



# Annual Report 2012

An tÚdarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority





## Chief Executive's Statement

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In Ireland in 2012 162 people were killed on our roads. These were not accidents; each death could have been prevented. We also had 485 people seriously injured, in many cases with life shattering illnesses that impact on the individual, their family and community. Whilst 2012 was the seventh year in a row of sustained reductions in deaths on our roads and the fifth successive year when Ireland set a new record low fatality number there is no room for complacency or congratulation. Yes we are now the sixth safest country in Europe and yes the 2012 death rate represents a 12.9% decline in road deaths, or 24 fewer people killed, compared to 2011. Good progress but against a backdrop of 162 people losing their lives there is still so much to be done. People demand that Ireland becomes the safest country in Europe and indeed that is what the state and society must deliver.

The most notable feature of 2012 was the fact that the Road Safety Strategy 2007 to 2012 drew to a close. The strategy that has just expired set a target of reducing road deaths to no more than 252 deaths per annum by the end of 2012. This was achieved a full four years ahead of schedule. I am confident that if the actions contained in the new Road Safety Strategy enjoy the same level of public, political and media support and are implemented as energetically by all the various stakeholder agencies, it will equally be a success. More deaths and serious injuries will be prevented. If any agency drops the ball or reduces their commitment we will quickly go back to the bad old days. That is a real risk and we need to guard against returning to the days of 400 plus road deaths per annum.

A big challenge for everyone involved in road safety and for the road-using public will be to implement the new Road Safety Strategy 2013 – 2020 with commitment, focus and zeal. That's the route to becoming the best and safest in Europe. That's what prevents death and injury.

Significant progress has been achieved since Ireland first began to pursue a strategic approach to road safety in 1998. Roads deaths are down by 66%, against a background of a similar percentage rise in vehicle numbers. There is still much work to be done. Many more lives to save and injuries to prevent.

January 2013 marks the introduction of the new plastic card driving licence, not just in this country but across the European Union. Interestingly, the Irish version of the new licence will feature on the campaign being mounted by the EU to promote its introduction. This is a small but significant gesture by the EU. Later in 2013 the production of the licence itself will transfer from Local Authority Motor Tax Offices to the RSA, or the new National Driver Licence Service or NDLS as it will be known. Indeed full responsibility for the management of the licensing system in Ireland will transfer to the RSA in 2013. This will be a major challenge for the RSA, but I'm confident that in partnership with the Local Authorities, and with public support we will be able to effect a smooth and seamless transition.

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**Chief Executive's Statement**

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We will never forget the horrendous loss of life that occurred following both the Kentstown and Clara bus crashes. The outcome of these incidents is a root and branch reform of the system in which commercial and passenger transport vehicles are tested for roadworthiness in this country. The final step in this process will see the RSA take over full responsibility for the management and oversight of the Commercial Vehicle Roadworthiness System from Local Authorities in 2013. It will also involve a positive change in the way the tests themselves are delivered and administered.

Despite the challenging economic climate, the RSA is determined to continue to deliver a first class public service to its customers. The RSA will aim to become entirely self-funding by 2014 and no longer require any tax payer funding from the Exchequer. The less tax payer's money that is required to fund the RSA means that such money can be diverted into spending in other parts of road safety requiring attention, in particular roads policing and local road maintenance.

My job as accounting officer is to oversee the correct use of budgets, to ensure probity and compliance with legislation and that we follow government policy in relation to corporate governance. I take responsibility for the financial stewardship of the Authority. The 2012 accounts set out the Authority's financial position and reflect the efficiencies that have been delivered for our customers since the RSA was established in 2006. Significant improvements have been delivered in how services to our customers have been delivered and funded. Staff have, in general, embraced public sector reform and change, with demonstrable results for the RSA, its customers, and the taxpayer.

Unfortunately in the area of driver testing, the service enhancements for the public have not been delivered in full. This is deeply regretted by the Authority and is a matter of serious concern which the RSA and Trade Unions can no longer ignore. Ireland requires a modernised driver testing service as this is a key foundation stone in preparing the next generation of drivers. Ireland now has top quality Approved Driving Instructors (ADIs) and a good basic driver training regime which is delivering demonstrable results. Our driver testing services must now deliver on its Public Service Agreement actions to complete the driver training and testing framework in Ireland.

In closing I would like to pay tribute to the various agencies and groups that have supported the work of the RSA throughout the year. I acknowledge the hard work of those organisations and their staff who deliver services such as the NCT and Driver Theory Test on behalf of the RSA. I thank my colleagues in the RSA who go the extra mile to do the job well and never lose focus on why the RSA exists—to save lives and to prevent injuries. The support of our parent Department and Minister have been tremendous enablers in getting our job done and their continued interest and support is appreciated. The diligence and vision of the RSA Board Members in overseeing the evolution of the RSA since 2006 underpins the results that are outlined in the 2012 annual report. Lastly I would like to thank each individual road-user for taking greater care on the roads in 2012. It has made a big difference to your community. Now looking ahead, can I challenge you to set some new personal goals for how you use the road in 2013? Even a small change will make a big difference to road safety and achieving our national goal of having the safest roads in the world.

**Mr. Noel Brett**  
**Chief Executive Officer**

## Chairman's Statement

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At the end of 2006, the year before the third Government Road Safety Strategy was launched, we were losing one life every day on the roads. Six years later, as this strategy comes to an end, the toll has dropped to three lives lost every week.

While one death is one too many, it must be recognised that as a result of your actions, you are saving four lives every week compared to 2006. This is an extraordinary achievement and something that you should all be very proud of. The challenge now is to build on this success.

We have three more lives a week to save.

We know we can do better because Sweden, the UK and the Netherlands have done it. The task begins with the implementation of the new Government Road Safety Strategy which covers the period 2013 to 2020. Key elements of this new strategy will focus on reducing serious injuries, tackling repeat offenders and developing safer roads.

2013 will be a challenging year. The country is in recession. The effect that this is having on road safety is a concern to me and my fellow Board members. It has the potential to undo all the good work of the last decade.

The various agencies involved in road safety are competing for scarce Government resources. So it's hard for some people to focus on road safety when their main concern is how to pay the mortgage, support the family or hold onto a job.

But while these economic realities are putting a strain on road safety, people don't stop dying or being maimed on our roads. Death and injury doesn't discriminate between good or bad economic times.

Not when there are those who continue to get behind the wheel and drink or drug drive. Not while some drivers still refuse to properly restrain children in the car or use a mobile phone while driving. The number of pedestrian fatalities, particularly where drink is involved is, a cause for concern. Young male drivers continue to be a major cause for concern – they are over 6 times more likely to die than any other group.

Let's not forget that 485 people (a figure I'm reliably told is an underestimate) were seriously injured in crashes last year. That's 485 people who have suffered a brain injury, loss of limb or paralysis. 485 people whose lives, and the lives of their friends and families, will never be the same again.

The number of individuals in the road transport industry who continue to put dangerous vehicles on the road in an effort to cut costs is a concern. The number of drivers and employers who engage in what can only be described as tachograph fraud in order to circumvent the restrictions on driving hours is alarming.

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**Chairman's Statement**

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221 cases were successfully prosecuted by the Road Safety Authority in the District Courts in 2012. The majority of the cases prosecuted related to breaches of driver's hours, tachograph and operator licensing rules.

RSA Vehicle Inspectors participated in 743 roadside checkpoints in 2012 during which over 7,000 vehicles were checked. Of these, almost half had defects. Two out of every five vehicles were so seriously defective they required immediate action, such as impoundment, repair on site or a new roadworthiness test.

Let me repeat the words written earlier in this report. Any operator or driver found using devices to manipulate tachographs or any operators or drivers falsifying tachograph records will be prosecuted. And they should not expect to receive any leniency from the RSA for committing such offences.

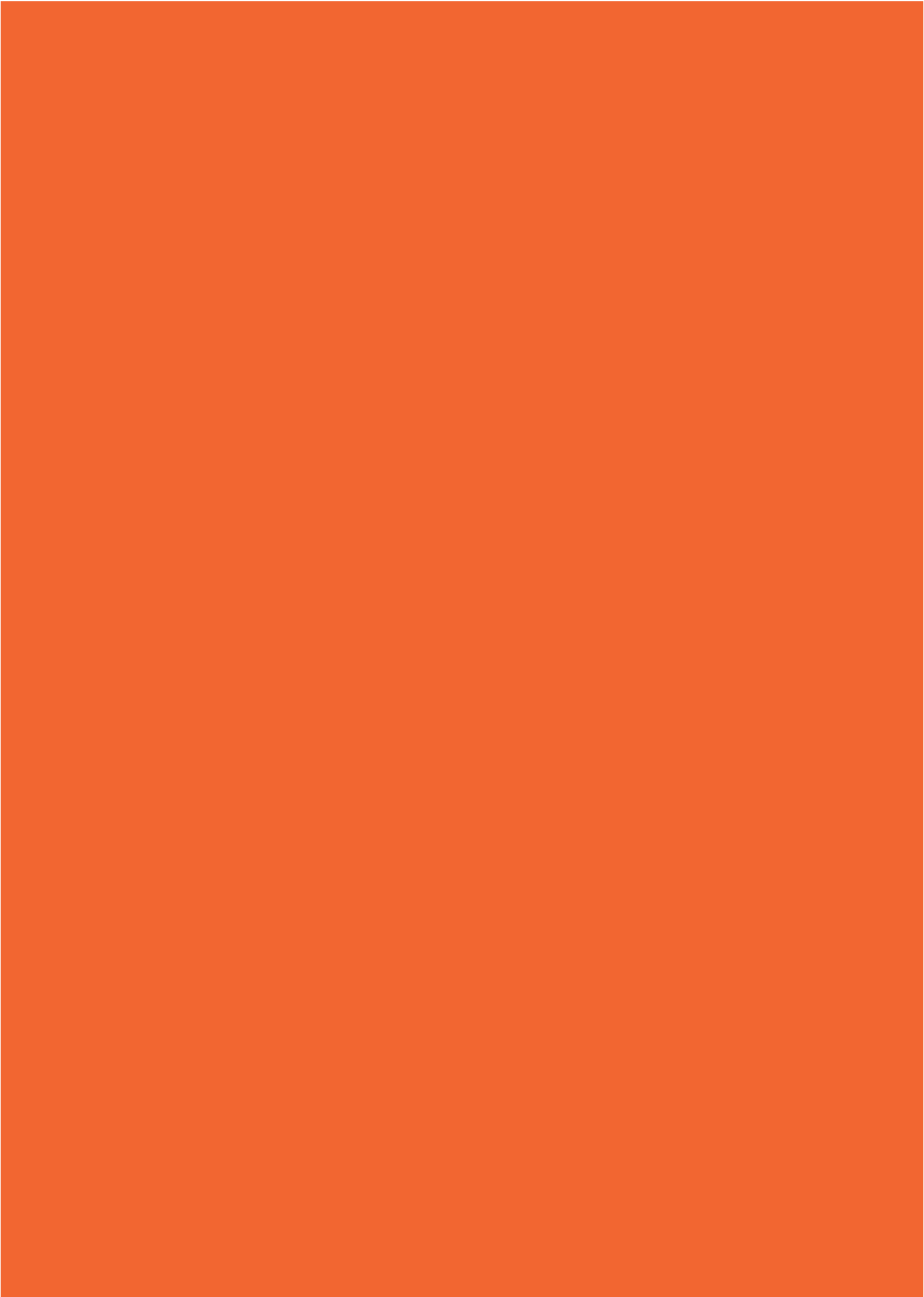
I certainly do not want your family or mine sharing the road with tired drivers or with 40 tonnes of metal that is not roadworthy.

The number of dangerously defective cars on the road is also a worry. 8,500 cars were certified as dangerously defective by the NCT in the last two years.

The vehicle fleet in this country is getting older. All those Celtic Tiger cars, and there are lots of them, are getting on and in need of regular vehicle maintenance. But in an effort to save money, people are neglecting this essential task.

Everyone wants safer roads. But everyone has a contribution to make. We pride ourselves on following most of the rules, most of the time, except maybe the one that will matter one day when we least expect it. Everyone needs to be aware that the buck stops with them personally, that their personal habits can be the difference between life and death.

**Mr. Gay Byrne**





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# Introduction

## Establishment

The Road Safety Authority (RSA) is a statutory body created by the Road Safety Authority Act 2006. The RSA was vested 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



## Road Safety Review 2012

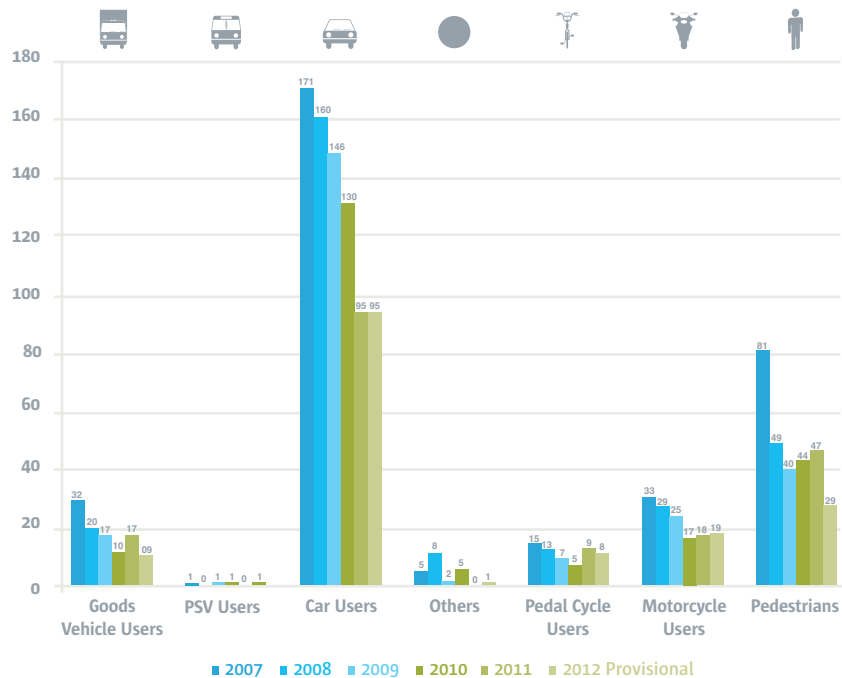
162 people died in road collisions in 2012, a decrease of 24 or 12.9% on 2011 when a total of 186 people lost their lives. This represents a 65.7% drop in road deaths compared to 1997\* when 472 people lost their lives on Irish roads.

2012 was the safest year on Irish roads since records began in 1959. Expressed as a monthly average there were 14 fatalities per month in 2012.

2006 → 30  
 2007 → 28  
 2008 → 23  
 2009 → 20  
 2010 → 18  
 2011 → 16

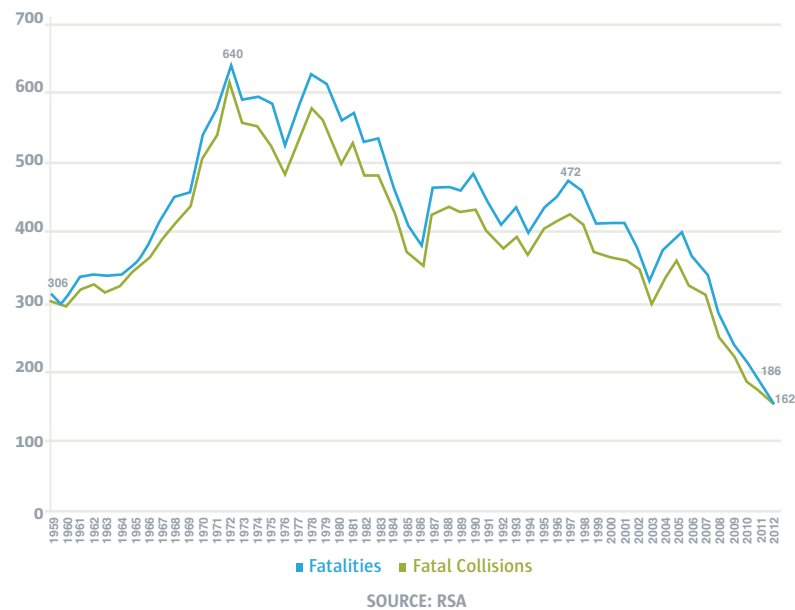
The core objective of the Government Road Safety Strategy 2007 — 2012 was to reduce road deaths to no greater than 60 fatalities per million population by the end of 2012. This equates to an average of 21 road deaths per month or 252 deaths per annum.

### 2007 — 2012 Road Fatalities by Road-User Type



\* 1997 marks the baseline year before the introduction of the 1st Government Road Safety Strategy in Ireland.

## Irish Road Safety in Context, 1959 — 2012



## Road Fatalities by Transport Mode, 2002 — 2012

Road-User Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Pedestrians	86	64	70	74	73	81	49	40	44	45	29
Pedal Cyclists	18	11	11	10	9	15	13	7	5	9	8
Motorcyclists	44	55	50	56	29	33	29	25	17	17	19
Car Users	200	172	208	222	226	171	160	146	130	95	95
PSV Users	1	0	0	6	3	1	0	1	1	1	1
Goods Vehicle	20	27	25	22	18	32	20	17	10	16	9
Other or Unknown	7	6	10	6	7	5	8	2	5	3	1
<b>Total</b>	<b>376</b>	<b>335</b>	<b>374</b>	<b>396</b>	<b>365</b>	<b>338</b>	<b>279</b>	<b>238</b>	<b>212</b>	<b>186</b>	<b>162</b>

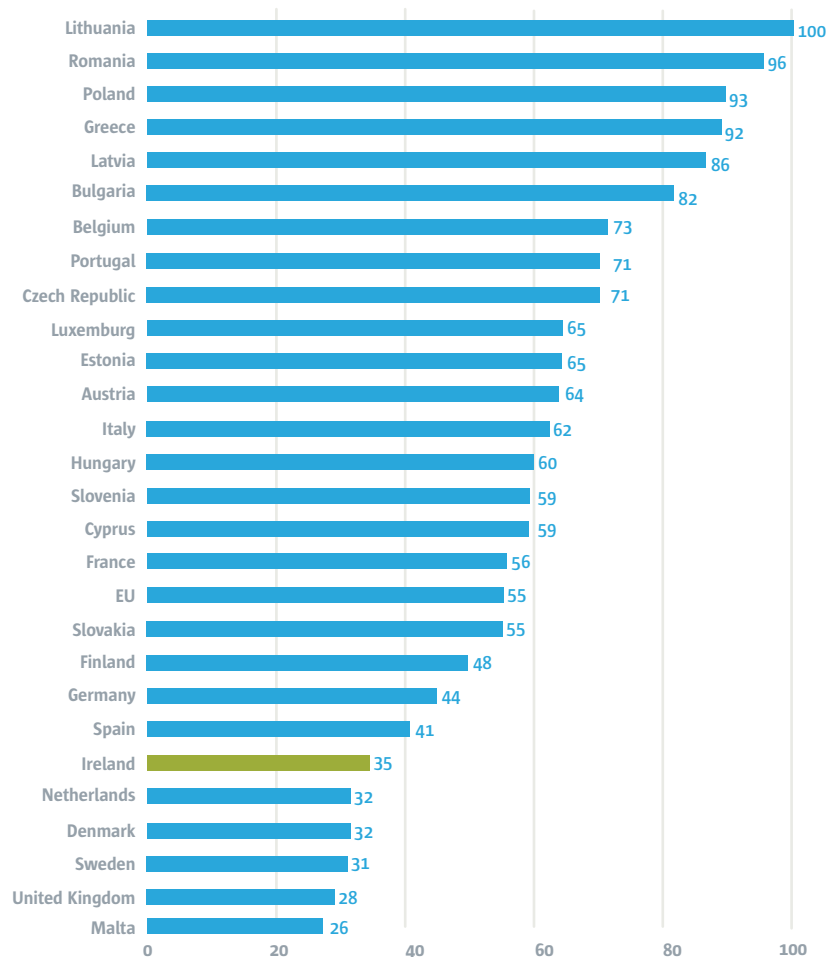
## **Ireland's Position on Road Safety Relative to other Countries**

According to provisional figures, Ireland is one of the best performing EU countries in terms of road safety. Ireland is now ranked in sixth 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 2012.

Despite the progress made, there is considerable scope for further achievements particularly in comparison to other countries (see 2012 death per million ranking<sup>1</sup>). Ireland still lags behind the Netherlands, the United Kingdom and Sweden. The implication being that much work remains to be done to improve Ireland's road safety performance and that the successes of the past indicate that further progress can be made, provided effective policies and measures are put in place and supported.

### **2012 Death per Million Ranking<sup>1</sup>**



1. [http://europa.eu/rapid/press-release\\_IP-13-236\\_en.htm](http://europa.eu/rapid/press-release_IP-13-236_en.htm)

## Introduction



## Road Safety Strategy 2007 — 2012

A strategic approach to road safety was first adopted in 1998. The third such strategy was published in 2007 (the Road Safety Strategy 2007 — 2012). The strategy set out comprehensive targets and identified 126 actions to be completed within its lifetime. The main targets were to:

- Reduce collisions, deaths and injuries on Irish roads by 30%;
- Reduce the rate of road fatalities to 60 per million population by 2012, and 50 or fewer in the subsequent years, with a demonstrable reduction in each year of the strategy;
- Reduce injuries by 25%;
- Set specific targets for reducing speed;
- Set a specific target to increase restraint use.

Between 2007 and 2012, the number of fatalities decreased by 52% and the fatality rate in 2012 was 35 per million inhabitants. The evaluation of the 2007 — 2012 Road Safety Strategy has been conducted. The conclusions of the review are outlined below:

- The number of fatal vehicle-on-vehicle collisions has more than halved over the period of the strategy;
- The number of other fatal collisions has reduced by around a third;
- The reported rate of serious collisions in 2011 was less than half that at the start of the strategy period;
- The impact of the strategy equates to the prevention of 686 fatal collisions and 1,312 serious injury and 649 minor collisions;
- A road safety culture firmly embedded in the road-using public.

The review also found that the vast majority of the actions that were committed to as part of the strategy were implemented in full. Measures that required cross-agency co-ordination proved more difficult to implement.

## Policy Advisory Panel to the Road Safety Authority

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

### This Advisory Group:

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

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## Board Members

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**Mr. Gay Byrne, Chairman**



**Mr. Aaron MacHale**



**Ms. Myra Garrett**



**Mr. Ronan Melvin**



**Ms. Aine Cornally**



**Mr. Eddie Rock**



**Dr. Áine Carroll**



**Mr. Sean Finan**



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**Executive Management  
Team**

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**Mr. Noel Brett**  
*Chief Executive*



**Mr. Simon Buckley**  
*Acting Director, Corporate  
Services*



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



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



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

# 2

## 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 make using the road safer for everyone.

The particular tasks for which the Directorate is responsible are:

**Delivery of the driver testing service**

**Responsibility for the driver licensing service**

**Management of the delivery of the Driver Theory Test service**

**Management of the penalty points system**



## Driver Testing Service 2012

The objective of the driver testing service is to deliver a fair and efficient driving test in accordance with the EU Directive and national legislation. Tests are delivered from 49 test centres countrywide. The RSA is committed to maintaining a 10 week national average wait time for customers and this was achieved throughout 2012. At the end of 2012, the national average wait time was 9.3 weeks and of the 40,879 persons waiting for a test, 27,749 were scheduled for an appointment, 2,753 persons were not available for a test appointment and 11,861 were waiting for an appointment date. *The table below sets out waiting times as at 31st December 2012.*

### Average Waiting Time for Cars at 31st December 2012

Region/Test Centre	Average Waiting Time	Region/Test Centre	Average Waiting Time
<b>West</b>		<b>South East</b>	
Athlone	10	Carlow	8
Birr	10	Clonmel	9
Castlebar	9	Dungarvan	9
Clifden	9	Kilkenny	9
Ennis	11	Nenagh	9
Galway	9	Portlaoise	9
Loughrea	10	Thurles	9
Roscommon	11	Tipperary	11
Tuam	10	Waterford	8
		Wexford	11
<b>North West</b>		<b>North Leinster</b>	
Ballina	9	Dundalk	8
Buncrana	10	Finglas	9
Carrick-on-Shannon	9	Mullingar	8
Cavan	8	Navan	8
Donegal	11	Raheny	9
Letterkenny	8		
Longford	9		
Monaghan	11		
Sligo	10		
<b>South West</b>		<b>South Leinster</b>	
Cork	8	Gorey	11
Killarney	9	Naas	10
Kilrush	10	Rathgar	9
Limerick	9	Tallaght	9
Mallow	9	Tullamore	11
Newcastlewest	9	Wicklow	9
Shannon	8		
Skibbereen	11	<b>Average</b>	<b>9.3</b>
Tralee	9		

## Outcomes by Test Category, January to December 2012

Test Type	Total Tests	Pass	%	Fail	%	No Show	%	Not Conducted	%	Abandoned	%
A: Motorcycle	3,097	1,663	68.61%	761	31.39%	445	14.37%	110	3.55%	118	3.81%
A1: Small Motorcycle	273	48	33.57%	95	66.43%	92	33.70%	27	9.89%	11	4.03%
B: Motor Car/Light Van	11,6784	44,861	49.31%	46,125	50.69%	17532	15.01%	5586	4.78%	2,680	2.29%
C: Truck	4,248	2,718	70.27%	1,150	29.73%	227	5.34%	62	1.46%	91	2.14%
C1: Light Truck/Large Van	154	91	70.00%	39	30.00%	13	8.44%	6	3.90%	5	3.25%
CPC: Practical Test (Bus)	785	736	97.23%	21	2.77%	19	2.42%	6	0.76%	3	0.38%
CPC: Practical Test (Truck/Artic)	1,507	1373	96.01%	57	3.99%	49	3.25%	15	1.00%	13	0.86%
D: Bus	1,370	865	68.65%	395	31.35%	52	3.80%	21	1.53%	37	2.70%
D1: Minibus	493	302	67.71%	144	32.29%	24	4.87%	14	2.84%	9	1.83%
Eb: Motorcar/Light Van and Trailer	1,056	695	81.00%	163	19.00%	83	7.86%	88	8.33%	27	2.56%
EC: Articulated Truck	2,112	1,403	71.65%	555	28.35%	79	3.74%	33	1.56%	42	1.99%
EC1: Light Truck/Large Van and Trailer	22	15	88.24%	2	11.76%	2	9.09%	2	9.09%	1	4.55%
ED: Bus and Trailer	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
ED1: Minibus and Trailer	3	3	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
M: Moped	38	7	36.84%	41,414	63.16%	12	31.58%	6	15.79%	1	2.63%
W: Work Vehicle/Tractor	6	2	100.00%	0	0.00%	3	50.00%	1	16.67%	0	0.00%
<b>Total</b>	<b>131, 949</b>	<b>54, 783</b>	<b>52.52%</b>	<b>49, 519</b>	<b>47.48%</b>	<b>18, 632</b>	<b>14.12%</b>	<b>5,977</b>	<b>4.53%</b>	<b>3038</b>	<b>2.30%</b>

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

Table 2B. In 2012, 17,275 tests were undertaken by candidates who completed EDT (Essential Driver Training) lessons.

Test Type	Total Tests	Pass	%	Fail	%	No Show	%	Not Conducted	%	Abandoned	%
B: Motor Car/Light Van	17,275	8,777	55.20%	7,123	44.80%	249	1.44%	697	4.03%	429	2.48%

## Driving Test Results by Gender for 2012

	Male			Female			
	Pass	Fail	% Pass	Total	Pass	Fail	% Pass
<b>Total</b>	31,672	25,093	55.79%	56,765	23,111	24,426	48.62%
				<b>Total</b>			



## Driving Test Results by Age Category 2012

Age Group	Fail	Pass	Total	% Pass
16 — 21 years	13,715	19,039	32,754	58%
22 — 25 years	8,347	10,421	18,768	56%
26 years and over	27,457	25,323	52,780	48%
<b>Total</b>	<b>49,519</b>	<b>54,783</b>	<b>104,302</b>	<b>53%</b>

## 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).

In July 2011 the Department of Transport, Tourism and Sport (DTTAS) delegated the responsibility to the Road Safety Authority (RSA) to introduce a plastic driving licence in Ireland on 19th January 2013.

The functions of the RSA are being extended to include its new role as licensing authority and the issuing of licences. To facilitate this expanding role preparation for the changeover took place throughout 2012, including the setting up of a dedicated licensing unit to oversee the changes. Work took place throughout the year on the transition from the paper licence/permit to the new plastic card licence/permit.

A procurement process was undertaken to engage a company to develop and operate a Plastic Card Delivery Unit which will produce the plastic card driving licences/learner permits. Separate procurement competitions for a front counter service and a back office centralised licence processing service were also published and awarded in 2012. The changeover provides an opportunity to implement changes to improve the customer experience in the future—this will include out of hours opening times and a move to online delivery of services. As the service is expected to be a cost neutral process, with a new pricing structure reflecting the actual cost of providing the new licensing service, in December 2012 Minister for Transport, Tourism and Sport Mr. Leo Varadkar TD announced an increase in the cost of driving licences and learner permits, representing the first licence fee increase since 1989.

**The RSA prepares and issues guidelines on the operation of the driver licensing service, by way of circular letters to Motor Taxation Offices countrywide. Circular letters relating to the following matters issued to MTOs in 2012:**

- Relaxation of six month rule for Category EB applicants
- Eyesight Report
- Increase in Driver Theory Test fee effective 12th April 2012
- Road Traffic Act 2010; Drink Driving Disqualifications
- Restrictions on UK driving licences (EC1 entitlement)
- Medical Fitness to Drive; Group 1 Drivers, Guidelines
- Driving licence changes on foot of the EU Licensing Directive
- Fee increases for driving licence and learner permit
- Changeover to Plastic Card Format

## Driving Licences Current on 31st December 2012 by Type in Each Licensing Authority

Licensing Authority	Learner Permit Licences	Annual Licences	Triennial Licences	10 Year	Total Number of Driving Licences
<b>County Councils</b>					
Carlow	3,919	142	3,288	29,325	36,674
Cavan	4,322	119	4,273	34,393	43,107
Clare	6,052	243	7,817	60,287	74,399
Cork *	28,084	933	32,454	253,440	314,911
Donegal	7,442	400	9,987	79,545	97,374
Galway *	13,303	393	14,653	124,831	153,180
Kerry	7,812	209	10,291	73,588	91,900
Kildare	12,400	259	9,212	101,492	123,363
Kilkenny	5,603	274	5,658	45,105	56,640
Laois	4,466	227	4,063	34,359	43,115
Leitrim	1,594	92	2,174	16,103	19,963
Limerick	6,898	305	8,470	69,904	85,577
Longford	2,236	67	2,442	18,288	23,033
Louth	6,714	229	6,341	54,070	67,354
Mayo	6,698	339	8,618	65,872	81,527
Meath	9,686	242	9,246	87,792	106,966
Monaghan	2,990	102	3,950	30,931	37,973
Offaly	4,484	216	4,240	35,815	44,755
Roscommon	3,221	149	4,613	32,125	40,108
Sligo	3,106	181	4,535	33,174	40,996
Tipperary North	4,108	217	4,982	35,986	45,293
Tipperary South	5,574	187	5,982	42,963	54,706
Waterford	3,186	108	4,379	32,624	40,297
Westmeath	4,881	195	4,832	41,052	50,960
Wexford	8,456	696	9,319	70,618	89,089
Wicklow	7,769	316	8,283	66,642	83,010
<b>City Councils</b>					
Dublin *	75,976	2,198	68,204	521,773	668,151
Limerick	3,163	129	3,199	22,087	28,578
Waterford	3,191	67	2,795	22,218	28,271
Total	257,334	9,234	268,300	2,136,402	2,671,270
<b>Change from 31.12.11</b>	<b>-14,094</b>	<b>896</b>	<b>24,337</b>	<b>-6,428</b>	<b>4,711</b>

\* City and County

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



## European Convention on Driving Disqualifications

From 28th January 2010, Ireland and the UK have been operating 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. Similarly, disqualifications imposed in Ireland to licence holders resident in the UK will also apply in the UK. In Ireland the application of the disqualification is by way of application to the Courts.

## Notifications on Mutual Disqualifications Between Ireland and the UK, 2012

Notifications	Total
To GB of disqualification in Ireland	19
To Ireland of disqualification in GB	0
To Ireland of disqualification in NI	101
To NI of disqualification in Ireland	72
<b>Total</b>	<b>192</b>

## 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. Most penalty point offences attract a fixed charge (fine) but a small number result in an automatic summons to court without the option of paying a fine. When a person is alleged to have committed an offence, they will receive a Fixed Charge Notice from the Gardaí with 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 four points while two 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 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, the licence holder is disqualified from driving for a period of six months after which those points are removed from the record. On disqualification the driver is required to surrender his/her licence to the appropriate licensing authority within 14 days of receiving notification of the disqualification. It is an offence not to surrender a licence and also an offence to drive while disqualified.

Until the end of 2011, there were 43 offences associated with the penalty point system which were all safety related offences. At the end of 2012 there were 48 offences in the system. As and from 3rd August 2012, seven new offences took effect. Five of these were new offences relating to child restraints in vehicles, bus drivers being required to wear seatbelts and vehicle weights. Two replaced and restated existing penalty points offences.

**Table 1 Offences Incurring Penalty Points and Fixed Charge Notices with Effect from 3rd August 2012**

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 vehicle (subject to an ordinary speed limit of 90kms per hour or less) on the outside lane on a motorway	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 required by a member of An 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 on occurrence of accident	m*	5		Court Fine
Speeding	2	4	80	120
Driving without insurance	m*	5		Court Fine
Driver of car or goods vehicle not wearing safety belt	2	4	60	90
Driver permitting person under 17 years of age to occupy a seat when not wearing safety belt	2	4	60	90
Driver of car or goods vehicle permitting child under 3 years of age to travel in it without being restrained by appropriate child restraint	2	4	60	90
Driver of car or goods vehicle permitting child over 3 years of age to travel in it without being restrained by appropriate child restraint	2	4	60	90
Driver of car or goods vehicle permitting child to be restrained by rear facing child restraint fitted to a seat protected by active frontal air-bag	2	4	60	90
Driver of bus not wearing safety belt	2	4	60	90
Using Vehicle — (a.) whose weight un-laden exceeds maximum permitted weight (b.) whose weight laden exceeds maximum permitted weight, or (c.) any part of which transmits to ground greater weight than maximum permitted weight	1	3	200	300
Driver found to be driving carelessly	m*	5		Court Fine
Drink Driving Offences (in all cases where BAC is between 50mg and 80 of alcohol per 100 millilitres of blood.)	3	n/a		200

**12 Penalty Points = Automatic Disqualification!**

**\* Mandatory Court Appearance**

## Breakdown of Penalty Point by Type as at 31st December 2012

Offence Description	No. of Notices Issued
22-35mcg of alcohol per 100ml of breath	405
50-80mg of alcohol per 100ml of blood	78
67-107mg of alcohol per 100ml of urine	57
Adult Failing to wear Safety Belt cat. M1 Vehicle	1,341
Adult Failing to wear Safety Belt cat. M2 Vehicle	16
Adult Failing to wear Safety Belt cat. M3 Vehicle	14
Adult Failing to wear Safety Belt cat. N1 Vehicle	142
Adult Failing to wear Safety Belt cat. N2 Vehicle	36
Adult Failing to wear Safety Belt cat. N3 Vehicle	58
Breach of duties on occurrence of an accident	1,635
Breach of motorway outside lane driving rule	752
Careless Driving	5,460
Contravention of requirements at junctions	23
Contravention of requirements for reversing	69
Cross continuous white line/broken white line	9,807
Dangerous Driving Reduced to Careless Driving	2,791
Drive against flow of traffic on motorway	77
Drive on hardshoulder/non carriageway - motorway	575
Driver (Owner) Exceeding Maximum Load	9
Driver (Owner) Exceeding Maximum Weight	2
Driver Exceeding Design Gross Vehicle Weight	4
Driver Exceeding Maximum Weight	4
Driver Exceeding Unladen Weight	1
Driver Fail ensure Passenger U/17 wear Safety Belt	124
Driver Fail Restrain Child O/3 in Child Restraint	155
Driver Fail Restrain Child U/3 in Child Restraint	98
Driver Owner Exceeding Design Gross Vehicle Weight	1
Driver Owner Transmits greater Load than Max Load	3
Driving a vehicle when unfit	5
Driving a vehicle while holding a mobile phone	99,606
Driving along/across median strip	805
Driving dangerously defective vehicle	99
Driving on/across cycle track	45
Driving on/across footway	151
Driving vehicle before remedying a defect	3
Driving without reasonable consideration	15,249
Entry to hatched marked area	3,321
Fail to act in accordance with Garda signal	24
Fail to comply with Keep to Right/Left signs	64
Fail to comply with mandatory traffic signs	599
Fail to comply with No Entry traffic sign	801
Fail to comply with prohibitory traffic signs	9,982
Fail to comply with traffic lane markings	1,597
Fail to drive on the left hand side	438
Fail to obey rules at railway level crossing	14
Fail to obey traffic lights	22,131
Fail to stop before stop sign/stop line	1,103
Fail to stop for Garda	689
Fail to stop for school warden sign	25
Fail to turn left onto a roundabout	85
Fail to yield right of way	469
Fail to yield right of way at sign/line	387
General speed obligation - stop visible distance	39
No cert of road worthiness user	930
No child restraint front seat - child	1,008
No child restraint rear seat - child	2,117
No insurance - (user)	21,189
No safety belt - driver	45,304
No safety belt front seat - child	1,351
No safety belt rear seat - child	3,300
Offence relating to Overtaking	2,838
Parking a vehicle in a dangerous position	36
Reduced to Driving without reasonable consideration	520
Speeding	696,087
Speeding Buses no standing passengers	1
Striking bridge with vehicle	1
Use vehicle without NCT certificate	5,991
<b>Total</b>	<b>962,141</b>

## Breakdown of Penalty Points by Offence Type and County as at 31st December 2012

Offences type	Carlow **	Cavan	Clare	Cork	Donegal	Galway	Kerry	Kildare	Kilkenny	Laois	Leitrim	Limerick County Council	Longford	Louth	Mayo	Meath	Monaghan	Offaly	Roscommon	Sligo	North Tipperary	South Tipperary	Waterford County Council	Westmeath	Wexford	Wicklow	Dublin City Council	Wicklow City Council	Waterford City Council	No Driver Number	Total	
Breach of duties on occurrence of an accident	1	1	1	9	2	5	5	2	1	1	3	3	3	1	2	2	2	3	1	1	1	1	1	1	1	1	12	1	1,371	1,426		
Breach of motorway outside lane driving rule	4	5	1	14	4	2	1	16	9	8	8	1	4	16	1	13	10	1	1	1	1	2	5	4	2	8	12	59	1	565	772	
Careless driving	2	4	4	53	4	21	4	7	1	8	1	2	1	1	1	4	5	2	5	1	3	1	1	3	1	1	3	4	44	1	4,826	5,012
Contestation of requirements at junctions																																
Contestation of requirements for reversing																																
Cross continuous white line/broken white line	188	133	248	981	345	361	383	289	341	168	46	239	88	97	251	286	93	155	126	129	161	218	159	144	238	164	910	71	82	3,916	11,010	
Dangerous driving reduced to careless driving	1	1	2	15	6	7	1	2	2	2	1	1	1	1	1	1	1	1	6	1	2	2	1	3	1	1	3	8	1	2,341	2,406	
Drive against flow of traffic on motorway	1	3	2	2	2	2	1	3	2	2	1	1	1	1	1	1	1	1	2	2	4	9	1	2	3	8	1	8	1	42	74	
Drive on hardshoulder/non carriageway—motorway	3	1	3	56	4			1	17	3	7	11	1	3	2	7	1	4	2	2	4	9	1	4	2	12	59		360	578	69	
Driving a vehicle when unfit																																
Driving a vehicle while holding a mobile phone	1,397	1,135	2,114	9,095	1,237	3,859	1,798	4,166	2,474	1,468	317	2,274	638	1,284	1,495	3,532	680	1,308	866	955	1,043	1,071	1,019	2,094	2,919	2,728	19,826	743	806	23,543	97,884	
Driving along/across median strip	10	9	16	53	19	23	17	15	13	3	44	7	18	13	18	11	9	8	8	6	8	13	12	10	14	11	163	9	6	251	809	
Driving dangerously defective vehicle																																
Driving MPB before remedying a defect																																
Driving on/across a cycle track																																
Driving on/across roadway	114	123	253	1,071	299	563	245	450	283	205	39	316	131	196	257	379	86	179	109	91	117	133	175	200	307	366	2,813	89	110	4,775	14,472	
Driving without reasonable consideration	29	42	25	397	106	133	45	84	50	22	11	56	12	37	49	68	38	20	35	28	27	67	48	32	84	139	653	20	21	1,355	3,733	
Entry to hatched marked area	1																															
Fail to act in accordance with Garda signal	2	1	1	13	1	2	1	1	1	1	3	1	1	1	1	2	8	2	4	3	3	2	1	2	3	1	27	29	29	101	101	
Fail to comply with keep to right/left signs	4	5	7	76	1	11	1	15	10		1	14	6	8	8	22	1	2	4	13	2	9	2	4	5	16	312	12	193	758	193	
Fail to comply with mandatory traffic signs	4	4	14	102	4	90	12	18	2	6	2	23	6	17	12	27	2	7	5	16	5	8	2	8	10	11	260	15	4	237	933	
Fail to comply with no entry traffic sign	62	50	80	837	37	80	37	244	74	43	15	109	22	98	52	393	20	30	32	69	28	85	24	66	71	231	5,431	92	13	2,986	11,411	
Fail to comply with prohibitory traffic signs	5	9	22	513	6	17	14	21	14	5	6	45	1	11	7	37	3	4	9	22	13	13	7	5	14	16	362	29	4	639	1,873	
Fail to comply with traffic lane markings	1	18	3	90	3	1	5	8	2		1	6	4	7	1	28	1	1	2	1	4	2	6	6	10	9	118	1	2	132	473	17
Fail to drive on the left hand side																																
Fail to obey rules at railway level crossing	124	102	242	2,297	138	660	195	631	196	119	32	247	58	318	225	693	114	112	84	155	131	147	148	167	265	591	8,517	210	232	6,269	23,419	
Fail to obey traffic lights	19	19	15	71	28	27	21	27	32	10	2	22	7	36	24	93	14	12	11	10	13	15	32	19	45	20	131	25	27	349	1,176	
Fail to stop before stop sign/stop line	1	1	5	21	2	9	3	1	2	1	7			3	2	6			3	2	1	1	1	3	2	1	45		484	688	484	
Fail to stop for Garda																																
Fail to stop for school warden sign	1		4	30	1	10	3	1		3	14			1		3		1	2	2	4	3		1	3	3	14	5		22	129	
Fail to turn left onto a roundabout	7	5	6	27	9	10	7	21	6	2	1	10	1	10	8	15	3	8	1	2	5	3	6	9	15	9	101	5	5	186	593	
Fail to yield right of way	3	3	8	53	5	1	12	11	8	5	3	7	3	6	11	10	2	8	6	2	3	2	10	2	19	12	71	4	4	123	420	
Fail to yield right of way at sign/line																																
General speed obligation — stop visible distance	1																															
No cert of road worthiness user	3	3	3	4	2	1	1	1	3	2	6			3	3	4				1	1	1	1	1	2	3	9	4	3	566	624	
No child restraint front seat — child	13	4	34	70	8	47	32	23	15	21	3	30	13	7	15	18	4	32	6	11	10	14	8	24	32	19	97	22	7	392	1,031	
No child restraint front seat — child	17	8	44	107	16	87	48	47	34	30	6	37	14	13	24	26	9	48	17	9	17	22	8	38	67	30	294	26	19	986	2,148	
No child restraint rear seat — child	7	12	30	101	32	72	9	36	7	10	5	18	13	19	10	39	14	18	2	7	16	16	3	9	27	21	190	22	5	17,796	18,556	
No insurance — (user)	661	352	841	3,430	793	1,006	815	908	1,158	626	119	1,118	209	430	563	766	324	484	405	289	478	800	444	758	1,761	1,039	4,551	355	408	21,743	47,634	
No safety belt — driver	15	9	42	94	27	42	40	18	18	26	4	37	16	11	25	14	8	17	17	6	14	11	10	22	57	20	122	15	13	585	1,355	
No safety belt front seat — child	21	23	72	201	24	109	80	47	40	36	9	42	23	31	39	42	8	36	26	16	26	29	18	47	124	48	461	30	22	1,530	3,260	
No safety belt rear seat — child	19	28	30	194	89	113	33	56	25	17	6	36	19	21	71	67	15	28	16	27	16	24	21	29	40	86	468	4	14	1,423	3,035	
Offence relating to overtaking																																
Parking a vehicle in a dangerous position																																
Reduced to driving without reasonable consideration	1																															
Speeding	6,118	7,059	14,414	39,184	12,052	18,589	10,102	29,182	11,044	7,058	3,616	14,366	3,827	10,594	9,740	20,447	4,826	7,003	7,067	8,194	7,655	8,391	7,479	6,937	17,353	17,619	108,671	4,654	5,482	203,876	632,599	
Speeding Buses no standing passengers																																
Use vehicle without NCT certificate	5	1	8	27	6	14	2	14	5	6	15	2	2	2	3	5		2		5	8	5	3	7	8	9	150	18	1	3,738	4,069	
TOTAL	8,865	9,174	18,599	59,299	15,310	25,989	13,075	36,304	15,676	9,921	4,246	19,166	5,122	13,308	12,919	27,078	6,297	9,546	8,864	10,075	9,820	11,120	9,651	10,657	23,529	23,260	155,114	6,484	7,293	308,305	895,256	

\* Cumulative figure from date of introduction of Penalty Point System \*\* Counties listed represents Local Authority where driving licence was issued from

## Breakdown of Drivers by Number of Penalty Points Received and County as at 31st December 2012

County**	Number of Drivers												Total
	1pp	2pp	3pp	4pp	5pp	6pp	7pp	8pp	9pp	10pp	11pp	12pp*	
Carlow	67	5,303	21	1,087	22	265	9	51	5	10	1	3	6,844
Cavan	58	5,939	38	1,176	38	204	3	36	2	11	3	1	7,509
Clare	79	11,922	50	2,693	73	566	19	140	6	25	3	3	15,579
Cork	992	39,967	471	7,902	434	1,554	88	414	43	74	8	24	51,971
Donegal	92	10,783	50	1,753	53	327	20	66	6	11	2	2	13,165
Galway	216	18,829	82	3,532	169	667	21	147	13	37	3	8	23,724
Kerry	72	10,629	40	1,770	26	290	7	76	17	12	2	4	12,935
Kildare	194	21,545	109	5,008	129	1,084	22	276	15	47	5	5	28,439
Kilkenny	69	8,912	49	1,957	35	447	6	103	4	15	1	1	11,599
Laois	40	5,571	21	1,059	37	211	11	53	5	16	1	4	7,029
Leitrim	18	3,073	2	615	6	119	3	23	2	2			3,863
Limerick Co.Co.	148	13,219	74	2,761	71	485	17	97	13	19	2		16,906
Longford	29	3,525	16	774	26	163	7	38	1	8	1	2	4,590
Louth	91	9,593	49	1,808	59	370	8	70	5	9	2	1	12,065
Mayo	64	8,709	40	1,513	37	274	5	45	2	6	1		10,696
Meath	268	17,186	139	3,606	136	788	30	158	13	33	1	8	22,366
Monaghan	65	4,305	27	628	29	115	1	21	1	4			5,196
Offaly	41	5,839	19	1,104	40	216	10	50	2	12	1	2	7,336
Roscommon	55	6,212	19	1,330	15	270	5	53	2	12	1		7,974
Sligo	52	6,390	26	1,335	31	271	5	55	6	12	1	2	8,186
North Tipperary	47	5,610	33	1,040	42	191	6	37	2	10	1		7,019
South Tipperary	119	6,892	49	1,226	41	250	6	47	7	10	1	1	8,739
Waterford Co.Co.	47	5,453	20	1,093	18	206	6	35	1	7		2	6,888
Westmeath	51	7,390	26	1,414	36	302	8	83	4	25		4	9,343
Wexford	106	13,342	67	2,994	84	731	28	175	13	36	7	10	17,593
Wicklow	179	14,183	126	3,531	78	774	12	180	19	37	3	5	19,127
Dublin City Co.	3,363	95,043	1,547	21,511	1,228	4,992	379	1,360	165	358	61	62	130,069
Limerick City Co.	89	4,050	43	867	42	181	11	44	5	5		1	5,338
Waterford City Co.	27	4,046	15	911	19	184	6	52	1	6		3	5,270
No Driver Number	5,455	239,028	1,434	56,974	36,534	59	3	8	1				339,496
<b>Total</b>	<b>12,193</b>	<b>612,575</b>	<b>4,702</b>	<b>134,972</b>	<b>39,588</b>	<b>16,556</b>	<b>762</b>	<b>3,993</b>	<b>371</b>	<b>869</b>	<b>112</b>	<b>158</b>	<b>826,854</b>

\* 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 Driver Number
456, 126	31,232	339,496

## Driver Theory Test

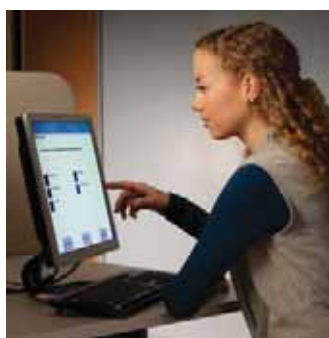
A person seeking a first time learner permit must first pass a theory test. Among the topics examined are: knowledge of road safety, technical matters with a bearing on road safety, environmental matters and legal aspects of driving. There are separate tests for buses, trucks, motorcycles, motorcars and work vehicles. Professional bus and truck drivers must undergo separate theory tests as part of the Driver Certificate of Professional Competence (Driver CPC).

In April 2012, the fee for the Driver Theory Test increased to €45 and the fee for the CPC theory test increased to €72.

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

## Driver Theory Test Activity in 2012

	Car/Works Vehicle	Motorcycles	Truck	Bus
Number of applications received	76,857	5,089	5,722	2,259
Number of Tests Scheduled	75,095	4,976	5,520	2,209
Number of Tests Conducted	68,759	4,566	5,071	2,069
Number of Tests Passed	52,417	3,675	4,192	1,797
Number of Tests Failed	16,319	890	877	271
Number of Tests Pending (Incomplete)	23	1	2	1
Number of No Show	6,340	410	502	139
<b>Pass Rate</b>	<b>76.23%</b>	<b>80.49%</b>	<b>82.67%</b>	<b>86.85%</b>



**dt+** RSA  
Tástáil Teoirice Tiomána  
Driver Theory Test



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## Road Safety, Research and Driver Education

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## Advertising

The RSA's road safety awareness campaigns are developed in consultation with An Garda Síochána and TISPOL (European Policing Network) road policing plans. This ensures that road safety messaging is integrated with the enforcement efforts of the Gardaí and EU-wide road traffic policing efforts.

In 2012 four new major campaigns were launched. They addressed the following road safety issues: Vulnerable Road-Users, Drunk Pedestrians, Mobile Phones and Driving, and the Rules of the Road (new road signs and road markings).

The RSA's TV led campaigns continued to perform strongly and research into their effectiveness indicates that the majority of people view them as essential to positively changing attitudes and behaviour on the road.

	Very influential
Road Safety TV ads	54%
Garda enforcement	46%
Penalties imposed by courts	45%
Road traffic laws	40%
News coverage	39%
Road engineering	31%
Car design and features	29%
Education in schools	28%

Road safety advertising is viewed by the majority of respondents as the most important influencing factor in saving lives on the roads with 54% supporting this view. This level of support increases to 91% when those who said the ads were 'Fairly influential' are included.

## Road Safety Campaigns in 2012

### Vulnerable Road-Users Campaign — ‘VIEW’

We all use the road differently. As such we all see it differently. And it’s when you forget how other people see the road that crashes happen. This is the theme of our campaign targeting Vulnerable Road-Users, which was launched in 2012. That is to say, those who are at most risk on our roads. And, at different times, that means everyone. Everyone is at some point a pedestrian. A lot of us are also cyclists and/or drivers. So, when we think about vulnerable road-users, we are thinking about ourselves.

The television advertisement shows a series of near-misses—an older man is walking in dark clothes on a country road, a driver weaves into the path of a cyclist she doesn’t see, and a young man going to work tired gets distracted at a red light. However, in our telling of these stories, the person who almost causes the collision is the same as the person who was almost the victim.

If you think about how you behave in the different ways you use the road, two things happen. On the one hand, you always remember the mistakes you fall so easily into as a road-user. It reminds you to be alert to other people’s road-use. It reminds you of how invisible you might be from certain perspectives, or how people so easily lose focus and forget about their surroundings.

On the other hand, it reminds you that it could so easily be you. All we are asking people is to put yourself in their shoes. Think about how other people use the road. Be mindful and considerate, and as a result, we’ll see fewer needless deaths on our roads.

### Campaign Results:

- 58% strongly agree that as a result of seeing the ad they need to take extra care on the road with cyclists and pedestrians;
- 52% of people strongly agree with the statement that they are vulnerable on the road in different ways at different times.



### New Mobile Phones and Driving Campaign — ‘PERSPECTIVE’

Your mobile phone makes you four times more likely to crash. And when you consider that driver distraction plays a role in 20—30% of all road collisions, phone use and driving is an issue that we all need to think differently about.

In today’s world, mobile phones demand more and more of our attention. From calls to texting to using the Internet, we spend more time than ever with our entire focus devoted to our phones. This can be much worse than rude—behind the wheel it can be lethal.

Our Mobile Phones and Driving campaign ‘PERSPECTIVE’, which was launched in 2012, shows exactly how mobile phones take up all of our attention. On our TV commercial, we see the world from a skewed perspective—the perspective of a mobile phone user. It’s a cramped and claustrophobic world, and we can’t concentrate on our surroundings. It’s only finally when we put our phones away, that we can see objectively, and see our surroundings safely.

We’re asking drivers to realise how their phones take their attention away from the task at hand. And having your full attention is never more important than when you have the lives of other road-users in your hands. This same insight was rolled out in different guises across all media channels, radio, online, outdoor etc.

It’s a constant reminder of the critical importance of keeping your mind wholly focused on the road and, as the ad reminds us: it won’t kill you to put your phone away.

#### Campaign Results:

- 71% of people strongly agree that the campaign makes them think twice about having a phone conversation with someone who is using their phone while they are driving;
- 69% of people strongly agree that the campaign makes them think twice about using a mobile phone whilst driving.



### New Road Signs and Markings Campaign

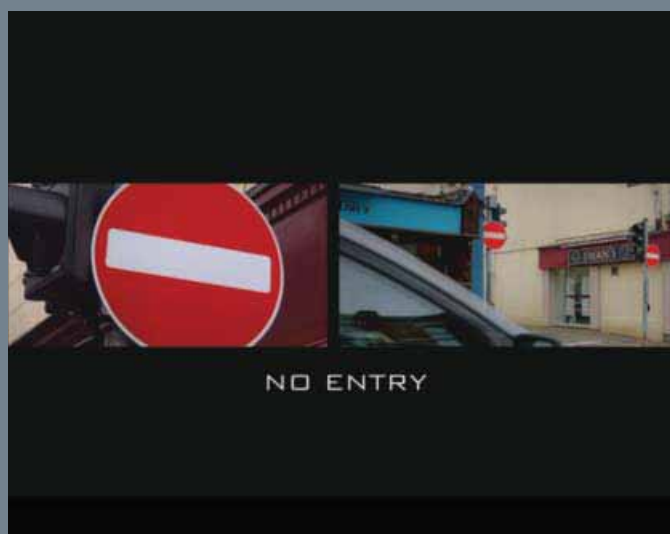
A new TV advertising campaign was launched in conjunction with the National Roads Authority (NRA) in November 2012. The objective is to raise awareness of and to educate road-users to the presence of new 'Warning Lines' and traffic signs on the public roads. The NRA has been updating and improving road markings across Ireland following the updating of the national Traffic Signs Manual which was released by the Department of Transport. As part of this work a new broken white line has been introduced and is currently in use on certain national roads across Ireland. This new broken line (Warning Line) is a longer white line with less space/breaks between the white line markings. (At present existing broken white lines are made up of 3 metre lines followed by a 9 metre gap. The new 'Warning Lines' have a 4 metre line followed by a 2 metre gap.) The new 'Warning Line' is designed to alert a driver where forward visibility is restricted, or on the approach to some other hazard (e.g. a roundabout or other junction).

In addition to the 'Warning Lines' there were a number of new Traffic Signs being introduced that were highlighted in the advert. These included new 'NO ENTRY', 'START OF CLIMBING LANE' and 'END OF CLIMBING LANE' traffic signs. The Rules of the Road are being amended to include guidance on these new additions.

### Drunk Pedestrians — 'The Way Back'

In December 2012 a new road safety campaign was launched which focuses on the danger of pedestrians who have consumed alcohol. This is not a new problem. Because the debate over the past decades has focused on drink driving, this has been a largely overlooked area of road safety. But the facts speak for themselves: two thirds of pedestrians killed on our roads have consumed alcohol.

This is a staggering statistic, and it is not new. When you are drunk, your coordination, focus, motor skills and awareness of your surroundings are all impaired. Impairing these faculties makes you as exposed as you can be on the road. The new TV campaign, which focuses on the issue of Drunk Pedestrians, brings to life how tangibly different the way to and the way back from a night out drinking can be. Because you are impaired, the path you walk back on will be a very different, much more dangerous one.



In the TV ad, we see a man walking from the outskirts of a small village to a pub. Behind him the road changes, edging out mysteriously and sinisterly into the road. The concrete pavement cracks and bursts from its seams, the tarmac hard shoulder ripples up, moving the partition between road and hard shoulder. The path home has already changed. We rejoin him at the end of the night, a little worse for wear and see him about to head home on this pavement that now wanders into and out of a dark road. He's uneasy on his feet, and we understand that the way the road has morphed is reminiscent of the way in which our drunk pedestrian will now walk it. Our pedestrian walks off, and there is a sense of imminent danger.

The messaging on the screen reminds us that two thirds of pedestrians killed on our roads have consumed alcohol, and that the way back isn't so simple. The advertisement ends with a simple call to action. Going out? Plan getting back. This means organising collection afterwards, a lift, or sharing a taxi or hackney to get home safely.

The aim of the campaign is to get younger (17–24) and older (50+) male pedestrians who are most at risk and who believe they can safely drink and walk home (if they're careful) to realise the danger they're putting themselves in by telling them that two thirds of pedestrians killed on Irish roads had consumed alcohol. In particular we want people to sort out their lift home before heading out to go drinking.

#### **Research Behind the Campaign**

Half of people admit to walking home after drinking and of these, the majority have had four or more drinks. A recent analysis by the RSA of Garda investigations into pedestrian fatalities between 2005 and 2007 who had consumed alcohol found that:

- When cases for which there was no BAC information available are removed, the figures show that 66% of pedestrians killed had consumed alcohol;
- Of those almost 52% were over three times the limit;
- The majority of collisions occurred in rural areas, at weekends and on dark unlit roads.

A Millward Brown Lansdowne survey conducted for the RSA in November 2009 found that 21% of respondents said they had consumed five or more alcoholic drinks and walked home.



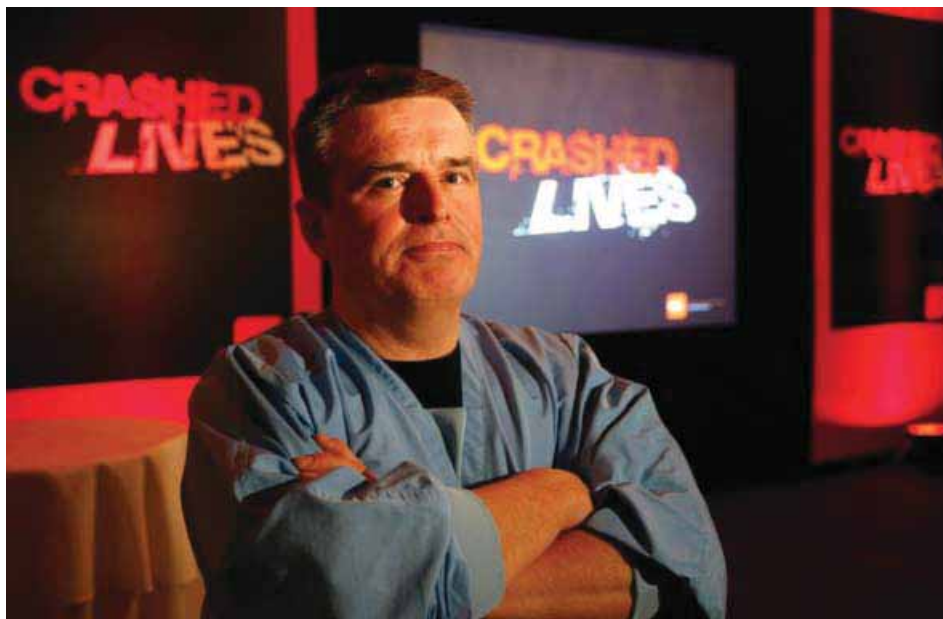
### Campaign Results

- 61% strongly agree that:  
'As a driver, I am now more likely to take extra care on the road with pedestrians.'
- 53% strongly agree that:  
'I now realise more clearly I am putting myself in danger by walking home after drinking alcohol.'
- 47% strongly agree that:  
'I am now more likely to organise a lift home before heading out to go drinking.'

In addition to the new campaigns the following TV campaigns also ran in 2012.

### 'Crashed Lives'

The RSA aired its highly successful 'Crashed Lives' TV and radio advertisements in the spring and winter of 2012. The original 2007 series of 'Crashed Lives' TV edits were broadcast on TV screens during March. These included the edits 'Conor', 'Sarah', 'James' and 'Consultant'. The second phase saw the three true life accounts featuring Siobhán O'Brien, Marjorie Flood and Dr Áine Carroll airing in the run up to Christmas 2012.



### Motorcycle Safety

The RSA Motorcycle Safety TV advert 'Underneath' ran throughout the high risk July period. 18,000 hi-vis jackets were also given away in the September issue of the Bike Buyers' Guide.



### **Safe Cross Code**

The RSA's Safe Cross Code TV campaign aimed at teaching children how to cross the road safely was aired on TV and in Cinemas throughout 2012.



### **Safety Camera Awareness Campaign**

The RSA/Garda Safety Camera campaign was back on air in 2012 during April and August. This included the 40 second TV advert, radio advert and online advertising. This campaign was timed to complement European and national enforcement efforts targeting speeding.

### **Better Safer Driver**

The RSA's TV ads for Motorway Driving and Roundabouts were broadcast in February. The 'Keep Your Distance' and 'Turn Right' ads were broadcast in July. The Motorway Safety radio advert aired on national and local radio over the same period. This campaign reached 95% of the adult population.



### **Tourist Road Safety Campaign**

In 2012, a new public information campaign to educate tourists visiting Ireland of the need to stay safe when using the road was developed in conjunction with An Garda Síochána. The campaign included the development of a new tourist information section on road safety on the RSA website. Online advertising targeting tourist information websites at home and abroad directed people to the RSA website. In addition, advertising was taken out in in-flight magazines and tourism brochures. Special outdoor sites at ports and airports were targeted with the 'Keep Left' message. Advertising was also placed in airport arrivals and baggage claim areas.

### **Anti-Drug Driving**

The anti-drug driving advert which focuses on highlighting the dangers of cannabis use and driving ('Night Out') was aired during May 2012.





### **'Cycle Smart, Cycle Safe'**

Cycling has never been more popular. It's fun and affordable. Cycling reduces pollution and eases traffic congestion. Cycling is very safe too, provided cyclists stick to a few common sense rules when they're out on the roads. This was the basis for the RSA's 'Cycle Smart, Cycle Safe' campaign in 2012, which comprises four short advisory films that were launched on the RSA's website and YouTube channel. These films cover all the main safety aspects of cycling and what simply makes good cycling sense.

#### **The four videos cover:**

1. **Equipment Check:** This covers the correct set-up of a bicycle and the necessary safety equipment. The film also gives advice on the choosing and wearing of a properly approved helmet and the importance of high-visibility clothing;
2. **Rules of the Road:** Cyclists need to obey the same rules of the road as every other road-user;
3. **Sharing the Road:** This film covers subjects including how cyclists should pass parked cars, cycling in heavy traffic and the importance of maintaining a safe distance from larger vehicles;
4. **Signalling:** Here, cyclists can learn the proper signalling procedures for making turns and using roundabouts, as well as the cautionary aspects of dealing with other vehicles when signalling.



### 'Change One Thing' Campaign

To mark UN Decade of Action 2011-2020 and show that Ireland is leading the way in road safety the RSA launched its 'Change One Thing' Campaign. For the UN's Decade of Action, we need to change how people use the road, and not just how they say they use it. To do that, we want people to realise just how vulnerable they are on the road but also how much power for good they have in their hands every time they use a car, bicycle or footpath. If you care about road safety, it's up to you to do your bit.

All we have to do is change one thing. This empowering thought gets people to look at their own road behaviour relative to what is best practice and decide for themselves which new safe road habit they would like to adopt.

The campaign is an online campaign, anchored at [www.changeonething.ie](http://www.changeonething.ie) with associated social media activity. The objective is to get people to pledge (publicly and/or amongst loved ones) to change a risk behaviour in their own road use, which will make Irish roads safer for everyone who uses them.

To promote the campaign the RSA approached and appointed a number of high-profile 'Road Safety Ambassadors'. Current ambassadors, who have recorded a short video message and pledge as well as recording a short message which has been broadcast on radio include, radio presenters Ray D'Arcy, Today FM and Rick O'Shea, 2FM; actor Keith McErlean; retired sports commentator Michael o'Muircheartaigh and Pat Spillane.



### **'What's the Difference' Keep the Race in Its Place, Campaign**

A new series of four short videos highlighting the differences between a rally car and an ordinary car were launched online in July. The videos feature board member Aaron MacHale, Craig Breen, WRC Academy Champion Driver 2011 and Toni Kelly, rally driver from Donegal. The videos are hosted on the RSA's YouTube channel and have been heavily promoted on the RSA's various social media pages. The videos have been viewed on the RSA's YouTube channel a total of 10,500 times. The videos have also been embedded in the international iRally smart phone application and website where they have been viewed 43,354 times to date in 68 countries. 38.3% of the views were from the UK, 22.3% from Ireland: a combined 60.6% of all views.



### **Driving Test Videos**

A new series of two minute information videos were produced in 2012 to explain the process of applying and taking the practical driving test. The videos are available to view on the RSA's website and social media channels.

## Radio Campaigns 2012

### 'ADI' Radio Ad

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

### 'Driver CPC' Radio Ad

The RSA ran its 30 second radio advert in February and July to remind bus and truck drivers of the need to maintain their Driver CPC entitlements by completing their one day training for 2012 by the 10th September deadline.

### 'Harvest' Radio Advert

The joint RSA and IFA campaign warning road-users of the increase in agricultural vehicles over the summer months ran again in 2012. It included the re-broadcast of the joint 30 second radio advert in May and July, targeted activity on TV screens in farm marts across the country and the issue of a joint statement.

### Is Your Car Winter Ready

The 30 second radio edit entitled 'Is your vehicle ready for winter?' was broadcast on all national and local radio stations in October. A series of six 15 second radio messages or 'stings' also aired on local radio providing basic winter driving tips after news bulletins and traffic reports.

### Daytime Running Lights

The 30 second radio campaign urging motorists to always drive with their dipped headlights was broadcast in November. The ad was also backed up by two radio stings (10" and 15") which focused on the misuse of fog lights by motorists.

### Severe Weather Campaign

The RSA deployed a number of 15 second radio stings on national and local radio in December 2012 in anticipation of snow and ice, following the convening of the National Emergency Planning Office and severe weather prediction from Met Éireann.



### **‘Keep the Race in its Place’**

The RSA and Motorsport Ireland joined forces to target seven high profile rallying events in 2012 with road safety messaging. Both organisations issued a joint safety message to fans attending the sporting event to ‘Keep the Race in its Place’. It also included a 30 second radio advert on local radio and mobile advertising billboards around the race venue.

#### **The rallying events targeted included:**

- West Cork Rally
- Midlands Rally
- Mayo Rally
- Killarney Rally
- Donegal Rally
- Birr Rally
- Wexford Rally

The RSA’s seatbelt Rollover simulator and Shuttle also attended some of these events.

### **Driver Fatigue**

The 30 second ‘Driver Fatigue’ radio advert featuring Charlie Mitchell aired for a two week period at the beginning of August. The campaign was up-weighted over the high risk August bank holiday weekend period.

### **Driving For Work Radio**

The RSA’s 30 second radio advert urging employers to use the RSA’s Road Safety Guidelines for the Workplace aired in February.

### **RSA and Gardaí Issue Joint St. Patrick’s Day Appeal**

Targeting the St Patrick’s Day bank holiday weekend the RSA and An Garda Síochána jointly issued an appeal to road-users to never ever drink and drive. This was backed by research conducted by the RSA which revealed a 12.8% reduction in the number of reported collisions where alcohol was a pre-crash factor. Alcohol-related fatal collisions decreased from 28.33% in 2005 to 15.53% in 2007. Mandatory Alcohol Testing (MAT) for drivers was introduced in July 2006.



## Public Relations Campaigns

‘Irish Road Safety Week’ ran from Monday 8th October to Sunday 14th October. The week began with the RSA’s Annual Academic Road Safety Lecture in the Royal College of Physicians of Ireland (RCPI), No.6 Kildare Street.

**The theme of the lecture was ‘Medical Fitness to Drive’. Other activity that took place around the country during ‘Irish Road Safety Week’ included:**

- A renewed focus on tyre safety as part of an initiative run by the Irish Tyre Industry Association. Free tyre checks were available nationally at participating tyre centres, along with a free safety pack;
- The call for entries to the annual ‘Leading Lights in Road Safety’ Awards on Wednesday 10th October. The Awards took place in Farmleigh on Wednesday 12th December;
- A series of ‘Driving for Work’ seminars, run by the RSA, HSA and An Garda Síochána. These free half day seminars were designed to help business owners, managers and supervisors understand how effective management of work-related road risks can benefit the bottom line;
- ‘Beep Beep Day!’, a road safety awareness day for children, took place in almost 1,400 pre-schools around the country on Friday 12th October. Children aged five and under practised basic road safety messages with the ‘Simon and Friends’ road safety storybooks, songs, games and activities. Information regarding child safety in cars was also distributed to parents. This event is coordinated nationally by the RSA and organised locally by the County and City Childcare Committees;
- The iRadio/RSA/An Garda Síochána ‘I is the Limit’ campaign;
- The launch of the ‘Keep Drama off the Roads’ film competition with Setanta Insurance which invited budding film-makers to submit a script in response to a road safety theme. The theme was ‘Texting and Driving’ and the winning entry will be announced in early 2013. The winner will receive €3,000 as well as the opportunity to work with a production team to see their concept come to life in video;
- The RSA also ran a series of free giveaways on their Facebook and Twitter pages throughout Irish Road Safety Week.

### Cork—Your Road to Safety

‘Cork—Your Road to Safety’ the second in a series of county-focused initiatives in association with An Garda Síochána and local stakeholders working together to improve road safety in the community, was launched on 28th February in Cork University Hospital. The event also marked the launch of the newly formed Cork Road Safety Together Working Group.





### Operation Learner Driver

On Bank Holiday Monday the 7th May, An Garda Síochána, the RSA and the Union of Students in Ireland (USI) issued a joint statement providing the results of recent Garda activity which targeted learner drives. The enforcement activity found that a significant percentage of those vehicles stopped were not abiding by the conditions of holding their Learner Permit. Of the 2,200 drivers checked, 43% (946) were un-accompanied by a full licence holder, and 30% (660) were not displaying L plates. The story generated considerable media coverage and editorial analysis.



### RSA International Conference

On Monday 16th April the leading world road safety expert, Sir Peter North addressed almost 200 delegates at the RSA's Annual International Conference in Dublin Castle. The theme of the conference, which was chaired by Judge Michael Pattwell (retired), District Court Judge, was 'Recidivist Behaviour and Driver Rehabilitation'. The conference was reported extensively in the print media and broadcast media.

### Driving Abroad

The RSA and the Union of Students in Ireland (USI) issued a joint appeal on Wednesday 9th May urging people travelling abroad over the summer months not to leave road safety in the departure lounge. Figures obtained from the Department of Foreign Affairs indicated that up to 193 Irish citizens died while abroad in 2011, an decrease of 18 people on 2010 figures. A number of these were as a result of road collisions. Further research indicates that nine Irish people alone have been killed in road crashes in Australia from 2010 to 2012. A number of others were also seriously injured in road crashes in Australia.

### ETSC 'Safe and Sober' Seminar

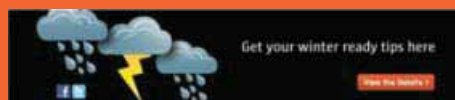
The European Transport Safety Council (ETSC) held its 22nd 'Safe and Sober' seminar in Dublin on Thursday 24th May. The seminar, was jointly hosted by the ETSC, Road Safety Authority (RSA), Health and Safety Authority (HSA) and An Garda Síochána, and was part of the ETSC's campaign on drink driving, with a particular focus on employers. The seminar was covered extensively in the media.

### June Bank Holiday

The RSA teamed up with An Garda Síochána and other state bodies to raise awareness of road safety around the various major events that took place around the country over the June bank holiday weekend. These included the Bavaria City Racing event, Cork Marathon, Women's Mini-Marathon and Bloom Festival, sporting events etc.

### Severe Weather Alerts

The RSA maintained its road safety weather warning system with Met Eireann in 2012 and issued numerous alerts to road-users to warn them of adverse road conditions.



### **National Bike Week— Saturday 16th to Sunday 24th June**

As part of National Bike Week which ran from Saturday 16th to Sunday 24th June, the RSA issued an appeal for all cyclists to take extra care on the road. Drivers were asked to treat cyclists with respect and to share the road safely. Bike Week was promoted on the RSA's social media pages with a giveaway offer. Over 500 reflective hi-vis string bags were handed out to RSA Facebook fans.



### **Student Media Awards**

The RSA sponsored the 'Journalism Relating to Road Safety' Award at the annual Student Media Awards 2012. The purpose of the award is to identify a piece of work executed in any medium which has contributed to road safety, and this year it was won by two very talented radio journalists, DCU's Barry Lenihan and Ciaran O'Connor. Their piece was a documentary looking 'behind the statistics' of road deaths in Ireland, which profiled many road crashes and looked at the after effects. The four part series can be downloaded from the RSA website. It has also been promoted on the RSA's social media sites.

### **Leaving and Junior Certificate Celebrations**

The RSA issued a statement in mid-June urging students to be road safety aware during their post examination celebrations. The RSA also asked parents to remind their young adults to use the road safely, whether as a driver, passenger, pedestrian or other road-user.

### **Operation Slow Down**

The RSA joined with An Garda Síochána on Tuesday 3rd July to support the launch of the enforcement campaign 'Operation Slow Down'. The operation was mounted in response to a rise in road deaths in the first half of the year compared to the same period in 2011.

### **Six Month Review of Road Safety**

In July the RSA released figures for the first six months of 2012, which revealed that 23% of drivers and 29% of passengers killed were not wearing seatbelts at the time of the collision. Also of concern was the number of people who were not wearing a seatbelt and who were ejected from the vehicle. The publication of the figures resulted in considerable print and radio coverage and reinforced the road safety message publically at a time when there had been a concerning rise in road deaths.

### **New Penalty Points Announcement**

In August, the RSA issued a joint statement with the Department of Transport in which Minister Varadkar announced the introduction of penalty points for various seatbelt and vehicle weight offences. Considerable coverage was generated in the mainstream media on the issue. The RSA's social media platforms were very busy answering public queries on the topic around the time of the announcement.



### **'Back to School' Campaign Launch With Electric Ireland**

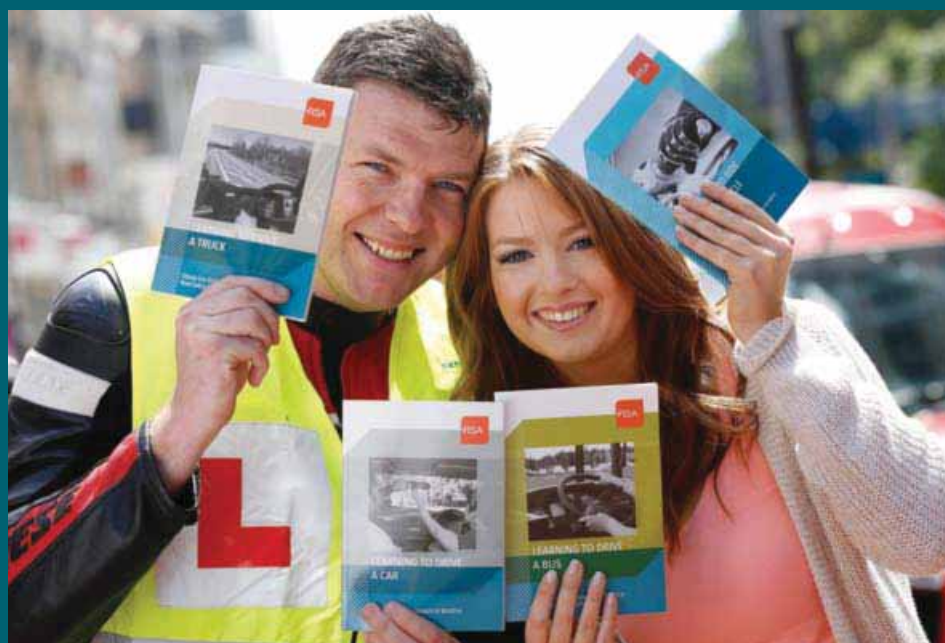
The RSA and Electric Ireland teamed up for the third year running to distribute 85,500 high-visibility vests to every child starting school this year. The vests were included in the RSA's 'Back to School' road safety packs which were distributed to primary schools nationwide. New research published for the launch showed a 77.8% reduction in the number of children (0 – 14 years old) killed on Irish roads in the period 1997 to 2010. The launch of the campaign attracted much media interest.

### **Motorway Safety**

The RSA issued a press release in February asking drivers who are unsure about driving on a motorway or roundabout to consider lessons with a local Approved Driving Instructor (ADI) to brush up on their skills. Ireland's national road network has grown to 5,515kms. This includes 1,187 kms of motorway network. Ireland now has a motorway network which connects all our major urban centres.

### **Launch of Learner Driver Manuals**

On the 11th June the RSA launched four new Learning to Drive Manuals. They were developed to aid learner drivers as they prepare for their driving test. The manuals give invaluable information and advice on four vehicle categories: the Car, Motorcycle, Truck and Bus. A number of manuals were given away free of charge to followers of the RSA Driving Test Facebook Page.



## Awards

### 'Best Regional Press' Award

The RSA picked up 'Best Regional Press' award at the National Newspapers of Ireland Awards for its anti drug-driving advert for the cannabis campaign.

### Digital Media Awards

The RSA picked up an award at the 'Annual Digital Media Awards' in March. This award rewards excellence in a digital media product, service or website that has been created by a governmental body or institution to encourage Irish society to embrace digital media technology. The RSA's entry 'Embracing Digital to Reduce Road Deaths' was viewed to have been the best Government to Public campaign over the past year. The RSA was also shortlisted in the eGovernment Awards, Social Media Ireland eGovernment Award.



## Road Safety Authority and Social Media Throughout 2012

### RSA Main Social Media Pages

The umbrella social media channels for the Road Safety Authority throughout 2012 proved the effectiveness of the channel in driving conversation around the organisation's key communications goals. As the community has built up to nearly 30,000 users on Facebook, and a further 2,000 on Twitter, there is a mass community of actively engaged road-users who are receiving our communications each and every day. Throughout the year, the focus has been on delivering added value in order to gain the trust of the users so that they are more willing to share our messages. A number of functional applications have been developed to make it easier for a road-user to be road safety aware.

### Some of these elements include:

- The Facebook page has become a known resource for High Visibility material. Several giveaways have been done throughout the year providing safety gear for all of our Facebook fans. In 2012, 9,750 hi-vis armbands were given away, 300 drawstring bags and 5,900 hi-visibility vests which were delivered during Irish Road Safety Week;
- Weather Widget on Facebook was developed from the insight surrounding the increase in conversation levels around weather alerts that affect people's behaviour on our roads. The Facebook application allows the user to localise their weather, and the app's design changes colour depending on the weather conditions in that location. The application allows us to add urgent weather alerts where necessary;
- In order to hear feedback from the public in the development of the 2013 – 2020 Road Safety Strategy, a Facebook Application to capture formal submissions to the 2013 – 2020 Strategy was created. Over 77 submissions were made;
- The 'Check it Fits Roadshow' was supported on Facebook with an interactive map of the roadshow locations, as well as featuring relevant brochure material available for download. Users were also encouraged to sign up to receive their Child Safety DVDs which were delivered after the 'Check it Fits' campaign;
- World Remembrance Day was supported in 2011 with a virtual 'Wall of Remembrance' driven through Facebook. This was carried through to 2012, and in November, a physical version of this wall was created which was used in the photocall material for this year's campaign. Over 900 victims have been remembered through the app to date.



The RSA's Facebook and Twitter accounts generated high volumes of conversation in 2012. While in some cases, road-users challenge the RSA to respond to certain issues, without this social media community, there would be no public way for the RSA to respond and help better shape their view of our campaigns and road safety issues in general. This will continue to be a key focus of our activity going into 2013, neutralising any negative sentiment and turning positive conversation into advocacy for the RSA. This is what will truly deliver changed behaviour.

**Some of the key results achieved in 2012 are outlined in the statistics and metrics used to evaluate success:**

- Facebook Fans: 29,054
- Facebook Weekly Engaged Users: 6.85%
- Facebook Monthly Engaged Users: 23.5%
- Facebook 'Likes' (on Comments): 37,371
- Facebook User-Generated Comments and Wall Posts: 5,773
- Facebook Shares: 9,455
- Twitter Followers: 1,983
- Retweets of RSA Tweets: 2,350
- Mentions of '@RSAIreland' on Twitter: 1,126
- Consumer Queries Handled Via Social Media: 2,925
- 31% of the Facebook Page audience was between the ages of 18 and 24, the majority share.

**Awards for which the RSA were either nominated or winners throughout 2012 for the work to date in the social media environment include:**

- Digital Media Awards 2012 — Winner — Government to Consumer Innovation  
This award aims to reward excellence in a digital media product, service or website that has been created by a governmental body or institution to encourage Irish society to embrace digital media technology. The Road Safety Authority's entry 'Embracing Digital to Reduce Road Deaths' was the Winning Entry for this, announced on 30th March 2012;
- eGovernment Awards 2012 — Finalist — Best use of Social Media  
The eGovernment Awards aim to recognise benchmarks for excellence in Irish eGovernment services and standards. The RSA was a Finalist for their integrated social media strategy for the Social Media category in the 2012 awards, which took place on 29th March 2012;
- The Media Awards 2012 — Finalist — Best Use of Interactive/Digital Media  
This award looks to recognise a brand or organisation with the most outstanding example of an innovative and insightful interactive/digital campaign delivered with maximum efficiency. The Road Safety Authority was listed as a finalist with our submission to digital media as a crucial element of the organisation's communications. Winners were announced on the 29th March 2012, the RSA being listed as a finalist among a very competitive set of Irish brands;
- Social Media Awards 2012 — Finalist — Best Use of Social Media by a State Body  
The Social Media Awards aim to recognise best in class social media activity across a diverse set of categories. The RSA was first shortlisted, then made a finalist in the 'Best Use of Social Media by a State Body' category during the event which took place on 17th May 2012.

## Driver Testing Social Media

During 2012, a secondary community for Learner Drivers was developed in order to more directly speak with this group of users who require support if they are to join the driving community. A Facebook Page for the 'RSA Driving Test Ireland' and a Twitter account '@RSADrivingTest' was set up in February 2012, and within the year reached a community of nearly 7,000 on Facebook, and a further 130 on Twitter.

As this target audience has grown, it has been possible to drive really important calls to action and tests of skill each and every day, before, during or just after followers take their driving test. This would not be possible if the main social media pages had been used. In that forum, the audience is all road-users, not just drivers.

Throughout 2012, the objective has been to build credibility with this audience through relevant content and timing of activity, as well as small pieces of engagement that make this a really valuable community to be a part of.

### Elements created include:

- Information Tab developed to feature all of the key contact and info points for anyone going through the Driving Test. This is always available on the page, and provides instant content of value to someone going through the process;
- To launch the Learn to Drive Manuals, a Facebook giveaway was created to offer these to 70 lucky winners on the Facebook page. Over 700 requests for the books were received on first launching the application. After receiving her prize, one user even sent a personal email to say thank you, saying...

*'Thank You! I can't wait for my manual to arrive in the post as I seemed to have misplaced my old book that I used for my car theory test. I'm determined to complete my motorcycle theory before the summer is out. Your Facebook webpage is very helpful and if I have any questions along the way, I won't hesitate posting on your wall. I will also advise your webpage to friends, as I find it very helpful.'*  
(Rachel Whelan)

**This type of endorsement is rare, and to receive this within the first 5 months of the page being live was a sign of a positive year for the page.**

### Similar to the above, some of the key results in 2012 include:

- 6,354 Facebook fans in the first 11 months, the next nearest related page for Learner Drivers is only 453 users;
- The page is evenly split, reaching 59% females and 41% males across this set of fans;
- All Facebook content receives an average of 2.5% engagement (someone 'liking', commenting or sharing our content), which would be more than double the average across many large Facebook communities;
- Over 1,100 views on the RSA Information tab on Facebook;
- 112 Twitter Followers.

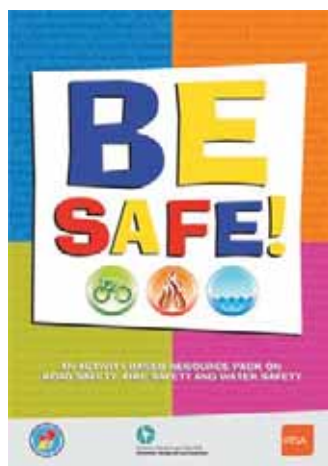
## Education

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 2012, the RSA distributed the following education programmes:

### 'Simon and Friends'

The RSA developed a road safety package called 'Simon and Friends' which is designed to be used in preschools 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 preschool providers have available to prompt other learning experiences with the children.

Stories are also recorded on a CD Rom which can be played to children in their early years' 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 2012, County and City Childcare Committees committed to roll out the programme to a network of 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 organised a 'Beep Beep Day!' and/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!'.



### 'Be Safe'

'Be Safe' is an activity-based resource pack on road safety, fire safety and water safety which was developed for primary schools. With materials aimed at children from infants to sixth class, it was developed specifically as part of the SPHE (Social, Personal and Health Education) curriculum and is relevant to the SPHE Strand, 'Myself', which addresses Safety and Protection, Personal Safety, Safety Issues and Making Decisions. 'Be Safe' was developed in association with practising teachers. The lesson plans are immediately accessible to both teachers and children. Each topic is first introduced with age-appropriate information which is then explored and developed through class discussion, activities and worksheets.

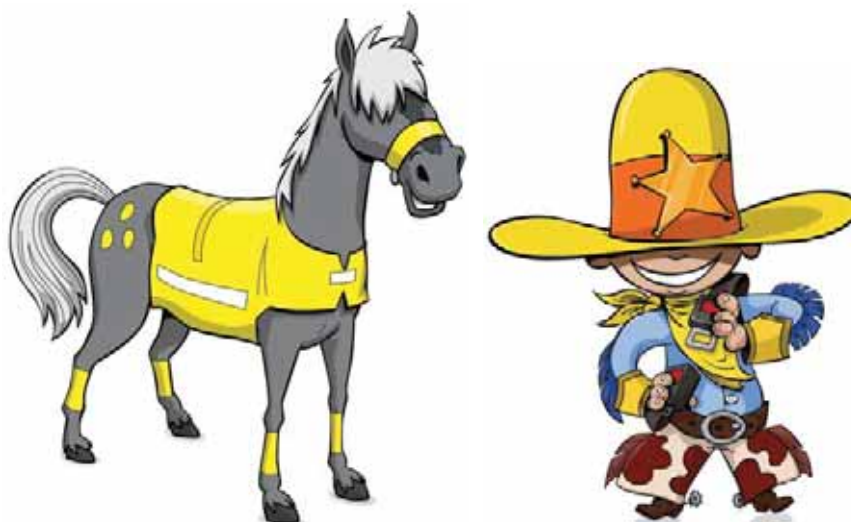
### **‘Seatbelt Sheriff and Hi-Glo Silver’**

‘Seatbelt Sheriff’ is a fun way to get children in first class involved in road safety. 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 too. 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 100,000 child armbands free of charge to schoolchildren in 2012.

Seatbelt Sheriff and Hi-Glo Silver packs were distributed to every school in Ireland in 2012 and sign-posted teachers and parents to the website [www.seatbeltsheriff.ie](http://www.seatbeltsheriff.ie).

The RSA holds an annual Poster Competition and in 2012, over 320 entries were received for the Seatbelt Sheriff and Hi-Glo Silver competition.





### **'Back to School' Campaign**

In 2012, the RSA distributed 3,630 'Back to School Road Safety Packs' to primary schools which contained:

- A high-visibility vest which was co-sponsored by Electric Ireland for each new entrant to primary school. A total of 100,000 of these high vis vests were circulated;
- A 'Going to School' leaflet for new entrants to the school;
- A colouring competition co-ordinated by Electric Ireland along with an information leaflet for parents on Gas Boilers;
- A copy of the 3rd edition of the School Newsletter for teachers;
- A copy of the Safe Cross Code CD and lyrics poster, together with Safe Cross Code premia, including a dance moves chart and colouring books were distributed to 3rd Class.

In 2012, the RSA distributed 800 'Back to School Road Safety Packs' to Secondary Schools which contained:

- A copy of the 3rd edition of the School Newsletter for teachers;
- A CD version of the Let's Go programme (following feedback from teachers on the resource);
- A poster for the teacher staffrooms to promote the use of the Let's Go Programme.





### **‘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 is designed to be run over 12 weeks.

The following lessons are covered:

<b>Lesson 1</b> Pedestrians	<b>Lesson 4</b> Seatbelts	<b>Lesson 7</b> Driver fatigue
<b>Lesson 2</b> Cyclists	<b>Lesson 5</b> Speed and speeding	<b>Lesson 8</b> Drink driving
<b>Lesson 3</b> Motorcyclists	<b>Lesson 6</b> Hazard perception	<b>Lesson 9</b> 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 and it was promoted again to all schools in 2012 through the ‘School Newsletter’ as part of the ‘Back to School’ packs for secondary schools.

### **Cycling Proficiency Training**

In 2012, 11,439 students received cycle proficiency training in 422 schools. The aim of this initiative is to formally train children to ride a bicycle safely and to encourage positive and responsible attitudes towards personal safety. A subsidy of €5 per student (half of the cost) is paid by the RSA to local authorities to assist with the cost of national school students who participate in the scheme.



### **‘Your Road to Safety’ — A Transition Year Programme**

The RSA worked collaboratively with the Department of Education and Skills 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 and makes provision for visiting speakers, trips out of school, projects and case studies. It is supported by digital resources including access to international websites on road safety issues from the Road Safety Authority website [www.rsa.ie](http://www.rsa.ie).

The programme provides for an introduction to road safety for pedestrians, cyclists, motorcyclists and motorists, and covers issues such as seatbelts and airbags, driver fatigue, drink/drug driving, road safety engineering and enforcement, basic first aid at road collisions, 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 2012, a total of 19 new teachers participated in the in-service training programme on the resource pack. To date, 362 teachers have participated in an in-service training programme.

### **Wrecked.ie**

The RSA developed a programme entitled ‘Wrecked.ie’ which is targeted at the high risk 17–24 year old age groups. 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 behaviour in relation to road safety.

The programme has been rolled out nationwide to organisations such as Youthreach, FÁS and Garda Diversion Programmes and training takes place on an ongoing basis. In 2012, a total of 61 people were trained on how to deliver the Wrecked programme.



### Court Diversion Programme Pilot for Offenders and Recidivists

A pilot was launched in September 2012 whereby a court could refer a repeat offender to take part in a road safety course in addition to the appropriate penalty imposed, be it community service, penalty points and/or a fine. A charity called Dawnbreakers in Donegal collaborated with the Probation Service in Letterkenny with a view to piloting the project initially and then rolling it out on a national basis. The Road Safety Authority was approached in relation to the use of its 'high risk group' programme 'Wrecked' as the basis of the road safety module of this course. Training on how to deliver the Wrecked programme took place with 10 staff in May 2012 and the pilot commenced in September 2012.

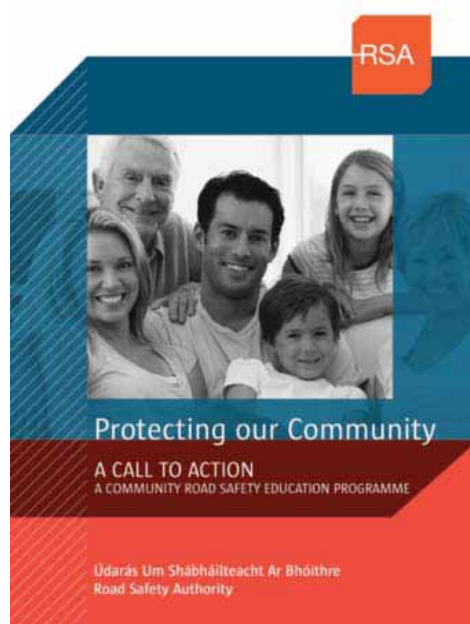
### Community Road Safety Programme

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 2012 the Road Safety Authority trained 58 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.



### Local Authority Road Safety Officers

The RSA hosted one seminar with Local Authority Road Safety Officers in February 2012. The aim of the seminar was to facilitate a more integrated approach to road safety throughout the country as well as informing them of new initiatives taking place within the Road Safety Authority. Briefings were also given on the Communications Plans for 2012.



### 'Mobility Matters'

In 2011, 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 Ireland 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 uniquely relevant DVD has been designed to accompany the programme. The programme was piloted in 2011 and will be rolled out nationally in 2013.

### '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.



### '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. Nineteen colleges throughout the country participated in the 'Safe Grads' programme in 2012.



#### **‘European Night Without Accident’**

The RSA hosted the 6th ‘European Night Without Accident’ on Saturday 20th October 2012. The initiative aimed to promote responsible behaviour among young adults whilst driving. 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 five nightclubs in three different towns and cities throughout the country with 130 people taking part in the initiative.

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

The Leading Lights Awards ceremony took place on Thursday 12th December 2012 in Farmleigh, Dublin. ‘Leading Lights in Road Safety’ were awarded in 13 categories including Education (Pre-Primary, Primary, Secondary and Third Level, and Community), Road Safety Officer, Public Sector, Local Media, Business, Approved Driving Instructor, Road Safety Ambassador, CPC Trainer, CPC Training Organisation. Special Recognition Awards were also awarded on the day to a school lollipop lady with 35 years’ service and also the winner of the EU Young Truck Driver of the Year Award. The CPC Review Group and the ADI Stakeholder Forum were also recognised on the day







### **'Streetsmart'**

'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) which depicts a typical street scene designed for children aged between four and eight. 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. 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. In 2012, 81 schools and pre-schools were involved in 45 different locations nationwide with 13,634 children taking part.



### **RSA Rollover Simulator**

The RSA encourages people to use seatbelts and to see the effectiveness of them by using the Rollover simulator. By using a car fitted to a hydraulic platform which can simulate a half or a full roll-over it demonstrates how it would feel for a driver or passenger involved in a car turning over. This shows the effects of being suspended by the car's seatbelt. After the demonstration, participants will never travel in a car without a seatbelt on! The RSA provided demonstrations using life-sized mannequins which also showed where occupants can end up when they are not using their seatbelt as well as placing items in the back seat and showing where they end up in the vehicle in the event of a Rollover.



### **'Road Safety Interactive Shuttle'**

The Shuttle is aimed at taking road safety directly to the heart of local communities nationwide and it continues to provide the general public and other target audiences with the chance to interact with various road safety campaigns and to spread the message about the importance of road safety.

#### **The Shuttle invites visitors to:**

- Practise their driving skills on simulators (car, motorbike)
- Enjoy a fully interactive road safety educational experience
- Test their hazard perception skills
- Bike along the coast through ancient jungles and many other exotic places (even outer space!) on the bicycle simulator
- Test their brake reaction time
- Practise their Driver Theory Test on board.

In 2012 the Shuttle attended 76 events ranging from secondary school and third level road safety events, community events and also including national events such as the Young Scientist Exhibition, and The Ploughing Championships. In 2012 approximately 90,000 people visited the Shuttle. The Rollover accompanied the Shuttle to many events and visited secondary schools and third level colleges as well as national events. In total the RSA Rollover attended 88 events in 2012.

## Promotions/Events

### The Ploughing Championships

The RSA brought its Road Safety Interactive Shuttle to the 2012 Ploughing Championships which attracted almost 17,000 visitors of the overall number of 189,000 people. As part of its drive to promote road safety at the event, the RSA offered 50,000 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 2012, the RSA teamed up with a number of organisations to distribute high-visibility material free of charge.

#### This included:

- 50,000 vests with the Farmers' Journal and FBD Insurance;
- 100,000 vests through RSA/Electric Ireland 'Back to School' Campaign;
- 8,000 vests with Advance Pitstop;
- 25,000 bikers vests with Bike Buyers Guide.

#### 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 were distributed through the Road Safety Interactive Shuttle at 78 locations nationwide. This included the distribution of vests, armbands, bags, sam browne belts and ruck sack covers;
- A variety of high-visibility materials were distributed through 'Streetsmart';
- High visibility materials were distributed to Scouts, Girl Guides, youth clubs, crèches, hospitals and various organisations on request;
- 40,000 armbands through the Flora Mini Marathon;
- 40,000 armbands through the Dublin Marathon;
- 11,000 children's vest for 'Beep Beep' Day;
- 5,000 high-visibility items distributed through the Union of Students in Ireland (USI) for third level students;
- 3,000 armbands through Limerick Women's Mini Marathon;
- 3,000 high-visibility running bibs through Achill Marathon;
- 2,000 high-visibility vests for Castlebar four day walks;
- 2,000 to the Community of Oranmore for 'High 5 for Hi Vis Day';
- 10,000 vests through RITH.

### Bike Week 2012

To mark National Bike Week, which ran from Saturday 16th to Sunday 24th June 2012, the RSA re-launched its online video educating cyclists and truck drivers on how to share the road safely. The six minute video (HGV and Cycling Safety Video) was produced as an educational resource for goods vehicle drivers and cyclists to show them how to safely share the road, particularly in urban areas.

### Road Safety Authority and Shell E&P Ireland Ltd

In 2012 Shell E&P Ireland Ltd and the Road Safety Authority worked together on a Safe Driving Programme with the four local secondary schools in the Erris region in Co. Mayo. As part of the programme the teachers committed to delivering the Transition Year road safety educational resource 'Your Road to Safety'. The RSA scheduled the Shuttle and Rollover to visit the Erris region so the students had an opportunity to learn about road safety in an interactive environment. Shell E&P Ireland Ltd provided each participating student with a copy of the Driver Theory Test Question and Answers booklet and also a copy of the Rules of the Road. On completion of the programme Shell E&P Ireland Ltd arranged for the theory test company to visit Erris and paid for all participating students to sit their theory test. The feedback from the schools, parents, and students was excellent and we felt it was a very worthwhile programme.

### Seatbelt Sheriff and Hi-Glo Silver Awards

The annual Seatbelt Sheriff and Hi-Glo Silver Awards took place on Tuesday 13th March in Dublin Castle. The event was attended by 280 schoolchildren and their teachers from ten primary schools around the country. Mr. Noel Brett, CEO, Chief Superintendent Aiden Reid, An Garda Síochána and Minister for State Alan Kelly presented the awards on the day. The awards ceremony was followed by a trip to Dublin Zoo for all the children.

### No Name Clubs (NNCs)

The No Name Clubs and the RSA met in early 2012 to discuss plans for the coming months. A plan was agreed to include the following initiatives:

- Public Speaking Competition
- Young Road Safety Ambassador Competition
- Design a poster with a road safety theme.

The No Name Club also launched their road safety hoodies in September 2012. This hoodie was developed as a result of a competition held in 2011 where the RSA asked No Name Club members to design an item of road safety clothing. The winning design acts as an ordinary red hoodie during the day however at night time, the hoodie can be reversed to serve its duty as a high-visibility hoodie.





### BT Young Scientist and Technology Exhibition 2012

The Road Safety Authority invited students to visit their fun-filled Road Safety Interactive Shuttle at the 2012 BT Young Scientist and Technology Exhibition which took place at the RDS from 12th – 14th January 2012. Members of the RSA staff were on hand to offer advice and information on a variety of road safety issues 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.

The RSA sponsored a Special Award project for students whose invention/research initiative can be shown to make a difference and that it could have the potential to reduce fatalities on Irish roads. The winning project of the RSA Special Award was titled *'A statistical study of Irish people's attitudes regarding the wearing of high-visibility clothing'*



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## Road Safety, Research and Driver Education

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### 'Check it Fits' Roadshow

To address the issue of not restraining children properly in cars, the RSA took its 'Check it Fits' Roadshow out on the road again to nine locations, in May and December 2012. At the Roadshow, parents, guardians and grandparents were given the opportunity to get their child's car restraint fitted by an expert, free of charge. The 'Check it Fits' Roadshow visited nine locations around the country. Almost 800 child seats in total were checked in the nine locations.



## 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 2012

### Road Collision Database

Collision data generated by members of An Garda Síochána is forwarded to the Research Department in the Road Safety Authority 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 2012, the 2011 Road Collision Fact Book was published and reported that of the 27,093 Garda-reported motor vehicle traffic collisions, 186 people were killed, 7,235 people were injured, and 21,863 collisions involved property or material damage only.

### Free Speed Survey

The Annual Free Speed Survey was conducted by the Road Safety Authority in 2012. A total of 12,557 cars, 1,284 articulated vehicles, 2,500 rigid vehicles and 576 single deck buses were observed. The survey found the percentage of car drivers exceeding the speed limit on rural roads was 20%. Furthermore, the percentage of car drivers found breaking the speed limit by 10km/h or more on urban roads was 29%. The survey found improvement in the percentage of vehicles complying with speed limits on motorways and regional roads. However, overall driver compliance with speed limits on urban roads is still poor. On average, three out of five motorists exceeded the posted speed limit in urban areas.

### Seatbelt Wearing Survey

In 2012, the Road Safety Authority Research Department conducted a national seatbelt observational survey on Irish roads. 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 17,576 adults occupying the front seats of vehicles, of which 14,088 (80%) were drivers. In addition, 2,488 adults occupying rear seats were observed. In 2012, 92% of adults (drivers, front and rear passengers) were recorded wearing a seatbelt. 93% of drivers observed were wearing a seatbelt, a decrease of one percentage point on 2011 wearing rates. Seatbelt surveys conducted in previous years revealed the following wearing rates for drivers:

Seatbelt surveys conducted in previous years revealed the following wearing rates for drivers:

2009 → 90%  
2008 → 90%  
2007 → 88%  
2006 → 86 %  
2005 → 86 %  
2003 → 85%  
2002 → 71%  
1999 → 55%  
1991 → 52%

At 93%, rear seatbelt wearing rates for secondary school pupils remained at 2011 wearing rates. Primary school pupils showed a marginal increase with a 97% wearing rate recorded for rear seatbelts, up 3 percentage points on 2011 (94%).



### 2012 Survey of Mobile Phone Usage When Driving

In 2012, the Road Safety Authority Research Department conducted a national observational survey on mobile usage on Irish roads. The results are summarised below:

#### The Number of Drivers Observed Using a Mobile Phone While Driving

Driver Gender	Using Mobile Phones when driving		Total	% Using Mobile Phone
	No	Yes		
Female	6248	284	6532	4%
Male	7577	411	7988	5%
<b>Total</b>	<b>13825</b>	<b>695</b>	<b>14520</b>	<b>5%</b>

## 2012 High-Visibility Clothing Observation Survey (Motorcyclists and Cyclists)

This survey was carried out for a minimum of 2.5 hours at each site, with surveys undertaken between the hours of 07:00 to 10:00 and 16:00 to 19:00 on a weekday (Monday to Friday). All information was collected on a pre-defined data collection survey form, appropriate to the level of detail required.

For each motorcycle and pedal cycle the following information was collected:

- Gender
- Age Range (Adult or Child)
- Whether or not they were wearing a helmet
- Whether or not they were wearing high-visibility clothing
- Whether or not high-visibility clothing was reflective
- Whether or not high-visibility clothing was obscured by other forms of attire (i.e back pack).

### 2012 High-Visibility Wearing by Gender

Type	Gender	Wearing High-Visibility Clothing		High-Visibility Wearing Rates
		Yes	No	
Motorcycles	Male	1853	2203	46%
	Female	81	75	52%
	<b>Total</b>	<b>1934</b>	<b>2278</b>	<b>46%</b>
Pedal Cycles	Male	7531	7367	51%
	Female	1903	2283	45%
	<b>Total</b>	<b>9434</b>	<b>9650</b>	<b>49%</b>

### 2012 High-Visibility Wearing by Age

Type	Age	Wearing High-Visibility Clothing		High-Visibility Wearing Rates
		Yes	No	
Motorcycles	Adult	1934	2278	46%
	Child (>16)	N/A	N/A	N/A
	<b>Total</b>	<b>1934</b>	<b>2278</b>	<b>46%</b>
Pedal Cycles	Adult	9289	9175	50%
	Child (>16)	145	475	23%
	<b>Total</b>	<b>9434</b>	<b>9650</b>	<b>49%</b>

## 2012 Helmet Wearing by Gender

Type	Gender	Wearing Helmet		Helmet Wearing Rates
		Yes	No	
Motorcycles	Male	3985	71	98%
	Female	144	12	92%
	<b>Total</b>	<b>4129</b>	<b>83</b>	<b>98%</b>
Pedal Cycles	Male	8065	6833	54%
	Female	2136	2050	51%
	<b>Total</b>	<b>10201</b>	<b>8883</b>	<b>53%</b>

## 2012 Survey of Driver Attitudes and Behaviour

The survey of Driver Attitudes and Behaviour was conducted by the RSA in 2012. The objectives were to re-examine the extent to which the driving public undertakes unsafe driving practises (e.g. speeding, drinking and illicit drugs and also identify changes in behaviour regarding road safety measures (e.g. obeying speed limits and wearing seatbelts).

### Summary of the findings are outlined below:

- Overall, there are encouraging shifts in the mindsets of motorists since 2009;
- Attitudes towards speeding are generally more responsible/less tolerant;
- There is a broad endorsement of the need for more safety cameras;
- The incidence of drinking and driving, whilst unacceptably high, is still trending downwards;
- Coupled with this, there is broad awareness and support for the 2011 changes to the BAC limit. Seatbelt usage is almost universal, although there is some work to be done regarding back seat passengers.

However, there are certain areas where Irish motorists are still less than compliant. In particular:

- Over half the population admit to speeding at some stage;
- The incidence of using mobile phones is still an issue, with a majority using them in some manner. A greater emphasis on the implementation of penalty points may yet produce more dividends in terms of changing this mindset.



## Evaluation of 2007 — 2012 Road Safety Strategy

A strategic approach to road safety was first adopted in 1998. The third such strategy was published in 2007 (the Road Safety Strategy 2007—2012). The strategy set out comprehensive targets and identified 126 actions to be completed within its lifetime. The main targets were to:

- Reduce collisions, deaths and injuries on Irish roads by 30%;
- Reduce the rate of road fatalities to 60 per million population by 2012, and 50 or fewer in the subsequent years, with a demonstrable reduction in each year of the strategy;
- Reduce injuries by 25%;
- Set specific targets for reducing speed;
- Set a specific target to increase restraint use.

Between 2007 and 2012, the number of fatalities decreased by 52% and the fatality rate in 2012 was 35 per million inhabitants. The evaluation of the 2007—2012 Road Safety Strategy has been conducted. The conclusions of the review are outlined below:

- The number of fatal vehicle-on-vehicle collisions has more than halved over the period of the strategy;
- The number of other fatal collisions has reduced by around a third;
- The reported rate of serious collisions in 2011 was less than half that at the start of the strategy period;
- The impact of the strategy equates to the prevention of 686 fatal collisions and 1,312 serious injuries and 649 minor collisions;
- A road safety culture firmly embedded in the road-using public;

The review also found that the vast majority of the actions that were committed to as part of the strategy were implemented in full. Measures that required cross-agency co-ordination proved more difficult to implement.

### 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 is funding a total of eight PhD studies. Two were commissioned in 2011, four in 2010 and two in 2009.

	Topic	Institution	Supervisor
Commenced in 2009	Learning about driving dangers: from hazard detection to hazard handling	School 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 collisions 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 Áine Carroll
Commenced in 2011	Using mobile phone apps as 'in-vehicle technology' to monitor driving behaviour RISK:MONITOR	School of Psychology, NUI, Galway	Dr Kiran Sarma
	Impulsivity and its contribution to aberrant driving	School of Psychology, Trinity College, Dublin	Dr Michael Gormley and Professor Hugh Gavan





### 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 Road Safety Authority is represented on the ETSC's Road Safety Performance Index (PIN) panel. PIN is a policy instrument to help EU Member States improve 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 PIN publications in 2012; on collisions involving goods vehicle and buses.

**See:** [www.etsc.eu/documents/ETSC\\_PIN\\_Flash\\_24.pdf](http://www.etsc.eu/documents/ETSC_PIN_Flash_24.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), KfV (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 Demerit Point Systems (DPS) a best practice criteria list will be derived which will be further discussed on a national and European level. The final outcome will be best practice guidelines in the form of a handbook for the implementation of an effective penalty point system. The project was completed in 2012 and the result was published in 2012.

**See:** [www.rsa.ie/Documents/Licensed%20Drivers/bestpointDocs/BPHandBook.pdf](http://www.rsa.ie/Documents/Licensed%20Drivers/bestpointDocs/BPHandBook.pdf)

### SARTRE 4 (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), KfV (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 was completed in 2012. The result of the survey was published in 2012.

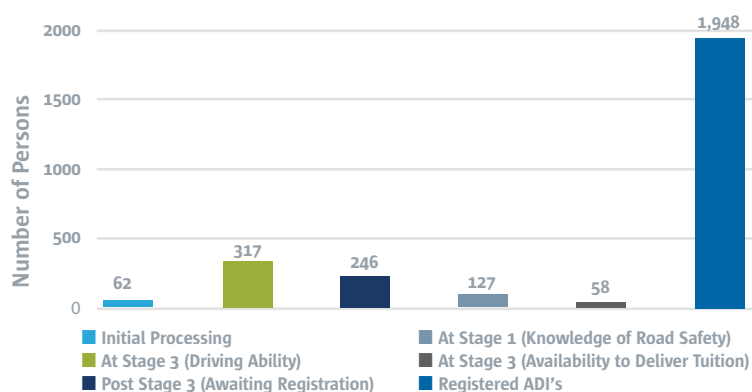
**See:** [www.attitudes-roadsafety.eu/home/publications](http://www.attitudes-roadsafety.eu/home/publications)



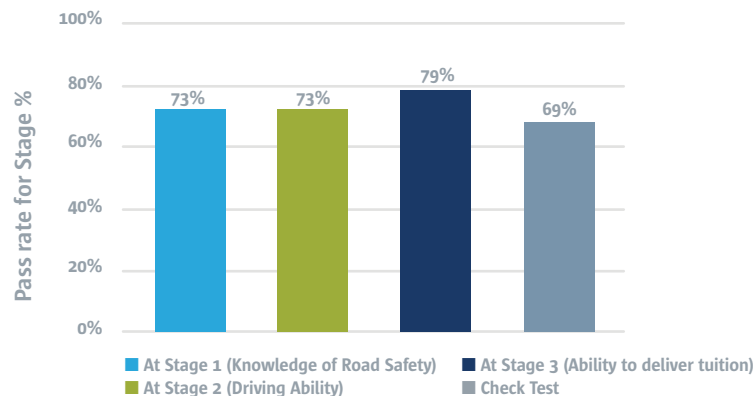
## Approved Driving Instruction (ADI)

As of 31st December 2012, there were 1,948 Approved Driving Instructors working in the industry.

Status of ADI Applications — End December 2012



Success Rate of ADI Examinations



## 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. Basic IBT is a 16 hour course broken into four separate modules to be completed in sequence.

During 2012 there were some 2,995 novice motorcyclists who successfully completed their IBT training. IBT courses are only available at RSA approved IBT training centres and may only be delivered by RSA approved IBT instructors at approved IBT training centres.

The number of approved IBT training centres has increased to 61 and the number of approved motorcycle instructors now stands at 239. There are currently 73 IBT approved Instructors. A novice motorcyclist may not undergo his/her practical riding test without firstly completing an IBT course.

Changes under the 3rd European Driver Licensing directive have meant that a new category of Motorcycle has been added (A2).

Ireland has been able to introduce 'Direct Access' for the first time and this has been possible due to the success of the IBT programme

Progressive Access' is also a new option whereby learner motorcyclists can progress from one motorcycle licence category to another without always having to undergo a practical driving test. Again this has been possible due to the success of the IBT programme.

#### MY IBT

A new public facing portal is currently being developed to facilitate an on-line review of IBT training and their options. Learners will be able to login and view or print off their own personal training record.

#### Essential Driver Training (EDT)

Since its introduction there has been in excess of 304,000 EDT lessons provided to 50,301 learner drivers currently there is in excess of 1650 ADI's providing EDT lessons to learners nationwide.

The final report on the review of IBT and EDT indicated that whilst IBT was working well, with a high degree of acceptance, there was a degree of confusion among key stakeholders in relation to the working of the EDT programme. This resulted in a media plan to address most of the issues and a plan to engage the main stakeholders in dealing with the remaining areas of concern.



#### 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 drives.

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 125 approved training providers with approx 500 CPC trainers established throughout the country for this purpose. Training is 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. Drivers with a bus and truck category on their licence must complete six training days in order to maintain both.

In excess of 214,000 training days (up to end December 2012) have been completed since the introduction of Driver CPC with approximately 62,113 training days completed in 2012. The RSA is responsible for ensuring that training material is up to date and relevant in addition to ensuring that each training module is specific to the needs of the modern day professional driver.

### MY CPC

The RSA have launched a 'MY CPC' portal for drivers completing Driver CPC periodic training. Information regarding registering and accessing this portal has been distributed to CPC Training Providers. It is hoped that trainers will demonstrate the use of the portal to drivers at the end of each CPC training course.

Once they have registered drivers receive a password which will enable them to access their own personal CPC training record.

#### Drivers will be able to check the following:

- CPC modules that they have completed;
- Training Centre modules completed;
- Days remaining to sit module for current year;
- Current cycle start and end date;
- Compliance with training courses.

Drivers will be able to login and check their training at any time once they have registered with the RSA. They will also be able to print out the modules that they have completed for their own records or for presentation to perspective employers.



### Driver Certificate of Professional Competence (Driver CPC)

The Road Safety Authority provides the Driver Theory Test for Driver CPC for professional bus and truck drivers. To hold CPC a driver must (in addition to the standard Driver Theory Test) take a special CPC theory test consisting of two separate tests involving multiple choice questions and a case study; separately the driver must sit a 30 minute practical test in addition to the standard driving test. All professional drivers are obliged to complete one day of classroom based training each year in order to maintain their entitlement to drive for a living. The RSA have developed a six module training syllabus as part of this Driver CPC training process. As of the 31st of December 2012 there are 123 RSA approved training organisations throughout the country providing Driver CPC training in 416 training centres. In 2012 the CPC Unit issued 1,525 Driver CPC cards to newly qualified drivers.

**In 2012 there were 4,832 Driver CPC theory tests conducted as outlined below.**

### Driver CPC Theory Tests Conducted 2012

Theory Tests	Applications Received	Tests Conducted	Passed
January	330	314	283
February	488	467	403
March	573	545	477
April	471	445	411
May	519	506	456
June	371	351	309
July	404	390	360
August	408	378	331
September	424	400	351
October	444	428	383
November	326	311	270
December	310	297	265
<b>Total 2012</b>	<b>5,068</b>	<b>4,832</b>	<b>4,299</b>

# 4

## Vehicle Standards and Enforcement

The RSA's Vehicle Standards and Enforcement Directorate comprises the Commercial Vehicle Testing and Enforcement sections, which are based in Loughrea and the Vehicle Standards Department, which is located in Ballina. The Standards and Enforcement Directorate encompasses the following key areas and functions:

- Type approval and regulation of new or entry into service 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 system and assisting An Garda Síochána in roadside roadworthiness checks of commercial vehicles;
- Implementing a wide-ranging Commercial Vehicle Roadworthiness programme which will drive a 'step change' in the roadworthiness standards of commercial vehicles operating on Ireland's roads;
- 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
- Administering the ADR (carriage of dangerous goods) Vehicle testing service.

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 meet their obligations 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

The standard of vehicles is 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 and EC Regulatory Acts. The RSA represents Ireland at EC and International forums and is responsible for contributing 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, Tourism and Sport, the Revenue Commissioners, the National Standards Authority of Ireland and the Department of the Environment, Community and Local Government.

## EU Representation and Irish Presidency

Throughout 2012 the RSA represented Ireland at EU meetings where vehicle standards policy and regulations were being developed. This included The Technical Committee on Motor Vehicles and working groups on motor cycle/tractor type approval and vehicle sound levels. The RSA will chair the Technical Harmonisation working group meetings during Ireland's EU presidency in 2013. These meetings are used to review and achieve consensus between all member states on EU Commission proposals regarding regulations for road going vehicles. The RSA's preparation for Ireland's Presidency of the EU included work on a successful handover of the noise dossier relating to an EU proposal to reduce the noise generated by road vehicles by several decibels in the coming years. This dossier will be Ireland's priority during the Presidency. Another area the RSA will be focussing on is eCall, an in-built vehicle emergency call system which triggers in the event of a severe road collision. Proposals on eCall are expected to be published in April 2013 and will be discussed soon afterwards in the Technical Harmonisation working group.

## European Communities Whole Vehicle Type Approval (ECWVTA)

European Communities Whole Vehicle Type Approval (ECWVTA) and its related national schemes have been in place since April 2009. Initially ECWVTA applied only to cars however in recent years through a phased implementation, it has been extended to include buses, trucks and trailers. The National Standards Authority of Ireland (NSAI) is the designated type approval Authority for Ireland who are empowered to grant vehicle type approvals.

**In 2012, two new categories of vehicles came within the remit of ECWVTA and its related schemes:**

### 1. Special purpose passenger cars (EU Category M1)

From 29 April 2012, all new special purpose passenger cars (EU Category M1) are required to have proof of approval before the Revenue Commissioners will register these for use on Irish roads. Special purpose M1 vehicles include; wheelchair-accessible cars, motor caravans, hearses, ambulances and cars which have adaptations carried out for disabled persons. There is a system in place for car adaptation companies to apply to the NSAI to become licensed to carry out vehicle adaptations for disabled person's vehicles. Car adaption companies must have qualified personnel, equipment and facilities for carrying out the modifications to the prescribed standards in order to become licensed.



## **2. Trailers (EU Category O) and HGV's (EU Categories N2 and N3)**

Since 29th October 2012, all complete (single stage built) trailers (category O) and HGV's (category N2 and N3) require type approval certification before they can be registered or enter into service. In order to ensure that new heavy trailers entering into service were in compliance with the new obligation, the RSA prepared amendments to the licensing of trailers regulations which were subsequently signed into law by the Minister. Under the new system details of approval certification for trailers are being captured at Motor Tax Offices. A system was also put in place to verify that trailers, which do not require type approval, can be entered into service providing they have the appropriate certification from the NSAI and their Approved Test Centres (ATCs).

## **Extension of Type Approval to Second Hand Vehicles (New to the EU)**

Early 2012, a review was carried out on extending type approval schemes to include vehicles up to 10 years old and which are new to the EU (for example; Japanese or American imports). The review reflected the significant downturn in the number of second-hand vehicles imported into Ireland from outside the EU with falling from 8,000 in 2007 to 500 in 2011. Taking into account the small number of vehicles now imported into Ireland and the absence of a post registration modification scheme here, it was concluded that presently, no action would be taken to introduce type approval for second-hand imports from outside the EU. The position is to be re-examined in 2014.

## **Mutual Recognition of Approval Schemes**

In 2012, the RSA continued to pursue mutual recognition of national type approval schemes with the UK. A draft Memorandum of Understanding (MOU) was compiled by the RSA and submitted to the UK. Approval authorities and legal services in both jurisdictions have ratified the MOU and it will come into effect in March 2013. This mutual recognition scheme reduces the administrative burden and time taken to have Irish approved vehicles accepted in the UK and vice versa.

## **Public Consultations**

**During 2012, the RSA prepared the following public consultations:**

### **1. Post Registration Vehicle Modifications**

In 2012 the RSA carried out detailed assessments of issues affecting the standard of vehicles in the Irish fleet. This included written-off vehicles and proposals to ensure that the repair of such was carried out correctly. The regulation of seatbelts on buses was another area which was targeted with procedures being put in place to ensure conformance. Following this, the RSA turned its attention to all post-registration vehicle modifications and their impact on road safety.

Ireland currently has no system in place to ensure vehicle modifications are of an appropriate standard, unlike several other EU Members States surveyed. Therefore the RSA has proposed that preventative measures be introduced to better regulate vehicle modifications in this country. As part of this review process a public consultation will be carried out in early 2013.

## **2. Motor Vehicle Components**

In 2012 the RSA carried out a public consultation on selected motor vehicle components, namely: brake linings, exhaust silencers and couplings (towing devices). The consultation document proposed that more stringent legislation be introduced to control the sale, supply and fitment of these three components. In the consultation feedback received, additional priority components were suggested for inclusion. The RSA is preparing recommendations to the Minister for 2013 on additional measures that should be introduced to control the sale and supply of all motor vehicle components.

## **Large Public Service Vehicle Licensing**

Since 29th October 2011, all new buses and mini-buses are required to have proof that they meet the requirements of type approval before the Revenue Commissioners will register them for use on Irish roads. However, some owners of new buses encountered difficulties obtaining Public Service Vehicle Licenses because the technical requirements for Type Approval differ to those for Public Service Vehicle Licensing.

In 2012 the RSA, in conjunction with An Garda Síochána, developed a special permit as an interim measure that allows type approved vehicles to be licensed as large PSVs. A longer-term solution was also developed and it is anticipated that new legislation aligning type approval to PSV requirements will be introduced in 2013.

## **Special Permits**

It is a basic road safety requirement that all vehicles and trailers on our roads, and all components of those vehicles, conform to a minimum standard of construction. All vehicles must comply with three main legislative instruments, i.e. the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations as amended, the Road Traffic (Construction and Use of Vehicles) Regulations as amended and the Road Traffic (Lighting of Vehicles) Regulations. In some cases vehicles may not comply with an aspect of these regulations and in those cases the RSA may consider an application for a permit to allow the vehicle to operate on the public road. Applications for these permits are reviewed on a case by case basis and the technical/safety implications of the non-compliant vehicle are assessed prior to granting a permit. In 2012, the RSA received applications for 17 permits and 16 of these were issued.

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

Following approval by the Minister in late 2011, draft regulations were submitted to increase the national weight limit for six-axle (3+3) articulated vehicle combinations from 44 to 46 tonnes. It is anticipated that the regulations will come into effect on 1st April 2013.



This weight increase is a result of recommendations contained in the 2008 RSA review of the permitted weight limits for motor vehicles and trailers in Ireland. This review took into consideration technical, legal, safety and commercial factors when changing the Gross Vehicle Weight's (GVW's) of goods vehicles in Ireland. Ireland's freight trends were investigated along with international best practice for the movement of goods.

A detailed consultation process was carried out with haulage industry representatives, interest groups and major stakeholders. Based on the analysis, a number of recommendations were formulated on increasing weights, one of which was to increase the national weight limit for six axle articulated vehicle combinations from 44 to 46 tonnes. By allowing individual vehicles to carry more payload, fewer journeys overall may be needed to carry the same quantity of goods, with ensuing safety, environmental and economic benefits. It is also the case that six axle articulated vehicle combinations cause less pavement damage than those with five axles.

From an individual vehicle perspective at any given speed, a 46 tonne vehicle has proportionately more momentum and kinetic energy than one operating at 44 tonnes, and thus has a greater propensity for casualty causation and damage in the event of a collision. The RSA has considered mitigating this safety risk by progressively requiring such vehicles to be fitted with various advanced safety features, including electronic braking (EBS), stability control (ESC), lane departure warning (LDW) and advanced emergency braking systems (AEBS).

The concept of an 'appropriate semi-trailer' will be included into the Construction and Use Regulations. The new regulations will also provide that semi-trailers operating as part of a combination of vehicles with a gross combination weight in excess of 40 tonnes will be fitted with anti-lock braking systems and road-friendly suspensions.

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

A general obligation exists that when using a vehicle in a public place it must comply with vehicle standards, driver licensing, motor insurance and motor tax regulations. Over the years, certain exemptions to these regulations were introduced to facilitate the operational needs of farmers and their need to use agricultural vehicles on the public road. The exemptions were applied to agricultural or land vehicles, designed and used primarily for work on the land, and which were only used on a public road incidental to such work on the land.

However, as agricultural vehicles have become bigger and faster and our roads have become far busier, there is a need to revise the regulations governing the use of these vehicles on public roads and to ensure that the regulatory framework is appropriate in today's more challenging road environment. Advances in vehicle design must also be considered and reflected in the new rules being applied to such vehicles.

In 2012 the RSA commenced work on planned vehicle safety improvements in the areas of gross vehicle weights and plating, lighting and visibility, braking and coupling systems. The RSA also reviewed the options in relation to agricultural vehicle speed limits and their use on motorways. At the end of 2012 the report was under consideration by the Minister for Transport, Tourism and Sport.

## **Cyclops Mirrors**

Following a review and public consultation, regulations came into effect requiring that, from 1st October 2012, all Heavy Goods Vehicles over 7500kg (design gross vehicle weight) be equipped with a Class VI (Cyclops) front mirror which allows the driver to see the blind spot area immediately in front of the vehicle. This measure is intended to reduce fatalities whereby a driver may not see a pedestrian or cyclist who is passing in front of the vehicle as it starts to move from a stationary position.

## **ADR Licensing**

The RSA administers the ADR licensing process. ADR licenses are required by all vehicles that are used to transport dangerous goods such as fuel, chemicals and explosives. ADR vehicles are required to undergo a specific test, which is carried out at an ADR approved Commercial Vehicle Test Centre, in order to obtain a licence. In 2012, 2,661 ADR licences were granted which reflects a 6% reduction in licences granted when compared with 2011 reflecting a reduction in the vehicles engaged in ADR related haulage.

## NCTS

Periodic roadworthiness testing of passenger cars is mandatory in all Member States of the European Community, in accordance with Directives 2009/40/EC and 2010/48/EU. Applus Car Testing Service Ltd (ACTS), a member of the Applus+ Group, is responsible for the operation of the National Car Testing Service (NCTS) in Ireland. It operates under a Project Agreement with the Road Safety Authority by which it has been granted the exclusive right to provide the service for 10 years until 2019. The NCTS is provided at 47 test centres around the country and employs circa 650 staff.

Roadworthiness testing is an important preventative road safety measure. It ensures that vehicles, particularly older vehicles, in use on our roads are in safe working order. The National Car Test (NCT) in Ireland has now been in place for 13 years and is compulsory for cars over four years old. It is aimed primarily at improving road safety and enhancing environmental protection by providing an independent assessment of the roadworthiness and emissions level of cars at regular intervals throughout their life. NCT is more important than ever as the average age of the car fleet has risen to 8.3 years. Analysis shows that the pass rates for vehicles over 10 years and up to 15 years is higher in 2012 than 2011. This coincides with the implementation of annual testing for cars over 10 years old in July 2011 and strongly suggests that, as these vehicles are presenting after only one year rather than after two years, the roadworthiness of these vehicles, as measured by pass rates, has improved on average since the implementation of annual testing. The average pass rate for cars 11 years old and older, in the period July to December 2012, increased by 7% to a pass rate of 35%, compared to the same period in 2011. The RSA, assisted by the Supervision Services Contractor (SSC), PricewaterhouseCoopers, and a Technical Elements Contractor (TEC), AA Ireland Ltd, monitors the NCTS' contractor's adherence to key performance metrics and service level agreements.



The key performance indicators and the standards required are set out in the following table:

Performance area	Key performance standard	Actual performance
Notifying owners of the requirement to have their vehicle tested	80% of owners to be notified to have their car tested 4—6 weeks before the due date of the test	Achieved
Waiting times	Average waiting time for test bookings less than 14 days	9.82 days
Waiting times at individual National Car Test Centres	Average waiting time for test bookings less than 21 days	Achieved
Test Accuracy	99% of test outcomes to be confirmed on check testing	99.1%
Customer satisfaction	Level of customer satisfaction with the National Car Testing Service as defined by Composite Customer Performance Index must equal 80%	84.3%
Operational audit Sub-sections – People, Processes and Technology – Customer Service and Facilities – Observed and independent Tests	The average composite index of performance in each sub section resulting from operational audits of Contractor Properties must equal 90% or above	95.8%
Notification of Results	Transfer of test results to NVDF daily (or issue of test certificates and discs within two minutes of test completion) on 98% of occasions	Achieved



### NCT Customer Service Satisfaction Study

One of the key aspects of the NCTS that requires regular monitoring is the level of customer satisfaction. The overall objective of the study is to measure levels of customer satisfaction with the main aspects of service provided by Applus Car Testing Service. Customer satisfaction surveys are conducted quarterly to ensure that the NCTS is meeting the required standard. Satisfaction with the overall service received from the NCTS in 2012 stood at 84.28, which was an increase of 0.6 on 2011.

## Operational Audit

The RSA, in its role in overseeing the NCTS, has always recognised the need for consistently high vehicle testing standards, irrespective of the test centre at which any vehicle is tested, the vehicle inspector who tests it, or the circumstances in which it is tested. In recent years, the RSA has encouraged the implementation of new technologies and procedures to assist with test monitoring e.g. CCTV on all test lanes, fixed cameras connected to test equipment, the introduction of identity checks for people presenting vehicles for testing, online remote systems to monitor testing activity and holding vehicles for independent re-inspection.

**Many aspects are reviewed in the Operational Audit which consists of regular reviews of all aspects of test centre operations against a wide-ranging set of criteria summarised within:**

- Customer Services and Facilities
- People Processes and Technology
- Observed and Independent testing.

Performance is reviewed at headquarters and at all test centres. All aspects of the service are scored in relation to the requirements of the Project Agreement, supported by individual test centre and headquarter audit reports. The weighted scores are consolidated on a monthly and quarterly basis.

A key aspect of the operational audit process is an assessment of the quality of work carried out by vehicle inspectors. This assessment is carried out by the TEC. During the year some 2,651 vehicle tests were observed while they were being tested. A further 347 vehicles were re-checked by TEC engineers following completion of their tests.

The quality of inspection was maintained to a high standard and this was reflected through the vehicle inspector (VI) scores, averaging 9.45 out of 10 for 2012 compared with 9.61 out of 10 for 2011. This score is calculated out of the total observed and independent tests i.e. 2,998. In 99.1% of cases the result of the test was not affected. Any areas of concern raised during the observations were pointed out to local management for corrective action by NCTS.

The method for observing test inspections independently is based on a random selection of test centres and vehicle inspectors for unannounced inspection visits. Following a review of quality and anti-fraud matters, the numbers of observed and independent test inspections were increased in 2012. These additional visits included focused inspections at centres which were deemed to be a higher risk.

Vehicle inspectors are observed carrying out full tests, with TEC engineers observing their attention to the inspection sequence and their effectiveness in identifying faults. They also assess whether or not any anomalies found would have changed the outcome of the test result including if the vehicle passed when it should have failed or failed when it should have passed.

The overall performance score in the Operational Audit was 95.8% which is an increase on 2011 (92.8%). The service again exceeded the standard of 90% as defined in the Project Agreement.



The following table sets out a summary of the number of test centres, test lanes, vehicle inspectors and vehicle tests observed. On average, vehicle inspectors were observed carrying out three or four tests, on two or three different occasions throughout the year.

<b>2012</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>No. of Test Centres</b>	32	28	32	34	35	32	33	29	31	29	29	27	371
<b>No. of Test Lanes</b>	61	57	63	71	69	71	66	62	61	62	64	60	767
<b>No. of Vehicle Inspectors observed</b>	131	116	123	137	148	125	124	115	97	108	127	101	1,452
<b>No. of Vehicles</b>	188	192	214	235	240	239	236	226	210	236	241	194	2,651

### Presenter ID

The requirement for the person presenting a vehicle to be tested to produce identification has been in place since January 2010. It is important that people are aware that anybody bringing a car for its NCT must present their driving licence. From 1st May 2012, failure to produce the required identification results in the vehicle not being issued an NCT certificate at the time of testing. In 2012, 12,895 or 1.21% failed for non-presentation of required identification at full tests.

Recording presenter IDs makes it easier for the RSA and the NCT contractor to trace cars for follow-up quality inspections, particularly where there has been a recent change in ownership. In addition it is important information, to help identify and investigate unusual patterns of activity relating to test quality or outcomes, where a common thread in such unusual patterns may involve the presenter of the vehicles. The application of these measures also acts as a deterrent to fraudulent activity in relation to NCT. Other reasons for retention of this information include its use when:

- Investigating claims that are made in regard to damage to a vehicle during a test;
- Investigating complaints or appeals relating to the conduct of a test;
- Carrying out independent surveys of customer satisfaction in relation to the conduct of tests;
- Carrying out independent investigations into the conduct of tests.

The requirement to obtain and hold identity information relating to the presenters of cars for NCT has been discussed fully and agreed with the Data Protection Commissioner (DPC) and the data security measures which are in place are also in line with DPC requirements.



## Fraud Management

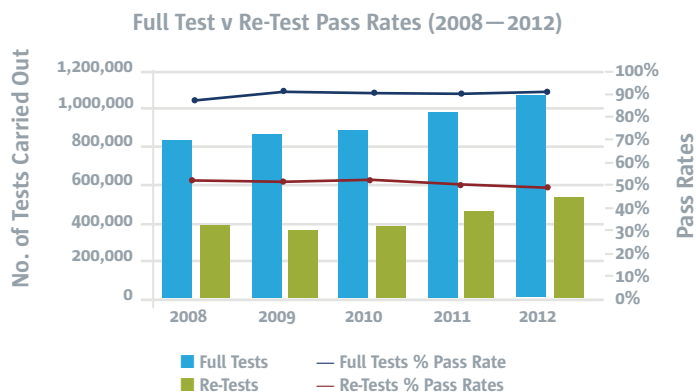
In May 2011, the quality and integrity controls of the NCTS were called into question. Since then the RSA has worked closely with the NCTS' contractor's senior management team and the Supervision Services Contractor. A number of immediate and some longer term measures to minimise the potential for fraud were introduced. These include a new 'whistleblower' confidential telephone line and email system, to which both the staff and the public have access:

**(Confidential telephone hotline: 1890 928580; email: [integrity@ncts.ie](mailto:integrity@ncts.ie))**

The RSA also implemented changes to the way in which its supervisory resources are deployed, to enable it to monitor that agreed changes to the testing regime are implemented and sustained. The RSA is committed to its role of supervising and monitoring the NCTS to provide a system of testing that meets standards of good practice, stands up well to international benchmarking and enjoys the confidence of the public. It is confident that the NCTS contractor is committed to eradicating fraud.

## Number of Tests Conducted by the NCTS

309,434 full tests were undertaken in 2000, the first year of NCT, and this has grown year on year with 1,067,984, the highest in the history of NCT, being conducted in 2012. The increase in numbers in 2012 may be attributed to the drop in new car sales in recent years, the increase in the age of the national fleet and cars 10 years and older returning for their first annual test. The following table sets out the number of full tests and retests and pass rates for the last five years:



## What the NCT Test Examines

The NCT is a maintenance and condition check. A detailed assessment of a vehicle's design and construction is not part of the test. All the items tested at an NCT are set down in the NCT Manual which may be viewed at the following link:

[www.rsa.ie/documents/NCT/NCT%20Manual%20Revise%20May%202012%2028.05.2012.pdf](http://www.rsa.ie/documents/NCT/NCT%20Manual%20Revise%20May%202012%2028.05.2012.pdf)

### The items tested include:

- Brakes
- Exhaust emissions
- Wheels and tyres
- Lights
- Steering and suspension
- Chassis and underbody
- Electrical systems
- Glass and mirrors
- Transmission
- Interior
- Fuel system

### The main failure items for 2012 were:

- Front suspension
- Tyre condition
- Headlamp aim
- Brake line/hoses
- Stop lamps

Reasons for failure under each of these items are as follows:

### Front Suspension

Item	Reasons For Failure
Axle Beam Wishbones, Swinging arm, Track Control Arm, Suspension Strut Anti-roll Bar, Torque Arm/Rod, Radius Rod/Link	<ol style="list-style-type: none"> <li>1. Obviously out of line</li> <li>2. Mounting obviously loose or worn</li> <li>3. Cracked, damaged or deformed</li> <li>4. Missing or broken</li> <li>5. Mounting loose</li> <li>6. Cracked, damaged or deformed</li> </ol>
Bushes, Ball joints, and Sliding Bushes or Swivel joints	<ol style="list-style-type: none"> <li>7. Excessive wear</li> <li>8. Insecure</li> </ol>
Suspension Mounting Area	9. Deformed or corroded to such an extent that the security or alignment of the suspension component is affected
Retaining or Locking Devices e.g. Split Pin, Nut, Rivet or Weld.	10. Absent, insecure, worn or broken
Dust Covers	11. Dust cover is missing or severely deteriorated.
Note: The above defects may be present in both rigid axle and independent suspension systems	

### Tyre Condition

Item	Reasons For Failure
Tyre Structure	<ol style="list-style-type: none"> <li>1. Evidence of re-cutting of tread pattern where tyre is not suitable for recutting</li> <li>2. Incorrectly seated on wheel rim.</li> <li>3. Any cut longer than 25mm or 10% of section width (whichever is shorter) and which is deep enough to reach the ply or cords</li> <li>4. Rupture in or exposure of ply or cord structure, tread lifting, lump or bulge caused by separation of rubber from cords or weakness in cord structure or tread distorted or damaged</li> </ol>
Valve	<ol style="list-style-type: none"> <li>5. Obvious damage or distortion of the valve stem.</li> <li>6. Valve stem chafing against valve hole</li> </ol>
Repairs	7. Repair plug fitted in the sidewall

## Headlamp Aim

### Item

### Reasons For Failure

**European Type Headlamp  
(checked on dip beam)**

1. For headlamps whose centre is not more than 850mm above the ground, the horizontal cut-off line does not lie between the 0.5% and 2% horizontal lines
2. For headlamps whose centre is more than 850mm from the ground, the horizontal cut-off line does not lie between the 1.25% and 2.75% horizontal lines
3. The junction of the 15° cut-off and horizontal cut-off line does not lie between the 0% and 2% vertical lines

**British-American Type Headlamp  
(checked on dip beam)**

4. The upper edge of the hot spot does not lie between the 0% and 2.75% horizontal lines
5. The right hand edge of the hot spot does not lie between the 0% and 2% vertical lines

**British-American Type Headlamp  
(checked on main beam)**

6. For headlamps whose centre is not more than 850mm above the ground, the hot spot centre does not lie between the 0% and 2% horizontal lines
7. For headlamps whose centre is more than 850mm above the ground, the hot spot centre does not lie between the 0% and 2.75% horizontal lines
8. The centre of the hot spot does not lie between the 0% and 2% vertical lines

## Brake Lines/Hoses

### Item

### Reasons For Failure

**Brake Pipes, Flexible Hoses**

1. Perished, kinked, damaged or rusted to the extent that the pipe is pitted
2. Unsatisfactorily mounted/possibility of failing
3. Leaks
4. Fouling moving parts
5. Bulging under pressure
6. Inadequate repairs or unsuitable fittings.

Note: Couplings in brake pipes are acceptable provided they have been fitted to a high standard of workmanship

## Stop Lamps

### Item

### Reasons For Failure

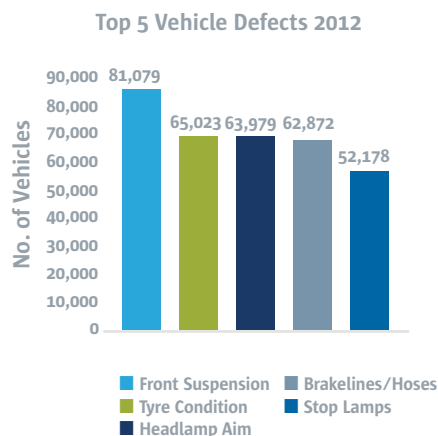
#### Stop Lamps

1. Missing or not clearly visible
2. Not working or faulty
3. Not brighter than tail lights
4. Not red in colour
5. Not of same dimensions and intensity\*
6. Insecurely mounted
7. Lens missing or broken (crack separated or white light showing)
8. Contains water/moisture
9. Switch does not operate correctly

\* This does not apply to third (high) brake lamps

Note: For LED matrix lamps, incur a fail for reason (2) above if less than 50% of LEDs are working in any single unit matrix

The number of fails under each of the top five fail items are set out in the following table:



### **ISO 17020 Certification**

Applus Car Testing Service was formally awarded ISO 17020 accreditation by the Irish National Accreditation Board (INAB).

The ISO 17020 standard is awarded to inspection bodies who demonstrate high levels of competence in the field of inspection. All aspects of the NCTS process were audited ranging from the independence, impartiality and integrity of the service to the quality systems in place, the inspection methods and procedures to the handling of inspection reports and certificates. The standard also focused on the efficiency of managing customers including the complaints and appeal processes, premises, facilities and test equipment.

### **New Test Centre in Ballinasloe**

A new test centre in the Pollboy area of Ballinasloe, Co. Galway, was officially opened in February 2012. This NCTS centre is the third test centre in the Galway region and will serve people from Ballinasloe, Portumna and Loughrea and also parts of South Roscommon. The new 2 lane centre will have the capacity to inspect over 25,000 vehicles when fully operational.



## Number of Tests by Centre in 2012

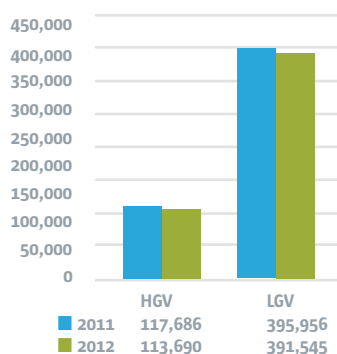
Centre	Pass (Initial Test)	Fail (Initial Test)	Pass (Re-test)	Fail (Re-test)	Total Passes	Total Tests
Abbeyfeale	5,922	5,114	4,802	386	10,724	11,036
Arklow	9,251	9,989	8,492	855	17,743	19,240
Athlone	7,095	7,641	6,910	679	14,005	14,736
Ballina	5,901	7,209	6,336	519	12,237	13,110
Ballinasloe	4,929	4,518	3,969	416	8,898	9,447
Cahir	10,954	10,915	9,547	842	20,501	21,869
Cahirciveen	1,711	861	772	56	2,483	2,572
Carlow	9,863	12,318	10,474	1,195	20,337	22,181
Carndonagh	2,571	2,258	2,237	175	4,808	4,829
Carrick-on-Shannon	3,934	6,093	5,339	608	9,273	10,027
Castlerea	5,154	6,429	5,637	589	10,791	11,583
Cavan	4,872	7,041	6,366	845	11,238	11,913
Charleville	7,283	4,873	4,766	360	12,049	12,156
Clifden	1,364	1,930	1,758	127	3,122	3,294
Cork-Blarney	17,165	15,831	13,902	1,239	31,067	32,996
Cork-Little Island	29,617	25,867	23,074	1,947	52,691	55,484
Deansgrange	36,725	35,080	31,370	3,075	68,095	71,805
Derrybeg	1,994	2,152	2,034	120	4,028	4,146
Donegal	4,378	3,675	3,352	310	7,730	8,053
Drogheda	13,933	14,120	11,262	1,242	25,195	28,053
Dundalk	7,164	8,626	7,698	930	14,862	15,790
Ennis	11,262	12,901	11,210	1,281	22,472	24,163
Enniscorthy	12,953	14,776	12,953	1,126	25,906	27,729
Fonthill	32,404	43,424	33,926	4,075	66,330	75,828
Galway	19,627	23,744	20,831	2,141	40,458	43,371
Greenhills	21,006	22,156	22,365	2,319	43,371	43,162
Kells	11,044	13,669	11,194	1,331	22,238	24,713
Kilkenny	9,882	10,397	9,025	838	18,907	20,279
Killarney	7,821	6,249	5,752	509	13,573	14,070
Letterkenny	7,331	9,439	8,094	831	15,425	16,770
Limerick	20,083	21,643	18,705	2,113	38,788	41,726
Longford	5,122	5,825	5,219	642	10,341	10,947
Macroom	7,648	5,878	5,153	440	12,801	13,526
Monaghan	4,616	6,736	6,059	823	10,675	11,352
Mullingar	6,391	8,890	7,651	893	14,042	15,281
Naas	17,434	18,719	15,253	1,698	32,687	36,153
Nenagh	9,742	8,513	7,673	573	17,415	18,255
Northpoint 1	23,458	29,579	24,813	3,447	48,271	53,037
Northpoint 2	26,458	32,394	29,125	3,664	55,583	58,852
Portlaoise	9,453	8,233	7,492	522	16,945	17,686
Skibbereen	6,912	5,664	5,136	382	12,048	12,576
Sligo	6,470	8,654	7,455	688	13,925	15,124
Tralee	9,647	7,449	6,445	523	16,092	17,096
Tullamore	6,654	7,595	6,501	759	13,155	14,249
Waterford	15,091	14,071	11,954	1,259	27,045	29,162
Westport	8,558	8,369	7,354	526	15,912	16,927
Youghal	6,371	5,259	4,817	417	11,188	11,630



## Commercial Vehicle Testing (CVT)

The annual testing of commercial vehicles in Ireland is carried out by over 146 privately operated test centres. In 2012 these test centres were appointed and supervised by the Local Authorities. According to returns made to the RSA by test centres, some 113,690 Heavy Goods Vehicle tests (a decrease of less than 4% on 2011) and 391,545 Light Goods Vehicle tests (a decrease of just over 1% on 2011) were completed in 2012.

Commercial Vehicle Tests

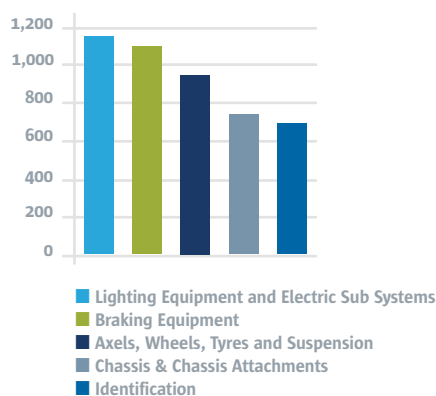


In 2012, RSA Vehicle Inspectors made 568 Commercial Vehicle Test centre visits to review compliance with commercial vehicle test centre standards and consistency of testing. Issues identified were followed up with the Local Authorities who were responsible for licensing and supervising commercial vehicle test centres in 2012.

## Roadside Checks for Commercial Vehicle Roadworthiness

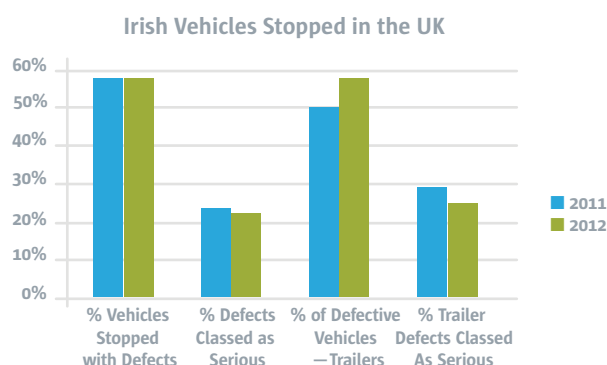
The Gardaí are responsible for enforcing the roadworthiness of commercial vehicles on the roadside. They are supported by the RSA in this function. RSA Vehicle Inspectors participated in 743 roadside checkpoints in 2012 (an increase of 24.5% on 2011). Roadworthiness checks were completed on 7,048 vehicles (an increase of just over 43% on 2011) and these checks revealed that 3,465 vehicles or 49.2% (an increase of 1.4% on 2011) had defects. 39.6% (an increase of 7.6% on 2011) of these vehicles had defects serious enough to warrant immediate action, such as impoundment, repair on site or a new test.

Top 5 Defects Recorded at Roadside



## Reports from other EU Member States on Irish Commercial Vehicles

During 2012, the RSA received reports from the UK Vehicle Operator Standards Agency (VOSA) that 3,360 Irish commercial vehicles had been stopped in the UK with vehicle defects and that 23.3% (a decrease of just over 1% on 2011) of these defects were classed as serious. Over 57% of the defective vehicles reported by VOSA were trailers and 24.6% (a decrease of 4.4% on 2011) of trailer defects were serious defects. In 2012, the RSA recorded and reviewed all reports received and issued 568 letters to operators in relation to reported serious defects.



## Commercial Vehicle Maintenance

In 2012, the RSA continued to promote commercial vehicle maintenance. The RSA 'Guide to Keeping Commercial Vehicles Roadworthy' 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.

New obligations in relation to maintenance of commercial vehicles will be introduced in 2013 as well as operator premises visits in respect of commercial vehicles. Further details on the planned reforms are set out in the next section, however, commercial vehicle operators and drivers should familiarise themselves with the 'Guide to Keeping Commercial Vehicles Roadworthy'. Commercial vehicle operators and drivers can log on to the RSA website for further information.

## Commercial Vehicle Roadworthiness (CVR) Reform Program

In 2012, the RSA continued to prepare for the implementation of the wide-ranging Commercial Vehicle Roadworthiness (CVR) reform programme in 2013. The reform program will drive a “step change” in the roadworthiness standards of commercial vehicles operating on Ireland’s roads, with the purpose of saving lives and preventing injuries by reducing the number of collisions involving commercial vehicles on Ireland’s roads. CVR is a three strand approach to reform incorporating roadside enforcement, periodic testing and operator’s checks.

The RSA anticipates that there will be a positive impact on road safety both through the improved condition of Irish registered vehicles and also through increased focus on international vehicles in Ireland. A higher quality commercial vehicle fleet should also help reduce congestion, ensure fair competition, develop a much greater awareness of road safety issues and improve the culture of safety within the transport industry.

### Targeted Enforcement

Through these reforms, the RSA’s objective is to focus compliance and enforcement efforts predominantly on those operators who choose not to keep their fleet in a roadworthy condition 365 days a year (and thus represent a safety risk on public roads), whilst compliant operators can go about their business with a lower risk of disruption. The reforms will apply to all commercial vehicles operating on Ireland’s roads (licensed and non licensed; domestic and foreign).

### Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012

The Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012 was signed into law on 30th May 2012. In summary the Act establishes a new legal framework for commercial vehicle roadworthiness in the State. The main provisions of the Act concern:

- Transfer of overall responsibility for the authorising commercial vehicle testing operators and testers from the Local Authorities to the RSA;
- New vehicle maintenance obligations on owners of commercial vehicles to ensure that they are maintained in a roadworthy condition;
- New powers to conduct inspections at operator premises in relation to commercial vehicle roadworthiness;
- New powers to make regulations in relation to roadside inspections and the detention and immobilisation of vehicles;
- Establishment of a Commercial Vehicle Roadworthiness information system which will link CVR test centres and the RSA. Other bodies may be provided with access to the system including An Garda Síochána and the National Roads Authority;
- Establishment of a risk rating system for the purposes of targeting and enforcement of commercial vehicle roadworthiness.

The provisions of the Act will come into operation in 2013 when Commencement Orders for the various provisions of the Act have been made by the Minister for Transport, Tourism and Sport. The Act includes provisions allowing the Minister to make regulations which will determine in detail the precise obligations of the various persons coming within the scope of the Act.

Preparatory work continued in 2012 for measures to be introduced following commencement of the Act in early 2013.

### **Benefits for Commercial Vehicle Operators**

The reforms are being introduced in a way which will have significant administrative benefits for operators. This will include the removal of the requirement for two visits (firstly to the test centre, then to a Motor Tax office) to obtain a Certificate of Roadworthiness and the removal of the requirement to present a Vehicle Registration Certificate at the time of test. The new system will also facilitate the ability to book tests on-line and to receive reminders when their roadworthiness test is due via SMS or email. Operators will be able to retain fleet records online. The risk rating system means that well-maintained vehicles are less likely to be stopped at roadside checks, which will help minimise unscheduled disruptions to compliant operators. Compliant operators will have evidence of compliance with roadworthiness which can be used to a commercial advantage. Well-maintained vehicles experience fewer costly breakdowns and are more fuel efficient. Well-maintained vehicles also provide for a safer working environment for drivers.

### **Training Services to CVR Testers and CVR Operators**

In 2012, Bureau Veritas (BV) were appointed to provide technical inspection services on behalf of the RSA. In 2012, BV finalised standard operating procedures for inspections. BV Technical Inspectors were trained and assessed by AIT. BV will conduct technical inspections at operator premises and Commercial Vehicle Test Centres in 2013.

### **Roadside Enforcement Strategy**

The RSA and AGS agreed the principals for a joint roadside enforcement strategy which will set out commitments in this regard until 2019 in line with the Government Road Safety Strategy. A detailed roadside operational plan will be agreed between AGS and the RSA.

## Commercial Vehicle Information System

Throughout 2012 the RSA continued to advance the development of an integrated ICT solution for the Commercial Vehicle Information System (CoVIS). This system when established will be a primary driving force and tool which will be used by the RSA to implement, monitor and enforce its responsibilities for authorising and supervising commercial vehicle testing.

CoVIS will assist the RSA in ensuring that vehicle testing is carried out to a common standard and will support intelligence-based enforcement through targeting of non-compliant operators. CoVIS will support the full integration of all RSA enforcement activities in respect of commercial vehicles.

In 2012, following a procurement process, the RSA appointed Société Générale de Surveillance (SGS) as the CoVIS contractor and began the design phases of the system. The high level system design was worked on throughout the summer months and was formally approved by the Authority. The work on the detailed design for the system continued over autumn 2012. The initial steps to support the infrastructure roll out of CoVIS to the various CVR testing centres throughout the country began in December 2012.

It is envisaged that the CoVIS System will be delivered over three phases with phase one becoming operational in 2013. The reform implementation group, chaired by the RSA, with representatives from key stakeholders such as the Department of Transport, Tourism and Sport, An Garda Síochána and Local Authorities, met regularly to oversee the implementation of CVR in 2012

### Other features of the System:

- 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 streamlined management of the testing system by transferring authorising 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.

## Road Haulage Enforcement

The RSA vision for the road transport and road passenger sector is one where all hire and reward and own-account vehicle owners of large vehicles are fully compliant with legal requirements relating to road safety.

The legal provisions relating to road safety enforced by the RSA, together with An Garda Síochána are the EU and national road transport legislation on tachographs, driver hours and resting times rules, Road Transport Working Time Directive and the licensing of road haulage and passenger operators to engage in hire and reward operations. Both the RSA and An Garda Síochána carry out enforcement at the roadside, while the RSA also investigates and enforces at the operators' premises.

RSA enforcement strategy 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. One of the main causes of road traffic collisions among large vehicle drivers is fatigue. This is hardly surprising considering that the HGV drivers are on the road for prolonged periods of time and often involved in shift work or irregular work patterns.

Recognising the road safety risks of fatigue and adverse consequences for fair competition, the RSA is adopting an increasingly risk based strategy towards enforcement where persistent offenders are being targeted for more frequent and intense inspections and inspections of compliant operators who demonstrate good levels of compliance are being minimised as much as possible.

## Operational Strategy

The overall strategy is to operate an inspection and enforcement regime that makes the best use of the skills of RSA staff to influence companies and other stakeholders. The regime includes:

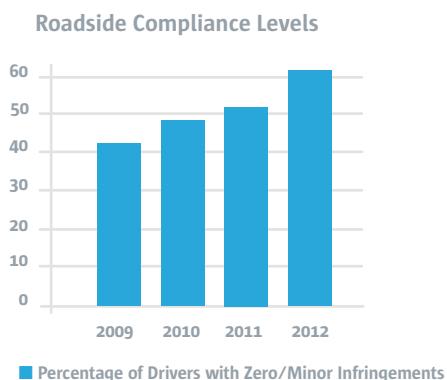
- Inspection of compliance during visits to transport operator premises—this involves both the assessment of management systems and checks on records and vehicles at the premises;
- Driver checks at the roadside;
- Working with operators to improve compliance and prosecutions;
- Regular liaison with An Garda Síochána at both national and local level;
- Regular liaison with other national agencies such as the Health and Safety Authority, and enforcement bodies in other countries;
- Liaison with intermediaries such as the various trade associations to improve contacts with transport operators and to provide guidance and advice on compliance issues.

RSA Transport Officers have a range of powers that can be applied to the enforcement of the tachograph, driver's hours and operator licensing rules. In general, the approach is to ensure that the action taken is proportionate to the nature of the road safety risk and/or the contravention and takes account of the overall record of the operator concerned. The enforcement effort is focused on the most important requirements, i.e. those that contribute significantly to the safety of the driver and the public at large.

## Overview of Activity to support compliance in 2012

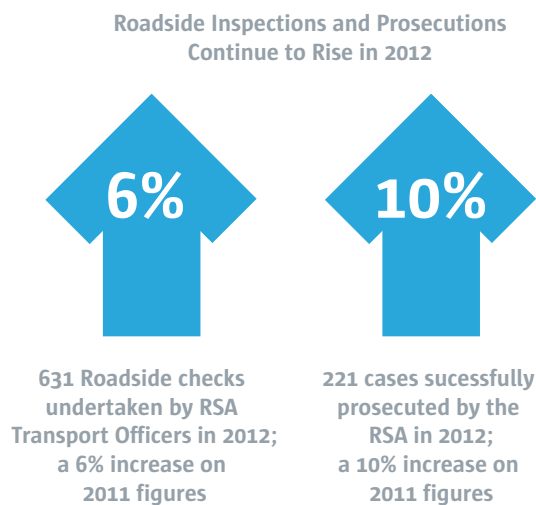
RSA enforcement activities show a year on year increase in terms of roadside inspections and prosecutions at Court.

While the trends provide evidence that the level of infringement is declining, the level of non-compliance by drivers is still unacceptably high. The RSA is constantly evaluating the roadside enforcement and prosecution strategy to maximise effectiveness.



## Roadside Enforcement Activities

RSA Transport Officers participated in 631 roadside checks during 2012 and inspected driving time records for 3,504 drivers. This compares with 596 checks and 3,781 driver inspections in 2011. This increase was achieved despite reduced resources. Roadside checks were undertaken across a wide segment of the roads network and specific measures were put on place with assistance from An Garda Síochána to minimise the opportunity for non-compliant drivers and operators to evade checkpoints.



## Operator Premises Checks

There were 625 checks at operator premises during 2012. Checks at premises provide opportunities for RSA Transport Officers to provide advice and guidance to operators on appropriate systems for organising and managing compliance with the tachograph and driving time rules. While the Authority will work with operators who demonstrate a commitment to mend their ways and improve compliance, the Authority will also take prosecutions where necessary having regard to the nature and seriousness of infringements, the operator's culpability and prevalence of infringements detected during investigations. Where there is any evidence of use of tachograph manipulations or falsification of records, this will result in more intensive and frequent investigations.

## RSA Successes in Court 2012

221 cases were successfully prosecuted by the Road Safety Authority in the District Courts during 2012 (this compares with 201 in 2011). The majority of the cases prosecuted at Court related to breaches of driver's hours rules, tachographs and operator licensing. Prosecutions initiated by the RSA take into account a range of factors—the nature and seriousness of the offence, culpability, prevalence, the negligent or willful conduct of the alleged offender and proportionality including whether or not the offender demonstrates a strong commitment, and has the capacity, to conform with the basic requirements. Minor infringements are generally addressed through advice and guidance material. Directions are issued to operators where there is evidence of more serious offences. A decision to prosecute an operator or driver is not taken lightly. However, it is the case that a prosecution will be the most appropriate option particularly if there is evidence of pervasive non-compliant behaviour by an operator or driver with the key rules.

In terms of the working/driving time and resting periods, the operator is responsible for organising each driver's activities and ensuring compliance with the tachograph and driver's hour's rules. Some of the cases successfully prosecuted relate to use of tachograph manipulation devices designed to 'hide' excessive driving or failures to take rests and breaks. Any operator or driver found using tachograph manipulation devices or drivers falsifying tachograph records will be targeted for enforcement and prosecution action. A driver or operator should not expect to receive any leniency from the RSA if proceedings are initiated in respect of tachograph fraud. The outcomes of RSA cases are published on the RSA website at [www.rsa.ie/prosecutions](http://www.rsa.ie/prosecutions)

## Communications

The RSA has published a range of information and guidance material to assist operators to comply with the various legal obligations. In addition, seminars are organised, with representative associations concerning existing and new legal requirements. All of the advisory and guidance material is available on the RSA website. Information is distributed at roadside checkpoints, Driver CPC courses, seminars and through other venues. The RSA also publishes articles in trade magazines such as Fleet Magazine. There is on-going and constant liaison between the RSA and the various representative associations concerning issues and information exchange. The RSA believes that these interactions are essential to improving understanding, addressing issues of concern and improving compliance.



## **Strategic Aspects — Enforcement**

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 RSA is improving its monitoring systems which will increase the risk of detection of breaches of the rules. Operators who breach the rules on driving times, tachograph operator licensing or operate unroadworthy vehicles will be targeted.

The Authority is concentrating 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. There is on-going liaison with the various representative associations about enforcement and emerging legal developments. The RSA participated in various events organised by trade associations including attendance at seminars and workshops.

## **Reports from Other Member States Concerning Driver Infringements**

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 934 drivers in 2012. The bulk of these reports were received from the UK.

## **Legislative Developments**

The European Communities (Road Transport) (Organisation of Working Time of Persons Performing Mobile Road Transport Activities) Regulations 2012 (S.I. No. 36 of 2012) were signed by the Minister for Transport, Tourism and Sport. These Regulations replaced S.I. 2 of 2005 concerning the working time of mobile workers. The new Regulations bring self-employed drivers within the scope of the provision contained in the Road Transport Working Time Directive 2002/15/EC. The new Regulations also contain provisions which entitle a mobile worker to present complaints to a Rights Commission that the mobile worker's employer has contravened certain provisions of the Regulations.

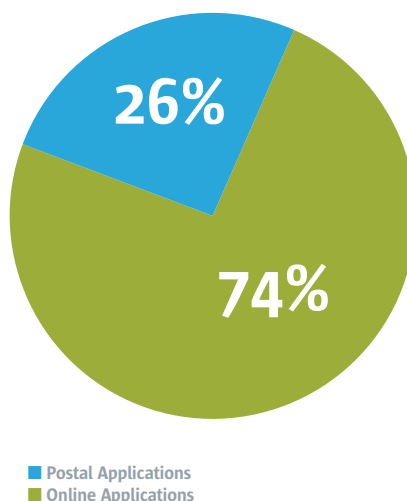
## Digital Tachograph Scheme

The Road Safety Authority is also responsible for administering the Digital Tachograph Scheme on behalf of the State. Since the RSA took over this function in 2007, it has worked to provide an excellent customer service to applicants for digital tachograph cards.

The RSA is constantly reviewing its own practices and procedures and particularly the possibilities for reducing the administrative burden on operators and drivers. During 2013, the on-line digital tachograph system was expanded to enable operators to apply for company cards. Drivers and operators now enjoy the benefits of the online system with reduced fees, quicker turn-around times, ability to track the progress of applications for cards and online payments. The online system allows drivers and operators to apply quickly and easily for cards at a reduced fee of €45 compared to the usual fee of €60 for paper based applications. During 2012, online applications comprised 74% of all applications. There were 15,900 applications for cards processed during 2012 compared with 11,583 in 2011. Turnaround target times for the processing of valid applications were exceeded—most applicants now receive cards within two weeks.

Drivers and operators who apply online can expect their applications to be processed more expeditiously than via the traditional paper based applications. The RSA continues to encourage drivers and operators to use the online system to avail of the savings available and other benefits. Further information about applying online for driver and company cards can be found at [www.rsa.ie/en/RSA/Professional-Drivers/Tachograph-cards](http://www.rsa.ie/en/RSA/Professional-Drivers/Tachograph-cards)

Digital Tachograph Online Applications Vs Postal Applications



Almost three in every four applicants are now choosing to save time and money by applying for their Digital Tachograph Card online.

5

## Corporate Services

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 2011, the Board of the RSA held nine meetings and the Internal Audit Committee held four meetings. The Internal Audit Plan, covering the period 2011, 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 relations between staff, management and trade unions.

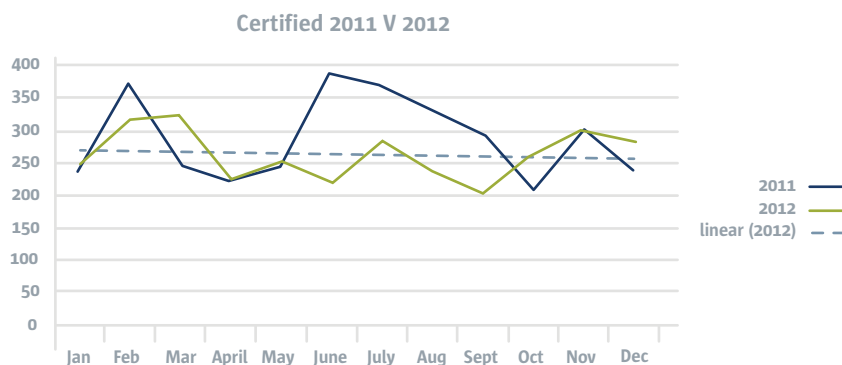
### Staffing

The Road Safety Authority is staffed by a combination of both civil and public servants. The staffing level as at 31st December 2012 was 290.56 FTE (full time equivalents) working in the four Directorates. There were ten retirements in the RSA in 2012.

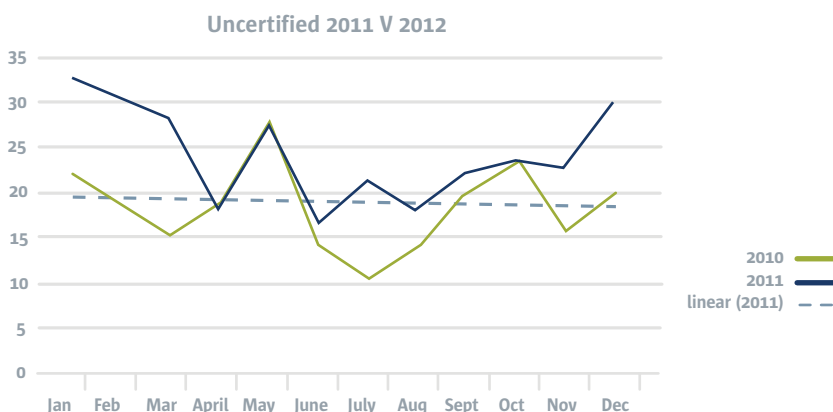
### Absence Management

The HR department continues to focus on the issue of absence management with a particular emphasis on absences due to sick leave. We continue to refer all long term sick leave cases to the Chief Medical Officer after four weeks duration, hold 'back to work' discussions with employees after every sick leave absence and a detailed report including costings is provided to the Board of Directors on a monthly basis. All these measures have assisted in reducing our level of absences.

The following graph displays the certified sick leave levels (no. of actual days lost) in 2012 in comparison to 2011 levels:



The following graph displays the uncertified sick leave levels (no. of actual days lost) in 2012 in comparison to 2011 levels:



The cost of sick leave in the Road Safety Authority in 2012 amounted to €535,908 for the year and the distribution of this cost is displayed in the following chart:



## Recruitment

There was no open recruitment in 2012 due to a staffing moratorium. However, the RSA was tasked with the Commercial Vehicle Reform Project and 7 people were successful at interview to staff this project and permanently transferred from their respective Local Authorities. The RSA has also been tasked with the Driver Licence (Plastic Card) Transformation Project and 15 people were successful at interview and permanently transferred from their respective Local Authorities in 2012. The RSA will complete this process in 2013 in line with the Employment Control Framework.

## Industrial Relations

The HR 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 Relations Council (IRC) which meets on a quarterly basis. The RSA also has a high level of on-going interaction with staff representatives at local level.

## Health and Safety



RSA staff continue to be trained and given refresher training in all areas of health and safety such as Fire Safety, CPR and AED, Signing, Lighting and Guarding (at roadside checkpoints) and manual handling. A number of RSA staff have been trained as instructors and will provide training in-house to the remainder of our staff. The health and safety unit in conjunction with the IMS team saw the successful award of 3 NSAI Standards to the Road Safety Authority in 2011 (ISO 9001 Quality Management, OHSAS 18001 Health and Safety and ISO 14001 Environment Management). The RSA is the first public service body in Ireland to hold all 3 internationally recognised standards. All 3 standards were maintained in 2012.

## Finance Division

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:**

- Business planning and budgetary control;
- Financial and regulatory reporting;
- Compliance in respect of external and internal audits;
- Financial control in respect of payroll, travel and subsistence, payment processing and procurement;
- Treasury and cash management;
- Income recognition of the Authority's non-exchequer income;
- Management of the Authority's exchequer allocation;
- Compliance in respect of taxes;
- Management of complete suite of corporate governance requirements.

**In 2012, the Finance Division of the Authority achieved the following:**

**Completion of the Authority's Internal Audit Programme 2012 which included the following;**

- Fraud Management Policy;
- Budget and Business Planning Policy.

Completion of the Comptroller and Auditor General Audit of the 2011 Financial Statement for the year to the 31st December 2011 with the expression of a clean audit opinion. In addition to this work, the Finance Division continued its work in relation to operational business risk in 2012. The Authority changed the format and structure of its Risk Register included changing the existing categorisation of risks to make the risks more relevant to the Authority and to reduce the duplication of risks in the register. Another area was to introduce risks that were cross-organisational.

## Information Communications Technology (ICT)

**During 2012, the ICT Department focused primarily on the following three areas:**

- Completion of projects as per business plan;
- Improving on the existing service provided to RSA customers both inside and outside the organisation;
- Identifying and delivering technical solutions to facilitate cost savings.



## Projects Delivered in 2012

### 1. Electronic Data Capture

Project plan and timelines agreed and defined to provide for a scheduled delivery into UAT by October. This was delivered and is going through its second iteration and will be rolled out in Q1/Q2 2013.

### 2. 27001/Security and Sever Hardening

Implementation of SCOM server and has provided a one stop shop for security management, incident management and proactive monitoring.

### 3. IBT/EDT Integration and ADI System Update

A series of six technical workshops held with business stakeholders in the seven weeks of 2012, followed by technical specification and project plan sign off. This will be delivered in five phases, phase one was delivered in December 2012 with the following four phases to be delivered in 2013.

### 4. Network Optimisation

Phase 1 completed hardware rollout to Ballina in Q1. Phase 2 completed hardware rollout to Loughrea in Q2. This has resulted in the elimination of the bandwidth issues between the two sites and allowed us to implement QoS on our voice traffic meaning that 'dropped' calls are no longer an issue.

### 5. DTAS Release

Release 3 was delivered into live environment in Q2, this automates integration with the EDT system and automatically enforces the six month rule (was a manual visual check conducted by the tester). Release 3.1 was released in Q4 resolving some minor bugs and automating the management of CPC tests which were previously handled manually.

### 6. RHE RAS Upgrade

New release for RHE RAS service to align with changes to EU directives was delivered in May 2012.

### 7. Digital Tachograph in-line Upgrade

- New release to incorporate company cards and driver exchanges fully went live in June
- Improved Customer Service.

### 8. CoVIS

Business supported in the review of all technical project documents (HLD and strategy documents signed off).

### 9. Mobile Device Management (MDM)

As smart phones/tablets are becoming part of our standard hardware toolset the need to introduce MDM to manage and protect both the devices and the data stored therein has become apparent. To facilitate this a hosted solution called Mobile Iron was implemented in Q4. This allows us to:

- Encrypt all data held on the device;
- Remotely wipe the device in the event of loss or theft;
- Enforce a security policy on the devices;
- Manage applications installed on the devices through blacklists and whitelists.



**10. Remote Access to NDVF**

Remote access (via Citrix) to the NDVF for license look-ups has been delivered eliminating the need for separate PCs running on a separate network. This has allowed the Customer Call Centre (CCC) to handle these calls directly rather than re-directing them to the licensing section.

**11. Track A for NDLS**

The technical requirements for Track A were delivered in time in Q4 to support the generation of plastic cards in January 2013.

**Improved Customer Service****1. External Customer**

ICT has facilitated improvements to the customer service delivered by the RSA. This has been achieved by:

- Enhancing the call recording system in the Customer Care Centre to allow greater access for training and monitoring;
- Expanded the Communications Management System to cater for additional communications types (positive feedback and formal public information's requests);
- Ensuring the access to electronic data/information is built in to each project delivered (MYEDT portal to allow young drivers manage their own EDT activity, enhancement of DTAS self-scheduling for members of the public to cancel/reschedule their test;
- Enhanced features/navigation of our website resulting in a significant growth in activity as shown below.

Activity	2011	2012
Number of unique visits	863,455	1,006,040
Gross number of visits	511,261	1,666,195
Page views	4,200,363	7,268,584
Average page views per visitor	4.86	4.36

**2. Internal customer**

ICT focused on a number of initiatives to better understand our internal customers' needs and to improve the level of service delivered. These included:

- Customer Satisfaction Surveys— After running anonymised random surveys the results were compiled and a report submitted to senior management. Lists of actions were agreed with the ICT team and are being implemented;
- Customer 'drop in' clinic's in our main offices to demo new technologies and general Q&A sessions;
- Supply of a dedicated in house ICT training room;
- Roll-out of CMS refresher training to all users;
- Introduction of a self-service area on the Intranet to allow users to carry out a range of ICT related activities themselves (from adding a new printer to 'how to' guides on using SharePoint etc.);
- Roll-out of a hardware refresh program, to date over 80 laptops and desktops have been replaced.

## Initiatives to improve efficiencies and reduce costs

### 1. On-going Roll-out of Video Conferencing

Additional sites were set up and training provided

### 2. Outlook Calendar Access

Roll-out hardware to ensure all RSA staff members have access to, and are trained in, the use of electronic calendars

### 3. Modified Methods of Procurement

Use of centralised framework agreements for hardware purchasing resulting in up to 30% savings on large hardware purchases

### 4. Use of New Technologies

For example a pilot with VI/TO's use of hand held devices for data entry of checking driver/vehicles details. This was completed in 2012 and will be rolled out to all relevant staff in 2013. It will eliminate the need for double entry of all captured data.



## **Estate Management**

### **Office Premises**

The RSA operates at 50 locations nationwide. The RSA uses the services of the Office of Public Works (OPW) as its accommodation provider. The OPW is involved in ongoing rationalisation of its estate and the RSA is cooperating with them to obtain appropriately 'fit for purpose' office accommodation at the lowest cost.

Following the Minister's decision that driver testing service delivery was to remain a function of the RSA, the Driver Testing Service of the RSA conducted a review of its accommodation needs. The objective of this review was to determine how to better serve the public in the current difficult economic environment while meeting the requirement to reduce the cost to the State of the delivery of public services through its spend on estate. In July, 2012 the Department of Transport, Tourism and Sport (DTTAS) gave approval to the RSA's proposals. The RSA commenced discussions with the OPW to develop plans for the development of 9 All Category Test Centres and 7 Intermediate Test Centres at various locations throughout the country.

In August 2012 the RSA closed the driving test centre in Churchtown in Dublin. The premises were no longer fit for purpose and the expiration of the lease provided the opportunity to cease occupancy. Operations at the centre were transferred to the nearby Rathgar test centre.

During 2012 the RSA completed a refurbishment of the Tallaght test centre to bring it up to an appropriate standard to meet the needs of both clients and staff. The RSA offices at Bow St. Dublin were also refurbished to make it more useable by reducing the size of conference rooms and the creation of additional office space.

At Ballina HQ the Driving Licence Project required the creation of appropriate space for the additional staff being redeployed from Local Authorities. To this end a reorganisation of space for driver testing administrative staff and driver licensing staff took place along with the construction of additional offices. At our offices in Loughrea, the issue of severe overcrowding and the general unsuitability of Clonfert House in its current layout continued. Following a meeting in October, the OPW agreed to prepare plans for the reconfiguration of the building to better meet the requirements of its occupants, including a decentralised office of DTTAS.

Also during 2012 the RSA concluded an agreement with Cork Greyhound Stadium to allow it to use its facility at Curraheen Park for conducting the required manoeuvres for HGV testing. Without this the RSA could not continue to provide the test in Cork due to the unsuitability of our current test centre pending the creation of an All Category Test centre for the city.

During 2012 the Driver Testing service conducted training for 'bike to bike' testers in Finglas in Dublin. The RSA also secured appropriate storage space for the motorbikes adjacent to the Finglas test centre.

## **Freedom of Information**

Enabling legislation to extend the Freedom of Information Acts to include the RSA has still not been passed. Pending the extension of the FOI acts to the RSA, the RSA has decided to conduct its business in as open and transparent manner as possible. During 2012, three Freedom of Information requests were handled by the RSA. In addition the RSA received and dealt with one request for information made under the Access to Information on the Environment Regulations, 2007.

## **Data Protection**

During 2011 the RSA received and dealt with one Data Access Request under the Data Protection Acts.

## **RSA Fleet**

The RSA operates a fleet of vehicles to meet the operational needs of its different directorates. In 2012 the RSA took delivery of four additional vans, procured through the NPS, to increase its enforcement fleet to six vans and provide for an increased level of compliance checks.

During 2012, the RSA took delivery of two additional cars, sourced from a NPS drawdown contract, to be used as part of its 'pool vehicles' for use by RSA staff based in headquarters to travel on official business. This initiative seeks to reduce the level of travel expenses paid to staff where they need to travel on official business.

## **Energy Use**

In July 2012 the RSA became included under the NPS Framework Agreement for the Supply of Electricity to central government for each of its 50 locations nationwide. This will reduce the cost to the RSA of electricity supply.

## **Overview of Energy Usage in 2012**

In 2012 the Road Safety authority (Ballina HQ building) consumed 460.68 MWh of energy consisting of:

- 457.64 MWh of electricity
- 3.049 MWh of fossils fuels

## Actions Undertaken in 2012

In 2012 the RSA sought to improve its energy performance by:

- Education and promotion of energy awareness to office based staff;
- Establishing a ‘Green Team’;
- Incorporating environmental awareness articles for inclusion in the in-house magazine and publications;
- Setting a target of reducing the overall energy consumption (of HQ building) by at least 1% per annum, taking 2010 as a baseline;
- Ensuring consideration is given to the purchase of energy-saving/low-energy usage options for all electrical equipment and fittings;
- Ensuring non-essential equipment is powered off at the end of each working day and at weekends and periods of extended office closure.

It is not possible to quantify the savings achieved by these but the benefit lies in increased energy awareness.

## Actions Planned for 2013

In 2013 the RSA intends to further improve our energy performance by undertaking the following initiatives:



- On-going commitment to the OPW Optimising Power at Work energy saving campaign;
- Implementing a progressive regime of energy efficiency and a ‘greening’ of RSA operations;
- Increased education and promotion of energy awareness to all staff as a result of achieving ISO 14001 certification;
- Rolling out initiatives, already underway in HQ buildings, to larger driving test centres.

## ISO Accreditation

Following a surveillance audit conducted by the NSAI in December 2012, the RSA successfully retained certification to the following three international standards:

### ISO 9001:2008 (Quality Management System)

- ISO 14001:2004 (Environmental Management System)
- OHSAS 18001:2007 (Occupational Health and Safety Management System)

In respect of services provided by and functions conferred on the RSA.

The RSA initially achieved certification following an NSAI audit in November, 2011 and An Taoiseach, Mr. Enda Kenny T.D., formally presented the certificates to the RSA at a ceremony held in Ballina on 27th February, 2012.

## Appendix

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Extract of RSA Financial Statements  
Road Safety Authority For the Year Ended 31st December 2012

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117	Statement on Internal Financial Control
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121	Income and Expenditure Account
122	Balance Sheet
123	Notes to the Financial Statements



**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 Standards and Enforcement  
Mr Declan Naughton — Director Driver Testing and Licensing  
Mr Michael Rowland — Director Road Safety, Research and Drive Education

**Members of the Board**

Mr Gay Byrne — Chairperson  
Ms Aine Cornally  
Ms Myra Garrett  
Mr Aaron MacHale  
Mr Eddie Rock  
Mr Ronan Melvin  
Dr Áine Carroll  
Mr Sean Finan

**Bankers**

Bank of Ireland, Pearse Street, Ballina, Co. Mayo

**Auditors**

The Comptroller and Auditor General  
Dublin Castle, Dublin 2

**[www.rsa.ie](http://www.rsa.ie)**

## Statement of Responsibilities of the Authority

Section 29 of the Road Safety Authority Act, 2006 requires the Chief Executive Officer to prepare accounts and following approval by the Board 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 Chief Executive Officer is responsible for the 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 Chief Executive Officer is also responsible for safeguarding the assets of the Authority and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

## 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.**

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## Appendix

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In respect of 2012 and the Exchequer income recognised, the Authority and the Department of Transport, Tourism and Sport agreed a Service Level Agreement with regard to the provision of services by the Authority and a Memorandum of Understanding for 2012, that governed the drawdown of Exchequer income to ensure it was drawn down on a needs only basis.

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 2012, the following Internal Audits took place and were reported to the Internal Audit Committee of the Authority;

- **An Audit of ICT competence was performed in February 2012;**
- **An Audit of the Authority's human resource and succession planning arrangements was performed in July 2012;**
- **An Audit of the Authority's Data Protection policy and procedures was performed in July 2012;**
- **An Audit of the System of Internal Financial Controls was performed in October 2012;**
- **A follow up Audit of Corporate Governance Arrangements in the Authority was performed in October 2012;**
- **A follow up Audit of the Authority's Risk Management process was performed in October 2012.**

In addition to this work, the Authority continued its work in relation to operational business risk in 2012. The Authority changed the format and structure of its Risk Register including changing the existing Categorisation of Risks to make the risks more relevant to the Authority and to reduce the duplication of risks in the register. Another area was to introduce risks that were cross organisational.

The Authority reviewed its suite of financial control process documentation to ensure they are up to date and relevant in 2012. The Authority also created two new financial policies in 2012 and these were as follows;

- **Fraud Management Policy**
- **Budget and Business Planning Policy**

I confirm that the Authority conducted a review of the effectiveness of the systems of internal financial control in 2012.

## 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 for Transport, Tourism and Sport 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, Tourism and Sport in the year.

### 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 Tachograph receipts and other amounts that arise through the Authority's campaigns and programmes. Fees for Digital Tachograph 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 and 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 and Fittings	5 years
Motor Vehicles	5 years
Specialist and Telecom Equipment	3 years
Hardware	3 years
Application Software	3 years

## **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.

### **Staff Pensions**

There are 161 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, Tourism and Sport. The Road Safety Authority Superannuation Scheme is in operation for all other staff that joined the Authority through external competitions and by other means. As at 31st December 2012, there was 169 staff with this status.

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 of Transport, Tourism and Sport with the consent of the Minister for Public Expenditure and Reform.

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, Tourism and Sport.

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 of Transport, Tourism and Sport. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable and off-set 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, Tourism and Sport.

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, Tourism and Sport.

## Road Safety Authority Income and Expenditure Account For the Year Ended 31st December 2012

	<b>2012</b>	<b>2011</b>
	<b>€</b>	<b>€</b>
State Grant	13,662,000	12,039,000
Transfer from Capital Account	(2,019,463)	(849,751)
Net Deferred Funding for Pensions	1,867,000	1,488,000
Other Income	29,791,229	27,169,280
	<b>43,300,766</b>	<b>39,846,529</b>
Staff Costs	(17,511,328)	(17,275,026)
Technical Advice	(1,241,205)	(600,917)
Administration Costs	(3,462,944)	(4,041,418)
Programme Costs	(15,830,788)	(13,603,507)
Pension Costs	(1,948,000)	(1,651,000)
Depreciation	(1,188,993)	(1,189,236)
	<b>(41,183,258)</b>	<b>(38,361,104)</b>
<b>Surplus for the year</b>	<b>2,117,508</b>	<b>1,485,425</b>
<b>Balance at 1st January</b>	<b>16,413,885</b>	<b>14,928,460</b>
<b>Balance at 31st December</b>	<b>18,531,393</b>	<b>16,413,885</b>

## Road Safety Authority Balance Sheet as at 31st December 2012

	2012 €	2011 €
<b>Fixed Assets</b>		
Tangible Assets	4,383,940	2,364,477
<b>Current Assets</b>		
Cash at bank and in hand	25,569,081	22,832,616
Debtors and Accrued Income	334,057	785,679
Stock	—	127,091
Prepayments	203,495	188,015
	<b>26,106,633</b>	<b>23,933,401</b>
<b>Creditors (Amounts falling due within one year)</b>		
Creditors and Accruals	(7,575,240)	(7,519,516)
<b>Net Current Assets/(Liabilities)</b>	<b>18,531,393</b>	<b>16,413,885</b>
<b>Total Assets before Pensions</b>	<b>22,915,333</b>	<b>18,778,362</b>
Deferred Pension Funding	30,496,000	21,600,000
Pension Liabilities	(30,496,000)	(21,600,000)
<b>Total Net Assets</b>	<b>22,915,333</b>	<b>18,778,362</b>
<b>Represented By</b>		
Capital Account	4,383,940	2,364,477
Income and Expenditure Account	18,531,393	16,413,885
	<b>22,915,333</b>	<b>18,778,362</b>

## Notes to the Financial Statements for the Year Ended 31st December 2012

### Chief Executive Officer's Remuneration

	2012	2011
	€	€
Salary	153,885	153,885
Superannuation	15,907	15,907
Employers PRSI	14,399	14,399
<b>Total</b>	<b>184,191</b>	<b>184,191</b>

The Chief Executive Officer's pension entitlements do not extend beyond the standard entitlements in the model public sector defined benefit superannuation scheme. The Chief Executive Officer is engaged under a secondment arrangement from the Health Service Executive (HSE) which pays his salary. The amounts disclosed above were paid to the HSE as reimbursement of salary and as a contribution to superannuation costs. The Chief Executive Officer did not receive performance related pay in 2011 or 2012.

### Director's Emoluments

Director's Emoluments	2012	2011
	€	€
<b>Chairperson</b>		
Mr Gay Byrne	12,600	12,600
<b>Board Members</b>		
Ms Aine Cornally	8,100	8,100
Ms Myra Garrett	8,100	8,100
Mr Aaron McHale	8,100	8,100
Mr Thomas Kelly*	—	5,701
Ms Ann McGuinness*	—	5,701
Mr Tony McNamara*	—	5,701
Mr John O'Gorman*	—	5,701
Mr Paul Haran*	—	—
Mr Eddie Rock	8,100	2,399
Mr Ronan Melvin	8,100	2,399
Mr Sean Finan	8,100	2,399
Dr Áine Carroll	—	—
<b>Total</b>	<b>61,200</b>	<b>66,901</b>

On the 13th September 2011, the term of the first Board of the Authority expired. A new Board of the Authority was constituted from the 14th September 2011. Those Board Members names (5) above that are marked with an asterisk were members whose membership of the Board was not renewed on the 14th September 2011 and who were replaced by four new Board Members



## Notes to the Financial Statements for the Year Ended 31st December 2012

The Authority paid the following travel and subsistence to Board Members;

### Director's Expenses

	2012	2011
	€	€
Travel	—	5,661
Subsistence	57	1,495
<b>Total</b>	<b>57</b>	<b>7,156</b>

In 2012, there were eleven (11) Board meetings held (2011, 9 Board meetings). In accordance with Section 3.8 of the Code of Practice for the Governance of State Bodies 2009 the following table outlines each Board Member's attendance in 2012.

### Director's Attendance Record

	2012	2011
<b>Chairperson</b>		
Mr Gay Byrne	11	9
<b>Board Members</b>		
Ms Aine Cornally	10	8
Ms Myra Garrett	11	8
Mr Aaron McHale	9	8
Mr Eddie Rock*	10	2
Mr Ronan Melvin*	11	2
Mr Sean Finan*	11	2
Dr Áine Carroll*	8	2

Those Board Members with an asterisk opposite their name joined as new members of the Board on the 14th September 2011.

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## Acronyms

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## Acronyms

AEBS	Advanced Emergency Braking Systems
ADI	Approved Driving Instructor
ADR	Carriage of Dangerous Goods
AGS	An Garda Síochána
ANPR	Automated Number Plate Recognition
BAC	Blood Alcohol Concentration
BV	Bureau Veritas
CCC	Customer Care Centre
CoVIS	Commercial Vehicle Information System
CSPE	Civic, Social and Political Education
CVR	Commercial Vehicle Roadworthiness
CVT	Commercial Vehicle Testing
DPS	Demerit Point System
Driver CPC	Driver Certificate of Professional Competence
DTTAS	Department of Transport, Tourism and Sport
EBS	Electronic Braking System
ECWVTA	European Communities Whole Vehicle Type Approval
EDT	Essential Driver Training
ESC	Electronic Stability Control
ETSC	European Transport Safety Council
FAI	Football Association of Ireland
FERSI	Forum of European Road Safety Research Institutes
FTE	Full Time Equivalents
GAA	Gaelic Athletic Association
GVW	Gross Vehicle Weights
HLD	High Level Design
HR	Human Resources
HSA	Health and Safety Authority
HSE	Health Service Executive
IBT	Initial Basic Training
ICT	Information Communications Technology
INAB	Irish National Accreditation Board
IRC	Industrial Relations Council
IRFU	Irish Rugby Football Union
IRTAD	International Road Traffic and Accident Database
ITF	International Transport Forum
LDW	Lane Departure Warning
MDM	Mobile Device Management
MOU	Memorandum of Understanding
MTO	Motor Taxation Offices
NCT	National Car Test
NCTS	National Car Testing Service
NDLS	National Driver Licence Service
NNC	No Name Club
NRA	National Roads Authority
NSAI	National Standards Authority of Ireland

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**Acronyms**

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NVDF	National Vehicle Driver File
OECD	Organisation for Economic Cooperation and Development
OPW	Office of Public Works
RAS	Remote Access Server
RHE	Road Haulage Enforcement
SPHE	Social, Personal and Health Education
SSC	Supervision Services Contractor
TEC	Technical Elements Contractor
TISPOL	European Traffic Police Network
TY	Transition Year
USI	Union of Students in Ireland
VOSA	Vehicle Operator Standards Agency (UK)
WIMS	Weight in Motion System

## Road Safety Authority Working to Save Lives

**The RSA would like to thank the following organisations for their support in 2012:**

A-CEART  
Advance Pitstop  
An Garda Síochána  
Approved Driving Instructors (ADIs)  
Automobile Association  
BRí  
Bus Éireann  
Coach Tourism and Transport Council  
National Transport Authority  
Cork University Hospital  
County Childcare Committees  
Cycling Ireland  
Cycling.ie  
Department of Education and Skills (TY Programme)  
Department of the Environment, Community and Local Government  
Department of the Environment (NI)  
Department of Foreign Affairs and Trade  
Department of Transport, Tourism and Sport  
DIAI  
Dublin Bus  
Dublin City Council  
Dublin Castle  
ESB  
European Transport Safety Council (ETSC)  
Fleet Magazine  
Football Association of Ireland (FAI)  
Green Schools  
Health and Safety Authority  
Health Service Executive  
IDAI  
Irish Farmers Association (IFA)  
Irish Farmers Journal (IFJ)  
Irish Road Haulage Association (IRHA)  
Irish Rugby Football Union (IRFU)  
iRadio  
Local Authorities  
Local Government Computer Science Board  
MEAS Media  
Medical Bureau of Road Safety (MBRS)  
Met Éireann  
Mid West Radio  
Muintir na Tire  
National Community Fora  
National Rehabilitation Hospital, Dun Laoghaire  
National Roads Authority  
National Standards Authority of Ireland (NSAI)  
No Names Club



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**Thank you**

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Society for the Irish Motor Industry (SIMI)  
Third Level Colleges  
Tony Kealy's Baby Store  
Topaz  
Trinity College, Dublin  
Union of Students Ireland  
University College Cork (UCC)  
Volvo  
Mercedes  
Working Groups





# Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

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