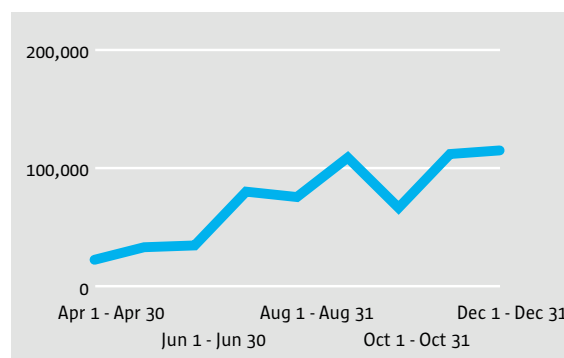
During 2010, the Information Communications Technology section has been focusing on improving on the existing service provided to RSA customers both inside and outside the organisation. Delivering technical solutions through effective review and analysis of existing processes has allowed the RSA to improve its service.

The ICT has delivered a number of initiatives to improve productivity and allow the business unit to function effectively. We have enabled secure remote access to our Road Haulage Enforcement system which saves time and travel for a group of our remote workers.

The ICT section has also continued to adapt the organisation's information technology to meet changes in legislation and ensure that technology is a key enabler of change within the organisation.

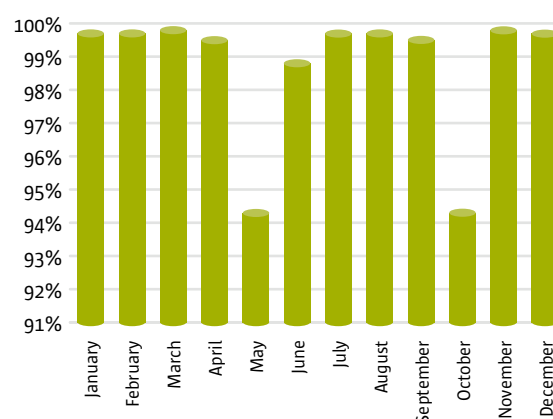
The RSA web presence is the front window for all RSA external customers and the www.rsa.ie website was completely redesigned and re-launched during the year. This project made accessing information a much simpler process. The following show the profile of visitors to the new site since April 2010:


- 514,924 people visited the site
- 919,206 Visits
- 514,924 Absolute Unique Visitors
- 4,326,086 Page views
- 4.71 Average Page views per visitor



The security of the RSA systems is paramount and as such we continue to ensure that we have access to the latest security appliances and software. The network is monitored and maintained in a proactive manner to ensure that we meet our obligations to our internal and external customers.

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. We Monitor the availability of the Primary Business applications and Servers and have a target of 99.9% availability. The graph below details the availability during 2010. The figures for May and October reflect outages in primary systems during Planned Maintenance periods.





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



Office Premises

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 2010, a new Driving Test Centre was opened in Buncrana, Co. Donegal in the new decentralised offices provided for the Department of Social Protection. Also during 2010, major refurbishment works were carried out at Roscommon Driving Test Centre to bring that centre up to standard. Also during 2010 the RSA established temporary Driving Test Centre accommodation in Skibbereen RFC and at the Cavan Crystal Hotel due to ongoing Health and Safety issues affecting the permanent locations in those towns. The RSA is continuing to work with the OPW to provide suitable permanent premises in these locations.

During 2010 the RSA conducted an open tender process for the provision of Facility Management Services throughout its entire estate. In delivering the service historically the RSA utilised the services of many different service providers throughout the country and with varying local arrangements applying. The purpose of using one supplier was to regularise the situation with a view delivering cost efficiencies and enhancing the service provided.



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 2010, eight Freedom of Information requests were handled by the RSA under this arrangement. In addition the RSA received and dealt with two requests for information made under the Access to Information on the Environment Regulations, 2007.

Data Protection

During 2010 the RSA finalised, and disseminated to all staff, its Data Protection Policy and its Data Protection Procedures. All staff are expected to comply with the documents and in 2010 an audit system was put in place to ensure compliance.

The RSA is registered as a Data Controller with the Officer of the Data Protection Commissioner. During 2010 the RSA received one Access Request under the Data Protection Acts.

Quality

During 2010 the RSA commenced a project aimed at implementing an Integrated Management System. This project is listed as part of the RSA's Croke Park Agreement commitments. The project consists of the design and implementation of a management system across the four directorates and supporting structures of the RSA. The

purpose is to build a sustainable system that can be certified to the relevant internationally recognised standards. The areas prioritised are Quality Assurance (ISO 9001), Impact on the Environment (ISO 14001) and, in the case of Driver Testing, it also encompasses compliance with and accreditation for bodies operating the certification of persons (ISO 17024). The RSA is already registered to Health and Safety Standard (OHSAS 18001) and this standard will be integrated into this system.

An essential part of the implementation of these standards is developing a system of internal audit and during 2010 a number of RSA staff, from across all directorates, received Internal Audit Training.

Vans

In 2010, the RSA, through the National Procurement Service, purchased two vans for the Standards and Enforcement Directorate. These vans, which were converted to provide office facilities, were provided for Transport Officers to use while engaged in conducting roadside checks.

Overview of Energy Usage in 2010

In 2010 the Road Safety Authority consumed 445 MWh of energy, consisting of:

- 410.035 MWh of electricity;
- 34.903 MWh of fossil fuels;



Actions Undertaken in 2010

In 2010 the OPW launched phase 2 of its 'Optimising Power at Work' campaign. The aim of the campaign is to implement an intensive staff energy awareness campaign across all OPW managed buildings while at the same time ensuring that the buildings are being operated in the most efficient manner possible in relation to energy consumption. The target for the campaign is 20% per annum in total savings by 2012 in the larger buildings. Vector Facilities Management was awarded the contract to implement the initiative.

In 2010, presentations were made to the RSA management board and Partnership committee on the campaign. Resulting from this an Energy Officer was appointed for both the RSA headquarter and Loughrea buildings and an Energy Team, under the auspices of the Partnership Committee, was established.

Actions Planned for 2011

In 2011 the RSA intends to further improve our energy performance by undertaking the following initiatives:

- ongoing commitment to the OPW Optimising Power at Work energy saving campaign
- increased education and promotion of Energy Awareness to all office based staff
- a move to a shutdown of all non-essential PCs and monitors when not required
- an overall review of lighting requirements in both Ballina and Loughrea office buildings
- implementation of Building Energy Policy

In 2011 the Road Safety Authority will consider investment in the following area:

- review of lighting requirements, including installation of sensor lighting where appropriate
- installation of a Building Management system
- central control of Air Conditioning systems and the removal of local AC controls
- a review of ICT systems with a view to optimising power usage



Appendix A

EXTRACT OF RSA FINANCIAL STATEMENTS

Road Safety Authority Financial Statements For the Year Ended 31st December 2010

| | <i>Page</i> |
|--|-------------|
| Contents | 64 |
| General Information..... | 65 |
| Statement of Responsibilities of the Authority | 66 |
| Statement on Internal Financial Control | 67-68 |
| Statement of Accounting Policies..... | 69-70 |
| Income and Expenditure Account..... | 71 |
| Balance Sheet..... | 72 |

Road Safety Authority

GENERAL INFORMATION

| | |
|-----------------------------|--|
| Authority Address | Moy Valley Business Park Primrose Hill Dublin Road Ballina Co. Mayo |
| Senior Executive | Mr Noel Brett – Chief Executive Mr Simon Buckley – Acting Director Corporate Services Ms Denise Barry – Director Vehicle Standards and Enforcement Mr Declan Naughton – Director Driver Testing and Licensing Mr Michael Rowland – Director Road Safety, Research and Driver Education |
| Members of the Board | 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 |
| Bankers | Bank of Ireland Pearse Street Ballina Co. Mayo |
| Auditors | The Comptroller and Auditor General Dublin Castle Dublin 2 |
| Web Site | www.rsa.ie |

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.

Further to the reference in 2009 to the draw down of funding, the Authority and the Department of Transport, Tourism and Sport agreed a memorandum of understanding for 2010, which included a provision for the funding of a capital programme for the period 2010 – 2012 out of surplus fees.

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.

In 2010, the following Internal Audits took place and were reported to the Internal Audit Committee of the Authority;

- A mid-year and year-end review of the System of Internal Financial Controls 2010
- A follow up report on the internal audit recommendations from the 2009 Internal Audits
- A Review of the Strategic & Business Planning
- A Review of the Driver Testing Administration Process
- A Review of the Driver Licensing Administration Process

In addition to this work, the Authority undertook extensive work in relation to the extent and likelihood of business risk in 2010. The Authority developed a Risk Management Policy and it revised the Risk Register. The Authority undertook this work in order to comply with all the requirements of Section 8, of the Code of Practice for the Governance of State Bodies 2009 (Revised).

Road Safety Authority

STATEMENT ON INTERNAL FINANCIAL CONTROL

Once this work was completed, an Internal Audit of Risk Management was conducted by the Internal Auditors in November 2010. The report's recommendations were taken to the Internal Audit Committee in December 2010 who in turn brought it to the Board of the Authority in January 2011.

All of the recommendations of the Report were adopted by the Board of the Authority which related to the institution of Risk Management as a formal agenda item of the Board twice annually, the appointment of a Chief Risk Officer for the Authority, Annual Reviews of the Authority's Risk Management Policy & Risk Appetite and Board Review of the Authority's Risk Register twice annually.

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2010.

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.

There was a change in accounting policy in 2010 where Fees for Driving Tests which were previously recognised on a cash receipts basis are now recognised in the period in which the test is carried out.

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

All other income including Fees for Driving Tests 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;

| | |
|--------------------------------|----------|
| Leasehold Improvements | 20 years |
| 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

There are 160 staff who are members of the civil service pension scheme and 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.

The Road Safety Authority Superannuation Scheme, is in operation for all other staff who joined the Authority through external competitions and by other means. As at 31 December 2010, there were 139 staff with this status.

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 Total 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 2010

| | 2010 | 2009 |
|---|---------------------|---------------------|
| | € | € |
| | | RESTATED |
| State Grant | 23,825,000 | 32,641,000 |
| Transfer from Capital Account | 1,021,698 | 1,283,725 |
| Net Deferred Funding for Pensions | 1,697,000 | 1,566,000 |
| Other Income | 22,175,039 | 14,354,931 |
| | 48,718,737 | 49,845,656 |
| Staff Costs | (17,077,079) | (19,262,806) |
| Technical Advice | (824,499) | (863,240) |
| Administration Costs | (5,423,100) | (4,660,888) |
| Programme Costs | (13,003,080) | (9,899,657) |
| Pension Costs | (1,761,000) | (1,539,000) |
| Depreciation | (1,474,422) | (1,573,405) |
| | (39,563,180) | (37,798,996) |
| Surplus for the year | 9,155,557 | 12,046,660 |
| Balance at 1st January as previously stated | 8,952,903 | |
| Prior Year Adjustment (Note 20) | (3,180,000) | |
| Balance at 1st January as restated | 5,772,903 | (6,273,757) |
| Balance at 31st December | 14,928,460 | 5,772,903 |

Road Safety Authority

BALANCE SHEET AS AT 31 DECEMBER 2010

| | 2010 | 2009 |
|---|-------------------|------------------|
| | € | € |
| | | RESTATED |
| Fixed Assets | | |
| Tangible Assets | 1,514,726 | 2,536,424 |
| Current Assets | | |
| Cash at bank and in hand | 23,519,193 | 12,214,733 |
| Debtors and Accrued Income | 606,354 | 459,896 |
| Stock | 66,045 | 111,325 |
| Prepayments | 157,045 | 216,022 |
| | 24,348,637 | 13,001,976 |
| Creditors (Amounts falling due within one year) | | |
| Creditors and Accruals | (9,420,177) | (7,229,073) |
| Net Current Assets/(Liabilities) | 14,928,460 | 5,772,903 |
| Total Assets before Pensions | 16,443,186 | 8,309,327 |
| Deferred Pension Funding | 18,073,000 | 18,057,000 |
| Pension Liabilities | (18,073,000) | (18,057,000) |
| Total Net Assets | 16,443,186 | 8,309,327 |
| Represented By | | |
| Capital Account | 1,514,726 | 2,536,424 |
| Income & Expenditure Account | 14,928,460 | 5,772,903 |
| | 16,443,186 | 8,309,327 |

Road Safety Authority Working to Save Lives

The RSA would like to thank the following organisations for their support in 2010:

| | |
|--|--|
| Advance Pitstop | M50 Concessions |
| An Garda Síochána | MEAS |
| An Post | Media |
| Automobile Association | Medical Bureau of Road Safety (MBRS) |
| Britax | Met Éireann |
| BRí | Mid West Radio |
| Bus Éireann | Muintir na Tíre |
| Coach Tourism and Transport Council | National Community Fora |
| Commission for Taxi Regulation | National Rehabilitation Hospital, Dunlaoghaire |
| Cork University Hospital | National Roads Authority |
| County Childcare Committees | National Standards Authority of Ireland (NSAI) |
| Cycling Ireland | No Names Club |
| Cycling.ie | O'Brien Press |
| Department of Education and Science (TY Programme) | Ordnance Survey Ireland |
| Department of the Environment, Heritage and Local Government | PARC |
| Department of the Environment Northern Ireland | Responsible Young Drivers (YTD) |
| Department of Foreign Affairs | Reynolds Logistics Ltd |
| Department of Transport | Road Safety Officers and Local Authorities |
| Dublin Bus | Road Safety Together |
| Dublin City Council | Roscommon Herald |
| Dublin Castle | Rose of Tralee Festival |
| Dublin Transportation Office | Setanta Insurance |
| ESB | Smarter Travel |
| European Transport Safety Council (ETSC) | Society for the Irish Motor Industry (SIMI) |
| Fleet Magazine | Sunday Independent |
| Football Association of Ireland (FAI) | Third Level Colleges |
| Green Schools | Tony Kealy's Baby Store |
| Health and Safety Authority | Topaz |
| Health Service Executive | Trinity College |
| Irish Farmers Association (IFA) | Union of Students Ireland |
| Irish Farmers Journal (IFJ) | University College Cork (UCC) |
| Irish Road Haulage Association (IRHA) | Volvo |
| Irish Rugby Football Union (IRFU) | Westward Scania |
| Local Authorities | Working Groups |
| Local Government Computer Science Board | |

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
local: 1890 50 60 80 fax: (096) 25252 email: info@rsa.ie website: www.rsa.ie